



TOWN OF PALM BEACH TRAFFIC ANALYSES AND COMMERCIAL AREAS PARKING STUDY

APPENDICES



APPENDIX A

ITE Trip Generation Manual Relevant Pages

Land Use: 710

General Office Building

Description

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

Additional Data

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

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

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

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

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

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

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

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

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

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

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

Source Numbers

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

General Office Building (710)

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

Setting/Location: General Urban/Suburban

Number of Studies: 59

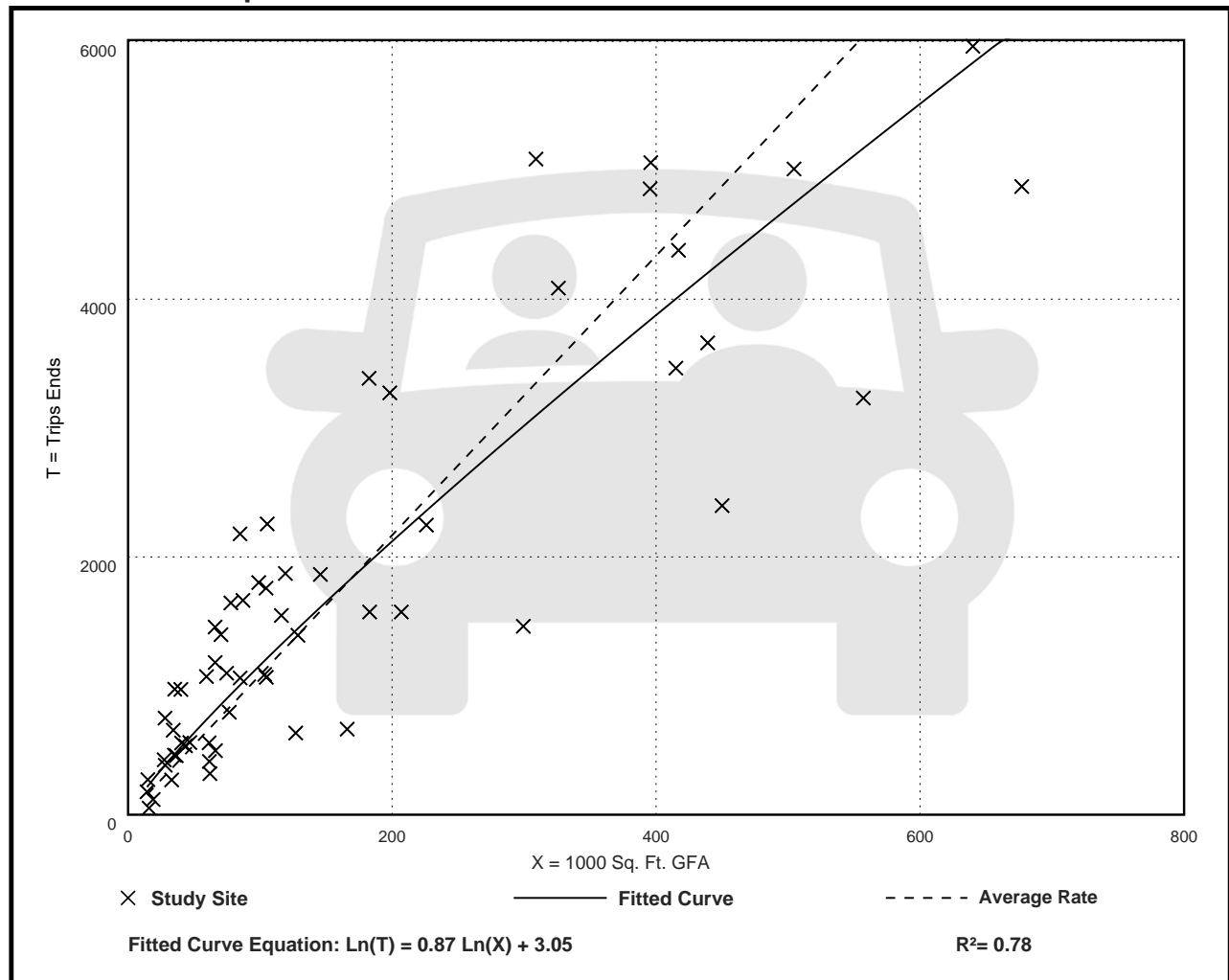
Avg. 1000 Sq. Ft. GFA: 163

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 221

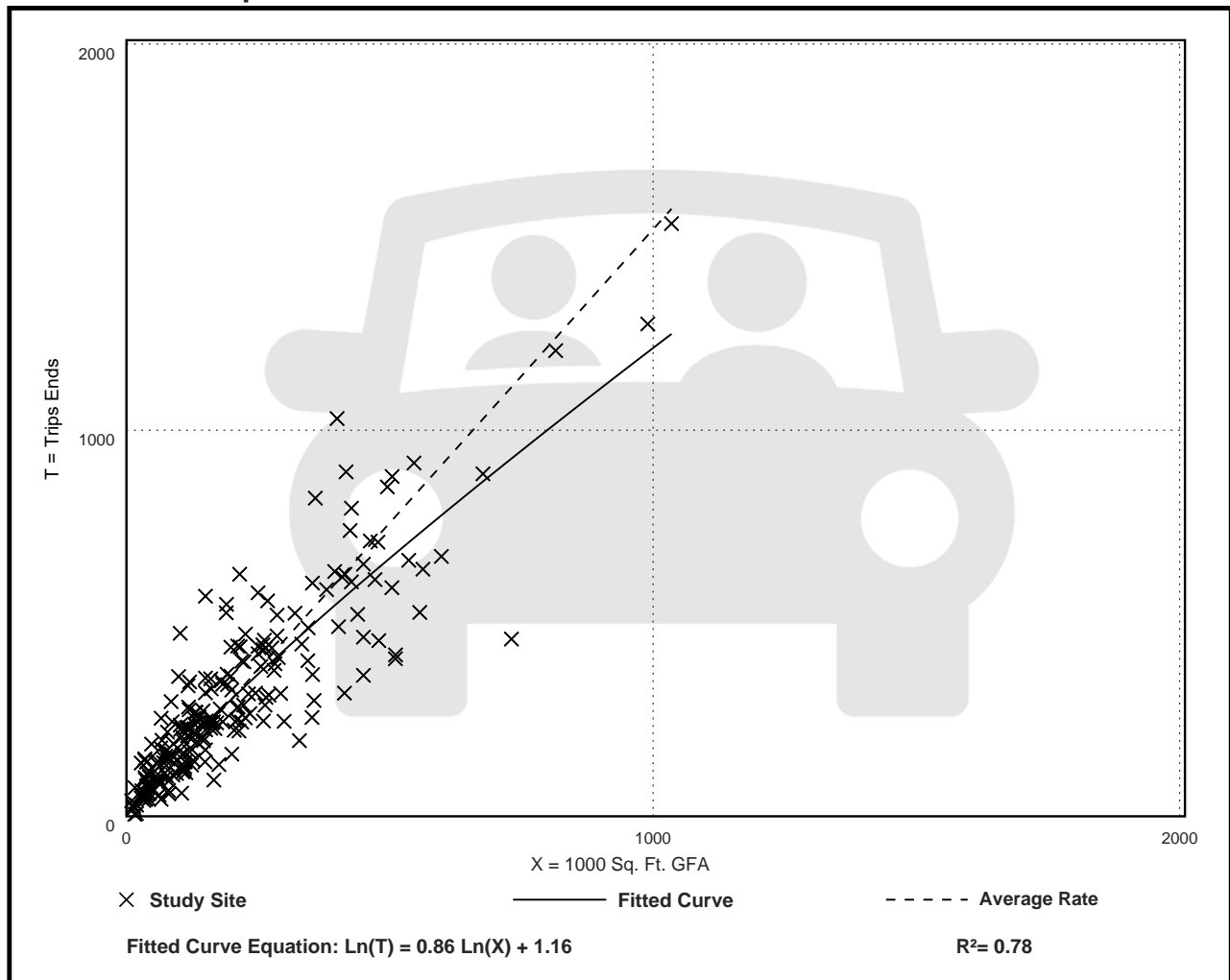
Avg. 1000 Sq. Ft. GFA: 201

Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 232

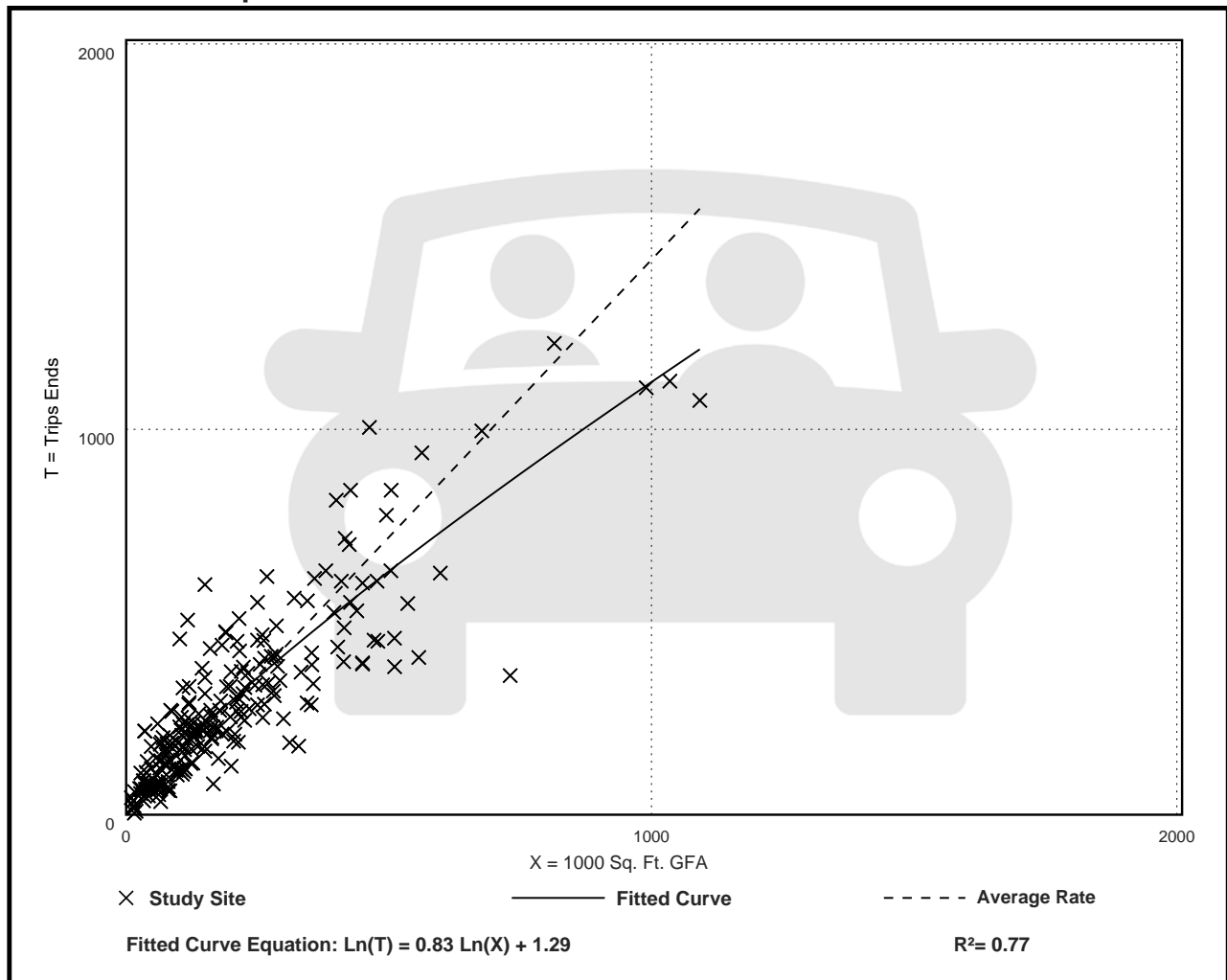
Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Land Use: 710

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

General Office Building (710)

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On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 59

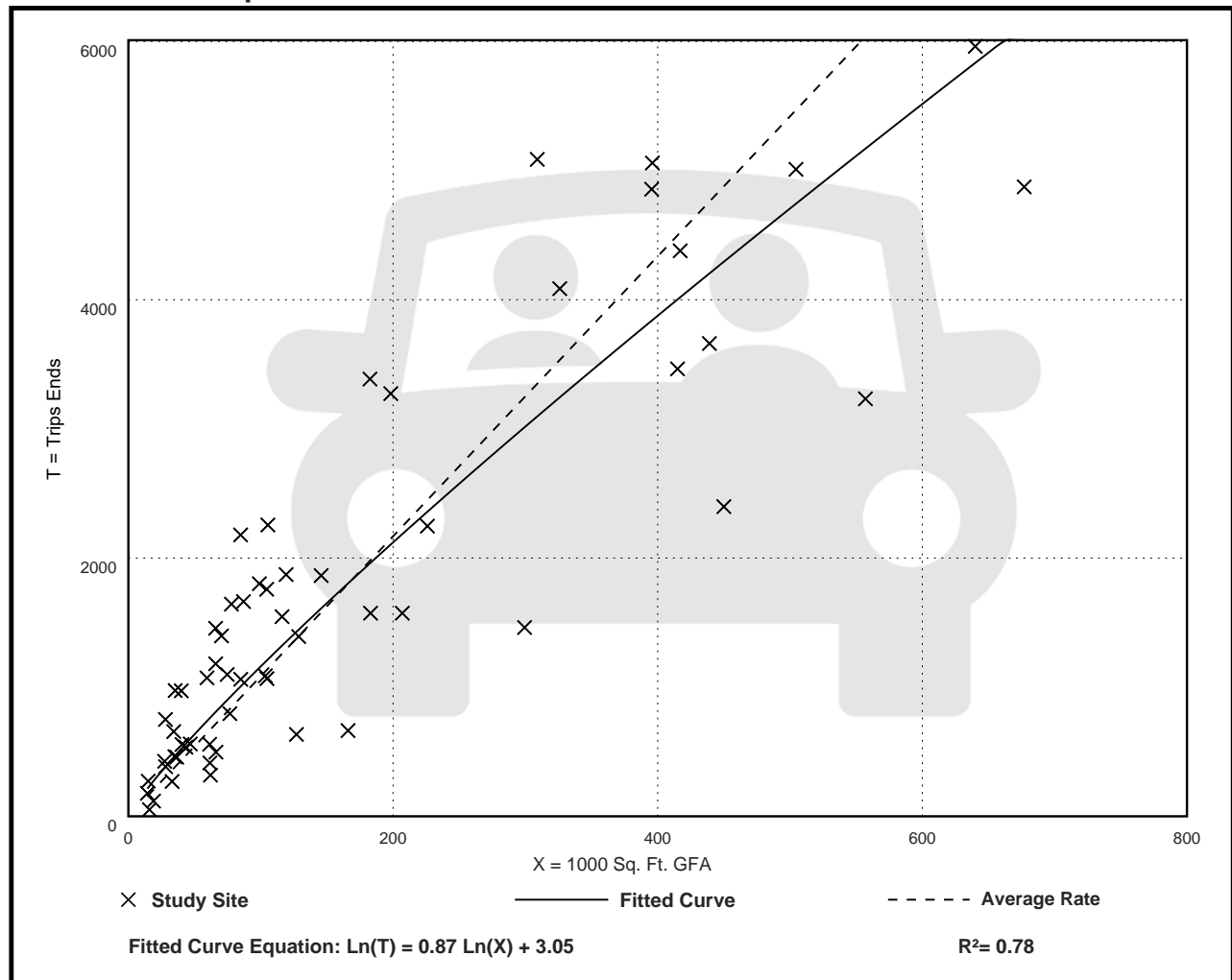
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Number of Studies: 221

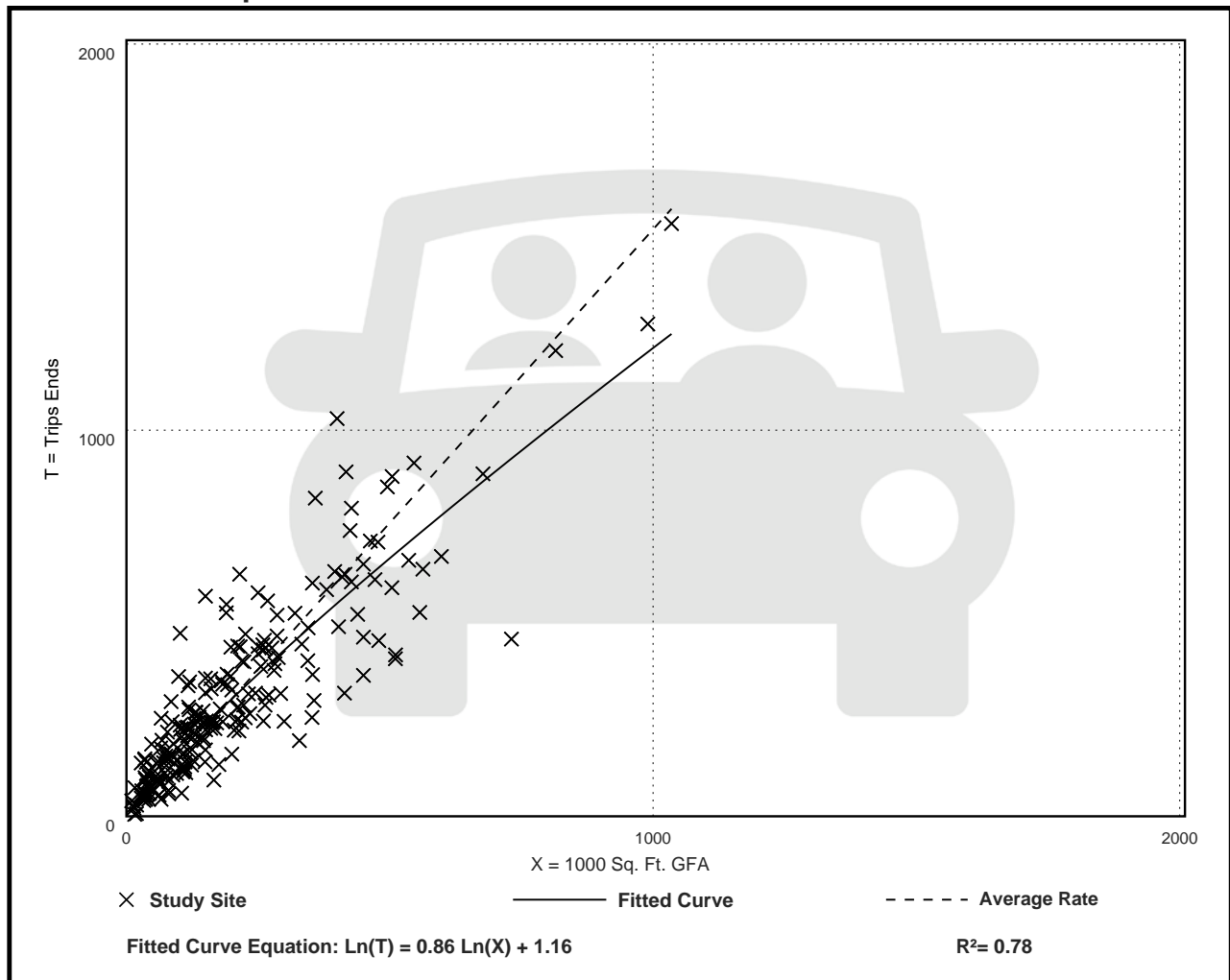
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General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 232

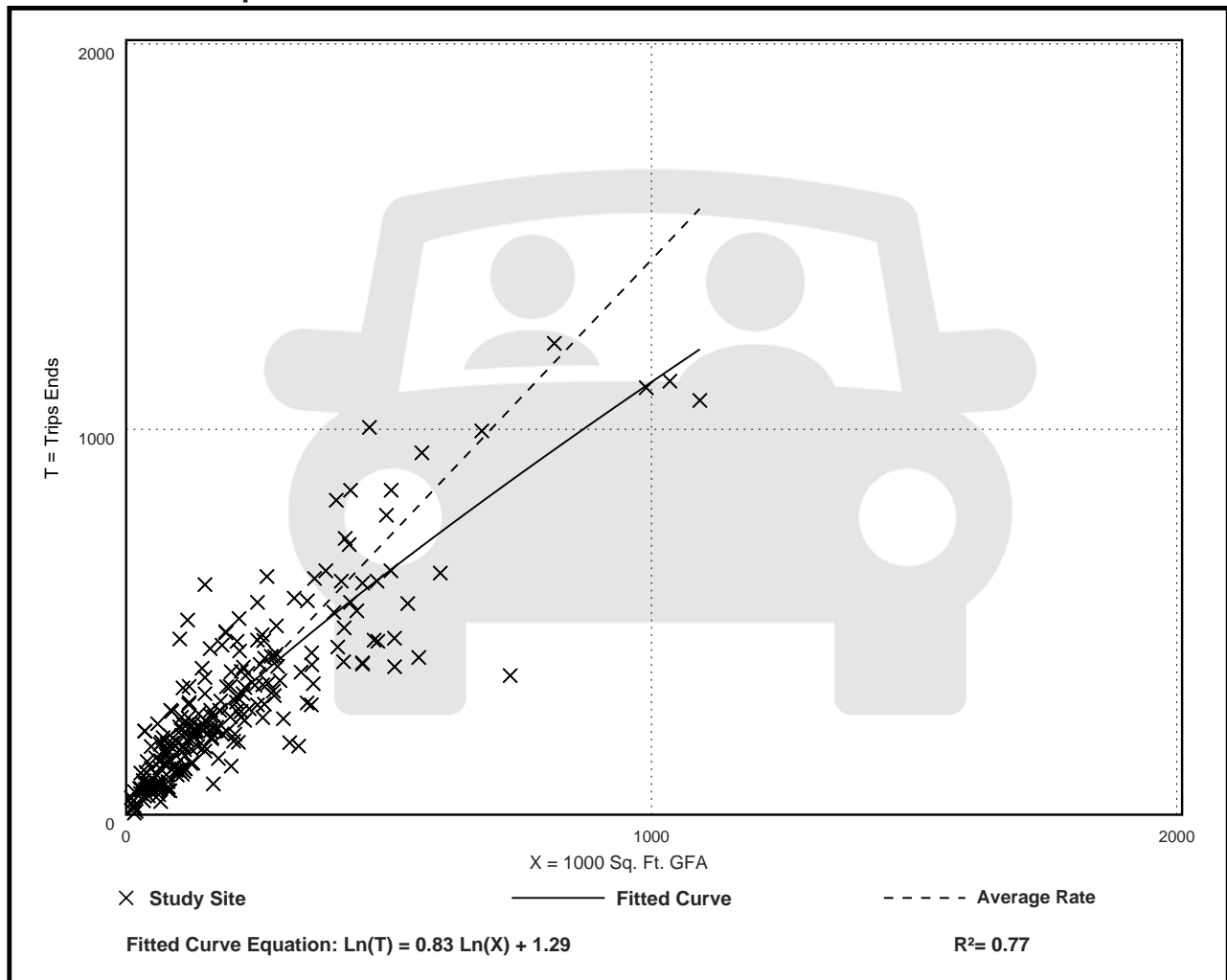
Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Land Use: 821

Shopping Plaza (40-150k)

Description

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

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

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

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

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

Land Use Subcategory

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

Additional Data

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

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

Source Numbers

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

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

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

Setting/Location: General Urban/Suburban

Number of Studies: 17

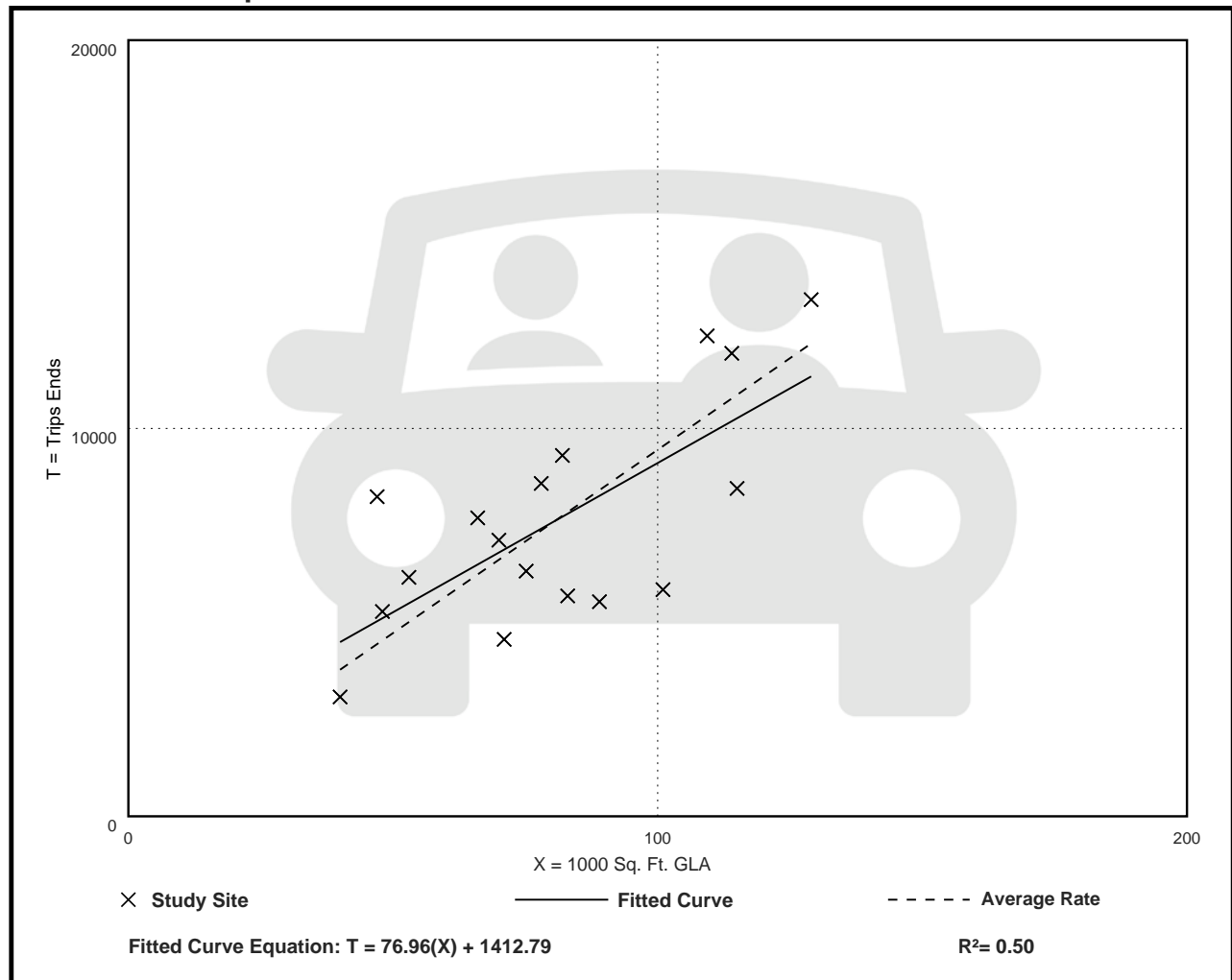
Avg. 1000 Sq. Ft. GLA: 81

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 16

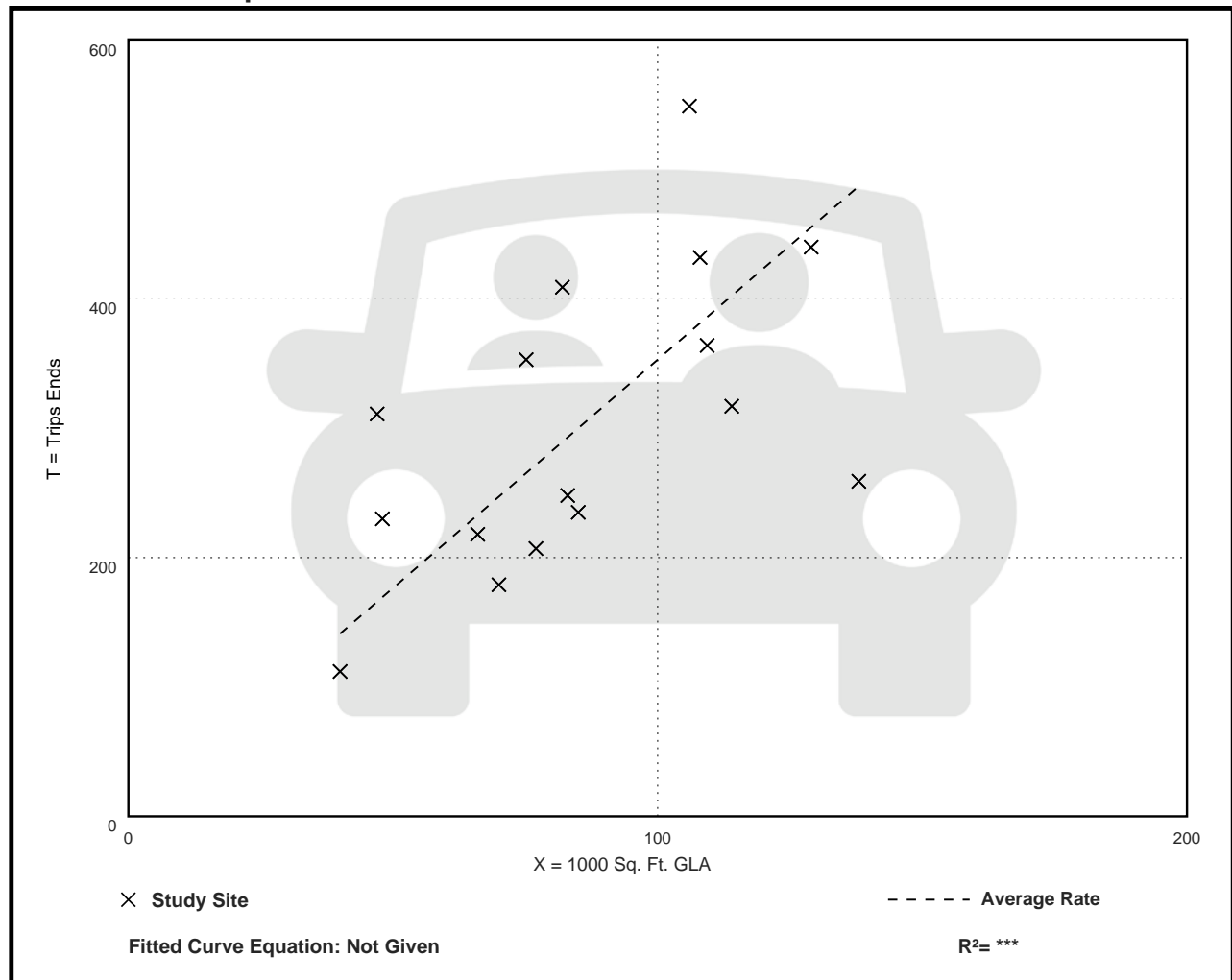
Avg. 1000 Sq. Ft. GLA: 86

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

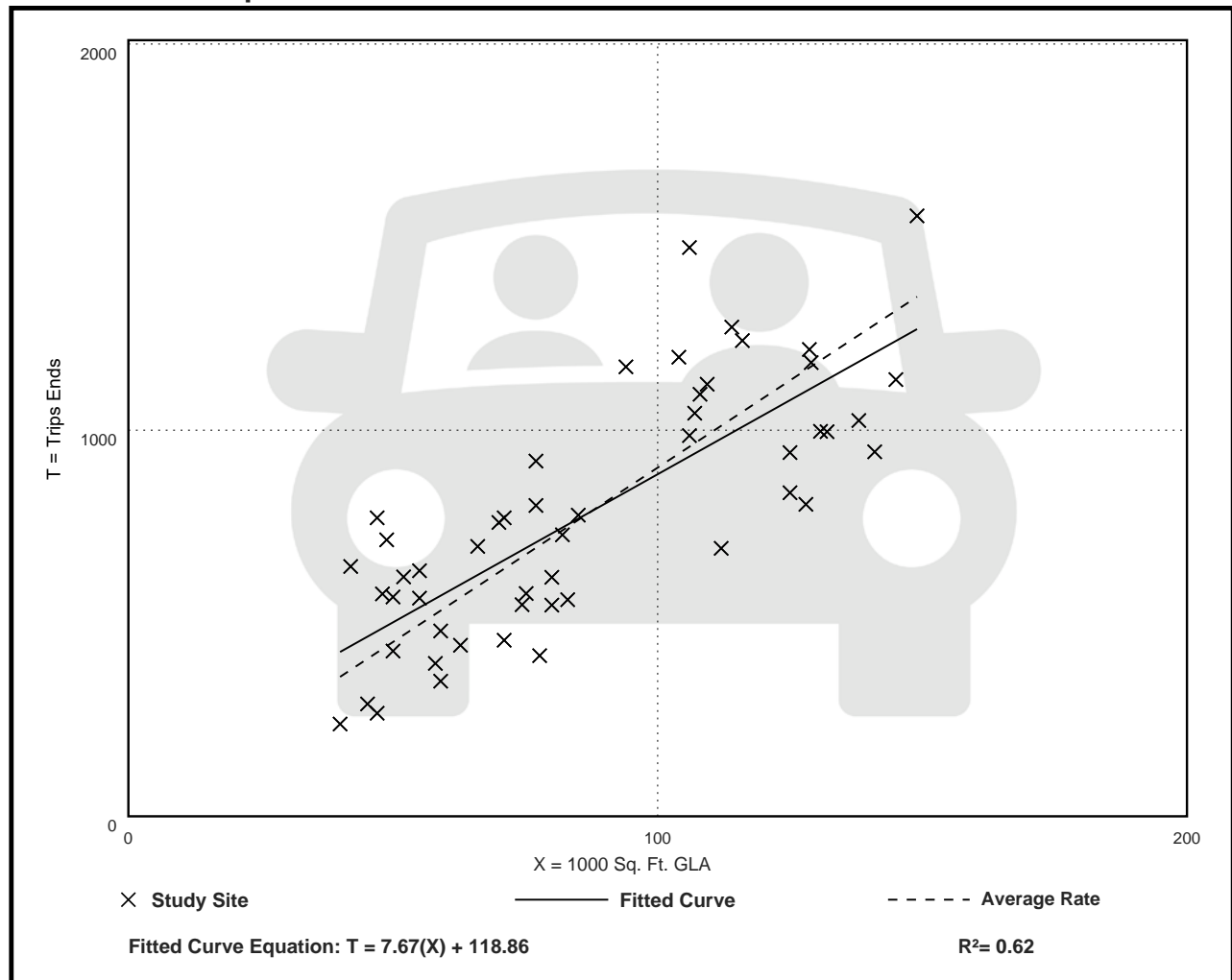
Avg. 1000 Sq. Ft. GLA: 87

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Land Use: 822

Strip Retail Plaza (<40k)

Description

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

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

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

Additional Data

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

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

Source Numbers

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

Strip Retail Plaza (<40k) (822)

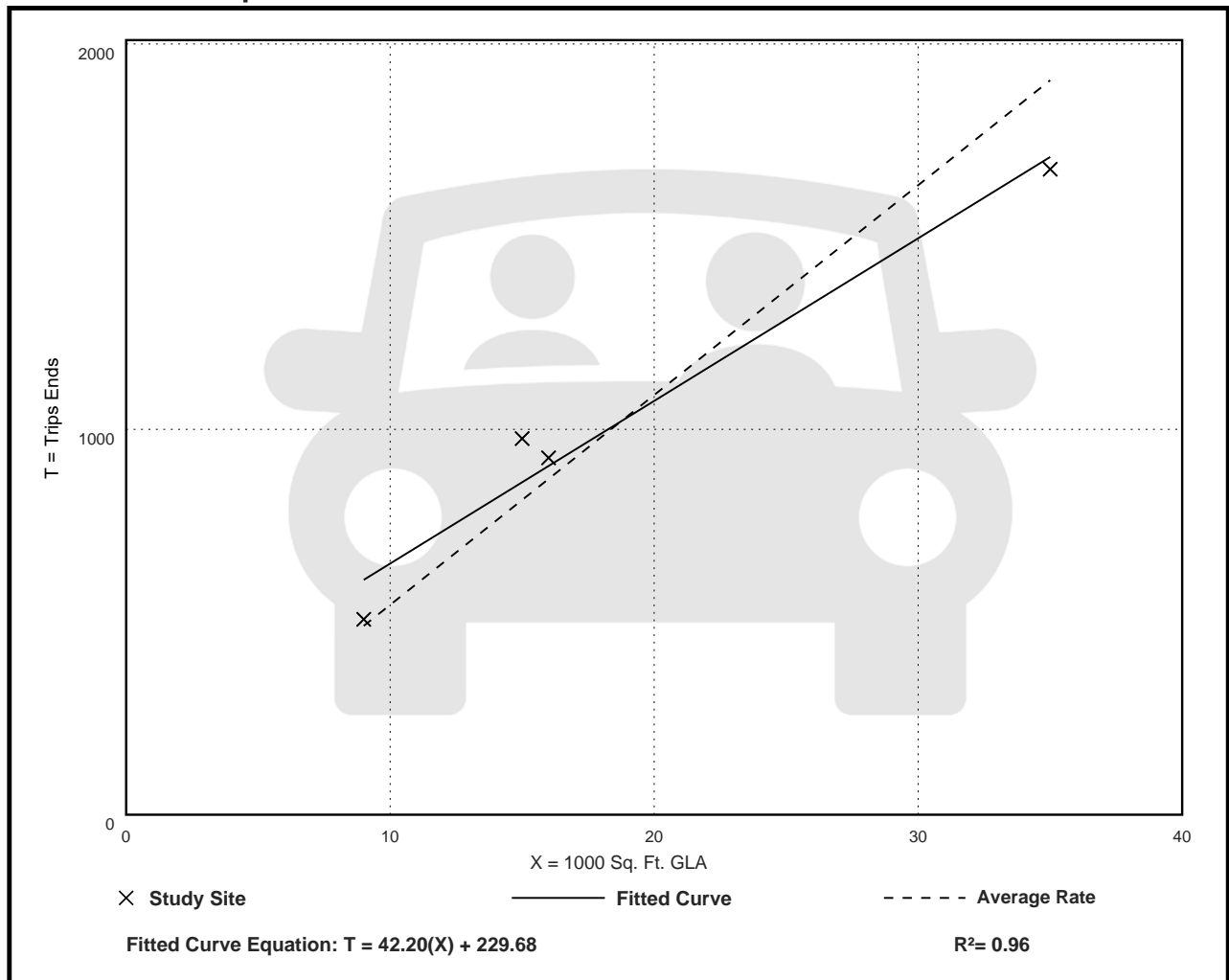
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

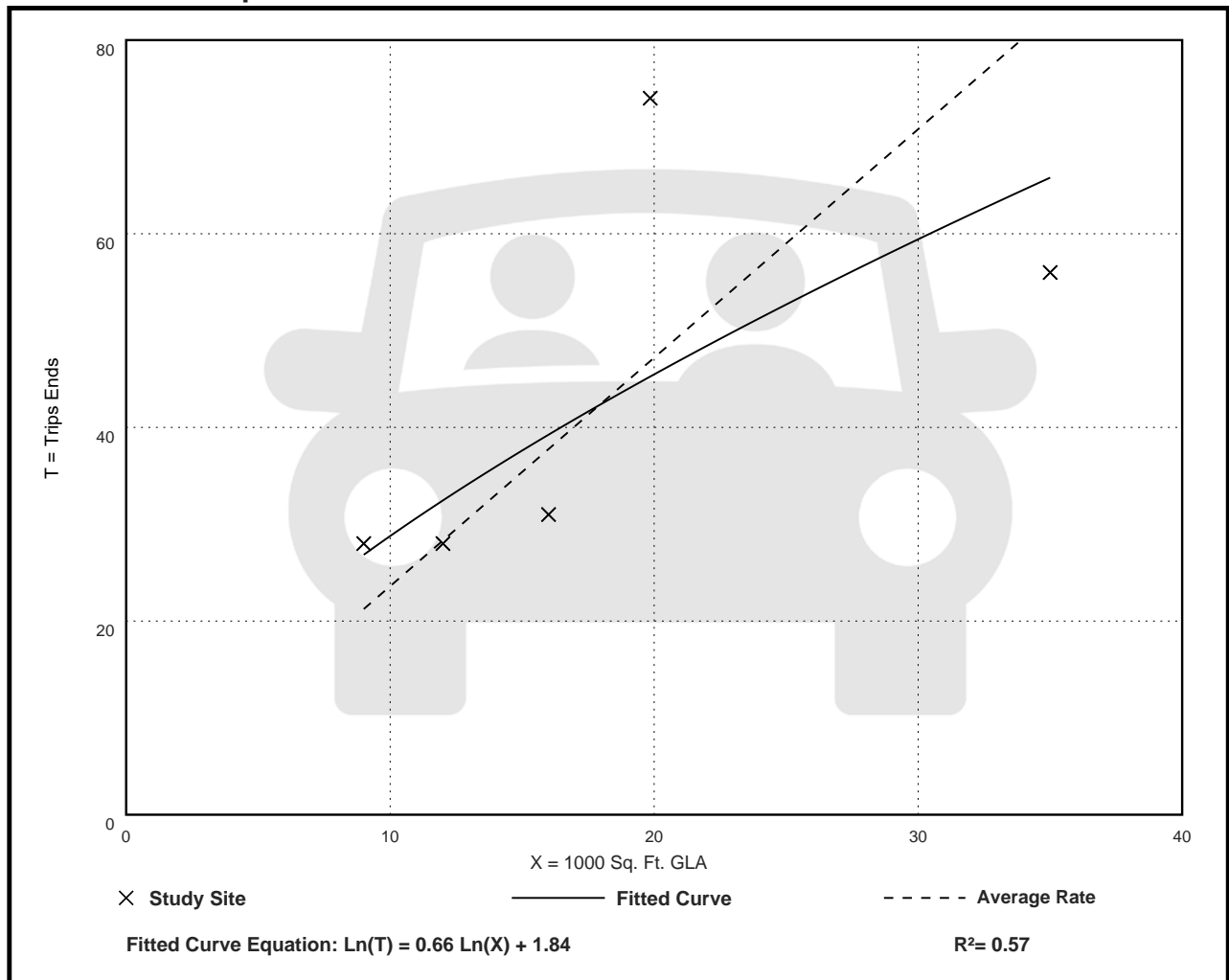
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

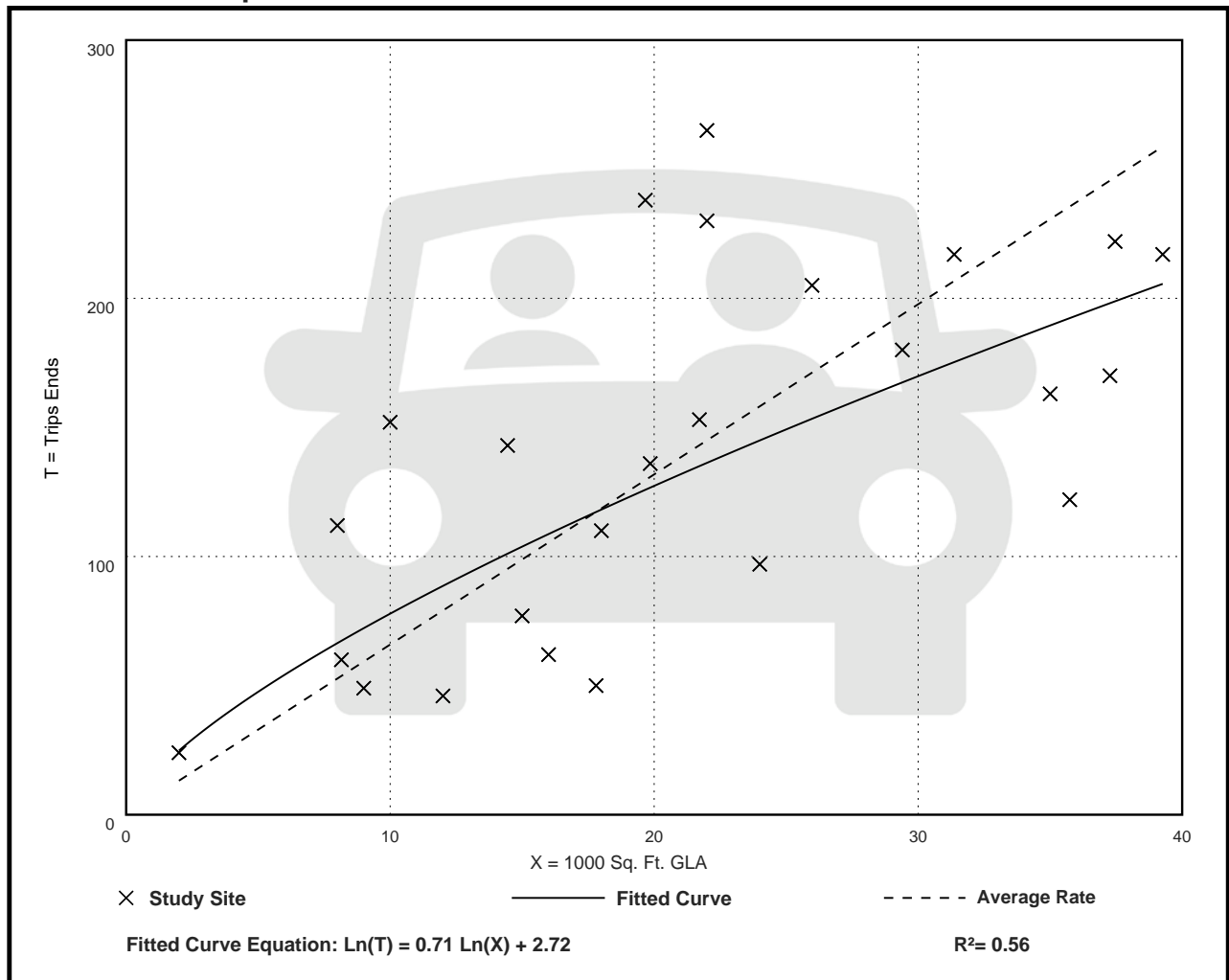
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Land Use: 932

High-Turnover (Sit-Down) Restaurant

Description

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

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

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

Additional Data

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

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

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Source Numbers

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

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

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

Setting/Location: General Urban/Suburban

Number of Studies: 50

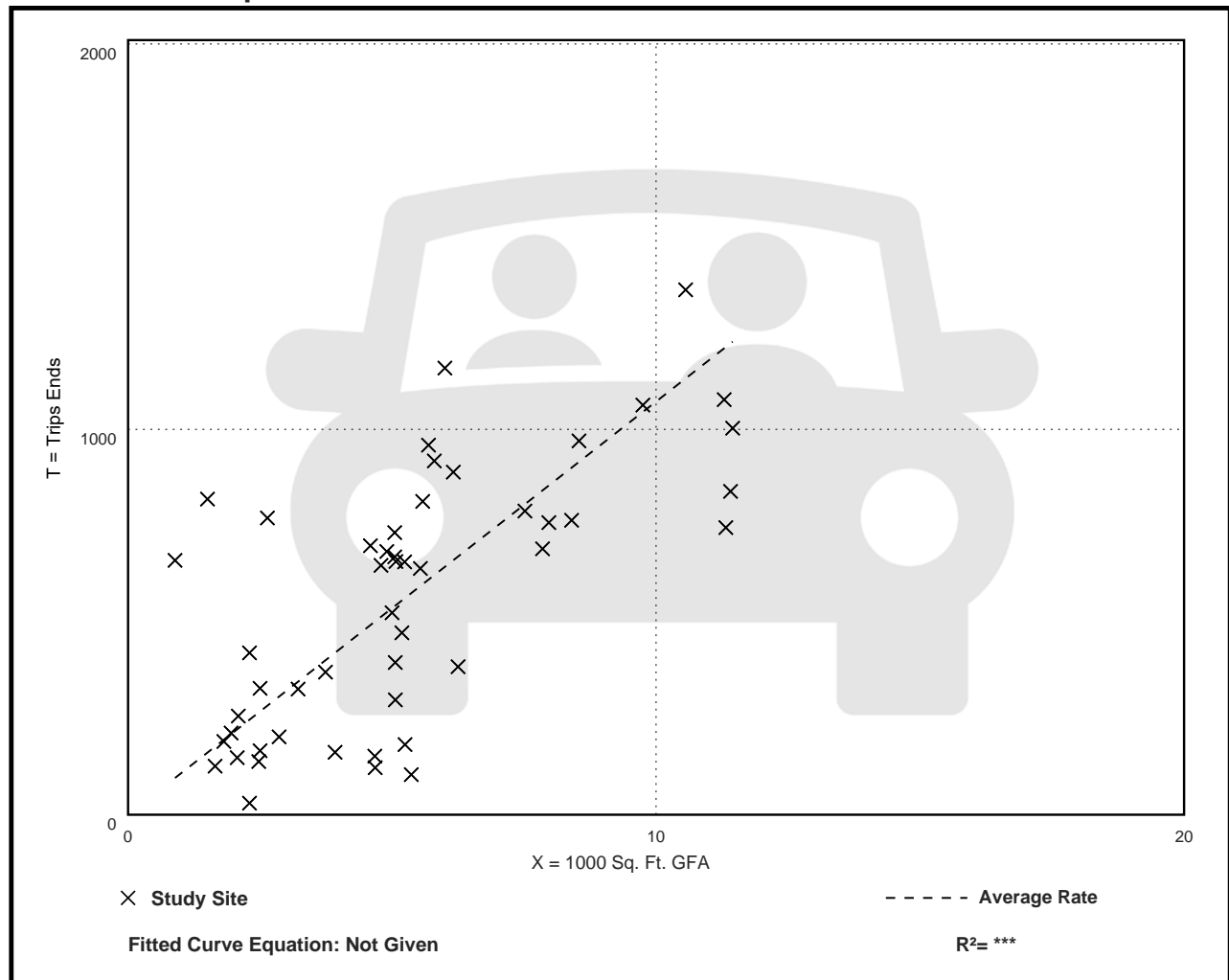
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 37

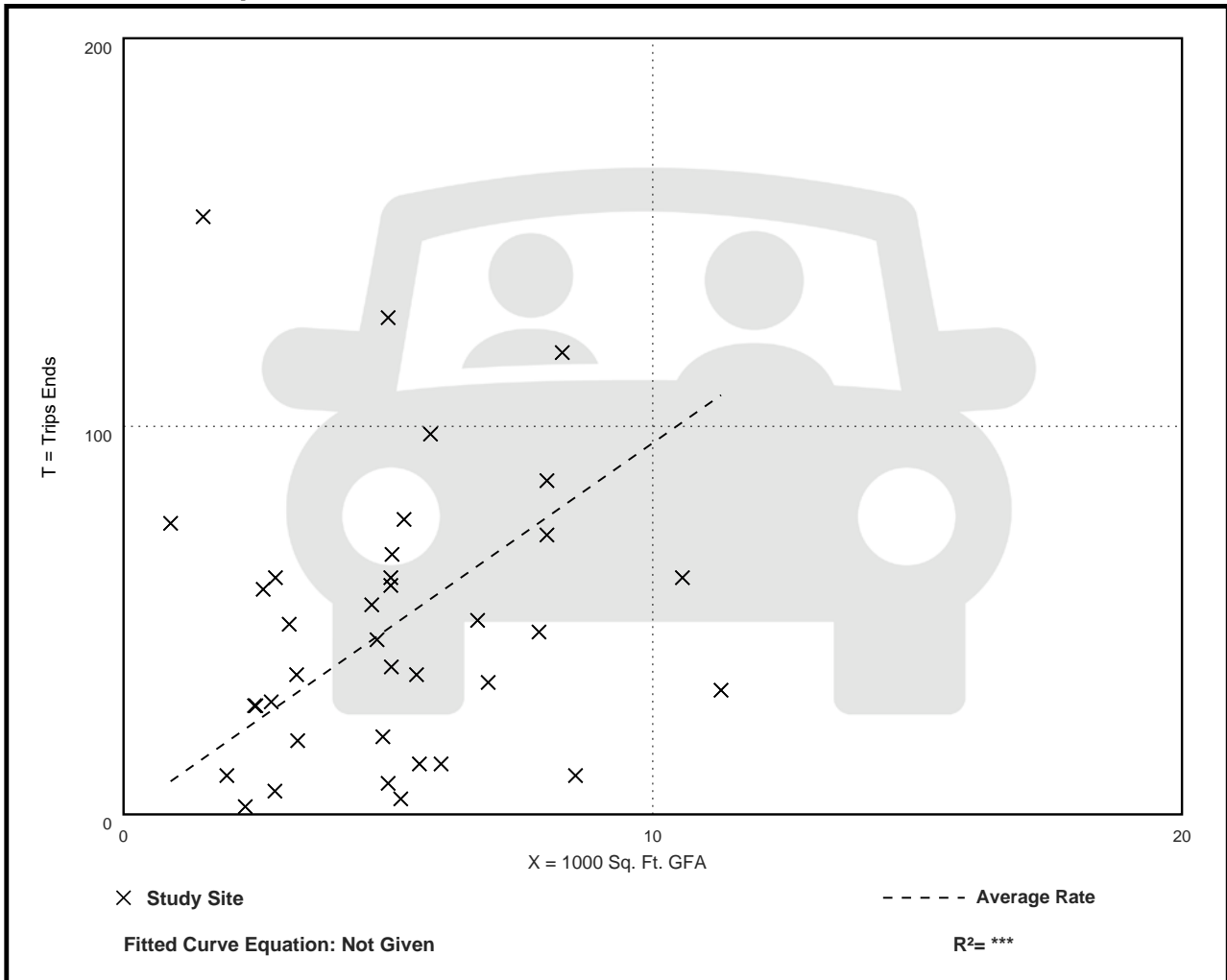
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 104

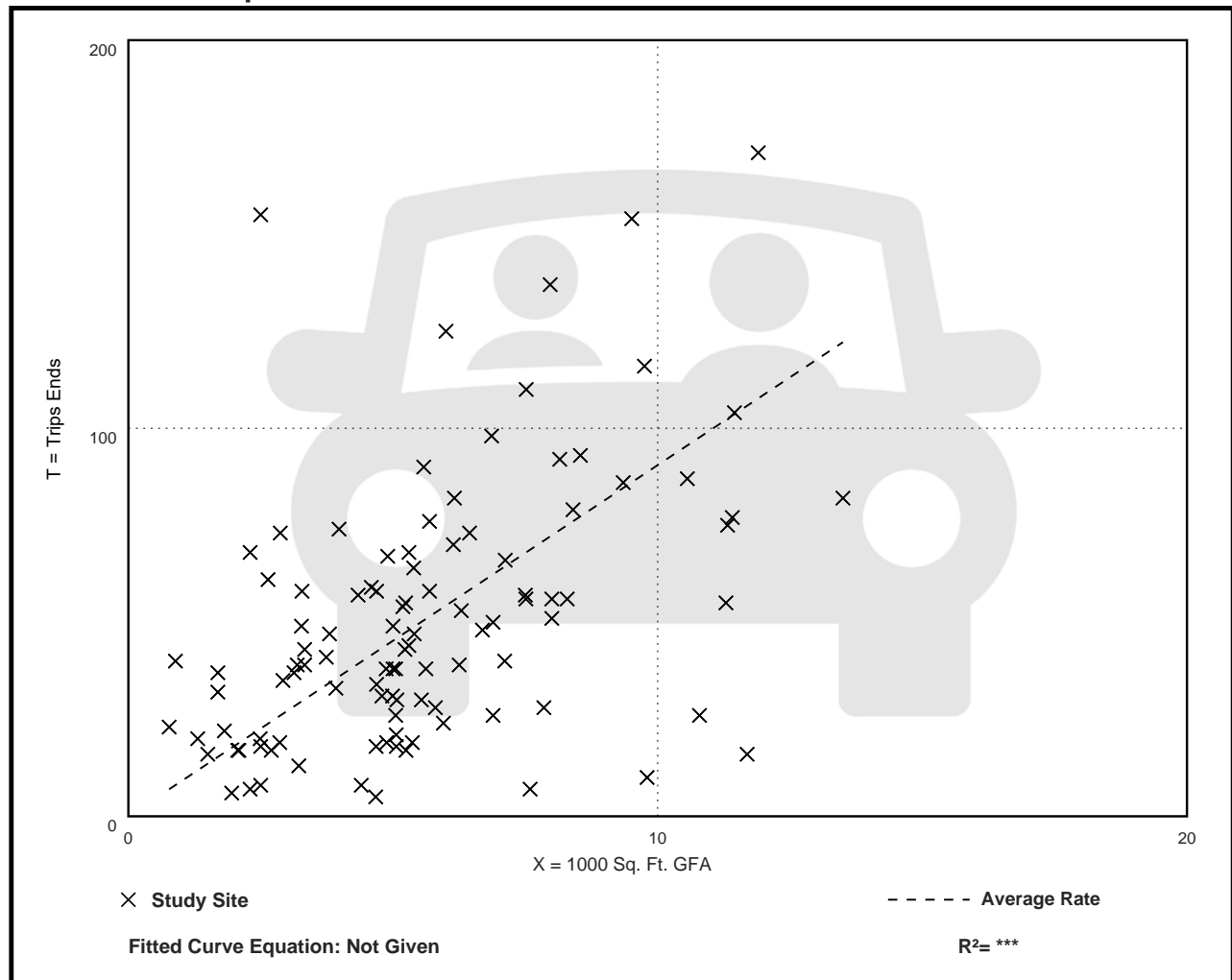
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation





APPENDIX B

FDOT Peak Season Factor Category Report (2023)

Turning Movement Counts

Volume Development Sheets

2024 Town's Annual Roadway Level of Service (by KHA)

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

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

* PEAK SEASON

09-MAR-2024 18:41:41

830UPD

4_9300_PKSEASON.TXT



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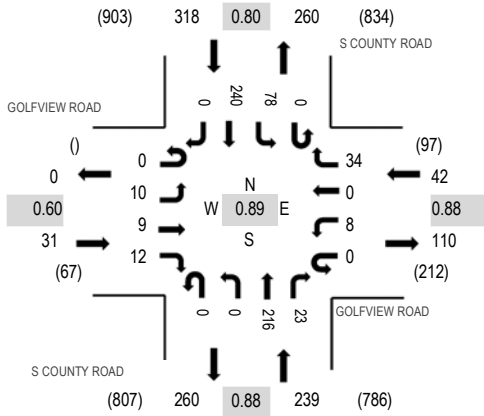
Location: 1 S COUNTY ROAD & GOLFVIEW ROAD AM

Date: Wednesday, March 13, 2024

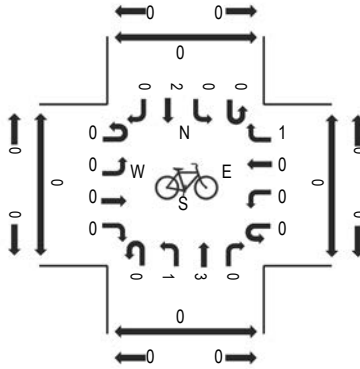
Peak Hour: 10:00 AM - 11:00 AM

Peak 15-Minutes: 10:45 AM - 11:00 AM

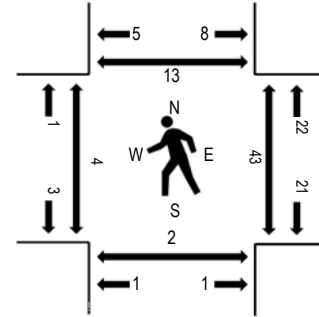
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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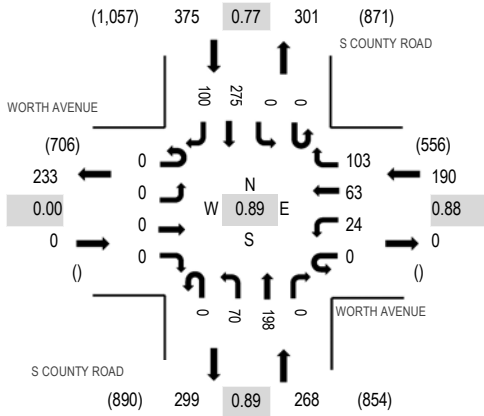
Location: 2 S COUNTY ROAD & WORTH AVENUE AM

Date: Wednesday, March 13, 2024

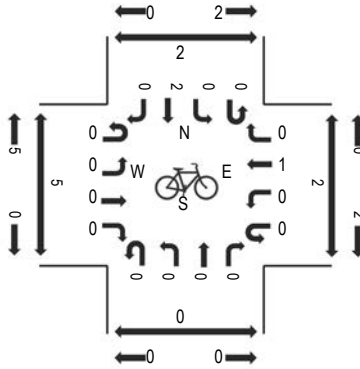
Peak Hour: 10:00 AM - 11:00 AM

Peak 15-Minutes: 10:45 AM - 11:00 AM

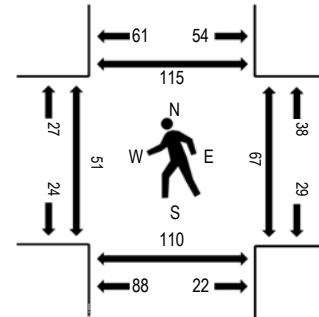
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

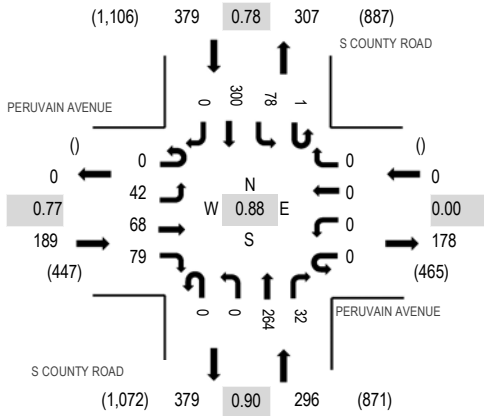
Location: 3 S COUNTY ROAD & PERUVAIN AVENUE AM

Date: Wednesday, March 13, 2024

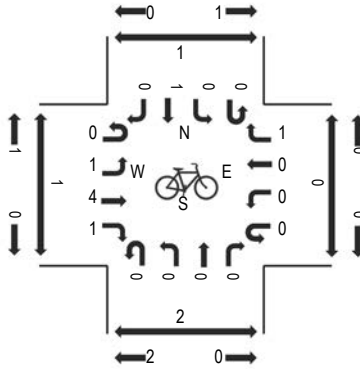
Peak Hour: 10:00 AM - 11:00 AM

Peak 15-Minutes: 10:30 AM - 10:45 AM

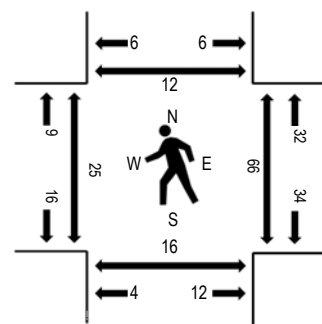
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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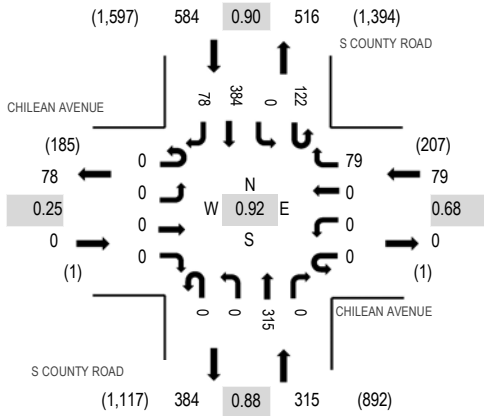
Location: 4 S COUNTY ROAD & CHILEAN AVENUE AM

Date: Wednesday, March 13, 2024

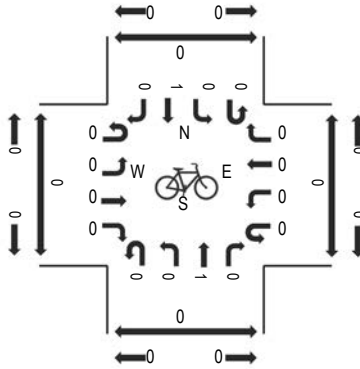
Peak Hour: 10:00 AM - 11:00 AM

Peak 15-Minutes: 10:30 AM - 10:45 AM

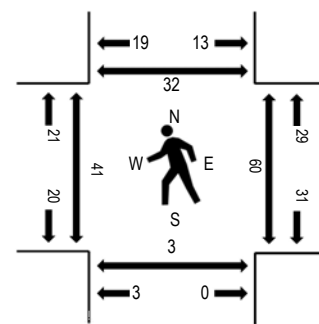
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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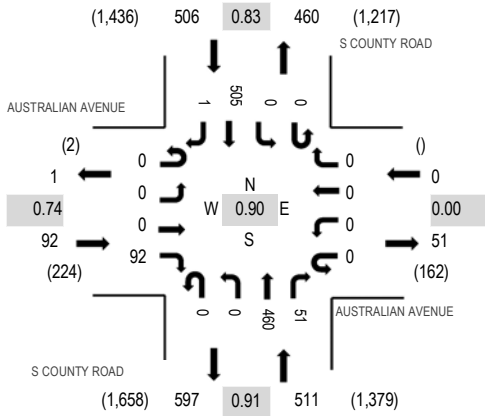
Location: 5 S COUNTY ROAD & AUSTRALIAN AVENUE AM

Date: Wednesday, March 13, 2024

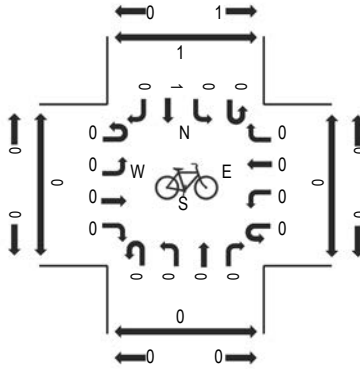
Peak Hour: 10:00 AM - 11:00 AM

Peak 15-Minutes: 10:30 AM - 10:45 AM

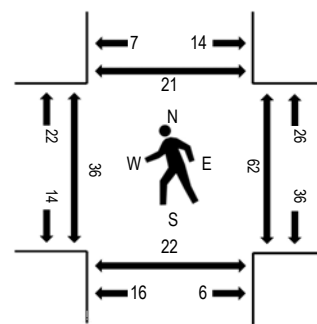
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:30 AM	0	0	0	7	0	0	0	0	0	0	46	9	0	0	59	0	121	580	4	3	4	9
7:45 AM	0	0	0	9	0	0	0	0	0	0	60	8	0	0	55	0	132	641	1	7	7	7
8:00 AM	0	0	0	14	0	0	0	0	0	0	65	7	0	0	85	0	171	723	0	3	3	4
8:15 AM	0	0	0	13	0	0	0	0	0	0	62	9	0	0	72	0	156	776	2	6	4	7
8:30 AM	0	0	0	16	0	0	0	0	0	0	68	8	0	0	90	0	182	907	6	12	5	3
8:45 AM	0	0	0	11	0	0	0	0	0	0	90	10	0	0	103	0	214	967	5	4	9	5
9:00 AM	0	0	0	8	0	0	0	0	0	0	74	15	0	0	127	0	224	954	3	7	4	1
9:15 AM	0	0	0	23	0	0	0	0	0	0	112	17	0	0	135	0	287	978	4	20	5	4
9:30 AM	0	0	0	20	0	0	0	0	0	0	94	14	0	0	114	0	242	961	7	9	6	3
9:45 AM	0	0	0	11	0	0	0	0	0	0	86	14	0	0	89	1	201	1,027	3	13	8	4
10:00 AM	0	0	0	18	0	0	0	0	0	0	99	12	0	0	119	0	248	1,109	10	7	2	2
10:15 AM	0	0	0	26	0	0	0	0	0	0	123	17	0	0	103	1	270		6	18	10	8
10:30 AM	0	0	0	17	0	0	0	0	0	0	127	11	0	0	153	0	308		6	15	5	4
10:45 AM	0	0	0	31	0	0	0	0	0	0	111	11	0	0	130	0	283		14	22	5	7
Count Total	0	0	0	224	0	0	0	0	0	0	1,217	162	0	0	1,434	2	3,039		71	146	77	68
Peak Hour	0	0	0	92	0	0	0	0	0	0	460	51	0	0	505	1	1,109		36	62	22	21



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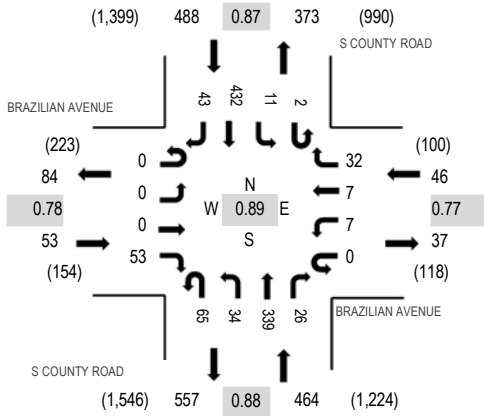
Location: 6 S COUNTY ROAD & BRAZILIAN AVENUE AM

Date: Wednesday, March 13, 2024

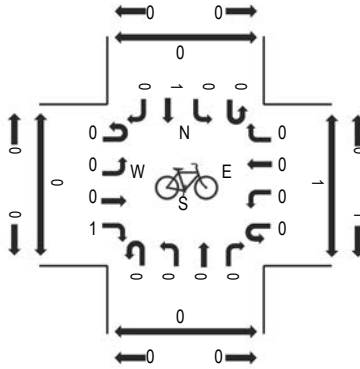
Peak Hour: 10:00 AM - 11:00 AM

Peak 15-Minutes: 10:30 AM - 10:45 AM

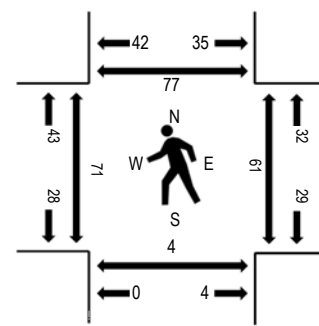
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:30 AM	0	1	1	5	0	1	0	3	3	5	39	1	0	3	53			4	119	549	1
7:45 AM	0	0	0	4	0	0	0	1	4	4	52	3	0	0	51	1	120	611	2	2	0	2
8:00 AM	0	1	0	11	0	0	0	4	9	6	48	5	1	3	74	0	162	710	4	2	0	7
8:15 AM	0	1	1	8	0	0	3	1	8	7	46	3	0	3	67	0	148	757	2	5	0	1
8:30 AM	0	0	1	5	0	1	0	6	6	6	53	4	0	5	88	6	181	878	7	9	0	11
8:45 AM	0	1	1	8	0	1	2	9	5	10	69	7	0	6	91	9	219	919	9	5	1	6
9:00 AM	0	0	0	12	0	2	0	3	9	9	46	5	0	5	112	6	209	877	2	8	3	7
9:15 AM	0	0	0	16	0	1	3	6	8	12	85	6	1	4	114	13	269	914	14	16	1	13
9:30 AM	0	0	0	9	0	0	0	4	7	9	72	6	0	2	105	8	222	886	9	13	0	4
9:45 AM	0	1	0	14	0	1	0	2	11	9	61	2	0	4	65	7	177	960	3	10	0	10
10:00 AM	0	0	0	9	0	2	4	9	12	8	72	7	0	3	107	13	246	1,051	15	5	0	21
10:15 AM	0	0	0	14	0	1	0	5	18	9	91	5	1	3	86	8	241		11	19	2	23
10:30 AM	0	0	0	13	0	3	1	7	20	10	91	11	1	2	125	12	296		32	16	1	16
10:45 AM	0	0	0	17	0	1	2	11	15	7	85	3	0	3	114	10	268		13	21	1	17
Count Total	0	5	4	145	0	14	15	71	135	111	910	68	4	46	1,252	97	2,877		124	132	13	141
Peak Hour	0	0	0	53	0	7	7	32	65	34	339	26	2	11	432	43	1,051		71	61	4	77



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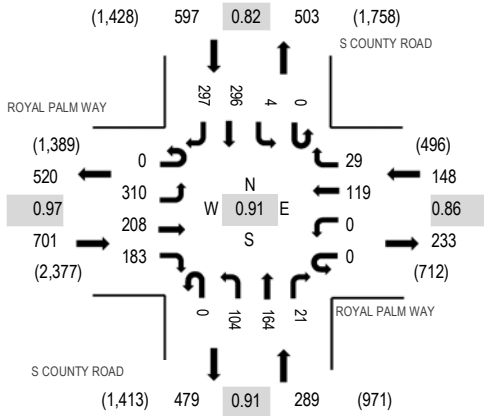
Location: 7 S COUNTY ROAD & ROYAL PALM WAY AM

Date: Wednesday, March 13, 2024

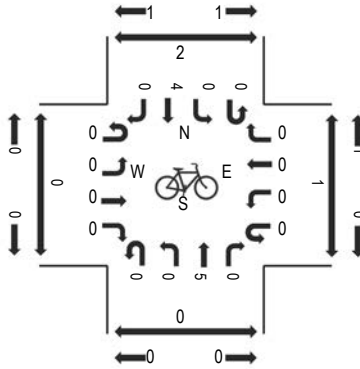
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:15 AM - 09:30 AM

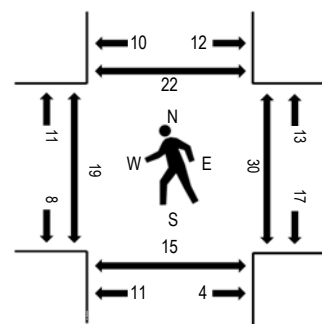
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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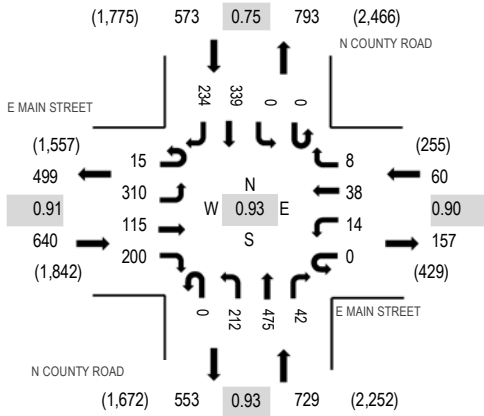
Location: 9 N COUNTY ROAD & E MAIN STREET AM

Date: Wednesday, March 13, 2024

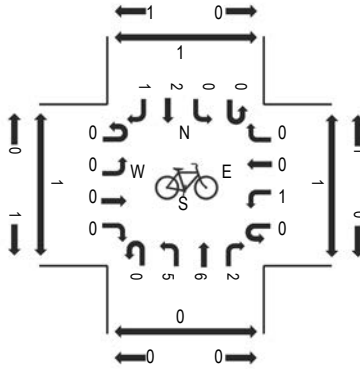
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

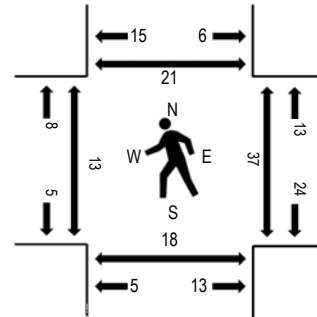
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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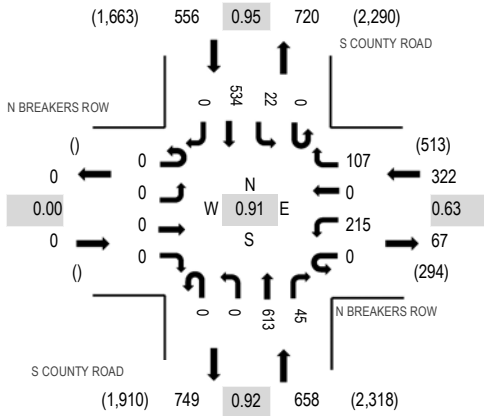
Location: 10 S COUNTY ROAD & N BREAKERS ROW AM

Date: Wednesday, March 13, 2024

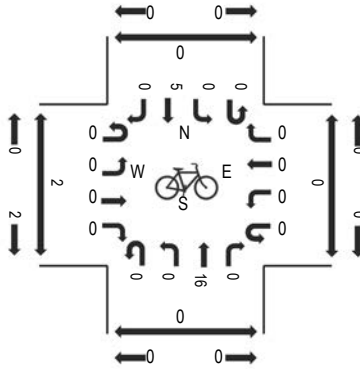
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

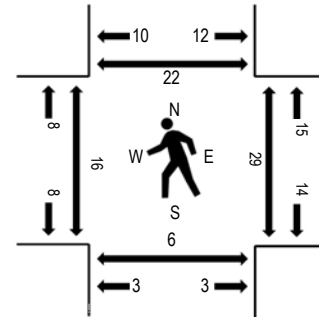
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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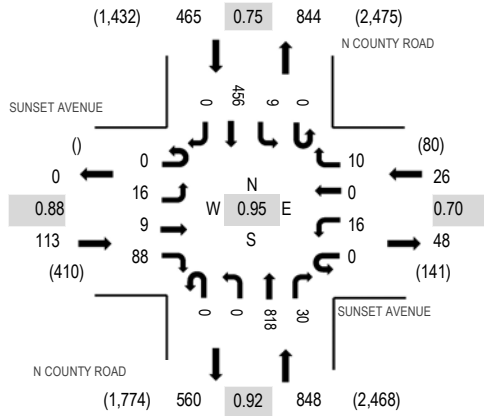
Location: 11 N COUNTY ROAD & SUNSET AVENUE AM

Date: Wednesday, March 13, 2024

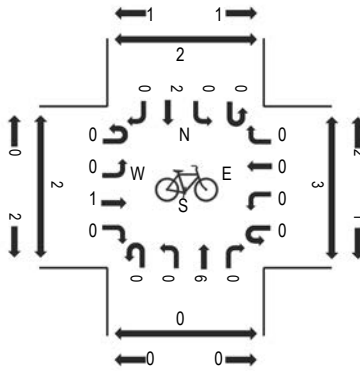
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

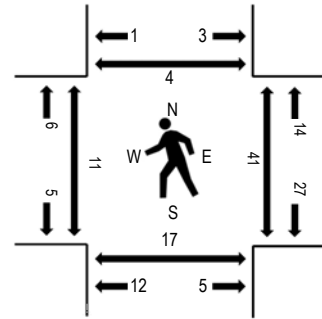
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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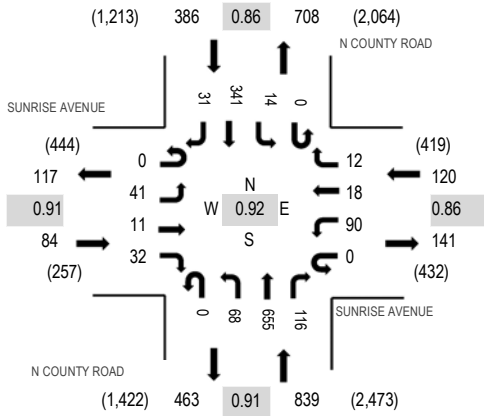
Location: 12 N COUNTY ROAD & SUNRISE AVENUE AM

Date: Wednesday, March 13, 2024

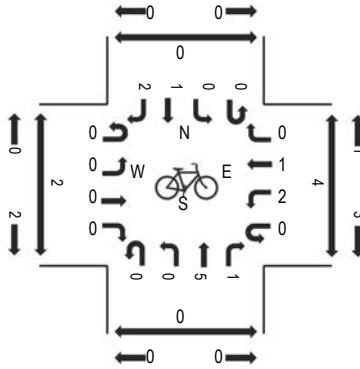
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

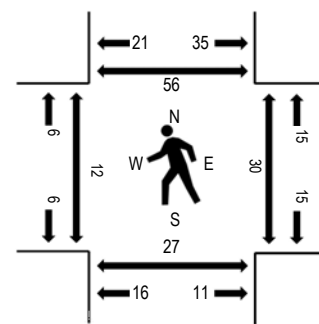
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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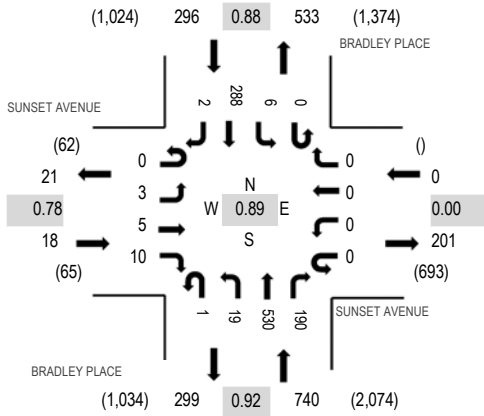
Location: 13 BRADLEY PLACE & SUNSET AVENUE AM

Date: Wednesday, March 13, 2024

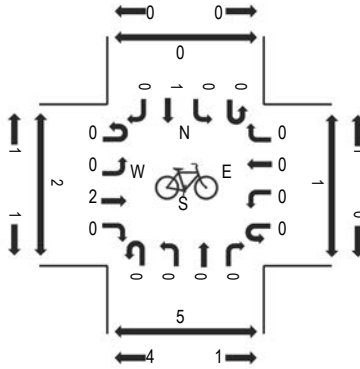
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

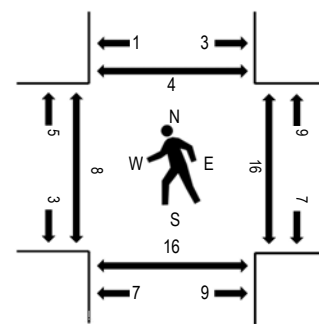
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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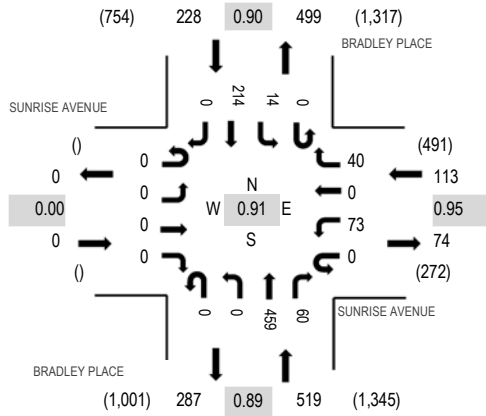
Location: 14 BRADLEY PLACE & SUNRISE AVENUE AM

Date: Wednesday, March 13, 2024

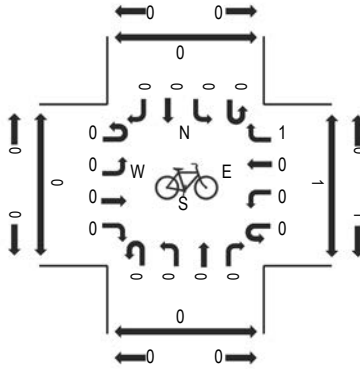
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

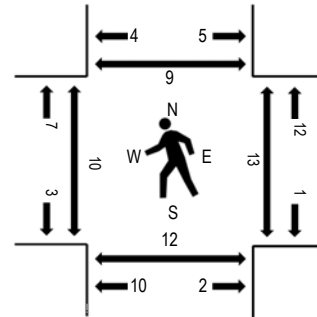
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:30 AM	0	0	0	0	0	15	0	10	0	0	51	12	0	1	24	0	113	574	0	1	1	0
7:45 AM	0	0	0	0	0	7	0	9	0	0	55	8	0	2	34	0	115	686	0	2	1	0
8:00 AM	0	0	0	0	0	17	0	14	0	0	106	15	0	1	39	0	192	781	0	3	2	2
8:15 AM	0	0	0	0	0	13	0	19	0	0	69	13	0	1	39	0	154	824	0	4	0	0
8:30 AM	0	0	0	0	0	19	0	6	0	0	132	14	0	5	49	0	225	860	0	5	0	4
8:45 AM	0	0	0	0	0	22	0	11	0	0	127	10	0	4	36	0	210	829	0	3	3	1
9:00 AM	0	0	0	0	0	17	0	11	0	0	121	17	0	2	67	0	235	814	2	2	5	0
9:15 AM	0	0	0	0	0	15	0	12	0	0	79	19	0	3	62	0	190	778	8	3	4	4
9:30 AM	0	0	0	0	0	33	0	11	0	0	84	11	0	8	47	0	194	751	2	5	4	0
9:45 AM	0	0	0	0	0	37	0	6	0	0	84	14	0	9	45	0	195	795	1	5	2	1
10:00 AM	0	0	0	0	0	31	0	13	0	0	71	14	0	14	56	0	199	767	1	1	2	1
10:15 AM	0	0	0	0	0	37	0	12	0	0	48	9	0	9	48	0	163		2	1	0	1
10:30 AM	0	0	0	0	0	35	0	14	0	0	94	23	0	11	61	0	238		2	6	2	1
10:45 AM	0	0	0	0	0	33	0	12	0	0	36	9	0	14	63	0	167		1	6	1	0
Count Total	0	0	0	0	0	331	0	160	0	0	1,157	188	0	84	670	0	2,590		19	47	27	15
Peak Hour	0	0	0	0	0	73	0	40	0	0	459	60	0	14	214	0	860		10	13	12	9



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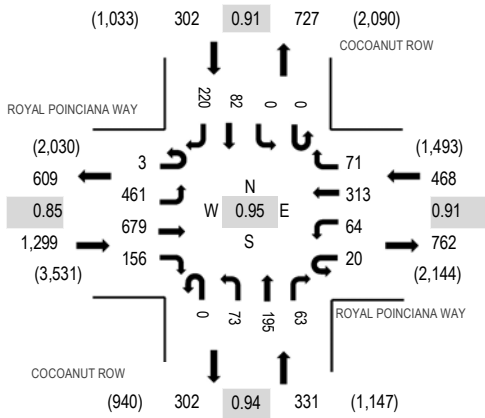
Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY AM

Date: Wednesday, March 13, 2024

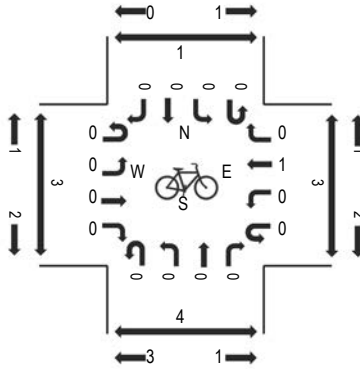
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

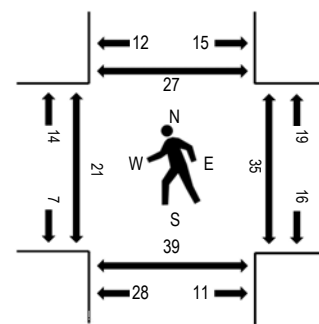
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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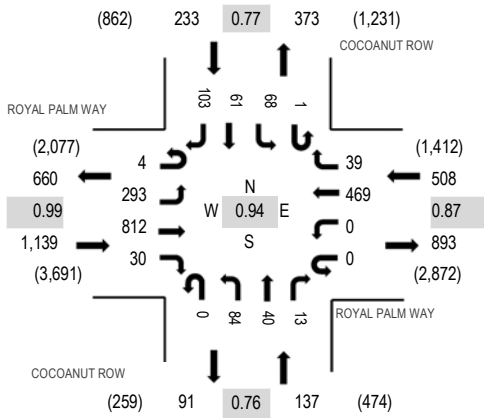
Location: 16 COCOANUT ROW & ROYAL PALM WAY AM

Date: Wednesday, March 13, 2024

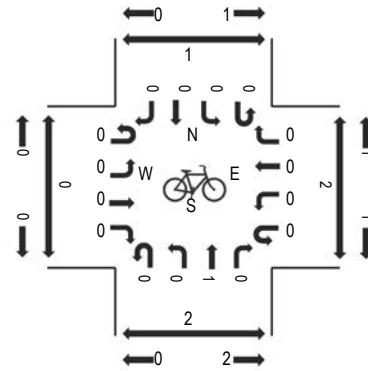
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

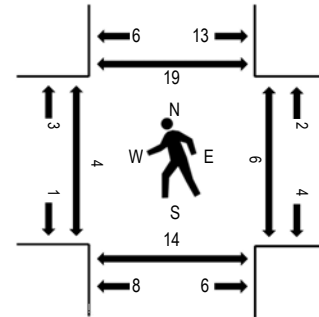
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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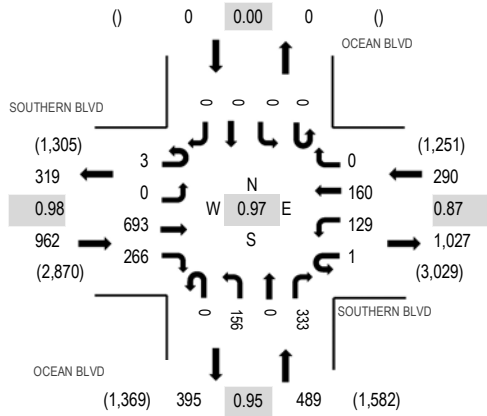
Location: 17 OCEAN BLVD & SOUTHERN BLVD AM

Date: Wednesday, March 13, 2024

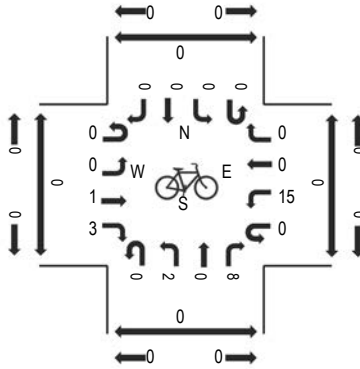
Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

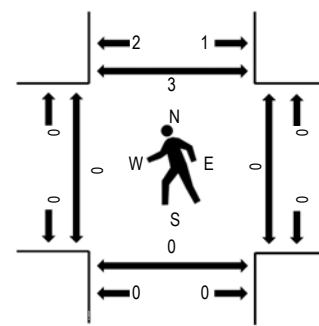
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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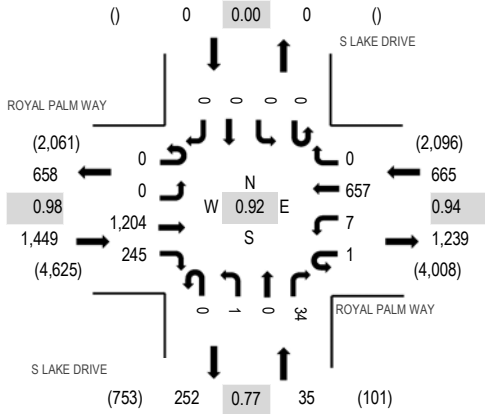
Location: 18 S LAKE DRIVE & ROYAL PALM WAY AM

Date: Wednesday, March 13, 2024

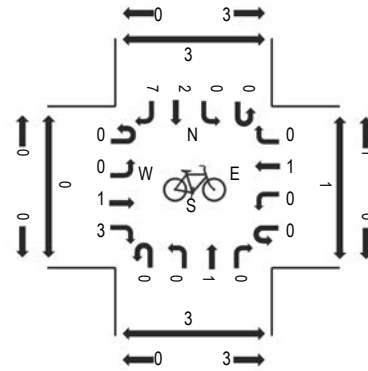
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

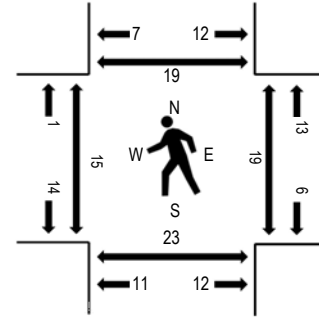
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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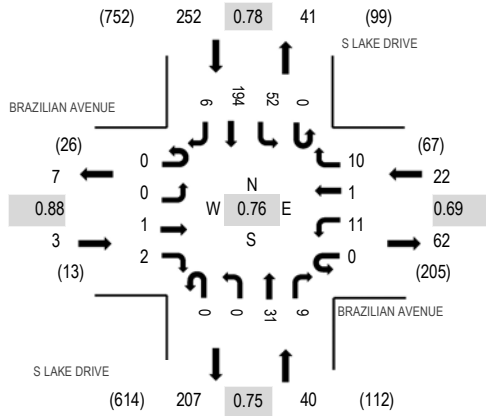
Location: 19 S LAKE DRIVE & BRAZILIAN AVENUE AM

Date: Wednesday, March 13, 2024

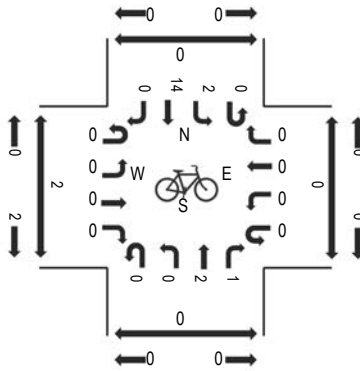
Peak Hour: 09:00 AM - 10:00 AM

Peak 15-Minutes: 09:15 AM - 09:30 AM

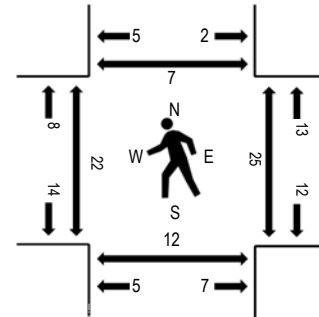
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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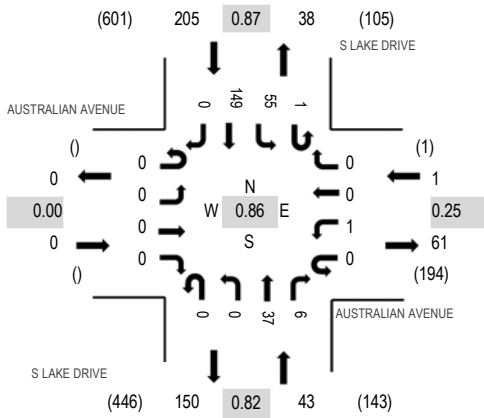
Location: 20 S LAKE DRIVE & AUSTRALIAN AVENUE AM

Date: Wednesday, March 13, 2024

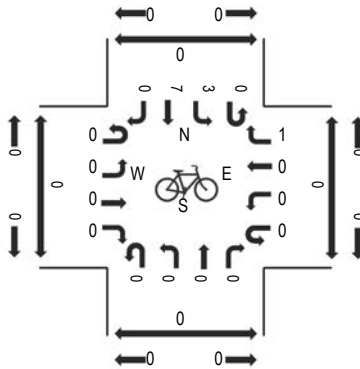
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:15 AM - 09:30 AM

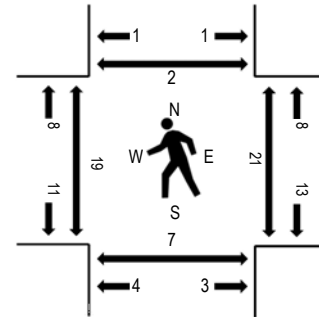
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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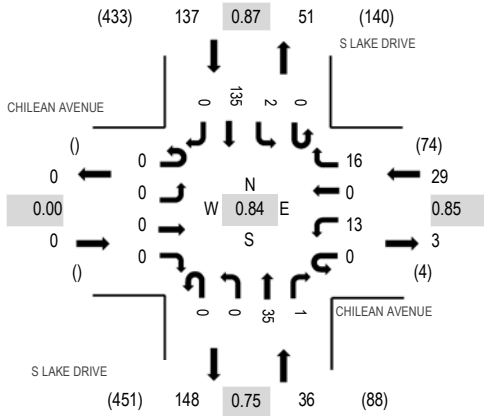
Location: 21 S LAKE DRIVE & CHILEAN AVENUE AM

Date: Wednesday, March 13, 2024

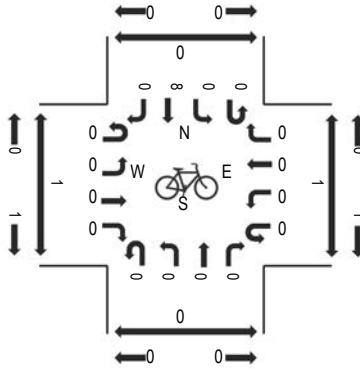
Peak Hour: 09:15 AM - 10:15 AM

Peak 15-Minutes: 09:15 AM - 09:30 AM

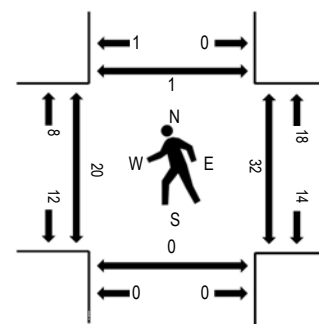
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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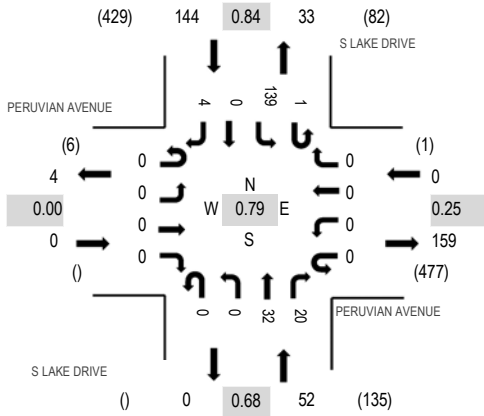
Location: 22 S LAKE DRIVE & PERUVIAN AVENUE AM

Date: Wednesday, March 13, 2024

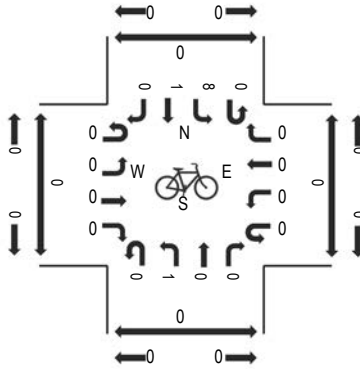
Peak Hour: 09:15 AM - 10:15 AM

Peak 15-Minutes: 09:15 AM - 09:30 AM

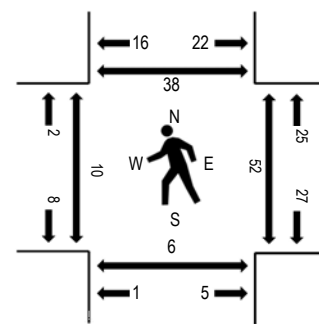
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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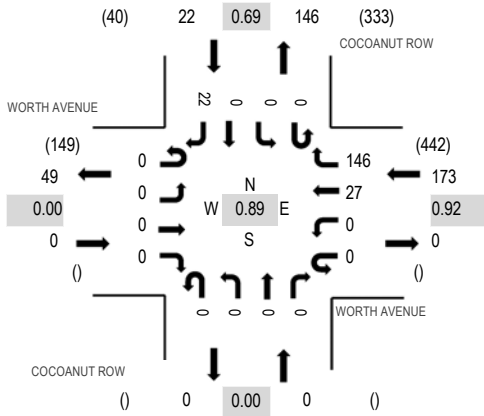
Location: 23 COCOANUT ROW & WORTH AVENUE AM

Date: Wednesday, March 13, 2024

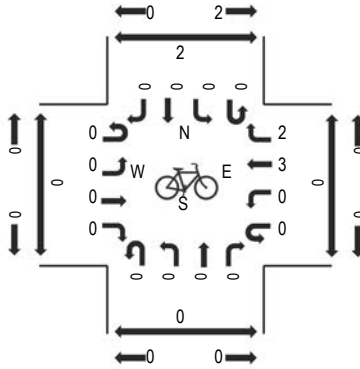
Peak Hour: 10:00 AM - 11:00 AM

Peak 15-Minutes: 10:30 AM - 10:45 AM

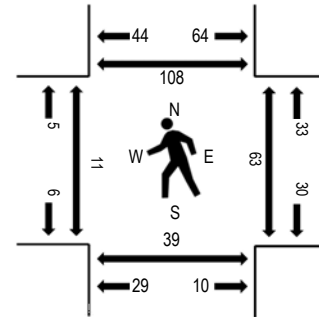
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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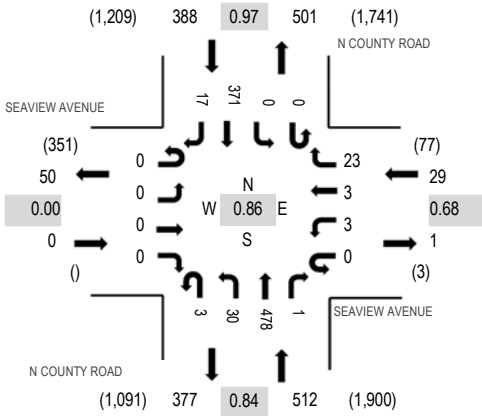
Location: 8 N COUNTY ROAD & SEAVIEW AVENUE AM

Date: Tuesday, April 2, 2024

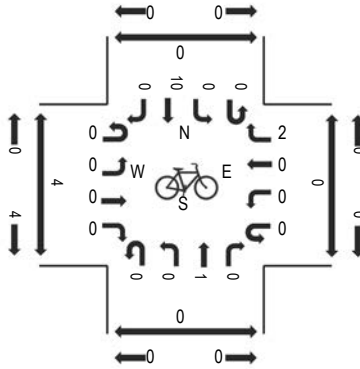
Peak Hour: 09:45 AM - 10:45 AM

Peak 15-Minutes: 09:45 AM - 10:00 AM

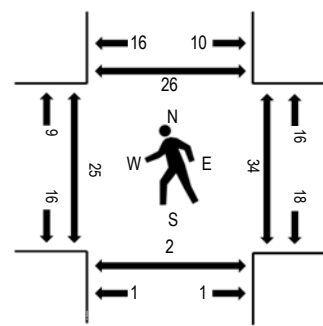
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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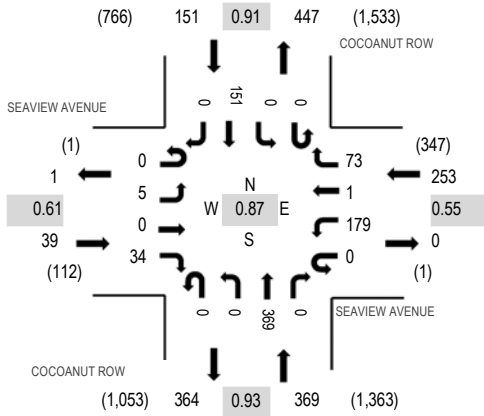
Location: 24 COCOANUT ROW & SEAVIEW AVENUE AM

Date: Tuesday, April 2, 2024

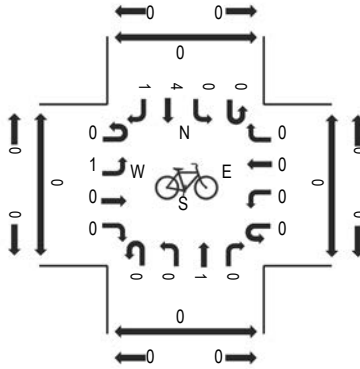
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

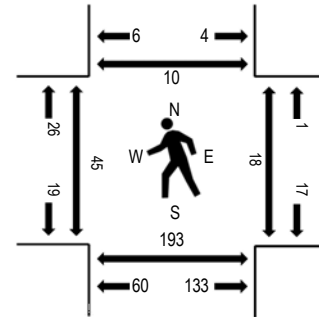
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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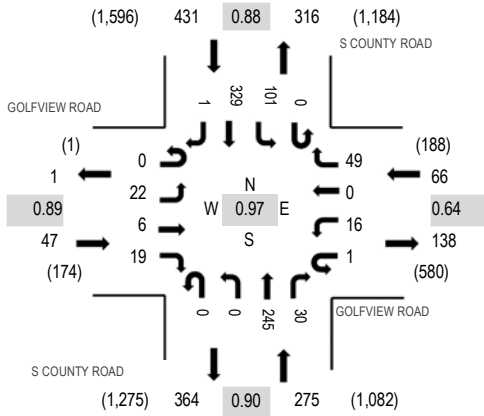
Location: 1 S COUNTY ROAD & GOLFVIEW ROAD Noon

Date: Wednesday, March 13, 2024

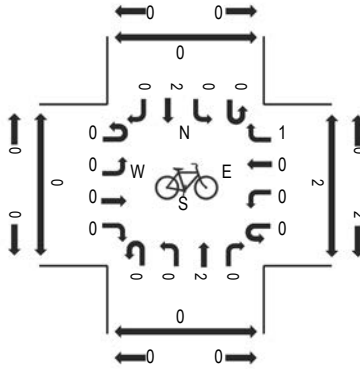
Peak Hour: 01:00 PM - 02:00 PM

Peak 15-Minutes: 01:00 PM - 01:15 PM

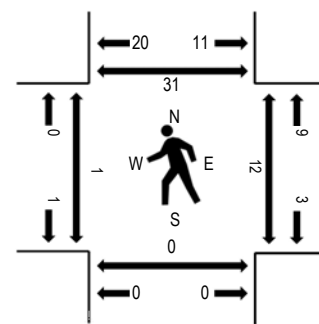
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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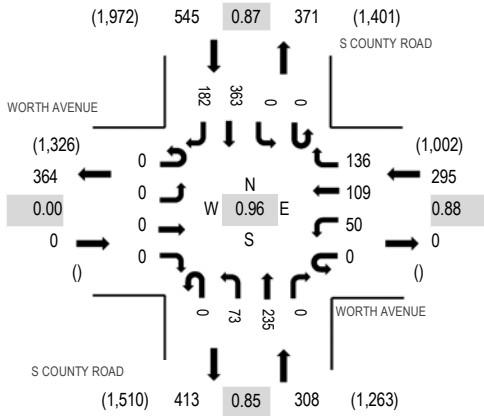
Location: 2 S COUNTY ROAD & WORTH AVENUE Noon

Date: Wednesday, March 13, 2024

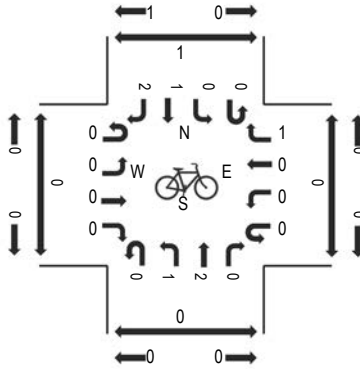
Peak Hour: 01:45 PM - 02:45 PM

Peak 15-Minutes: 01:45 PM - 02:00 PM

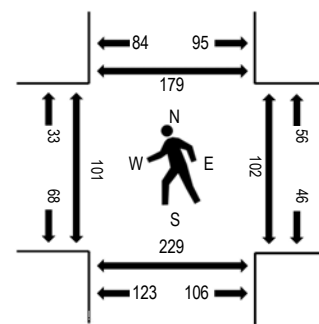
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

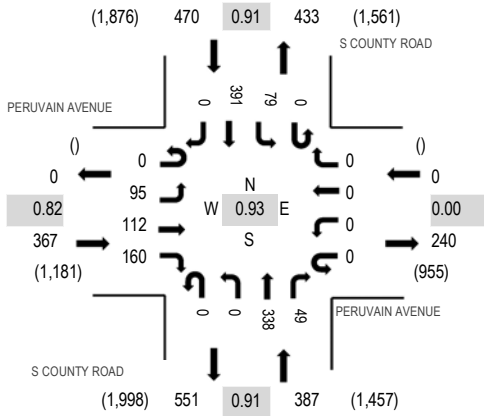
Location: 3 S COUNTY ROAD & PERUVAIN AVENUE Noon

Date: Wednesday, March 13, 2024

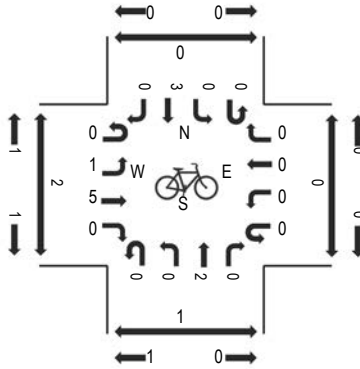
Peak Hour: 01:45 PM - 02:45 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

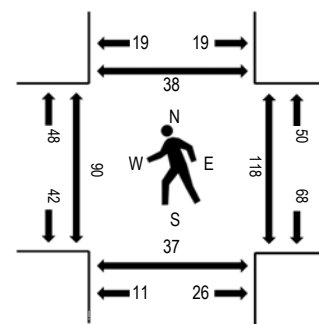
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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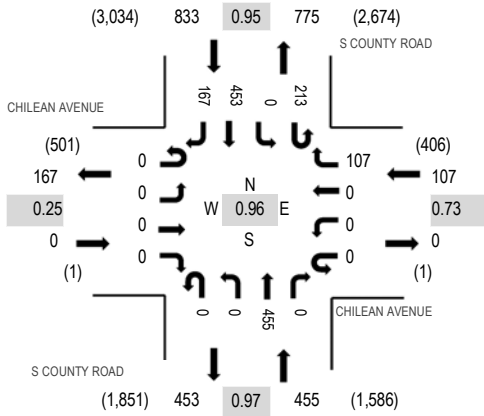
Location: 4 S COUNTY ROAD & CHILEAN AVENUE Noon

Date: Wednesday, March 13, 2024

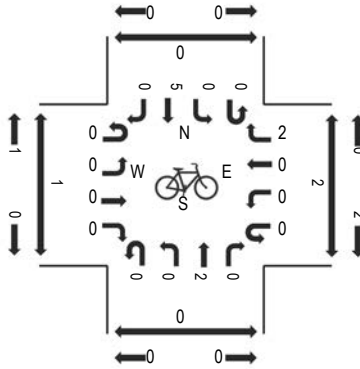
Peak Hour: 01:15 PM - 02:15 PM

Peak 15-Minutes: 01:45 PM - 02:00 PM

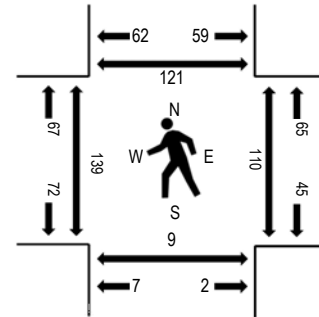
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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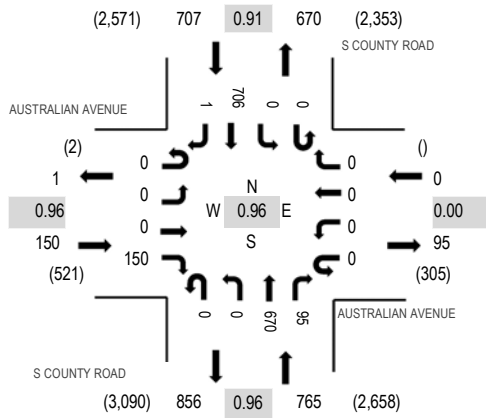
Location: 5 S COUNTY ROAD & AUSTRALIAN AVENUE Noon

Date: Wednesday, March 13, 2024

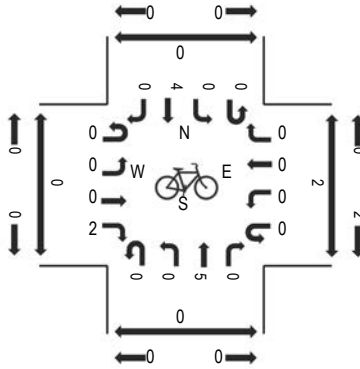
Peak Hour: 01:15 PM - 02:15 PM

Peak 15-Minutes: 01:45 PM - 02:00 PM

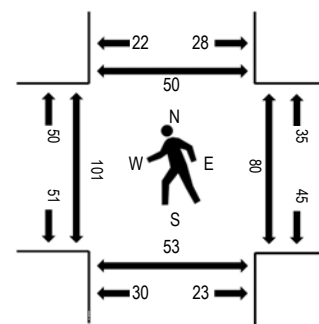
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	0	28	0	0	0	0	0	0	107	9	0	0	127	0	271	1,307	15	11	5	10
11:15 AM	0	0	0	25	0	0	0	0	0	0	130	18	0	0	125	0	298	1,382	17	28	11	8
11:30 AM	0	0	0	25	0	0	0	0	0	0	139	8	0	0	159	0	331	1,416	13	15	7	4
11:45 AM	0	0	0	42	0	0	0	0	0	0	157	27	0	0	181	0	407	1,438	16	25	10	6
12:00 PM	0	0	0	26	0	0	0	0	0	0	140	21	0	0	159	0	346	1,376	15	31	9	7
12:15 PM	0	0	0	38	0	0	0	0	0	0	131	20	0	0	143	0	332	1,391	24	22	15	10
12:30 PM	0	0	0	31	0	0	0	0	0	0	146	12	0	0	164	0	353	1,467	19	23	10	10
12:45 PM	0	0	0	26	0	0	0	0	0	0	141	16	0	0	162	0	345	1,499	24	19	8	13
1:00 PM	0	0	0	34	0	0	0	0	0	0	143	21	0	0	163	0	361	1,576	21	16	11	18
1:15 PM	0	0	0	38	0	0	0	0	0	0	151	25	0	0	194	0	408	1,622	9	17	14	6
1:30 PM	0	0	0	36	0	0	0	0	0	0	169	26	0	0	153	1	385	1,563	27	25	14	15
1:45 PM	0	0	0	39	0	0	0	0	0	0	175	20	0	0	188	0	422	1,544	28	24	12	19
2:00 PM	0	0	0	37	0	0	0	0	0	0	175	24	0	0	171	0	407	1,491	37	14	13	10
2:15 PM	0	0	0	24	0	0	0	0	0	0	141	18	0	0	166	0	349		33	13	13	10
2:30 PM	0	0	0	30	0	0	0	0	0	0	153	28	0	0	154	1	366		21	17	23	9
2:45 PM	0	0	0	42	0	0	0	0	0	0	155	12	0	0	160	0	369		33	7	15	11
Count Total	0	0	0	521	0	0	0	0	0	0	2,353	305	0	0	2,569	2	5,750		352	307	190	166
Peak Hour	0	0	0	150	0	0	0	0	0	0	670	95	0	0	706	1	1,622		101	80	53	50



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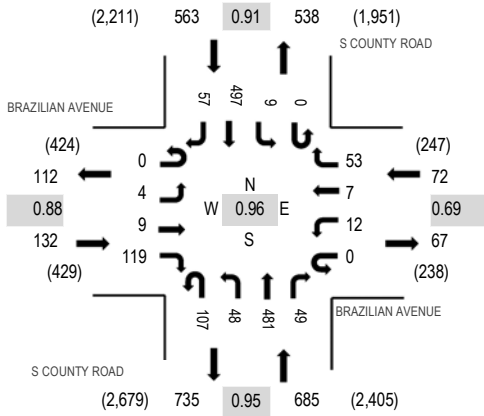
Location: 6 S COUNTY ROAD & BRAZILIAN AVENUE Noon

Date: Wednesday, March 13, 2024

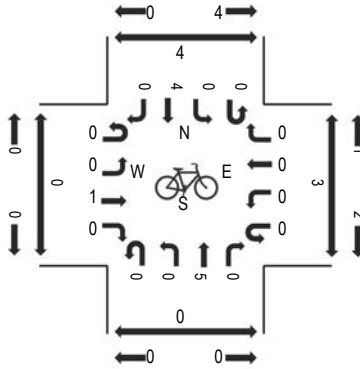
Peak Hour: 01:15 PM - 02:15 PM

Peak 15-Minutes: 01:15 PM - 01:30 PM

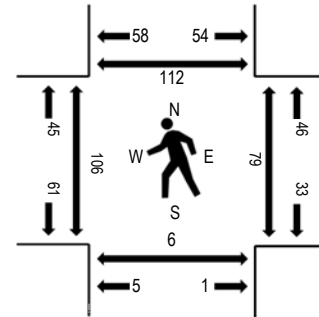
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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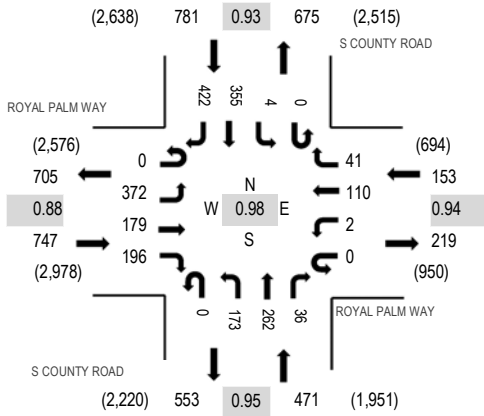
Location: 7 S COUNTY ROAD & ROYAL PALM WAY Noon

Date: Wednesday, March 13, 2024

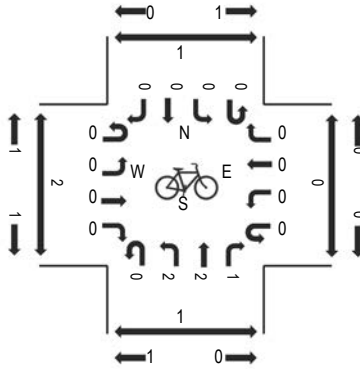
Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 12:30 PM - 12:45 PM

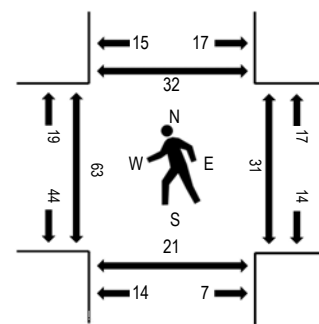
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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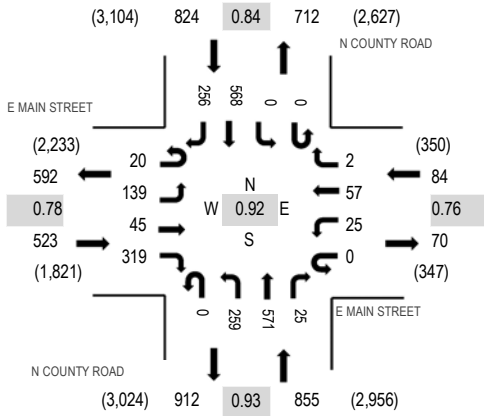
Location: 9 N COUNTY ROAD & E MAIN STREET Noon

Date: Wednesday, March 13, 2024

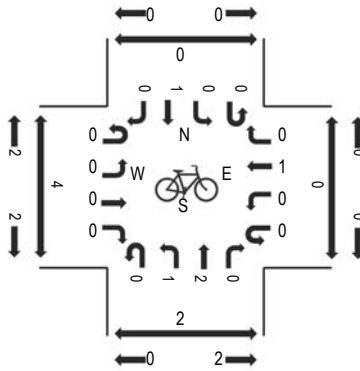
Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 01:00 PM - 01:15 PM

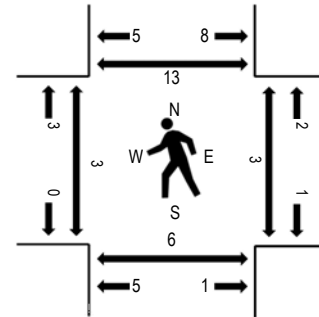
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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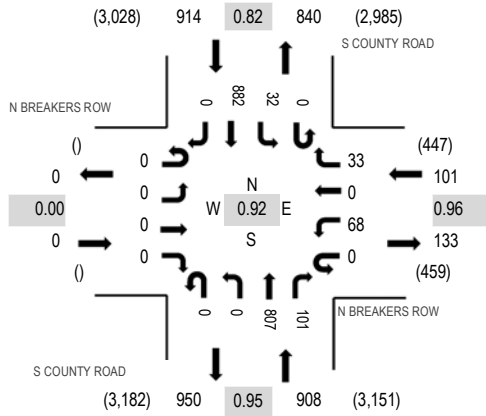
Location: 10 S COUNTY ROAD & N BREAKERS ROW Noon

Date: Wednesday, March 13, 2024

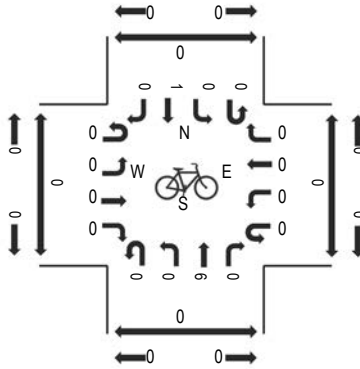
Peak Hour: 12:15 PM - 01:15 PM

Peak 15-Minutes: 12:30 PM - 12:45 PM

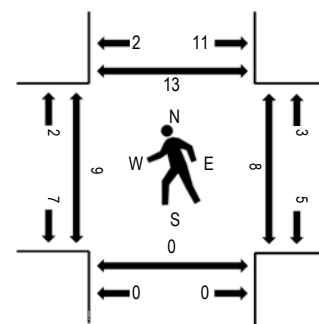
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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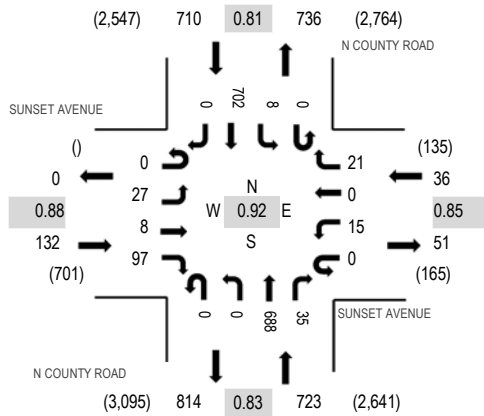
Location: 11 N COUNTY ROAD & SUNSET AVENUE Noon

Date: Wednesday, March 13, 2024

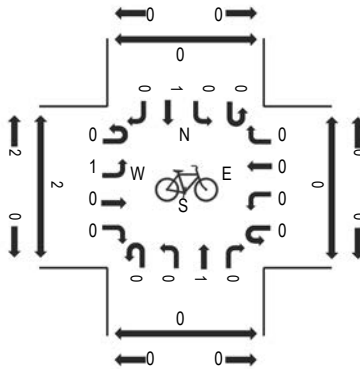
Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 12:30 PM - 12:45 PM

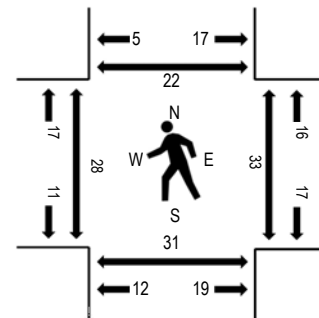
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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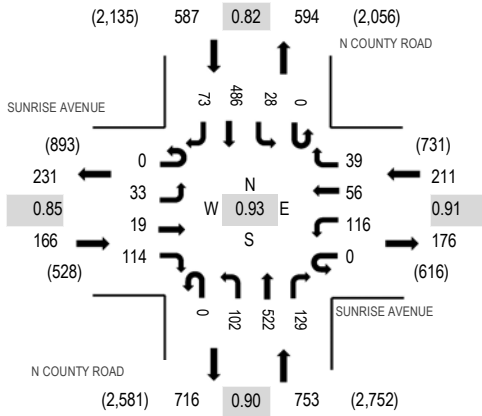
Location: 12 N COUNTY ROAD & SUNRISE AVENUE Noon

Date: Wednesday, March 13, 2024

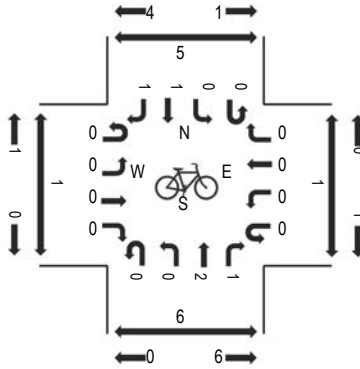
Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 12:30 PM - 12:45 PM

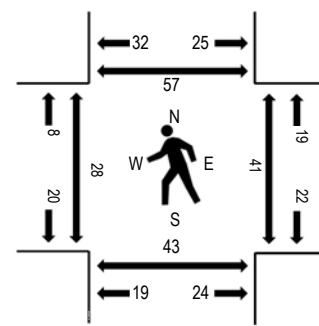
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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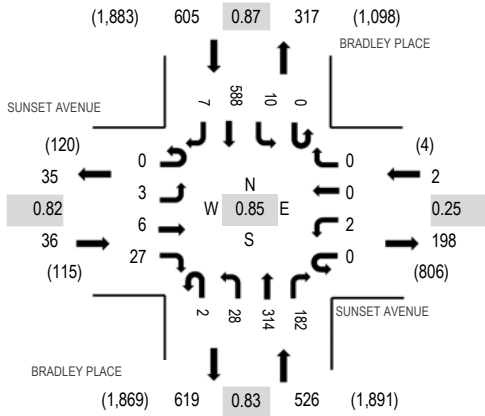
Location: 13 BRADLEY PLACE & SUNSET AVENUE Noon

Date: Wednesday, March 13, 2024

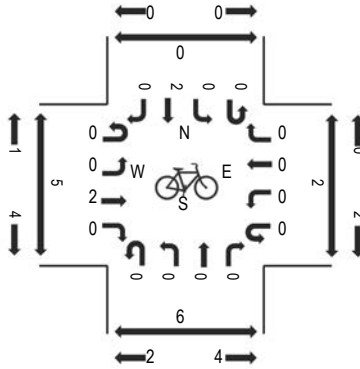
Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

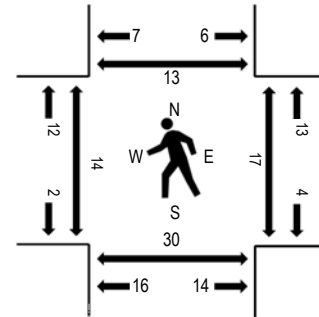
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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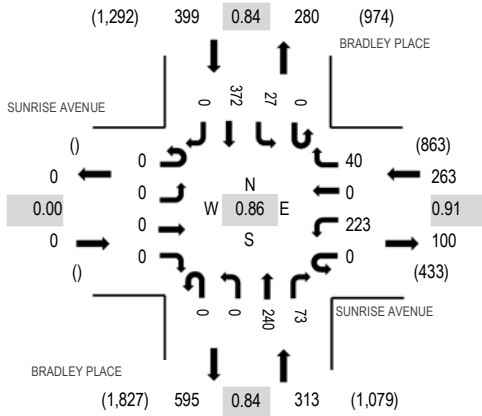
Location: 14 BRADLEY PLACE & SUNRISE AVENUE Noon

Date: Wednesday, March 13, 2024

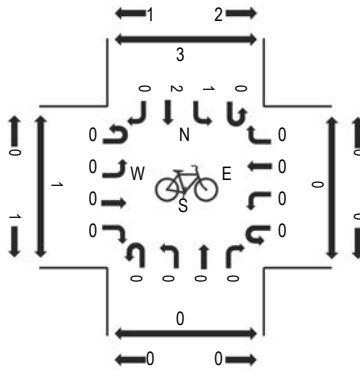
Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

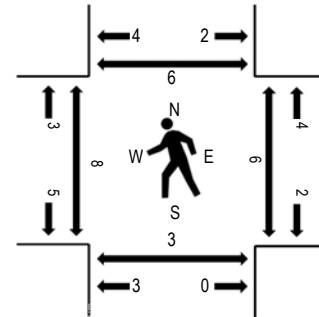
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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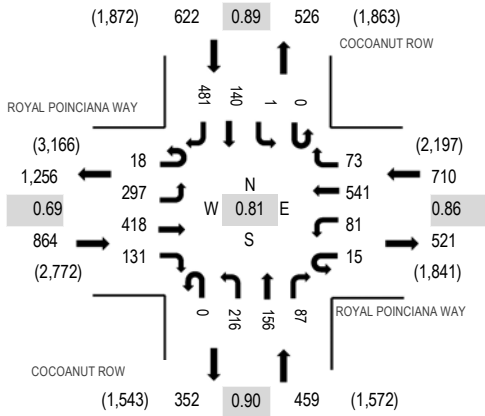
Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY Noon

Date: Wednesday, March 13, 2024

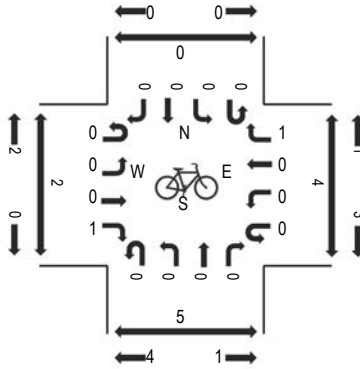
Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

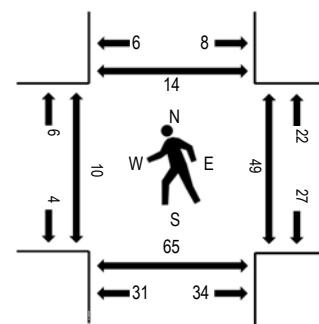
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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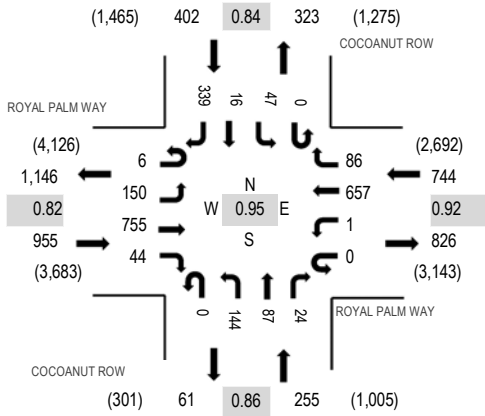
Location: 16 COCOANUT ROW & ROYAL PALM WAY Noon

Date: Wednesday, March 13, 2024

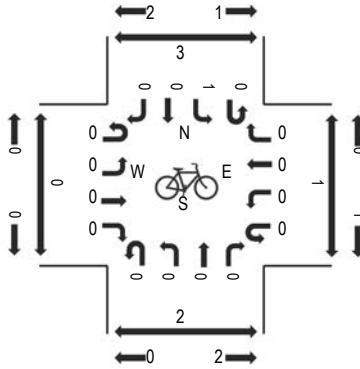
Peak Hour: 12:00 PM - 01:00 PM

Peak 15-Minutes: 12:00 PM - 12:15 PM

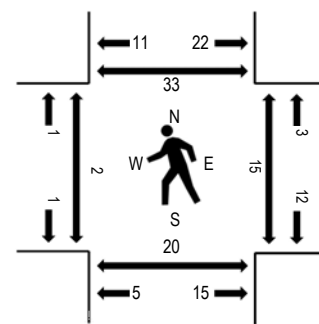
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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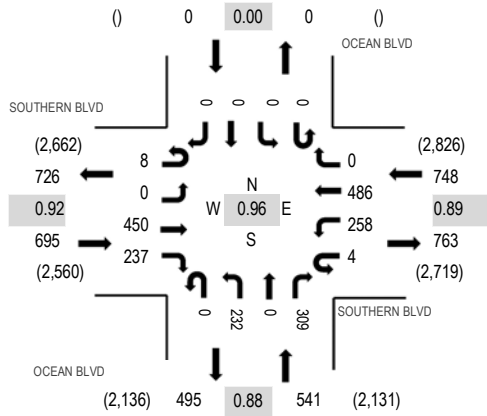
Location: 17 OCEAN BLVD & SOUTHERN BLVD Noon

Date: Wednesday, March 13, 2024

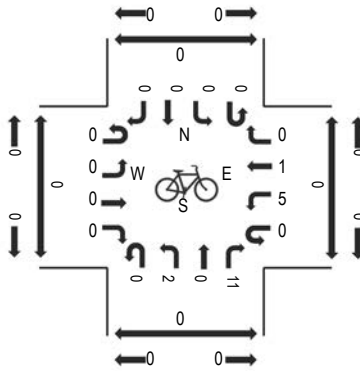
Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM

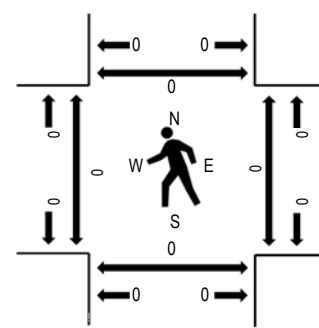
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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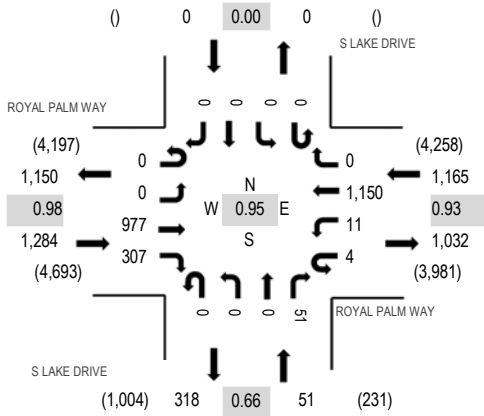
Location: 18 S LAKE DRIVE & ROYAL PALM WAY Noon

Date: Wednesday, March 13, 2024

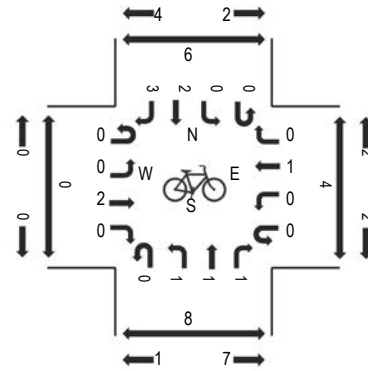
Peak Hour: 12:00 PM - 01:00 PM

Peak 15-Minutes: 12:15 PM - 12:30 PM

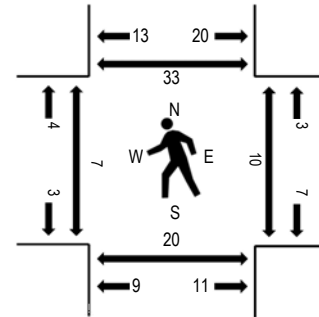
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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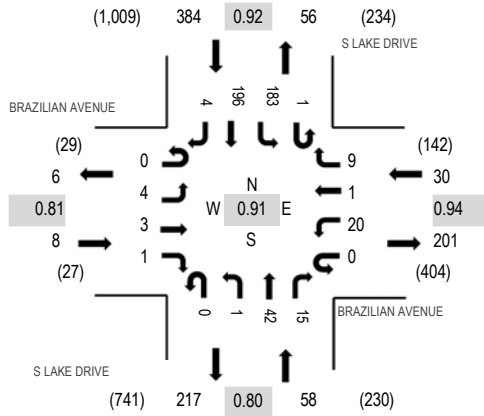
Location: 19 S LAKE DRIVE & BRAZILIAN AVENUE Noon

Date: Wednesday, March 13, 2024

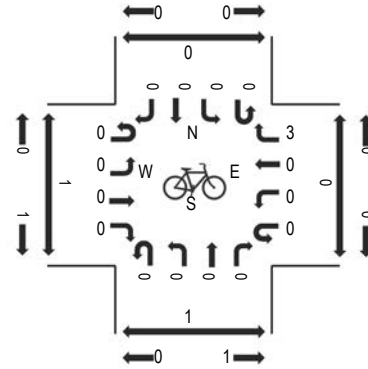
Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM

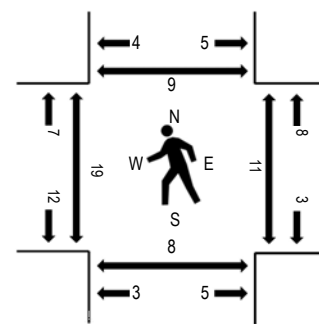
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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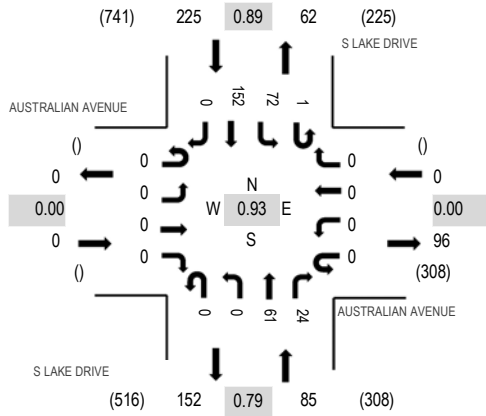
Location: 20 S LAKE DRIVE & AUSTRALIAN AVENUE Noon

Date: Wednesday, March 13, 2024

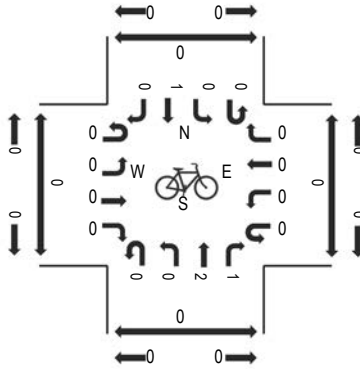
Peak Hour: 01:00 PM - 02:00 PM

Peak 15-Minutes: 01:45 PM - 02:00 PM

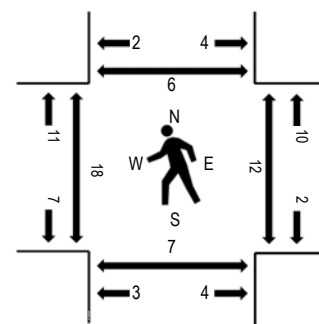
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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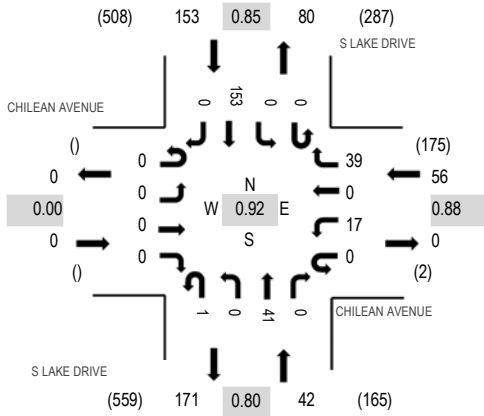
Location: 21 S LAKE DRIVE & CHILEAN AVENUE Noon

Date: Wednesday, March 13, 2024

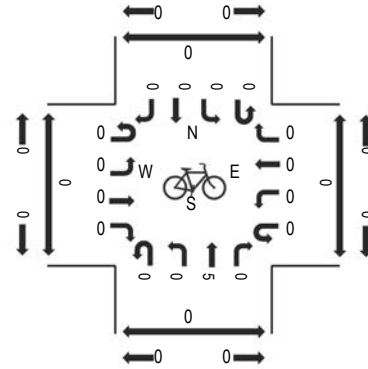
Peak Hour: 01:00 PM - 02:00 PM

Peak 15-Minutes: 01:00 PM - 01:15 PM

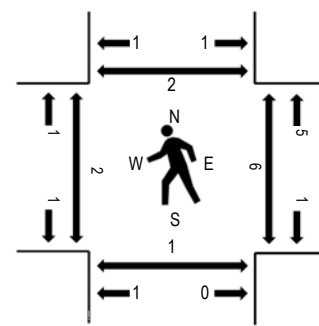
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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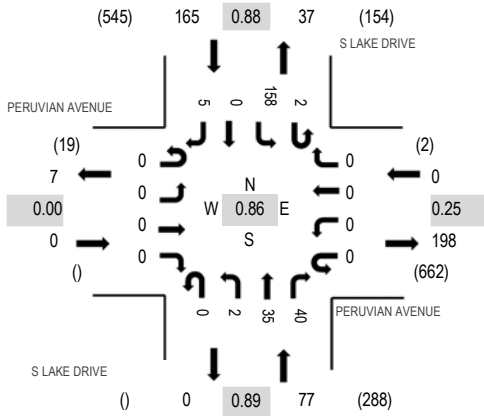
Location: 22 S LAKE DRIVE & PERUVIAN AVENUE Noon

Date: Wednesday, March 13, 2024

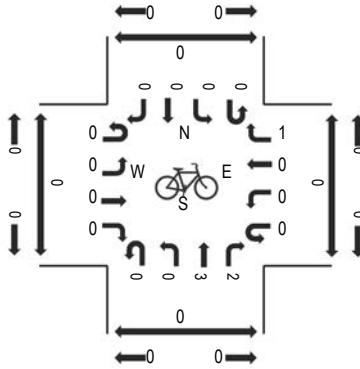
Peak Hour: 01:00 PM - 02:00 PM

Peak 15-Minutes: 01:00 PM - 01:15 PM

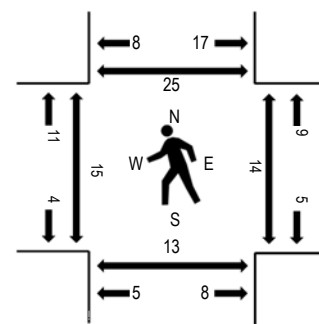
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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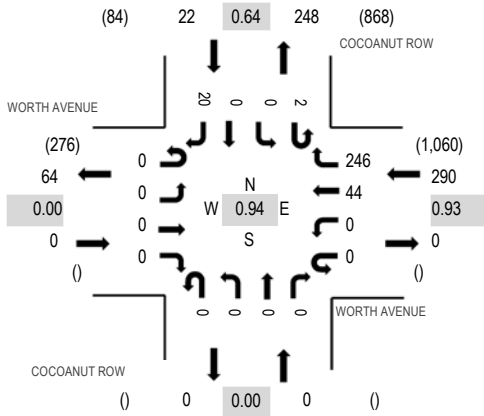
Location: 23 COCOANUT ROW & WORTH AVENUE Noon

Date: Wednesday, March 13, 2024

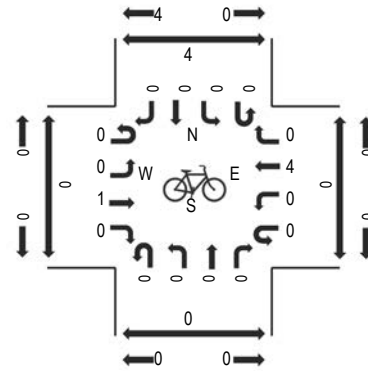
Peak Hour: 01:30 PM - 02:30 PM

Peak 15-Minutes: 01:45 PM - 02:00 PM

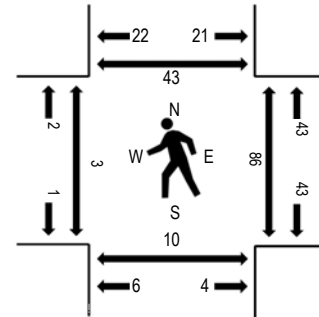
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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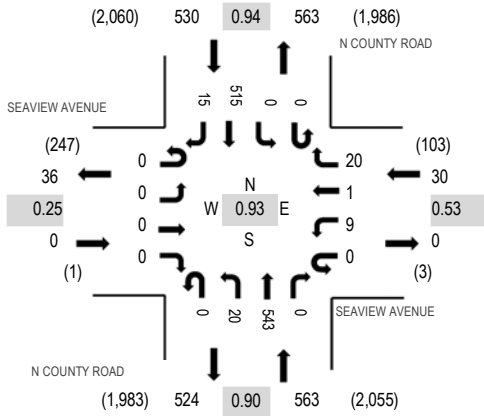
Location: 8 N COUNTY ROAD & SEAVIEW AVENUE Noon

Date: Tuesday, April 2, 2024

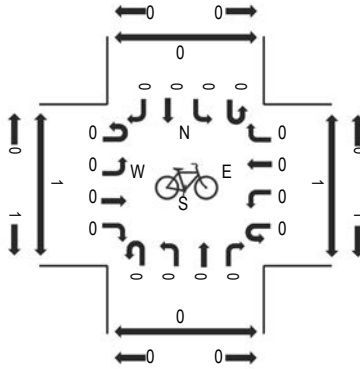
Peak Hour: 11:45 AM - 12:45 PM

Peak 15-Minutes: 11:45 AM - 12:00 PM

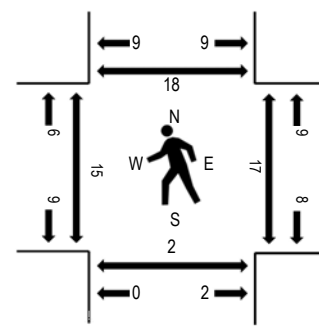
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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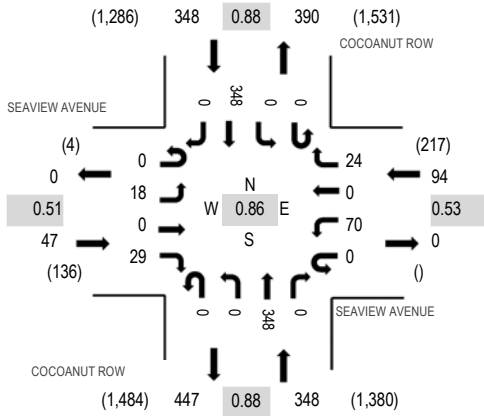
Location: 24 COCOANUT ROW & SEAVIEW AVENUE Noon

Date: Tuesday, April 2, 2024

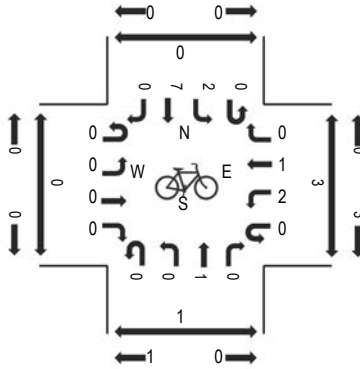
Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:45 PM - 03:00 PM

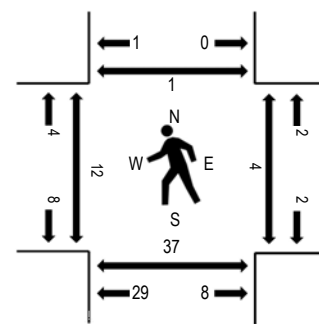
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEAVIEW AVENUE Eastbound				SEAVIEW AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	6	0	4	0	3	0	4	0	0	73	0	0	0	70	0	160	682	0	0	2	0
11:15 AM	0	2	0	5	0	6	0	6	0	0	84	0	0	0	65	0	168	732	0	1	1	0
11:30 AM	0	6	0	1	0	6	0	7	0	0	63	0	0	0	75	0	158	754	0	3	2	1
11:45 AM	0	10	0	5	0	8	0	3	0	0	88	0	0	0	82	0	196	785	0	4	0	1
12:00 PM	0	5	0	1	0	6	0	6	0	0	106	0	0	0	86	0	210	762	0	1	1	0
12:15 PM	0	2	0	0	0	10	0	4	0	0	83	0	0	0	91	0	190	716	0	1	7	0
12:30 PM	0	2	0	1	0	7	0	4	0	0	96	0	0	0	78	1	189	726	4	1	6	0
12:45 PM	0	3	0	2	0	7	0	3	0	0	87	0	0	0	71	0	173	731	1	2	2	0
1:00 PM	0	3	0	2	0	5	0	6	0	0	70	0	0	0	76	2	164	738	4	0	0	0
1:15 PM	0	4	0	4	0	7	0	5	0	0	97	0	0	0	82	1	200	761	0	1	1	0
1:30 PM	0	8	0	3	0	6	0	1	0	0	92	0	0	0	84	0	194	773	0	0	1	0
1:45 PM	0	8	0	2	0	2	0	1	0	0	93	0	0	0	74	0	180	775	0	2	2	0
2:00 PM	0	2	0	4	0	33	0	11	0	0	68	0	0	0	69	0	187	837	2	3	31	0
2:15 PM	0	4	0	4	0	14	0	10	0	0	94	0	0	0	86	0	212		2	0	1	0
2:30 PM	0	5	0	5	0	13	0	1	0	0	78	0	0	0	94	0	196		1	0	0	1
2:45 PM	0	7	0	16	0	10	0	2	0	0	108	0	0	0	99	0	242		7	1	5	0
Count Total	0	77	0	59	0	143	0	74	0	0	1,380	0	0	0	1,282	4	3,019		21	20	62	3
Peak Hour	0	18	0	29	0	70	0	24	0	0	348	0	0	0	348	0	837		12	4	37	1



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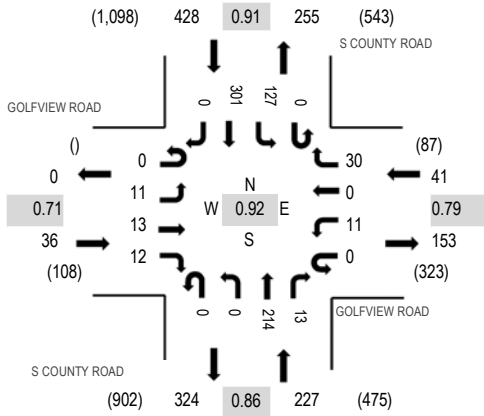
Location: 1 S COUNTY ROAD & GOLFVIEW ROAD PM

Date: Wednesday, March 13, 2024

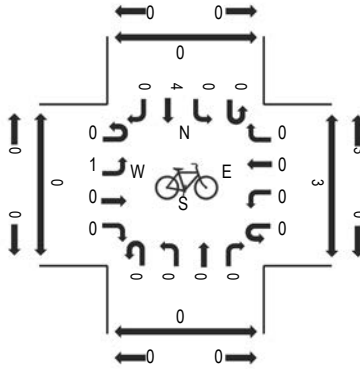
Peak Hour: 03:00 PM - 04:00 PM

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

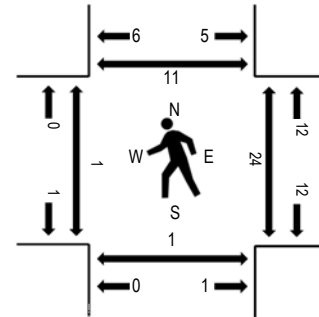
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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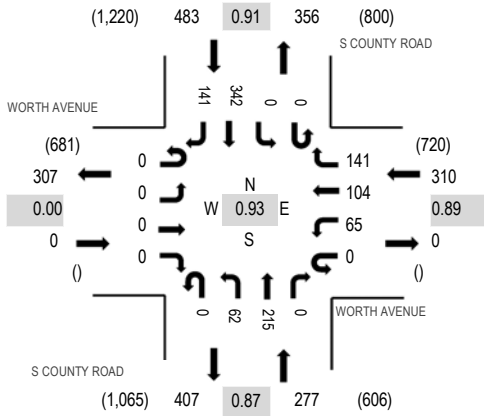
Location: 2 S COUNTY ROAD & WORTH AVENUE PM

Date: Wednesday, March 13, 2024

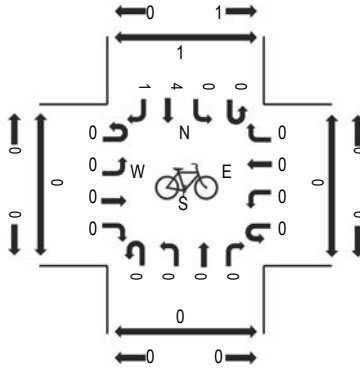
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:15 PM - 03:30 PM

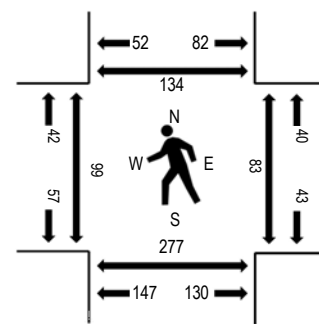
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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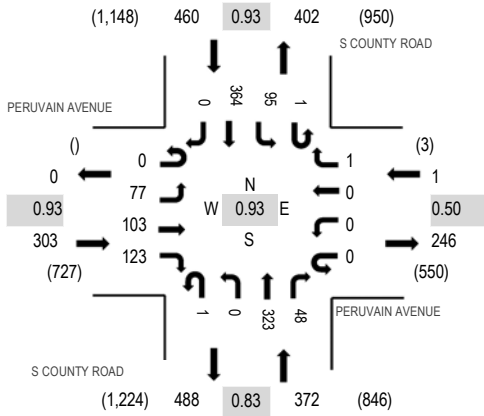
Location: 3 S COUNTY ROAD & PERUVAIN AVENUE PM

Date: Wednesday, March 13, 2024

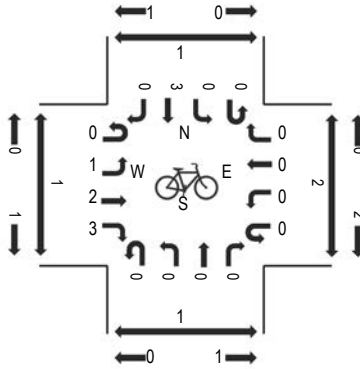
Peak Hour: 03:00 PM - 04:00 PM

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

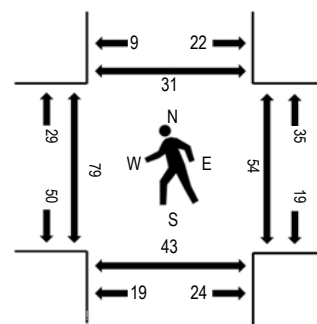
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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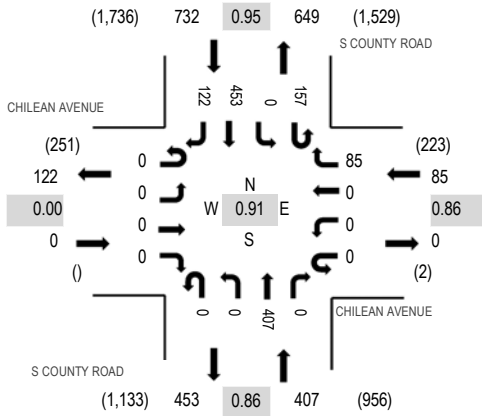
Location: 4 S COUNTY ROAD & CHILEAN AVENUE PM

Date: Wednesday, March 13, 2024

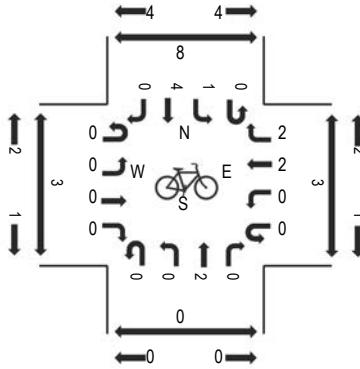
Peak Hour: 03:00 PM - 04:00 PM

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

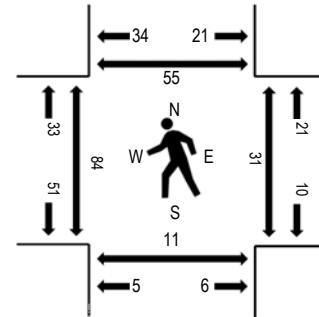
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHILEAN AVENUE Eastbound				CHILEAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	0	0	0	0	0	0	25	0	0	119	0	41	0	116	35	336	1,224	32	9	2	19
3:15 PM	0	0	0	0	0	0	0	27	0	0	107	0	37	0	120	29	320	1,211	16	9	2	11
3:30 PM	0	0	0	0	0	0	0	17	0	0	83	0	41	0	105	16	262	1,140	20	3	6	10
3:45 PM	0	0	0	0	0	0	0	16	0	0	98	0	38	0	112	42	306	1,149	16	10	1	15
4:00 PM	0	0	0	0	0	0	0	30	0	1	101	1	31	0	126	33	323	1,122	32	10	1	17
4:15 PM	0	0	0	0	0	0	0	26	0	0	77	0	28	1	94	23	249	1,083	34	13	1	13
4:30 PM	0	0	0	0	0	0	0	22	0	0	91	0	31	0	108	19	271	1,119	21	17	0	21
4:45 PM	0	0	0	0	0	0	0	25	0	0	86	0	30	0	113	25	279		24	7	4	18
5:00 PM	0	0	0	0	0	0	0	21	0	0	90	0	43	0	115	15	284		16	19	0	18
5:15 PM	0	0	0	0	0	0	0	14	0	0	102	0	32	0	124	13	285		18	15	0	19
Count Total	0	0	0	0	0	0	0	223	0	1	954	1	352	1	1,133	250	2,915		229	112	17	161
Peak Hour	0	0	0	0	0	0	0	85	0	0	407	0	157	0	453	122	1,224		84	31	11	55



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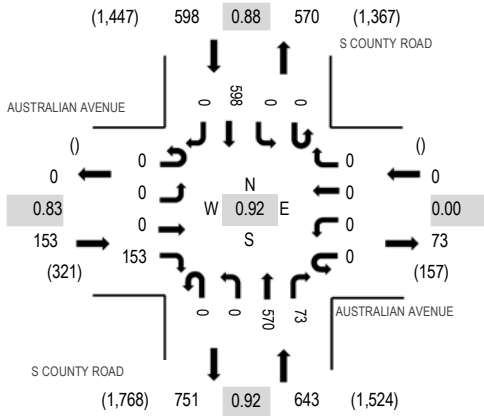
Location: 5 S COUNTY ROAD & AUSTRALIAN AVENUE PM

Date: Wednesday, March 13, 2024

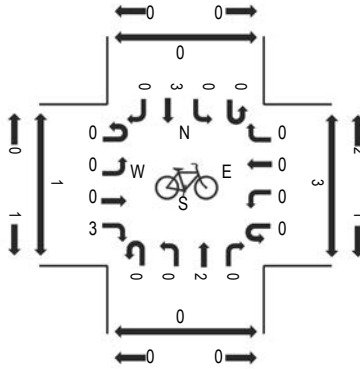
Peak Hour: 03:00 PM - 04:00 PM

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

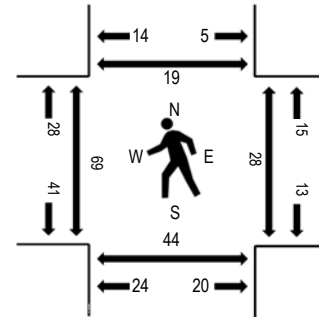
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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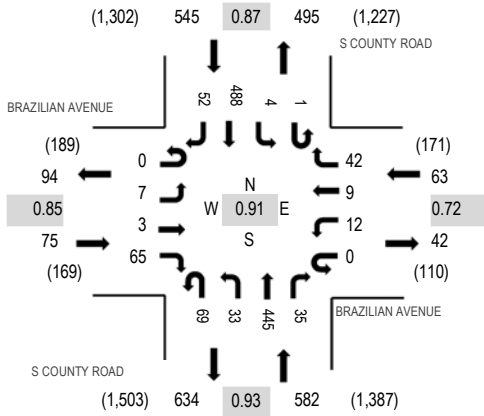
Location: 6 S COUNTY ROAD & BRAZILIAN AVENUE PM

Date: Wednesday, March 13, 2024

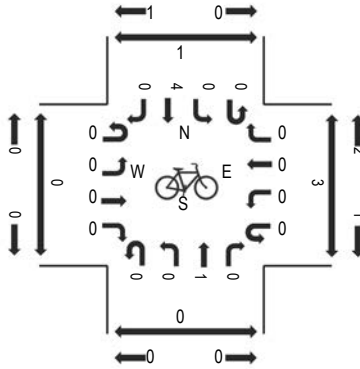
Peak Hour: 03:00 PM - 04:00 PM

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

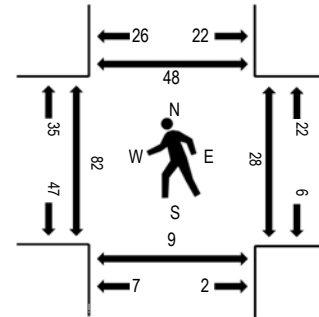
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	2	1	19	0	2	3	8	20	11	119	7	0	2	139	16	349	1,265	13	6	2	14
3:15 PM	0	4	0	12	0	8	4	6	17	8	114	17	0	2	116	8	316	1,240	17	6	0	9
3:30 PM	0	1	1	17	0	1	1	16	16	7	109	4	0	0	108	16	297	1,194	29	9	7	10
3:45 PM	0	0	1	17	0	1	1	12	16	7	103	7	1	0	125	12	303	1,185	23	7	0	15
4:00 PM	0	0	3	14	0	2	1	16	17	6	118	10	0	5	125	7	324	1,172	27	8	1	13
4:15 PM	0	2	0	9	0	3	4	20	15	8	90	5	1	5	100	8	270	1,142	15	8	1	11
4:30 PM	0	1	1	7	0	0	4	10	13	5	107	4	1	2	123	10	288	1,170	35	11	0	22
4:45 PM	1	0	0	19	0	1	2	13	17	2	100	8	0	4	111	12	290		30	12	7	18
5:00 PM	0	1	2	18	0	2	1	14	18	7	110	6	2	3	103	7	294		26	5	2	14
5:15 PM	0	0	1	15	0	1	1	13	16	3	112	8	1	1	120	6	298		16	10	1	15
Count Total	1	11	10	147	0	21	22	128	165	64	1,082	76	6	24	1,170	102	3,029		231	82	21	141
Peak Hour	0	7	3	65	0	12	9	42	69	33	445	35	1	4	488	52	1,265		82	28	9	48



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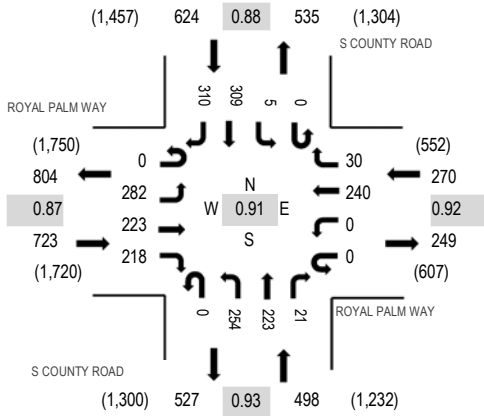
Location: 7 S COUNTY ROAD & ROYAL PALM WAY PM

Date: Wednesday, March 13, 2024

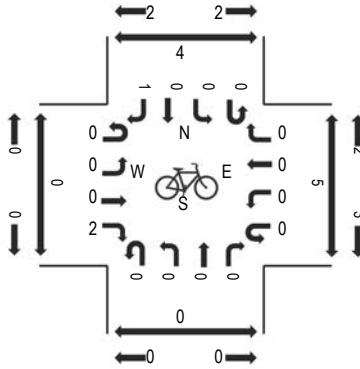
Peak Hour: 03:15 PM - 04:15 PM

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

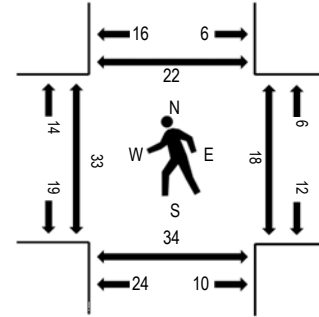
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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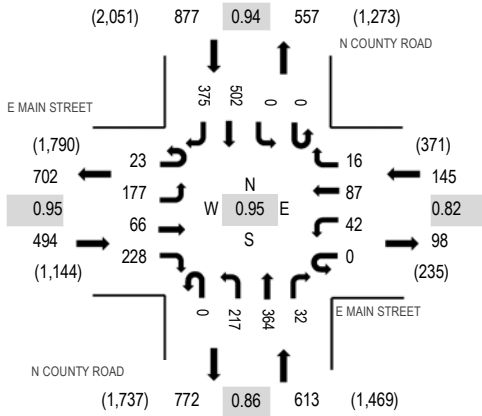
Location: 9 N COUNTY ROAD & E MAIN STREET PM

Date: Wednesday, March 13, 2024

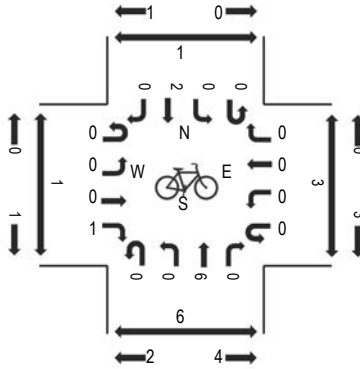
Peak Hour: 03:00 PM - 04:00 PM

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

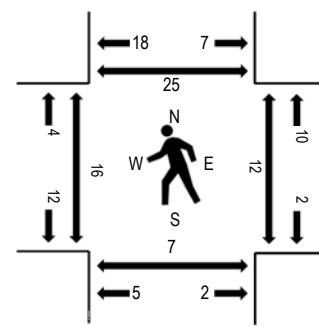
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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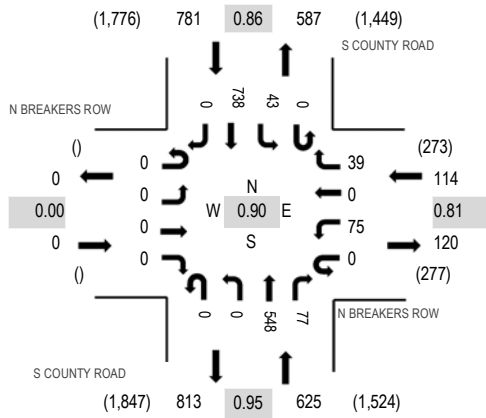
Location: 10 S COUNTY ROAD & N BREAKERS ROW PM

Date: Wednesday, March 13, 2024

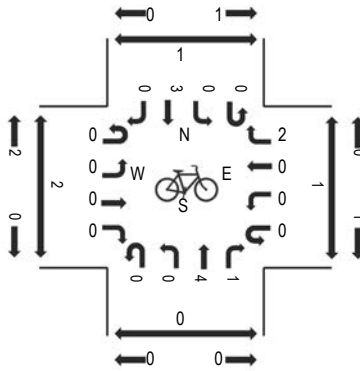
Peak Hour: 03:00 PM - 04:00 PM

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

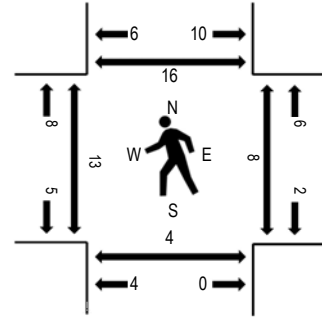
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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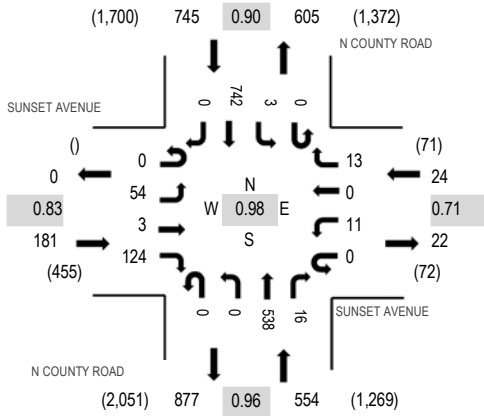
Location: 11 N COUNTY ROAD & SUNSET AVENUE PM

Date: Wednesday, March 13, 2024

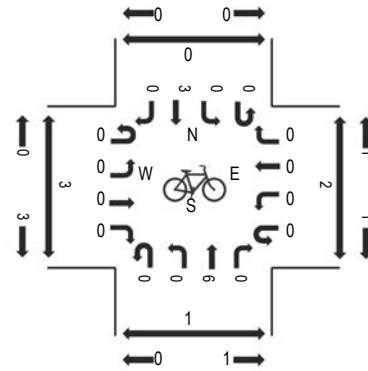
Peak Hour: 03:00 PM - 04:00 PM

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

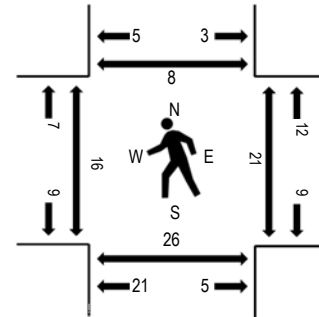
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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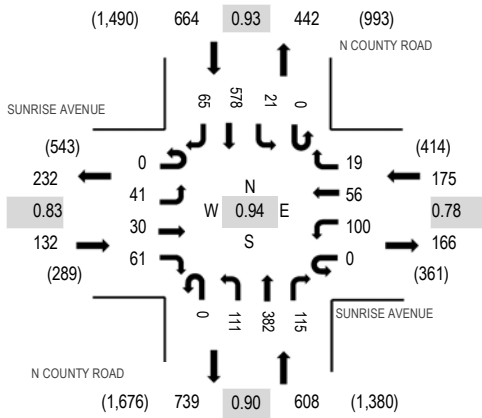
Location: 12 N COUNTY ROAD & SUNRISE AVENUE PM

Date: Wednesday, March 13, 2024

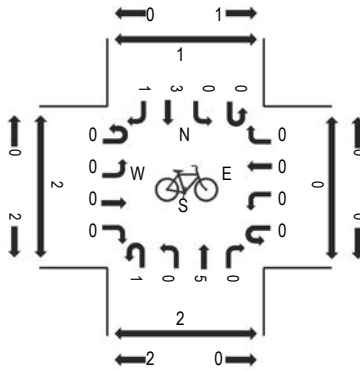
Peak Hour: 03:00 PM - 04:00 PM

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

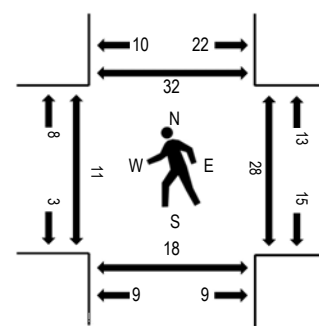
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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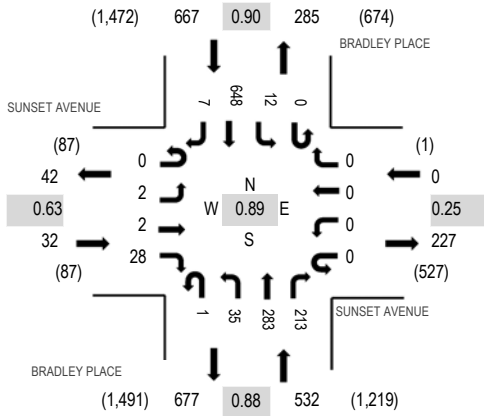
Location: 13 BRADLEY PLACE & SUNSET AVENUE PM

Date: Wednesday, March 13, 2024

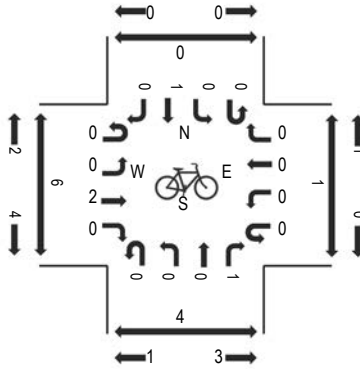
Peak Hour: 03:30 PM - 04:30 PM

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

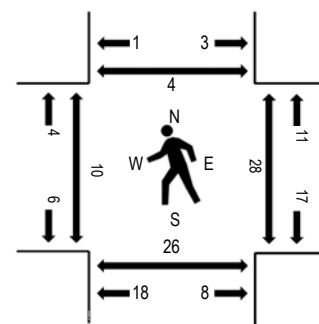
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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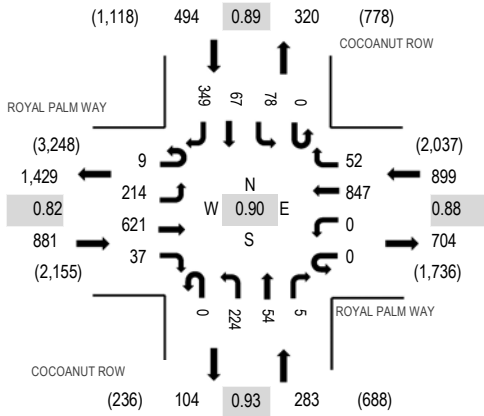
Location: 16 COCOANUT ROW & ROYAL PALM WAY PM

Date: Wednesday, March 13, 2024

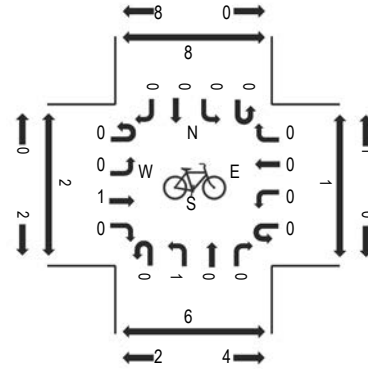
Peak Hour: 03:45 PM - 04:45 PM

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

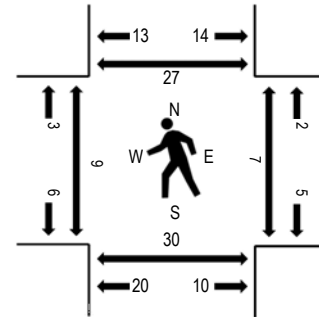
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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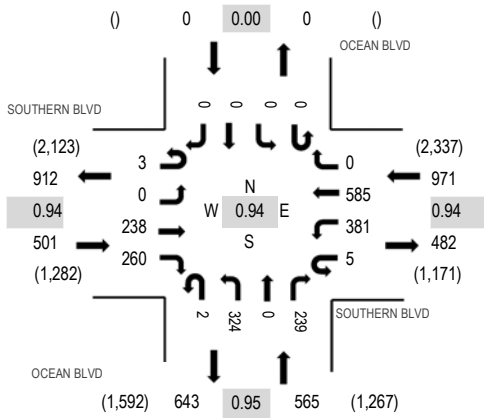
Location: 17 OCEAN BLVD & SOUTHERN BLVD PM

Date: Wednesday, March 13, 2024

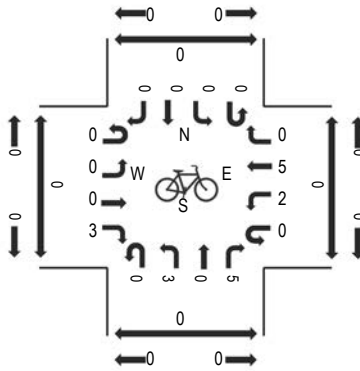
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

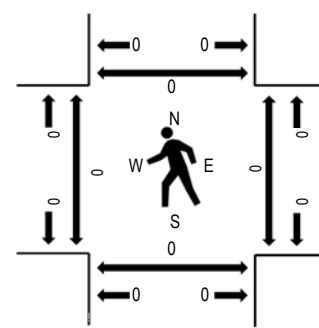
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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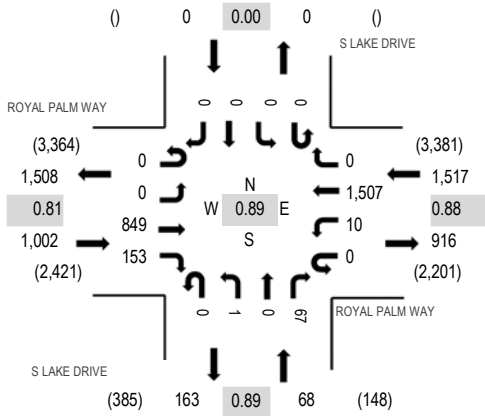
Location: 18 S LAKE DRIVE & ROYAL PALM WAY PM

Date: Wednesday, March 13, 2024

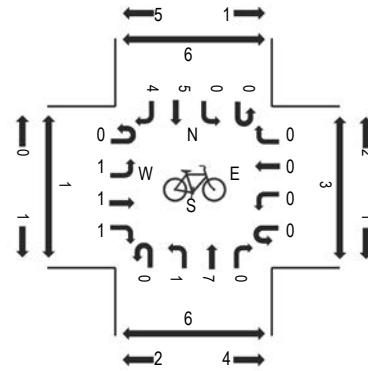
Peak Hour: 03:45 PM - 04:45 PM

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

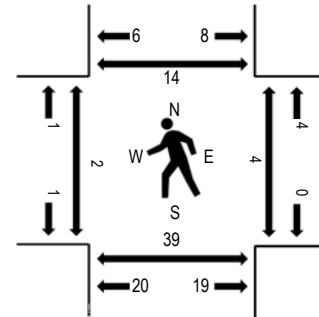
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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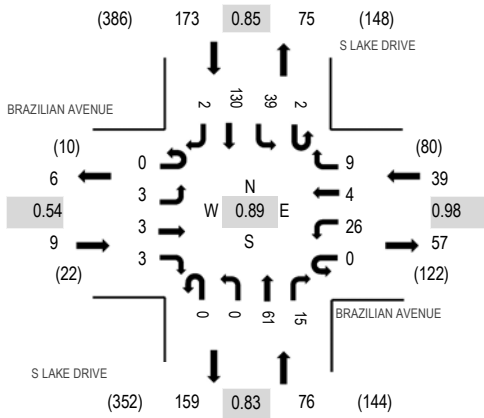
Location: 19 S LAKE DRIVE & BRAZILIAN AVENUE PM

Date: Wednesday, March 13, 2024

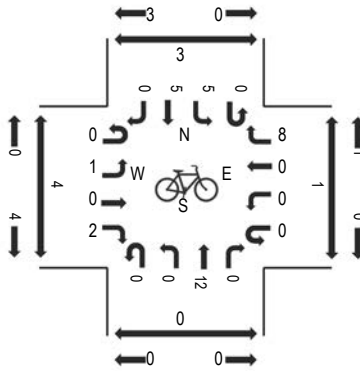
Peak Hour: 03:30 PM - 04:30 PM

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

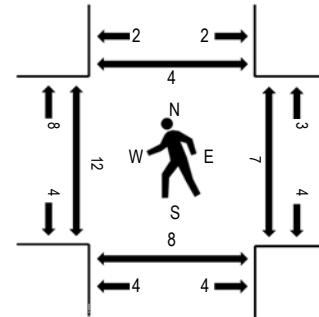
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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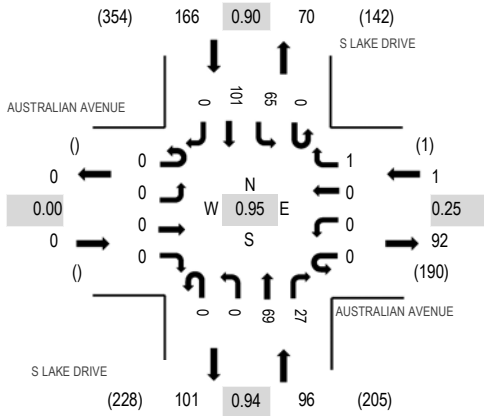
Location: 20 S LAKE DRIVE & AUSTRALIAN AVENUE PM

Date: Wednesday, March 13, 2024

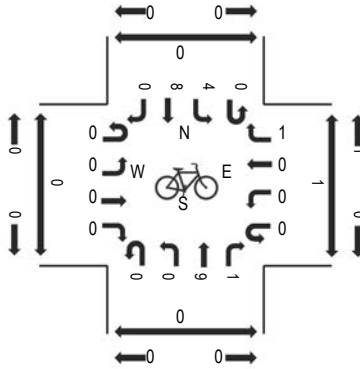
Peak Hour: 03:15 PM - 04:15 PM

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

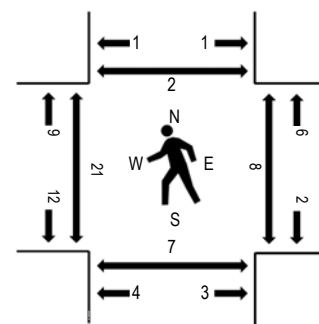
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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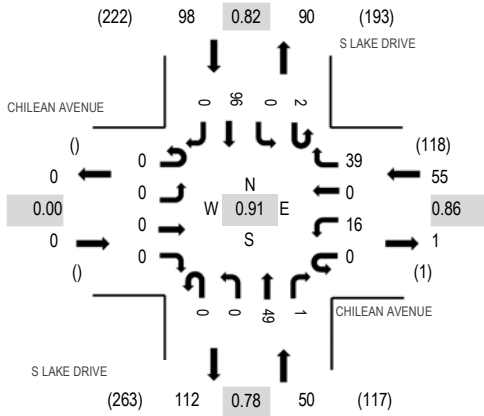
Location: 21 S LAKE DRIVE & CHILEAN AVENUE PM

Date: Wednesday, March 13, 2024

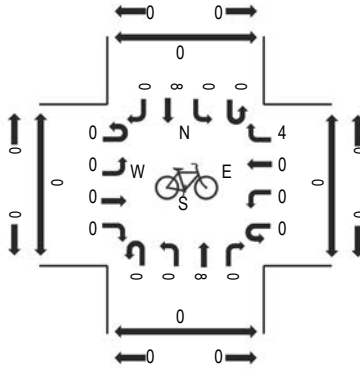
Peak Hour: 03:15 PM - 04:15 PM

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

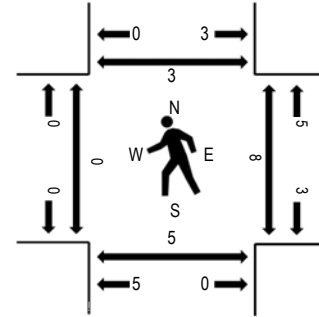
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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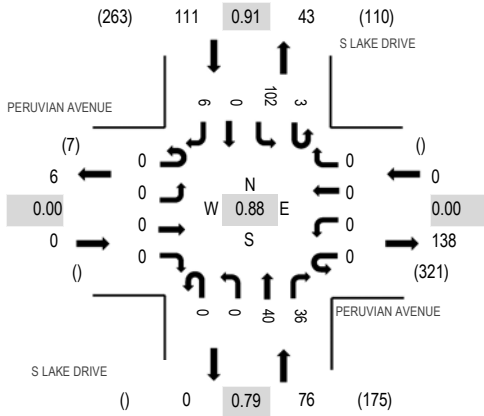
Location: 22 S LAKE DRIVE & PERUVIAN AVENUE PM

Date: Wednesday, March 13, 2024

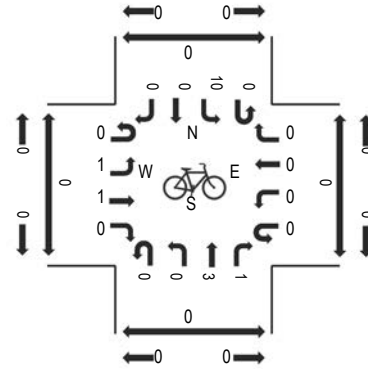
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:15 PM - 03:30 PM

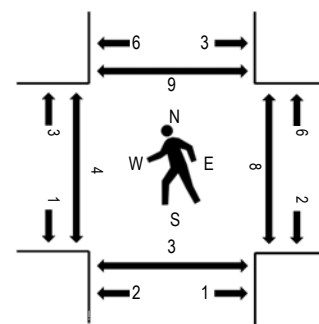
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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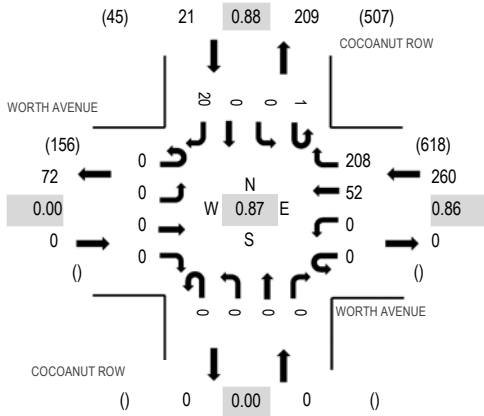
Location: 23 COCOANUT ROW & WORTH AVENUE PM

Date: Wednesday, March 13, 2024

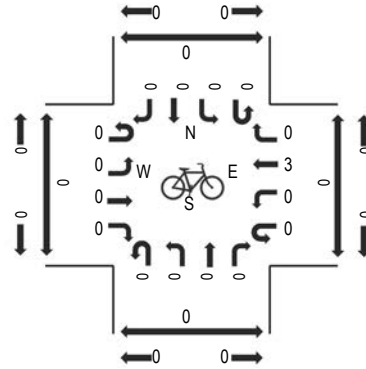
Peak Hour: 03:00 PM - 04:00 PM

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

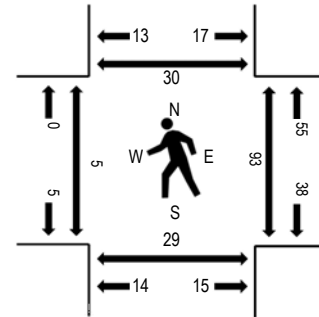
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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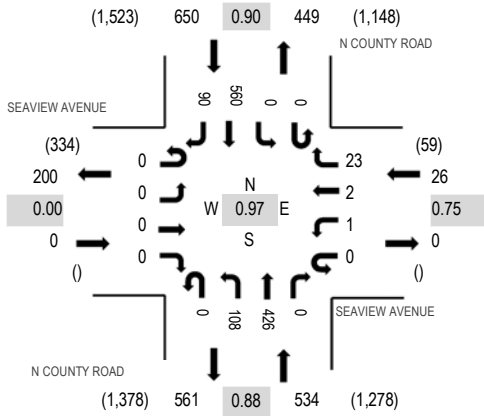
Location: 8 N COUNTY ROAD & SEAVIEW AVENUE PM

Date: Tuesday, April 2, 2024

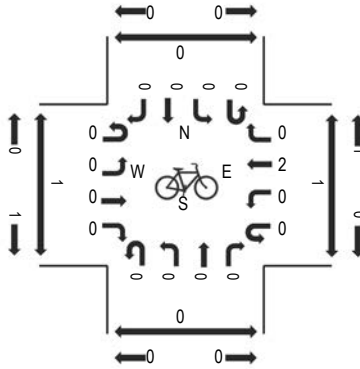
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

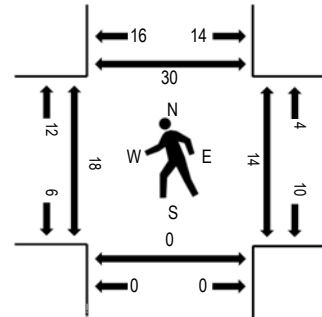
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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



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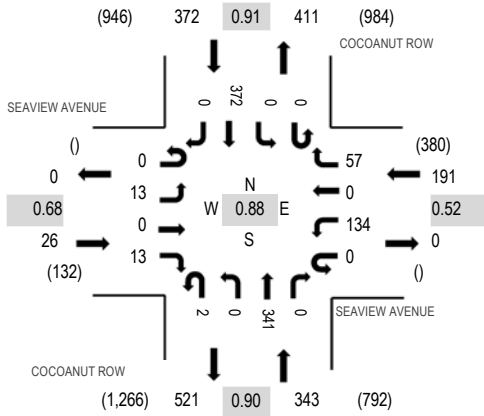
Location: 24 COCOANUT ROW & SEAVIEW AVENUE PM

Date: Tuesday, April 2, 2024

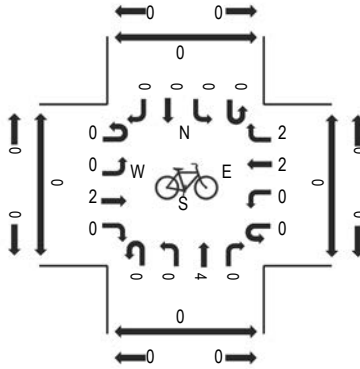
Peak Hour: 03:00 PM - 04:00 PM

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

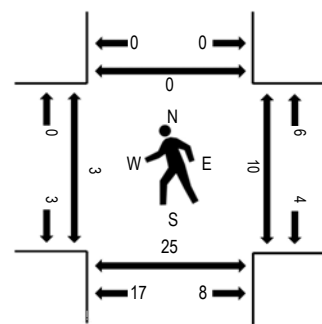
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles















Peak Hour - Pedestrians



























Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles













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

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













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

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













TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM













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













TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM













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

TURNING MOVEMENT COUNTS (MID PEAK) 1:45 PM to 2:45PM













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

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













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

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













TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM












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












TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM












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

TURNING MOVEMENT COUNTS (MID PEAK) 1:15 PM TO 2:15 PM













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

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













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

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













TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM













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













TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM













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













TURNING MOVEMENT COUNTS (MID PEAK) 1:15PM TO 2:15 PM













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













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













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













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













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

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













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

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













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

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













TURNING MOVEMENT COUNTS (AM PEAK) 8:45 AM

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













TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM

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













TURNING MOVEMENT COUNTS (MID PEAK) 12:15PM to 1:15 PM

10.S County Rd & Breakers Row													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	68	0	33	0	807	101	32	882	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	68	0	33	0	807	101	32	882	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	73	0	36	0	869	109	34	950	0
	BREAKERS PUD												
	2029 FUTURE TRAFFIC	0	0	0	73	0	36	0	869	109	34	950	0













TURNING MOVEMENT COUNTS (AM PEAK) 8:30 AM













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













TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM













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












TURNING MOVEMENT COUNTS (MID PEAK) 12:30 PM to 1:30 PM












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












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













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













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













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

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

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

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













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













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













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













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













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













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

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

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

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













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













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













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













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













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













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













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













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













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













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













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













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













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













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













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

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

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

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

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

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



April 24, 2024

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

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

Dear Ms. Strayer:

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

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

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

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adam B. Kerr, P.E.
Transportation Engineer
Florida Registration Number 64773

ABK

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

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

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

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

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

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

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

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

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

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

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

NOTES:

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

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

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

NOTES:

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

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

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

NOTE:

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

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

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

NOTE:

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

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

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

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

NOTE:

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

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

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

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

NOTE:

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

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Colorado

Location: Coconut Row North of Whitehall Way

Comments: Palm Beach, Florida

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Colorado

Location: Coconut Row North of Whitehall Way

Comments: Palm Beach, Florida

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

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

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

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

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

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

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

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

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

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

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

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Louisiana

Location: Coconut Row South of Seabreeze Avenue

Comments: Palm Beach, Florida

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Louisiana

Location: Coconut Row South of Seabreeze Avenue

Comments: Palm Beach, Florida

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

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Louisiana

Location: Coconut Row South of Seabreeze Avenue

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

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

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

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

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

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Louisiana

Location: Coconut Row South of Seabreeze Avenue

Comments: Palm Beach, Florida

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Louisiana

Location: Coconut Row South of Seabreeze Avenue

Comments: Palm Beach, Florida

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

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Mississippi

Location: EB Royal Poinciana Way East of Cocconut Row

Comments: Palm Beach, Florida

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

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Mississippi

Location: EB Royal Poinciana Way East of Coconut Row

Comments: Palm Beach, Florida

	Eastbound Volume
13:00 - 13:14	123
13:15 - 13:29	122
13:30 - 13:44	151
13:45 - 13:59	119
14:00 - 14:14	121
14:15 - 14:29	105
14:30 - 14:44	127
14:45 - 14:59	146
15:00 - 15:14	112
15:15 - 15:29	96
15:30 - 15:44	136
15:45 - 15:59	97
16:00 - 16:14	65
16:15 - 16:29	147
16:30 - 16:44	86
16:45 - 16:59	96
17:00 - 17:14	119
17:15 - 17:29	98
17:30 - 17:44	120
17:45 - 17:59	95
18:00 - 18:14	101
18:15 - 18:29	102
18:30 - 18:44	80
18:45 - 18:59	53
19:00 - 19:14	65
19:15 - 19:29	41
19:30 - 19:44	66
19:45 - 19:59	58
20:00 - 20:14	45
20:15 - 20:29	48
20:30 - 20:44	32
20:45 - 20:59	32
21:00 - 21:14	27
21:15 - 21:29	41
21:30 - 21:44	43
21:45 - 21:59	30
22:00 - 22:14	23
22:15 - 22:29	25
22:30 - 22:44	29
22:45 - 22:59	24
23:00 - 23:14	22
23:15 - 23:29	22
23:30 - 23:44	13
23:45 - 23:59	6
Totals	6729
AM Peak Time	08:28 - 09:27
AM Peak Volume	744
PM Peak Time	13:06 - 14:05
PM Peak Volume	529

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Mississippi

Location: EB Royal Poinciana Way East of Cocoanut Row

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: Mississippi

Location: EB Royal Poinciana Way East of Cocconut Row

Comments: Palm Beach, Florida

	Eastbound Volume
00:00 - 00:14	11
00:15 - 00:29	7
00:30 - 00:44	7
00:45 - 00:59	4
01:00 - 01:14	1
01:15 - 01:29	4
01:30 - 01:44	4
01:45 - 01:59	2
02:00 - 02:14	1
02:15 - 02:29	4
02:30 - 02:44	0
02:45 - 02:59	2
03:00 - 03:14	0
03:15 - 03:29	2
03:30 - 03:44	0
03:45 - 03:59	1
04:00 - 04:14	4
04:15 - 04:29	5
04:30 - 04:44	8
04:45 - 04:59	24
05:00 - 05:14	8
05:15 - 05:29	15
05:30 - 05:44	12
05:45 - 05:59	15
06:00 - 06:14	22
06:15 - 06:29	36
06:30 - 06:44	43
06:45 - 06:59	67
07:00 - 07:14	69
07:15 - 07:29	89
07:30 - 07:44	170
07:45 - 07:59	126
08:00 - 08:14	239
08:15 - 08:29	132
08:30 - 08:44	210
08:45 - 08:59	203
09:00 - 09:14	204
09:15 - 09:29	122
09:30 - 09:44	165
09:45 - 09:59	157
10:00 - 10:14	118
10:15 - 10:29	104
10:30 - 10:44	136
10:45 - 10:59	39
11:00 - 11:14	128
11:15 - 11:29	121
11:30 - 11:44	139
11:45 - 11:59	101
12:00 - 12:14	31
12:15 - 12:29	69
12:30 - 12:44	120
12:45 - 12:59	143

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
 Unit ID: Mississippi
 Location: EB Royal Poinciana Way East of Cocanut Row
 Comments: Palm Beach, Florida

	Eastbound Volume
13:00 - 13:14	185
13:15 - 13:29	61
13:30 - 13:44	152
13:45 - 13:59	49
14:00 - 14:14	185
14:15 - 14:29	107
14:30 - 14:44	119
14:45 - 14:59	125
15:00 - 15:14	128
15:15 - 15:29	149
15:30 - 15:44	117
15:45 - 15:59	121
16:00 - 16:14	110
16:15 - 16:29	109
16:30 - 16:44	101
16:45 - 16:59	136
17:00 - 17:14	125
17:15 - 17:29	118
17:30 - 17:44	111
17:45 - 17:59	132
18:00 - 18:14	126
18:15 - 18:29	105
18:30 - 18:44	113
18:45 - 18:59	88
19:00 - 19:14	60
19:15 - 19:29	51
19:30 - 19:44	50
19:45 - 19:59	52
20:00 - 20:14	45
20:15 - 20:29	37
20:30 - 20:44	34
20:45 - 20:59	42
21:00 - 21:14	33
21:15 - 21:29	46
21:30 - 21:44	42
21:45 - 21:59	20
22:00 - 22:14	30
22:15 - 22:29	32
22:30 - 22:44	17
22:45 - 22:59	27
23:00 - 23:14	28
23:15 - 23:29	14
23:30 - 23:44	15
23:45 - 23:59	21
Totals	7012
AM Peak Time	07:55 - 08:54
AM Peak Volume	811
PM Peak Time	12:42 - 13:41
PM Peak Volume	566

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Mississippi
Location: EB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Mississippi

Location: EB Royal Poinciana Way East of Coconut Row

Comments: Palm Beach, Florida

	Eastbound Volume
00:00 - 00:14	19
00:15 - 00:29	12
00:30 - 00:44	10
00:45 - 00:59	6
01:00 - 01:14	0
01:15 - 01:29	11
01:30 - 01:44	4
01:45 - 01:59	3
02:00 - 02:14	2
02:15 - 02:29	0
02:30 - 02:44	1
02:45 - 02:59	1
03:00 - 03:14	0
03:15 - 03:29	3
03:30 - 03:44	1
03:45 - 03:59	3
04:00 - 04:14	4
04:15 - 04:29	4
04:30 - 04:44	4
04:45 - 04:59	14
05:00 - 05:14	11
05:15 - 05:29	17
05:30 - 05:44	17
05:45 - 05:59	26
06:00 - 06:14	15
06:15 - 06:29	40
06:30 - 06:44	52
06:45 - 06:59	55
07:00 - 07:14	59
07:15 - 07:29	70
07:30 - 07:44	114
07:45 - 07:59	156
08:00 - 08:14	139
08:15 - 08:29	117
08:30 - 08:44	157
08:45 - 08:59	190
09:00 - 09:14	180
09:15 - 09:29	117
09:30 - 09:44	182
09:45 - 09:59	94
10:00 - 10:14	158
10:15 - 10:29	92
10:30 - 10:44	130
10:45 - 10:59	111
11:00 - 11:14	176
11:15 - 11:29	103
11:30 - 11:44	155
11:45 - 11:59	133
12:00 - 12:14	117
12:15 - 12:29	55
12:30 - 12:44	164
12:45 - 12:59	125

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Mississippi

Location: EB Royal Poinciana Way East of Cocanut Row

Comments: Palm Beach, Florida

	Eastbound Volume
13:00 - 13:14	120
13:15 - 13:29	127
13:30 - 13:44	121
13:45 - 13:59	136
14:00 - 14:14	139
14:15 - 14:29	92
14:30 - 14:44	140
14:45 - 14:59	97
15:00 - 15:14	132
15:15 - 15:29	116
15:30 - 15:44	128
15:45 - 15:59	101
16:00 - 16:14	116
16:15 - 16:29	96
16:30 - 16:44	101
16:45 - 16:59	64
17:00 - 17:14	150
17:15 - 17:29	113
17:30 - 17:44	124
17:45 - 17:59	126
18:00 - 18:14	114
18:15 - 18:29	123
18:30 - 18:44	106
18:45 - 18:59	90
19:00 - 19:14	80
19:15 - 19:29	67
19:30 - 19:44	57
19:45 - 19:59	70
20:00 - 20:14	57
20:15 - 20:29	53
20:30 - 20:44	38
20:45 - 20:59	61
21:00 - 21:14	47
21:15 - 21:29	53
21:30 - 21:44	41
21:45 - 21:59	45
22:00 - 22:14	40
22:15 - 22:29	42
22:30 - 22:44	35
22:45 - 22:59	37
23:00 - 23:14	44
23:15 - 23:29	31
23:30 - 23:44	36
23:45 - 23:59	17
Totals	7152
AM Peak Time	08:47 - 09:46
AM Peak Volume	670
PM Peak Time	12:29 - 13:28
PM Peak Volume	551

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Mississippi

Location: EB Royal Poinciana Way East of Cocoanut Row

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: ILLINOIS

Location: WB Royal Poinciana Way East of Coconut Row

Comments: Palm Beach, Florida

	Westbound Volume
00:00 - 00:14	20
00:15 - 00:29	14
00:30 - 00:44	9
00:45 - 00:59	7
01:00 - 01:14	6
01:15 - 01:29	3
01:30 - 01:44	7
01:45 - 01:59	1
02:00 - 02:14	1
02:15 - 02:29	1
02:30 - 02:44	2
02:45 - 02:59	0
03:00 - 03:14	3
03:15 - 03:29	4
03:30 - 03:44	1
03:45 - 03:59	2
04:00 - 04:14	1
04:15 - 04:29	0
04:30 - 04:44	3
04:45 - 04:59	5
05:00 - 05:14	5
05:15 - 05:29	5
05:30 - 05:44	10
05:45 - 05:59	8
06:00 - 06:14	15
06:15 - 06:29	11
06:30 - 06:44	27
06:45 - 06:59	25
07:00 - 07:14	46
07:15 - 07:29	44
07:30 - 07:44	66
07:45 - 07:59	71
08:00 - 08:14	92
08:15 - 08:29	77
08:30 - 08:44	88
08:45 - 08:59	111
09:00 - 09:14	97
09:15 - 09:29	112
09:30 - 09:44	118
09:45 - 09:59	117
10:00 - 10:14	122
10:15 - 10:29	142
10:30 - 10:44	127
10:45 - 10:59	120
11:00 - 11:14	137
11:15 - 11:29	136
11:30 - 11:44	145
11:45 - 11:59	134
12:00 - 12:14	168
12:15 - 12:29	143
12:30 - 12:44	163
12:45 - 12:59	152

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: ILLINOIS

Location: WB Royal Poinciana Way East of Coconut Row

Comments: Palm Beach, Florida

	Westbound Volume
13:00 - 13:14	168
13:15 - 13:29	147
13:30 - 13:44	177
13:45 - 13:59	171
14:00 - 14:14	169
14:15 - 14:29	182
14:30 - 14:44	164
14:45 - 14:59	202
15:00 - 15:14	203
15:15 - 15:29	130
15:30 - 15:44	218
15:45 - 15:59	197
16:00 - 16:14	148
16:15 - 16:29	203
16:30 - 16:44	214
16:45 - 16:59	114
17:00 - 17:14	154
17:15 - 17:29	81
17:30 - 17:44	161
17:45 - 17:59	110
18:00 - 18:14	140
18:15 - 18:29	122
18:30 - 18:44	132
18:45 - 18:59	126
19:00 - 19:14	113
19:15 - 19:29	101
19:30 - 19:44	114
19:45 - 19:59	97
20:00 - 20:14	118
20:15 - 20:29	98
20:30 - 20:44	82
20:45 - 20:59	69
21:00 - 21:14	71
21:15 - 21:29	69
21:30 - 21:44	91
21:45 - 21:59	68
22:00 - 22:14	67
22:15 - 22:29	52
22:30 - 22:44	55
22:45 - 22:59	49
23:00 - 23:14	46
23:15 - 23:29	34
23:30 - 23:44	34
23:45 - 23:59	19
Totals	8204
AM Peak Time	11:00 - 11:59
AM Peak Volume	552
PM Peak Time	15:27 - 16:26
PM Peak Volume	785

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: ILLINOIS

Location: WB Royal Poinciana Way East of Coconut Row

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: ILLINOIS

Location: WB Royal Poinciana Way East of Coconut Row

Comments: Palm Beach, Florida

	Westbound Volume
00:00 - 00:14	22
00:15 - 00:29	13
00:30 - 00:44	14
00:45 - 00:59	7
01:00 - 01:14	7
01:15 - 01:29	7
01:30 - 01:44	3
01:45 - 01:59	6
02:00 - 02:14	3
02:15 - 02:29	4
02:30 - 02:44	5
02:45 - 02:59	3
03:00 - 03:14	3
03:15 - 03:29	2
03:30 - 03:44	0
03:45 - 03:59	2
04:00 - 04:14	1
04:15 - 04:29	0
04:30 - 04:44	3
04:45 - 04:59	7
05:00 - 05:14	7
05:15 - 05:29	7
05:30 - 05:44	7
05:45 - 05:59	6
06:00 - 06:14	8
06:15 - 06:29	23
06:30 - 06:44	21
06:45 - 06:59	37
07:00 - 07:14	50
07:15 - 07:29	47
07:30 - 07:44	80
07:45 - 07:59	75
08:00 - 08:14	97
08:15 - 08:29	94
08:30 - 08:44	111
08:45 - 08:59	105
09:00 - 09:14	138
09:15 - 09:29	129
09:30 - 09:44	144
09:45 - 09:59	119
10:00 - 10:14	103
10:15 - 10:29	121
10:30 - 10:44	121
10:45 - 10:59	99
11:00 - 11:14	113
11:15 - 11:29	136
11:30 - 11:44	138
11:45 - 11:59	149
12:00 - 12:14	57
12:15 - 12:29	48
12:30 - 12:44	112
12:45 - 12:59	103

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
 Unit ID: ILLINOIS
 Location: WB Royal Poinciana Way East of Coconut Row
 Comments: Palm Beach, Florida

	Westbound Volume
13:00 - 13:14	184
13:15 - 13:29	105
13:30 - 13:44	177
13:45 - 13:59	90
14:00 - 14:14	195
14:15 - 14:29	167
14:30 - 14:44	185
14:45 - 14:59	154
15:00 - 15:14	184
15:15 - 15:29	154
15:30 - 15:44	202
15:45 - 15:59	178
16:00 - 16:14	200
16:15 - 16:29	189
16:30 - 16:44	204
16:45 - 16:59	162
17:00 - 17:14	181
17:15 - 17:29	162
17:30 - 17:44	167
17:45 - 17:59	172
18:00 - 18:14	153
18:15 - 18:29	114
18:30 - 18:44	128
18:45 - 18:59	120
19:00 - 19:14	118
19:15 - 19:29	119
19:30 - 19:44	116
19:45 - 19:59	124
20:00 - 20:14	113
20:15 - 20:29	114
20:30 - 20:44	89
20:45 - 20:59	80
21:00 - 21:14	87
21:15 - 21:29	90
21:30 - 21:44	84
21:45 - 21:59	70
22:00 - 22:14	73
22:15 - 22:29	70
22:30 - 22:44	67
22:45 - 22:59	46
23:00 - 23:14	66
23:15 - 23:29	33
23:30 - 23:44	53
23:45 - 23:59	35
Totals	8291
AM Peak Time	09:01 - 10:00
AM Peak Volume	537
PM Peak Time	15:46 - 16:45
PM Peak Volume	781

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: ILLINOIS
Location: WB Royal Poinciana Way East of Coconut Row
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: ILLINOIS

Location: WB Royal Poinciana Way East of Coconut Row

Comments: Palm Beach, Florida

	Westbound Volume
00:00 - 00:14	34
00:15 - 00:29	23
00:30 - 00:44	19
00:45 - 00:59	5
01:00 - 01:14	6
01:15 - 01:29	15
01:30 - 01:44	11
01:45 - 01:59	7
02:00 - 02:14	5
02:15 - 02:29	4
02:30 - 02:44	2
02:45 - 02:59	2
03:00 - 03:14	5
03:15 - 03:29	4
03:30 - 03:44	2
03:45 - 03:59	2
04:00 - 04:14	2
04:15 - 04:29	2
04:30 - 04:44	1
04:45 - 04:59	5
05:00 - 05:14	7
05:15 - 05:29	5
05:30 - 05:44	16
05:45 - 05:59	9
06:00 - 06:14	18
06:15 - 06:29	14
06:30 - 06:44	23
06:45 - 06:59	29
07:00 - 07:14	31
07:15 - 07:29	42
07:30 - 07:44	67
07:45 - 07:59	84
08:00 - 08:14	83
08:15 - 08:29	78
08:30 - 08:44	71
08:45 - 08:59	99
09:00 - 09:14	111
09:15 - 09:29	116
09:30 - 09:44	108
09:45 - 09:59	117
10:00 - 10:14	117
10:15 - 10:29	128
10:30 - 10:44	113
10:45 - 10:59	141
11:00 - 11:14	153
11:15 - 11:29	146
11:30 - 11:44	152
11:45 - 11:59	148
12:00 - 12:14	175
12:15 - 12:29	108
12:30 - 12:44	164
12:45 - 12:59	153

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: ILLINOIS

Location: WB Royal Poinciana Way East of Coconut Row

Comments: Palm Beach, Florida

	Westbound Volume
13:00 - 13:14	169
13:15 - 13:29	174
13:30 - 13:44	163
13:45 - 13:59	148
14:00 - 14:14	160
14:15 - 14:29	167
14:30 - 14:44	207
14:45 - 14:59	158
15:00 - 15:14	189
15:15 - 15:29	159
15:30 - 15:44	231
15:45 - 15:59	141
16:00 - 16:14	221
16:15 - 16:29	166
16:30 - 16:44	223
16:45 - 16:59	92
17:00 - 17:14	181
17:15 - 17:29	163
17:30 - 17:44	163
17:45 - 17:59	150
18:00 - 18:14	124
18:15 - 18:29	142
18:30 - 18:44	132
18:45 - 18:59	123
19:00 - 19:14	125
19:15 - 19:29	123
19:30 - 19:44	113
19:45 - 19:59	111
20:00 - 20:14	103
20:15 - 20:29	107
20:30 - 20:44	103
20:45 - 20:59	101
21:00 - 21:14	83
21:15 - 21:29	96
21:30 - 21:44	123
21:45 - 21:59	76
22:00 - 22:14	105
22:15 - 22:29	95
22:30 - 22:44	103
22:45 - 22:59	76
23:00 - 23:14	66
23:15 - 23:29	60
23:30 - 23:44	57
23:45 - 23:59	36
Totals	8790
AM Peak Time	10:49 - 11:48
AM Peak Volume	606
PM Peak Time	15:31 - 16:30
PM Peak Volume	763

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: ILLINOIS

Location: WB Royal Poinciana Way East of Coconut Row

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Arizona

Location: NB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	7
00:15 - 00:29	3
00:30 - 00:44	4
00:45 - 00:59	2
01:00 - 01:14	2
01:15 - 01:29	2
01:30 - 01:44	3
01:45 - 01:59	2
02:00 - 02:14	2
02:15 - 02:29	1
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	1
03:15 - 03:29	0
03:30 - 03:44	6
03:45 - 03:59	2
04:00 - 04:14	1
04:15 - 04:29	2
04:30 - 04:44	6
04:45 - 04:59	17
05:00 - 05:14	5
05:15 - 05:29	15
05:30 - 05:44	17
05:45 - 05:59	13
06:00 - 06:14	18
06:15 - 06:29	23
06:30 - 06:44	31
06:45 - 06:59	56
07:00 - 07:14	54
07:15 - 07:29	67
07:30 - 07:44	91
07:45 - 07:59	128
08:00 - 08:14	175
08:15 - 08:29	107
08:30 - 08:44	195
08:45 - 08:59	198
09:00 - 09:14	171
09:15 - 09:29	134
09:30 - 09:44	181
09:45 - 09:59	158
10:00 - 10:14	156
10:15 - 10:29	134
10:30 - 10:44	128
10:45 - 10:59	143
11:00 - 11:14	130
11:15 - 11:29	100
11:30 - 11:44	151
11:45 - 11:59	168
12:00 - 12:14	158
12:15 - 12:29	104
12:30 - 12:44	155
12:45 - 12:59	118

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Arizona

Location: NB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	156
13:15 - 13:29	127
13:30 - 13:44	132
13:45 - 13:59	128
14:00 - 14:14	154
14:15 - 14:29	119
14:30 - 14:44	120
14:45 - 14:59	136
15:00 - 15:14	119
15:15 - 15:29	94
15:30 - 15:44	140
15:45 - 15:59	149
16:00 - 16:14	88
16:15 - 16:29	162
16:30 - 16:44	132
16:45 - 16:59	119
17:00 - 17:14	124
17:15 - 17:29	119
17:30 - 17:44	126
17:45 - 17:59	103
18:00 - 18:14	120
18:15 - 18:29	100
18:30 - 18:44	107
18:45 - 18:59	111
19:00 - 19:14	107
19:15 - 19:29	96
19:30 - 19:44	79
19:45 - 19:59	74
20:00 - 20:14	81
20:15 - 20:29	55
20:30 - 20:44	66
20:45 - 20:59	48
21:00 - 21:14	46
21:15 - 21:29	37
21:30 - 21:44	0
21:45 - 21:59	36
22:00 - 22:14	29
22:15 - 22:29	25
22:30 - 22:44	23
22:45 - 22:59	17
23:00 - 23:14	17
23:15 - 23:29	11
23:30 - 23:44	6
23:45 - 23:59	4
Totals	7387
AM Peak Time	08:27 - 09:26
AM Peak Volume	716
PM Peak Time	12:27 - 13:26
PM Peak Volume	572

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Arizona

Location: NB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: Arizona

Location: NB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	9
00:15 - 00:29	6
00:30 - 00:44	5
00:45 - 00:59	3
01:00 - 01:14	0
01:15 - 01:29	1
01:30 - 01:44	2
01:45 - 01:59	4
02:00 - 02:14	2
02:15 - 02:29	2
02:30 - 02:44	2
02:45 - 02:59	1
03:00 - 03:14	3
03:15 - 03:29	0
03:30 - 03:44	5
03:45 - 03:59	5
04:00 - 04:14	4
04:15 - 04:29	7
04:30 - 04:44	1
04:45 - 04:59	17
05:00 - 05:14	5
05:15 - 05:29	11
05:30 - 05:44	15
05:45 - 05:59	13
06:00 - 06:14	17
06:15 - 06:29	18
06:30 - 06:44	30
06:45 - 06:59	63
07:00 - 07:14	47
07:15 - 07:29	95
07:30 - 07:44	114
07:45 - 07:59	94
08:00 - 08:14	183
08:15 - 08:29	127
08:30 - 08:44	209
08:45 - 08:59	194
09:00 - 09:14	206
09:15 - 09:29	151
09:30 - 09:44	158
09:45 - 09:59	138
10:00 - 10:14	171
10:15 - 10:29	107
10:30 - 10:44	181
10:45 - 10:59	79
11:00 - 11:14	160
11:15 - 11:29	144
11:30 - 11:44	183
11:45 - 11:59	98
12:00 - 12:14	59
12:15 - 12:29	78
12:30 - 12:44	121
12:45 - 12:59	106

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: Arizona

Location: NB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	174
13:15 - 13:29	58
13:30 - 13:44	173
13:45 - 13:59	54
14:00 - 14:14	165
14:15 - 14:29	149
14:30 - 14:44	117
14:45 - 14:59	108
15:00 - 15:14	138
15:15 - 15:29	120
15:30 - 15:44	133
15:45 - 15:59	113
16:00 - 16:14	161
16:15 - 16:29	120
16:30 - 16:44	113
16:45 - 16:59	94
17:00 - 17:14	120
17:15 - 17:29	110
17:30 - 17:44	102
17:45 - 17:59	126
18:00 - 18:14	129
18:15 - 18:29	130
18:30 - 18:44	109
18:45 - 18:59	101
19:00 - 19:14	102
19:15 - 19:29	83
19:30 - 19:44	88
19:45 - 19:59	99
20:00 - 20:14	69
20:15 - 20:29	67
20:30 - 20:44	67
20:45 - 20:59	58
21:00 - 21:14	59
21:15 - 21:29	59
21:30 - 21:44	56
21:45 - 21:59	52
22:00 - 22:14	27
22:15 - 22:29	34
22:30 - 22:44	27
22:45 - 22:59	18
23:00 - 23:14	17
23:15 - 23:29	10
23:30 - 23:44	14
23:45 - 23:59	11
Totals	7388
AM Peak Time	08:28 - 09:27
AM Peak Volume	760
PM Peak Time	15:24 - 16:23
PM Peak Volume	561

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Arizona
Location: NB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Arizona

Location: NB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	11
00:15 - 00:29	7
00:30 - 00:44	1
00:45 - 00:59	1
01:00 - 01:14	1
01:15 - 01:29	3
01:30 - 01:44	0
01:45 - 01:59	3
02:00 - 02:14	3
02:15 - 02:29	3
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	1
03:15 - 03:29	1
03:30 - 03:44	3
03:45 - 03:59	5
04:00 - 04:14	5
04:15 - 04:29	1
04:30 - 04:44	4
04:45 - 04:59	7
05:00 - 05:14	12
05:15 - 05:29	13
05:30 - 05:44	11
05:45 - 05:59	27
06:00 - 06:14	14
06:15 - 06:29	23
06:30 - 06:44	26
06:45 - 06:59	55
07:00 - 07:14	60
07:15 - 07:29	70
07:30 - 07:44	99
07:45 - 07:59	145
08:00 - 08:14	188
08:15 - 08:29	118
08:30 - 08:44	194
08:45 - 08:59	186
09:00 - 09:14	164
09:15 - 09:29	113
09:30 - 09:44	193
09:45 - 09:59	114
10:00 - 10:14	159
10:15 - 10:29	138
10:30 - 10:44	134
10:45 - 10:59	126
11:00 - 11:14	127
11:15 - 11:29	130
11:30 - 11:44	160
11:45 - 11:59	136
12:00 - 12:14	140
12:15 - 12:29	77
12:30 - 12:44	187
12:45 - 12:59	146

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Arizona

Location: NB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	133
13:15 - 13:29	133
13:30 - 13:44	145
13:45 - 13:59	115
14:00 - 14:14	123
14:15 - 14:29	146
14:30 - 14:44	163
14:45 - 14:59	99
15:00 - 15:14	142
15:15 - 15:29	99
15:30 - 15:44	154
15:45 - 15:59	129
16:00 - 16:14	137
16:15 - 16:29	135
16:30 - 16:44	142
16:45 - 16:59	76
17:00 - 17:14	167
17:15 - 17:29	109
17:30 - 17:44	130
17:45 - 17:59	114
18:00 - 18:14	126
18:15 - 18:29	112
18:30 - 18:44	119
18:45 - 18:59	147
19:00 - 19:14	105
19:15 - 19:29	86
19:30 - 19:44	102
19:45 - 19:59	88
20:00 - 20:14	69
20:15 - 20:29	96
20:30 - 20:44	72
20:45 - 20:59	78
21:00 - 21:14	66
21:15 - 21:29	58
21:30 - 21:44	59
21:45 - 21:59	31
22:00 - 22:14	59
22:15 - 22:29	46
22:30 - 22:44	35
22:45 - 22:59	43
23:00 - 23:14	26
23:15 - 23:29	32
23:30 - 23:44	16
23:45 - 23:59	20
Totals	7827
AM Peak Time	08:05 - 09:04
AM Peak Volume	690
PM Peak Time	12:30 - 13:29
PM Peak Volume	599

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Arizona

Location: NB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: MAINE

Location: SB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	6
00:15 - 00:29	2
00:30 - 00:44	5
00:45 - 00:59	4
01:00 - 01:14	0
01:15 - 01:29	4
01:30 - 01:44	6
01:45 - 01:59	0
02:00 - 02:14	2
02:15 - 02:29	3
02:30 - 02:44	1
02:45 - 02:59	1
03:00 - 03:14	0
03:15 - 03:29	0
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	2
04:15 - 04:29	3
04:30 - 04:44	3
04:45 - 04:59	3
05:00 - 05:14	4
05:15 - 05:29	5
05:30 - 05:44	6
05:45 - 05:59	5
06:00 - 06:14	5
06:15 - 06:29	11
06:30 - 06:44	12
06:45 - 06:59	30
07:00 - 07:14	15
07:15 - 07:29	29
07:30 - 07:44	62
07:45 - 07:59	44
08:00 - 08:14	64
08:15 - 08:29	58
08:30 - 08:44	59
08:45 - 08:59	80
09:00 - 09:14	92
09:15 - 09:29	77
09:30 - 09:44	104
09:45 - 09:59	105
10:00 - 10:14	100
10:15 - 10:29	88
10:30 - 10:44	84
10:45 - 10:59	127
11:00 - 11:14	107
11:15 - 11:29	139
11:30 - 11:44	126
11:45 - 11:59	123
12:00 - 12:14	161
12:15 - 12:29	121
12:30 - 12:44	169
12:45 - 12:59	120

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: MAINE

Location: SB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	124
13:15 - 13:29	132
13:30 - 13:44	135
13:45 - 13:59	150
14:00 - 14:14	155
14:15 - 14:29	154
14:30 - 14:44	154
14:45 - 14:59	165
15:00 - 15:14	176
15:15 - 15:29	111
15:30 - 15:44	210
15:45 - 15:59	166
16:00 - 16:14	120
16:15 - 16:29	164
16:30 - 16:44	189
16:45 - 16:59	189
17:00 - 17:14	135
17:15 - 17:29	104
17:30 - 17:44	109
17:45 - 17:59	82
18:00 - 18:14	115
18:15 - 18:29	73
18:30 - 18:44	93
18:45 - 18:59	82
19:00 - 19:14	90
19:15 - 19:29	82
19:30 - 19:44	71
19:45 - 19:59	62
20:00 - 20:14	65
20:15 - 20:29	61
20:30 - 20:44	42
20:45 - 20:59	46
21:00 - 21:14	45
21:15 - 21:29	39
21:30 - 21:44	40
21:45 - 21:59	27
22:00 - 22:14	29
22:15 - 22:29	32
22:30 - 22:44	28
22:45 - 22:59	28
23:00 - 23:14	26
23:15 - 23:29	22
23:30 - 23:44	17
23:45 - 23:59	6
Totals	6522
AM Peak Time	10:53 - 11:52
AM Peak Volume	507
PM Peak Time	16:18 - 17:17
PM Peak Volume	692

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: MAINE

Location: SB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: MAINE

Location: SB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	6
00:15 - 00:29	8
00:30 - 00:44	3
00:45 - 00:59	3
01:00 - 01:14	2
01:15 - 01:29	0
01:30 - 01:44	1
01:45 - 01:59	2
02:00 - 02:14	2
02:15 - 02:29	0
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	3
03:15 - 03:29	0
03:30 - 03:44	0
03:45 - 03:59	1
04:00 - 04:14	1
04:15 - 04:29	1
04:30 - 04:44	3
04:45 - 04:59	2
05:00 - 05:14	3
05:15 - 05:29	3
05:30 - 05:44	5
05:45 - 05:59	6
06:00 - 06:14	7
06:15 - 06:29	8
06:30 - 06:44	17
06:45 - 06:59	24
07:00 - 07:14	27
07:15 - 07:29	29
07:30 - 07:44	42
07:45 - 07:59	43
08:00 - 08:14	56
08:15 - 08:29	58
08:30 - 08:44	72
08:45 - 08:59	70
09:00 - 09:14	92
09:15 - 09:29	95
09:30 - 09:44	83
09:45 - 09:59	87
10:00 - 10:14	99
10:15 - 10:29	98
10:30 - 10:44	111
10:45 - 10:59	97
11:00 - 11:14	112
11:15 - 11:29	117
11:30 - 11:44	144
11:45 - 11:59	173
12:00 - 12:14	53
12:15 - 12:29	36
12:30 - 12:44	52
12:45 - 12:59	157

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: MAINE

Location: SB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	180
13:15 - 13:29	106
13:30 - 13:44	164
13:45 - 13:59	75
14:00 - 14:14	181
14:15 - 14:29	172
14:30 - 14:44	154
14:45 - 14:59	143
15:00 - 15:14	185
15:15 - 15:29	138
15:30 - 15:44	190
15:45 - 15:59	115
16:00 - 16:14	189
16:15 - 16:29	196
16:30 - 16:44	162
16:45 - 16:59	121
17:00 - 17:14	154
17:15 - 17:29	105
17:30 - 17:44	118
17:45 - 17:59	88
18:00 - 18:14	96
18:15 - 18:29	90
18:30 - 18:44	92
18:45 - 18:59	74
19:00 - 19:14	86
19:15 - 19:29	84
19:30 - 19:44	86
19:45 - 19:59	61
20:00 - 20:14	67
20:15 - 20:29	63
20:30 - 20:44	56
20:45 - 20:59	59
21:00 - 21:14	54
21:15 - 21:29	52
21:30 - 21:44	38
21:45 - 21:59	32
22:00 - 22:14	52
22:15 - 22:29	42
22:30 - 22:44	37
22:45 - 22:59	36
23:00 - 23:14	31
23:15 - 23:29	21
23:30 - 23:44	17
23:45 - 23:59	18
Totals	6394
AM Peak Time	11:00 - 11:59
AM Peak Volume	546
PM Peak Time	15:55 - 16:54
PM Peak Volume	698

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: MAINE

Location: SB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: MAINE

Location: SB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	16
00:15 - 00:29	10
00:30 - 00:44	2
00:45 - 00:59	0
01:00 - 01:14	2
01:15 - 01:29	3
01:30 - 01:44	2
01:45 - 01:59	1
02:00 - 02:14	1
02:15 - 02:29	2
02:30 - 02:44	1
02:45 - 02:59	0
03:00 - 03:14	0
03:15 - 03:29	1
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	1
04:15 - 04:29	2
04:30 - 04:44	3
04:45 - 04:59	0
05:00 - 05:14	1
05:15 - 05:29	6
05:30 - 05:44	2
05:45 - 05:59	3
06:00 - 06:14	5
06:15 - 06:29	8
06:30 - 06:44	13
06:45 - 06:59	24
07:00 - 07:14	30
07:15 - 07:29	27
07:30 - 07:44	50
07:45 - 07:59	41
08:00 - 08:14	64
08:15 - 08:29	62
08:30 - 08:44	69
08:45 - 08:59	77
09:00 - 09:14	95
09:15 - 09:29	80
09:30 - 09:44	86
09:45 - 09:59	88
10:00 - 10:14	95
10:15 - 10:29	114
10:30 - 10:44	117
10:45 - 10:59	109
11:00 - 11:14	113
11:15 - 11:29	123
11:30 - 11:44	147
11:45 - 11:59	133
12:00 - 12:14	130
12:15 - 12:29	94
12:30 - 12:44	149
12:45 - 12:59	137

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: MAINE

Location: SB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	160
13:15 - 13:29	119
13:30 - 13:44	145
13:45 - 13:59	124
14:00 - 14:14	141
14:15 - 14:29	113
14:30 - 14:44	184
14:45 - 14:59	120
15:00 - 15:14	213
15:15 - 15:29	121
15:30 - 15:44	191
15:45 - 15:59	116
16:00 - 16:14	181
16:15 - 16:29	134
16:30 - 16:44	196
16:45 - 16:59	87
17:00 - 17:14	205
17:15 - 17:29	107
17:30 - 17:44	108
17:45 - 17:59	120
18:00 - 18:14	86
18:15 - 18:29	97
18:30 - 18:44	83
18:45 - 18:59	79
19:00 - 19:14	103
19:15 - 19:29	70
19:30 - 19:44	73
19:45 - 19:59	62
20:00 - 20:14	47
20:15 - 20:29	54
20:30 - 20:44	63
20:45 - 20:59	56
21:00 - 21:14	35
21:15 - 21:29	44
21:30 - 21:44	53
21:45 - 21:59	39
22:00 - 22:14	51
22:15 - 22:29	45
22:30 - 22:44	39
22:45 - 22:59	47
23:00 - 23:14	55
23:15 - 23:29	30
23:30 - 23:44	34
23:45 - 23:59	28
Totals	6597
AM Peak Time	10:55 - 11:54
AM Peak Volume	529
PM Peak Time	14:19 - 15:18
PM Peak Volume	657

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: MAINE

Location: SB Bradley Place North of Royal Poinciana Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Missouri

Location: NB North County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	6
00:15 - 00:29	4
00:30 - 00:44	2
00:45 - 00:59	7
01:00 - 01:14	3
01:15 - 01:29	2
01:30 - 01:44	5
01:45 - 01:59	0
02:00 - 02:14	0
02:15 - 02:29	2
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	2
03:15 - 03:29	1
03:30 - 03:44	1
03:45 - 03:59	3
04:00 - 04:14	1
04:15 - 04:29	5
04:30 - 04:44	7
04:45 - 04:59	2
05:00 - 05:14	5
05:15 - 05:29	8
05:30 - 05:44	11
05:45 - 05:59	9
06:00 - 06:14	14
06:15 - 06:29	27
06:30 - 06:44	33
06:45 - 06:59	53
07:00 - 07:14	69
07:15 - 07:29	107
07:30 - 07:44	134
07:45 - 07:59	177
08:00 - 08:14	199
08:15 - 08:29	197
08:30 - 08:44	243
08:45 - 08:59	182
09:00 - 09:14	245
09:15 - 09:29	138
09:30 - 09:44	202
09:45 - 09:59	163
10:00 - 10:14	172
10:15 - 10:29	148
10:30 - 10:44	143
10:45 - 10:59	149
11:00 - 11:14	124
11:15 - 11:29	133
11:30 - 11:44	173
11:45 - 11:59	188
12:00 - 12:14	167
12:15 - 12:29	150
12:30 - 12:44	146
12:45 - 12:59	142

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Missouri

Location: NB North County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	166
13:15 - 13:29	150
13:30 - 13:44	155
13:45 - 13:59	140
14:00 - 14:14	151
14:15 - 14:29	149
14:30 - 14:44	139
14:45 - 14:59	150
15:00 - 15:14	141
15:15 - 15:29	142
15:30 - 15:44	137
15:45 - 15:59	128
16:00 - 16:14	109
16:15 - 16:29	176
16:30 - 16:44	114
16:45 - 16:59	89
17:00 - 17:14	132
17:15 - 17:29	96
17:30 - 17:44	106
17:45 - 17:59	77
18:00 - 18:14	94
18:15 - 18:29	94
18:30 - 18:44	89
18:45 - 18:59	92
19:00 - 19:14	82
19:15 - 19:29	62
19:30 - 19:44	65
19:45 - 19:59	63
20:00 - 20:14	43
20:15 - 20:29	49
20:30 - 20:44	45
20:45 - 20:59	36
21:00 - 21:14	47
21:15 - 21:29	41
21:30 - 21:44	52
21:45 - 21:59	37
22:00 - 22:14	32
22:15 - 22:29	26
22:30 - 22:44	20
22:45 - 22:59	24
23:00 - 23:14	18
23:15 - 23:29	15
23:30 - 23:44	8
23:45 - 23:59	8
Totals	7893
AM Peak Time	08:14 - 09:13
AM Peak Volume	873
PM Peak Time	12:56 - 13:55
PM Peak Volume	630

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Missouri

Location: NB North County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
 Unit ID: Missouri
 Location: NB North County Road North of Royal Poinciana Way
 Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	5
00:15 - 00:29	4
00:30 - 00:44	1
00:45 - 00:59	6
01:00 - 01:14	2
01:15 - 01:29	4
01:30 - 01:44	4
01:45 - 01:59	1
02:00 - 02:14	1
02:15 - 02:29	1
02:30 - 02:44	1
02:45 - 02:59	0
03:00 - 03:14	1
03:15 - 03:29	3
03:30 - 03:44	1
03:45 - 03:59	2
04:00 - 04:14	2
04:15 - 04:29	1
04:30 - 04:44	8
04:45 - 04:59	2
05:00 - 05:14	4
05:15 - 05:29	5
05:30 - 05:44	7
05:45 - 05:59	8
06:00 - 06:14	19
06:15 - 06:29	19
06:30 - 06:44	35
06:45 - 06:59	61
07:00 - 07:14	59
07:15 - 07:29	105
07:30 - 07:44	119
07:45 - 07:59	139
08:00 - 08:14	242
08:15 - 08:29	171
08:30 - 08:44	239
08:45 - 08:59	228
09:00 - 09:14	204
09:15 - 09:29	174
09:30 - 09:44	189
09:45 - 09:59	171
10:00 - 10:14	170
10:15 - 10:29	128
10:30 - 10:44	171
10:45 - 10:59	117
11:00 - 11:14	164
11:15 - 11:29	178
11:30 - 11:44	178
11:45 - 11:59	161
12:00 - 12:14	132
12:15 - 12:29	144
12:30 - 12:44	134
12:45 - 12:59	183

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
 Unit ID: Missouri
 Location: NB North County Road North of Royal Poinciana Way
 Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	216
13:15 - 13:29	146
13:30 - 13:44	173
13:45 - 13:59	158
14:00 - 14:14	196
14:15 - 14:29	151
14:30 - 14:44	142
14:45 - 14:59	138
15:00 - 15:14	150
15:15 - 15:29	133
15:30 - 15:44	140
15:45 - 15:59	140
16:00 - 16:14	107
16:15 - 16:29	116
16:30 - 16:44	98
16:45 - 16:59	110
17:00 - 17:14	145
17:15 - 17:29	134
17:30 - 17:44	149
17:45 - 17:59	152
18:00 - 18:14	120
18:15 - 18:29	99
18:30 - 18:44	102
18:45 - 18:59	87
19:00 - 19:14	86
19:15 - 19:29	81
19:30 - 19:44	70
19:45 - 19:59	48
20:00 - 20:14	58
20:15 - 20:29	51
20:30 - 20:44	60
20:45 - 20:59	56
21:00 - 21:14	50
21:15 - 21:29	46
21:30 - 21:44	45
21:45 - 21:59	39
22:00 - 22:14	36
22:15 - 22:29	22
22:30 - 22:44	26
22:45 - 22:59	18
23:00 - 23:14	12
23:15 - 23:29	10
23:30 - 23:44	9
23:45 - 23:59	5
Totals	8238
AM Peak Time	07:58 - 08:57
AM Peak Volume	893
PM Peak Time	12:42 - 13:41
PM Peak Volume	723

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Missouri
Location: NB North County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Missouri

Location: NB North County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	6
00:15 - 00:29	8
00:30 - 00:44	5
00:45 - 00:59	5
01:00 - 01:14	1
01:15 - 01:29	6
01:30 - 01:44	2
01:45 - 01:59	3
02:00 - 02:14	4
02:15 - 02:29	2
02:30 - 02:44	2
02:45 - 02:59	3
03:00 - 03:14	3
03:15 - 03:29	3
03:30 - 03:44	0
03:45 - 03:59	2
04:00 - 04:14	1
04:15 - 04:29	2
04:30 - 04:44	5
04:45 - 04:59	4
05:00 - 05:14	5
05:15 - 05:29	4
05:30 - 05:44	9
05:45 - 05:59	16
06:00 - 06:14	22
06:15 - 06:29	19
06:30 - 06:44	37
06:45 - 06:59	54
07:00 - 07:14	61
07:15 - 07:29	108
07:30 - 07:44	119
07:45 - 07:59	143
08:00 - 08:14	204
08:15 - 08:29	161
08:30 - 08:44	210
08:45 - 08:59	210
09:00 - 09:14	253
09:15 - 09:29	171
09:30 - 09:44	193
09:45 - 09:59	135
10:00 - 10:14	179
10:15 - 10:29	134
10:30 - 10:44	152
10:45 - 10:59	166
11:00 - 11:14	190
11:15 - 11:29	173
11:30 - 11:44	165
11:45 - 11:59	170
12:00 - 12:14	169
12:15 - 12:29	127
12:30 - 12:44	172
12:45 - 12:59	176

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Missouri

Location: NB North County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	141
13:15 - 13:29	144
13:30 - 13:44	134
13:45 - 13:59	136
14:00 - 14:14	148
14:15 - 14:29	152
14:30 - 14:44	153
14:45 - 14:59	124
15:00 - 15:14	140
15:15 - 15:29	150
15:30 - 15:44	165
15:45 - 15:59	123
16:00 - 16:14	126
16:15 - 16:29	122
16:30 - 16:44	132
16:45 - 16:59	96
17:00 - 17:14	133
17:15 - 17:29	104
17:30 - 17:44	93
17:45 - 17:59	74
18:00 - 18:14	104
18:15 - 18:29	98
18:30 - 18:44	109
18:45 - 18:59	98
19:00 - 19:14	98
19:15 - 19:29	91
19:30 - 19:44	58
19:45 - 19:59	57
20:00 - 20:14	62
20:15 - 20:29	58
20:30 - 20:44	48
20:45 - 20:59	45
21:00 - 21:14	49
21:15 - 21:29	41
21:30 - 21:44	34
21:45 - 21:59	40
22:00 - 22:14	42
22:15 - 22:29	34
22:30 - 22:44	34
22:45 - 22:59	21
23:00 - 23:14	24
23:15 - 23:29	21
23:30 - 23:44	14
23:45 - 23:59	13
Totals	8057
AM Peak Time	08:35 - 09:34
AM Peak Volume	866
PM Peak Time	12:00 - 12:59
PM Peak Volume	644

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Missouri

Location: NB North County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Michigan

Location: SB N County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	8
00:15 - 00:29	13
00:30 - 00:44	6
00:45 - 00:59	3
01:00 - 01:14	2
01:15 - 01:29	1
01:30 - 01:44	5
01:45 - 01:59	1
02:00 - 02:14	0
02:15 - 02:29	0
02:30 - 02:44	0
02:45 - 02:59	1
03:00 - 03:14	0
03:15 - 03:29	1
03:30 - 03:44	0
03:45 - 03:59	5
04:00 - 04:14	3
04:15 - 04:29	1
04:30 - 04:44	4
04:45 - 04:59	4
05:00 - 05:14	3
05:15 - 05:29	6
05:30 - 05:44	10
05:45 - 05:59	5
06:00 - 06:14	14
06:15 - 06:29	12
06:30 - 06:44	21
06:45 - 06:59	18
07:00 - 07:14	35
07:15 - 07:29	43
07:30 - 07:44	50
07:45 - 07:59	70
08:00 - 08:14	99
08:15 - 08:29	80
08:30 - 08:44	93
08:45 - 08:59	113
09:00 - 09:14	112
09:15 - 09:29	154
09:30 - 09:44	128
09:45 - 09:59	137
10:00 - 10:14	122
10:15 - 10:29	162
10:30 - 10:44	152
10:45 - 10:59	139
11:00 - 11:14	174
11:15 - 11:29	175
11:30 - 11:44	164
11:45 - 11:59	181
12:00 - 12:14	175
12:15 - 12:29	179
12:30 - 12:44	186
12:45 - 12:59	177

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Michigan

Location: SB N County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	151
13:15 - 13:29	172
13:30 - 13:44	171
13:45 - 13:59	172
14:00 - 14:14	175
14:15 - 14:29	173
14:30 - 14:44	180
14:45 - 14:59	183
15:00 - 15:14	196
15:15 - 15:29	182
15:30 - 15:44	211
15:45 - 15:59	197
16:00 - 16:14	180
16:15 - 16:29	143
16:30 - 16:44	244
16:45 - 16:59	207
17:00 - 17:14	168
17:15 - 17:29	159
17:30 - 17:44	163
17:45 - 17:59	118
18:00 - 18:14	147
18:15 - 18:29	130
18:30 - 18:44	133
18:45 - 18:59	125
19:00 - 19:14	119
19:15 - 19:29	106
19:30 - 19:44	98
19:45 - 19:59	85
20:00 - 20:14	108
20:15 - 20:29	77
20:30 - 20:44	84
20:45 - 20:59	71
21:00 - 21:14	71
21:15 - 21:29	54
21:30 - 21:44	65
21:45 - 21:59	62
22:00 - 22:14	46
22:15 - 22:29	33
22:30 - 22:44	41
22:45 - 22:59	24
23:00 - 23:14	19
23:15 - 23:29	11
23:30 - 23:44	13
23:45 - 23:59	6
Totals	8520
AM Peak Time	10:57 - 11:56
AM Peak Volume	703
PM Peak Time	15:12 - 16:11
PM Peak Volume	797

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Michigan

Location: SB N County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: Michigan

Location: SB N County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	10
00:15 - 00:29	8
00:30 - 00:44	4
00:45 - 00:59	3
01:00 - 01:14	3
01:15 - 01:29	6
01:30 - 01:44	2
01:45 - 01:59	3
02:00 - 02:14	2
02:15 - 02:29	4
02:30 - 02:44	2
02:45 - 02:59	2
03:00 - 03:14	1
03:15 - 03:29	3
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	1
04:15 - 04:29	3
04:30 - 04:44	4
04:45 - 04:59	5
05:00 - 05:14	7
05:15 - 05:29	3
05:30 - 05:44	2
05:45 - 05:59	6
06:00 - 06:14	10
06:15 - 06:29	13
06:30 - 06:44	23
06:45 - 06:59	26
07:00 - 07:14	35
07:15 - 07:29	43
07:30 - 07:44	51
07:45 - 07:59	86
08:00 - 08:14	97
08:15 - 08:29	97
08:30 - 08:44	105
08:45 - 08:59	120
09:00 - 09:14	132
09:15 - 09:29	162
09:30 - 09:44	122
09:45 - 09:59	122
10:00 - 10:14	101
10:15 - 10:29	127
10:30 - 10:44	153
10:45 - 10:59	188
11:00 - 11:14	177
11:15 - 11:29	160
11:30 - 11:44	197
11:45 - 11:59	215
12:00 - 12:14	180
12:15 - 12:29	115
12:30 - 12:44	236
12:45 - 12:59	178

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
 Unit ID: Michigan
 Location: SB N County Road North of Royal Poinciana Way
 Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	166
13:15 - 13:29	172
13:30 - 13:44	187
13:45 - 13:59	161
14:00 - 14:14	170
14:15 - 14:29	170
14:30 - 14:44	188
14:45 - 14:59	175
15:00 - 15:14	202
15:15 - 15:29	212
15:30 - 15:44	198
15:45 - 15:59	186
16:00 - 16:14	209
16:15 - 16:29	174
16:30 - 16:44	219
16:45 - 16:59	167
17:00 - 17:14	167
17:15 - 17:29	145
17:30 - 17:44	136
17:45 - 17:59	144
18:00 - 18:14	130
18:15 - 18:29	124
18:30 - 18:44	115
18:45 - 18:59	128
19:00 - 19:14	132
19:15 - 19:29	123
19:30 - 19:44	132
19:45 - 19:59	110
20:00 - 20:14	100
20:15 - 20:29	108
20:30 - 20:44	86
20:45 - 20:59	83
21:00 - 21:14	108
21:15 - 21:29	94
21:30 - 21:44	64
21:45 - 21:59	54
22:00 - 22:14	54
22:15 - 22:29	48
22:30 - 22:44	35
22:45 - 22:59	25
23:00 - 23:14	34
23:15 - 23:29	12
23:30 - 23:44	22
23:45 - 23:59	18
Totals	8842
AM Peak Time	11:00 - 11:59
AM Peak Volume	749
PM Peak Time	15:13 - 16:12
PM Peak Volume	829

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Michigan
Location: SB N County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Michigan

Location: SB N County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	10
00:15 - 00:29	10
00:30 - 00:44	6
00:45 - 00:59	3
01:00 - 01:14	5
01:15 - 01:29	5
01:30 - 01:44	2
01:45 - 01:59	4
02:00 - 02:14	4
02:15 - 02:29	3
02:30 - 02:44	1
02:45 - 02:59	2
03:00 - 03:14	3
03:15 - 03:29	3
03:30 - 03:44	2
03:45 - 03:59	2
04:00 - 04:14	1
04:15 - 04:29	1
04:30 - 04:44	1
04:45 - 04:59	2
05:00 - 05:14	5
05:15 - 05:29	6
05:30 - 05:44	11
05:45 - 05:59	8
06:00 - 06:14	19
06:15 - 06:29	15
06:30 - 06:44	25
06:45 - 06:59	16
07:00 - 07:14	34
07:15 - 07:29	51
07:30 - 07:44	48
07:45 - 07:59	81
08:00 - 08:14	87
08:15 - 08:29	92
08:30 - 08:44	80
08:45 - 08:59	116
09:00 - 09:14	128
09:15 - 09:29	125
09:30 - 09:44	121
09:45 - 09:59	150
10:00 - 10:14	136
10:15 - 10:29	133
10:30 - 10:44	125
10:45 - 10:59	161
11:00 - 11:14	159
11:15 - 11:29	170
11:30 - 11:44	177
11:45 - 11:59	183
12:00 - 12:14	163
12:15 - 12:29	180
12:30 - 12:44	169
12:45 - 12:59	161

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Michigan

Location: SB N County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	171
13:15 - 13:29	188
13:30 - 13:44	171
13:45 - 13:59	172
14:00 - 14:14	169
14:15 - 14:29	179
14:30 - 14:44	192
14:45 - 14:59	166
15:00 - 15:14	209
15:15 - 15:29	166
15:30 - 15:44	240
15:45 - 15:59	153
16:00 - 16:14	232
16:15 - 16:29	188
16:30 - 16:44	213
16:45 - 16:59	146
17:00 - 17:14	178
17:15 - 17:29	168
17:30 - 17:44	132
17:45 - 17:59	158
18:00 - 18:14	125
18:15 - 18:29	139
18:30 - 18:44	131
18:45 - 18:59	115
19:00 - 19:14	118
19:15 - 19:29	106
19:30 - 19:44	107
19:45 - 19:59	107
20:00 - 20:14	102
20:15 - 20:29	83
20:30 - 20:44	80
20:45 - 20:59	85
21:00 - 21:14	69
21:15 - 21:29	82
21:30 - 21:44	78
21:45 - 21:59	63
22:00 - 22:14	63
22:15 - 22:29	78
22:30 - 22:44	59
22:45 - 22:59	58
23:00 - 23:14	32
23:15 - 23:29	32
23:30 - 23:44	29
23:45 - 23:59	26
Totals	8763
AM Peak Time	10:54 - 11:53
AM Peak Volume	699
PM Peak Time	15:19 - 16:18
PM Peak Volume	836

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Michigan

Location: SB N County Road North of Royal Poinciana Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: North County Road North of Breakers Way

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	7	4	11
00:15 - 00:29	4	10	14
00:30 - 00:44	4	5	9
00:45 - 00:59	11	4	15
01:00 - 01:14	4	5	9
01:15 - 01:29	3	4	7
01:30 - 01:44	8	4	12
01:45 - 01:59	1	2	3
02:00 - 02:14	0	1	1
02:15 - 02:29	3	3	6
02:30 - 02:44	0	1	1
02:45 - 02:59	1	1	2
03:00 - 03:14	4	0	4
03:15 - 03:29	2	1	3
03:30 - 03:44	3	0	3
03:45 - 03:59	4	4	8
04:00 - 04:14	3	3	6
04:15 - 04:29	7	1	8
04:30 - 04:44	14	4	18
04:45 - 04:59	14	1	15
05:00 - 05:14	8	3	11
05:15 - 05:29	7	9	16
05:30 - 05:44	14	10	24
05:45 - 05:59	20	4	24
06:00 - 06:14	27	13	40
06:15 - 06:29	42	15	57
06:30 - 06:44	47	16	63
06:45 - 06:59	61	18	79
07:00 - 07:14	83	22	105
07:15 - 07:29	120	47	167
07:30 - 07:44	131	59	190
07:45 - 07:59	157	73	230
08:00 - 08:14	190	78	268
08:15 - 08:29	215	69	284
08:30 - 08:44	170	109	279
08:45 - 08:59	144	108	252
09:00 - 09:14	174	97	271
09:15 - 09:29	129	128	257
09:30 - 09:44	156	119	275
09:45 - 09:59	178	86	264
10:00 - 10:14	154	101	255
10:15 - 10:29	150	118	268
10:30 - 10:44	130	112	242
10:45 - 10:59	165	127	292
11:00 - 11:14	144	143	287
11:15 - 11:29	139	146	285
11:30 - 11:44	185	133	318
11:45 - 11:59	198	151	349
12:00 - 12:14	182	152	334
12:15 - 12:29	156	157	313
12:30 - 12:44	156	147	303
12:45 - 12:59	172	146	318

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: North County Road North of Breakers Way

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	200	124	324
13:15 - 13:29	156	158	314
13:30 - 13:44	160	157	317
13:45 - 13:59	165	143	308
14:00 - 14:14	149	151	300
14:15 - 14:29	181	147	328
14:30 - 14:44	162	170	332
14:45 - 14:59	174	144	318
15:00 - 15:14	143	150	293
15:15 - 15:29	170	166	336
15:30 - 15:44	150	178	328
15:45 - 15:59	157	125	282
16:00 - 16:14	151	126	277
16:15 - 16:29	170	146	316
16:30 - 16:44	147	172	319
16:45 - 16:59	111	174	285
17:00 - 17:14	169	141	310
17:15 - 17:29	136	160	296
17:30 - 17:44	133	168	301
17:45 - 17:59	116	131	247
18:00 - 18:14	121	146	267
18:15 - 18:29	122	126	248
18:30 - 18:44	108	113	221
18:45 - 18:59	124	103	227
19:00 - 19:14	102	108	210
19:15 - 19:29	90	80	170
19:30 - 19:44	99	75	174
19:45 - 19:59	85	80	165
20:00 - 20:14	83	83	166
20:15 - 20:29	74	68	142
20:30 - 20:44	54	60	114
20:45 - 20:59	65	59	124
21:00 - 21:14	70	55	125
21:15 - 21:29	52	61	113
21:30 - 21:44	62	54	116
21:45 - 21:59	58	52	110
22:00 - 22:14	49	29	78
22:15 - 22:29	42	19	61
22:30 - 22:44	30	36	66
22:45 - 22:59	34	16	50
23:00 - 23:14	23	19	42
23:15 - 23:29	23	11	34
23:30 - 23:44	12	13	25
23:45 - 23:59	15	8	23
Totals	8798	7279	16077
AM Peak Time	07:56 - 08:55	10:53 - 11:52	11:00 - 11:59
AM Peak Volume	742	588	1239
PM Peak Time	12:52 - 13:51	16:35 - 17:34	14:20 - 15:19
PM Peak Volume	707	671	1298

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: North County Road North of Breakers Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: North County Road North of Breakers Way

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	8	5	13
00:15 - 00:29	5	8	13
00:30 - 00:44	6	4	10
00:45 - 00:59	6	1	7
01:00 - 01:14	4	5	9
01:15 - 01:29	7	3	10
01:30 - 01:44	5	4	9
01:45 - 01:59	1	2	3
02:00 - 02:14	2	1	3
02:15 - 02:29	2	3	5
02:30 - 02:44	5	2	7
02:45 - 02:59	2	1	3
03:00 - 03:14	2	1	3
03:15 - 03:29	1	2	3
03:30 - 03:44	2	0	2
03:45 - 03:59	7	2	9
04:00 - 04:14	6	3	9
04:15 - 04:29	6	7	13
04:30 - 04:44	13	4	17
04:45 - 04:59	13	3	16
05:00 - 05:14	11	4	15
05:15 - 05:29	8	7	15
05:30 - 05:44	10	7	17
05:45 - 05:59	21	7	28
06:00 - 06:14	32	16	48
06:15 - 06:29	42	17	59
06:30 - 06:44	50	30	80
06:45 - 06:59	83	35	118
07:00 - 07:14	73	51	124
07:15 - 07:29	96	59	155
07:30 - 07:44	127	80	207
07:45 - 07:59	145	85	230
08:00 - 08:14	157	99	256
08:15 - 08:29	186	77	263
08:30 - 08:44	190	96	286
08:45 - 08:59	186	134	320
09:00 - 09:14	180	131	311
09:15 - 09:29	193	128	321
09:30 - 09:44	157	125	282
09:45 - 09:59	167	109	276
10:00 - 10:14	160	98	258
10:15 - 10:29	152	106	258
10:30 - 10:44	142	138	280
10:45 - 10:59	138	128	266
11:00 - 11:14	160	153	313
11:15 - 11:29	185	134	319
11:30 - 11:44	162	173	335
11:45 - 11:59	182	180	362
12:00 - 12:14	159	157	316
12:15 - 12:29	177	159	336
12:30 - 12:44	201	267	468
12:45 - 12:59	219	182	401

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: North County Road North of Breakers Way

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	226	174	400
13:15 - 13:29	199	142	341
13:30 - 13:44	166	206	372
13:45 - 13:59	193	120	313
14:00 - 14:14	180	181	361
14:15 - 14:29	202	144	346
14:30 - 14:44	175	163	338
14:45 - 14:59	181	139	320
15:00 - 15:14	164	199	363
15:15 - 15:29	148	190	338
15:30 - 15:44	128	171	299
15:45 - 15:59	155	146	301
16:00 - 16:14	147	172	319
16:15 - 16:29	147	119	266
16:30 - 16:44	112	148	260
16:45 - 16:59	124	155	279
17:00 - 17:14	168	163	331
17:15 - 17:29	158	133	291
17:30 - 17:44	165	114	279
17:45 - 17:59	182	139	321
18:00 - 18:14	138	134	272
18:15 - 18:29	115	133	248
18:30 - 18:44	111	128	239
18:45 - 18:59	115	113	228
19:00 - 19:14	105	125	230
19:15 - 19:29	99	85	184
19:30 - 19:44	87	106	193
19:45 - 19:59	103	79	182
20:00 - 20:14	87	76	163
20:15 - 20:29	72	75	147
20:30 - 20:44	81	68	149
20:45 - 20:59	78	82	160
21:00 - 21:14	62	80	142
21:15 - 21:29	60	76	136
21:30 - 21:44	65	58	123
21:45 - 21:59	45	37	82
22:00 - 22:14	62	40	102
22:15 - 22:29	42	38	80
22:30 - 22:44	53	37	90
22:45 - 22:59	28	32	60
23:00 - 23:14	30	27	57
23:15 - 23:29	14	16	30
23:30 - 23:44	19	19	38
23:45 - 23:59	24	18	42
Totals	9269	8033	17302
AM Peak Time	08:32 - 09:31	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	761	640	1329
PM Peak Time	12:31 - 13:30	12:21 - 13:20	12:26 - 13:25
PM Peak Volume	851	803	1646

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: North County Road North of Breakers Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: North County Road North of Breakers Way

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	12	15	27
00:15 - 00:29	13	7	20
00:30 - 00:44	8	11	19
00:45 - 00:59	6	6	12
01:00 - 01:14	2	3	5
01:15 - 01:29	7	5	12
01:30 - 01:44	6	6	12
01:45 - 01:59	3	3	6
02:00 - 02:14	5	2	7
02:15 - 02:29	2	0	2
02:30 - 02:44	3	0	3
02:45 - 02:59	2	1	3
03:00 - 03:14	4	1	5
03:15 - 03:29	4	1	5
03:30 - 03:44	0	2	2
03:45 - 03:59	7	3	10
04:00 - 04:14	6	5	11
04:15 - 04:29	6	0	6
04:30 - 04:44	8	2	10
04:45 - 04:59	13	4	17
05:00 - 05:14	9	8	17
05:15 - 05:29	5	8	13
05:30 - 05:44	13	7	20
05:45 - 05:59	19	10	29
06:00 - 06:14	35	9	44
06:15 - 06:29	39	16	55
06:30 - 06:44	42	25	67
06:45 - 06:59	62	17	79
07:00 - 07:14	86	38	124
07:15 - 07:29	90	46	136
07:30 - 07:44	129	52	181
07:45 - 07:59	132	76	208
08:00 - 08:14	180	78	258
08:15 - 08:29	150	82	232
08:30 - 08:44	156	86	242
08:45 - 08:59	189	107	296
09:00 - 09:14	185	110	295
09:15 - 09:29	182	82	264
09:30 - 09:44	161	122	283
09:45 - 09:59	148	118	266
10:00 - 10:14	145	133	278
10:15 - 10:29	149	96	245
10:30 - 10:44	140	120	260
10:45 - 10:59	186	126	312
11:00 - 11:14	163	153	316
11:15 - 11:29	187	138	325
11:30 - 11:44	173	159	332
11:45 - 11:59	180	166	346
12:00 - 12:14	178	141	319
12:15 - 12:29	174	126	300
12:30 - 12:44	156	155	311
12:45 - 12:59	190	135	325

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: North County Road North of Breakers Way

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	167	139	306
13:15 - 13:29	148	154	302
13:30 - 13:44	145	141	286
13:45 - 13:59	157	160	317
14:00 - 14:14	174	169	343
14:15 - 14:29	199	146	345
14:30 - 14:44	143	172	315
14:45 - 14:59	188	150	338
15:00 - 15:14	134	183	317
15:15 - 15:29	185	154	339
15:30 - 15:44	154	174	328
15:45 - 15:59	152	136	288
16:00 - 16:14	126	185	311
16:15 - 16:29	182	140	322
16:30 - 16:44	146	166	312
16:45 - 16:59	145	122	267
17:00 - 17:14	155	201	356
17:15 - 17:29	160	171	331
17:30 - 17:44	120	154	274
17:45 - 17:59	115	174	289
18:00 - 18:14	130	137	267
18:15 - 18:29	136	158	294
18:30 - 18:44	106	120	226
18:45 - 18:59	134	126	260
19:00 - 19:14	106	107	213
19:15 - 19:29	133	119	252
19:30 - 19:44	94	88	182
19:45 - 19:59	72	89	161
20:00 - 20:14	75	83	158
20:15 - 20:29	87	77	164
20:30 - 20:44	79	64	143
20:45 - 20:59	75	73	148
21:00 - 21:14	74	65	139
21:15 - 21:29	59	70	129
21:30 - 21:44	69	67	136
21:45 - 21:59	71	58	129
22:00 - 22:14	60	56	116
22:15 - 22:29	66	49	115
22:30 - 22:44	60	40	100
22:45 - 22:59	42	48	90
23:00 - 23:14	37	35	72
23:15 - 23:29	30	25	55
23:30 - 23:44	35	35	70
23:45 - 23:59	19	20	39
Totals	9094	7822	16916
AM Peak Time	08:37 - 09:36	10:59 - 11:58	11:00 - 11:59
AM Peak Volume	747	619	1319
PM Peak Time	12:08 - 13:07	16:59 - 17:58	14:00 - 14:59
PM Peak Volume	715	700	1341

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: North County Road North of Breakers Way

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Royal Palm Way East of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	8	11	19
00:15 - 00:29	8	10	18
00:30 - 00:44	3	11	14
00:45 - 00:59	8	4	12
01:00 - 01:14	5	9	14
01:15 - 01:29	5	4	9
01:30 - 01:44	4	4	8
01:45 - 01:59	5	3	8
02:00 - 02:14	1	4	5
02:15 - 02:29	2	1	3
02:30 - 02:44	4	2	6
02:45 - 02:59	3	2	5
03:00 - 03:14	3	2	5
03:15 - 03:29	0	0	0
03:30 - 03:44	9	2	11
03:45 - 03:59	9	2	11
04:00 - 04:14	3	1	4
04:15 - 04:29	11	2	13
04:30 - 04:44	19	4	23
04:45 - 04:59	17	3	20
05:00 - 05:14	19	3	22
05:15 - 05:29	20	3	23
05:30 - 05:44	33	10	43
05:45 - 05:59	36	9	45
06:00 - 06:14	38	24	62
06:15 - 06:29	56	12	68
06:30 - 06:44	79	14	93
06:45 - 06:59	91	22	113
07:00 - 07:14	119	24	143
07:15 - 07:29	146	44	190
07:30 - 07:44	202	60	262
07:45 - 07:59	164	67	231
08:00 - 08:14	240	80	320
08:15 - 08:29	205	72	277
08:30 - 08:44	183	74	257
08:45 - 08:59	155	70	225
09:00 - 09:14	248	86	334
09:15 - 09:29	120	94	214
09:30 - 09:44	230	73	303
09:45 - 09:59	188	106	294
10:00 - 10:14	184	87	271
10:15 - 10:29	163	98	261
10:30 - 10:44	162	94	256
10:45 - 10:59	191	91	282
11:00 - 11:14	93	129	222
11:15 - 11:29	187	98	285
11:30 - 11:44	194	116	310
11:45 - 11:59	204	161	365
12:00 - 12:14	205	131	336
12:15 - 12:29	177	154	331
12:30 - 12:44	175	137	312
12:45 - 12:59	217	161	378

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Royal Palm Way East of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	191	133	324
13:15 - 13:29	199	141	340
13:30 - 13:44	172	143	315
13:45 - 13:59	213	171	384
14:00 - 14:14	169	156	325
14:15 - 14:29	158	152	310
14:30 - 14:44	191	170	361
14:45 - 14:59	175	177	352
15:00 - 15:14	196	188	384
15:15 - 15:29	176	223	399
15:30 - 15:44	186	167	353
15:45 - 15:59	184	223	407
16:00 - 16:14	168	162	330
16:15 - 16:29	190	199	389
16:30 - 16:44	146	187	333
16:45 - 16:59	126	155	281
17:00 - 17:14	164	173	337
17:15 - 17:29	148	189	337
17:30 - 17:44	142	126	268
17:45 - 17:59	139	100	239
18:00 - 18:14	132	140	272
18:15 - 18:29	125	152	277
18:30 - 18:44	132	102	234
18:45 - 18:59	119	93	212
19:00 - 19:14	115	123	238
19:15 - 19:29	106	99	205
19:30 - 19:44	89	119	208
19:45 - 19:59	63	115	178
20:00 - 20:14	69	82	151
20:15 - 20:29	55	91	146
20:30 - 20:44	51	50	101
20:45 - 20:59	69	61	130
21:00 - 21:14	64	57	121
21:15 - 21:29	50	59	109
21:30 - 21:44	51	67	118
21:45 - 21:59	54	72	126
22:00 - 22:14	45	57	102
22:15 - 22:29	42	51	93
22:30 - 22:44	38	32	70
22:45 - 22:59	39	33	72
23:00 - 23:14	28	38	66
23:15 - 23:29	20	25	45
23:30 - 23:44	22	28	50
23:45 - 23:59	16	22	38
Totals	9878	7588	17466
AM Peak Time	07:29 - 08:28	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	817	504	1182
PM Peak Time	12:26 - 13:25	15:17 - 16:16	14:52 - 15:51
PM Peak Volume	801	806	1553

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Royal Palm Way East of Hibiscus Avenue

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Royal Palm Way East of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	12	19	31
00:15 - 00:29	7	17	24
00:30 - 00:44	7	10	17
00:45 - 00:59	7	4	11
01:00 - 01:14	2	7	9
01:15 - 01:29	8	2	10
01:30 - 01:44	3	5	8
01:45 - 01:59	4	4	8
02:00 - 02:14	3	1	4
02:15 - 02:29	0	2	2
02:30 - 02:44	2	1	3
02:45 - 02:59	3	2	5
03:00 - 03:14	2	0	2
03:15 - 03:29	1	0	1
03:30 - 03:44	4	1	5
03:45 - 03:59	12	1	13
04:00 - 04:14	7	1	8
04:15 - 04:29	13	4	17
04:30 - 04:44	21	4	25
04:45 - 04:59	25	4	29
05:00 - 05:14	20	2	22
05:15 - 05:29	13	4	17
05:30 - 05:44	29	8	37
05:45 - 05:59	54	10	64
06:00 - 06:14	49	35	84
06:15 - 06:29	61	10	71
06:30 - 06:44	79	16	95
06:45 - 06:59	150	18	168
07:00 - 07:14	119	22	141
07:15 - 07:29	170	34	204
07:30 - 07:44	184	51	235
07:45 - 07:59	151	53	204
08:00 - 08:14	177	66	243
08:15 - 08:29	188	81	269
08:30 - 08:44	199	77	276
08:45 - 08:59	186	110	296
09:00 - 09:14	171	156	327
09:15 - 09:29	183	133	316
09:30 - 09:44	195	106	301
09:45 - 09:59	123	86	209
10:00 - 10:14	175	97	272
10:15 - 10:29	191	107	298
10:30 - 10:44	169	112	281
10:45 - 10:59	164	116	280
11:00 - 11:14	179	142	321
11:15 - 11:29	208	143	351
11:30 - 11:44	161	148	309
11:45 - 11:59	163	160	323
12:00 - 12:14	216	167	383
12:15 - 12:29	180	157	337
12:30 - 12:44	178	200	378
12:45 - 12:59	184	202	386

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Royal Palm Way East of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	174	136	310
13:15 - 13:29	200	151	351
13:30 - 13:44	139	172	311
13:45 - 13:59	203	147	350
14:00 - 14:14	180	141	321
14:15 - 14:29	180	158	338
14:30 - 14:44	172	161	333
14:45 - 14:59	216	171	387
15:00 - 15:14	191	182	373
15:15 - 15:29	167	198	365
15:30 - 15:44	146	149	295
15:45 - 15:59	213	203	416
16:00 - 16:14	178	223	401
16:15 - 16:29	144	178	322
16:30 - 16:44	144	155	299
16:45 - 16:59	158	172	330
17:00 - 17:14	151	170	321
17:15 - 17:29	184	143	327
17:30 - 17:44	180	133	313
17:45 - 17:59	141	110	251
18:00 - 18:14	130	130	260
18:15 - 18:29	160	134	294
18:30 - 18:44	116	123	239
18:45 - 18:59	158	134	292
19:00 - 19:14	112	118	230
19:15 - 19:29	121	99	220
19:30 - 19:44	87	124	211
19:45 - 19:59	88	87	175
20:00 - 20:14	67	84	151
20:15 - 20:29	67	77	144
20:30 - 20:44	83	71	154
20:45 - 20:59	65	77	142
21:00 - 21:14	63	80	143
21:15 - 21:29	59	71	130
21:30 - 21:44	76	80	156
21:45 - 21:59	64	51	115
22:00 - 22:14	41	65	106
22:15 - 22:29	44	45	89
22:30 - 22:44	44	76	120
22:45 - 22:59	25	49	74
23:00 - 23:14	20	46	66
23:15 - 23:29	17	35	52
23:30 - 23:44	14	29	43
23:45 - 23:59	17	31	48
Totals	10011	8087	18098
AM Peak Time	07:53 - 08:52	10:57 - 11:56	10:57 - 11:56
AM Peak Volume	769	597	1320
PM Peak Time	14:08 - 15:07	15:20 - 16:19	12:02 - 13:01
PM Peak Volume	789	788	1499

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Royal Palm Way East of Hibiscus Avenue

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Royal Palm Way East of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	12	24	36
00:15 - 00:29	10	13	23
00:30 - 00:44	5	17	22
00:45 - 00:59	11	7	18
01:00 - 01:14	6	9	15
01:15 - 01:29	5	9	14
01:30 - 01:44	4	8	12
01:45 - 01:59	2	4	6
02:00 - 02:14	3	3	6
02:15 - 02:29	2	0	2
02:30 - 02:44	3	2	5
02:45 - 02:59	3	1	4
03:00 - 03:14	4	3	7
03:15 - 03:29	3	1	4
03:30 - 03:44	2	3	5
03:45 - 03:59	8	0	8
04:00 - 04:14	10	3	13
04:15 - 04:29	10	1	11
04:30 - 04:44	11	4	15
04:45 - 04:59	27	5	32
05:00 - 05:14	16	6	22
05:15 - 05:29	16	5	21
05:30 - 05:44	21	8	29
05:45 - 05:59	41	11	52
06:00 - 06:14	42	23	65
06:15 - 06:29	60	9	69
06:30 - 06:44	65	13	78
06:45 - 06:59	110	13	123
07:00 - 07:14	113	27	140
07:15 - 07:29	145	36	181
07:30 - 07:44	184	70	254
07:45 - 07:59	177	69	246
08:00 - 08:14	225	74	299
08:15 - 08:29	172	69	241
08:30 - 08:44	206	67	273
08:45 - 08:59	139	78	217
09:00 - 09:14	216	90	306
09:15 - 09:29	246	89	335
09:30 - 09:44	185	104	289
09:45 - 09:59	178	103	281
10:00 - 10:14	170	116	286
10:15 - 10:29	184	92	276
10:30 - 10:44	101	107	208
10:45 - 10:59	227	107	334
11:00 - 11:14	153	106	259
11:15 - 11:29	216	122	338
11:30 - 11:44	225	150	375
11:45 - 11:59	235	149	384
12:00 - 12:14	131	143	274
12:15 - 12:29	235	167	402
12:30 - 12:44	113	140	253
12:45 - 12:59	236	139	375

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Royal Palm Way East of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	178	126	304
13:15 - 13:29	181	140	321
13:30 - 13:44	160	143	303
13:45 - 13:59	239	153	392
14:00 - 14:14	202	176	378
14:15 - 14:29	203	158	361
14:30 - 14:44	163	172	335
14:45 - 14:59	215	183	398
15:00 - 15:14	130	179	309
15:15 - 15:29	229	191	420
15:30 - 15:44	151	143	294
15:45 - 15:59	186	237	423
16:00 - 16:14	151	157	308
16:15 - 16:29	191	209	400
16:30 - 16:44	131	190	321
16:45 - 16:59	194	160	354
17:00 - 17:14	170	194	364
17:15 - 17:29	164	166	330
17:30 - 17:44	158	139	297
17:45 - 17:59	149	135	284
18:00 - 18:14	143	138	281
18:15 - 18:29	164	120	284
18:30 - 18:44	160	123	283
18:45 - 18:59	134	123	257
19:00 - 19:14	136	120	256
19:15 - 19:29	132	137	269
19:30 - 19:44	96	116	212
19:45 - 19:59	87	113	200
20:00 - 20:14	99	102	201
20:15 - 20:29	76	100	176
20:30 - 20:44	79	71	150
20:45 - 20:59	83	93	176
21:00 - 21:14	61	82	143
21:15 - 21:29	78	90	168
21:30 - 21:44	61	106	167
21:45 - 21:59	58	89	147
22:00 - 22:14	58	61	119
22:15 - 22:29	56	86	142
22:30 - 22:44	42	84	126
22:45 - 22:59	41	75	116
23:00 - 23:14	38	57	95
23:15 - 23:29	32	41	73
23:30 - 23:44	31	39	70
23:45 - 23:59	15	42	57
Totals	10429	8178	18607
AM Peak Time	08:53 - 09:52	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	842	527	1356
PM Peak Time	13:42 - 14:41	15:42 - 16:41	15:41 - 16:40
PM Peak Volume	824	808	1526

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Royal Palm Way East of Hibiscus Avenue

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Royal Palm Way West of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	10	19	29
00:15 - 00:29	9	16	25
00:30 - 00:44	3	12	15
00:45 - 00:59	8	6	14
01:00 - 01:14	5	11	16
01:15 - 01:29	5	5	10
01:30 - 01:44	4	4	8
01:45 - 01:59	5	4	9
02:00 - 02:14	1	5	6
02:15 - 02:29	2	2	4
02:30 - 02:44	5	2	7
02:45 - 02:59	3	2	5
03:00 - 03:14	2	2	4
03:15 - 03:29	0	0	0
03:30 - 03:44	8	2	10
03:45 - 03:59	9	2	11
04:00 - 04:14	3	1	4
04:15 - 04:29	12	3	15
04:30 - 04:44	19	4	23
04:45 - 04:59	17	4	21
05:00 - 05:14	21	4	25
05:15 - 05:29	23	6	29
05:30 - 05:44	37	11	48
05:45 - 05:59	38	14	52
06:00 - 06:14	40	24	64
06:15 - 06:29	61	14	75
06:30 - 06:44	87	15	102
06:45 - 06:59	102	22	124
07:00 - 07:14	127	29	156
07:15 - 07:29	153	42	195
07:30 - 07:44	222	63	285
07:45 - 07:59	191	69	260
08:00 - 08:14	278	79	357
08:15 - 08:29	226	72	298
08:30 - 08:44	213	73	286
08:45 - 08:59	190	74	264
09:00 - 09:14	296	89	385
09:15 - 09:29	133	98	231
09:30 - 09:44	260	81	341
09:45 - 09:59	223	114	337
10:00 - 10:14	190	91	281
10:15 - 10:29	168	113	281
10:30 - 10:44	167	108	275
10:45 - 10:59	199	100	299
11:00 - 11:14	99	127	226
11:15 - 11:29	200	104	304
11:30 - 11:44	194	128	322
11:45 - 11:59	220	185	405
12:00 - 12:14	223	148	371
12:15 - 12:29	190	174	364
12:30 - 12:44	191	146	337
12:45 - 12:59	222	179	401

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Royal Palm Way West of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	205	155	360
13:15 - 13:29	223	147	370
13:30 - 13:44	177	154	331
13:45 - 13:59	241	192	433
14:00 - 14:14	173	167	340
14:15 - 14:29	165	175	340
14:30 - 14:44	207	205	412
14:45 - 14:59	201	197	398
15:00 - 15:14	202	213	415
15:15 - 15:29	201	219	420
15:30 - 15:44	197	187	384
15:45 - 15:59	193	232	425
16:00 - 16:14	168	168	336
16:15 - 16:29	207	232	439
16:30 - 16:44	159	232	391
16:45 - 16:59	146	185	331
17:00 - 17:14	168	212	380
17:15 - 17:29	157	207	364
17:30 - 17:44	147	150	297
17:45 - 17:59	143	130	273
18:00 - 18:14	144	169	313
18:15 - 18:29	126	200	326
18:30 - 18:44	138	127	265
18:45 - 18:59	135	111	246
19:00 - 19:14	120	129	249
19:15 - 19:29	112	107	219
19:30 - 19:44	86	142	228
19:45 - 19:59	62	132	194
20:00 - 20:14	70	99	169
20:15 - 20:29	57	109	166
20:30 - 20:44	57	67	124
20:45 - 20:59	71	89	160
21:00 - 21:14	65	75	140
21:15 - 21:29	53	81	134
21:30 - 21:44	53	84	137
21:45 - 21:59	57	90	147
22:00 - 22:14	44	74	118
22:15 - 22:29	45	70	115
22:30 - 22:44	38	56	94
22:45 - 22:59	39	58	97
23:00 - 23:14	32	51	83
23:15 - 23:29	22	43	65
23:30 - 23:44	25	42	67
23:45 - 23:59	15	26	41
Totals	10660	8692	19352
AM Peak Time	08:16 - 09:15	11:00 - 11:59	08:52 - 09:51
AM Peak Volume	937	544	1298
PM Peak Time	12:26 - 13:25	15:41 - 16:40	14:32 - 15:31
PM Peak Volume	865	877	1668

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Royal Palm Way West of Hibiscus Avenue

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Royal Palm Way West of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	13	19	32
00:15 - 00:29	7	19	26
00:30 - 00:44	7	10	17
00:45 - 00:59	9	6	15
01:00 - 01:14	3	8	11
01:15 - 01:29	8	3	11
01:30 - 01:44	3	5	8
01:45 - 01:59	4	5	9
02:00 - 02:14	3	1	4
02:15 - 02:29	0	1	1
02:30 - 02:44	2	1	3
02:45 - 02:59	4	3	7
03:00 - 03:14	1	0	1
03:15 - 03:29	2	1	3
03:30 - 03:44	4	2	6
03:45 - 03:59	11	1	12
04:00 - 04:14	8	2	10
04:15 - 04:29	13	3	16
04:30 - 04:44	23	5	28
04:45 - 04:59	25	4	29
05:00 - 05:14	22	5	27
05:15 - 05:29	16	6	22
05:30 - 05:44	32	8	40
05:45 - 05:59	57	10	67
06:00 - 06:14	51	38	89
06:15 - 06:29	68	11	79
06:30 - 06:44	88	16	104
06:45 - 06:59	158	16	174
07:00 - 07:14	127	20	147
07:15 - 07:29	186	35	221
07:30 - 07:44	203	51	254
07:45 - 07:59	169	49	218
08:00 - 08:14	206	80	286
08:15 - 08:29	199	78	277
08:30 - 08:44	221	76	297
08:45 - 08:59	222	114	336
09:00 - 09:14	201	156	357
09:15 - 09:29	205	141	346
09:30 - 09:44	222	113	335
09:45 - 09:59	151	95	246
10:00 - 10:14	217	109	326
10:15 - 10:29	205	120	325
10:30 - 10:44	182	129	311
10:45 - 10:59	181	123	304
11:00 - 11:14	196	156	352
11:15 - 11:29	216	162	378
11:30 - 11:44	168	167	335
11:45 - 11:59	194	168	362
12:00 - 12:14	243	190	433
12:15 - 12:29	184	174	358
12:30 - 12:44	183	217	400
12:45 - 12:59	189	198	387

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Royal Palm Way West of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	173	124	297
13:15 - 13:29	215	157	372
13:30 - 13:44	150	177	327
13:45 - 13:59	202	152	354
14:00 - 14:14	191	128	319
14:15 - 14:29	173	165	338
14:30 - 14:44	185	174	359
14:45 - 14:59	228	189	417
15:00 - 15:14	192	217	409
15:15 - 15:29	187	217	404
15:30 - 15:44	151	160	311
15:45 - 15:59	212	237	449
16:00 - 16:14	189	248	437
16:15 - 16:29	155	211	366
16:30 - 16:44	152	182	334
16:45 - 16:59	160	196	356
17:00 - 17:14	165	205	370
17:15 - 17:29	188	150	338
17:30 - 17:44	189	177	366
17:45 - 17:59	157	139	296
18:00 - 18:14	144	163	307
18:15 - 18:29	174	164	338
18:30 - 18:44	136	139	275
18:45 - 18:59	159	146	305
19:00 - 19:14	128	150	278
19:15 - 19:29	120	119	239
19:30 - 19:44	99	154	253
19:45 - 19:59	89	112	201
20:00 - 20:14	68	104	172
20:15 - 20:29	67	91	158
20:30 - 20:44	84	96	180
20:45 - 20:59	72	94	166
21:00 - 21:14	64	103	167
21:15 - 21:29	63	90	153
21:30 - 21:44	78	88	166
21:45 - 21:59	72	70	142
22:00 - 22:14	45	79	124
22:15 - 22:29	42	65	107
22:30 - 22:44	45	102	147
22:45 - 22:59	30	78	108
23:00 - 23:14	19	74	93
23:15 - 23:29	17	54	71
23:30 - 23:44	15	40	55
23:45 - 23:59	18	36	54
Totals	10774	9146	19920
AM Peak Time	08:43 - 09:42	10:58 - 11:57	10:57 - 11:56
AM Peak Volume	866	658	1435
PM Peak Time	14:08 - 15:07	15:42 - 16:41	15:41 - 16:40
PM Peak Volume	821	899	1642

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Royal Palm Way West of Hibiscus Avenue

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Royal Palm Way West of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	12	28	40
00:15 - 00:29	8	18	26
00:30 - 00:44	6	23	29
00:45 - 00:59	10	9	19
01:00 - 01:14	6	9	15
01:15 - 01:29	6	10	16
01:30 - 01:44	5	9	14
01:45 - 01:59	2	6	8
02:00 - 02:14	3	3	6
02:15 - 02:29	2	0	2
02:30 - 02:44	3	2	5
02:45 - 02:59	2	1	3
03:00 - 03:14	4	4	8
03:15 - 03:29	3	1	4
03:30 - 03:44	2	4	6
03:45 - 03:59	9	0	9
04:00 - 04:14	12	3	15
04:15 - 04:29	9	1	10
04:30 - 04:44	13	5	18
04:45 - 04:59	26	7	33
05:00 - 05:14	17	8	25
05:15 - 05:29	17	7	24
05:30 - 05:44	21	9	30
05:45 - 05:59	46	10	56
06:00 - 06:14	41	25	66
06:15 - 06:29	67	11	78
06:30 - 06:44	69	11	80
06:45 - 06:59	123	16	139
07:00 - 07:14	130	26	156
07:15 - 07:29	165	36	201
07:30 - 07:44	197	67	264
07:45 - 07:59	192	73	265
08:00 - 08:14	238	80	318
08:15 - 08:29	202	71	273
08:30 - 08:44	227	74	301
08:45 - 08:59	168	78	246
09:00 - 09:14	269	97	366
09:15 - 09:29	284	96	380
09:30 - 09:44	208	110	318
09:45 - 09:59	201	121	322
10:00 - 10:14	196	124	320
10:15 - 10:29	210	106	316
10:30 - 10:44	115	128	243
10:45 - 10:59	247	130	377
11:00 - 11:14	165	113	278
11:15 - 11:29	227	136	363
11:30 - 11:44	247	157	404
11:45 - 11:59	254	172	426
12:00 - 12:14	151	143	294
12:15 - 12:29	261	180	441
12:30 - 12:44	116	152	268
12:45 - 12:59	262	161	423

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Royal Palm Way West of Hibiscus Avenue

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	200	144	344
13:15 - 13:29	189	148	337
13:30 - 13:44	180	153	333
13:45 - 13:59	251	176	427
14:00 - 14:14	218	193	411
14:15 - 14:29	210	174	384
14:30 - 14:44	176	191	367
14:45 - 14:59	221	222	443
15:00 - 15:14	135	177	312
15:15 - 15:29	240	224	464
15:30 - 15:44	163	146	309
15:45 - 15:59	186	237	423
16:00 - 16:14	157	171	328
16:15 - 16:29	216	233	449
16:30 - 16:44	142	196	338
16:45 - 16:59	208	181	389
17:00 - 17:14	178	245	423
17:15 - 17:29	169	174	343
17:30 - 17:44	172	196	368
17:45 - 17:59	168	158	326
18:00 - 18:14	160	174	334
18:15 - 18:29	179	162	341
18:30 - 18:44	180	164	344
18:45 - 18:59	146	134	280
19:00 - 19:14	149	135	284
19:15 - 19:29	135	156	291
19:30 - 19:44	99	136	235
19:45 - 19:59	90	132	222
20:00 - 20:14	104	128	232
20:15 - 20:29	82	121	203
20:30 - 20:44	76	95	171
20:45 - 20:59	85	115	200
21:00 - 21:14	60	110	170
21:15 - 21:29	77	105	182
21:30 - 21:44	68	122	190
21:45 - 21:59	55	107	162
22:00 - 22:14	56	80	136
22:15 - 22:29	56	107	163
22:30 - 22:44	41	105	146
22:45 - 22:59	42	96	138
23:00 - 23:14	39	75	114
23:15 - 23:29	35	67	102
23:30 - 23:44	32	55	87
23:45 - 23:59	16	49	65
Totals	11317	9340	20657
AM Peak Time	08:52 - 09:51	10:56 - 11:55	11:00 - 11:59
AM Peak Volume	993	580	1471
PM Peak Time	13:41 - 14:40	16:11 - 17:10	16:10 - 17:09
PM Peak Volume	887	881	1651

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Royal Palm Way West of Hibiscus Avenue

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Royal Poinciana Way West of Coconut Row

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	10	26	36
00:15 - 00:29	5	17	22
00:30 - 00:44	6	14	20
00:45 - 00:59	2	9	11
01:00 - 01:14	4	8	12
01:15 - 01:29	4	6	10
01:30 - 01:44	4	6	10
01:45 - 01:59	0	3	3
02:00 - 02:14	2	4	6
02:15 - 02:29	2	2	4
02:30 - 02:44	2	5	7
02:45 - 02:59	1	1	2
03:00 - 03:14	2	2	4
03:15 - 03:29	1	4	5
03:30 - 03:44	3	0	3
03:45 - 03:59	4	3	7
04:00 - 04:14	2	1	3
04:15 - 04:29	4	1	5
04:30 - 04:44	12	5	17
04:45 - 04:59	16	7	23
05:00 - 05:14	15	9	24
05:15 - 05:29	30	10	40
05:30 - 05:44	24	12	36
05:45 - 05:59	27	12	39
06:00 - 06:14	34	21	55
06:15 - 06:29	50	21	71
06:30 - 06:44	64	33	97
06:45 - 06:59	98	50	148
07:00 - 07:14	101	63	164
07:15 - 07:29	133	71	204
07:30 - 07:44	200	113	313
07:45 - 07:59	274	104	378
08:00 - 08:14	288	137	425
08:15 - 08:29	146	106	252
08:30 - 08:44	362	103	465
08:45 - 08:59	340	130	470
09:00 - 09:14	243	152	395
09:15 - 09:29	254	138	392
09:30 - 09:44	313	173	486
09:45 - 09:59	200	158	358
10:00 - 10:14	230	195	425
10:15 - 10:29	170	172	342
10:30 - 10:44	219	173	392
10:45 - 10:59	167	164	331
11:00 - 11:14	190	184	374
11:15 - 11:29	146	192	338
11:30 - 11:44	213	204	417
11:45 - 11:59	208	193	401
12:00 - 12:14	180	255	435
12:15 - 12:29	166	190	356
12:30 - 12:44	181	266	447
12:45 - 12:59	181	195	376

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Royal Poinciana Way West of Coconut Row

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	181	238	419
13:15 - 13:29	160	193	353
13:30 - 13:44	192	240	432
13:45 - 13:59	182	271	453
14:00 - 14:14	173	287	460
14:15 - 14:29	151	256	407
14:30 - 14:44	188	299	487
14:45 - 14:59	194	298	492
15:00 - 15:14	165	323	488
15:15 - 15:29	125	209	334
15:30 - 15:44	201	401	602
15:45 - 15:59	169	301	470
16:00 - 16:14	81	222	303
16:15 - 16:29	237	402	639
16:30 - 16:44	150	387	537
16:45 - 16:59	160	354	514
17:00 - 17:14	173	311	484
17:15 - 17:29	163	253	416
17:30 - 17:44	162	273	435
17:45 - 17:59	165	184	349
18:00 - 18:14	168	251	419
18:15 - 18:29	135	169	304
18:30 - 18:44	124	180	304
18:45 - 18:59	87	150	237
19:00 - 19:14	102	171	273
19:15 - 19:29	77	145	222
19:30 - 19:44	82	156	238
19:45 - 19:59	77	126	203
20:00 - 20:14	73	146	219
20:15 - 20:29	56	136	192
20:30 - 20:44	62	103	165
20:45 - 20:59	39	93	132
21:00 - 21:14	38	102	140
21:15 - 21:29	52	94	146
21:30 - 21:44	51	119	170
21:45 - 21:59	38	92	130
22:00 - 22:14	33	95	128
22:15 - 22:29	25	86	111
22:30 - 22:44	29	80	109
22:45 - 22:59	26	82	108
23:00 - 23:14	25	72	97
23:15 - 23:29	21	49	70
23:30 - 23:44	13	56	69
23:45 - 23:59	5	25	30
Totals	10343	12603	22946
AM Peak Time	08:26 - 09:25	10:53 - 11:52	08:38 - 09:37
AM Peak Volume	1222	775	1764
PM Peak Time	13:52 - 14:51	16:16 - 17:15	16:16 - 17:15
PM Peak Volume	781	1472	2205

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Royal Poinciana Way West of Coconut Row

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Royal Poinciana Way West of Coconut Row

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	11	27	38
00:15 - 00:29	10	25	35
00:30 - 00:44	5	15	20
00:45 - 00:59	4	13	17
01:00 - 01:14	0	8	8
01:15 - 01:29	4	9	13
01:30 - 01:44	6	3	9
01:45 - 01:59	5	9	14
02:00 - 02:14	2	4	6
02:15 - 02:29	5	4	9
02:30 - 02:44	1	4	5
02:45 - 02:59	3	4	7
03:00 - 03:14	1	4	5
03:15 - 03:29	1	1	2
03:30 - 03:44	1	0	1
03:45 - 03:59	5	3	8
04:00 - 04:14	5	2	7
04:15 - 04:29	11	1	12
04:30 - 04:44	10	2	12
04:45 - 04:59	32	7	39
05:00 - 05:14	9	6	15
05:15 - 05:29	20	10	30
05:30 - 05:44	22	8	30
05:45 - 05:59	25	10	35
06:00 - 06:14	34	16	50
06:15 - 06:29	44	24	68
06:30 - 06:44	66	31	97
06:45 - 06:59	108	51	159
07:00 - 07:14	115	69	184
07:15 - 07:29	170	61	231
07:30 - 07:44	235	104	339
07:45 - 07:59	187	103	290
08:00 - 08:14	382	110	492
08:15 - 08:29	178	106	284
08:30 - 08:44	336	120	456
08:45 - 08:59	337	109	446
09:00 - 09:14	355	177	532
09:15 - 09:29	241	176	417
09:30 - 09:44	262	179	441
09:45 - 09:59	272	163	435
10:00 - 10:14	225	164	389
10:15 - 10:29	166	158	324
10:30 - 10:44	231	186	417
10:45 - 10:59	21	69	90
11:00 - 11:14	238	186	424
11:15 - 11:29	187	176	363
11:30 - 11:44	213	211	424
11:45 - 11:59	125	223	348
12:00 - 12:14	0	10	10
12:15 - 12:29	45	16	61
12:30 - 12:44	73	29	102
12:45 - 12:59	129	129	258

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Royal Poinciana Way West of Coconut Row

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	248	323	571
13:15 - 13:29	8	73	81
13:30 - 13:44	267	319	586
13:45 - 13:59	27	77	104
14:00 - 14:14	283	378	661
14:15 - 14:29	158	271	429
14:30 - 14:44	183	299	482
14:45 - 14:59	159	276	435
15:00 - 15:14	179	329	508
15:15 - 15:29	197	259	456
15:30 - 15:44	165	378	543
15:45 - 15:59	161	271	432
16:00 - 16:14	176	371	547
16:15 - 16:29	179	355	534
16:30 - 16:44	154	365	519
16:45 - 16:59	192	267	459
17:00 - 17:14	187	321	508
17:15 - 17:29	160	253	413
17:30 - 17:44	177	273	450
17:45 - 17:59	200	254	454
18:00 - 18:14	186	236	422
18:15 - 18:29	148	183	331
18:30 - 18:44	146	177	323
18:45 - 18:59	131	153	284
19:00 - 19:14	108	153	261
19:15 - 19:29	93	179	272
19:30 - 19:44	80	165	245
19:45 - 19:59	73	130	203
20:00 - 20:14	63	163	226
20:15 - 20:29	54	141	195
20:30 - 20:44	55	121	176
20:45 - 20:59	59	121	180
21:00 - 21:14	49	133	182
21:15 - 21:29	41	123	164
21:30 - 21:44	44	118	162
21:45 - 21:59	39	97	136
22:00 - 22:14	30	109	139
22:15 - 22:29	33	111	144
22:30 - 22:44	22	100	122
22:45 - 22:59	32	83	115
23:00 - 23:14	31	98	129
23:15 - 23:29	23	58	81
23:30 - 23:44	34	67	101
23:45 - 23:59	22	42	64
Totals	10229	12108	22337
AM Peak Time	08:35 - 09:34	11:00 - 11:59	08:41 - 09:40
AM Peak Volume	1288	796	1911
PM Peak Time	13:59 - 14:58	15:53 - 16:52	15:53 - 16:52
PM Peak Volume	784	1426	2183

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Royal Poinciana Way West of Coconut Row

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Royal Poinciana Way West of Coconut Row

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	20	43	63
00:15 - 00:29	12	27	39
00:30 - 00:44	6	21	27
00:45 - 00:59	5	11	16
01:00 - 01:14	1	15	16
01:15 - 01:29	8	16	24
01:30 - 01:44	2	14	16
01:45 - 01:59	3	9	12
02:00 - 02:14	3	6	9
02:15 - 02:29	0	5	5
02:30 - 02:44	2	2	4
02:45 - 02:59	2	3	5
03:00 - 03:14	0	3	3
03:15 - 03:29	3	1	4
03:30 - 03:44	5	1	6
03:45 - 03:59	3	2	5
04:00 - 04:14	7	1	8
04:15 - 04:29	4	3	7
04:30 - 04:44	9	3	12
04:45 - 04:59	17	5	22
05:00 - 05:14	19	5	24
05:15 - 05:29	18	10	28
05:30 - 05:44	27	10	37
05:45 - 05:59	37	12	49
06:00 - 06:14	22	21	43
06:15 - 06:29	53	21	74
06:30 - 06:44	78	32	110
06:45 - 06:59	92	51	143
07:00 - 07:14	102	63	165
07:15 - 07:29	137	62	199
07:30 - 07:44	187	97	284
07:45 - 07:59	294	99	393
08:00 - 08:14	286	129	415
08:15 - 08:29	202	105	307
08:30 - 08:44	306	105	411
08:45 - 08:59	353	123	476
09:00 - 09:14	294	153	447
09:15 - 09:29	169	141	310
09:30 - 09:44	312	158	470
09:45 - 09:59	135	147	282
10:00 - 10:14	249	181	430
10:15 - 10:29	186	193	379
10:30 - 10:44	219	180	399
10:45 - 10:59	176	193	369
11:00 - 11:14	236	218	454
11:15 - 11:29	167	176	343
11:30 - 11:44	208	228	436
11:45 - 11:59	189	200	389
12:00 - 12:14	208	234	442
12:15 - 12:29	55	114	169
12:30 - 12:44	267	271	538
12:45 - 12:59	157	208	365

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Royal Poinciana Way West of Coconut Row

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	199	249	448
13:15 - 13:29	169	227	396
13:30 - 13:44	197	246	443
13:45 - 13:59	164	197	361
14:00 - 14:14	162	257	419
14:15 - 14:29	151	220	371
14:30 - 14:44	196	348	544
14:45 - 14:59	141	216	357
15:00 - 15:14	190	369	559
15:15 - 15:29	168	257	425
15:30 - 15:44	200	399	599
15:45 - 15:59	163	228	391
16:00 - 16:14	172	431	603
16:15 - 16:29	154	286	440
16:30 - 16:44	157	373	530
16:45 - 16:59	104	182	286
17:00 - 17:14	211	391	602
17:15 - 17:29	152	269	421
17:30 - 17:44	194	281	475
17:45 - 17:59	194	228	422
18:00 - 18:14	174	196	370
18:15 - 18:29	160	206	366
18:30 - 18:44	170	159	329
18:45 - 18:59	152	146	298
19:00 - 19:14	111	183	294
19:15 - 19:29	81	146	227
19:30 - 19:44	90	140	230
19:45 - 19:59	92	150	242
20:00 - 20:14	74	128	202
20:15 - 20:29	88	123	211
20:30 - 20:44	49	143	192
20:45 - 20:59	75	130	205
21:00 - 21:14	70	116	186
21:15 - 21:29	63	128	191
21:30 - 21:44	48	161	209
21:45 - 21:59	48	104	152
22:00 - 22:14	44	126	170
22:15 - 22:29	51	131	182
22:30 - 22:44	48	142	190
22:45 - 22:59	42	117	159
23:00 - 23:14	49	118	167
23:15 - 23:29	33	78	111
23:30 - 23:44	21	79	100
23:45 - 23:59	16	55	71
Totals	10839	12990	23829
AM Peak Time	08:10 - 09:09	10:54 - 11:53	10:54 - 11:53
AM Peak Volume	1164	871	1718
PM Peak Time	12:28 - 13:27	15:25 - 16:24	15:25 - 16:24
PM Peak Volume	822	1356	2119

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Royal Poinciana Way West of Coconut Row

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: South County Road North of Peruvian Avenue

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	4	7	11
00:15 - 00:29	5	7	12
00:30 - 00:44	1	3	4
00:45 - 00:59	4	6	10
01:00 - 01:14	2	4	6
01:15 - 01:29	1	1	2
01:30 - 01:44	2	1	3
01:45 - 01:59	1	3	4
02:00 - 02:14	1	1	2
02:15 - 02:29	0	1	1
02:30 - 02:44	1	1	2
02:45 - 02:59	0	2	2
03:00 - 03:14	0	1	1
03:15 - 03:29	0	0	0
03:30 - 03:44	1	1	2
03:45 - 03:59	1	3	4
04:00 - 04:14	0	0	0
04:15 - 04:29	1	0	1
04:30 - 04:44	0	6	6
04:45 - 04:59	0	1	1
05:00 - 05:14	0	2	2
05:15 - 05:29	3	6	9
05:30 - 05:44	6	8	14
05:45 - 05:59	5	5	10
06:00 - 06:14	3	5	8
06:15 - 06:29	5	16	21
06:30 - 06:44	10	17	27
06:45 - 06:59	12	17	29
07:00 - 07:14	13	20	33
07:15 - 07:29	14	26	40
07:30 - 07:44	34	28	62
07:45 - 07:59	44	55	99
08:00 - 08:14	51	66	117
08:15 - 08:29	43	52	95
08:30 - 08:44	48	65	113
08:45 - 08:59	70	74	144
09:00 - 09:14	52	96	148
09:15 - 09:29	67	60	127
09:30 - 09:44	54	77	131
09:45 - 09:59	82	89	171
10:00 - 10:14	71	74	145
10:15 - 10:29	60	90	150
10:30 - 10:44	70	90	160
10:45 - 10:59	88	99	187
11:00 - 11:14	78	107	185
11:15 - 11:29	79	115	194
11:30 - 11:44	95	96	191
11:45 - 11:59	107	112	219
12:00 - 12:14	104	128	232
12:15 - 12:29	85	110	195
12:30 - 12:44	78	123	201
12:45 - 12:59	123	134	257

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: South County Road North of Peruvian Avenue

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	81	120	201
13:15 - 13:29	105	119	224
13:30 - 13:44	100	109	209
13:45 - 13:59	114	122	236
14:00 - 14:14	88	121	209
14:15 - 14:29	105	113	218
14:30 - 14:44	123	97	220
14:45 - 14:59	94	101	195
15:00 - 15:14	98	110	208
15:15 - 15:29	107	118	225
15:30 - 15:44	114	107	221
15:45 - 15:59	95	111	206
16:00 - 16:14	90	114	204
16:15 - 16:29	83	108	191
16:30 - 16:44	110	114	224
16:45 - 16:59	65	97	162
17:00 - 17:14	100	107	207
17:15 - 17:29	70	99	169
17:30 - 17:44	72	153	225
17:45 - 17:59	82	103	185
18:00 - 18:14	90	119	209
18:15 - 18:29	93	104	197
18:30 - 18:44	58	100	158
18:45 - 18:59	70	101	171
19:00 - 19:14	71	98	169
19:15 - 19:29	62	76	138
19:30 - 19:44	79	72	151
19:45 - 19:59	51	44	95
20:00 - 20:14	34	54	88
20:15 - 20:29	55	63	118
20:30 - 20:44	32	67	99
20:45 - 20:59	38	46	84
21:00 - 21:14	28	68	96
21:15 - 21:29	28	44	72
21:30 - 21:44	51	56	107
21:45 - 21:59	42	51	93
22:00 - 22:14	29	37	66
22:15 - 22:29	25	28	53
22:30 - 22:44	8	35	43
22:45 - 22:59	15	19	34
23:00 - 23:14	9	29	38
23:15 - 23:29	4	9	13
23:30 - 23:44	11	13	24
23:45 - 23:59	9	9	18
Totals	4567	5696	10263
AM Peak Time	10:57 - 11:56	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	359	430	789
PM Peak Time	13:41 - 14:40	12:31 - 13:30	13:43 - 14:42
PM Peak Volume	437	507	902

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: South County Road North of Peruvian Avenue

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: South County Road North of Peruvian Avenue

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	7	6	13
00:15 - 00:29	6	2	8
00:30 - 00:44	3	2	5
00:45 - 00:59	1	3	4
01:00 - 01:14	1	0	1
01:15 - 01:29	0	4	4
01:30 - 01:44	0	0	0
01:45 - 01:59	1	4	5
02:00 - 02:14	0	0	0
02:15 - 02:29	1	1	2
02:30 - 02:44	0	1	1
02:45 - 02:59	0	1	1
03:00 - 03:14	2	0	2
03:15 - 03:29	0	0	0
03:30 - 03:44	1	2	3
03:45 - 03:59	3	1	4
04:00 - 04:14	1	1	2
04:15 - 04:29	0	2	2
04:30 - 04:44	2	4	6
04:45 - 04:59	1	3	4
05:00 - 05:14	0	3	3
05:15 - 05:29	1	5	6
05:30 - 05:44	4	5	9
05:45 - 05:59	5	15	20
06:00 - 06:14	8	11	19
06:15 - 06:29	5	9	14
06:30 - 06:44	11	16	27
06:45 - 06:59	10	17	27
07:00 - 07:14	19	19	38
07:15 - 07:29	20	30	50
07:30 - 07:44	33	40	73
07:45 - 07:59	46	45	91
08:00 - 08:14	44	70	114
08:15 - 08:29	57	69	126
08:30 - 08:44	54	76	130
08:45 - 08:59	68	84	152
09:00 - 09:14	57	90	147
09:15 - 09:29	78	99	177
09:30 - 09:44	69	95	164
09:45 - 09:59	68	64	132
10:00 - 10:14	63	82	145
10:15 - 10:29	85	71	156
10:30 - 10:44	78	123	201
10:45 - 10:59	79	109	188
11:00 - 11:14	79	90	169
11:15 - 11:29	88	95	183
11:30 - 11:44	93	120	213
11:45 - 11:59	106	149	255
12:00 - 12:14	99	128	227
12:15 - 12:29	79	109	188
12:30 - 12:44	100	111	211
12:45 - 12:59	85	114	199

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: South County Road North of Peruvian Avenue

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	82	113	195
13:15 - 13:29	105	122	227
13:30 - 13:44	114	100	214
13:45 - 13:59	112	116	228
14:00 - 14:14	119	113	232
14:15 - 14:29	108	118	226
14:30 - 14:44	100	109	209
14:45 - 14:59	101	123	224
15:00 - 15:14	118	117	235
15:15 - 15:29	102	119	221
15:30 - 15:44	83	104	187
15:45 - 15:59	98	115	213
16:00 - 16:14	103	116	219
16:15 - 16:29	75	96	171
16:30 - 16:44	94	108	202
16:45 - 16:59	86	112	198
17:00 - 17:14	90	112	202
17:15 - 17:29	100	120	220
17:30 - 17:44	94	119	213
17:45 - 17:59	96	105	201
18:00 - 18:14	77	137	214
18:15 - 18:29	92	111	203
18:30 - 18:44	65	86	151
18:45 - 18:59	69	102	171
19:00 - 19:14	55	87	142
19:15 - 19:29	54	76	130
19:30 - 19:44	74	81	155
19:45 - 19:59	58	73	131
20:00 - 20:14	44	77	121
20:15 - 20:29	40	70	110
20:30 - 20:44	42	66	108
20:45 - 20:59	43	52	95
21:00 - 21:14	38	76	114
21:15 - 21:29	42	70	112
21:30 - 21:44	47	69	116
21:45 - 21:59	31	42	73
22:00 - 22:14	29	31	60
22:15 - 22:29	24	43	67
22:30 - 22:44	26	34	60
22:45 - 22:59	19	23	42
23:00 - 23:14	17	19	36
23:15 - 23:29	14	20	34
23:30 - 23:44	8	16	24
23:45 - 23:59	8	14	22
Totals	4717	5932	10649
AM Peak Time	10:58 - 11:57	11:00 - 11:59	10:58 - 11:57
AM Peak Volume	377	454	830
PM Peak Time	13:22 - 14:21	17:11 - 18:10	14:27 - 15:26
PM Peak Volume	461	492	913

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: South County Road North of Peruvian Avenue

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: South County Road North of Peruvian Avenue

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	14	15	29
00:15 - 00:29	3	7	10
00:30 - 00:44	5	2	7
00:45 - 00:59	1	4	5
01:00 - 01:14	1	3	4
01:15 - 01:29	3	3	6
01:30 - 01:44	0	1	1
01:45 - 01:59	0	0	0
02:00 - 02:14	0	1	1
02:15 - 02:29	0	0	0
02:30 - 02:44	0	1	1
02:45 - 02:59	0	1	1
03:00 - 03:14	1	0	1
03:15 - 03:29	0	0	0
03:30 - 03:44	1	2	3
03:45 - 03:59	2	4	6
04:00 - 04:14	1	3	4
04:15 - 04:29	2	0	2
04:30 - 04:44	0	1	1
04:45 - 04:59	1	3	4
05:00 - 05:14	2	3	5
05:15 - 05:29	1	8	9
05:30 - 05:44	4	3	7
05:45 - 05:59	3	5	8
06:00 - 06:14	5	19	24
06:15 - 06:29	5	14	19
06:30 - 06:44	3	13	16
06:45 - 06:59	11	24	35
07:00 - 07:14	7	15	22
07:15 - 07:29	20	36	56
07:30 - 07:44	29	46	75
07:45 - 07:59	49	48	97
08:00 - 08:14	53	77	130
08:15 - 08:29	42	60	102
08:30 - 08:44	50	75	125
08:45 - 08:59	50	67	117
09:00 - 09:14	61	77	138
09:15 - 09:29	55	88	143
09:30 - 09:44	70	94	164
09:45 - 09:59	77	89	166
10:00 - 10:14	60	84	144
10:15 - 10:29	73	85	158
10:30 - 10:44	83	96	179
10:45 - 10:59	86	114	200
11:00 - 11:14	92	99	191
11:15 - 11:29	94	126	220
11:30 - 11:44	70	121	191
11:45 - 11:59	102	139	241
12:00 - 12:14	100	117	217
12:15 - 12:29	120	139	259
12:30 - 12:44	100	101	201
12:45 - 12:59	103	144	247

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: South County Road North of Peruvian Avenue

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	100	104	204
13:15 - 13:29	89	107	196
13:30 - 13:44	93	111	204
13:45 - 13:59	108	127	235
14:00 - 14:14	107	114	221
14:15 - 14:29	96	110	206
14:30 - 14:44	116	108	224
14:45 - 14:59	99	134	233
15:00 - 15:14	101	131	232
15:15 - 15:29	101	129	230
15:30 - 15:44	108	102	210
15:45 - 15:59	96	122	218
16:00 - 16:14	97	107	204
16:15 - 16:29	102	121	223
16:30 - 16:44	123	108	231
16:45 - 16:59	106	126	232
17:00 - 17:14	105	131	236
17:15 - 17:29	90	130	220
17:30 - 17:44	60	134	194
17:45 - 17:59	72	121	193
18:00 - 18:14	101	92	193
18:15 - 18:29	91	125	216
18:30 - 18:44	62	107	169
18:45 - 18:59	70	100	170
19:00 - 19:14	65	80	145
19:15 - 19:29	74	80	154
19:30 - 19:44	56	68	124
19:45 - 19:59	60	64	124
20:00 - 20:14	51	67	118
20:15 - 20:29	58	55	113
20:30 - 20:44	42	59	101
20:45 - 20:59	55	63	118
21:00 - 21:14	45	62	107
21:15 - 21:29	40	60	100
21:30 - 21:44	43	59	102
21:45 - 21:59	42	53	95
22:00 - 22:14	45	60	105
22:15 - 22:29	39	36	75
22:30 - 22:44	30	47	77
22:45 - 22:59	26	33	59
23:00 - 23:14	21	31	52
23:15 - 23:29	15	26	41
23:30 - 23:44	12	31	43
23:45 - 23:59	17	14	31
Totals	4844	6126	10970
AM Peak Time	10:51 - 11:50	10:59 - 11:58	10:59 - 11:58
AM Peak Volume	361	486	843
PM Peak Time	16:10 - 17:09	16:49 - 17:48	12:02 - 13:01
PM Peak Volume	445	533	931

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: South County Road North of Peruvian Avenue

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Southern Boulevard Bridge West of SR A1A

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	4	13	17
00:15 - 00:29	4	5	9
00:30 - 00:44	8	6	14
00:45 - 00:59	3	5	8
01:00 - 01:14	3	2	5
01:15 - 01:29	2	2	4
01:30 - 01:44	2	1	3
01:45 - 01:59	1	1	2
02:00 - 02:14	0	6	6
02:15 - 02:29	3	1	4
02:30 - 02:44	4	2	6
02:45 - 02:59	4	1	5
03:00 - 03:14	3	3	6
03:15 - 03:29	1	0	1
03:30 - 03:44	3	1	4
03:45 - 03:59	5	0	5
04:00 - 04:14	1	0	1
04:15 - 04:29	6	2	8
04:30 - 04:44	7	8	15
04:45 - 04:59	5	6	11
05:00 - 05:14	8	3	11
05:15 - 05:29	12	4	16
05:30 - 05:44	23	5	28
05:45 - 05:59	27	9	36
06:00 - 06:14	25	8	33
06:15 - 06:29	35	23	58
06:30 - 06:44	82	14	96
06:45 - 06:59	111	27	138
07:00 - 07:14	117	37	154
07:15 - 07:29	136	30	166
07:30 - 07:44	231	42	273
07:45 - 07:59	249	68	317
08:00 - 08:14	240	66	306
08:15 - 08:29	249	54	303
08:30 - 08:44	223	74	297
08:45 - 08:59	260	77	337
09:00 - 09:14	215	77	292
09:15 - 09:29	193	87	280
09:30 - 09:44	106	71	177
09:45 - 09:59	242	82	324
10:00 - 10:14	149	97	246
10:15 - 10:29	115	85	200
10:30 - 10:44	129	93	222
10:45 - 10:59	158	104	262
11:00 - 11:14	143	122	265
11:15 - 11:29	146	145	291
11:30 - 11:44	152	149	301
11:45 - 11:59	169	126	295
12:00 - 12:14	169	146	315
12:15 - 12:29	143	114	257
12:30 - 12:44	169	127	296
12:45 - 12:59	168	127	295

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Southern Boulevard Bridge West of SR A1A

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	184	150	334
13:15 - 13:29	133	136	269
13:30 - 13:44	145	143	288
13:45 - 13:59	146	156	302
14:00 - 14:14	140	169	309
14:15 - 14:29	110	168	278
14:30 - 14:44	135	184	319
14:45 - 14:59	159	144	303
15:00 - 15:14	134	213	347
15:15 - 15:29	133	174	307
15:30 - 15:44	132	194	326
15:45 - 15:59	139	230	369
16:00 - 16:14	106	250	356
16:15 - 16:29	110	226	336
16:30 - 16:44	116	179	295
16:45 - 16:59	130	209	339
17:00 - 17:14	104	219	323
17:15 - 17:29	116	173	289
17:30 - 17:44	93	214	307
17:45 - 17:59	123	175	298
18:00 - 18:14	105	135	240
18:15 - 18:29	101	175	276
18:30 - 18:44	94	121	215
18:45 - 18:59	88	125	213
19:00 - 19:14	72	114	186
19:15 - 19:29	88	103	191
19:30 - 19:44	61	103	164
19:45 - 19:59	46	83	129
20:00 - 20:14	47	68	115
20:15 - 20:29	50	62	112
20:30 - 20:44	43	60	103
20:45 - 20:59	42	53	95
21:00 - 21:14	42	57	99
21:15 - 21:29	42	63	105
21:30 - 21:44	28	58	86
21:45 - 21:59	28	70	98
22:00 - 22:14	27	65	92
22:15 - 22:29	20	44	64
22:30 - 22:44	24	51	75
22:45 - 22:59	20	50	70
23:00 - 23:14	23	36	59
23:15 - 23:29	10	24	34
23:30 - 23:44	11	31	42
23:45 - 23:59	12	16	28
Totals	8375	7831	16206
AM Peak Time	07:41 - 08:40	10:59 - 11:58	08:07 - 09:06
AM Peak Volume	992	542	1251
PM Peak Time	12:32 - 13:31	15:31 - 16:30	15:24 - 16:23
PM Peak Volume	673	903	1401

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID:

Location: Southern Boulevard Bridge West of SR A1A

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Southern Boulevard Bridge West of SR A1A

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	3	12	15
00:15 - 00:29	5	15	20
00:30 - 00:44	5	10	15
00:45 - 00:59	5	4	9
01:00 - 01:14	8	2	10
01:15 - 01:29	5	5	10
01:30 - 01:44	2	3	5
01:45 - 01:59	3	3	6
02:00 - 02:14	3	1	4
02:15 - 02:29	2	2	4
02:30 - 02:44	1	4	5
02:45 - 02:59	1	2	3
03:00 - 03:14	2	1	3
03:15 - 03:29	4	1	5
03:30 - 03:44	2	2	4
03:45 - 03:59	7	1	8
04:00 - 04:14	2	0	2
04:15 - 04:29	5	3	8
04:30 - 04:44	6	11	17
04:45 - 04:59	7	3	10
05:00 - 05:14	8	5	13
05:15 - 05:29	16	3	19
05:30 - 05:44	22	4	26
05:45 - 05:59	34	9	43
06:00 - 06:14	22	13	35
06:15 - 06:29	51	13	64
06:30 - 06:44	74	19	93
06:45 - 06:59	94	27	121
07:00 - 07:14	123	34	157
07:15 - 07:29	160	40	200
07:30 - 07:44	227	41	268
07:45 - 07:59	219	58	277
08:00 - 08:14	264	62	326
08:15 - 08:29	240	73	313
08:30 - 08:44	263	50	313
08:45 - 08:59	246	64	310
09:00 - 09:14	239	99	338
09:15 - 09:29	210	90	300
09:30 - 09:44	215	93	308
09:45 - 09:59	186	107	293
10:00 - 10:14	112	110	222
10:15 - 10:29	201	112	313
10:30 - 10:44	153	108	261
10:45 - 10:59	178	112	290
11:00 - 11:14	145	124	269
11:15 - 11:29	180	126	306
11:30 - 11:44	176	131	307
11:45 - 11:59	156	127	283
12:00 - 12:14	165	169	334
12:15 - 12:29	155	127	282
12:30 - 12:44	179	156	335
12:45 - 12:59	174	199	373

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Southern Boulevard Bridge West of SR A1A

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	176	178	354
13:15 - 13:29	163	156	319
13:30 - 13:44	191	150	341
13:45 - 13:59	172	165	337
14:00 - 14:14	166	157	323
14:15 - 14:29	159	174	333
14:30 - 14:44	147	170	317
14:45 - 14:59	157	174	331
15:00 - 15:14	132	209	341
15:15 - 15:29	135	146	281
15:30 - 15:44	145	215	360
15:45 - 15:59	136	209	345
16:00 - 16:14	121	229	350
16:15 - 16:29	142	220	362
16:30 - 16:44	135	225	360
16:45 - 16:59	121	217	338
17:00 - 17:14	130	200	330
17:15 - 17:29	120	191	311
17:30 - 17:44	131	179	310
17:45 - 17:59	131	152	283
18:00 - 18:14	120	180	300
18:15 - 18:29	122	146	268
18:30 - 18:44	97	122	219
18:45 - 18:59	93	145	238
19:00 - 19:14	86	120	206
19:15 - 19:29	76	101	177
19:30 - 19:44	54	93	147
19:45 - 19:59	60	89	149
20:00 - 20:14	53	88	141
20:15 - 20:29	58	71	129
20:30 - 20:44	44	72	116
20:45 - 20:59	46	63	109
21:00 - 21:14	34	48	82
21:15 - 21:29	37	63	100
21:30 - 21:44	30	53	83
21:45 - 21:59	27	53	80
22:00 - 22:14	35	70	105
22:15 - 22:29	24	47	71
22:30 - 22:44	21	65	86
22:45 - 22:59	16	43	59
23:00 - 23:14	26	51	77
23:15 - 23:29	12	32	44
23:30 - 23:44	18	28	46
23:45 - 23:59	11	27	38
Totals	9075	8176	17251
AM Peak Time	07:58 - 08:57	10:48 - 11:47	08:06 - 09:05
AM Peak Volume	1022	510	1286
PM Peak Time	12:24 - 13:23	15:46 - 16:45	12:24 - 13:23
PM Peak Volume	767	892	1475

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID:

Location: Southern Boulevard Bridge West of SR A1A

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Southern Boulevard Bridge West of SR A1A

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	10	17	27
00:15 - 00:29	3	7	10
00:30 - 00:44	6	11	17
00:45 - 00:59	5	4	9
01:00 - 01:14	3	9	12
01:15 - 01:29	4	3	7
01:30 - 01:44	3	4	7
01:45 - 01:59	1	6	7
02:00 - 02:14	6	5	11
02:15 - 02:29	7	3	10
02:30 - 02:44	2	1	3
02:45 - 02:59	3	2	5
03:00 - 03:14	1	0	1
03:15 - 03:29	2	0	2
03:30 - 03:44	1	0	1
03:45 - 03:59	2	1	3
04:00 - 04:14	6	4	10
04:15 - 04:29	2	1	3
04:30 - 04:44	7	5	12
04:45 - 04:59	8	7	15
05:00 - 05:14	15	2	17
05:15 - 05:29	9	3	12
05:30 - 05:44	25	7	32
05:45 - 05:59	37	13	50
06:00 - 06:14	35	12	47
06:15 - 06:29	50	20	70
06:30 - 06:44	75	19	94
06:45 - 06:59	113	17	130
07:00 - 07:14	114	40	154
07:15 - 07:29	176	37	213
07:30 - 07:44	200	43	243
07:45 - 07:59	239	63	302
08:00 - 08:14	200	72	272
08:15 - 08:29	109	62	171
08:30 - 08:44	153	77	230
08:45 - 08:59	277	69	346
09:00 - 09:14	278	78	356
09:15 - 09:29	155	90	245
09:30 - 09:44	201	71	272
09:45 - 09:59	172	95	267
10:00 - 10:14	175	104	279
10:15 - 10:29	143	97	240
10:30 - 10:44	146	119	265
10:45 - 10:59	155	110	265
11:00 - 11:14	136	119	255
11:15 - 11:29	125	112	237
11:30 - 11:44	152	139	291
11:45 - 11:59	159	143	302
12:00 - 12:14	148	167	315
12:15 - 12:29	121	113	234
12:30 - 12:44	214	141	355
12:45 - 12:59	132	114	246

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Southern Boulevard Bridge West of SR A1A

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	168	137	305
13:15 - 13:29	139	133	272
13:30 - 13:44	140	147	287
13:45 - 13:59	135	158	293
14:00 - 14:14	139	141	280
14:15 - 14:29	118	141	259
14:30 - 14:44	138	178	316
14:45 - 14:59	135	166	301
15:00 - 15:14	127	228	355
15:15 - 15:29	131	144	275
15:30 - 15:44	137	192	329
15:45 - 15:59	105	212	317
16:00 - 16:14	170	164	334
16:15 - 16:29	84	92	176
16:30 - 16:44	147	219	366
16:45 - 16:59	141	216	357
17:00 - 17:14	122	215	337
17:15 - 17:29	109	163	272
17:30 - 17:44	116	198	314
17:45 - 17:59	130	147	277
18:00 - 18:14	116	163	279
18:15 - 18:29	107	159	266
18:30 - 18:44	106	120	226
18:45 - 18:59	87	104	191
19:00 - 19:14	93	104	197
19:15 - 19:29	76	121	197
19:30 - 19:44	80	116	196
19:45 - 19:59	73	95	168
20:00 - 20:14	58	105	163
20:15 - 20:29	49	80	129
20:30 - 20:44	40	84	124
20:45 - 20:59	51	50	101
21:00 - 21:14	47	51	98
21:15 - 21:29	43	74	117
21:30 - 21:44	31	67	98
21:45 - 21:59	44	48	92
22:00 - 22:14	34	66	100
22:15 - 22:29	26	62	88
22:30 - 22:44	30	58	88
22:45 - 22:59	30	36	66
23:00 - 23:14	21	40	61
23:15 - 23:29	11	33	44
23:30 - 23:44	14	37	51
23:45 - 23:59	11	22	33
Totals	8430	7744	16174
AM Peak Time	08:42 - 09:41	11:00 - 11:59	08:42 - 09:41
AM Peak Volume	916	513	1236
PM Peak Time	12:26 - 13:25	16:32 - 17:31	16:32 - 17:31
PM Peak Volume	668	841	1372

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID:

Location: Southern Boulevard Bridge West of SR A1A

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: IDAHO

Location: Southern Boulevard Just West of SR A1A

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	2	13	15
00:15 - 00:29	3	13	16
00:30 - 00:44	4	9	13
00:45 - 00:59	4	4	8
01:00 - 01:14	5	2	7
01:15 - 01:29	6	5	11
01:30 - 01:44	2	3	5
01:45 - 01:59	2	5	7
02:00 - 02:14	3	1	4
02:15 - 02:29	2	2	4
02:30 - 02:44	1	4	5
02:45 - 02:59	1	2	3
03:00 - 03:14	1	1	2
03:15 - 03:29	4	1	5
03:30 - 03:44	1	3	4
03:45 - 03:59	7	1	8
04:00 - 04:14	2	0	2
04:15 - 04:29	4	3	7
04:30 - 04:44	6	12	18
04:45 - 04:59	6	3	9
05:00 - 05:14	7	5	12
05:15 - 05:29	14	3	17
05:30 - 05:44	19	5	24
05:45 - 05:59	29	8	37
06:00 - 06:14	21	17	38
06:15 - 06:29	42	15	57
06:30 - 06:44	69	21	90
06:45 - 06:59	81	28	109
07:00 - 07:14	108	36	144
07:15 - 07:29	145	43	188
07:30 - 07:44	203	51	254
07:45 - 07:59	199	63	262
08:00 - 08:14	217	72	289
08:15 - 08:29	193	73	266
08:30 - 08:44	202	65	267
08:45 - 08:59	233	78	311
09:00 - 09:14	201	101	302
09:15 - 09:29	184	97	281
09:30 - 09:44	195	102	297
09:45 - 09:59	172	122	294
10:00 - 10:14	106	122	228
10:15 - 10:29	190	108	298
10:30 - 10:44	140	118	258
10:45 - 10:59	171	127	298
11:00 - 11:14	144	139	283
11:15 - 11:29	171	142	313
11:30 - 11:44	167	142	309
11:45 - 11:59	144	146	290
12:00 - 12:14	159	185	344
12:15 - 12:29	130	137	267
12:30 - 12:44	176	164	340
12:45 - 12:59	139	211	350

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: IDAHO

Location: Southern Boulevard Just West of SR A1A

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	178	183	361
13:15 - 13:29	145	169	314
13:30 - 13:44	162	170	332
13:45 - 13:59	158	178	336
14:00 - 14:14	141	163	304
14:15 - 14:29	147	190	337
14:30 - 14:44	126	185	311
14:45 - 14:59	143	198	341
15:00 - 15:14	126	215	341
15:15 - 15:29	132	174	306
15:30 - 15:44	136	211	347
15:45 - 15:59	136	219	355
16:00 - 16:14	113	250	363
16:15 - 16:29	137	237	374
16:30 - 16:44	128	238	366
16:45 - 16:59	118	225	343
17:00 - 17:14	125	217	342
17:15 - 17:29	117	207	324
17:30 - 17:44	126	181	307
17:45 - 17:59	127	163	290
18:00 - 18:14	117	182	299
18:15 - 18:29	116	156	272
18:30 - 18:44	97	120	217
18:45 - 18:59	89	146	235
19:00 - 19:14	86	124	210
19:15 - 19:29	73	104	177
19:30 - 19:44	54	95	149
19:45 - 19:59	62	93	155
20:00 - 20:14	52	92	144
20:15 - 20:29	57	73	130
20:30 - 20:44	44	77	121
20:45 - 20:59	41	61	102
21:00 - 21:14	29	51	80
21:15 - 21:29	40	63	103
21:30 - 21:44	28	57	85
21:45 - 21:59	27	52	79
22:00 - 22:14	35	56	91
22:15 - 22:29	30	42	72
22:30 - 22:44	27	59	86
22:45 - 22:59	11	44	55
23:00 - 23:14	22	52	74
23:15 - 23:29	13	29	42
23:30 - 23:44	16	31	47
23:45 - 23:59	14	26	40
Totals	8338	8691	17029
AM Peak Time	07:24 - 08:23	11:00 - 11:59	10:49 - 11:48
AM Peak Volume	856	569	1212
PM Peak Time	12:24 - 13:23	15:56 - 16:55	15:24 - 16:23
PM Peak Volume	689	951	1486

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: IDAHO
Location: Southern Boulevard Just West of SR A1A
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: IDAHO

Location: Southern Boulevard Just West of SR A1A

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	8	18	26
00:15 - 00:29	2	5	7
00:30 - 00:44	6	12	18
00:45 - 00:59	4	5	9
01:00 - 01:14	3	10	13
01:15 - 01:29	2	3	5
01:30 - 01:44	4	2	6
01:45 - 01:59	0	5	5
02:00 - 02:14	5	5	10
02:15 - 02:29	6	4	10
02:30 - 02:44	3	1	4
02:45 - 02:59	3	2	5
03:00 - 03:14	1	0	1
03:15 - 03:29	2	0	2
03:30 - 03:44	1	0	1
03:45 - 03:59	2	1	3
04:00 - 04:14	4	3	7
04:15 - 04:29	3	1	4
04:30 - 04:44	7	5	12
04:45 - 04:59	4	7	11
05:00 - 05:14	17	3	20
05:15 - 05:29	7	4	11
05:30 - 05:44	20	12	32
05:45 - 05:59	24	11	35
06:00 - 06:14	23	12	35
06:15 - 06:29	41	21	62
06:30 - 06:44	60	19	79
06:45 - 06:59	96	23	119
07:00 - 07:14	105	38	143
07:15 - 07:29	153	46	199
07:30 - 07:44	187	45	232
07:45 - 07:59	160	72	232
08:00 - 08:14	115	69	184
08:15 - 08:29	84	62	146
08:30 - 08:44	83	83	166
08:45 - 08:59	239	75	314
09:00 - 09:14	226	85	311
09:15 - 09:29	146	97	243
09:30 - 09:44	188	81	269
09:45 - 09:59	166	100	266
10:00 - 10:14	159	112	271
10:15 - 10:29	136	109	245
10:30 - 10:44	146	120	266
10:45 - 10:59	149	116	265
11:00 - 11:14	128	122	250
11:15 - 11:29	115	125	240
11:30 - 11:44	151	146	297
11:45 - 11:59	139	151	290
12:00 - 12:14	146	182	328
12:15 - 12:29	94	149	243
12:30 - 12:44	196	151	347
12:45 - 12:59	105	141	246

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: IDAHO

Location: Southern Boulevard Just West of SR A1A

Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	169	153	322
13:15 - 13:29	119	149	268
13:30 - 13:44	135	154	289
13:45 - 13:59	127	164	291
14:00 - 14:14	124	158	282
14:15 - 14:29	116	179	295
14:30 - 14:44	126	170	296
14:45 - 14:59	125	177	302
15:00 - 15:14	118	242	360
15:15 - 15:29	106	170	276
15:30 - 15:44	118	222	340
15:45 - 15:59	103	219	322
16:00 - 16:14	151	169	320
16:15 - 16:29	91	119	210
16:30 - 16:44	141	204	345
16:45 - 16:59	134	222	356
17:00 - 17:14	117	230	347
17:15 - 17:29	107	173	280
17:30 - 17:44	114	209	323
17:45 - 17:59	129	160	289
18:00 - 18:14	112	180	292
18:15 - 18:29	106	161	267
18:30 - 18:44	108	127	235
18:45 - 18:59	84	111	195
19:00 - 19:14	79	108	187
19:15 - 19:29	77	125	202
19:30 - 19:44	68	116	184
19:45 - 19:59	76	102	178
20:00 - 20:14	54	109	163
20:15 - 20:29	50	80	130
20:30 - 20:44	40	87	127
20:45 - 20:59	52	53	105
21:00 - 21:14	48	55	103
21:15 - 21:29	42	75	117
21:30 - 21:44	32	70	102
21:45 - 21:59	42	49	91
22:00 - 22:14	33	70	103
22:15 - 22:29	26	65	91
22:30 - 22:44	24	60	84
22:45 - 22:59	25	40	65
23:00 - 23:14	19	38	57
23:15 - 23:29	11	33	44
23:30 - 23:44	11	37	48
23:45 - 23:59	12	21	33
Totals	7575	8286	15861
AM Peak Time	08:45 - 09:44	10:59 - 11:58	08:43 - 09:42
AM Peak Volume	799	545	1147
PM Peak Time	12:26 - 13:25	16:34 - 17:33	16:33 - 17:32
PM Peak Volume	597	878	1369

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: IDAHO
Location: Southern Boulevard Just West of SR A1A
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: HAWAII

Location: SR A1A North of Via Del Lago

Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	12	3	15
00:15 - 00:29	11	1	12
00:30 - 00:44	6	2	8
00:45 - 00:59	7	5	12
01:00 - 01:14	4	4	8
01:15 - 01:29	1	1	2
01:30 - 01:44	2	2	4
01:45 - 01:59	1	1	2
02:00 - 02:14	6	3	9
02:15 - 02:29	0	2	2
02:30 - 02:44	5	0	5
02:45 - 02:59	0	2	2
03:00 - 03:14	2	3	5
03:15 - 03:29	1	1	2
03:30 - 03:44	1	2	3
03:45 - 03:59	0	0	0
04:00 - 04:14	0	1	1
04:15 - 04:29	3	3	6
04:30 - 04:44	7	3	10
04:45 - 04:59	1	5	6
05:00 - 05:14	2	7	9
05:15 - 05:29	5	10	15
05:30 - 05:44	4	17	21
05:45 - 05:59	6	20	26
06:00 - 06:14	4	21	25
06:15 - 06:29	18	30	48
06:30 - 06:44	9	55	64
06:45 - 06:59	17	72	89
07:00 - 07:14	15	96	111
07:15 - 07:29	18	108	126
07:30 - 07:44	32	191	223
07:45 - 07:59	64	224	288
08:00 - 08:14	74	221	295
08:15 - 08:29	50	237	287
08:30 - 08:44	55	215	270
08:45 - 08:59	67	248	315
09:00 - 09:14	87	200	287
09:15 - 09:29	82	177	259
09:30 - 09:44	73	133	206
09:45 - 09:59	92	199	291
10:00 - 10:14	104	169	273
10:15 - 10:29	83	120	203
10:30 - 10:44	95	117	212
10:45 - 10:59	107	158	265
11:00 - 11:14	127	136	263
11:15 - 11:29	141	164	305
11:30 - 11:44	147	148	295
11:45 - 11:59	143	165	308
12:00 - 12:14	166	164	330
12:15 - 12:29	148	115	263
12:30 - 12:44	165	172	337
12:45 - 12:59	139	175	314

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: HAWAII

Location: SR A1A North of Via Del Lago

Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	165	152	317
13:15 - 13:29	166	161	327
13:30 - 13:44	152	154	306
13:45 - 13:59	156	137	293
14:00 - 14:14	196	140	336
14:15 - 14:29	177	132	309
14:30 - 14:44	203	162	365
14:45 - 14:59	178	96	274
15:00 - 15:14	208	137	345
15:15 - 15:29	202	121	323
15:30 - 15:44	232	101	333
15:45 - 15:59	227	105	332
16:00 - 16:14	252	91	343
16:15 - 16:29	260	71	331
16:30 - 16:44	245	66	311
16:45 - 16:59	231	114	345
17:00 - 17:14	264	122	386
17:15 - 17:29	229	90	319
17:30 - 17:44	235	113	348
17:45 - 17:59	189	124	313
18:00 - 18:14	188	117	305
18:15 - 18:29	204	115	319
18:30 - 18:44	144	106	250
18:45 - 18:59	162	113	275
19:00 - 19:14	121	105	226
19:15 - 19:29	105	89	194
19:30 - 19:44	92	80	172
19:45 - 19:59	107	60	167
20:00 - 20:14	95	52	147
20:15 - 20:29	63	39	102
20:30 - 20:44	85	40	125
20:45 - 20:59	65	35	100
21:00 - 21:14	91	35	126
21:15 - 21:29	75	36	111
21:30 - 21:44	78	39	117
21:45 - 21:59	84	36	120
22:00 - 22:14	71	21	92
22:15 - 22:29	52	14	66
22:30 - 22:44	52	10	62
22:45 - 22:59	48	19	67
23:00 - 23:14	37	19	56
23:15 - 23:29	28	9	37
23:30 - 23:44	22	9	31
23:45 - 23:59	12	10	22
Totals	8657	7925	16582
AM Peak Time	10:59 - 11:58	07:59 - 08:58	07:59 - 08:58
AM Peak Volume	559	928	1177
PM Peak Time	16:22 - 17:21	12:34 - 13:33	16:45 - 17:44
PM Peak Volume	1012	678	1398

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: HAWAII

Location: SR A1A North of Via Del Lago

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
 Unit ID: HAWAII
 Location: SR A1A North of Via Del Lago
 Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	11	3	14
00:15 - 00:29	10	1	11
00:30 - 00:44	7	1	8
00:45 - 00:59	1	3	4
01:00 - 01:14	2	3	5
01:15 - 01:29	6	7	13
01:30 - 01:44	0	2	2
01:45 - 01:59	3	2	5
02:00 - 02:14	3	0	3
02:15 - 02:29	2	2	4
02:30 - 02:44	3	1	4
02:45 - 02:59	2	1	3
03:00 - 03:14	0	1	1
03:15 - 03:29	1	2	3
03:30 - 03:44	2	1	3
03:45 - 03:59	0	2	2
04:00 - 04:14	0	1	1
04:15 - 04:29	1	0	1
04:30 - 04:44	5	5	10
04:45 - 04:59	3	3	6
05:00 - 05:14	2	6	8
05:15 - 05:29	5	12	17
05:30 - 05:44	2	18	20
05:45 - 05:59	5	23	28
06:00 - 06:14	11	24	35
06:15 - 06:29	11	37	48
06:30 - 06:44	12	66	78
06:45 - 06:59	16	60	76
07:00 - 07:14	22	100	122
07:15 - 07:29	35	132	167
07:30 - 07:44	51	211	262
07:45 - 07:59	63	220	283
08:00 - 08:14	71	245	316
08:15 - 08:29	58	248	306
08:30 - 08:44	65	253	318
08:45 - 08:59	62	259	321
09:00 - 09:14	92	214	306
09:15 - 09:29	100	202	302
09:30 - 09:44	106	191	297
09:45 - 09:59	108	185	293
10:00 - 10:14	98	149	247
10:15 - 10:29	112	179	291
10:30 - 10:44	113	149	262
10:45 - 10:59	132	154	286
11:00 - 11:14	109	144	253
11:15 - 11:29	135	183	318
11:30 - 11:44	150	150	300
11:45 - 11:59	161	178	339
12:00 - 12:14	168	150	318
12:15 - 12:29	183	136	319
12:30 - 12:44	158	173	331
12:45 - 12:59	184	188	372

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
 Unit ID: HAWAII
 Location: SR A1A North of Via Del Lago
 Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	204	174	378
13:15 - 13:29	196	200	396
13:30 - 13:44	179	157	336
13:45 - 13:59	159	142	301
14:00 - 14:14	185	159	344
14:15 - 14:29	191	135	326
14:30 - 14:44	196	154	350
14:45 - 14:59	215	113	328
15:00 - 15:14	204	130	334
15:15 - 15:29	192	101	293
15:30 - 15:44	236	91	327
15:45 - 15:59	227	98	325
16:00 - 16:14	249	83	332
16:15 - 16:29	245	102	347
16:30 - 16:44	252	99	351
16:45 - 16:59	225	113	338
17:00 - 17:14	246	72	318
17:15 - 17:29	256	96	352
17:30 - 17:44	236	84	320
17:45 - 17:59	228	93	321
18:00 - 18:14	198	131	329
18:15 - 18:29	176	109	285
18:30 - 18:44	146	111	257
18:45 - 18:59	137	109	246
19:00 - 19:14	143	87	230
19:15 - 19:29	109	85	194
19:30 - 19:44	95	67	162
19:45 - 19:59	97	72	169
20:00 - 20:14	85	52	137
20:15 - 20:29	105	48	153
20:30 - 20:44	95	50	145
20:45 - 20:59	71	25	96
21:00 - 21:14	100	33	133
21:15 - 21:29	80	32	112
21:30 - 21:44	89	34	123
21:45 - 21:59	66	23	89
22:00 - 22:14	62	40	102
22:15 - 22:29	56	29	85
22:30 - 22:44	52	29	81
22:45 - 22:59	33	7	40
23:00 - 23:14	44	14	58
23:15 - 23:29	22	7	29
23:30 - 23:44	18	10	28
23:45 - 23:59	17	10	27
Totals	9079	8290	17369
AM Peak Time	10:58 - 11:57	08:00 - 08:59	08:04 - 09:03
AM Peak Volume	556	1005	1272
PM Peak Time	15:54 - 16:53	12:30 - 13:29	12:46 - 13:45
PM Peak Volume	987	735	1484

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: HAWAII
Location: SR A1A North of Via Del Lago
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: HAWAII

Location: SR A1A North of Via Del Lago

Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	21	10	31
00:15 - 00:29	10	0	10
00:30 - 00:44	5	4	9
00:45 - 00:59	6	3	9
01:00 - 01:14	9	3	12
01:15 - 01:29	2	1	3
01:30 - 01:44	1	3	4
01:45 - 01:59	0	1	1
02:00 - 02:14	4	2	6
02:15 - 02:29	2	1	3
02:30 - 02:44	0	1	1
02:45 - 02:59	0	1	1
03:00 - 03:14	0	2	2
03:15 - 03:29	0	1	1
03:30 - 03:44	1	1	2
03:45 - 03:59	2	2	4
04:00 - 04:14	4	2	6
04:15 - 04:29	0	1	1
04:30 - 04:44	2	4	6
04:45 - 04:59	3	4	7
05:00 - 05:14	1	13	14
05:15 - 05:29	3	5	8
05:30 - 05:44	2	14	16
05:45 - 05:59	4	18	22
06:00 - 06:14	4	21	25
06:15 - 06:29	13	29	42
06:30 - 06:44	13	45	58
06:45 - 06:59	20	63	83
07:00 - 07:14	26	85	111
07:15 - 07:29	31	132	163
07:30 - 07:44	31	165	196
07:45 - 07:59	51	207	258
08:00 - 08:14	70	213	283
08:15 - 08:29	43	49	92
08:30 - 08:44	66	264	330
08:45 - 08:59	66	266	332
09:00 - 09:14	72	257	329
09:15 - 09:29	79	164	243
09:30 - 09:44	90	192	282
09:45 - 09:59	88	163	251
10:00 - 10:14	95	155	250
10:15 - 10:29	73	119	192
10:30 - 10:44	120	150	270
10:45 - 10:59	120	140	260
11:00 - 11:14	131	156	287
11:15 - 11:29	148	129	277
11:30 - 11:44	135	149	284
11:45 - 11:59	155	155	310
12:00 - 12:14	173	158	331
12:15 - 12:29	159	117	276
12:30 - 12:44	148	196	344
12:45 - 12:59	169	133	302

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: HAWAII

Location: SR A1A North of Via Del Lago

Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	163	166	329
13:15 - 13:29	127	133	260
13:30 - 13:44	147	135	282
13:45 - 13:59	185	137	322
14:00 - 14:14	165	141	306
14:15 - 14:29	186	113	299
14:30 - 14:44	170	147	317
14:45 - 14:59	202	112	314
15:00 - 15:14	223	121	344
15:15 - 15:29	199	83	282
15:30 - 15:44	191	133	324
15:45 - 15:59	261	88	349
16:00 - 16:14	138	88	226
16:15 - 16:29	142	74	216
16:30 - 16:44	158	64	222
16:45 - 16:59	268	123	391
17:00 - 17:14	273	106	379
17:15 - 17:29	222	119	341
17:30 - 17:44	278	98	376
17:45 - 17:59	217	119	336
18:00 - 18:14	193	137	330
18:15 - 18:29	155	126	281
18:30 - 18:44	137	118	255
18:45 - 18:59	124	111	235
19:00 - 19:14	133	83	216
19:15 - 19:29	123	108	231
19:30 - 19:44	133	83	216
19:45 - 19:59	94	80	174
20:00 - 20:14	87	66	153
20:15 - 20:29	109	57	166
20:30 - 20:44	100	45	145
20:45 - 20:59	72	31	103
21:00 - 21:14	89	36	125
21:15 - 21:29	112	37	149
21:30 - 21:44	75	24	99
21:45 - 21:59	88	34	122
22:00 - 22:14	77	28	105
22:15 - 22:29	78	34	112
22:30 - 22:44	60	24	84
22:45 - 22:59	56	19	75
23:00 - 23:14	47	21	68
23:15 - 23:29	31	8	39
23:30 - 23:44	31	15	46
23:45 - 23:59	18	11	29
Totals	8608	7805	16413
AM Peak Time	10:58 - 11:57	08:29 - 09:28	08:34 - 09:33
AM Peak Volume	570	957	1241
PM Peak Time	16:41 - 17:40	12:28 - 13:27	16:46 - 17:45
PM Peak Volume	1044	635	1491

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: HAWAII

Location: SR A1A North of Via Del Lago

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Georgia

Location: A1A South of Via Pelicano

Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	3	3	6
00:15 - 00:29	12	1	13
00:30 - 00:44	0	1	1
00:45 - 00:59	5	2	7
01:00 - 01:14	4	4	8
01:15 - 01:29	3	0	3
01:30 - 01:44	0	0	0
01:45 - 01:59	0	1	1
02:00 - 02:14	0	2	2
02:15 - 02:29	2	0	2
02:30 - 02:44	1	0	1
02:45 - 02:59	2	0	2
03:00 - 03:14	1	1	2
03:15 - 03:29	1	0	1
03:30 - 03:44	0	0	0
03:45 - 03:59	3	1	4
04:00 - 04:14	1	1	2
04:15 - 04:29	3	0	3
04:30 - 04:44	5	2	7
04:45 - 04:59	1	3	4
05:00 - 05:14	3	4	7
05:15 - 05:29	2	4	6
05:30 - 05:44	3	4	7
05:45 - 05:59	4	6	10
06:00 - 06:14	4	14	18
06:15 - 06:29	9	19	28
06:30 - 06:44	17	22	39
06:45 - 06:59	27	29	56
07:00 - 07:14	21	44	65
07:15 - 07:29	30	48	78
07:30 - 07:44	60	91	151
07:45 - 07:59	57	113	170
08:00 - 08:14	59	100	159
08:15 - 08:29	65	120	185
08:30 - 08:44	55	133	188
08:45 - 08:59	79	108	187
09:00 - 09:14	79	85	164
09:15 - 09:29	74	82	156
09:30 - 09:44	47	103	150
09:45 - 09:59	93	96	189
10:00 - 10:14	74	83	157
10:15 - 10:29	74	88	162
10:30 - 10:44	62	92	154
10:45 - 10:59	86	93	179
11:00 - 11:14	94	90	184
11:15 - 11:29	92	112	204
11:30 - 11:44	90	114	204
11:45 - 11:59	85	119	204
12:00 - 12:14	114	110	224
12:15 - 12:29	96	77	173
12:30 - 12:44	114	118	232
12:45 - 12:59	111	92	203

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: Georgia

Location: A1A South of Via Pelicano

Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	122	106	228
13:15 - 13:29	87	109	196
13:30 - 13:44	109	90	199
13:45 - 13:59	96	97	193
14:00 - 14:14	133	109	242
14:15 - 14:29	99	110	209
14:30 - 14:44	142	118	260
14:45 - 14:59	123	92	215
15:00 - 15:14	134	95	229
15:15 - 15:29	133	95	228
15:30 - 15:44	133	95	228
15:45 - 15:59	151	91	242
16:00 - 16:14	128	104	232
16:15 - 16:29	151	89	240
16:30 - 16:44	179	103	282
16:45 - 16:59	192	99	291
17:00 - 17:14	165	86	251
17:15 - 17:29	159	66	225
17:30 - 17:44	134	107	241
17:45 - 17:59	137	110	247
18:00 - 18:14	114	103	217
18:15 - 18:29	123	90	213
18:30 - 18:44	92	101	193
18:45 - 18:59	105	111	216
19:00 - 19:14	72	104	176
19:15 - 19:29	71	100	171
19:30 - 19:44	57	84	141
19:45 - 19:59	70	55	125
20:00 - 20:14	80	54	134
20:15 - 20:29	51	33	84
20:30 - 20:44	57	26	83
20:45 - 20:59	55	33	88
21:00 - 21:14	68	28	96
21:15 - 21:29	74	37	111
21:30 - 21:44	49	26	75
21:45 - 21:59	62	17	79
22:00 - 22:14	60	23	83
22:15 - 22:29	37	16	53
22:30 - 22:44	31	14	45
22:45 - 22:59	20	23	43
23:00 - 23:14	24	13	37
23:15 - 23:29	17	7	24
23:30 - 23:44	8	7	15
23:45 - 23:59	5	5	10
Totals	6036	5516	11552
AM Peak Time	10:55 - 11:54	07:47 - 08:46	10:55 - 11:54
AM Peak Volume	376	472	803
PM Peak Time	16:25 - 17:24	13:43 - 14:42	16:25 - 17:24
PM Peak Volume	717	442	1076

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Georgia
Location: A1A South of Via Pelicano
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024

Unit ID: Georgia

Location: A1A South of Via Pelicano

Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	2	5	7
00:15 - 00:29	2	1	3
00:30 - 00:44	6	4	10
00:45 - 00:59	1	0	1
01:00 - 01:14	3	3	6
01:15 - 01:29	5	3	8
01:30 - 01:44	0	4	4
01:45 - 01:59	3	0	3
02:00 - 02:14	3	2	5
02:15 - 02:29	1	1	2
02:30 - 02:44	0	0	0
02:45 - 02:59	1	0	1
03:00 - 03:14	0	2	2
03:15 - 03:29	1	0	1
03:30 - 03:44	0	0	0
03:45 - 03:59	4	2	6
04:00 - 04:14	0	0	0
04:15 - 04:29	1	1	2
04:30 - 04:44	2	6	8
04:45 - 04:59	4	1	5
05:00 - 05:14	3	3	6
05:15 - 05:29	3	2	5
05:30 - 05:44	4	8	12
05:45 - 05:59	7	7	14
06:00 - 06:14	5	14	19
06:15 - 06:29	8	15	23
06:30 - 06:44	14	28	42
06:45 - 06:59	31	33	64
07:00 - 07:14	22	47	69
07:15 - 07:29	39	69	108
07:30 - 07:44	55	87	142
07:45 - 07:59	75	106	181
08:00 - 08:14	73	123	196
08:15 - 08:29	64	127	191
08:30 - 08:44	72	130	202
08:45 - 08:59	69	111	180
09:00 - 09:14	77	118	195
09:15 - 09:29	95	85	180
09:30 - 09:44	82	88	170
09:45 - 09:59	79	104	183
10:00 - 10:14	64	108	172
10:15 - 10:29	78	97	175
10:30 - 10:44	86	114	200
10:45 - 10:59	102	98	200
11:00 - 11:14	94	102	196
11:15 - 11:29	90	118	208
11:30 - 11:44	110	112	222
11:45 - 11:59	96	114	210
12:00 - 12:14	93	117	210
12:15 - 12:29	88	120	208
12:30 - 12:44	119	103	222
12:45 - 12:59	88	139	227

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
 Unit ID: Georgia
 Location: A1A South of Via Pelicano
 Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	100	83	183
13:15 - 13:29	138	111	249
13:30 - 13:44	111	106	217
13:45 - 13:59	113	107	220
14:00 - 14:14	120	100	220
14:15 - 14:29	132	102	234
14:30 - 14:44	106	100	206
14:45 - 14:59	150	97	247
15:00 - 15:14	131	92	223
15:15 - 15:29	132	85	217
15:30 - 15:44	162	77	239
15:45 - 15:59	151	74	225
16:00 - 16:14	153	121	274
16:15 - 16:29	179	96	275
16:30 - 16:44	180	131	311
16:45 - 16:59	140	83	223
17:00 - 17:14	162	87	249
17:15 - 17:29	199	99	298
17:30 - 17:44	162	111	273
17:45 - 17:59	162	107	269
18:00 - 18:14	146	123	269
18:15 - 18:29	128	109	237
18:30 - 18:44	101	111	212
18:45 - 18:59	99	96	195
19:00 - 19:14	90	65	155
19:15 - 19:29	84	86	170
19:30 - 19:44	70	67	137
19:45 - 19:59	73	62	135
20:00 - 20:14	65	50	115
20:15 - 20:29	82	42	124
20:30 - 20:44	61	39	100
20:45 - 20:59	62	33	95
21:00 - 21:14	70	27	97
21:15 - 21:29	62	28	90
21:30 - 21:44	63	21	84
21:45 - 21:59	52	30	82
22:00 - 22:14	37	24	61
22:15 - 22:29	45	17	62
22:30 - 22:44	36	23	59
22:45 - 22:59	17	9	26
23:00 - 23:14	17	13	30
23:15 - 23:29	18	11	29
23:30 - 23:44	8	7	15
23:45 - 23:59	13	14	27
Totals	6406	5758	12164
AM Peak Time	10:54 - 11:53	08:03 - 09:02	10:56 - 11:55
AM Peak Volume	403	500	852
PM Peak Time	16:27 - 17:26	12:07 - 13:06	17:12 - 18:11
PM Peak Volume	699	480	1125

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Georgia
Location: A1A South of Via Pelicano
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: Georgia

Location: A1A South of Via Pelicano

Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	10	8	18
00:15 - 00:29	6	2	8
00:30 - 00:44	3	3	6
00:45 - 00:59	3	2	5
01:00 - 01:14	7	2	9
01:15 - 01:29	7	3	10
01:30 - 01:44	1	3	4
01:45 - 01:59	0	0	0
02:00 - 02:14	1	1	2
02:15 - 02:29	2	0	2
02:30 - 02:44	2	2	4
02:45 - 02:59	3	3	6
03:00 - 03:14	1	1	2
03:15 - 03:29	0	0	0
03:30 - 03:44	1	1	2
03:45 - 03:59	2	1	3
04:00 - 04:14	5	2	7
04:15 - 04:29	2	0	2
04:30 - 04:44	2	2	4
04:45 - 04:59	1	3	4
05:00 - 05:14	3	2	5
05:15 - 05:29	4	5	9
05:30 - 05:44	3	7	10
05:45 - 05:59	6	10	16
06:00 - 06:14	4	14	18
06:15 - 06:29	17	18	35
06:30 - 06:44	24	23	47
06:45 - 06:59	29	21	50
07:00 - 07:14	35	42	77
07:15 - 07:29	41	69	110
07:30 - 07:44	55	80	135
07:45 - 07:59	65	126	191
08:00 - 08:14	56	112	168
08:15 - 08:29	102	82	184
08:30 - 08:44	44	152	196
08:45 - 08:59	79	144	223
09:00 - 09:14	75	119	194
09:15 - 09:29	64	105	169
09:30 - 09:44	89	93	182
09:45 - 09:59	72	83	155
10:00 - 10:14	66	88	154
10:15 - 10:29	68	103	171
10:30 - 10:44	95	113	208
10:45 - 10:59	101	98	199
11:00 - 11:14	87	94	181
11:15 - 11:29	90	90	180
11:30 - 11:44	111	114	225
11:45 - 11:59	94	102	196
12:00 - 12:14	91	131	222
12:15 - 12:29	78	115	193
12:30 - 12:44	112	110	222
12:45 - 12:59	97	114	211

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
 Unit ID: Georgia
 Location: A1A South of Via Pelicano
 Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	135	98	233
13:15 - 13:29	85	102	187
13:30 - 13:44	122	114	236
13:45 - 13:59	121	87	208
14:00 - 14:14	130	106	236
14:15 - 14:29	94	110	204
14:30 - 14:44	114	85	199
14:45 - 14:59	122	94	216
15:00 - 15:14	138	116	254
15:15 - 15:29	115	98	213
15:30 - 15:44	132	85	217
15:45 - 15:59	136	93	229
16:00 - 16:14	97	108	205
16:15 - 16:29	141	62	203
16:30 - 16:44	146	50	196
16:45 - 16:59	174	91	265
17:00 - 17:14	200	76	276
17:15 - 17:29	185	73	258
17:30 - 17:44	181	80	261
17:45 - 17:59	166	100	266
18:00 - 18:14	147	138	285
18:15 - 18:29	132	124	256
18:30 - 18:44	115	107	222
18:45 - 18:59	93	119	212
19:00 - 19:14	99	83	182
19:15 - 19:29	94	98	192
19:30 - 19:44	98	83	181
19:45 - 19:59	77	73	150
20:00 - 20:14	55	65	120
20:15 - 20:29	80	55	135
20:30 - 20:44	51	40	91
20:45 - 20:59	65	28	93
21:00 - 21:14	67	25	92
21:15 - 21:29	81	31	112
21:30 - 21:44	62	24	86
21:45 - 21:59	63	27	90
22:00 - 22:14	57	20	77
22:15 - 22:29	48	34	82
22:30 - 22:44	39	27	66
22:45 - 22:59	46	9	55
23:00 - 23:14	25	17	42
23:15 - 23:29	23	14	37
23:30 - 23:44	8	7	15
23:45 - 23:59	7	4	11
Totals	6382	5698	12080
AM Peak Time	10:47 - 11:46	08:33 - 09:32	08:19 - 09:18
AM Peak Volume	401	529	808
PM Peak Time	16:40 - 17:39	17:59 - 18:58	17:08 - 18:07
PM Peak Volume	758	491	1097

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Georgia
Location: A1A South of Via Pelicano
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: IOWA

Location: Ocean Boulevard North of El Vedado

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	1	4	5
00:15 - 00:29	7	2	9
00:30 - 00:44	1	4	5
00:45 - 00:59	5	3	8
01:00 - 01:14	4	1	5
01:15 - 01:29	1	1	2
01:30 - 01:44	2	1	3
01:45 - 01:59	1	0	1
02:00 - 02:14	3	4	7
02:15 - 02:29	1	0	1
02:30 - 02:44	0	3	3
02:45 - 02:59	2	0	2
03:00 - 03:14	2	0	2
03:15 - 03:29	1	0	1
03:30 - 03:44	1	0	1
03:45 - 03:59	0	0	0
04:00 - 04:14	1	0	1
04:15 - 04:29	3	3	6
04:30 - 04:44	2	3	5
04:45 - 04:59	3	0	3
05:00 - 05:14	3	1	4
05:15 - 05:29	4	3	7
05:30 - 05:44	4	1	5
05:45 - 05:59	8	4	12
06:00 - 06:14	16	2	18
06:15 - 06:29	28	13	41
06:30 - 06:44	39	9	48
06:45 - 06:59	46	11	57
07:00 - 07:14	70	12	82
07:15 - 07:29	91	14	105
07:30 - 07:44	130	23	153
07:45 - 07:59	167	47	214
08:00 - 08:14	136	50	186
08:15 - 08:29	177	35	212
08:30 - 08:44	174	45	219
08:45 - 08:59	163	43	206
09:00 - 09:14	126	61	187
09:15 - 09:29	121	41	162
09:30 - 09:44	113	47	160
09:45 - 09:59	150	52	202
10:00 - 10:14	118	65	183
10:15 - 10:29	92	51	143
10:30 - 10:44	79	63	142
10:45 - 10:59	113	58	171
11:00 - 11:14	126	76	202
11:15 - 11:29	100	86	186
11:30 - 11:44	112	84	196
11:45 - 11:59	122	84	206
12:00 - 12:14	137	94	231
12:15 - 12:29	88	100	188
12:30 - 12:44	118	104	222
12:45 - 12:59	144	93	237

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: IOWA

Location: Ocean Boulevard North of El Vedado

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	114	99	213
13:15 - 13:29	110	100	210
13:30 - 13:44	127	85	212
13:45 - 13:59	107	102	209
14:00 - 14:14	119	121	240
14:15 - 14:29	103	113	216
14:30 - 14:44	113	118	231
14:45 - 14:59	118	115	233
15:00 - 15:14	120	120	240
15:15 - 15:29	82	123	205
15:30 - 15:44	95	137	232
15:45 - 15:59	100	134	234
16:00 - 16:14	90	156	246
16:15 - 16:29	82	143	225
16:30 - 16:44	67	134	201
16:45 - 16:59	84	117	201
17:00 - 17:14	99	158	257
17:15 - 17:29	83	124	207
17:30 - 17:44	99	146	245
17:45 - 17:59	102	120	222
18:00 - 18:14	95	113	208
18:15 - 18:29	93	115	208
18:30 - 18:44	75	91	166
18:45 - 18:59	88	87	175
19:00 - 19:14	79	63	142
19:15 - 19:29	66	70	136
19:30 - 19:44	63	67	130
19:45 - 19:59	50	64	114
20:00 - 20:14	44	46	90
20:15 - 20:29	29	31	60
20:30 - 20:44	26	43	69
20:45 - 20:59	36	27	63
21:00 - 21:14	30	45	75
21:15 - 21:29	27	41	68
21:30 - 21:44	35	33	68
21:45 - 21:59	29	40	69
22:00 - 22:14	19	30	49
22:15 - 22:29	10	25	35
22:30 - 22:44	7	24	31
22:45 - 22:59	10	22	32
23:00 - 23:14	14	14	28
23:15 - 23:29	6	16	22
23:30 - 23:44	8	8	16
23:45 - 23:59	4	4	8
Totals	6113	5085	11198
AM Peak Time	08:06 - 09:05	11:00 - 11:59	07:49 - 08:48
AM Peak Volume	665	330	837
PM Peak Time	12:36 - 13:35	15:36 - 16:35	15:26 - 16:25
PM Peak Volume	516	583	951

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024

Unit ID: IOWA

Location: Ocean Boulevard North of El Vedado

Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
 Unit ID: IOWA
 Location: Ocean Boulevard North of El Vedado
 Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	3	5	8
00:15 - 00:29	2	6	8
00:30 - 00:44	1	3	4
00:45 - 00:59	2	1	3
01:00 - 01:14	3	1	4
01:15 - 01:29	4	4	8
01:30 - 01:44	2	1	3
01:45 - 01:59	2	2	4
02:00 - 02:14	1	3	4
02:15 - 02:29	1	2	3
02:30 - 02:44	1	0	1
02:45 - 02:59	1	1	2
03:00 - 03:14	0	0	0
03:15 - 03:29	2	1	3
03:30 - 03:44	1	0	1
03:45 - 03:59	0	0	0
04:00 - 04:14	1	0	1
04:15 - 04:29	0	1	1
04:30 - 04:44	3	3	6
04:45 - 04:59	3	3	6
05:00 - 05:14	1	1	2
05:15 - 05:29	4	2	6
05:30 - 05:44	8	1	9
05:45 - 05:59	12	4	16
06:00 - 06:14	15	7	22
06:15 - 06:29	27	3	30
06:30 - 06:44	45	11	56
06:45 - 06:59	43	16	59
07:00 - 07:14	69	15	84
07:15 - 07:29	96	23	119
07:30 - 07:44	160	37	197
07:45 - 07:59	162	41	203
08:00 - 08:14	158	48	206
08:15 - 08:29	175	44	219
08:30 - 08:44	183	36	219
08:45 - 08:59	192	49	241
09:00 - 09:14	158	60	218
09:15 - 09:29	140	57	197
09:30 - 09:44	124	74	198
09:45 - 09:59	139	56	195
10:00 - 10:14	113	57	170
10:15 - 10:29	122	64	186
10:30 - 10:44	94	66	160
10:45 - 10:59	123	68	191
11:00 - 11:14	115	71	186
11:15 - 11:29	122	74	196
11:30 - 11:44	123	90	213
11:45 - 11:59	136	85	221
12:00 - 12:14	108	104	212
12:15 - 12:29	105	94	199
12:30 - 12:44	112	100	212
12:45 - 12:59	140	113	253

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
 Unit ID: IOWA
 Location: Ocean Boulevard North of El Vedado
 Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	145	123	268
13:15 - 13:29	138	109	247
13:30 - 13:44	127	106	233
13:45 - 13:59	117	92	209
14:00 - 14:14	118	109	227
14:15 - 14:29	109	116	225
14:30 - 14:44	135	110	245
14:45 - 14:59	101	125	226
15:00 - 15:14	105	129	234
15:15 - 15:29	100	137	237
15:30 - 15:44	104	145	249
15:45 - 15:59	104	86	190
16:00 - 16:14	72	137	209
16:15 - 16:29	111	128	239
16:30 - 16:44	87	123	210
16:45 - 16:59	100	140	240
17:00 - 17:14	78	165	243
17:15 - 17:29	85	152	237
17:30 - 17:44	103	147	250
17:45 - 17:59	106	105	211
18:00 - 18:14	122	99	221
18:15 - 18:29	87	94	181
18:30 - 18:44	89	80	169
18:45 - 18:59	83	82	165
19:00 - 19:14	67	70	137
19:15 - 19:29	68	70	138
19:30 - 19:44	47	52	99
19:45 - 19:59	59	49	108
20:00 - 20:14	49	36	85
20:15 - 20:29	38	51	89
20:30 - 20:44	45	50	95
20:45 - 20:59	26	35	61
21:00 - 21:14	21	44	65
21:15 - 21:29	23	26	49
21:30 - 21:44	32	35	67
21:45 - 21:59	24	28	52
22:00 - 22:14	27	29	56
22:15 - 22:29	21	25	46
22:30 - 22:44	26	15	41
22:45 - 22:59	5	12	17
23:00 - 23:14	10	19	29
23:15 - 23:29	6	11	17
23:30 - 23:44	8	11	19
23:45 - 23:59	10	7	17
Totals	6495	5122	11617
AM Peak Time	08:04 - 09:03	11:00 - 11:59	08:04 - 09:03
AM Peak Volume	720	320	902
PM Peak Time	12:48 - 13:47	16:44 - 17:43	12:45 - 13:44
PM Peak Volume	560	610	1001

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: IOWA

Location: Ocean Boulevard North of El Vedado

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	3	6	9
00:15 - 00:29	3	2	5
00:30 - 00:44	4	4	8
00:45 - 00:59	4	4	8
01:00 - 01:14	2	4	6
01:15 - 01:29	1	1	2
01:30 - 01:44	3	0	3
01:45 - 01:59	1	0	1
02:00 - 02:14	1	5	6
02:15 - 02:29	0	0	0
02:30 - 02:44	2	0	2
02:45 - 02:59	2	0	2
03:00 - 03:14	1	0	1
03:15 - 03:29	1	2	3
03:30 - 03:44	1	0	1
03:45 - 03:59	1	0	1
04:00 - 04:14	0	1	1
04:15 - 04:29	2	0	2
04:30 - 04:44	4	1	5
04:45 - 04:59	0	3	3
05:00 - 05:14	3	0	3
05:15 - 05:29	2	1	3
05:30 - 05:44	7	1	8
05:45 - 05:59	10	2	12
06:00 - 06:14	15	2	17
06:15 - 06:29	18	9	27
06:30 - 06:44	33	8	41
06:45 - 06:59	51	14	65
07:00 - 07:14	69	21	90
07:15 - 07:29	88	25	113
07:30 - 07:44	114	23	137
07:45 - 07:59	147	39	186
08:00 - 08:14	148	50	198
08:15 - 08:29	33	29	62
08:30 - 08:44	175	42	217
08:45 - 08:59	186	35	221
09:00 - 09:14	185	50	235
09:15 - 09:29	133	45	178
09:30 - 09:44	136	48	184
09:45 - 09:59	120	63	183
10:00 - 10:14	114	50	164
10:15 - 10:29	84	48	132
10:30 - 10:44	117	62	179
10:45 - 10:59	101	60	161
11:00 - 11:14	108	72	180
11:15 - 11:29	96	80	176
11:30 - 11:44	115	85	200
11:45 - 11:59	95	90	185
12:00 - 12:14	118	88	206
12:15 - 12:29	85	90	175
12:30 - 12:44	149	84	233
12:45 - 12:59	96	111	207

All Traffic Data Services, Inc. Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024

Unit ID: IOWA

Location: Ocean Boulevard North of El Vedado

Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	123	94	217
13:15 - 13:29	91	80	171
13:30 - 13:44	92	105	197
13:45 - 13:59	124	113	237
14:00 - 14:14	102	100	202
14:15 - 14:29	86	117	203
14:30 - 14:44	116	95	211
14:45 - 14:59	110	112	222
15:00 - 15:14	90	130	220
15:15 - 15:29	84	141	225
15:30 - 15:44	139	134	273
15:45 - 15:59	98	99	197
16:00 - 16:14	96	124	220
16:15 - 16:29	69	70	139
16:30 - 16:44	89	23	112
16:45 - 16:59	115	70	185
17:00 - 17:14	96	134	230
17:15 - 17:29	121	198	319
17:30 - 17:44	143	194	337
17:45 - 17:59	128	198	326
18:00 - 18:14	151	178	329
18:15 - 18:29	128	148	276
18:30 - 18:44	130	133	263
18:45 - 18:59	128	113	241
19:00 - 19:14	106	123	229
19:15 - 19:29	76	95	171
19:30 - 19:44	68	88	156
19:45 - 19:59	59	45	104
20:00 - 20:14	52	54	106
20:15 - 20:29	47	58	105
20:30 - 20:44	39	51	90
20:45 - 20:59	23	37	60
21:00 - 21:14	27	48	75
21:15 - 21:29	30	60	90
21:30 - 21:44	28	48	76
21:45 - 21:59	33	45	78
22:00 - 22:14	23	46	69
22:15 - 22:29	24	38	62
22:30 - 22:44	20	33	53
22:45 - 22:59	13	30	43
23:00 - 23:14	22	25	47
23:15 - 23:29	9	13	22
23:30 - 23:44	13	12	25
23:45 - 23:59	10	11	21
Totals	6358	5323	11681
AM Peak Time	08:32 - 09:31	10:59 - 11:58	08:32 - 09:31
AM Peak Volume	683	333	857
PM Peak Time	17:16 - 18:15	17:18 - 18:17	17:18 - 18:17
PM Peak Volume	552	776	1322

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida



APPENDIX C

Signal Timing Sheets

US Coast Guard Bridge Opening Schedule and Regulations

2024 Synchro Output Reports

Drawbridge Openings Schedule in Palm Beach County



**Palm Beach County
Board of County Commissioners**

**County Administrator
Verdenia C. Baker**

In accordance with the provisions of ADA, this document may
be requested in an alternate format.
Contact Public Affairs at 561-355-2754.

Prepared as a public service by Palm Beach County
Board of County Commissioners
Public Affairs Department (561) 355-2754

DRAWBRIDGE OPENINGS IN PALM BEACH COUNTY

*Bold = County bridges

LOCATION	DRAWBRIDGE	MILE	SCHEDULE FOR OPENING	OWNED BY
Jupiter	Jupiter Island (SR-707)	1004.1	On Demand	County
Jupiter	Jupiter (US-1)	1004.8	On Demand	State
Jupiter	Indiantown Road (SR-706)	1006.2	Opens on the hour & half-hour	State
Juno Beach	Donald Ross Road	1009.3	Opens on the hour & half-hour	County
Palm Beach Gardens	PGA Boulevard	1012.6	Opens on the hour & half-hour	State
North Palm Beach	Parker (US-1)	1013.7	Opens on the quarter & three-quarter hour	State
Palm Beach	Flagler Memorial (SR A1A)	1020.8	Opens on the quarter & three-quarter hour	State
Palm Beach	Royal Park (SR-704)	1022.6	Opens on the hour & half-hour	State
Palm Beach	Southern Boulevard (SR-700/80)	1024.7	Opens on the quarter & three-quarter hour	State
Lake Worth	Lake Worth Avenue (SR-802)	1028.8	On Demand	State
Lantana	Ocean Avenue	1031.0	Opens on the hour & half-hour	County
Boynton Beach	Ocean Avenue	1035.0	Opens on the hour & half-hour	State
Boynton Beach	SE 15th Avenue	1035.8	On Demand	County
Delray Beach	NE 8th Street (George Bush Blvd)	1038.7	On Demand	County
Delray Beach	Atlantic Avenue (SR-806)	1039.6	Opens on the quarter & three-quarter hour	State
Delray Beach	Linton Boulevard	1041.1	Opens on the hour & half-hour	County
Boca Raton	NE 40th Street (Spanish River)	1044.9	Opens on the hour & half-hour	State
Boca Raton	Palmetto Park Road (SR-798)	1047.5	Opens on the hour & half-hour	County
Boca Raton	Boca Inlet Bridge	1048.0	On Demand	State
Boca Raton	E. Camino Real Road (Boca Club)	1048.2	Opens on the hour, 20 minutes past the hour, and 40 minutes past the hour	County

Coast Guard, DHS

§ 117.261

FLORIDA

§ 117.258 Apalachicola River.

(a) The draw of the Apalachicola and Northern Railroad Bridge, mile 4.5 (GIWW mile 347.0 EHL), at Apalachicola, is maintained in the fully open-to-navigation position and untended. The bridge will not be returned to service until proper notification is published in the FEDERAL REGISTER.

(b) The draw of the CSX Railroad Bridge, mile 105.9, at River Junction shall open on signal if at least eight hours notice is given.

[USCG-2012-0470, 77 FR 75556, Dec. 21, 2012]

§ 117.261 Atlantic Intracoastal Waterway from St. Marys River to Key Largo.

(a) *General.* Public vessels of the United States and tugs with tows must be passed through the drawspan of each drawbridge listed in this section at anytime.

(b)-(c) [Reserved]

(d) *Bridge of Lions (SR A1A) bridge, mile 777.9 at St. Augustine.* The draw shall open on signal; except that, from 7 a.m. to 6 p.m. the draw need open only on the hour and half-hour; however, the draw need not open at 8 a.m., 12 noon, and 5 p.m. Monday through Friday except Federal holidays. From 7 a.m. to 6 p.m. on Saturdays, Sundays and Federal holidays the draw need only open on the hour and half-hour.

(e)-(g) [Reserved]

(h) *George Musson/Coronado Beach (SR 44) bridge, mile 845 at New Smyrna Beach.* The George Musson/Coronado Beach (SR 44) bridge, mile 845, shall open on signal, except that from 7 a.m. to 7 p.m., the draw shall open on the hour and half-hour, seven days a week.

(i) [Reserved]

(j) *NASA Railroad bridge, mile 876.6 at Kennedy Space Center.*

(1) The draw is not constantly tended.

(2) The draw is normally in the fully open position displaying flashing green lights to indicate that vessels may pass.

(3) When a train approaches the bridge, it stops and the operator initiates a command to lower the bridge. The lights go to flashing red and the draw lowers and locks, providing scan-

ning equipment reveals nothing under the draw. The draw remains down until a manual raise command is initiated, or will raise automatically 5 minutes after the intermediate track circuit is no longer occupied by a rail car.

(4) After the train has cleared, the draw opens and the lights return to flashing green.

(k) [Reserved]

(l) *John F. Kennedy Space Center bridge, mile 885 at Addison Point.* The draw shall open on signal; except that, from 6:30 a.m. to 8 a.m. and 3:30 p.m. to 5 p.m. Monday through Friday, except Federal holidays, the draw need not open.

(m) [Reserved]

(n) *A1A North Causeway Bridge, mile 964.8 at Fort Pierce.* The draw shall open on the hour and half-hour.

(o)-(p) [Reserved]

(q) *Indiantown Road bridge, mile 1006.2.* The draw shall open on the hour and half-hour.

(r) *Donald Ross bridge, mile 1009.3, at North Palm Beach.* The draw shall open on the hour and half-hour.

(s) *PGA Boulevard bridge, mile 1012.6, at North Palm Beach.* The draw shall open on the hour and half-hour.

(t) *Parker (US-1) bridge, mile 1013.7, at Riviera Beach.* The draw shall open on the quarter and three-quarter hour.

(u) *Flagler Memorial (SR A1A) Bridge, mile 1021.8, at West Palm Beach.* (1) The draw shall open on the quarter and three-quarter hour.

(2) When the security zone is enforced, the draw is allowed to remain closed to navigation from 2:15 p.m. to 5:30 p.m. with the exception of a once an hour opening at 2:15 p.m., 3:15 p.m., 4:15 p.m. and 5:15 p.m., weekdays only, if vessels are requesting an opening. At all other times the draw shall open on the quarter and three-quarter hour.

(v) *Royal Park (SR 704) Bridge, mile 1022.6, at West Palm Beach.* (1) The draw shall open on the hour and half-hour.

(2) When the security zone is enforced, the draw is allowed to remain closed to navigation from 2:15 p.m. to 5:30 p.m. with the exception of a once an hour opening at 2:30 p.m., 3:30 p.m., 4:30 p.m. and 5:30 p.m., weekdays only, if vessels are requesting an opening. At all other times the draw shall open on the hour and half-hour.

(w) *Southern Boulevard (SR 70080) Bridge, mile 1024.7, at West Palm Beach.*

(1) The draw shall open on the quarter and three-quarter hour.

(2) When the security zone is enforced, the draw may be closed without advance notice to permit uninterrupted transit of dignitaries across the bridge. At all other times the bridge shall open on the quarter and three-quarter hour, or as directed by the on-scene designated representative.

(x) *Ocean Avenue bridge, mile 1031.0, at Lantana.* The draw shall open on the hour and half-hour.

(y) *Ocean Avenue bridge, mile 1035.0, at Boynton Beach.* The draw shall open on the hour and half-hour.

(z) [Reserved]

(z-1) *Atlantic Avenue (SR 806) bridge, mile 1039.6, at Delray Beach.* The draw shall open on the quarter and three-quarter hour.

(z-2) *Linton Boulevard bridge, mile 1041.1, at Delray Beach.* The draw shall open on the hour and half-hour.

(z-3) *Spanish River bridge, mile 1044.9, at Boca Raton.* The draw shall open on the hour and half-hour.

(aa) *Palmetto Park bridge, mile 1047.5, at Boca Raton.* The draw shall open on the hour and half-hour.

(aa-1) *Boca Club, Camino Real bridge, mile 1048.2, at Boca Raton.* The draw shall open on the hour, twenty minutes past the hour and forty minutes past the hour.

(bb) *Broward County.* (1) *Hillsboro Boulevard bridge (SR 810), mile 1050.0 at Deerfield Beach.* The draw shall open on the hour and half-hour.

(2) *NE 14th Street bridge, mile 1055.0 at Pompano.* The draw shall open on the quarter-hour and three-quarter hour.

(3) *Atlantic Boulevard (SR 814) bridge, mile 1056.0 at Pompano.* The draw shall open on the hour and half-hour.

(4) *Commercial Boulevard (SR 870) bridge, mile 1059.0, at Lauderdale-by-the-Sea.* The draw shall open on the hour and half-hour.

(5) *Oakland Park Boulevard bridge, mile 1060.5 at Fort Lauderdale.* The draw shall open on the quarter-hour and three-quarter hour.

(6) *East Sunrise Boulevard (SR 838) bridge, mile 1062.6, at Fort Lauderdale.*

The draw shall open on the hour and half-hour. On the first weekend in May, the draw need not open from 4 p.m. to 6 p.m. on Saturday and Sunday, and, on the first Saturday in May, the draw need not open from 9:45 p.m. to 10:45 p.m.

(7) *East Las Olas bridge, mile 1064 at Fort Lauderdale.* The draw shall open on the quarter-hour and three-quarter hour. On the first weekend in May, the draw need not open from 4 p.m. to 6 p.m. on Saturday and Sunday, and, on the first Saturday in May, the draw need not open from 9:45 p.m. to 10:45 p.m.

(8) *SE 17th Street (Brooks Memorial) bridge, mile 1065.9 at Fort Lauderdale.* The draw shall open on the hour and half-hour.

(9) *Dania Beach Boulevard bridge, mile 1069.4 at Dania Beach.* The draw shall open on the hour and half-hour.

(10) *Sheridan Street bridge, mile 1070.5, at Fort Lauderdale.* The draw shall open on the quarter-hour and three-quarter hour.

(11) *Hollywood Beach Boulevard (SR 820) bridge, mile 1072.2 at Hollywood.* The draw shall open on the hour and half-hour.

(12) *Hallandale Beach Boulevard (SR 824) bridge, mile 1074.0 at Hallandale.* The draw shall open on the quarter-hour and three-quarter hour.

(cc)-(kk) [Reserved]

(ll) *N.E. 163rd Street (SR826) bridge, mile 1078.0 at Sunny Isles.* The draw shall open on signal; except that, from 7 a.m. to 6 p.m. on Monday through Friday except Federal holidays, and from 10 a.m. to 6 p.m. on Saturdays, Sundays, and Federal holidays, the draw need open only on the quarter-hour and three-quarter hour.

(mm) *Broad Causeway bridge, mile 1081.4 at Bay Harbor Islands.* The draw shall open on signal; except that, from 8 a.m. to 6 p.m., the draw need open only on the quarter-hour and three-quarter hour.

(mm-1) *West 79th Street Bridge.* The draw of the West 79th Street Bridge, at Miami, Florida will open on signal, except that from 7 a.m. to 7 p.m. Monday through Friday, except Federal holidays, the draw need only open on the hour and half hour.

Coast Guard, DHS

§ 117.273

(nn) West 79th Street Bridge, mile 1084.6, at Miami, Florida. The draw shall operate as follows:

(i) Monday through Friday (except on Federal holidays):

(i) 7 a.m. to 10 a.m. the draw need only open on the hour.

(ii) 10 a.m. to 4 p.m. the draw need only open on the hour and half hour.

(iii) 4 p.m. to 7 p.m. the draw need only open on the hour.

(iv) 7 p.m. to 7 a.m. the draw shall open on signal.

(2) Saturday, Sunday, and Federal holidays the draw shall open on signal.

(oo) The Venetian Causeway Bridge (West), mile 1088.6, at Miami. The draw shall open on signal, except that from 7 a.m. to 7 p.m. daily, including Federal holidays, the draw need only open on the hour and half hour.

(pp)—(ss) [Reserved]

[CGD 84-29, 50 FR 51248, Dec. 16, 1985]

EDITORIAL NOTE: FOR FEDERAL REGISTER citations affecting § 117.261, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at www.govinfo.gov.

§ 117.263 Banana River.

(a) The draw of the Mathers (SR A-1-A) Bridge, mile 0.5 at Indian Harbor Beach, shall open on signal; except that, from 10 p.m. to 6 a.m. Monday through Friday except Federal holidays, the draw shall open on signal if at least two hours notice is given.

(b) The draw of the NASA Causeway bridge, mile 27.6 at Cape Canaveral, shall open on signal if at least four hours notice is given to the NASA Security Office by telephone or in person.

[CGD 82-025, 49 FR 26721, June 29, 1984]

§ 117.267 Big Carlos Pass.

The draw of the SR865 bridge, mile 0.0 between Estero Island and Black Island, shall open on signal; except that, the draw need not be opened from 7 p.m. to 8 a.m.

§ 117.268 Billy's Creek.

The draw of the State Road 80 bridge at Fort Myers need not be opened for the passage of vessels; however, the draw shall be restored to operable condition within 6 months after notifica-

tion by the District Commander to do so.

[CGD 07-98-009, 63 FR 67402, Dec. 7, 1998]

§ 117.269 Biscayne Bay.

The Venetian Causeway Bridge (East), across Miami Beach Channel. The draw shall open on signal, except that from 7 a.m. to 7 p.m. daily, including Federal holidays, the draw need only open on the hour and half hour.

[USCG-2017-0068, 83 FR 16778, Apr. 17, 2018]

§ 117.271 Blackwater River.

The draw of the CSX Transportation Railroad bridge, mile 2.8 at Milton, shall open on signal; except that, from 8 p.m. to 4 a.m., the draw shall open on signal if at least eight hours notice is given.

[CGD 82-025, 49 FR 17452, Apr. 24, 1984, as amended by CGD8-86-06, 51 FR 29101, Aug. 14, 1986; USCG-2001-10881, 71 FR 70310, Dec. 4, 2006]

§ 117.273 Canaveral Barge Canal.

(a) The drawspan of the Christs McAuliffe Drawbridge, SR 3, mile 1.0, across the Canaveral Barge Canal need only open daily for vessel traffic on the hour and half-hour from 6 a.m. to 10 p.m.; except that from 6:15 a.m. to 8:15 a.m. and from 3:10 p.m. to 5:59 p.m., Monday through Friday, except Federal holidays, the drawspan need not open. From 10:01 p.m. to 5:59 a.m., every day, the drawspan must open on signal if at least 3 hours notice is given to the drawtender. The drawspan must open as soon as possible for the passage of public vessels of the United States and tugs with tows.

(b) The drawspans of the SR401 Drawbridges, mile 5.5 at Port Canaveral, must open on signal; except that, from 6:30 a.m. to 8 a.m. and 3:30 p.m. to 5:15 p.m. Monday through Friday except Federal holidays and from 11 a.m. to 2 p.m. on Saturdays and Sundays, the drawspans need not be opened for the passage of vessels. From 10 p.m. to 6 a.m., the drawspans must open on signal if at least three hours notice is given. The drawspans must open as

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on May 8, 2024.

James D. Foltz,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2024-10507 Filed 5-17-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2023-0601]

RIN 1625-AA09

Drawbridge Operation Regulation; Atlantic Intracoastal Waterway; West Palm Beach, FL

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to modify the operating schedule that governs the Flagler Memorial (SR A1A) Bridge, mile 1021.8, the Royal Park (SR 704) Bridge, mile 1022.6, and the Southern Boulevard (SR 700/80) Bridge, mile 1024.7, across Atlantic Intracoastal Waterway (AICW), at West Palm Beach, FL. Palm Beach County and the communities surrounding the bridges have requested the Coast Guard consider placing additional weekday restrictions during peak traffic hours to assist with alleviating vehicle congestion. This proposed modification will allow the drawbridges to operate in concert and determine whether a permanent change to the schedules is needed. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must reach the Coast Guard on or before June 20, 2024.

ADDRESSES: You may submit comments identified by docket number USCG-2023-0601 using Federal Decision Making Portal at <https://www.regulations.gov>.

See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting

comments. This notice of proposed rulemaking with its plain-language, 100-word-or-less proposed rule summary will be available in this same docket.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call or email Ms. Jennifer Zercher, Bridge Management Specialist, Seventh Coast Guard District; telephone (571) 607-5951, email Jennifer.N.Zercher@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
OMB Office of Management and Budget
NPRM Notice of Proposed Rulemaking (Advance, Supplemental)
§ Section
U.S.C. United States Code
FL Florida
TD Temporary Deviation
AICW Atlantic Intracoastal Waterway

II. Background, Purpose and Legal Basis

The Flagler Memorial (SR A1A) Bridge, across the AICW, mile 1021.8, at West Palm Beach, FL is a double-leaf bascule bridge with a 24-foot vertical clearance at mean high water in the closed position. The normal operating schedule is set forth in 33 CFR 117.261(u). The Royal Park (SR 704) Bridge, across the AICW, mile 1022.6, at West Palm Beach, FL is a double-leaf bascule bridge with a 21-foot vertical clearance at mean high water in the closed position. The normal operating schedule is set forth in 33 CFR 117.261(v). The Southern Boulevard (SR 700/80) Bridge, across the AICW, mile 1024.7, at West Palm Beach, FL is a double-leaf bascule bridge with a 25-foot vertical clearance at mean high water in the closed position. The normal operating schedule is set forth in 33 CFR 117.261(w).

On July 31, 2023, the Coast Guard published a temporary deviation entitled "Drawbridge Operation Regulation; Atlantic Intracoastal Waterway, West Palm Beach, FL" in the **Federal Register** (88 FR 49287). That temporary deviation, effective from 12:01 a.m. on August 1, 2023, through 11:59 p.m. on January 22, 2024, allows Flagler Memorial Bridge to operate a restricted opening schedule during peak traffic hours in the morning and evening. The comment period ended September 29, 2023, with 529 comments received.

Most of the comments received during the temporary deviation request for comments for the Flagler Memorial Bridge were in favor of the temporary

deviation. A total of 380 comments supported the deviation and included generic comments, such as "I support" or "I support this initiative." The second highest group included 64 comments that were either outside the scope of temporary deviation or did not provide an opinion. Instead, comments were given on the adjacent drawbridges and school zones in the area. These comments were not considered actionable as they were not associated to the temporary deviation. Next, 63 commentors proposed alternate operating schedules. Those proposed alternate schedules included not opening during rush hour, or only open once an hour and at various morning and afternoon rush hour times. The designated times included in the rule proposal to allow the drawbridge to open on the hour during rush hour was previously determined by local authorities. The Coast Guard feels that a modification to those time periods is not necessary because the blocks of time presented have been determined to be the best use of hourly openings. To allow the drawbridge to remain closed to navigation during the designated times or to only open once an hour would result in an unreasonable obstruction to navigation on this waterway. The AICW is a Federal Project Waterway extending over 1500 miles from Boston to Florida Bay. It is the main waterway artery for all recreational and commercial traffic that are unable to safely transit offshore. The Coast Guard has the responsibility to ensure reasonable access to this waterway is maintained. Allowing the Flagler Memorial Bridge to remain closed to navigation of would be contrary to our responsibility. Finally, 10 comments were received which were against the proposed change. The main concern is that the bridge openings will be longer in duration during the hourly openings. An effect of limiting drawbridge openings is the possibility of longer openings to allow all vessels to safely pass. This may or may not occur. However, vehicles have alternate routes across the waterway that they may use if the bridge is open to navigation. The only alternate route available to vessels is open ocean, which may not be safe or reasonable to navigation. Another concern is that more vessels will be waiting for an opening which may cause conditions that are hazardous to navigation. Mariners must constantly maneuver and move to maintain control of their vessels, whereas vehicles are stationary while waiting for drawbridges. There are areas on either side of the bridge for

mariners to maintain control of their vessels during the bridge openings. The Coast Guard understands this concern and we feel this is the reason for not allowing the bridge to remain closed to navigation but allow for hourly openings at the designated times and then twice an hour all other times. There were also 12 comments that were duplicate and not considered actionable.

III. Discussion of Proposed Rule

Under this proposed rule, the Flagler Memorial (SR A1A), the Royal Park (SR 704), and the Southern Boulevard (SR 700/80) Bridges will open hourly during pre-designated times. Vehicle traffic across these bridges is exceeding the roadway capacity during certain times of the day. The Coast Guard is proposing to limit drawbridge openings during high vehicle traffic times to assist with vehicle congestion while requesting state and local agencies consider alternate mitigation measures to improve traffic flow and roadway congestion. The drawbridges will open twice an hour at all other times or as outlined in each drawbridge operating regulation. Vessels that can pass beneath the bridge without an opening may do so at any time.

IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on these statutes and Executive Orders.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. This proposed rule has not been designated a "significant regulatory action," under section 3(f) of Executive Order 12866, as amended by Executive Order 14094 (Modernizing Regulatory Review). Accordingly, the NPRM has not been reviewed by the Office of Management and Budget (OMB).

This regulatory action determination is based on the ability that vessels can still transit the bridge during the designated times and vessels able to pass without an opening may do so at any time.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on

small entities during rulemaking. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the bridge may be small entities, for the reasons stated in section IV.A above this proposed rule would not have a significant economic impact on any vessel owner or operator.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

C. Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520.).

D. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132 (Federalism), if it has a substantial direct effect on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this proposed rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this proposed rule does not have tribal implications under Executive Order 13175 (Consultation and

Coordination with Indian Tribal Governments) because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. If you believe this proposed rule has implications for federalism or Indian tribes, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this proposed rule will not result in such an expenditure, we do discuss the effects of this proposed rule elsewhere in this preamble.

F. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning Policy COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f). The Coast Guard has determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This proposed rule promulgates the operating regulations or procedures for drawbridges. Normally such actions are categorically excluded from further review, under paragraph L49, of Chapter 3, Table 3–1 of the U.S. Coast Guard Environmental Planning Implementation Procedures.

Neither a Record of Environmental Consideration nor a Memorandum for the Record are required for this rule. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

V. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you

submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

Submitting comments. We encourage you to submit comments through the Federal Decision Making Portal at <https://www.regulations.gov>. To do so, go to <https://www.regulations.gov>, type USCG–2023–0601 in the search box and click “Search.” Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If your material cannot be submitted using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

Viewing material in docket. To view documents mentioned in this proposed rule as being available in the docket, find the docket as described in the previous paragraph, and then select “Supporting & Related Material” in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the <https://www.regulations.gov> Frequently Asked Questions web page. Also, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted, or a final rule is published of any posting or updates to the docket.

We review all comments received, but we will only post comments that address the topic of the proposed rule. We may choose not to post off-topic, inappropriate, or duplicate comments that we receive.

Personal information. We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

- 1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 33 CFR 1.05–1; DHS Delegation No. 0170.1. Revision No. 01.3

- 2. Amend § 117.261 by revising paragraphs (u)(1), (v)(1), and (w)(1) to read as follows:

§ 117.261 Atlantic Intracoastal Waterway from St. Marys River to Key Largo.

* * * * *

(u) Flagler Memorial (SR A1A) Bridge, mile 1021.8, at West Palm Beach.

(1) The draw will open on the quarter and three-quarter hour, except that Monday through Friday (except Federal holidays) from 7:30 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., the draw need only open on the quarter hour.

* * * * *

(v) Royal Park (SR 704) Bridge, mile 1022.6, at West Palm Beach.

(1) The draw will open on the hour and half hour, except that Monday through Friday (except Federal holidays) from 7:29 a.m. to 9:01 a.m. and from 4:01 p.m. to 6:01 p.m., the draw need only open on the three-quarter hour.

* * * * *

(w) Southern Boulevard (SR 80) Bridge, mile 1024.7, at West Palm Beach.

(1) The draw will open on the quarter and three-quarter hour, except that Monday through Friday (except Federal holidays) from 7:30 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., the draw need only open on the quarter hour.

* * * * *

Dated: May 14, 2024.


















Douglas M. Schofield,
Rear Admiral, U.S. Coast Guard, Commander,
Coast Guard Seventh District.

[FR Doc. 2024–10980 Filed 5–17–24; 8:45 am]

BILLING CODE 9110–04–P

HCM Signalized Intersection Capacity Analysis
 1: S County Rd & Golfview Rd/Hammon Ave

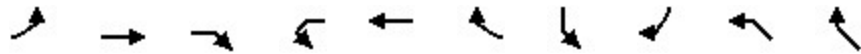
Existing AM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	9	12	8	0	34	0	216	23	78	240	0
Future Volume (vph)	10	9	12	8	0	34	0	216	23	78	240	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4		4.4		4.4		4.6			4.6	
Lane Util. Factor		1.00		1.00		1.00		1.00			1.00	
Frt		0.95		1.00		0.85		0.99			1.00	
Flt Protected		0.98		0.95		1.00		1.00			0.99	
Satd. Flow (prot)		1738		1770		1583		1839			1840	
Flt Permitted		0.98		0.82		1.00		1.00			0.87	
Satd. Flow (perm)		1738		1521		1583		1839			1624	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	10	13	9	0	37	0	235	25	85	261	0
RTOR Reduction (vph)	0	12	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	22	0	9	0	37	0	258	0	0	346	0
Turn Type	Perm	NA		D.Pm		Perm		NA		Perm	NA	
Protected Phases		8						6				2
Permitted Phases	8			8		8				2		
Actuated Green, G (s)		4.9		4.9		4.9		56.1			56.1	
Effective Green, g (s)		4.9		4.9		4.9		56.1			56.1	
Actuated g/C Ratio		0.07		0.07		0.07		0.80			0.80	
Clearance Time (s)		4.4		4.4		4.4		4.6			4.6	
Vehicle Extension (s)		3.0		3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)		121		106		110		1473			1301	
v/s Ratio Prot								0.14				
v/s Ratio Perm		0.01		0.01		c0.02					c0.21	
v/c Ratio		0.18		0.08		0.34		0.17			0.27	
Uniform Delay, d1		30.7		30.5		31.0		1.6			1.8	
Progression Factor		1.00		1.00		1.00		1.00			0.25	
Incremental Delay, d2		0.7		0.3		1.8		0.3			0.5	
Delay (s)		31.4		30.8		32.8		1.9			0.9	
Level of Service		C		C		C		A			A	
Approach Delay (s/veh)		31.4			32.4			1.9			0.9	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			4.9									A
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			70.0								9.0	
Intersection Capacity Utilization			49.5%									A
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Worth Ave & S County Rd

Existing AM 2024





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations					↔		↗	↖	↗	↖
Traffic Volume (vph)	0	0	0	24	63	103	275	100	70	198
Future Volume (vph)	0	0	0	24	63	103	275	100	70	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.92		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3230		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.55	1.00
Satd. Flow (perm)					3230		1770	1583	1028	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	26	68	112	299	109	76	215
RTOR Reduction (vph)	0	0	0	0	91	0	0	47	0	0
Lane Group Flow (vph)	0	0	0	0	115	0	299	62	76	215
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					13.2		40.0	40.0	48.8	48.8
Effective Green, g (s)					13.2		40.0	40.0	48.8	48.8
Actuated g/C Ratio					0.19		0.57	0.57	0.70	0.70
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					609		1011	904	767	1103
v/s Ratio Prot							c0.17		0.01	c0.14
v/s Ratio Perm					0.04			0.04	0.06	
v/c Ratio					0.19		0.30	0.07	0.10	0.19
Uniform Delay, d1					23.9		7.7	6.7	4.1	3.7
Progression Factor					1.00		0.45	0.13	0.83	0.83
Incremental Delay, d2					0.3		0.7	0.1	0.1	0.2
Delay (s)					24.2		4.2	1.0	3.6	3.3
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			24.2		3.4		3.3	
Approach LOS		A			C		A		A	
Intersection Summary										
HCM 2000 Control Delay (s/veh)			8.1		HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.27							
Actuated Cycle Length (s)			70.0		Sum of lost time (s)				12.0	
Intersection Capacity Utilization			35.2%		ICU Level of Service				A	
Analysis Period (min)			15							

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: S County Rd & Peruvian Ave

Existing AM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	68	79	0	0	0	0	264	32	78	300	0
Future Volume (vph)	42	68	79	0	0	0	0	264	32	78	300	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.98			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1828	1583					3482			3503	
Flt Permitted		0.98	1.00					1.00			0.82	
Satd. Flow (perm)		1828	1583					3482			2912	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	74	86	0	0	0	0	287	35	85	326	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	120	16	0	0	0	0	314	0	0	411	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		13.2	13.2					48.8			40.0	
Effective Green, g (s)		13.2	13.2					48.8			40.0	
Actuated g/C Ratio		0.19	0.19					0.70			0.57	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		344	298					2427			1664	
v/s Ratio Prot								c0.09				
v/s Ratio Perm		0.07	0.01								c0.14	
v/c Ratio		0.35	0.05					0.13			0.25	
Uniform Delay, d1		24.7	23.3					3.5			7.5	
Progression Factor		1.00	1.00					0.85			1.00	
Incremental Delay, d2		1.3	0.2					0.1			0.4	
Delay (s)		26.0	23.4					3.0			7.8	
Level of Service		C	C					A			A	
Approach Delay (s/veh)		24.9			0.0			3.0			7.8	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			9.9					HCM 2000 Level of Service			A	
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			70.0					Sum of lost time (s)		12.0		
Intersection Capacity Utilization			34.8%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↕			↔	
Traffic Vol, veh/h	0	0	0	0	0	79	0	315	0	0	384	78
Future Vol, veh/h	0	0	0	0	0	79	0	315	0	0	384	78
Conflicting Peds, /hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelled	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, /	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	86	0	342	0	0	417	85

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	-	171
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.32
Pot Cap-1 Maneuver	0	0	843
Stage 1	0	0	-
Stage 2	0	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	0	843
Mov Cap-2 Maneuver	-	0	-
Stage 1	-	0	-
Stage 2	-	0	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.76	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	843	1213	-
HCM Lane V/C Ratio	-	0.102	-	-
HCM Control Delay (s/veh)	-	9.8	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	0.3	0	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↕			↕	
Traffic Vol, veh/h	0	0	92	0	0	0	0	460	51	0	505	1
Future Vol, veh/h	0	0	92	0	0	0	0	460	51	0	505	1
Conflicting Peds, /hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelled	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, /	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	100	0	0	0	0	500	55	0	549	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	275	-	0	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	0	722	0	-	0
Stage 1	0	0	-	0	-	0
Stage 2	0	0	-	0	-	0
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	0	722	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.78		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	722	-	-
HCM Lane V/C Ratio	-	-	0.138	-	-
HCM Control Delay (s/veh)	-	-	10.8	-	-
HCM Lane LOS	-	-	B	-	-
HCM 95th %tile Q(veh)	-	-	0.5	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	
Traffic Vol, veh/h	0	0	53	7	7	32	99	339	26	13	432	43
Future Vol, veh/h	0	0	53	7	7	32	99	339	26	13	432	43
Conflicting Peds, /hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelled	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, /	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	58	8	8	35	108	368	28	14	470	47

Major/Minor	Minor2	Minor1		Major1		Major2						
Conflicting Flow All	-	-	493	1082	1128	184	516	0	0	397	0	0
Stage 1	-	-	-	584	584	-	-	-	-	-	-	-
Stage 2	-	-	-	498	545	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	575	183	203	827	1048	-	-	1160	-	-
Stage 1	0	0	-	466	497	-	-	-	-	-	-	-
Stage 2	0	0	-	554	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	575	143	177	827	1048	-	-	1160	-	-
Mov Cap-2 Maneuver	-	-	-	143	177	-	-	-	-	-	-	-
Stage 1	-	-	-	412	440	-	-	-	-	-	-	-
Stage 2	-	-	-	490	509	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.95	9.54	2.35	0.22
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	814	-	-	575	827	47	-	-
HCM Lane V/C Ratio	0.103	-	-	0.1	0.042	0.012	-	-
HCM Control Delay (s/veh)	8.8	0.6	-	12	9.5	8.1	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.1	0	-	-

HCM Signalized Intersection Capacity Analysis
 7: S County Rd & Royal Palm Way

Existing AM 2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	208	183	0	119	29	104	164	21	0	296	297
Future Volume (vph)	310	208	183	0	119	29	104	164	21	0	296	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.97		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3434		1770	1831			1863	1583
Flt Permitted	0.65	1.00	1.00		1.00		0.33	1.00			1.00	1.00
Satd. Flow (perm)	1211	1863	1583		3434		607	1831			1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	226	199	0	129	32	113	178	23	0	322	323
RTOR Reduction (vph)	0	0	116	0	24	0	0	5	0	0	0	225
Lane Group Flow (vph)	337	226	83	0	137	0	113	196	0	0	322	98
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA			NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2					6
Actuated Green, G (s)	42.0	41.5	41.5		10.5		49.4	49.4			30.4	30.4
Effective Green, g (s)	42.0	41.5	41.5		10.5		49.4	49.4			30.4	30.4
Actuated g/C Ratio	0.42	0.42	0.42		0.11		0.49	0.49			0.30	0.30
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	659	773	656		360		474	904			566	481
v/s Ratio Prot	c0.14	0.12			0.04		c0.04	0.11			c0.17	
v/s Ratio Perm	c0.08		0.05				0.08					0.06
v/c Ratio	0.51	0.29	0.13		0.38		0.24	0.22			0.57	0.20
Uniform Delay, d1	21.7	19.5	18.1		41.7		14.9	14.3			29.3	25.8
Progression Factor	0.87	0.82	0.67		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	2.7	0.9	0.4		0.7		0.3	0.6			4.1	1.0
Delay (s)	21.5	16.9	12.5		42.4		15.1	14.9			33.4	26.8
Level of Service	C	B	B		D		B	B			C	C
Approach Delay (s/veh)		17.8			42.4			15.0			30.1	
Approach LOS		B			D			B			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			23.6									C
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			100.0								17.1	
Intersection Capacity Utilization			67.8%									C
ICU Level of Service												C
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↑		↑			↑↑	
Traffic Vol, veh/h	0	0	0	3	3	24	34	492	0	0	382	18
Future Vol, veh/h	0	0	0	3	3	24	34	492	0	0	382	18
Conflicting Peds, /hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelled	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, ↓	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	3	3	26	37	535	0	0	415	20






















Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	816	1043	535	435	0	-
Stage 1	609	609	-	-	-	-
Stage 2	208	435	-	-	-	-
Critical Hdwy	6.63	6.53	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-
Pot Cap-1 Maneuver	330	228	545	1123	-	0
Stage 1	542	485	-	-	-	0
Stage 2	808	580	-	-	-	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	315	0	545	1123	-	-
Mov Cap-2 Maneuver	315	0	-	-	-	-
Stage 1	517	0	-	-	-	-
Stage 2	808	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.94	0.54	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	116	-	545	-
HCM Lane V/C Ratio	0.033	-	0.048	-
HCM Control Delay (s/veh)	8.3	0	11.9	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-

HCM Signalized Intersection Capacity Analysis
 9: County Road & Royal Poinciana

Existing AM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	115	200	14	38	8	212	475	42	0	339	234
Future Volume (vph)	325	115	200	14	38	8	212	475	42	0	339	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1728	1583		1838	1583		3458			3322	
Flt Permitted	0.95	0.98	1.00		0.85	1.00		0.62			1.00	
Satd. Flow (perm)	1681	1728	1583		1584	1583		2165			3322	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	353	125	217	15	41	9	230	516	46	0	368	254
RTOR Reduction (vph)	0	0	170	0	0	8	0	4	0	0	99	0
Lane Group Flow (vph)	237	241	47	0	56	1	0	788	0	0	523	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	19.3	19.3	19.3		8.3	8.3		50.4			42.2	
Effective Green, g (s)	19.3	19.3	19.3		8.3	8.3		50.4			42.2	
Actuated g/C Ratio	0.21	0.21	0.21		0.09	0.09		0.56			0.47	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	360	370	339		146	145		1212			1557	
v/s Ratio Prot	c0.14	0.14	0.03			0.00					0.16	
v/s Ratio Perm					c0.04			c0.36				
v/c Ratio	0.66	0.65	0.14		0.38	0.01		0.65			0.34	
Uniform Delay, d1	32.3	32.3	28.6		38.4	37.1		13.7			15.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	4.3	4.1	0.2		1.7	0.0		2.7			0.6	
Delay (s)	36.6	36.4	28.8		40.1	37.1		16.4			15.6	
Level of Service	D	D	C		D	D		B			B	
Approach Delay (s/veh)		34.1			39.7			16.4			15.6	
Approach LOS		C			D			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			22.5									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			90.0								16.0	Sum of lost time (s)
Intersection Capacity Utilization			66.2%									ICU Level of Service C
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 10: S County Rd/County Road & S Breakers Row

Existing AM 2024
























Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	W	T
Traffic Volume (vph)	215	107	613	45	22	534
Future Volume (vph)	215	107	613	45	22	534
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.96		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1722		3503			3532
Flt Permitted	0.97		1.00			0.91
Satd. Flow (perm)	1722		3503			3231
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	234	116	666	49	24	580
RTOR Reduction (vph)	27	0	6	0	0	0
Lane Group Flow (vph)	323	0	709	0	0	604
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	21.1		43.9			43.9
Effective Green, g (s)	21.1		43.9			43.9
Actuated g/C Ratio	0.28		0.58			0.58
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	478		2023			1866
v/s Ratio Prot	c0.19		c0.20			
v/s Ratio Perm						0.19
v/c Ratio	0.68		0.35			0.32
Uniform Delay, d1	24.4		8.5			8.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	4.9		0.5			0.5
Delay (s)	29.3		9.0			8.8
Level of Service	C		A			A
Approach Delay (s/veh)	29.3		9.0			8.8
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: S County Road & Sunset Ave


















Existing AM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	9	88	16	0	10	0	818	30	9	456	0
Future Volume (vph)	16	9	88	16	0	10	0	818	30	9	456	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3520			3536	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.94	
Satd. Flow (perm)	1770	1863	1583	1399		1583		3520			3317	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	10	96	17	0	11	0	889	33	10	496	0
RTOR Reduction (vph)	0	0	83	0	0	10	0	2	0	0	0	0
Lane Group Flow (vph)	17	10	13	17	0	1	0	920	0	0	506	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6				2
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Effective Green, g (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.13		0.13		0.77			0.77	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	236	248	211	186		211		2698			2543	
v/s Ratio Prot		0.01						c0.26				
v/s Ratio Perm	0.01		0.01	c0.01		0.00					0.15	
v/c Ratio	0.07	0.04	0.06	0.09		0.01		0.34			0.20	
Uniform Delay, d1	34.1	34.0	34.1	34.2		33.8		3.3			2.9	
Progression Factor	1.16	1.16	1.96	1.00		1.00		0.67			1.46	
Incremental Delay, d2	0.2	0.1	0.2	0.4		0.0		0.3			0.2	
Delay (s)	39.8	39.6	67.0	34.7		33.9		2.6			4.4	
Level of Service	D	D	E	C		C		A			A	
Approach Delay (s/veh)		61.0			34.3			2.6			4.4	
Approach LOS		E			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			8.3								HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			90.0								Sum of lost time (s)	9.0
Intersection Capacity Utilization			59.8%								ICU Level of Service	B
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 12: Sunrise Ave & S County Rd

Existing AM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	11	32	90	18	12	68	655	116	14	341	31
Future Volume (vph)	41	11	32	90	18	12	68	655	116	14	341	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.95		1.00	0.94			0.98			0.99	
Flt Protected		0.98		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1725		1770	1753			3452			3490	
Flt Permitted		0.83		0.73	1.00			0.87			0.91	
Satd. Flow (perm)		1463		1357	1753			3015			3195	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	12	35	98	20	13	74	712	126	15	371	34
RTOR Reduction (vph)	0	31	0	0	10	0	0	9	0	0	4	0
Lane Group Flow (vph)	0	61	0	98	23	0	0	903	0	0	416	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		8.9		21.5	21.5			56.5			56.5	
Effective Green, g (s)		8.9		21.5	21.5			56.5			56.5	
Actuated g/C Ratio		0.10		0.24	0.24			0.63			0.63	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		144		354	418			1892			2005	
v/s Ratio Prot				c0.02	0.01							
v/s Ratio Perm		c0.04		0.05				c0.30			0.13	
v/c Ratio		0.43		0.28	0.06			0.48			0.21	
Uniform Delay, d1		38.1		29.7	26.4			8.9			7.2	
Progression Factor		0.86		1.00	1.00			0.92			1.00	
Incremental Delay, d2		2.0		0.4	0.1			0.8			0.2	
Delay (s)		34.7		30.1	26.5			9.0			7.4	
Level of Service		C		C	C			A			A	
Approach Delay (s/veh)		34.7			29.2			9.0			7.4	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			11.8									B
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			90.0								18.0	
Intersection Capacity Utilization			66.9%									C
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↑	↕	↕	↕	
Traffic Vol, veh/h	3	5	10	0	0	0	20	530	190	6	288	2
Future Vol, veh/h	3	5	10	0	0	0	20	530	190	6	288	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	11	0	0	0	22	576	207	7	313	2











Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	947	1153	314				315	0	0	783	0	0
Stage 1	327	327	-				-	-	-	-	-	-
Stage 2	620	826	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	290	197	726				1245	-	-	835	-	-
Stage 1	731	648	-				-	-	-	-	-	-
Stage 2	537	386	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	283	0	726				1245	-	-	835	-	-
Mov Cap-2 Maneuver	283	0	-				-	-	-	-	-	-
Stage 1	718	0	-				-	-	-	-	-	-
Stage 2	533	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v12.01		0.21	0.19
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	533	835	-	-
HCM Lane V/C Ratio	0.017	-	-	0.037	0.008	-	-
HCM Control Delay (s/veh)	7.9	-	-	12	9.3	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

HCM Signalized Intersection Capacity Analysis
 14: Bradley PI & Sunrise Ave

Existing AM 2024


























						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	73	40	459	60	14	214
Future Volume (vph)	73	40	459	60	14	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.95		0.98		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1718		1834		1770	1863
Flt Permitted	0.97		1.00		0.36	1.00
Satd. Flow (perm)	1718		1834		666	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	43	499	65	15	233
RTOR Reduction (vph)	25	0	3	0	0	0
Lane Group Flow (vph)	97	0	561	0	15	233
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	11.3		59.8		66.9	66.9
Effective Green, g (s)	11.3		59.8		66.9	66.9
Actuated g/C Ratio	0.13		0.66		0.74	0.74
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	215		1218		509	1384
v/s Ratio Prot	c0.06		c0.31		0.00	c0.13
v/s Ratio Perm					0.02	
v/c Ratio	0.45		0.46		0.03	0.17
Uniform Delay, d1	36.5		7.3		4.1	3.4
Progression Factor	0.77		0.85		1.00	1.00
Incremental Delay, d2	1.0		1.0		0.0	0.3
Delay (s)	29.2		7.2		4.1	3.7
Level of Service	C		A		A	A
Approach Delay (s/veh)	29.2		7.2			3.7
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 15: Coaconut Row & Royal Poinciana Wy























Existing AM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	
Lane Configurations	 	 		 	 			 				
Traffic Volume (vph)	464	679	156	84	313	71	73	195	63	82	220	
Future Volume (vph)	464	679	156	84	313	71	73	195	63	82	220	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5	
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	3433	3440		1770	3539	1583	1770	1795		1863	1583	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.70	1.00		1.00	1.00	
Satd. Flow (perm)	3433	3440		1770	3539	1583	1303	1795		1863	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	504	738	170	91	340	77	79	212	68	89	239	
RTOR Reduction (vph)	0	0	0	0	0	55	0	0	0	0	127	
Lane Group Flow (vph)	504	908	0	91	340	22	79	280	0	89	112	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov	
Protected Phases	1	6		5	2		4	8		3	1	
Permitted Phases						2	8				3	
Actuated Green, G (s)	16.6	25.6		16.5	25.5	25.5	34.9	34.9		25.5	42.1	
Effective Green, g (s)	16.6	25.6		16.5	25.5	25.5	34.9	34.9		25.5	42.1	
Actuated g/C Ratio	0.18	0.28		0.18	0.28	0.28	0.39	0.39		0.28	0.47	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	633	978		324	1002	448	528	696		527	740	
v/s Ratio Prot	c0.15	c0.26		0.05	0.10		0.01	c0.16		0.05	0.03	
v/s Ratio Perm						0.01	0.05				0.04	
v/c Ratio	0.80	0.93		0.28	0.34	0.05	0.15	0.40		0.17	0.15	
Uniform Delay, d1	35.1	31.3		31.6	25.6	23.4	18.0	20.0		24.3	13.7	
Progression Factor	1.00	1.00		1.18	0.64	0.22	1.00	1.00		1.11	1.32	
Incremental Delay, d2	10.0	16.0		1.9	0.8	0.2	0.1	0.8		0.7	0.4	
Delay (s)	45.1	47.3		39.3	17.2	5.4	18.1	20.8		27.7	18.5	
Level of Service	D	D		D	B	A	B	C		C	B	
Approach Delay (s/veh)		46.5			19.4			20.2		21.0		
Approach LOS		D			B			C		C		
Intersection Summary												
HCM 2000 Control Delay (s/veh)			34.4	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			90.0	Sum of lost time (s)				18.0				
Intersection Capacity Utilization			61.2%	ICU Level of Service				B				
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 16: Royal Palm Wy & Coconut Rd

Existing AM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	297	812	30	0	469	39	84	40	13	69	61	103
Future Volume (vph)	297	812	30	0	469	39	84	40	13	69	61	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3520			3499		1770	1794		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.71	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1770	3520			3499		1317	1794		1341	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	323	883	33	0	510	42	91	43	14	75	66	112
RTOR Reduction (vph)	0	2	0	0	5	0	0	13	0	0	0	100
Lane Group Flow (vph)	323	914	0	0	547	0	91	44	0	75	66	12
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	26.0	73.0			42.5		14.1	10.5		14.9	10.9	10.9
Effective Green, g (s)	26.0	73.0			42.5		14.1	10.5		14.9	10.9	10.9
Actuated g/C Ratio	0.26	0.73			0.43		0.14	0.11		0.15	0.11	0.11
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	460	2569			1487		202	188		216	203	172
v/s Ratio Prot	c0.18	c0.26			0.16		c0.02	0.02		0.01	0.04	
v/s Ratio Perm							c0.05			0.04		0.01
v/c Ratio	0.70	0.36			0.37		0.45	0.24		0.35	0.33	0.07
Uniform Delay, d1	33.5	4.9			19.6		39.0	41.1		37.8	41.2	40.0
Progression Factor	1.00	1.00			1.12		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.0	0.4			0.7		3.3	1.4		2.0	2.0	0.4
Delay (s)	39.5	5.3			22.6		42.3	42.4		39.8	43.1	40.4
Level of Service	D	A			C		D	D		D	D	D
Approach Delay (s/veh)		14.2			22.6			42.3			40.9	
Approach LOS		B			C			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			21.3				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)				17.0	
Intersection Capacity Utilization			52.8%				ICU Level of Service				A	
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Intersection Delay, s/veh	5.8					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	1042		315		532	
Demand Flow Rate, veh/h	1063		321		542	
Vehicles Circulating, veh/h	144		173		768	
Vehicles Exiting, veh/h	173		768		144	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	8.5		1.9		3.0	
Approach LOS	A		A		A	
Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	768	295	144	177	173	369
Cap Entry Lane, veh/h	1191	1938	1157	1938	630	1938
Entry HV Adj Factor	0.980	0.980	0.979	0.980	0.983	0.980
Flow Entry, veh/h	753	289	141	174	170	362
Cap Entry, veh/h	1168	1900	1133	1900	620	1900
V/C Ratio	0.645	0.152	0.124	0.092	0.274	0.191
Control Delay, s/veh	11.7	0.0	4.3	0.0	9.4	0.0
LOS	B	A	A	A	A	A
95th %tile Queue, veh	5	1	0	0	1	1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1204	245	8	657	1	34
Future Vol, veh/h	1204	245	8	657	1	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1309	266	9	714	1	37

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1575	0	1816
Stage 1	-	-	-	-	1442
Stage 2	-	-	-	-	374
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	414	-	69
Stage 1	-	-	-	-	184
Stage 2	-	-	-	-	665
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	414	-	68
Mov Cap-2 Maneuver	-	-	-	-	68
Stage 1	-	-	-	-	184
Stage 2	-	-	-	-	648

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.52	17.11
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	334	-	-	43	-
HCM Lane V/C Ratio	0.111	-	-	0.021	-
HCM Control Delay (s/veh)	17.1	-	-	13.9	0.4
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	11	1	10	0	31	9	52	194	6
Future Vol, veh/h	0	1	2	11	1	10	0	31	9	52	194	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	12	1	11	0	34	10	57	211	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.6	7.3	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	50%	21%
Vol Thru, %	78%	33%	5%	77%
Vol Right, %	23%	67%	45%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	3	22	252
LT Vol	0	0	11	52
Through Vol	31	1	1	194
RT Vol	9	2	10	6
Lane Flow Rate	43	3	24	274
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.004	0.03	0.307
Departure Headway (Hd)	4.051	4.248	4.452	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	847	809	887
Service Time	2.125	2.249	2.452	2.069
HCM Lane V/C Ratio	0.049	0.004	0.03	0.309
HCM Control Delay, s/veh	7.3	7.3	7.6	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.1	1.3

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↶			↷
Traffic Vol, veh/h	0	0	37	6	56	149
Future Vol, veh/h	0	0	37	6	56	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	40	7	61	162

Major/Minor	Minor2	Major2		
Conflicting Flow All	284	162	0	0
Stage 1	284	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	625	883	-	-
Stage 1	677	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	883	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s/v	9.31	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	883	-	-
HCM Lane V/C Ratio	0.053	-	-
HCM Control Delay (s/veh)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑			↑
Traffic Vol, veh/h	13	16	35	1	2	135
Future Vol, veh/h	13	16	35	1	2	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	17	38	1	2	147
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.2	7.3	7.8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	45%	1%
Vol Thru, %	97%	0%	99%
Vol Right, %	3%	55%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	36	29	137
LT Vol	0	13	2
Through Vol	35	0	135
RT Vol	1	16	0
Lane Flow Rate	39	32	149
Geometry Grp	1	1	1
Degree of Util (X)	0.044	0.035	0.166
Departure Headway (Hd)	4.084	4.015	4.022
Convergence, Y/N	Yes	Yes	Yes
Cap	873	879	892
Service Time	2.127	2.097	2.043
HCM Lane V/C Ratio	0.045	0.036	0.167
HCM Control Delay, s/veh	7.3	7.2	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0.6

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑			↑			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	32	20	139	0	4
Future Vol, veh/h	0	0	0	0	0	0	0	32	20	139	0	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	35	22	151	0	4
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	7.1	8.1
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	97%
Vol Thru, %	62%	100%	0%
Vol Right, %	38%	0%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	52	0	143
LT Vol	0	0	139
Through Vol	32	0	0
RT Vol	20	0	4
Lane Flow Rate	57	0	155
Geometry Grp	1	1	1
Degree of Util (X)	0.06	0	0.179
Departure Headway (Hd)	3.818	4.297	4.153
Convergence, Y/N	Yes	Yes	Yes
Cap	935	0	867
Service Time	1.852	2.394	2.162
HCM Lane V/C Ratio	0.061	0	0.179
HCM Control Delay, s/veh	7.1	7.4	8.1
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.2	0	0.6

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑		↑
Traffic Vol, veh/h	0	0	27	146	0	24
Future Vol, veh/h	0	0	27	146	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	29	159	0	26
Major/Minor	Major2		Minor2			
Conflicting Flow All	-		0		-	
Stage 1	-		-		-	
Stage 2	-		-		-	
Critical Hdwy	-		-		6.22	
Critical Hdwy Stg 1	-		-		-	
Critical Hdwy Stg 2	-		-		-	
Follow-up Hdwy	-		-		3.318	
Pot Cap-1 Maneuver	-		-		0 1045	
Stage 1	-		-		0 -	
Stage 2	-		-		0 -	
Platoon blocked, %	-		-			
Mov Cap-1 Maneuver	-		-		- 1045	
Mov Cap-2 Maneuver	-		-		-	
Stage 1	-		-		-	
Stage 2	-		-		-	
Approach	WB		SB			
HCM Control Delay, s/v	0		8.53			
HCM LOS			A			
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	1045			
HCM Lane V/C Ratio	-	-	0.025			
HCM Control Delay (s/veh)	-	-	8.5			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗	↘		↗		↕			↕	
Traffic Vol, veh/h	5	0	35	184	0	75	0	380	0	0	156	0
Future Vol, veh/h	5	0	35	184	0	75	0	380	0	0	156	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	38	200	0	82	0	413	0	0	170	0

















Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	583	-	170	583	-	413	-	0
Stage 1	170	-	-	413	-	-	-	-
Stage 2	413	-	-	170	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	-	-
Pot Cap-1 Maneuver	424	0	874	424	0	639	0	0
Stage 1	832	0	-	616	0	-	0	0
Stage 2	616	0	-	832	0	-	0	0
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	370	-	874	406	-	639	-	-
Mov Cap-2 Maneuver	370	-	-	406	-	-	-	-
Stage 1	832	-	-	616	-	-	-	-
Stage 2	538	-	-	796	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	10		19.1		0		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	370	874	406	639	-
HCM Lane V/C Ratio	-	0.015	0.044	0.493	0.128	-
HCM Control Delay (s/veh)	-	14.9	9.3	22.2	11.5	-
HCM Lane LOS	-	B	A	C	B	-
HCM 95th %tile Q(veh)	-	0	0.1	2.6	0.4	-

HCM Signalized Intersection Capacity Analysis
 1: S County Rd & Golfview Rd/Hammon Ave

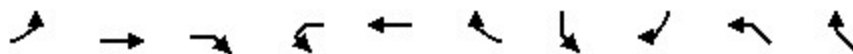
Existing MID 2024

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	22	6	19	17	0	49	0	245	30	101	329	0	
Future Volume (vph)	22	6	19	17	0	49	0	245	30	101	329	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.4			4.4			4.6			4.6		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frt		0.95			0.90			0.99			1.00		
Flt Protected		0.98			0.99			1.00			0.99		
Satd. Flow (prot)		1721			1654			1835			1841		
Flt Permitted		0.88			0.90			1.00			0.86		
Satd. Flow (perm)		1549			1512			1835			1596		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	24	7	21	18	0	53	0	266	33	110	358	0	
RTOR Reduction (vph)	0	19	0	0	0	0	0	3	0	0	0	0	
Lane Group Flow (vph)	0	33	0	0	71	0	0	296	0	0	468	0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA		
Protected Phases		8			8			6			2		
Permitted Phases	8			8						2			
Actuated Green, G (s)		7.5			7.5			53.5			53.5		
Effective Green, g (s)		7.5			7.5			53.5			53.5		
Actuated g/C Ratio		0.11			0.11			0.76			0.76		
Clearance Time (s)		4.4			4.4			4.6			4.6		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		165			162			1402			1219		
v/s Ratio Prot								0.16					
v/s Ratio Perm		0.02			c0.05						c0.29		
v/c Ratio		0.20			0.44			0.21			0.38		
Uniform Delay, d1		28.5			29.3			2.3			2.8		
Progression Factor		1.00			1.00			1.00			0.35		
Incremental Delay, d2		0.6			1.9			0.3			0.9		
Delay (s)		29.1			31.2			2.7			1.8		
Level of Service		C			C			A			A		
Approach Delay (s/veh)		29.1			31.2			2.7			1.8		
Approach LOS		C			C			A			A		
Intersection Summary													
HCM 2000 Control Delay (s/veh)			6.0									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.39										
Actuated Cycle Length (s)			70.0									Sum of lost time (s)	9.0
Intersection Capacity Utilization			54.8%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Worth Ave & S County Rd

Existing MID 2024





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations					←↑↑		↘	↗	↖	↗
Traffic Volume (vph)	0	0	0	50	109	136	363	182	73	235
Future Volume (vph)	0	0	0	50	109	136	363	182	73	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.93		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3266		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.44	1.00
Satd. Flow (perm)					3266		1770	1583	825	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	54	118	148	395	198	79	255
RTOR Reduction (vph)	0	0	0	0	107	0	0	102	0	0
Lane Group Flow (vph)	0	0	0	0	213	0	395	96	79	255
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					19.3		33.9	33.9	42.7	42.7
Effective Green, g (s)					19.3		33.9	33.9	42.7	42.7
Actuated g/C Ratio					0.28		0.48	0.48	0.61	0.61
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					900		857	766	568	965
v/s Ratio Prot							c0.22		0.01	c0.16
v/s Ratio Perm					0.07			0.06	0.08	
v/c Ratio					0.24		0.46	0.13	0.14	0.26
Uniform Delay, d1					19.6		12.0	9.9	8.7	6.3
Progression Factor					1.00		0.43	0.09	0.82	0.84
Incremental Delay, d2					0.3		1.7	0.3	0.2	0.7
Delay (s)					19.9		6.8	1.2	7.4	6.0
Level of Service					B		A	A	A	A
Approach Delay (s/veh)		0.0			19.9		4.9		6.3	
Approach LOS		A			B		A		A	
Intersection Summary										
HCM 2000 Control Delay (s/veh)			9.2		HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.38							
Actuated Cycle Length (s)			70.0		Sum of lost time (s)				12.0	
Intersection Capacity Utilization			43.1%		ICU Level of Service				A	
Analysis Period (min)			15							

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: S County Rd & Peruvian Ave

Existing MID 2024

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	95	112	160	0	0	0	0	338	49	79	391	0	
Future Volume (vph)	95	112	160	0	0	0	0	338	49	79	391	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0					4.0			4.0		
Lane Util. Factor		1.00	1.00					0.95			0.95		
Frt		1.00	0.85					0.98			1.00		
Flt Protected		0.98	1.00					1.00			0.99		
Satd. Flow (prot)		1821	1583					3472			3510		
Flt Permitted		0.98	1.00					1.00			0.82		
Satd. Flow (perm)		1821	1583					3472			2892		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	103	122	174	0	0	0	0	367	53	86	425	0	
RTOR Reduction (vph)	0	0	126	0	0	0	0	13	0	0	0	0	
Lane Group Flow (vph)	0	225	48	0	0	0	0	407	0	0	511	0	
Turn Type	Perm	NA	Perm					NA		Perm	NA		
Protected Phases		4						2			6		
Permitted Phases	4		4							6			
Actuated Green, G (s)		19.3	19.3					42.7			33.9		
Effective Green, g (s)		19.3	19.3					42.7			33.9		
Actuated g/C Ratio		0.28	0.28					0.61			0.48		
Clearance Time (s)		4.0	4.0					4.0			4.0		
Vehicle Extension (s)		5.0	5.0					5.0			5.0		
Lane Grp Cap (vph)		502	436					2117			1400		
v/s Ratio Prot								c0.12					
v/s Ratio Perm		0.12	0.03								c0.18		
v/c Ratio		0.45	0.11					0.19			0.37		
Uniform Delay, d1		20.9	18.9					6.0			11.3		
Progression Factor		1.00	1.00					0.77			1.00		
Incremental Delay, d2		1.3	0.2					0.2			0.7		
Delay (s)		22.3	19.2					4.9			12.0		
Level of Service		C	B					A			B		
Approach Delay (s/veh)		20.9			0.0			4.9			12.0		
Approach LOS		C			A			A			B		
Intersection Summary													
HCM 2000 Control Delay (s/veh)			12.4									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.39										
Actuated Cycle Length (s)			70.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			45.2%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↕			↔	
Traffic Vol, veh/h	0	0	0	0	0	107	0	455	0	0	453	167
Future Vol, veh/h	0	0	0	0	0	107	0	455	0	0	453	167
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	116	0	495	0	0	492	182

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	- 247	- 0 - 495 0 0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	- 6.94	- - - 4.14 - -
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	- 3.32	- - - 2.22 - -
Pot Cap-1 Maneuver	0	0 753	0 - 0 1065 - -
Stage 1	0	0 -	0 - 0 - -
Stage 2	0	0 -	0 - 0 - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	-	0 753	- - - 1065 - -
Mov Cap-2 Maneuver	-	0 -	- - - - -
Stage 1	-	0 -	- - - - -
Stage 2	-	0 -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s/v	10.65	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT	SBR
Capacity (veh/h)	- 753	1065	-	-
HCM Lane V/C Ratio	- 0.154	-	-	-
HCM Control Delay (s/veh)	- 10.7	0	-	-
HCM Lane LOS	- B	A	-	-
HCM 95th %tile Q(veh)	- 0.5	0	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↕			↕	
Traffic Vol, veh/h	0	0	150	0	0	0	0	670	95	0	706	0
Future Vol, veh/h	0	0	150	0	0	0	0	670	95	0	706	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	163	0	0	0	0	728	103	0	767	0

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	-	-	384	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	614	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	614	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v12.96		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	614	-
HCM Lane V/C Ratio	-	-	0.265	-
HCM Control Delay (s/veh)	-	-	13	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	1.1	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	
Traffic Vol, veh/h	4	9	119	12	7	53	155	481	49	9	497	57
Future Vol, veh/h	4	9	119	12	7	53	155	481	49	9	497	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	10	129	13	8	58	168	523	53	10	540	62





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1193	1504	571	1424	1482	261	602	0	0	576	0	0
Stage 1	591	591	-	860	860	-	-	-	-	-	-	-
Stage 2	602	913	-	565	622	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	153	121	519	104	125	738	973	-	-	995	-	-
Stage 1	492	494	-	318	372	-	-	-	-	-	-	-
Stage 2	454	351	-	509	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	103	94	519	56	97	738	973	-	-	995	-	-
Mov Cap-2 Maneuver	103	94	-	56	97	-	-	-	-	-	-	-
Stage 1	485	486	-	252	295	-	-	-	-	-	-	-
Stage 2	323	279	-	369	471	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v14.22			10.29		2.98		0.14	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	832	-	-	519	738	28	-	-
HCM Lane V/C Ratio	0.173	-	-	0.249	0.078	0.01	-	-
HCM Control Delay (s/veh)	9.5	1.2	-	14.2	10.3	8.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	1	0.3	0	-	-

HCM Signalized Intersection Capacity Analysis
7: S County Rd & Royal Palm Way

Existing MID 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	179	196	2	110	41	173	362	36	4	355	422
Future Volume (vph)	372	179	196	2	110	41	173	362	36	4	355	422
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.96		1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3394		1770	1838			1862	1583
Flt Permitted	0.65	1.00	1.00		0.95		0.28	1.00			1.00	1.00
Satd. Flow (perm)	1204	1863	1583		3234		518	1838			1856	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	404	195	213	2	120	45	188	393	39	4	386	459
RTOR Reduction (vph)	0	0	127	0	36	0	0	3	0	0	0	306
Lane Group Flow (vph)	404	195	86	0	131	0	188	429	0	0	390	153
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	41.0	40.5	40.5		19.5		50.4	50.4			33.4	33.4
Effective Green, g (s)	41.0	40.5	40.5		19.5		50.4	50.4			33.4	33.4
Actuated g/C Ratio	0.41	0.41	0.41		0.20		0.50	0.50			0.33	0.33
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	589	754	641		630		423	926			619	528
v/s Ratio Prot	c0.12	0.10					0.06	c0.23				
v/s Ratio Perm	c0.16		0.05		0.04		0.17				c0.21	0.10
v/c Ratio	0.69	0.26	0.13		0.21		0.44	0.46			0.63	0.29
Uniform Delay, d1	24.8	19.8	18.7		33.8		15.7	16.0			28.1	24.6
Progression Factor	0.81	0.72	1.20		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	6.1	0.8	0.4		0.7		0.7	1.7			4.8	1.4
Delay (s)	26.2	15.0	22.8		34.5		16.5	17.7			32.9	25.9
Level of Service	C	B	C		C		B	B			C	C
Approach Delay (s/veh)		22.6			34.5			17.3			29.1	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			24.4									C
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			100.0								17.1	
Intersection Capacity Utilization			84.3%									E
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↖			↕	
Traffic Vol, veh/h	0	0	0	9	1	21	21	559	0	0	530	15
Future Vol, veh/h	0	0	0	9	1	21	21	559	0	0	530	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	1	23	23	608	0	0	576	16

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	941	1246	608	592	0	-	0
Stage 1	653	653	-	-	-	-	-
Stage 2	288	592	-	-	-	-	-
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	276	173	495	981	-	0	0
Stage 1	517	463	-	-	-	0	0
Stage 2	736	493	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	267	0	495	981	-	-	-
Mov Cap-2 Maneuver	267	0	-	-	-	-	-
Stage 1	499	0	-	-	-	-	-
Stage 2	736	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.62	0.32	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	65	-	495	-
HCM Lane V/C Ratio	0.023	-	0.046	-
HCM Control Delay (s/veh)	8.8	0	12.6	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

HCM Signalized Intersection Capacity Analysis
 9: County Road & Royal Poinciana

Existing MID 2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	45	319	25	57	2	259	571	25	0	568	256
Future Volume (vph)	159	45	319	25	57	2	259	571	25	0	568	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00			0.95	
Flt Protected	0.95	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1721	1583		1835	1583		3471			3374	
Flt Permitted	0.95	0.97	1.00		0.87	1.00		0.54			1.00	
Satd. Flow (perm)	1681	1721	1583		1613	1583		1918			3374	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	173	49	347	27	62	2	282	621	27	0	617	278
RTOR Reduction (vph)	0	0	286	0	0	2	0	2	0	0	39	0
Lane Group Flow (vph)	109	113	61	0	89	0	0	928	0	0	856	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	15.8	15.8	15.8		9.2	9.2		53.0			44.9	
Effective Green, g (s)	15.8	15.8	15.8		9.2	9.2		53.0			44.9	
Actuated g/C Ratio	0.18	0.18	0.18		0.10	0.10		0.59			0.50	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	295	302	277		164	161		1129			1683	
v/s Ratio Prot	0.06	c0.07	0.04			0.00					0.25	
v/s Ratio Perm					c0.06			c0.48				
v/c Ratio	0.37	0.37	0.22		0.54	0.00		1.03dl			0.51	
Uniform Delay, d1	32.7	32.7	31.8		38.4	36.3		14.7			15.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.8	0.8	0.4		3.6	0.0		6.8			1.1	
Delay (s)	33.5	33.5	32.2		42.0	36.3		21.5			16.2	
Level of Service	C	C	C		D	D		C			B	
Approach Delay (s/veh)		32.7			41.9			21.5			16.2	
Approach LOS		C			D			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			22.9									C
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			90.0								16.0	
Intersection Capacity Utilization			70.5%									C
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 10: S County Rd/County Road & S Breakers Row

Existing MID 2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Volume (vph)	68	33	807	101	32	882
Future Volume (vph)	68	33	807	101	32	882
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.96		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1723		3480			3533
Flt Permitted	0.97		1.00			0.89
Satd. Flow (perm)	1723		3480			3154
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	36	877	110	35	959
RTOR Reduction (vph)	30	0	8	0	0	0
Lane Group Flow (vph)	80	0	979	0	0	994
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.0		53.0			53.0
Effective Green, g (s)	12.0		53.0			53.0
Actuated g/C Ratio	0.16		0.70			0.70
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	272		2426			2199
v/s Ratio Prot	c0.05		0.28			
v/s Ratio Perm						c0.32
v/c Ratio	0.29		0.40			0.45
Uniform Delay, d1	28.3		4.8			5.1
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.3		0.5			0.7
Delay (s)	29.5		5.3			5.8
Level of Service	C		A			A
Approach Delay (s/veh)	29.5		5.3			5.8
Approach LOS	C		A			A





















Intersection Summary

HCM 2000 Control Delay (s/veh)	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: County Rd & Sunset Ave


















Existing MID 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	8	97	15	0	21	0	688	35	8	702	0
Future Volume (vph)	27	8	97	15	0	21	0	688	35	8	702	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3514			3537	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1400		1583		3514			3350	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	9	105	16	0	23	0	748	38	9	763	0
RTOR Reduction (vph)	0	0	91	0	0	20	0	2	0	0	0	0
Lane Group Flow (vph)	29	9	14	16	0	3	0	784	0	0	772	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6				2
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Effective Green, g (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.13		0.13		0.77			0.77	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	236	248	211	186		211		2694			2568	
v/s Ratio Prot		0.00						0.22				
v/s Ratio Perm	c0.02		0.01	0.01		0.00					c0.23	
v/c Ratio	0.12	0.04	0.07	0.09		0.01		0.29			0.30	
Uniform Delay, d1	34.4	34.0	34.1	34.2		33.9		3.2			3.2	
Progression Factor	0.81	0.82	1.22	1.00		1.00		0.60			0.62	
Incremental Delay, d2	0.4	0.1	0.3	0.4		0.1		0.2			0.3	
Delay (s)	28.2	27.8	42.0	34.6		33.9		2.1			2.3	
Level of Service	C	C	D	C		C		A			A	
Approach Delay (s/veh)		38.3			34.2			2.1			2.3	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			5.9									A
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			90.0								9.0	
Intersection Capacity Utilization			56.4%									B
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 12: Sunrise Ave & S County Rd

Existing MID 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	19	114	116	56	39	102	522	129	28	486	73
Future Volume (vph)	33	19	114	116	56	39	102	522	129	28	486	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.91		1.00	0.94			0.97			0.98	
Flt Protected		0.99		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		1674		1770	1749			3425			3465	
Flt Permitted		0.90		0.52	1.00			0.76			0.89	
Satd. Flow (perm)		1528		965	1749			2604			3085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	21	124	126	61	42	111	567	140	30	528	79
RTOR Reduction (vph)	0	106	0	0	30	0	0	13	0	0	8	0
Lane Group Flow (vph)	0	75	0	126	73	0	0	805	0	0	629	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		11.5		24.9	24.9			53.1			53.1	
Effective Green, g (s)		11.5		24.9	24.9			53.1			53.1	
Actuated g/C Ratio		0.13		0.28	0.28			0.59			0.59	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		195		333	483			1536			1820	
v/s Ratio Prot				c0.03	0.04							
v/s Ratio Perm		0.05		c0.07				c0.31			0.20	
v/c Ratio		0.38		0.38	0.15			0.52			0.35	
Uniform Delay, d1		36.0		31.6	24.6			11.0			9.5	
Progression Factor		1.25		1.00	1.00			1.18			1.00	
Incremental Delay, d2		1.2		0.7	0.1			1.3			0.5	
Delay (s)		46.3		32.4	24.7			14.2			10.0	
Level of Service		D		C	C			B			B	
Approach Delay (s/veh)		46.3			28.9			14.2			10.0	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			17.7									B
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			90.0								18.0	
Intersection Capacity Utilization			76.3%									D
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔					↑	↑	↑	↑	↑	
Traffic Vol, veh/h	3	6	27	0	0	0	30	314	182	10	588	7
Future Vol, veh/h	3	6	27	0	0	0	30	314	182	10	588	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	7	29	0	0	0	33	341	198	11	639	8











Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	1071	1269	643				647	0	0	539	0	0
Stage 1	665	665	-				-	-	-	-	-	-
Stage 2	407	604	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	244	168	474				939	-	-	1029	-	-
Stage 1	511	458	-				-	-	-	-	-	-
Stage 2	672	488	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	233	0	474				939	-	-	1029	-	-
Mov Cap-2 Maneuver	233	0	-				-	-	-	-	-	-
Stage 1	494	0	-				-	-	-	-	-	-
Stage 2	665	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v14.22		0.51	0.14
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	429	1029	-	-
HCM Lane V/C Ratio	0.035	-	-	0.091	0.011	-	-
HCM Control Delay (s/veh)	9	-	-	14.2	8.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-


























HCM Signalized Intersection Capacity Analysis
 14: Bradley PI & Sunrise Ave

Existing MID 2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	223	40	240	73	27	372
Future Volume (vph)	223	40	240	73	27	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.98		0.97		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1750		1804		1770	1863
Flt Permitted	0.96		1.00		0.47	1.00
Satd. Flow (perm)	1750		1804		868	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	242	43	261	79	29	404
RTOR Reduction (vph)	9	0	9	0	0	0
Lane Group Flow (vph)	276	0	331	0	29	404
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	19.0		50.6		59.2	59.2
Effective Green, g (s)	19.0		50.6		59.2	59.2
Actuated g/C Ratio	0.21		0.56		0.66	0.66
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	369		1014		598	1225
v/s Ratio Prot	c0.16		0.18		0.00	c0.22
v/s Ratio Perm					0.03	
v/c Ratio	0.75		0.33		0.05	0.33
Uniform Delay, d1	33.3		10.6		5.8	6.7
Progression Factor	1.03		0.34		1.00	1.00
Incremental Delay, d2	7.4		0.8		0.0	0.7
Delay (s)	41.5		4.3		5.9	7.5
Level of Service	D		A		A	A
Approach Delay (s/veh)	41.5		4.3			7.3
Approach LOS	D		A			A
Intersection Summary						
HCM 2000 Control Delay (s/veh)			15.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.47			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	17.7
Intersection Capacity Utilization			47.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
 15: Coconut Row & Royal Poinciana Wy























Existing MID 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	
Lane Configurations	 	 			 			 				
Traffic Volume (vph)	315	418	131	96	541	73	216	156	87	140	481	
Future Volume (vph)	315	418	131	96	541	73	216	156	87	140	481	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5	
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	3433	3413		1770	3539	1583	1770	1763		1863	1583	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.63	1.00		1.00	1.00	
Satd. Flow (perm)	3433	3413		1770	3539	1583	1172	1763		1863	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	342	454	142	104	588	79	235	170	95	152	523	
RTOR Reduction (vph)	0	0	0	0	0	56	0	0	0	0	71	
Lane Group Flow (vph)	342	596	0	104	588	23	235	265	0	152	452	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov	
Protected Phases	1	6		5	2		4	8		3	1	
Permitted Phases						2	8				3	
Actuated Green, G (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0	
Effective Green, g (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0	
Actuated g/C Ratio	0.16	0.29		0.16	0.29	0.29	0.40	0.40		0.28	0.44	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	553	1004		285	1042	466	505	705		527	703	
v/s Ratio Prot	0.10	c0.17		0.06	0.17		c0.03	0.15		0.08	c0.10	
v/s Ratio Perm						0.01	0.16				0.18	
v/c Ratio	0.62	0.59		0.36	0.56	0.05	0.47	0.38		0.29	0.64	
Uniform Delay, d1	35.2	27.1		33.6	26.9	22.7	21.1	19.1		25.2	19.5	
Progression Factor	1.00	1.00		1.34	0.68	0.18	1.00	1.00		0.99	0.62	
Incremental Delay, d2	3.0	2.6		2.9	1.8	0.2	0.7	0.7		1.3	2.6	
Delay (s)	38.1	29.7		48.1	19.9	4.2	21.8	19.8		26.3	14.6	
Level of Service	D	C		D	B	A	C	B		C	B	
Approach Delay (s/veh)		32.8			22.1			20.7		17.3		
Approach LOS		C			C			C		B		
Intersection Summary												
HCM 2000 Control Delay (s/veh)			24.2								HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			90.0								Sum of lost time (s)	18.0
Intersection Capacity Utilization			69.7%								ICU Level of Service	C
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 16: Royal Palm Wy & Coconut Rd

Existing MID 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	156	755	44	0	657	86	144	87	24	47	16	339
Future Volume (vph)	156	755	44	0	657	86	144	87	24	47	16	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3510			3478		1770	1803		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.57	1.00		0.68	1.00	1.00
Satd. Flow (perm)	1770	3510			3478		1061	1803		1265	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	170	821	48	0	714	93	157	95	26	51	17	368
RTOR Reduction (vph)	0	3	0	0	8	0	0	12	0	0	0	319
Lane Group Flow (vph)	170	866	0	0	799	0	157	109	0	51	17	49
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	18.0	66.6			44.1		24.4	16.9		17.4	13.4	13.4
Effective Green, g (s)	18.0	66.6			44.1		24.4	16.9		17.4	13.4	13.4
Actuated g/C Ratio	0.18	0.67			0.44		0.24	0.17		0.17	0.13	0.13
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	318	2337			1533		312	304		240	249	212
v/s Ratio Prot	c0.10	0.25			c0.23		c0.04	0.06		0.01	0.01	
v/s Ratio Perm							c0.09			0.03		0.03
v/c Ratio	0.53	0.37			0.52		0.50	0.36		0.21	0.07	0.23
Uniform Delay, d1	37.2	7.4			20.3		31.4	36.8		35.1	37.8	38.7
Progression Factor	1.00	1.00			1.03		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	0.5			1.2		2.7	1.5		0.9	0.2	1.2
Delay (s)	40.3	7.9			22.1		34.1	38.3		36.1	38.1	39.9
Level of Service	D	A			C		C	D		D	D	D
Approach Delay (s/veh)		13.2			22.1			35.9			39.4	
Approach LOS		B			C			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			22.9				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			17.0		
Intersection Capacity Utilization			60.7%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Intersection Delay, s/veh	3.9					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	747		813		588	
Demand Flow Rate, veh/h	762		830		600	
Vehicles Circulating, veh/h	291		257		499	
Vehicles Exiting, veh/h	257		499		291	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	6.1		2.2		3.4	
Approach LOS	A		A		A	
Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	499	263	291	539	257	343
Cap Entry Lane, veh/h	1026	1938	1062	1938	829	1938
Entry HV Adj Factor	0.980	0.980	0.979	0.980	0.981	0.980
Flow Entry, veh/h	489	258	285	528	252	336
Cap Entry, veh/h	1005	1900	1040	1900	813	1900
V/C Ratio	0.487	0.136	0.274	0.278	0.310	0.177
Control Delay, s/veh	9.4	0.0	6.1	0.0	7.9	0.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	3	0	1	1	1	1

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	977	307	15	1150	0	51
Future Vol, veh/h	977	307	15	1150	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1062	334	16	1250	0	55

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1396	0	698
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	3.32
Pot Cap-1 Maneuver	-	-	486	-	383
Stage 1	-	-	-	0	-
Stage 2	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	486	-	383
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.79	15.98
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	383	-	-	46	-
HCM Lane V/C Ratio	0.145	-	-	0.034	-
HCM Control Delay (s/veh)	16	-	-	12.7	0.6
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	3	1	20	1	9	1	42	15	184	196	4
Future Vol, veh/h	4	3	1	20	1	9	1	42	15	184	196	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	3	1	22	1	10	1	46	16	200	213	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	8.2	7.7	11
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	50%	67%	48%
Vol Thru, %	72%	38%	3%	51%
Vol Right, %	26%	13%	30%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	8	30	384
LT Vol	1	4	20	184
Through Vol	42	3	1	196
RT Vol	15	1	9	4
Lane Flow Rate	63	9	33	417
Geometry Grp	1	1	1	1
Degree of Util (X)	0.075	0.012	0.045	0.48
Departure Headway (Hd)	4.3	5.067	4.96	4.144
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	837	710	726	864
Service Time	2.305	3.072	2.963	2.199
HCM Lane V/C Ratio	0.075	0.013	0.045	0.483
HCM Control Delay, s/veh	7.7	8.1	8.2	11
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.2	0	0.1	2.6

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↶			↷
Traffic Vol, veh/h	0	0	61	24	73	152
Future Vol, veh/h	0	0	61	24	73	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	66	26	79	165
Major/Minor		Minor2		Major2		
Conflicting Flow All		324	165	0	0	
Stage 1		324	-	-	-	
Stage 2		0	-	-	-	
Critical Hdwy		6.52	6.22	4.12	-	
Critical Hdwy Stg 1		5.52	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		4.018	3.318	2.218	-	
Pot Cap-1 Maneuver		594	879	-	-	
Stage 1		650	-	-	-	
Stage 2		-	-	-	-	
Platoon blocked, %					-	
Mov Cap-1 Maneuver		0	879	-	-	
Mov Cap-2 Maneuver		0	-	-	-	
Stage 1		0	-	-	-	
Stage 2		0	-	-	-	
Approach		NB		SB		
HCM Control Delay, s/v		9.57				
HCM LOS		A				
Minor Lane/Major Mvmt	NBLn1	SBL	SBT			
Capacity (veh/h)	879	-	-			
HCM Lane V/C Ratio	0.105	-	-			
HCM Control Delay (s/veh)	9.6	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	17	39	41	0	0	153
Future Vol, veh/h	17	39	41	0	0	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	42	45	0	0	166
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.3	7.5	8.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	0%
Vol Thru, %	100%	0%	100%
Vol Right, %	0%	70%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	41	56	153
LT Vol	0	17	0
Through Vol	41	0	153
RT Vol	0	39	0
Lane Flow Rate	45	61	166
Geometry Grp	1	1	1
Degree of Util (X)	0.052	0.067	0.188
Departure Headway (Hd)	4.167	3.939	4.075
Convergence, Y/N	Yes	Yes	Yes
Cap	852	892	878
Service Time	2.228	2.038	2.111
HCM Lane V/C Ratio	0.053	0.068	0.189
HCM Control Delay, s/veh	7.5	7.3	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.7

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑			↑			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	2	35	40	160	0	5
Future Vol, veh/h	0	0	0	0	0	0	2	35	40	160	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	2	38	43	174	0	5
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	7.2	8.3
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	97%
Vol Thru, %	45%	100%	0%
Vol Right, %	52%	0%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	77	0	165
LT Vol	2	0	160
Through Vol	35	0	0
RT Vol	40	0	5
Lane Flow Rate	84	0	179
Geometry Grp	1	1	1
Degree of Util (X)	0.087	0	0.208
Departure Headway (Hd)	3.759	4.498	4.171
Convergence, Y/N	Yes	Yes	Yes
Cap	948	0	863
Service Time	1.8	2.498	2.182
HCM Lane V/C Ratio	0.089	0	0.207
HCM Control Delay, s/veh	7.2	7.5	8.3
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.3	0	0.8

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑		↑
Traffic Vol, veh/h	0	0	44	246	2	20
Future Vol, veh/h	0	0	44	246	2	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	48	267	2	22

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 48 48
Stage 1	-	- 48 -
Stage 2	-	- - 0 -
Critical Hdwy	-	- 6.42 6.22
Critical Hdwy Stg 1	-	- 5.42 -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- 3.518 3.318
Pot Cap-1 Maneuver	-	- 962 1021
Stage 1	-	- 975 -
Stage 2	-	- - -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 962 1021
Mov Cap-2 Maneuver	-	- 962 -
Stage 1	-	- 975 -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s/v	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1021
HCM Lane V/C Ratio	-	-	0.021
HCM Control Delay (s/veh)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗	↘		↗		↕			↕	
Traffic Vol, veh/h	18	0	29	70	0	24	0	348	0	0	348	0
Future Vol, veh/h	18	0	29	70	0	24	0	348	0	0	348	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	32	76	0	26	0	378	0	0	378	0

















Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	757	-	378	757	-	378	-	0
Stage 1	378	-	-	378	-	-	-	-
Stage 2	378	-	-	378	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	-	-
Pot Cap-1 Maneuver	324	0	668	324	0	668	0	0
Stage 1	643	0	-	643	0	-	0	0
Stage 2	643	0	-	643	0	-	0	0
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	312	-	668	309	-	668	-	-
Mov Cap-2 Maneuver	312	-	-	309	-	-	-	-
Stage 1	643	-	-	643	-	-	-	-
Stage 2	618	-	-	613	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v13.21		17.91	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	312	668	309	668	-
HCM Lane V/C Ratio	-	0.063	0.047	0.246	0.039	-
HCM Control Delay (s/veh)	-	17.3	10.7	20.4	10.6	-
HCM Lane LOS	-	C	B	C	B	-
HCM 95th %tile Q(veh)	-	0.2	0.1	0.9	0.1	-

HCM Signalized Intersection Capacity Analysis
 1: S County Rd & Golfview Rd/Hammon Ave

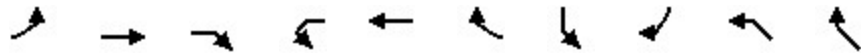
Existing PM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	13	12	11	0	30	0	214	13	127	301	0
Future Volume (vph)	11	13	12	11	0	30	0	214	13	127	301	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.90			0.99			1.00	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1752			1656			1848			1836	
Flt Permitted		0.88			0.90			1.00			0.83	
Satd. Flow (perm)		1565			1504			1848			1554	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	14	13	12	0	33	0	233	14	138	327	0
RTOR Reduction (vph)	0	12	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	27	0	0	45	0	0	246	0	0	465	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		5.2			5.2			55.8			55.8	
Effective Green, g (s)		5.2			5.2			55.8			55.8	
Actuated g/C Ratio		0.07			0.07			0.80			0.80	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		116			111			1473			1238	
v/s Ratio Prot								0.13				
v/s Ratio Perm		0.02			c0.03						c0.30	
v/c Ratio		0.23			0.41			0.17			0.38	
Uniform Delay, d1		30.5			30.9			1.7			2.1	
Progression Factor		1.00			1.00			1.00			0.44	
Incremental Delay, d2		1.0			2.4			0.2			0.8	
Delay (s)		31.6			33.3			1.9			1.7	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		31.6			33.3			1.9			1.7	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			5.0									A
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			70.0								9.0	
Intersection Capacity Utilization			52.1%									A
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Worth Ave & S County Rd

Existing PM 2024





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations					↔		↗	↖	↗	↖
Traffic Volume (vph)	0	0	0	65	104	141	342	141	62	215
Future Volume (vph)	0	0	0	65	104	141	342	141	62	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.93		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3264		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.48	1.00
Satd. Flow (perm)					3264		1770	1583	886	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	71	113	153	372	153	67	234
RTOR Reduction (vph)	0	0	0	0	113	0	0	74	0	0
Lane Group Flow (vph)	0	0	0	0	224	0	372	79	67	234
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					18.2		36.2	36.2	43.8	43.8
Effective Green, g (s)					18.2		36.2	36.2	43.8	43.8
Actuated g/C Ratio					0.26		0.52	0.52	0.63	0.63
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					848		915	818	599	990
v/s Ratio Prot							c0.21		0.01	c0.15
v/s Ratio Perm					0.07			0.05	0.06	
v/c Ratio					0.26		0.41	0.10	0.11	0.24
Uniform Delay, d1					20.6		10.3	8.6	7.4	5.8
Progression Factor					1.00		0.40	0.08	0.84	0.86
Incremental Delay, d2					0.3		1.3	0.2	0.2	0.6
Delay (s)					20.9		5.5	0.9	6.4	5.5
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			20.9		4.1		5.7	
Approach LOS		A			C		A		A	
Intersection Summary										
HCM 2000 Control Delay (s/veh)			9.4		HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.36							
Actuated Cycle Length (s)			70.0		Sum of lost time (s)				12.0	
Intersection Capacity Utilization			42.4%		ICU Level of Service				A	
Analysis Period (min)			15							

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: S County Rd & Peruvian Ave

Existing PM 2024

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	77	103	123	0	0	0	0	323	48	96	364	0	
Future Volume (vph)	77	103	123	0	0	0	0	323	48	96	364	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0					4.0			4.0		
Lane Util. Factor		1.00	1.00					0.95			0.95		
Frt		1.00	0.85					0.98			1.00		
Flt Protected		0.98	1.00					1.00			0.99		
Satd. Flow (prot)		1824	1583					3471			3503		
Flt Permitted		0.98	1.00					1.00			0.79		
Satd. Flow (perm)		1824	1583					3471			2798		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	84	112	134	0	0	0	0	351	52	104	396	0	
RTOR Reduction (vph)	0	0	99	0	0	0	0	13	0	0	0	0	
Lane Group Flow (vph)	0	196	35	0	0	0	0	390	0	0	500	0	
Turn Type	Perm	NA	Perm					NA		Perm	NA		
Protected Phases		4						2			6		
Permitted Phases	4		4							6			
Actuated Green, G (s)		18.2	18.2					43.8			36.2		
Effective Green, g (s)		18.2	18.2					43.8			36.2		
Actuated g/C Ratio		0.26	0.26					0.63			0.52		
Clearance Time (s)		4.0	4.0					4.0			4.0		
Vehicle Extension (s)		5.0	5.0					5.0			5.0		
Lane Grp Cap (vph)		474	411					2171			1446		
v/s Ratio Prot								c0.11					
v/s Ratio Perm		0.11	0.02								c0.18		
v/c Ratio		0.41	0.08					0.18			0.35		
Uniform Delay, d1		21.5	19.6					5.5			9.9		
Progression Factor		1.00	1.00					0.85			1.00		
Incremental Delay, d2		1.2	0.2					0.2			0.7		
Delay (s)		22.7	19.8					4.9			10.6		
Level of Service		C	B					A			B		
Approach Delay (s/veh)		21.5			0.0			4.9			10.6		
Approach LOS		C			A			A			B		
Intersection Summary													
HCM 2000 Control Delay (s/veh)			11.6									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.36										
Actuated Cycle Length (s)			70.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			43.0%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↕			↔	
Traffic Vol, veh/h	0	0	0	0	0	85	0	407	0	0	453	122
Future Vol, veh/h	0	0	0	0	0	85	0	407	0	0	453	122
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	92	0	442	0	0	492	133

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	-	221
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.32
Pot Cap-1 Maneuver	0	0	783
Stage 1	0	0	-
Stage 2	0	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	0	783
Mov Cap-2 Maneuver	-	0	-
Stage 1	-	0	-
Stage 2	-	0	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.22	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	783	1114	-
HCM Lane V/C Ratio	-	0.118	-	-
HCM Control Delay (s/veh)	-	10.2	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.4	0	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↕↔			↕↕	
Traffic Vol, veh/h	0	0	153	0	0	0	0	570	73	0	598	0
Future Vol, veh/h	0	0	153	0	0	0	0	570	73	0	598	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	166	0	0	0	0	620	79	0	650	0

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	-	-	325	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	671	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	671	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v12.13		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	671	-
HCM Lane V/C Ratio	-	-	0.248	-
HCM Control Delay (s/veh)	-	-	12.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	1	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	
Traffic Vol, veh/h	7	3	65	12	9	42	102	445	35	5	488	52
Future Vol, veh/h	7	3	65	12	9	42	102	445	35	5	488	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	71	13	10	46	111	484	38	5	530	57





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1038	1313	559	1248	1303	242	587	0	0	522	0	0
Stage 1	570	570	-	705	705	-	-	-	-	-	-	-
Stage 2	468	743	-	543	598	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	197	158	528	139	160	760	986	-	-	1043	-	-
Stage 1	506	505	-	394	438	-	-	-	-	-	-	-
Stage 2	545	421	-	523	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	149	136	528	102	138	760	986	-	-	1043	-	-
Mov Cap-2 Maneuver	149	136	-	102	138	-	-	-	-	-	-	-
Stage 1	502	501	-	342	380	-	-	-	-	-	-	-
Stage 2	433	365	-	447	486	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v12.87			10.04		2.23		0.08	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	671	-	-	528	760	16	-	-
HCM Lane V/C Ratio	0.112	-	-	0.134	0.06	0.005	-	-
HCM Control Delay (s/veh)	9.1	0.8	-	12.9	10	8.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0.2	0	-	-

HCM Signalized Intersection Capacity Analysis
 7: S County Rd & Royal Palm Way

Existing PM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	223	218	0	240	30	254	223	21	5	309	310
Future Volume (vph)	282	223	218	0	240	30	254	223	21	5	309	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.98		1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3480		1770	1838			1861	1583
Flt Permitted	0.46	1.00	1.00		1.00		0.32	1.00			1.00	1.00
Satd. Flow (perm)	850	1863	1583		3480		603	1838			1855	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	307	242	237	0	261	33	276	242	23	5	336	337
RTOR Reduction (vph)	0	0	143	0	10	0	0	3	0	0	0	228
Lane Group Flow (vph)	307	242	94	0	284	0	276	262	0	0	341	109
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6
Actuated Green, G (s)	40.0	39.5	39.5		13.5		51.4	51.4			32.4	32.4
Effective Green, g (s)	40.0	39.5	39.5		13.5		51.4	51.4			32.4	32.4
Actuated g/C Ratio	0.40	0.40	0.40		0.14		0.51	0.51			0.32	0.32
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	542	735	625		469		484	944			601	512
v/s Ratio Prot	c0.12	0.13			0.08		c0.09	0.14				
v/s Ratio Perm	c0.10		0.06				c0.21				0.18	0.07
v/c Ratio	0.57	0.33	0.15		0.60		0.57	0.28			0.57	0.21
Uniform Delay, d1	25.7	21.0	19.5		40.7		15.6	13.8			28.0	24.5
Progression Factor	0.84	0.77	0.56		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	4.1	1.2	0.5		2.2		1.6	0.7			3.9	1.0
Delay (s)	25.6	17.3	11.5		42.9		17.2	14.5			31.8	25.5
Level of Service	C	B	B		D		B	B			C	C
Approach Delay (s/veh)		18.8			42.9			15.9			28.7	
Approach LOS		B			D			B			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			24.1									C
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			100.0								17.1	
Intersection Capacity Utilization			69.3%									C
ICU Level of Service												C
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↖			↕	
Traffic Vol, veh/h	0	0	0	1	2	24	111	439	0	0	577	93
Future Vol, veh/h	0	0	0	1	2	24	111	439	0	0	577	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	2	26	121	477	0	0	627	101

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1032	1447	477
Stage 1	718	718	-
Stage 2	314	728	-
Critical Hdwy	6.63	6.53	6.23
Critical Hdwy Stg 1	5.43	5.53	-
Critical Hdwy Stg 2	5.83	5.53	-
Follow-up Hdwy	3.519	4.019	3.319
Pot Cap-1 Maneuver	243	131	587
Stage 1	482	432	-
Stage 2	715	428	-
Platoon blocked, %			
Mov Cap-1 Maneuver	197	0	587
Mov Cap-2 Maneuver	197	0	-
Stage 1	391	0	-
Stage 2	715	0	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.42	1.97	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	363	-	587	-
HCM Lane V/C Ratio	0.138	-	0.044	-
HCM Control Delay (s/veh)	9.8	0	11.4	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.5	-	0.1	-











HCM Signalized Intersection Capacity Analysis
 9: County Road & Royal Poinciana

Existing PM 2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	66	228	42	87	16	217	364	32	0	502	375
Future Volume (vph)	177	66	228	42	87	16	217	364	32	0	502	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1833	1583		3450			3312	
Flt Permitted	0.95	0.98	1.00		0.85	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1730	1583		1584	1583		1783			3312	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	192	72	248	46	95	17	236	396	35	0	546	408
RTOR Reduction (vph)	0	0	210	0	0	15	0	3	0	0	101	0
Lane Group Flow (vph)	131	133	38	0	141	2	0	664	0	0	853	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	16.7	16.7	16.7		15.1	15.1		66.2			38.7	
Effective Green, g (s)	16.7	16.7	16.7		15.1	15.1		66.2			38.7	
Actuated g/C Ratio	0.15	0.15	0.15		0.14	0.14		0.60			0.35	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	255	262	240		217	217		1073			1165	
v/s Ratio Prot	c0.08	0.08	0.02			0.00					c0.26	
v/s Ratio Perm					c0.09			c0.37				
v/c Ratio	0.51	0.51	0.16		0.65	0.01		1.08dl			0.73	
Uniform Delay, d1	42.9	42.9	40.5		44.9	41.0		13.9			31.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.7	1.5	0.3		6.6	0.0		2.7			4.1	
Delay (s)	44.7	44.4	40.8		51.5	41.0		16.6			35.2	
Level of Service	D	D	D		D	D		B			D	
Approach Delay (s/veh)		42.7			50.4			16.6			35.2	
Approach LOS		D			D			B			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			32.5									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			110.0								Sum of lost time (s) 16.0	
Intersection Capacity Utilization			66.9%									ICU Level of Service C
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 10: S County Rd & S Breakers Row

Existing PM 2024






















						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	39	548	77	43	738
Future Volume (vph)	75	39	548	77	43	738
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.95		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1721		3474			3529
Flt Permitted	0.97		1.00			0.88
Satd. Flow (perm)	1721		3474			3126
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	42	596	84	47	802
RTOR Reduction (vph)	32	0	9	0	0	0
Lane Group Flow (vph)	92	0	671	0	0	849
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.0		53.0			53.0
Effective Green, g (s)	12.0		53.0			53.0
Actuated g/C Ratio	0.16		0.70			0.70
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	271		2422			2179
v/s Ratio Prot	c0.05		0.19			
v/s Ratio Perm						c0.27
v/c Ratio	0.34		0.28			0.39
Uniform Delay, d1	28.5		4.3			4.8
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.6		0.3			0.5
Delay (s)	30.0		4.6			5.3
Level of Service	C		A			A
Approach Delay (s/veh)	30.0		4.6			5.3
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: S County Road & Sunset Ave


















Existing PM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	3	124	11	0	13	0	538	16	3	742	0
Future Volume (vph)	54	3	124	11	0	13	0	538	16	3	742	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3524			3539	
Flt Permitted	0.95	1.00	1.00	0.76		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1408		1583		3524			3376	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	3	135	12	0	14	0	585	17	3	807	0
RTOR Reduction (vph)	0	0	117	0	0	12	0	1	0	0	0	0
Lane Group Flow (vph)	59	3	18	12	0	2	0	601	0	0	810	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6				2
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Effective Green, g (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	241	254	215	192		215		2755			2639	
v/s Ratio Prot		0.00						0.17				
v/s Ratio Perm	c0.03		0.01	0.01		0.00					c0.24	
v/c Ratio	0.24	0.01	0.09	0.06		0.01		0.22			0.31	
Uniform Delay, d1	42.4	41.1	41.5	41.4		41.1		3.2			3.4	
Progression Factor	1.19	1.31	2.28	1.00		1.00		0.64			0.48	
Incremental Delay, d2	1.0	0.0	0.3	0.3		0.0		0.2			0.3	
Delay (s)	51.7	53.9	94.9	41.7		41.1		2.2			1.9	
Level of Service	D	D	F	D		D		A			A	
Approach Delay (s/veh)		81.4			41.4			2.2			1.9	
Approach LOS		F			D			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			12.2									B
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			110.0								9.0	
Intersection Capacity Utilization			51.6%									A
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 12: Sunrise Ave & S County Rd

Existing PM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	30	61	100	56	19	111	382	115	21	578	65
Future Volume (vph)	41	30	61	100	56	19	111	382	115	21	578	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.94		1.00	0.96			0.97			0.99	
Flt Protected		0.98		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		1721		1770	1791			3408			3481	
Flt Permitted		0.86		0.57	1.00			0.67			0.92	
Satd. Flow (perm)		1511		1070	1791			2310			3206	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	33	66	109	61	21	121	415	125	23	628	71
RTOR Reduction (vph)	0	33	0	0	15	0	0	12	0	0	5	0
Lane Group Flow (vph)	0	111	0	109	67	0	0	649	0	0	717	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		13.7		27.2	27.2			70.8			70.8	
Effective Green, g (s)		13.7		27.2	27.2			70.8			70.8	
Actuated g/C Ratio		0.12		0.25	0.25			0.64			0.64	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		188		312	442			1486			2063	
v/s Ratio Prot				c0.02	0.04							
v/s Ratio Perm		c0.07		0.06				c0.28			0.22	
v/c Ratio		0.59		0.35	0.15			0.44			0.35	
Uniform Delay, d1		45.5		39.4	32.4			9.7			9.0	
Progression Factor		1.00		1.00	1.00			0.83			1.00	
Incremental Delay, d2		4.7		0.7	0.2			0.9			0.5	
Delay (s)		50.1		40.1	32.5			9.0			9.5	
Level of Service		D		D	C			A			A	
Approach Delay (s/veh)		50.1			36.8			9.0			9.5	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			15.7									B
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			110.0								18.0	
Intersection Capacity Utilization			65.4%									C
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↕	↕	↕	↕	
Traffic Vol, veh/h	2	2	28	0	0	0	36	282	213	12	648	7
Future Vol, veh/h	2	2	28	0	0	0	36	282	213	12	648	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	30	0	0	0	39	307	232	13	704	8











Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1119	1351	708	712	0	0	538	0	0
Stage 1	734	734	-	-	-	-	-	-	-
Stage 2	385	616	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	229	150	435	888	-	-	1030	-	-
Stage 1	475	426	-	-	-	-	-	-	-
Stage 2	688	482	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	216	0	435	888	-	-	1030	-	-
Mov Cap-2 Maneuver	216	0	-	-	-	-	-	-	-
Stage 1	454	0	-	-	-	-	-	-	-
Stage 2	679	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.67	0.63	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	888	-	-	407	1030	-	-
HCM Lane V/C Ratio	0.044	-	-	0.085	0.013	-	-
HCM Control Delay (s/veh)	9.2	-	-	14.7	8.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

HCM Signalized Intersection Capacity Analysis
 14: Bradley PI & Sunrise Ave

Existing PM 2024





























						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	216	34	198	77	24	455
Future Volume (vph)	216	34	198	77	24	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.98		0.96		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1753		1792		1770	1863
Flt Permitted	0.96		1.00		0.50	1.00
Satd. Flow (perm)	1753		1792		931	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	235	37	215	84	26	495
RTOR Reduction (vph)	7	0	12	0	0	0
Lane Group Flow (vph)	265	0	287	0	26	495
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	18.3		51.4		59.9	59.9
Effective Green, g (s)	18.3		51.4		59.9	59.9
Actuated g/C Ratio	0.20		0.57		0.67	0.67
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	356		1023		643	1239
v/s Ratio Prot	c0.15		0.16		0.00	c0.27
v/s Ratio Perm					0.03	
v/c Ratio	0.74		0.28		0.04	0.40
Uniform Delay, d1	33.7		9.9		5.4	6.9
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	7.8		0.7		0.0	1.0
Delay (s)	41.4		10.5		5.5	7.8
Level of Service	D		B		A	A
Approach Delay (s/veh)	41.4		10.5			7.7
Approach LOS	D		B			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 15: Coaconut Row & Royal Poinciana Wy

Existing PM 2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (vph)	295	372	106	82	640	44	234	188	76	120	563	
Future Volume (vph)	295	372	106	82	640	44	234	188	76	120	563	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5	
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	3433	3422		1770	3539	1583	1770	1782		1863	1583	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00		1.00	1.00	
Satd. Flow (perm)	3433	3422		1770	3539	1583	1215	1782		1863	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	321	404	115	89	696	48	254	204	83	130	612	
RTOR Reduction (vph)	0	0	0	0	0	33	0	0	0	0	60	
Lane Group Flow (vph)	321	519	0	89	696	15	254	287	0	130	552	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov	
Protected Phases	1	6		5	2		4	8		3	1	
Permitted Phases						2	8				3	
Actuated Green, G (s)	17.0	32.5		18.5	34.0	34.0	46.0	46.0		35.5	52.5	
Effective Green, g (s)	17.0	32.5		18.5	34.0	34.0	46.0	46.0		35.5	52.5	
Actuated g/C Ratio	0.15	0.30		0.17	0.31	0.31	0.42	0.42		0.32	0.48	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	530	1011		297	1093	489	535	745		601	755	
v/s Ratio Prot	0.09	0.15		0.05	c0.20		c0.02	0.16		0.07	c0.11	
v/s Ratio Perm						0.01	0.17				0.24	
v/c Ratio	0.61	0.51		0.30	0.64	0.03	0.47	0.39		0.22	0.73	
Uniform Delay, d1	43.4	32.2		40.1	32.7	26.5	24.3	22.2		27.1	23.1	
Progression Factor	1.00	1.00		1.31	0.65	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.9	1.9		2.1	2.3	0.1	0.7	0.7		0.8	4.5	
Delay (s)	46.2	34.0		54.5	23.4	26.6	25.0	22.9		27.9	27.5	
Level of Service	D	C		D	C	C	C	C		C	C	
Approach Delay (s/veh)		38.7			26.9			23.9		27.6		
Approach LOS		D			C			C		C		
Intersection Summary												
HCM 2000 Control Delay (s/veh)			29.9								HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			110.0								Sum of lost time (s)	18.0
Intersection Capacity Utilization			76.8%								ICU Level of Service	D
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 16: Royal Palm Wy & Coconut Rd

Existing PM 2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	621	37	0	847	52	224	54	5	78	67	349
Future Volume (vph)	226	621	37	0	847	52	224	54	5	78	67	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3510			3508		1770	1841		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.63	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1770	3510			3508		1166	1841		1332	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	246	675	40	0	921	57	243	59	5	85	73	379
RTOR Reduction (vph)	0	3	0	0	4	0	0	3	0	0	0	301
Lane Group Flow (vph)	246	712	0	0	974	0	243	61	0	85	73	78
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	66.5			46.0		22.5	17.0		19.0	15.0	15.0
Effective Green, g (s)	16.0	66.5			46.0		22.5	17.0		19.0	15.0	15.0
Actuated g/C Ratio	0.16	0.67			0.46		0.23	0.17		0.19	0.15	0.15
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	2334			1613		295	312		270	279	237
v/s Ratio Prot	c0.14	0.20			c0.28		c0.05	0.03		0.01	0.04	
v/s Ratio Perm							c0.14			0.05		0.05
v/c Ratio	0.87	0.30			0.60		0.82	0.19		0.31	0.26	0.33
Uniform Delay, d1	41.0	7.0			20.2		36.5	35.6		34.5	37.6	38.0
Progression Factor	1.00	1.00			0.99		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	25.2	0.3			1.5		18.6	0.6		1.4	1.0	1.7
Delay (s)	66.2	7.4			21.5		55.1	36.3		35.9	38.6	39.7
Level of Service	E	A			C		E	D		D	D	D
Approach Delay (s/veh)		22.4			21.5			51.2			39.0	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			28.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			17.5		
Intersection Capacity Utilization			70.3%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Intersection Delay, s/veh	3.7					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	542		1056		614	
Demand Flow Rate, veh/h	553		1077		626	
Vehicles Circulating, veh/h	428		361		264	
Vehicles Exiting, veh/h	361		264		428	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	3.5		3.6		4.0	
Approach LOS	A		A		A	
Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	264	289	428	649	361	265
Cap Entry Lane, veh/h	892	1938	955	1938	1054	1938
Entry HV Adj Factor	0.980	0.980	0.981	0.980	0.981	0.980
Flow Entry, veh/h	259	283	420	636	354	260
Cap Entry, veh/h	874	1900	937	1900	1034	1900
V/C Ratio	0.296	0.149	0.448	0.335	0.342	0.137
Control Delay, s/veh	7.3	0.0	9.2	0.0	7.0	0.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	1	2	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	849	153	10	1507	1	67
Future Vol, veh/h	849	153	10	1507	1	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	923	166	11	1638	1	73

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1089	0	1847
Stage 1	-	-	-	-	1006
Stage 2	-	-	-	-	841
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	636	-	66
Stage 1	-	-	-	-	314
Stage 2	-	-	-	-	384
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	636	-	64
Mov Cap-2 Maneuver	-	-	-	-	64
Stage 1	-	-	-	-	314
Stage 2	-	-	-	-	371

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	13.78
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	483	-	-	24	-
HCM Lane V/C Ratio	0.151	-	-	0.017	-
HCM Control Delay (s/veh)	13.8	-	-	10.8	0.3
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	307.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	3	26	4	9	0	61	15	41	1302	2
Future Vol, veh/h	3	3	3	26	4	9	0	61	15	41	1302	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	3	3	28	4	10	0	66	16	45	1415	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.5	10.9	9.1	334.7
HCM LOS	B	B	A	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	67%	3%
Vol Thru, %	80%	33%	10%	97%
Vol Right, %	20%	33%	23%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	9	39	1345
LT Vol	0	3	26	41
Through Vol	61	3	4	1302
RT Vol	15	3	9	2
Lane Flow Rate	83	10	42	1462
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.016	0.07	1.706
Departure Headway (Hd)	5.468	7.352	7.387	4.201
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	659	490	488	877
Service Time	3.468	5.352	5.387	2.201
HCM Lane V/C Ratio	0.126	0.02	0.086	1.667
HCM Control Delay, s/veh	9.1	10.5	10.9	334.7
HCM Lane LOS	A	B	B	F
HCM 95th-tile Q	0.4	0	0.2	82.3

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↶			↷
Traffic Vol, veh/h	0	0	69	27	65	101
Future Vol, veh/h	0	0	69	27	65	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	75	29	71	110

Major/Minor	Minor2	Major2		
Conflicting Flow All	251	110	0	0
Stage 1	251	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	652	944	-	-
Stage 1	699	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	944	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s/v	9.29	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	944	-	-
HCM Lane V/C Ratio	0.111	-	-
HCM Control Delay (s/veh)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑			↑
Traffic Vol, veh/h	16	39	49	1	2	96
Future Vol, veh/h	16	39	49	1	2	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	42	53	1	2	104
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.2	7.4	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	29%	2%
Vol Thru, %	98%	0%	98%
Vol Right, %	2%	71%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	50	55	98
LT Vol	0	16	2
Through Vol	49	0	96
RT Vol	1	39	0
Lane Flow Rate	54	60	107
Geometry Grp	1	1	1
Degree of Util (X)	0.062	0.064	0.121
Departure Headway (Hd)	4.108	3.842	4.084
Convergence, Y/N	Yes	Yes	Yes
Cap	868	919	876
Service Time	2.152	1.918	2.118
HCM Lane V/C Ratio	0.062	0.065	0.122
HCM Control Delay, s/veh	7.4	7.2	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.4

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑			↑			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	40	36	105	0	6
Future Vol, veh/h	0	0	0	0	0	0	0	40	36	105	0	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	43	39	114	0	7
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	7.1	7.8
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	95%
Vol Thru, %	53%	100%	0%
Vol Right, %	47%	0%	5%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	76	0	111
LT Vol	0	0	105
Through Vol	40	0	0
RT Vol	36	0	6
Lane Flow Rate	83	0	121
Geometry Grp	1	1	1
Degree of Util (X)	0.086	0	0.139
Departure Headway (Hd)	3.739	4.28	4.152
Convergence, Y/N	Yes	Yes	Yes
Cap	957	0	866
Service Time	1.765	2.365	2.162
HCM Lane V/C Ratio	0.087	0	0.14
HCM Control Delay, s/veh	7.1	7.4	7.8
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.3	0	0.5

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑		↑
Traffic Vol, veh/h	0	0	52	208	0	20
Future Vol, veh/h	0	0	52	208	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	57	226	0	22

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

Approach	WB	SB
HCM Control Delay, s/v	0	8.64
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1010
HCM Lane V/C Ratio	-	-	0.022
HCM Control Delay (s/veh)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗	↖		↗		↖			↗	
Traffic Vol, veh/h	13	0	13	138	0	59	2	351	0	0	372	0
Future Vol, veh/h	13	0	13	138	0	59	2	351	0	0	372	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	14	150	0	64	2	382	0	0	404	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	790	-	404	790	-	382	404	0	-	-	-	0
Stage 1	404	-	-	386	-	-	-	-	-	-	-	-
Stage 2	386	-	-	404	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	308	0	646	308	0	666	1154	-	0	0	-	0
Stage 1	623	0	-	637	0	-	-	-	0	0	-	0
Stage 2	637	0	-	623	0	-	-	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	277	-	646	300	-	666	1154	-	-	-	-	-
Mov Cap-2 Maneuver	277	-	-	300	-	-	-	-	-	-	-	-
Stage 1	623	-	-	636	-	-	-	-	-	-	-	-
Stage 2	575	-	-	609	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s/v	14.68		23.17		0.05		0			
HCM LOS	B		C							

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	1154	-	277	646	300	666	-
HCM Lane V/C Ratio	0.002	-	0.051	0.022	0.499	0.096	-
HCM Control Delay (s/veh)	8.1	-	18.7	10.7	28.4	11	-
HCM Lane LOS	A	-	C	B	D	B	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	2.6	0.3	-



APPENDIX D

Annual Growth Calculations (SERPM)
Town of Palm Beach Approved but Unbuilt Development Projects
City of West Palm Beach Projects Summaries
Forecasted 2029 Synchro Output Reports

Development of Revised Town of Palm Beach Growth Rates based on Recent Approved Projects in Palm Beach County

Background:

The Corradino Group (Corradino) was asked by the Town of Palm Beach to revisit the growth rates used in the traffic analysis completed for the Town of Palm Beach Traffic Analyses and Parking Study 2024 to consider the recent approved developments in the City of West Palm Beach, the Town's neighboring city to the west. Corradino gathered all the recent development approvals and analyzed their locations, development intensities and converted them to the regional model format. The Southeast Regional Planning Model version 8.541 (SERPM8.541) was used for this effort. SERPM model uses the transportation analysis zones (TAZs) to assign trips to the model network. The newly approved development-generated trips at the TAZ-level were reviewed and carefully compared against the original SERPM model trips. If the newly approved development trips exceeded the original SERPM model trips, the excess trips were added to the model to consider the full impact of the developments. This technical document summarizes the process developing the revised growth rates for the Town of Palm Beach based on the newly approved developments in Palm Beach County.

Technical Analysis Process:

As part of this project, the project team identified the TAZs of SERPM8 that correspond to the newly approved development projects. **Table a** presents the list of newly approved projects from the City of West Palm Beach as summarized in [Section 1.2.4.2 City of West Palm Beach \(Committed Development Trips\) of the revised study](#), their daily trip intensities, and the corresponding TAZs.

To determine whether these trips needed to be added to the model inputs, the project team developed the following approach:

1. Compare the 2045 TAZ-specific model daily volumes with the 2015 TAZ-specific daily volumes to compute the trip growth difference (delta).
2. The daily trips from the new development projects were compared against the delta. If the delta has more trips than the new development trips, no action was needed. Otherwise, additional trips were added to the model to make sure the model produces a minimum of trips generated by the new developments.

Using this approach, the project team listed and combined all the data where trips were required to be added. The model results were computed and compared with the target. Based on the results, additional refinements to the model input files were performed. This iterative process continued until the model produced volumes close to the newly approved development trips. The overall modeling process is presented in **Figure a**.

Table a: City of West Palm Beach Recent Approved / Unbuilt Projects

No.	CITY OF WEST PALM BEACH RECENTLY APPROVED PROJECTS	DAILY TRIPS	TAZ
1	Mixed Use Development- 5,179 Broadway Avenue, WPB, FL.	432	143
2	Palm Beach Riverstone CBD- 2350 45th Street, WPB, FL.	3,126	159
3	Currie Park Redevelopment- 2400 N. Flagler Drive WPB, FL.	99	192
4	Northwood Square- 23rd-25th Street/Broadway, WPB, FL.	3,826	191
5	Transit Village- 132/150 Clearwater PL., WPB, FL.	7,611	185
6	120 South Dixie Highway & Datura, WPB, FL.	1,462	1558
7	315 S. Dixie Highway, WPB, FL.	1,239	1561
8	Carefree 6 at Flamingo- 2000 S. Dixie Highway, WPB, FL.	1,657	907
9	NORA Hotel- 1110 North Railroad Avenue, WPB, FL.	9,703	194
10	Residences of Palm Beach West- 401 S. Dixie Highway, WPB, FL.	1,148	1260
11	Roseland Garden- 3801 Georgia Avenue, WPB, FL.	1,647	918
12	Apogee- 4906 N. Flagler Drive, WPB, FL.	209	149
13	Shorecrest- 1901 N. Flagler Drive, WPB, FL.	1,246	192
14	Neighborhood Renaissance- 1980 N. Tamarind Avenue, WPB, FL.	429	190
15	Neighborhood Renaissance- 1004 19th Street, WPB, FL.	394	190
16	Neighborhood Renaissance- 2212 N. Tamarind, WPB, FL.	473	190
17	Publix at Southdale- 804 Southern Blvd., WPB, FL.	5,573	267
18	Neighborhood Renaissance- 1002 Grant Street, WPB, FL	114	1216
19	Datura Hotel & Residences- 506-524 Datura Street, WPB, FL.	1,607	1254
20	Banyan Place- 550 Banyan Blvd., WPB, FL.	2,284	1247
21	515 Fern Street- 525 Fern Street, WPB, FL.	5,235	1257
22	Marriott AC Hotel- 414 Gardenia Street, WPB, FL.	1,129	1261
23	512 Clematis Street- 512 Clematis Street, WPB, FL.	623	1251
24	PBAU Business School- 1199 S. Olive Avenue, WPB, FL.	3,765	203
25	1001 Okeechobee Blvd- 1001 Okeechobee Blvd., WPB, FL.	3,703	1210
26	320 Lakeview- 320 Lakeview, WPB, FL.	836	1268
27	Clematis Place- Rosemary and Clematis, WPB, FL.	1,437	1251
28	Banyan View- 2101 Presidential Way, WPB, FL.	1,379	160
29	Solana- 992 Datura Avenue, WPB, FL.	397	1254
30	8111 South Dixie Highway- 8111 South Dixie Highway, WPB, FL.	2,355	263
31	Kirksey Commons- 1501 N. Dixie Highway, WPB, FL.	830	1220
32	Soleste Palm Station- 410 N. Rosemary, WPB, FL.	1,746	1231
33	South Flagler House (Flagler Towers)- 1315 S. Flagler Drive, WPB, FL.	1,044	1275
34	The Contemporary- 1545 Centrepark Dr North, WPB, FL.	16,077	207
35	The Spruce- 2501 Spruce Avenue, WPB, FL.	1,237	191
36	Viana Hotel and Spa- 609 Evernia, WPB, FL.	768	1253
37	Mercer Park II- 1215 Alpha Street, WPB, FL.	952	206
38	Forum Place- 1551 Forum Place, WPB, FL.	1,084	161
39	Shops at the Press- 2751 S. Dixie Highway, WPB, FL.	8,480	244
40	West Palm Point- 801 S. Dixie Highway, WPB, FL.	3,592	1269
41	One Flagler- 134/180 Lakeview Ave., WPB, FL.	2,259	1274
42	Banyan Tower (Edge 2)- 350 S. Australian Avenue, WPB, FL.	2,446	185
43	300 Banyan & 391 Clematis, WPB, FL.	939	1236
44	303 Banyan (Anya)- 303 Banyan Avenue, WPB, FL.	1,118	196
45	Cielo/Tortoise One- 370/375 Eucalyptus Street, WPB, FL.	201	1225
46	One West Palm- 550 Quadrille Boulevard, WPB, FL.	4,321	1110
47	Hibiscus Tower- 575 Rosemary Avenue, WPB, FL.	3,448	1258
48	TRG/ICON Marina/40th Street	10,770	152
49	Forte- 1309 S. Flagler Drive, WPB, FL.	294	1275
50	Olara- 1919 N. Flagler Drive, WPB, FL.	4,000	192
51	Square 1- 550 S. Rosemary Avenue, WPB, FL.	4,336	199
52	La Clara- 1515 S. Flagler Drive, WPB, FL.	581	1275
53	Banyan Cay- Presidential Way, WPB, FL.	4,613	160
		140,274	

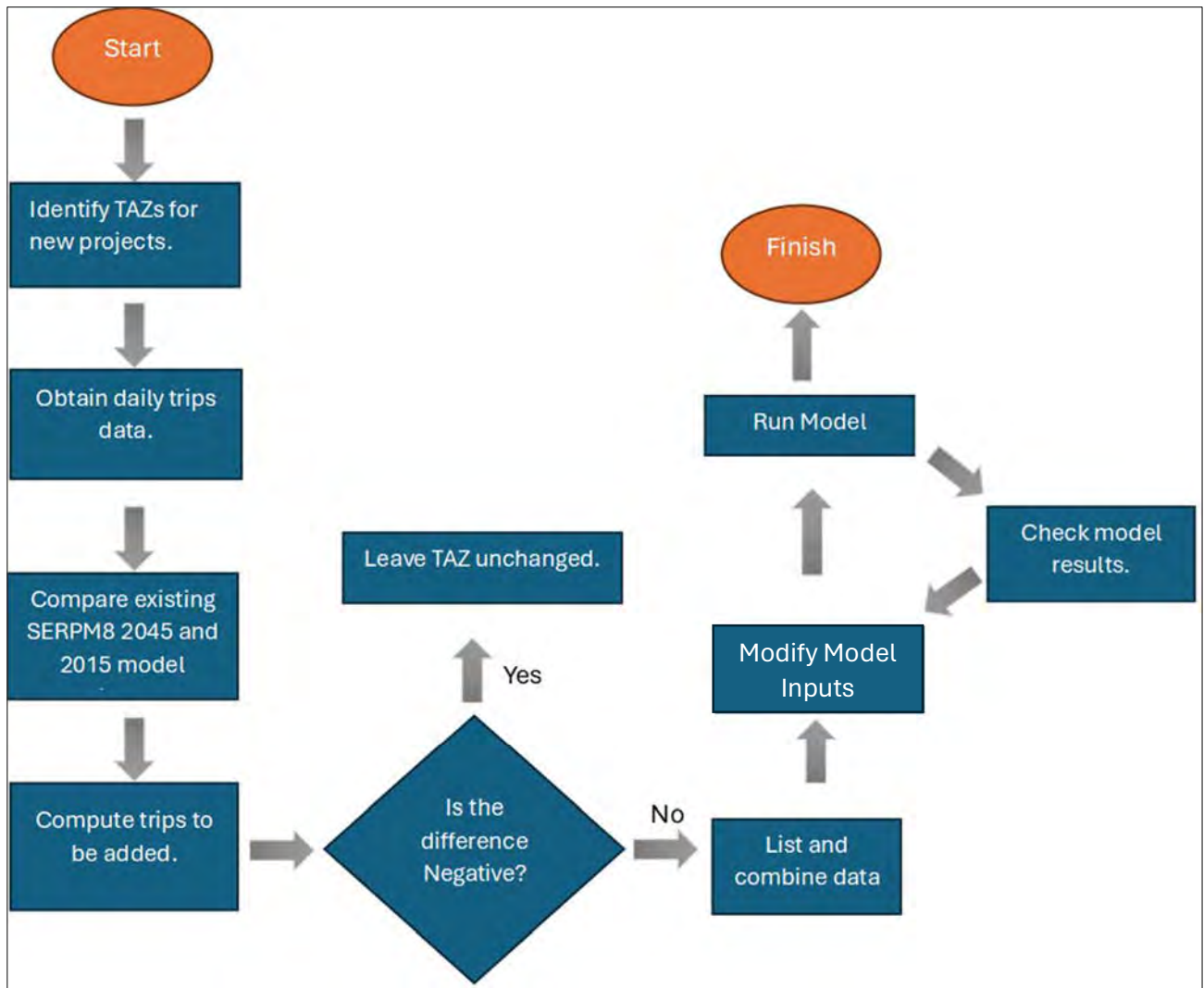


Figure a: Flowchart showing the methodology of the task.

Identified TAZs:

The projects addresses were explored in Google Maps, and Cube Network was used to identify the TAZs'. 42 TAZs' were identified corresponding to the new developments as shown in **Figure b. Figures c, d, and e** present zoomed-in versions of the projects and the corresponding TAZ numbers. The red area shows the identified TAZs. All these new development projects were outside the Town of Palm Beach area.

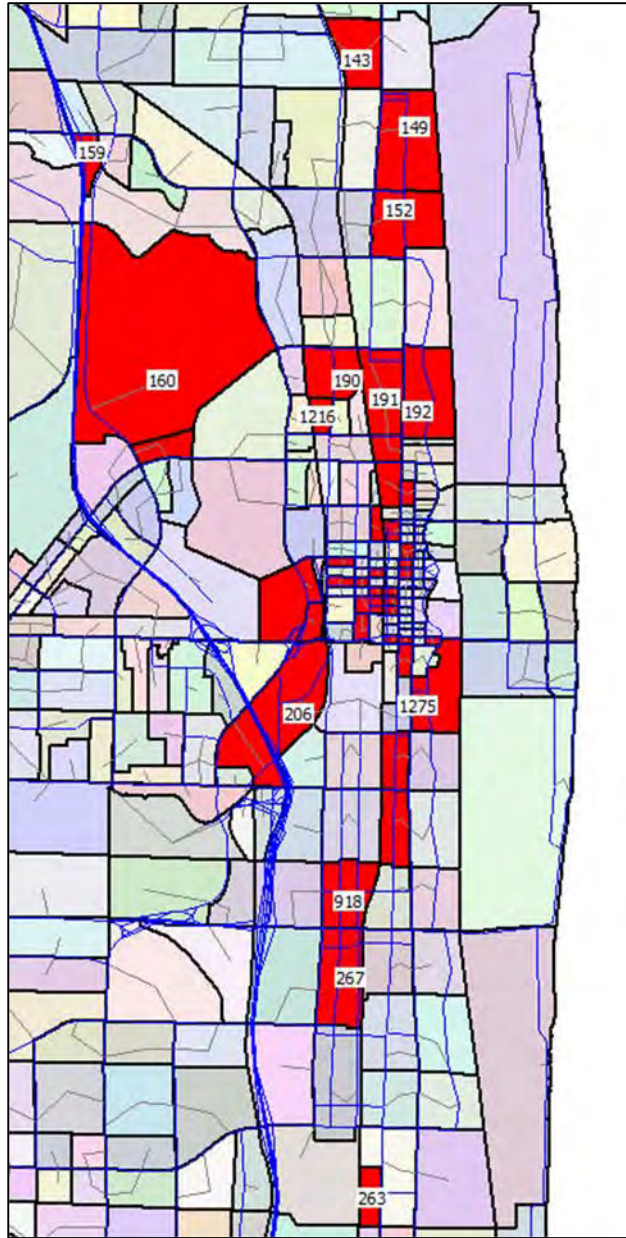


Figure b: Identified TAZs where additional trips will be generated for new projects.

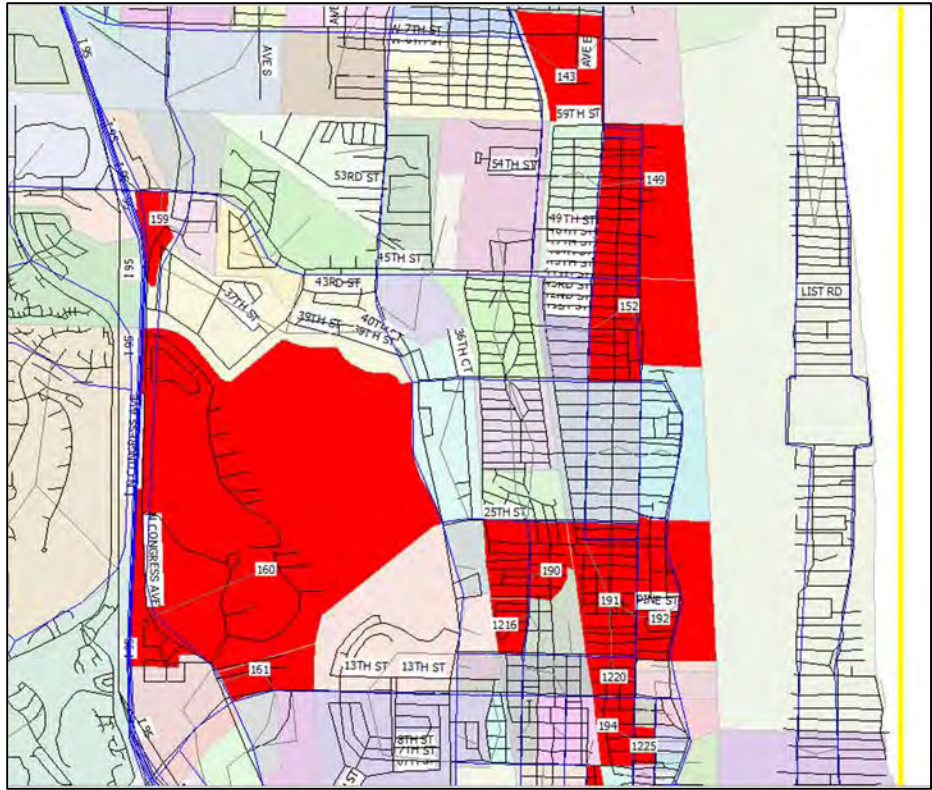


Figure c: Identified TAZs where additional trips will be generated for new projects.

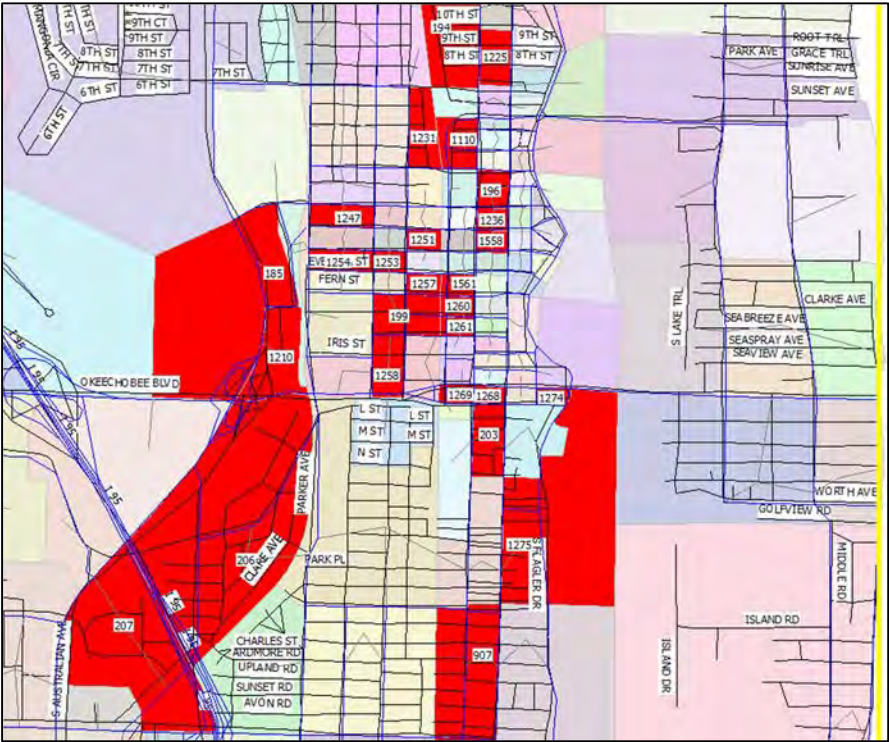


Figure d: Identified TAZs where additional trips will be generated for new projects.

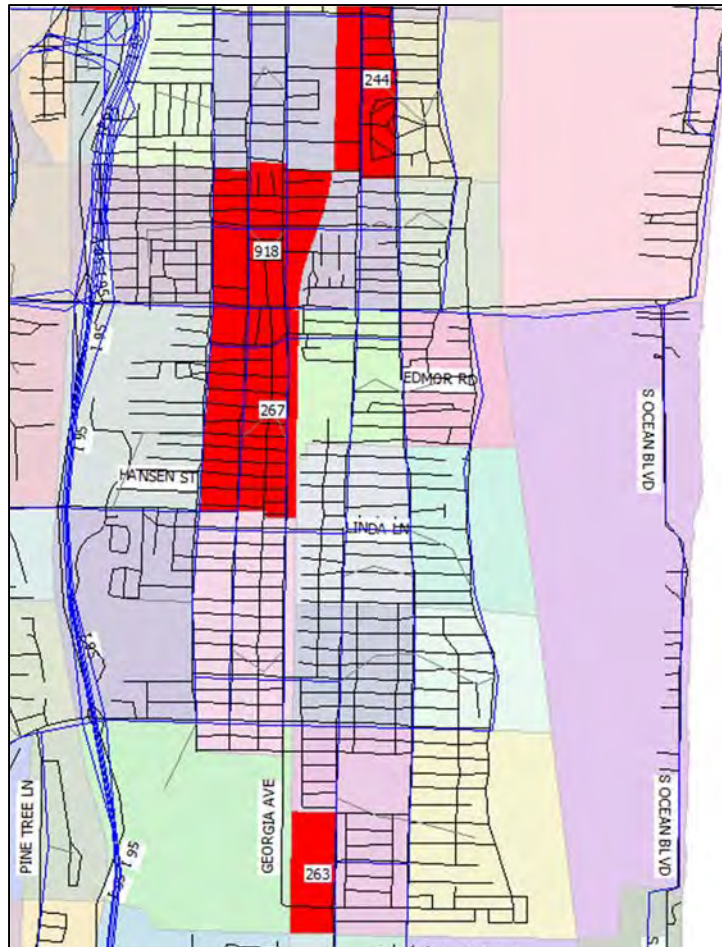


Figure e: Identified TAZs where additional trips will be generated for new projects.

Data processing:

To accommodate the new trips generated by the development projects, the data was processed for implementation in the model. The processed data is detailed in **Appendix 1**, with a sample provided in **Table b**. The Daily Trips (A) were gathered from the City of West Palm Beach, as summarized in [Section 1.2.4.2 City of West Palm Beach \(Committed Development Trips\)](#) of the revised study. Initially, the project team computed the model results for 2045 (B) and 2015 by summing the volumes in the centroid connectors for the identified TAZs. The delta (D) was calculated as the difference between the 2045 and 2015 volumes ($D=B-C$). For the new project trips, the "Trips to be added" (E) were determined by comparing the delta with the daily trips ($E=A-D$). The new target volume for the TAZs was established by adding the existing 2045 model volumes to the delta ($F=B+E$). Based on previous experience, it was determined that the added trips initially needed to be reduced by half to reach the target. The model results for the first iteration were then computed, and the trips to be added were adjusted proportionally to meet the target. This iterative process continued until the model produced satisfactory volumes.

Table b: A sample of processed data for different TAZs

Daily Trips A	TAZ	2045 Model S8.541 B	2015 Model S8.541 C	Delta D=B-C	Trips to be added E=A-D	Target F=B+E	Trips to be added/2 (1st iter) G=E/2	Model Result 2045 (1st iter)	Trips to be added (2nd iter)	Rev_Model 2045 (2nd iter)
432	143	468	343	125	307	775	154	814	147	801
3,126	159	3,547	961	2,586	540	4,087	270	5,783	191	5,345

Model Results:

The SERPM8.541 model results were compared for new growth and previous growth in the Town of Palm Beach. **Table c** illustrates the daily vehicle miles traveled (VMT) growth comparison for the new development projects. The new VMT growth shows 1.28% annual growth whereas the previous growth was 0.92%.

Table c: Annual VMT growth comparison for new development projects

Distance ΣD	Enhanced SERPM 8.541 2045 VMT $E=\Sigma D*A$	SERPM 8.541 2015 VMT $F=\Sigma D*B$	SERPM 8.541 2045 VMT $G=\Sigma D*C$	New Annual VMT Growth $(E-F)/F\%$	Previous Annual VMT Growth $(G-F)/F\%$
35.83	141,029.82	101,982.83	130,273.73	1.28%	0.92%

A **1.5%** of annual growth is recommended to account for any uncertainty factors.

Appendix 1

Daily Trips A	TAZ	2045 Model S8.541 B	2015 Model S8.541 C	Delta D=B-C	Trips to be added E=A-D	Target F=B+E	Trips to be added/2 (1st iter) G=E/2	Model Result 2045 (1st iter)	Trips to be added (2nd iter)	Rev_Model 2045 (2nd iter)
432	143	468	343	125	307	775	154	814	147	801
3,126	159	3,547	961	2,586	540	4,087	270	5,783	191	5,345
5,345	192	6,832	3,724	3,108	2,237	9,069	1,119	10,261	989	9,594
5,063	191	9,636	9,028	608	4,455	14,091	2,228	15,853	1,980	15,330
10057	185	5,058	4,041	1,017	9,040	14,098	4,520	18,394	3,464	15,086
1,462	1,558	5,333	4,656	677	785	6,118	393	6,156	391	6,406
1,239	1,561	1,218	787	431	808	2,026	404	2,644	310	2,321
1,657	907	5,009	3,738	1,271	386	5,395	193	5,380	194	5,232
9,703	194	3,024	2,329	695	9,008	12,032	4,504	16,029	3,381	12,561
1,148	1,260	832	693	139	1,009	1,841	505	2,462	378	2,030
1,647	918	6,514	5,272	1,242	405	6,919	203	7,369	191	7,176
209	149	8,591	4,748	3,843	(3,634)	4,957	(1,817)	5,913	(1,523)	8,604
1,296	190	3,133	2,206	927	369	3,502	185	3,716	174	3,681
5,573	267	8,625	6,925	1,700	3,873	12,498	1,937	14,312	1,691	13,643
114	1,216	2,739	2,611	128	(14)	2,725	(7)	3,032	(6)	2,825
2,004	1,254	596	255	341	1,663	2,259	832	2,955	636	2,357
2,284	1,247	1,970	1,789	181	2,103	4,073	1,052	5,654	758	4,699
5,235	1,257	361	339	22	5,213	5,574	2,607	7,792	1,865	7,646
1,129	1,261	449	428	21	1,108	1,557	554	2,122	406	1,732
2,060	1,251	652	598	54	2,006	2,658	1,003	3,405	783	2,814
3,765	203	4,344	2,673	1,671	2,094	6,438	1,047	7,707	875	7,097
3,703	1,210	3,295	2,763	532	3,171	6,466	1,586	9,409	1,090	7,691
836	1,268	1,249	1,136	113	723	1,972	362	2,494	286	2,280
5,992	160	16,443	11,849	4,594	1,398	17,841	699	18,821	663	19,113
2,355	263	9,305	7,960	1,345	1,010	10,315	505	10,321	505	10,754
830	1,220	1,574	837	737	93	1,667	47	1,690	46	1,653
1,746	1,231	1,164	961	203	1,543	2,707	772	3,507	596	3,047
1,919	1,275	4,430	2,464	1,966	(47)	4,383	(24)	4,808	(22)	4,605
16077	207	25,806	9,821	15,985	92	25,898	46	30,640	39	30,436

Daily Trips A	TAZ	2045 Model S8.541 B	2015 Model S8.541 C	Delta D=B-C	Trips to be added E=A-D	Target F=B+E	Trips to be added/2 (1st iter) G=E/2	Model Result 2045 (1st iter)	Trips to be added (2nd iter)	Rev_Model 2045 (2nd iter)
768	1,253	1,245	572	673	95	1,340	48	2,204	29	2,005
952	206	9,531	7,567	1,964	(1,012)	8,519	(506)	10,370	(416)	10,448
1,084	161	6,326	6,424	(98)	1,182	7,508	591	8,182	542	8,077
8,480	244	7,992	6,461	1,531	6,949	14,941	3,475	18,404	2,821	16,420
3,592	1,269	124	-	124	3,468	3,592	1,734	4,972	1,253	3,602
2,259	1,274	332	380	(48)	2,307	2,639	1,154	3,596	847	2,808
939	1,236	2,897	2,747	150	789	3,686	395	4,284	340	4,023
1,118	196	5,108	4,978	130	988	6,096	494	4,490	671	8,093
201	1,225	2,560	807	1,753	(1,552)	1,008	(776)	2,809	(278)	2,529
4,321	1,110	2,054	1,462	592	3,729	5,783	1,865	7,763	1,389	6,284
3,448	1,258	3,539	3,416	123	3,325	6,864	1,663	8,786	1,299	7,737
10770	152	12,128	5,052	7,076	3,694	15,822	1,847	17,714	1,650	17,162
4,336	199	12,862	11,306	1,556	2,780	15,642	1,390	16,778	1,296	16,507

TOWN OF WEST PALM BEACH
Committed Trips for Approved
Projects

THE VINETA HOTEL

03/28/2023

TABLE 7
TRAFFIC GENERATION DIFFERENCE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	532	24	15	9	44	24	20
PROPOSED DEVELOPMENT =	480	18	11	7	42	24	18
DIFFERENCE =	-52	-6	-4	-2	-2	0	-2

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AL

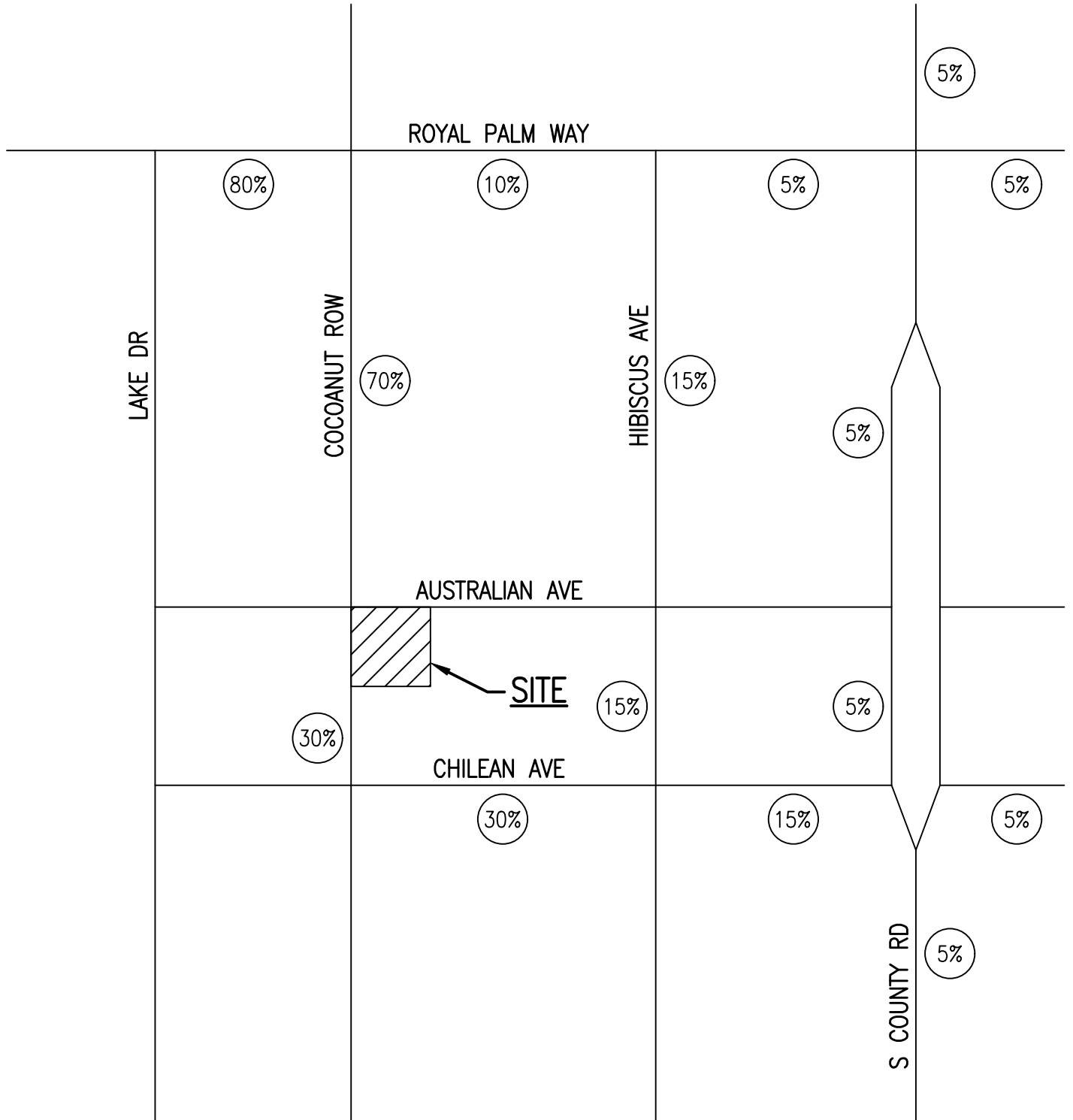


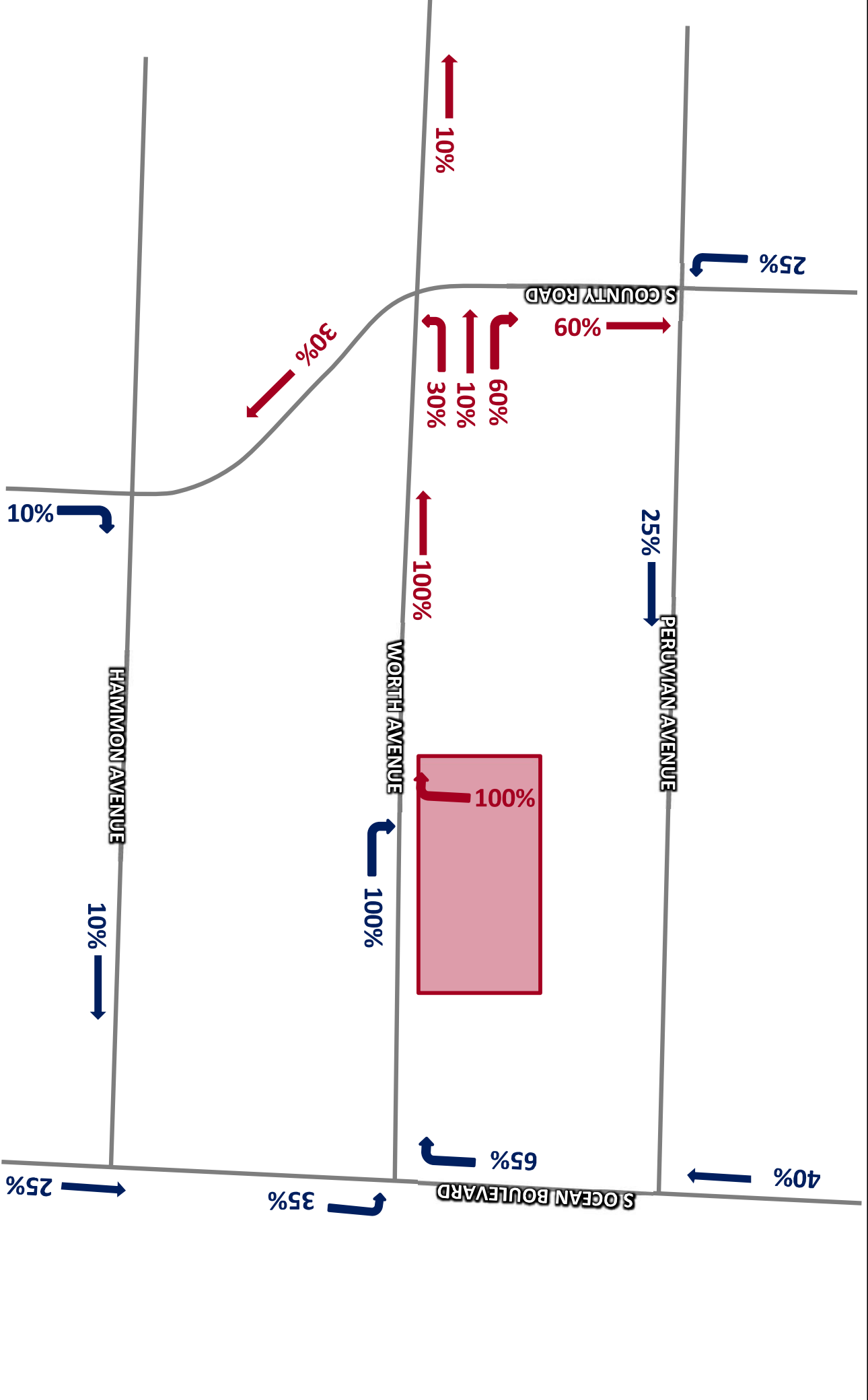
FIGURE 1
PROJECT DISTRIBUTION

LEGEND

 PROJECT DISTRIBUTION

VINETA HOTEL

22-173 AL 12-20-22



LEGEND



PROJECT SITE

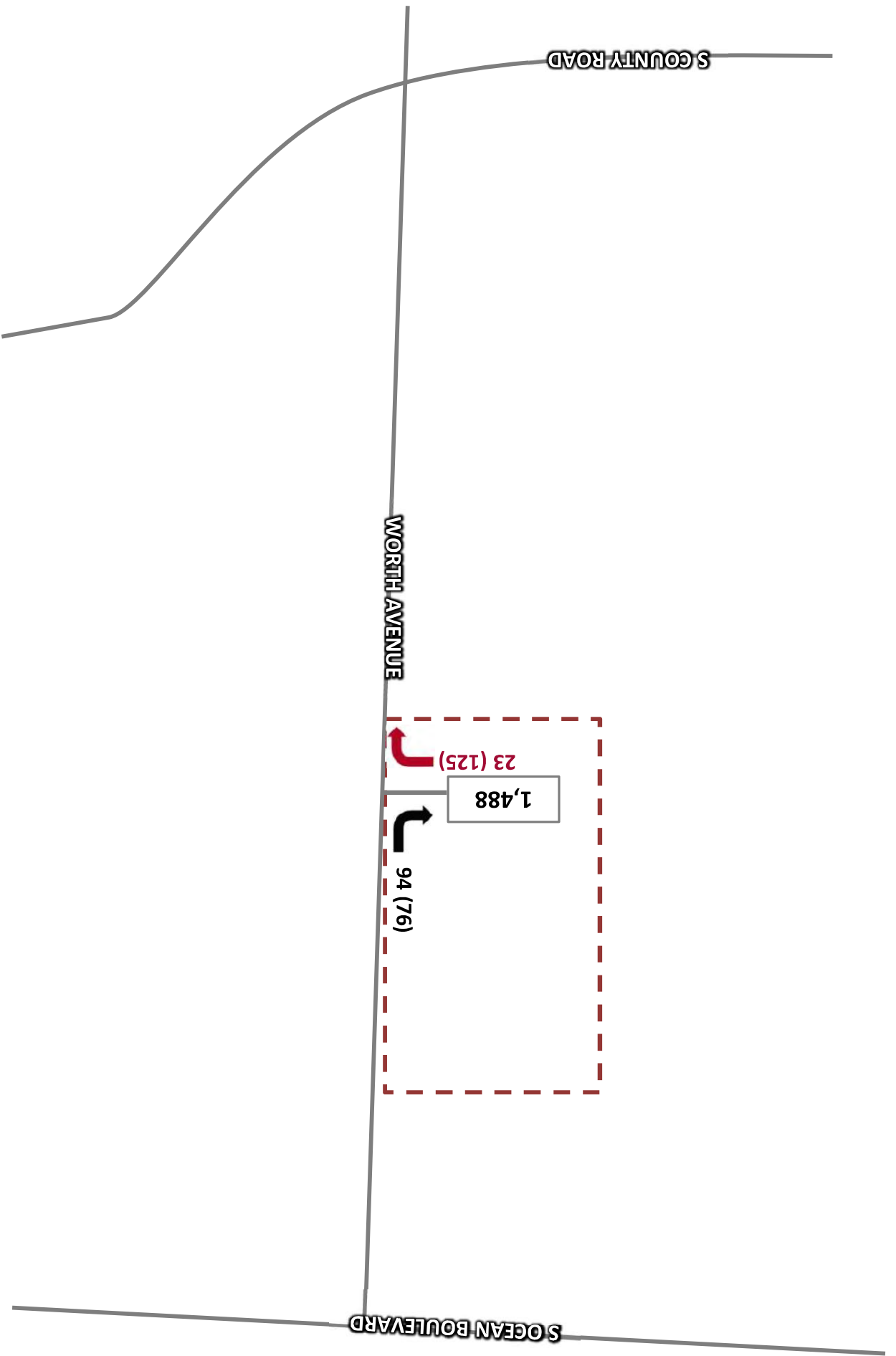
XX% PERCENT BY VOLUME

FIGURE 2

TRIP DISTRIBUTION
125 WORTH AVENUE



140769004



 PROJECT SITE
XX (XX) INBOUND AM (PM)
XX (XX) OUTBOUND AM (PM)

LEGEND
 **XX** WEEKDAY DAILY TRAFFIC

DRIVEWAY ACCESS

Access to the project site is provided at the site driveway along Worth Avenue, which connects to subterranean parking. Figure 3 illustrates project driveway volumes on an inbound and outbound basis during both the AM peak hour and PM peak hour.

Worth Avenue is a lower speed, local roadway under jurisdiction of the Town of Palm Beach. As such, the access connection, turn lane criteria and driveway design criteria of the Town of Palm Beach will apply. Based on the nature of the uses, and the built condition already existing on site, no changes are proposed to the existing site driveway design and existing site access configuration from the current condition.

ALTERNATIVE MODE ACCESS

Worth Avenue experiences high pedestrian volumes in comparison to other streets in Town and, as such, the primary considerations for modes of alternative modes of transportation besides vehicles is pedestrian related. The building immediately abuts the public sidewalk and includes a main entryway near the middle of the site that faces this sidewalk, making the entrance directly accessible to pedestrians and encouraging pedestrian activity on the public sidewalk. In addition, a buffer of palm trees and parallel parking spaces is provided between the sidewalk and the travel lanes on Worth Avenue, providing protection and comfort for pedestrians in comparison to situations where there is no buffer between the sidewalk and travel lanes.

There are no bicycle lanes on Worth Avenue, and no PalmTran service is provided south of Royal Palm Way. Therefore, these modes of travel are not anticipated to be used by visitors to this site and no additional amenities have been added for these modes of travel.

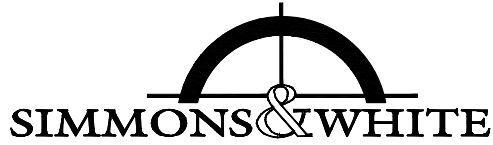
165 BRADLEY PLACE

07/08/22
 Revised: 07/27/22
 Revised: 08/30/22

**TABLE 4
 TRAFFIC GENERATION INCREASE**

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING/VESTED DEVELOPMENT* =	141	6	3	3	12	6	6
PROPOSED DEVELOPMENT =	139	26	14	12	27	13	14
INCREASE =	-2	20	11	9	15	7	8

* Existing/Vested net trips from the Town of Palm Beach approved 165 Bradley Place Traffic Impact Evaluation by Kimley Horn dated January 6, 2017.



ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452

2581 Metrocentre Blvd West • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848

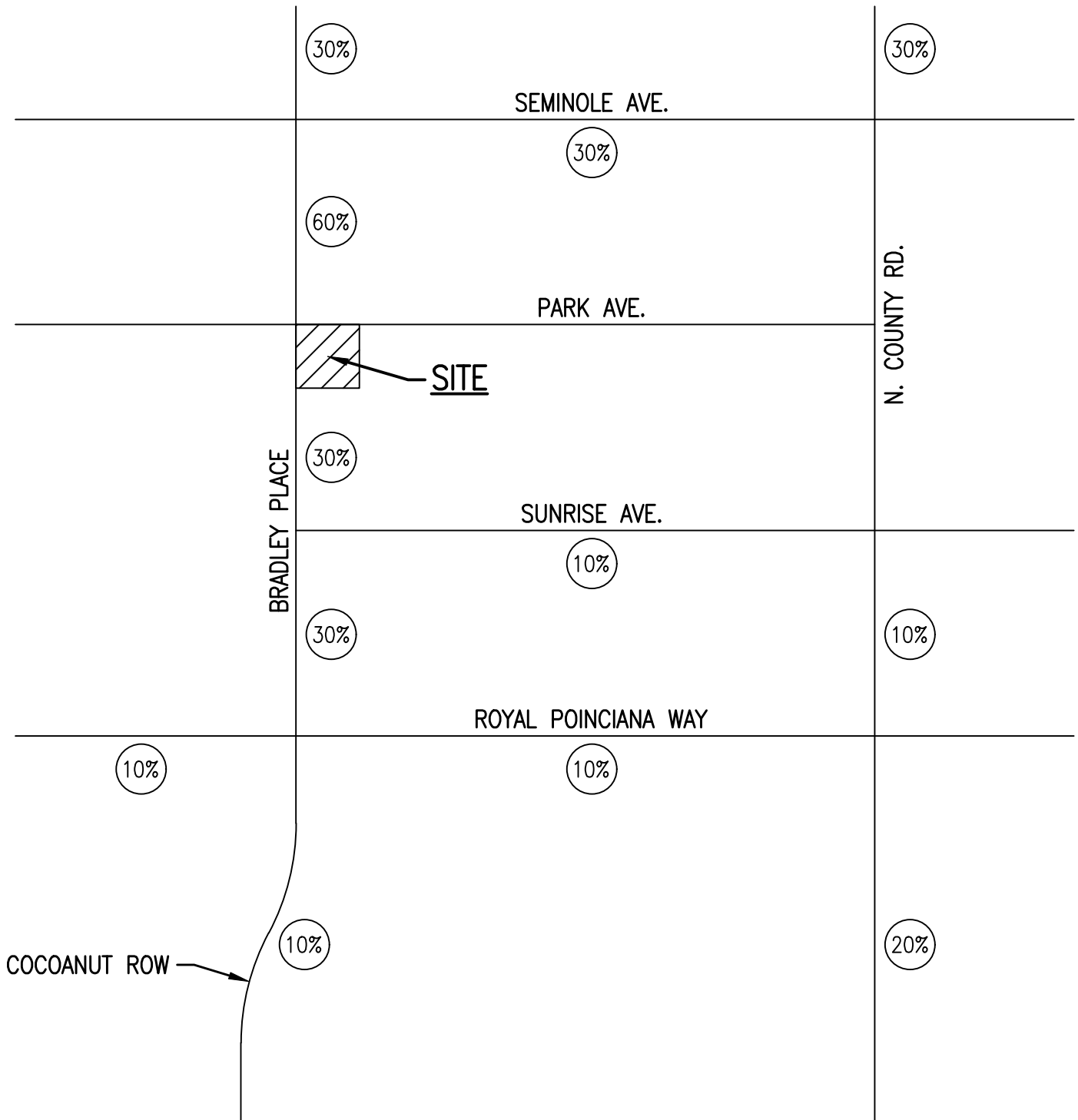


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

165 BRADLEY PLACE

22-135 AL 07-11-22

REVISED 08-30-22

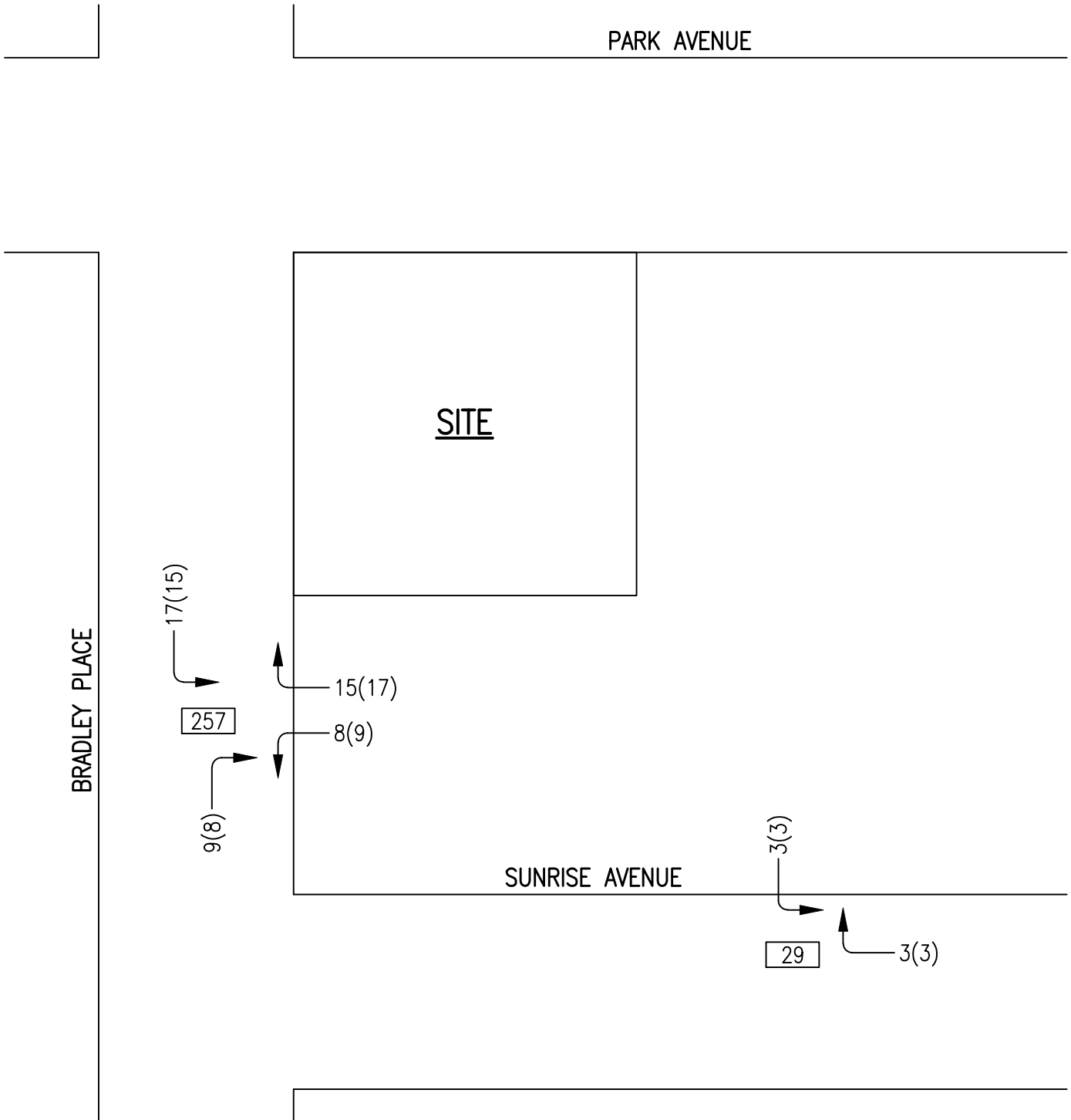


FIGURE 2
PROJECT TURNING MOVEMENTS

LEGEND

- 14 A.M. PEAK HOUR TURNING MOVEMENT
- (18) P.M. PEAK HOUR TURNING MOVEMENT
- 413 A.A.D.T.

165 BRADLEY PLACE

07/08/22
 Revised: 07/27/22
 Revised: 09/30/22

**TABLE 5
 TEST 1 - PROJECT SIGNIFICANCE CALCULATION
 AM PEAK HOUR**

2026 BUILD OUT
 DIRECTLY ACCESSED LINK(S)
 TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 11
 TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 9

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD*	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
N/A	SEMINOLE AVENUE	BRADLEY PLACE	N COUNTY ROAD	30%	3	2	II	810	0.37%	NO
N/A	SEMINOLE AVENUE	N COUNTY ROAD	N OCEAN BOULEVARD	0%	0	2	II	810	0.00%	NO
N/A	SUNRISE AVENUE	BRADLEY PLACE	N COUNTY ROAD	10%	1	2	II	810	0.12%	NO
N/A	SUNRISE AVENUE	N COUNTY ROAD	N OCEAN BOULEVARD	0%	0	2	II	810	0.00%	NO
N/A	ROYAL POINCIANA WAY	FLAGLER DRIVE	BRADLEY PLACE	10%	1	4D	II	1770	0.06%	NO
N/A	ROYAL POINCIANA WAY	BRADLEY PLACE	N COUNTY ROAD	10%	1	4D	II	1770	0.06%	NO
N/A	BRADLEY PLACE	SANFORD AVENUE	SEMINOLE AVENUE	30%	3	2	II	810	0.37%	NO
N/A	BRADLEY PLACE	SEMINOLE AVENUE	SITE	60%	7	2	II	810	0.86%	NO
N/A	BRADLEY PLACE	SITE	SUNRISE AVENUE	40%	4	2	II	810	0.49%	NO
N/A	BRADLEY PLACE	SUNRISE AVENUE	ROYAL POINCIANA WAY	30%	3	2	II	810	0.37%	NO
N/A	COCOANUT ROW	ROYAL POINCIANA WAY	ROYAL PALM WAY	10%	1	2	II	810	0.12%	NO
N/A	N COUNTY ROAD	WELLS ROAD	SEMINOLE AVENUE	30%	3	4	II	1680	0.18%	NO
N/A	N COUNTY ROAD	SEMINOLE AVENUE	SUNRISE AVENUE	0%	0	4	II	1680	0.00%	NO
N/A	N COUNTY ROAD	SEMINOLE AVENUE	ROYAL POINCIANA WAY	10%	1	4	II	1680	0.06%	NO
N/A	N COUNTY ROAD	ROYAL POINCIANA WAY	PINE WALK	20%	2	4	II	1680	0.12%	NO

* LOS D link service volumes based on Table 12.B.2.C-1 1A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards.



ROYAL POINCIANA PLAYHOUSE

11/04/2021
 Revised: 11/22/2021
 Revised: 11/30/2021
 Revised: 01/10/2021

TABLE 7
TRAFFIC GENERATION DIFFERENCE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	3,483	101	77	24	320	149	171
PROPOSED DEVELOPMENT =	4,362	110	82	28	404	209	195
INCREASE =	879	9	5	4	84	60	24

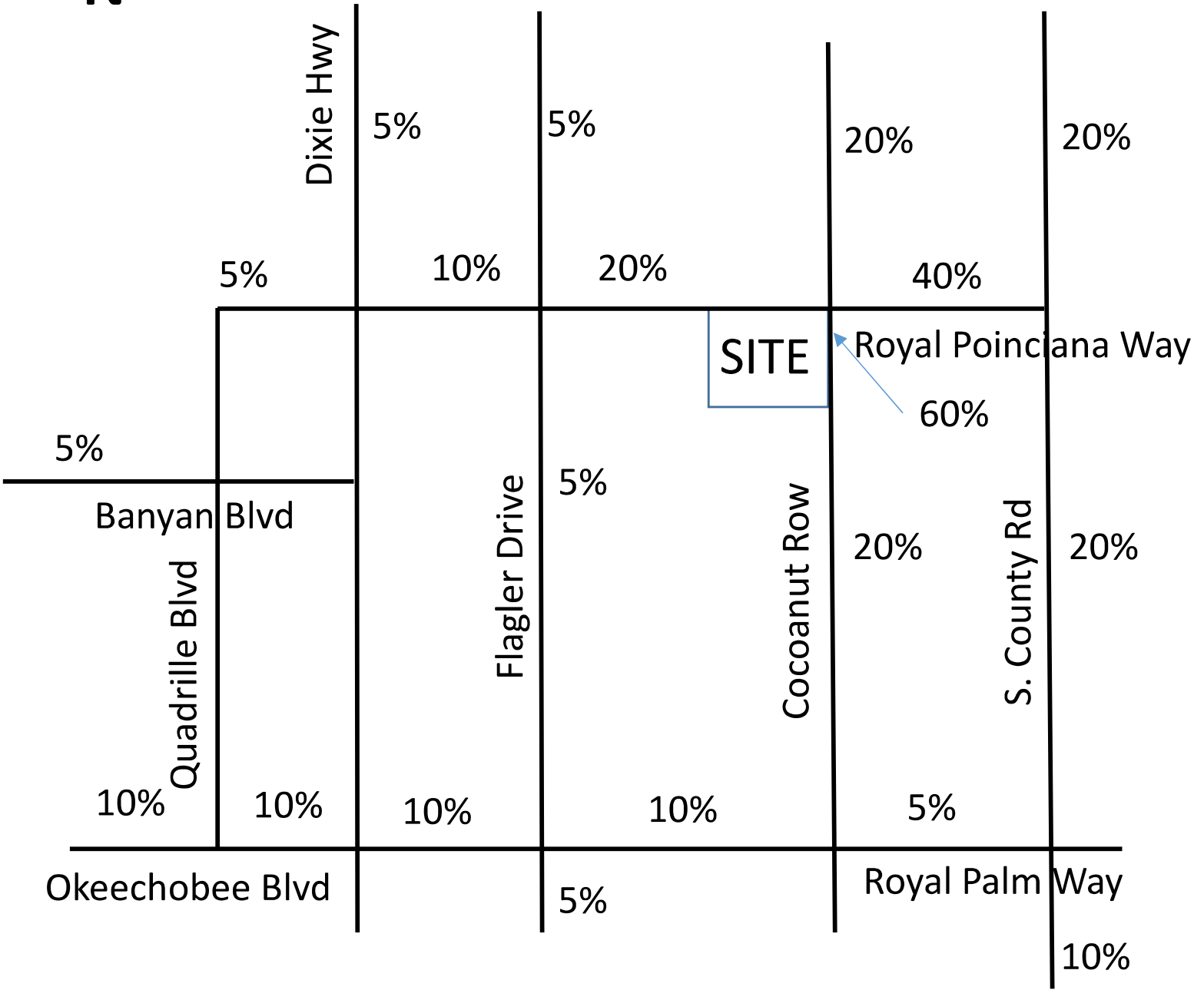


FIGURE 1 – Trip Distribution
Royal Poinciana Playhouse
Project # 21-119





Legend

XX AM Peak Hour
(XX) PM Peak Hour

XX ADT

Royal Poinciana Way

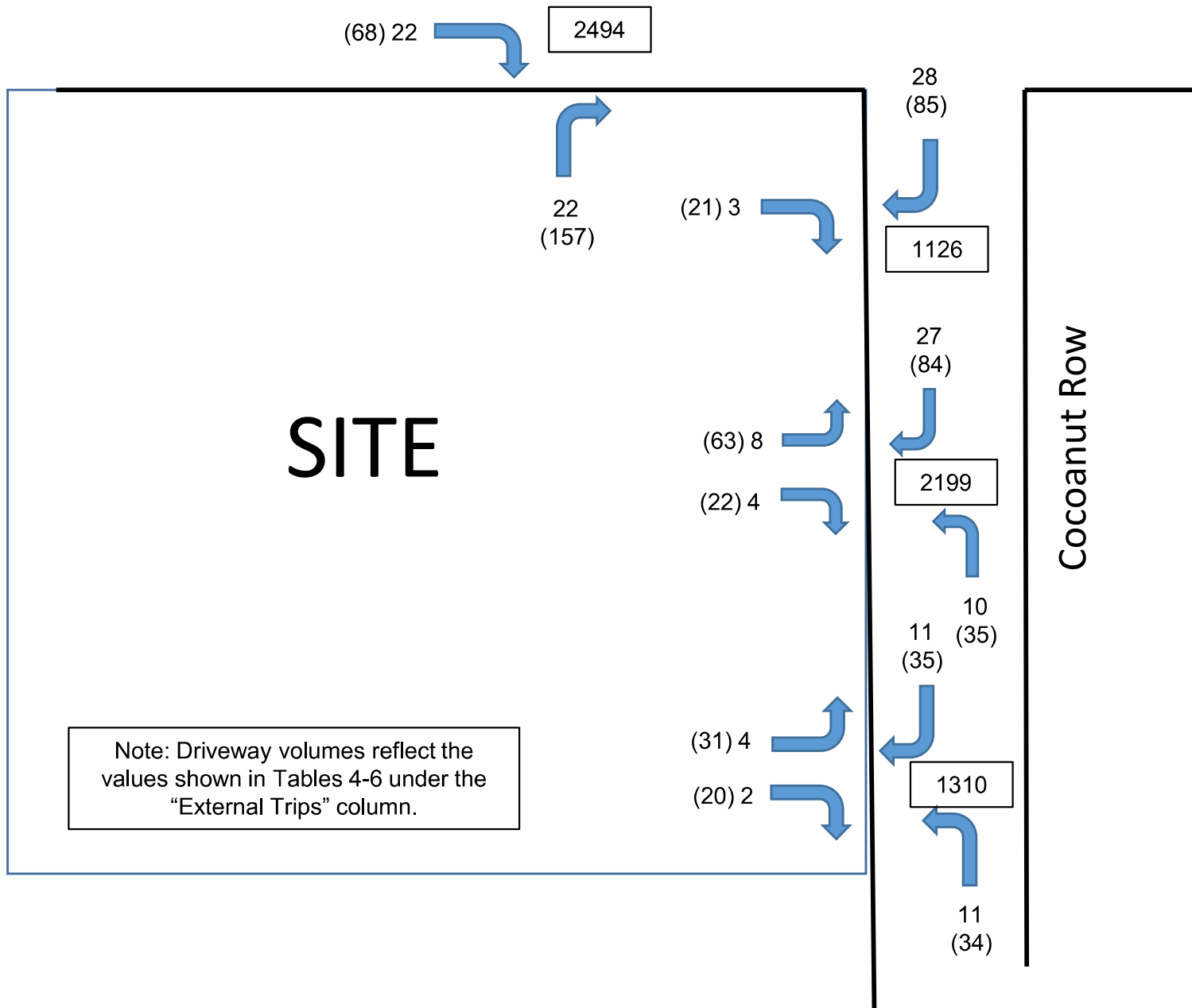


FIGURE 2 – Driveway Volumes
Royal Poinciana Playhouse
Project # 21-119



CFN 20210325510

OR BK 32681 PG 1224
RECORDED 07/13/2021 12:02:14
Palm Beach County, Florida
Joseph Abruzzo, Clerk
Pgs 1224 - 1238; (15pgs)

Prepared by and return to:
Maura Ziska, Esq.
Kochman & Ziska, PLC
222 Lakeview Ave. Suite 1500
West Palm Beach, FL 33401

AMENDED AND RESTATED DECLARATION OF USE AGREEMENT

Between

TOWN OF PALM BEACH

and

LR PALM HOUSE LLC
(F/K/A 160 ROYAL PALM LLC and ROYAL 160, LLC)

Dated July, 2021

AMENDED AND RESTATED DECLARATION OF USE AGREEMENT

THIS AMENDED AND RESTATED DECLARATION OF USE AGREEMENT (“Agreement”) is made and entered into this 12th day of July, 2021 by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter the “Town”); and LR PALM HOUSE LLC, a Limited Liability Company, 160 Royal Palm Way, Palm Beach, Florida, 33480, hereinafter the (“Owner”), which terms “Town” and “Owner” will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

W I T N E S S E T H:

WHEREAS the land described in Exhibit “A” attached hereto and made a part hereof (hereinafter referred to as “Land”) is located within the municipal limits of the Town;

WHEREAS, title to all of the Land is held by the Owner;

WHEREAS, the Palm House Hotel (hereinafter referred to as the “Hotel”) is located and operated on the Land at 160 Royal Palm Way in the Town;

WHEREAS, the Town and Owner’s predecessors in title entered into a Declaration of Use Agreement, dated July 30, 2007 and recorded in Official Records Book 21987, Page 499, and an Amendment to the Declaration of Use Agreement, dated December 28, 2012 and recorded in Official Records Book 25694, Page 633, and a Second Amendment to the Declaration of Use Agreement, dated August 13, 2013 and recorded in Official Records Book 26251, Page 78, all in the Public Records of Palm Beach County, Florida (collectively, the “Prior Agreement”);

WHEREAS, the Town Architectural Commission (“ARCOM”) on October 28, 2020, December 18, 2020, and January 27, 2020, approved the Owner’s Site Plan Application No. B-063-2020, as revised for each of the aforesaid hearings, and additionally, made recommendations to the Town Council for the Variances and Special exceptions necessary to construct the improvements reflected in such Application;

WHEREAS, the Town Council on January 13, 2021 and February 10, 2021, approved the Owner’s Site Plan Review with Special Exceptions and Variances, as described in Zoning Application No. Z-20-00289, as revised for each of the aforesaid hearings, (collectively, such Town Council approvals are referenced hereafter as the “2021 Approvals”), allow the Owner to operate the Hotel with 79 keys (hotel rooms) subject to the conditions of the 2021 Approvals;

WHEREAS, the first level lobby and public spaces will be completed to include fine dining and lobby bar, with 88 indoor seats as well as 36 outdoor seats facing the new pool deck. The second floor dining that was previously approved has been eliminated to make room for the reconfigured hotel suites which include the new presidential suites.

WHEREAS, a condition of the 2021 Approvals is the execution and recordation of this Amended and Restated Declaration of Use Agreement which shall replace the Prior Agreements in their entireties and which has been required by the Town as one measure to regulate the use of

the Land and Hotel as authorized by such 2021 Approvals, mitigate any adverse impacts of such use, and assist in ensuring that said use shall not be adverse to the public interest;

WHEREAS, a draft of this Amended and Restated Declaration of Use Agreement was reviewed and approved by the Town Council at its Meeting of March 3, 2021;

WHEREAS, all of the representations made herein are true and accurate and the approval of the Site Plan Review with Special Exception and Variances application (Z-20-00289) is conditioned upon the representations made herein and all of the conditions herein imposed; and,

WHEREAS, in granting the 2021 Approvals, the Town Council relied upon the oral and written representations of the Owner both on the record and as part of the application process.

NOW, THEREFORE, in consideration of the mutual promises set forth herein, and in consideration of other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Town and Owner agree that the Prior Agreements have been superseded and replaced in their entirety with this Amended and Restated Declaration of Use Agreement, and that the terms of the Amended and Restated Declaration and Use Agreement are as follows:

ARTICLE I **RECITALS**

The recitals set forth above are true and correct and are incorporated herein and made a part hereof.

ARTICLE II **REPRESENTATION OF OWNERSHIP**

Owner warrants and represents to the Town that:

- a. Owner has full right to enter into this Amended and Restated Declaration of Use Agreement, and to bind the Land, Hotel, and itself to the terms hereof.
- b. There are no covenants, restrictions or reservations of record which affect the Land that will prevent the use of the Hotel and Land in accordance with the terms and conditions of this Agreement or the 2021 Approvals.
- c. This Agreement has been duly authorized and executed by the Owner and is valid and binding on the Owner as written. No additional consent to execution, delivery and performance of this Agreement by Owner is required from any person, partner, limited partner, member, creditor, investor, judicial or administrative body, governmental authority or other party in order to make this Agreement enforceable by the Town against Owner and its successors and assigns in accordance with the Agreement's terms.

- d. The execution of this Amended and Restated Declaration of Use Agreement will not violate any restrictions, court orders or agreements to which Owner or the Land are subject.
- e. This Agreement shall be superior to any mortgages on the Land. Owner shall ensure that this Agreement is recorded prior to the recording of any additional mortgages, and shall obtain and record subordination agreements from any mortgagees which may be recorded prior to the recordation of this Agreement.

ARTICLE III
HOTEL USE

The use of the Land shall be for hotel uses and accessory uses in compliance with all of the information and exhibits not inconsistent with the terms and conditions set forth herein and as set forth in the zoning application (Z-20-00289) submitted, amended and approved by the Town Council to modify the previously approved Site Plan Review with Special Exceptions and Variances for the Hotel and Land on January 13, 2021 and February 10, 2021. The Town's 2021 Approvals remain subject to that provision of the Town Code that provides that no subsequent deviation may be made to the approved Site Plan Review with Special Exception and Variance application and plan packages from Cooper Cary and Wallace Surveying stamp dated August 25, 2020 and January 25, 2021 and made part of the approvals, except upon new application to and approval by the Town Council, and subject to the provisions of this Agreement. Any additional uses of the Hotel and Land shall be subject to approval by the applicable governmental authority including but not limited to the Town Council of the Town, the Architectural Commission of the Town, Palm Beach County, the State of Florida, the United States Government, and/or any agencies under any of the foregoing governmental authorities.

ARTICLE IV
CONDITIONS OF APPROVAL

The following conditions of approval are imposed by the Town and accepted by the Owner as for the operation of the Hotel in accordance with the 2007, 2012 and 2021 Approvals:

1. All parking at that Hotel and Land shall be valet managed with a valet parking permit approved by the Town Police Chief. Valet parking shall not be permitted on Brazilian Avenue. If it is determined by the Town Manager, or his designee, that the valet parking operation at the Hotel and Land is not working properly, the Town has the right to require measures as deemed necessary, including additional valet parking personnel or special duty officer(s), to resolve the issue(s). Further, the Town Council has the ability to place on their monthly agenda a discussion and resolution of any confirmed parking problem and/or requested parking revision, made by either the Town or the Owner, for a period of three (3) years, which will begin on the date the certificate of occupancy is issued for the Hotel. Before placing a discussion and resolution on any Town Council agenda, notice will be provided to the Owner in accordance with Article V, Provision for Notice, found in this Agreement.

2. The first-floor dining room is approved for 88 seats and an additional 36 seats are approved for outdoor dining on the covered pool loggia. The dining room may serve meals to the public and hotel guests from 5:00 AM to 1:00 AM. Outside dining shall be allowed from 9:00 AM to 10:00 PM on the covered loggia. These restrictions shall not preclude 24-hour room service.
3. Pool Hours shall be from 9:00 AM to 9:00 PM and Poolside beverage and food service shall be allowed between 11 AM and 8:30 PM.
4. No hotel guests, or other social or leisure activity or entertainment of any kind will be permitted on the roof of the hotel, the function room roof, or other accessory building roofs.
5. Recorded or live music or entertainment shall be allowed inside the hotel building from 9:00 AM to 11:30 PM, except New Years Eve where recorded or live music or entertainment shall be allowed until 12:30 AM.
6. There will be no outdoor music (live or recorded), no outdoor live entertainment, and no outdoor amplified sound permitted anywhere on the Land, with the exception of background live or background recorded music which will be permitted on the pool deck from 11:00 AM to 8:30 PM. "Background live or background recorded music" is defined as music having a low enough volume that normal conversation can be held over the music. Background live or background recorded music shall have speakers for same directed to the North.
7. Function Room shall be allowed 175 seats. No sooner than three (3) months from the date of certificate of occupancy, the Owner or Town can come back to the Town Council to determine if the seating is working and to address any issues. The number of seats in the Function Room shall not exceed a maximum of 200.
8. The Function Room's hours for functions (including recorded or live music or other entertainment associated therewith) shall be limited to 12:00 PM to 11:30 PM for each function. Ancillary activities for preparation and set up for functions shall commence no earlier than 9:00 AM, and all take down and cleanup operations after functions shall cease no later than 11:30 PM.
9. All newly constructed lights in the Parking lot shall be low level so that they shine downward and do not produce any light or glare which would adversely affect surrounding properties.
10. The buildings shall be equipped with a fire alarm and fire suppression system as approved by the Fire Marshal per the provisions in NFPA 1; NFPA 101: Life Safety Code, the 2018 Edition – Chapter 29 Existing Hotels and Dormitories NFPA 101: Life Safety Code; and the 2018 Edition - Chapter 13 Existing Assembly Occupancies.
11. The Owner shall provide a minimum of 30 employee parking spaces and an employee shuttle service from the Monday prior to Thanksgiving through April 30 at an off-site location(s) within 15 minutes average driving time from the Hotel. This location shall not be within the Town limits unless specifically allowed for in Chapter 134 Zoning, Article

IX, Off-Street Parking and Loading, of the Town Code of Ordinances. The Owner shall inform the Town in writing of the off-site parking location(s) outside the Town's jurisdiction. It shall be the Owner's responsibility to immediately inform the Town in writing of the loss of said parking area and make arrangements for the necessary approval(s) for alternate locations(s). Failure to insure that the off-site location is allowed by the jurisdiction in which said parking is located, or the loss of said parking may result in a reduction in dining room seating. That determination will be made by the Town Council at the earliest Town Council meeting after the Town becomes aware of the situation.

12. The demolition and construction contemplated by the Approval shall be conducted pursuant to Phase I and Phase II Construction Management Agreements entered into between the Hotel Owners and Town prior to the issuance of a building permit for said demolition or construction. Phase I shall be approved by Town Staff and Phase II by the Town Council.

The Phase II Construction Management Agreements shall be considered by the Town Council at the July 14, 2021 Council meeting when the contractor has been retained and can attend the Council meeting to answer any question about the construction schedule in the Agreement. The Phase II Agreement shall address, among other things: phasing, concrete pours, worker parking, de-watering, lighting, materials delivery & storage, construction hours, demolition, noise, dust, rodent control, security, project management, coordination with the Town, the construction schedule and remedies for violation of the Agreements.

13. The Town shall have the right to conduct inspections on the Land and within the Hotel on a periodic basis to ascertain compliance with this Agreement. Failure to allow an inspection by the Town will constitute a violation of this Agreement.
14. There shall be no chairs for guests at the pool service building. Additionally, the Bar shall have no seats or seating area. When the Event Area/Grass Lawn is not being used for pre-function events, food and beverages shall only be dispensed from the Bar and Pantry near and within the pool service building to Hotel wait staff (such that no "walk-up" ordering or service shall be permitted to hotel guests, invitees, or members of the general public, or function room invitees). During the time period that the Event Lawn/Grass Area is being used for a pre-function event, food and beverages can be dispensed from the bar and pantry near and within the pool service building to wait staff, or if the pre-function event has an "open bar" (i.e. where beverages are provided to persons without such persons paying for same with cash, cards, or room keys), food and beverages can be dispensed to Function Room invitees on a "walk-up" basis.
15. The grass lawn area east of the swimming pool shall be a passive area and shall only be used for pre-function events related to a function in the Function Room from 12:00 PM to 8:00 PM. Tents shall be prohibited in the grass lawn area east of the swimming pool area.
16. The grass lawn area east of the swimming pool shall be used only for noise controlled, passive pre-function events which may occur only between the hours of 12:00 P.M. and 8:00 P.M. on any day. The grass lawn area east of the swimming pool shall not be used

for sunbathing, nor be used for any other assemblies that are not incident to a scheduled Function Room event.

17. Any violation of the noise ordinance as verified by a Town official shall be deemed a violation of this Agreement.
18. Landscape material as approved by the Architectural Commission on December 16, 2020 (B-063-2020) shall be maintained by Owner. Any modification to the perimeter landscaping is required to be approved by the Architectural Commission and cannot be staff approved.
19. The Owner shall construct and maintain the Hotel so as to achieve and preserve the Minimum Sound Transmission Rating (STC) as identified in Exhibit "B."
20. Prior to the issuance of a building permit, the property owner voluntarily commits to either provide a recorded utility easement or an easement agreement satisfactory to the Town that ensures a recorded easement will be granted, if necessary, to underground utilities in the area.
21. Maintenance Provisions:
 - (a) The Hotel and Land shall at all times be continually maintained with the upmost standards of a first class hotel and will comply with all ordinances, rules and regulations of the Town of Palm Beach, Palm Beach County, and State of Florida, (and each of the foregoing governmental entity's respective districts, departments, and agencies) as to maintenance, health and safety standards.
 - (b) Without limiting the foregoing paragraph 18 (a), all buildings and improvements shall be maintained in a first-class condition, especially as to the exterior appearance. Painting and other exterior maintenance shall be periodically performed as reasonably required. No excessive and/or unsightly mildew, rust deposits, dirt, graffiti, or deterioration shall be permitted to accumulate on any building or other improvement. The glass in windows and in glass sliding doors shall not be cracked or broken. Building openings shall not be boarded up. Foundations, exterior walls, and roofs shall be weather-tight and shall be maintained in good repair. All appurtenances to any structure, such as awnings, shutters, doors, rails, and light fixtures shall be securely attached and in working condition, and shall not be broken, hanging loose, or falling away from the structure. All walls and fences (and the transformer gate located south of the Function Room building) shall be maintained in good repair and in an upright condition and shall be free from graffiti, or broken, cracked, or leaning sections, or loose component pieces.
 - (c) All landscaping within the Land shall be regularly maintained with proper horticultural and arboricultural practices, including without limitation such replanting and, as is from time to time necessary, mowing, trimming, fertilization, and weed, insect, and disease control. All dead or diseased sod, trees, plants, shrubs, or flowers shall be promptly replaced.

(d) Maintenance (including the maintenance of the swimming pool and all hard surfaced areas) or other actions reasonably required by the Town to meet the forgoing Maintenance Provisions in Paragraph 21 shall be commenced and completed within a commercially reasonable time period as determined by the Town Director of Planning, Zoning, and Building Department within the exclusive reasonable exercise of his or her discretion, and a failure to maintain or take other curative action as so reasonably required shall be subject to being treated by the Town as a violation of the terms and conditions of this Agreement. The Maintenance Provisions of this Declaration of Use Agreement provide the Town with supplemental means to assure that the buildings and improvements on the Land are maintained, and shall not create any obligation on the Town (or its officials, officers or employees) to conduct such maintenance or enforce the Maintenance Provisions of this Declaration of Use Agreement. Further, the Maintenance Provisions of this Declaration of Use Agreement shall not prevent the Town from enforcing any building or structure maintenance or appearance law or regulation the Town may currently enforce, or that may from time to time become applicable in the future.

ARTICLE V
PROVISIONS FOR NOTICE

1. For the issuance of any notice regarding the performance of the terms of the Agreement, notice shall be provided.

To the Town Manager:

The Town of Palm Beach, Town Hall
360 S. County Road
Palm Beach, FL 33480

To the Owner:

Neil Kirk
LR Palm House LLC
L + R Hotels
8th Floor, South Block
55 Baker Street
London W1U 8EW

2. In the event the Owner or the Town wishes to delete or amend any portion of this Agreement, or add provisions to this Agreement, or execute another Agreement having the effect of releasing or altering or replacing all or any portion of this Agreement, then in addition to any notice requirement contained in the Town's Code or Land Development Regulations, the Owner shall be required to send a minimum fifteen (15) calendar day advanced written notice (measured by date of postmark) by First Class Mail to each land owner owning land within 200' of the Land's exterior property line (as such land owners are disclosed by the then most recent ad valorem tax roll). The Notice shall include the date, time, and place of any Town Meeting or

hearing when the items in the preceding sentence are to be considered, and a summary of what will be considered, and the name and phone number of a Town Official who may be contacted for further information.

ARTICLE VI
PROVISIONS TO RUN WITH LAND/RECORDING

This Agreement shall run with the Land and shall be binding upon the Owner and its respective legal representatives and successors and assigns. This Agreement shall be recorded by the Owner in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto.

ARTICLE VII
REMEDIES FOR VIOLATION

Upon determination by the Director of Planning, Zoning and Building Department of a violation of any of the terms or conditions of this Agreement or any other provision in the Town Code of Ordinances, and upon notice in writing from the Town to Owner or Owner's representative of said violation(s) and the date upon which said violations(s) shall be corrected, owner or owner's successors or assigns shall pay to the Town a liquidated amount of \$2,000 per violation. Said liquidated amount shall accrue on a per day basis for each day a violation of this Agreement exists. In addition, in the event a violation remains uncorrected beyond the date noticed for correction by the Director of the Planning, Zoning and Building Department, this Agreement may be reconsidered by the Town Council at a future meeting upon thirty days notification to the Owner. The Town Council may, upon a finding of violation, alter this Agreement or rescind the approval of the use.

In the event Owner disputes the determination of the Director of Planning, Zoning & Building Department of the violation of the conditions of this Agreement, or in the event the Owner disputes any code violation, owner may appeal the determination of the Director of the Planning, Zoning & Building Department to the Town Council, said appeal to be filed no later than fifteen (15) days of the written notice of violation.

In addition to the above, the Town shall have all remedies available at law and equity in order to enforce the terms of this Agreement including but not limited to (a) the TOWN's code enforcement procedures; (b) all remedies otherwise offered in the Town's Code of Ordinances; and (c) injunction, specific performance, and any and all other equitable relief through the civil courts in and for Palm Beach County for the State of Florida. In the event the Town is required to seek injunctive relief, it shall not be required to post bond and it shall not be required to demonstrate irreparable harm or injury to secure an injunction to enforce the terms of this Agreement. Additionally, in the event of any breach, default or non performance of this Agreement, or any of its covenants, agreements terms or conditions, the Town shall be entitled to recover its costs, expenses and reasonable attorneys' fees insofar as the Town prevails, either before or as a result of litigation, including appeals.

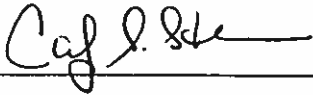
ARTICLE VIII
MISCELLANEOUS


This Amended and Restated Declaration of Use, as identified herein, supersedes all previous agreements, as recorded in Official Records Book 21987, Page 499 and Amendment to the Agreement as recorded in Official Records Book 25694, Page 633 and Second Amendment to the Agreement as recorded in Official Records Book 26251, Page 78, of the Public Records of Palm Beach County.


Wherever the word "laws" appears in this Agreement, it shall be deemed to include all ordinances, rules, and regulations as well as laws of the appropriate governmental authorities. This Agreement may not be amended except by written instrument signed by all parties hereto. Paragraph headings are inserted for convenience only and shall not be read to enlarge, construe, restrict or modify the provisions hereof. All references to numbered or lettered paragraphs, subparagraphs and exhibits refer (unless the context indicates otherwise) to paragraphs and subparagraphs of this Agreement and to exhibits attached hereto, which exhibits are by this reference made a part hereof. This Agreement shall be binding upon the parties hereto and upon their successors and assigns. In the event of the invalidity of any provision of this Agreement, same shall be deemed stricken here from and this Agreement shall continue in full force and effect as if such invalid provision were never a part hereof. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

IN WITNESS WHEREOF the parties have hereunto set their hands and seals the day and year first above.

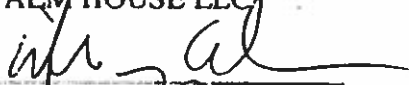
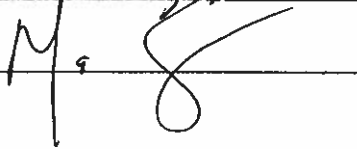
Signed, sealed, and delivered
In the presence of:


CAROLYN S. STONE


Tatiana Gonzalez


NINA TOSCANO

LR PALM HOUSE LLC





TOWN OF PALM BEACH

By: 
Danielle Moore, Mayor

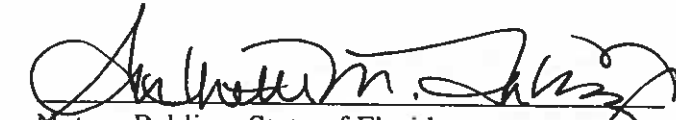
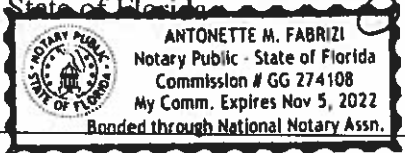
By: 
Margaret Zeidman, President
Town Council

By: 
Kirk Blouin
Town Manager

By: 
Robert S. Mautner, President of the Manager

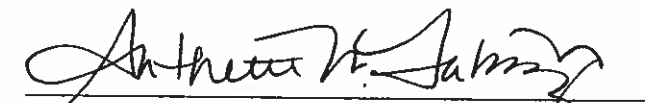
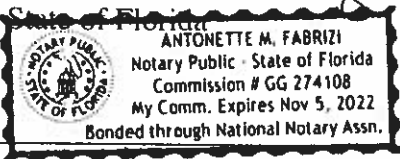
STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this 12th day of July, 2021, by Danielle Moore, the Mayor of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who is personally known to me or who has produced _____ as identification.


Notary Public - State of Florida
Notary Seal: 


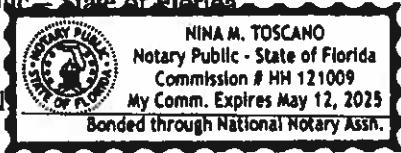
STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this 9th day of July, 2021, by Margaret Ziedman, the President of the Town Council of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who is personally known to me or who has produced _____ as identification.


Notary Public - State of Florida
Notary Seal: 

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)


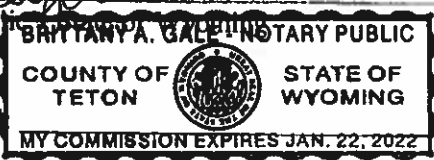
The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this 9th day of July, 2021, by Kirk Blouin, the Town Manager of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who is personally known to me or who has produced _____ as identification.


Notary Public - State of Florida

Notary Seal

NINA M. TOSCANO
Notary Public - State of Florida
Commission # HH 121009
My Comm. Expires May 12, 2025
Bonded through National Notary Assn.

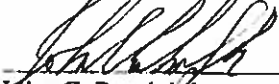
STATE OF Wyoming)
) ss.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this 9th day of June, 2021, by Robert S. Mautner, the President of the Manager of LR Palm House LLC, a Delaware limited liability company, on behalf of the corporation/limited liability company/partnership, who is personally known to me or who has produced _____ as identification.


Notary Public

Notary Seal

BRITTANY A. GALPIN
COUNTY OF TETON STATE OF WYOMING
MY COMMISSION EXPIRES JAN. 22, 2022

APPROVED AS TO LEGAL FORM AND SUFFICIENCY:


John C. Randolph
Town Attorney

RECOMMEND APPROVAL:



Paul Castro, AICP
Zoning Administrator
Manager

Exhibit "A"

Legal Description of the Land:

Being Lots 31, 32 and 33, Block F, Royal Park Addition, a subdivision in the Town of Palm Beach, Palm Beach County, Florida, as recorded in Plat Book 4, Page 1, Public Records of Palm Beach County, Florida.

STC Legend

- STC 51 (Existing Walls)
- STC 60 / OITC 40 (New Walls)
- STC 39 / OITC 34 (Glazing Assembly)
- High CAC Ceiling

- Travel Distance to Interior Accessible Restrooms
- Raised Retaining Walls

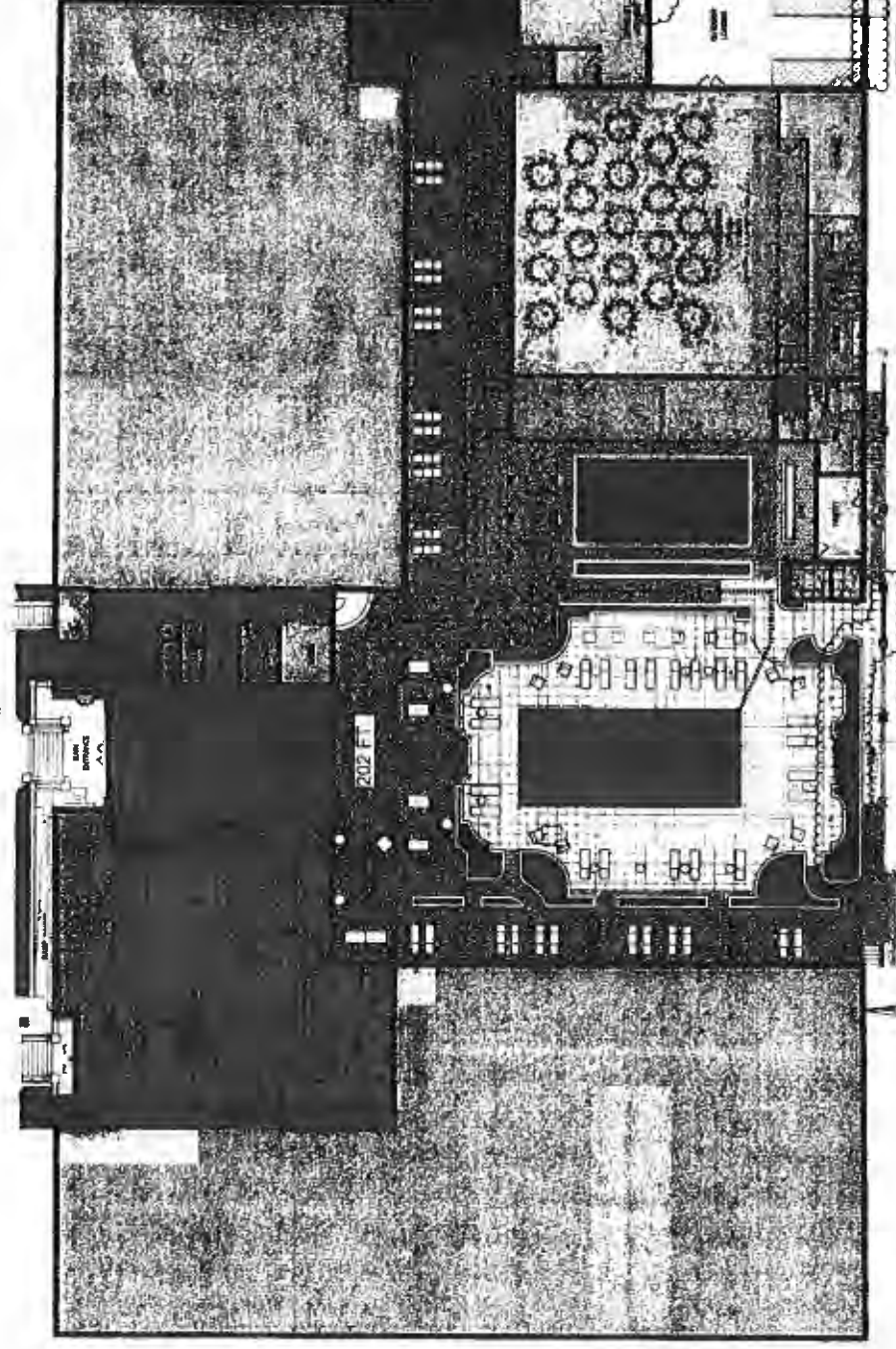
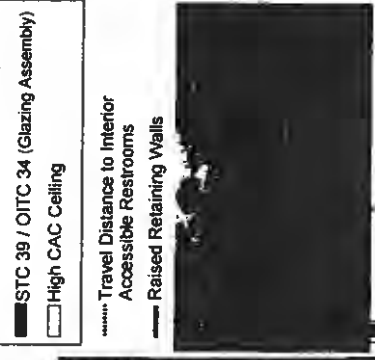


EXHIBIT B

13

The Palm House Hotel
1000 Palm Beach Blvd., Palm Beach, FL 33480

FIRST LEVEL SEATING PLAN

A201.B2

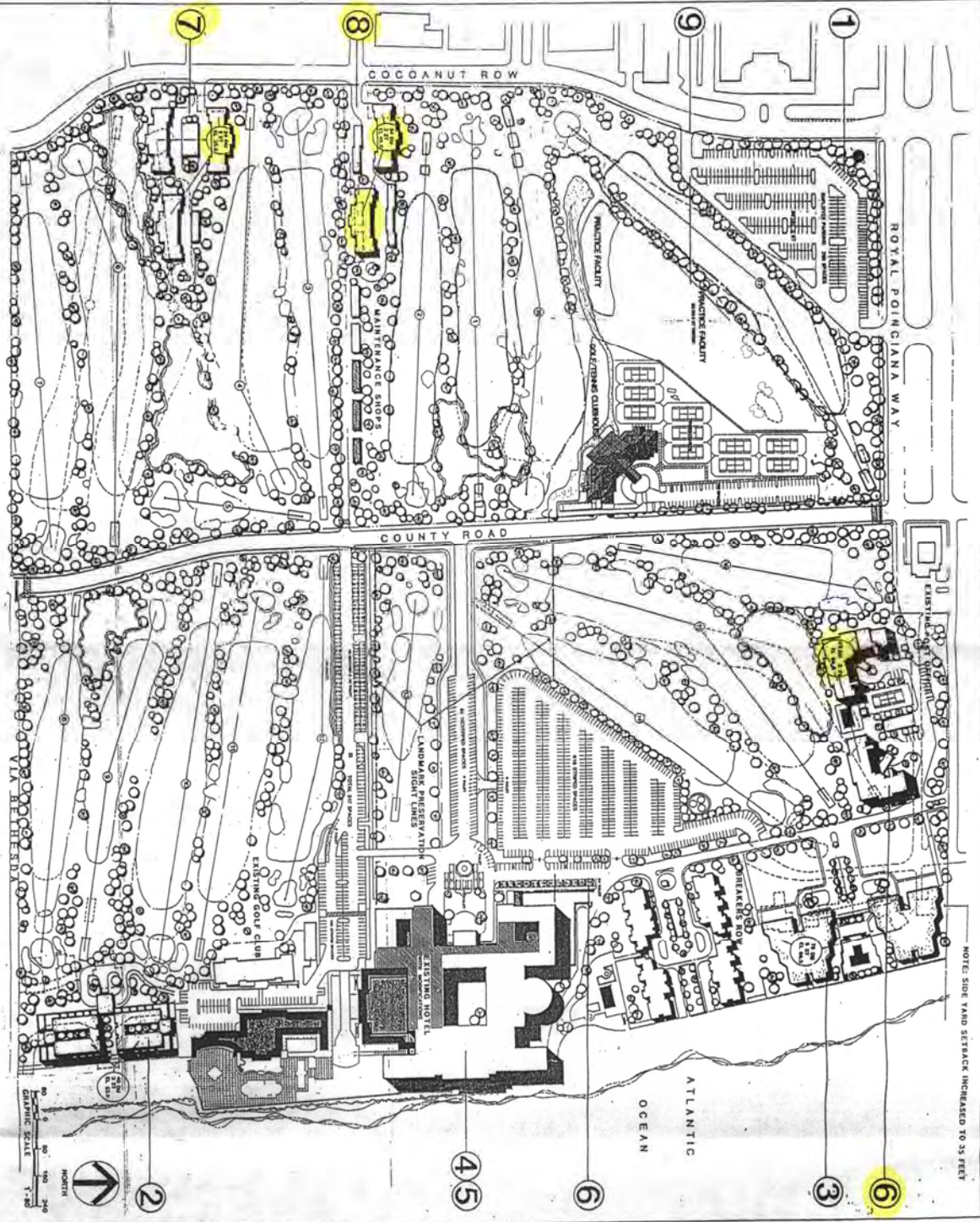


STATE OF FLORIDA - PALM BEACH COUNTY
 I hereby certify that the foregoing is a true copy of the record in my office with redactions, if any as required by law.

THIS 13th DAY OF July, 2021

JOSEPH ABRUZZO
 CLERK OF THE CIRCUIT COURT & COMPTROLLER

By _____ Deputy Clerk



NOTE: SIDE YARD STRACK INCREASED TO 35 FEET

THE BREAKERS

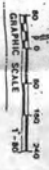
PLANNED UNIT DEVELOPMENT

PALM BEACH, FLORIDA

MASTER PLAN
Revised August 3, 1999

FLAGLER SYSTEM INC.

Griffin, Washburn, Vetterli, Fowl & Stewart



CITY OF WEST PALM BEACH
Committed Trips for Projects Under
Review/Approved/ Under
Construction

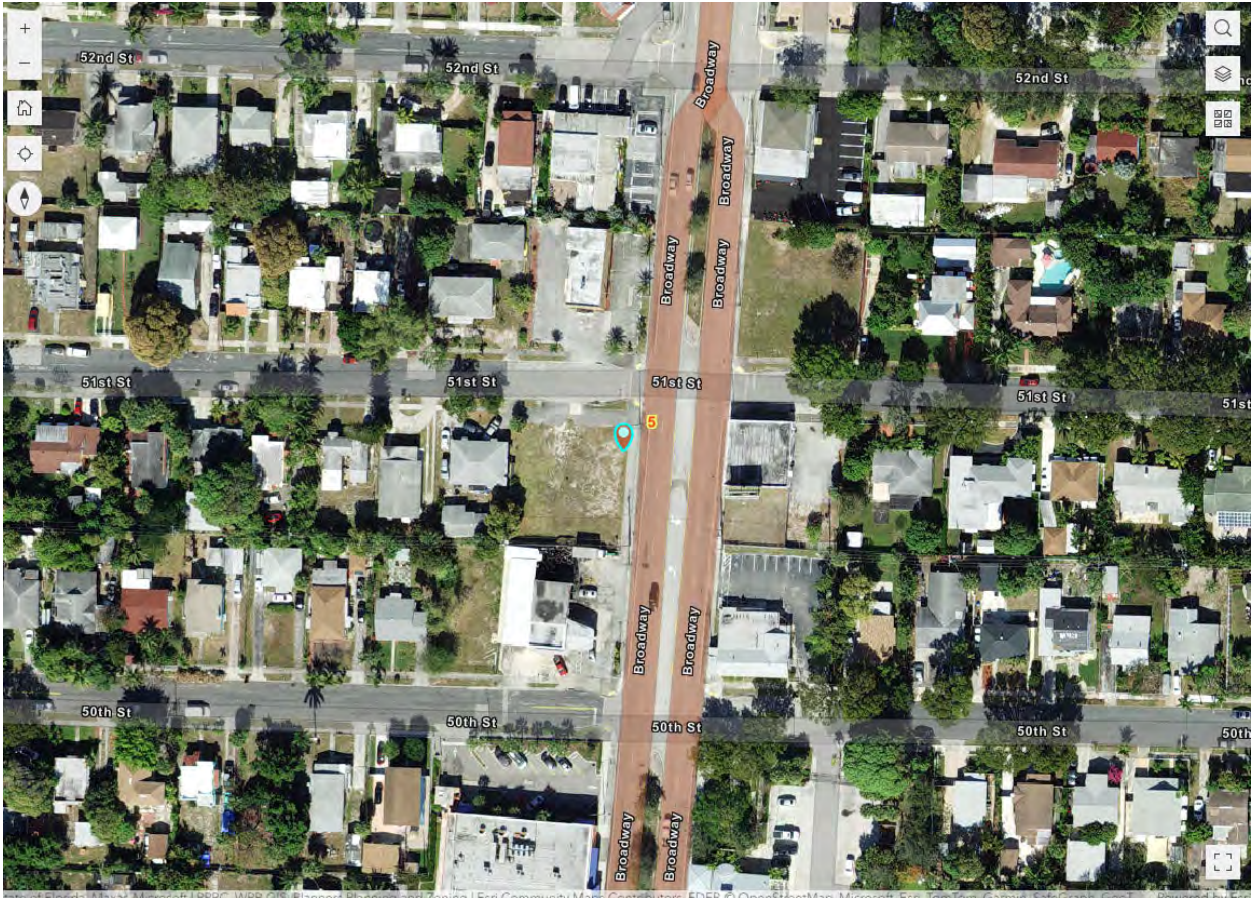
TOWN OF PALMBEACH ROADWAY	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS
Royal Poinciana Way	146	118	155	191
Royal Palm Way	203	85	155	238
Southern Boulevard	42	32	51	62

WEST PALM BEACH PROJECTS
Under Review (through 04/19/24)

NUMBER	CITY OF WEST PALM BEACH DEVELOPMENT PROJECTS- UNDER REVIEW	BUILDOUT YEAR	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS	SOUTHERN BLVD TRIP ASSIGNMENT		ROYAL PALM WAY TRIP ASSIGNMENT		ROYAL POINCIANA WAY TRIP ASSIGNMENT		TOPB AM PEAK HOUR ENTERING TRIPS			TOPB AM PEAK HOUR EXITING TRIPS			TOPB PM PEAK HOUR ENTERING TRIPS			TOPB PM PEAK HOUR EXITING TRIPS								
										0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
1	Mixed Use Development- 5,179 Broadway Avenue, WPB, FL.	Unknown	432	34	43	10	24	25	18	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1						
2	Palm Beach Riverstone CBD- 2350 45th Street, WPB, FL.	2024	3126	232	240	80	153	134	107	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	2	0	0	2						
3	Currie Park Redevelopment- 2400 N. Flagler Drive WPB, FL.	Unknown	99	0	24	0	0	13	11	0%	0%	0%	0%	1%	1%	0	0	0	0	0	0	0	0	1	0	0	1						
4	Northwood Square- 23rd-25th Street/Broadway, WPB, FL.	2026	3826	208	264	74	134	142	122	0%	0%	0%	0%	5%	5%	0	0	4	0	0	7	0	0	8	0	0	7						
5	Transit Village- 132/150 Clearwater PL., WPB, FL.	Unknown	7611	521	640	326	195	266	374	0%	0%	7%	7%	5%	5%	0	23	17	0	14	10	0	19	14	0	27	19						
6	120 South Dixie Highway & Datura, WPB, FL.	Unknown	1462	75	121	27	48	68	53	0%	0%	2%	2%	2%	2%	0	1	1	0	1	1	0	2	2	0	2	2						
7	315 S. Dixie Highway, WPB, FL.	Unknown	1239	83	96	35	48	49	47	0%	0%	2%	2%	2%	2%	0	1	1	0	1	1	0	1	1	0	1	1						
8	Carefree 6 at Flamingo- 2000 S. Dixie Highway, WPB, FL.	2025	1657	30	100	11	20	57	43	1%	1%	2%	2%	0%	0%	1	1	0	1	1	0	1	2	0	1	1	0						
9	NORA Hotel- 1110 North Railroad Avenue, WPB, FL.	2030	9703	983	1616	443	496	807	809	0%	0%	1%	1%	5%	5%	0	5	23	0	5	25	0	9	41	0	9	41						
10	Residences of Palm Beach West- 401 S. Dixie Highway, WPB, FL.	2028	1148	87	88	0	93	67	21	0%	0%	5%	5%	0%	0%	0	0	0	0	5	0	0	4	0	0	2	0						
11	Roseland Garden- 3801 Georgia Avenue, WPB, FL.	Unknown	1647	145	139	33	112	85	54	2%	2%	0%	0%	0%	0%	1	0	0	3	0	0	2	0	0	2	0	0						
12	Apogee- 4906 N. Flagler Drive, WPB, FL.	Unknown	209	17	18	4	13	11	7	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1						
13	Shorecrest- 1901 N. Flagler Drive, WPB, FL.	Unknown	1246	113	128	50	63	76	52	0%	0%	1%	1%	2%	2%	0	1	1	0	1	2	0	1	2	0	1	2						
			33405	2528	3517	1093	1399	1800	1718							2	32	50	4	28	49	3	38	73	3	43	77						

City of West Palm Beach Development Projects (In Review)

1. Mixed Use Development- 5179 Broadway Avenue, WPB, FL.



Mixed Use
Location : 5179 Broadway Avenue
Project Manager :
Summary : 12 multifamily units and 1,199 square feet of non-residential.

In Review

5

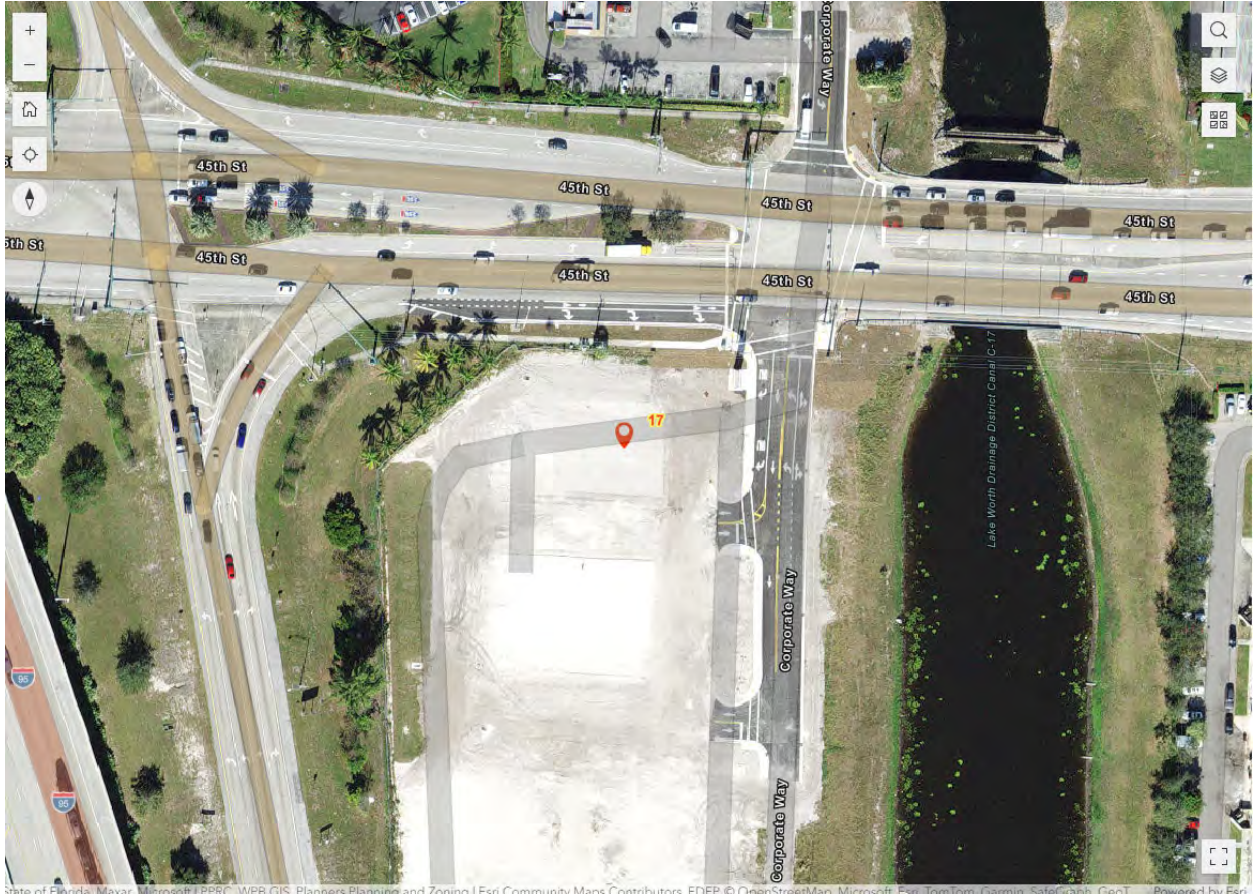
Proposed Land Use

- **12 Multifamily Units**
- **1,199 s.f. of non-residential**

Buildout

Palm Beach County TPS- Not entered in database.

2. Palm Beach Riverstone CBD- 2350 45th Street, WPB, FL.



State of Florida: Maxar, Microsoft, Esri, WPR GIS, Planners Planning and Zoning, Inc, Community Maps Contributors, Esri, OpenStreetMap, Microsoft, Post-Trust, TomTom, Garmin, SateGuru, GeoIT, Powered by Esri

TPS Projects Info X

Distance: 0 ft / 0 miles

Project ID: 903
 PBC ID: 220620
 Project: Palm Beach Riverstone
 Buildout Year: 2024
 Date Approved: 08/04/2023
 Percent Complete: 45%

Local Government: West Palm Beach
 Alternate Name: New Alternate Name goes here
 Buildout Year: 2024
 Daily Trips: 3126
 Total AM: 232
 AM Entering: 80
 AM Exiting: 153
 Total PM: 240
 PM Entering: 134
 PM Exiting: 107

Lat/Lon: 26.75682, -80.08879

Description	LU Code	Intensity	Units
Hotel	310	233	Rooms

Click Links below for more Info

[Aerials2023](#)
[Parcels](#)
[TPS Intersections](#)
[TPS Thoroughfares](#)



Proposed Land Use

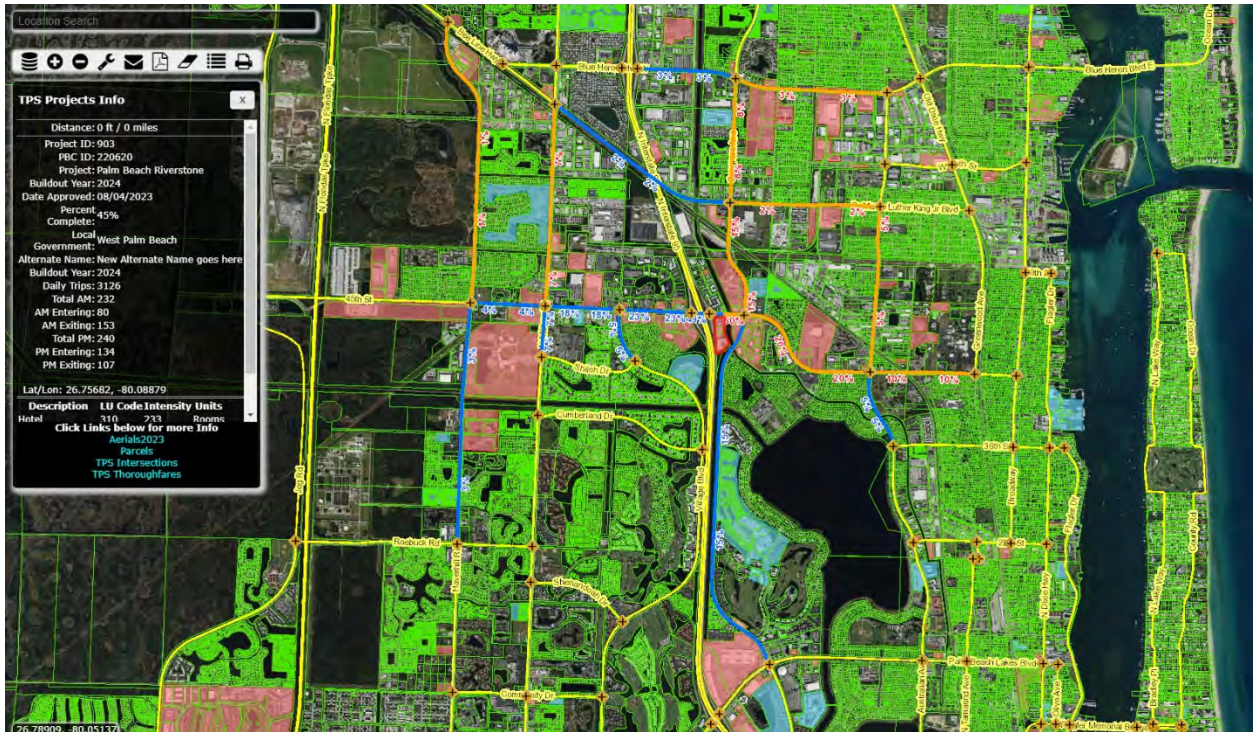
- Major Amendment to increase 150 room hotel to 233 rooms.

Palm Beach Riverstone CPD
 Location : 2350 45th St
 Project Manager : Linda Louie
 Summary : Major ammendment to increase 150-room hotel to 233 rooms.

In Review

Buildout- 2024

Palm Beach County TPS- See distribution map and site generated trip summary.



3. Currie Park Redevelopment Project- 2400 N. Flagler Drive, WPB, FL.



Currie Park Redevelopment Project

Location : 2400 N. Flagler Drive

Project Manager : Linda Louie

Summary : Redevelopment of the 16.42 acre Currie Park

In Review

21

Proposed Land Use

- Redevelopment of the 16.42 acre Currie Park.

Buildout

Palm Beach County TPS- Not entered in database.

4. Northwood Square- 23rd – 25th Street/Broadway, WPB, FL.



State of Florida, Maxar, Microsoft | PPRC, WPB GIS, Planning, Planning and Zoning | Earth Community Maps Contributors, EDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoT... Powered by Esri

TPS Projects Info

Distance: 0 ft / 0 miles

Project ID: 11499
PBC ID: 220816

Project: Northwood Square

Buildout Year: 2026

Date Approved: 10/03/2022

Percent Complete: %

Local Government: West Palm Beach

Alternate Name: Northwood Commons

Buildout Year: 2026

Daily Trips: 3826

Total AM: 208

AM Entering: 74

AM Exiting: 134

Total PM: 264

PM Entering: 142

PM Exiting: 122

Project ID: 11499

PBC ID: 220816

Project: Northwood Square

Buildout Year: 2026


Click Links below for more Info

[Aerials2023](#)

[Parcels](#)

[TPS Intersections](#)

[TPS Thoroughfares](#)



Northwood Square

Location : 23rd - 25th St / Broadway

Project Manager : Eric Schneider

Summary : 3 Mixed Use buildings totalling 382 rental units and 63,200 SF commercial

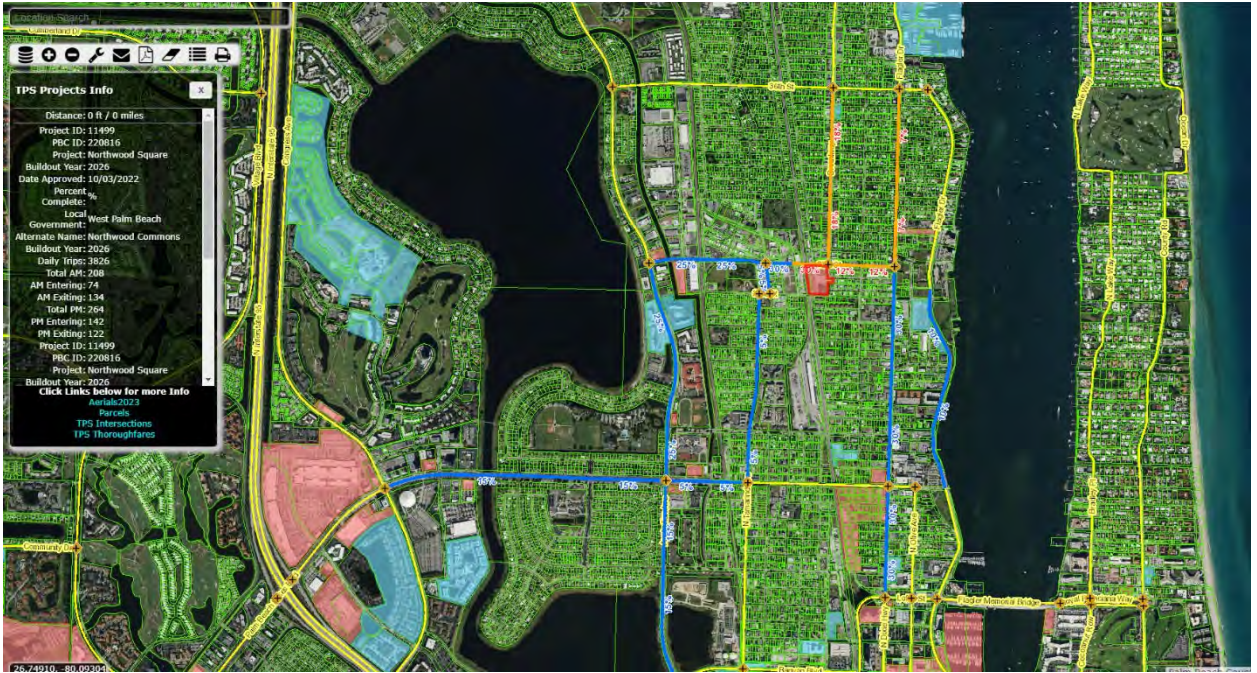
In Review

32

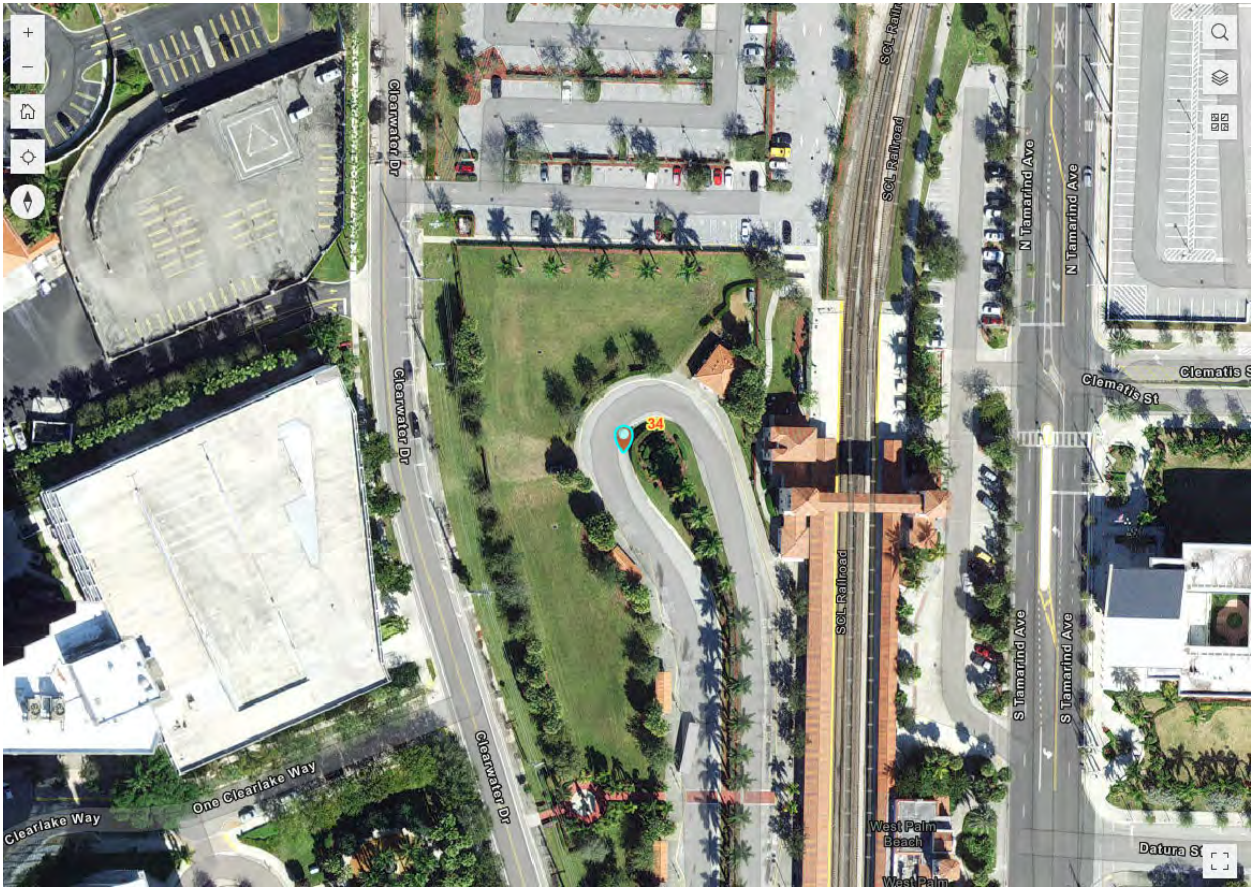
Buildout- 2026

- Proposed Land Use**
- 3 Mixed Use buildings totaling 382 rental units
 - 63,200 s.f. commercial

Palm Beach County TPS- See distribution map and site generated trip summary.



5. Transit Village- 132/150 Clearwater Pl, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles

Project ID: 11543
 PBC ID: 220515
 Project: Transit Village
 Buildout Year: 9999
 Date Approved: 05/25/2022
 Percent Complete: 0%

Local Government: West Palm Beach

Alternate Name: New Alternate Name goes here

Buildout Year: 9999
 Daily Trips: 7611
 Total AM: 521
 AM Entering: 326
 AM Exiting: 195
 Total PM: 640
 PM Entering: 266
 PM Exiting: 374
 Project ID: 11543
 PBC ID: 220515
 Project: Transit Village
 Buildout Year: 9999

[Click Links below for more Info](#)
[Aerials2023](#)
[Parcels](#)
[TPS Intersections](#)
[TPS Thoroughfares](#)



Transit Village
 Location : 132 Clearwater Pl / 150 Clearwater Pl
 Project Manager : Chris Kimmerly
 Summary : Four 25-story towers, 1,296,814 sf, 820 regular residential units, 42 workforce units, 166 micro units, 108 hotel units, 49,395 sf retail, 182,720 sf of office, 2,000 parking spaces

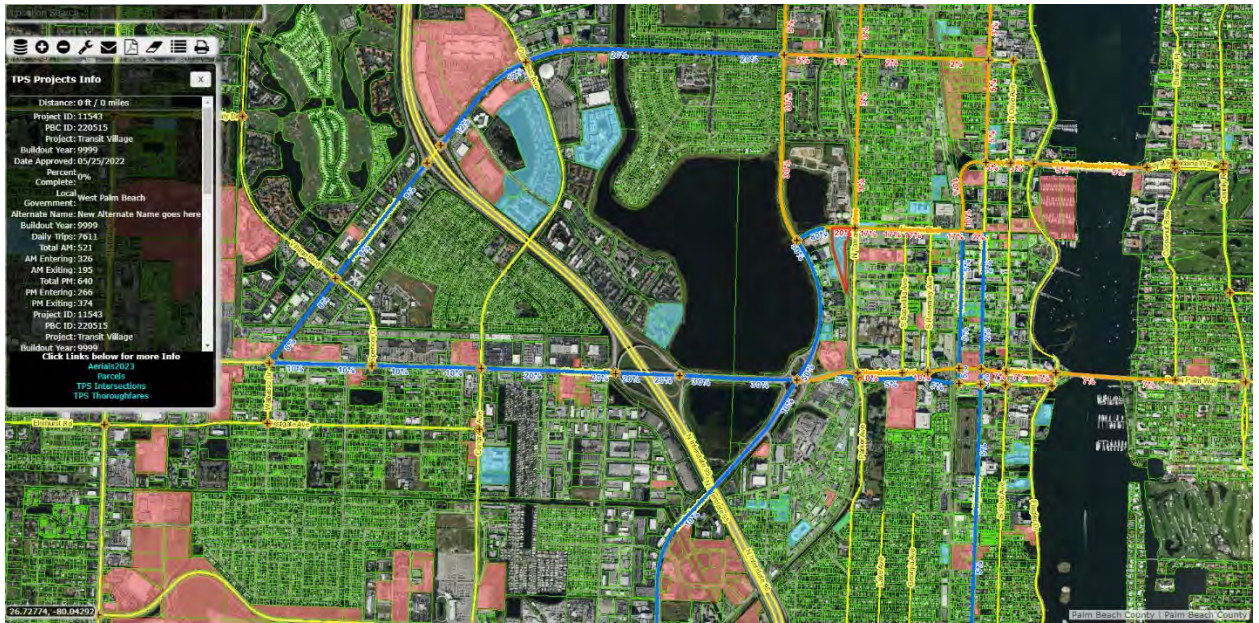
Proposed Land Use

- Four 25-story towers, 1,296,814 sf with 2,000 parking spaces
- 820 regular residential units
- 42 workforce units

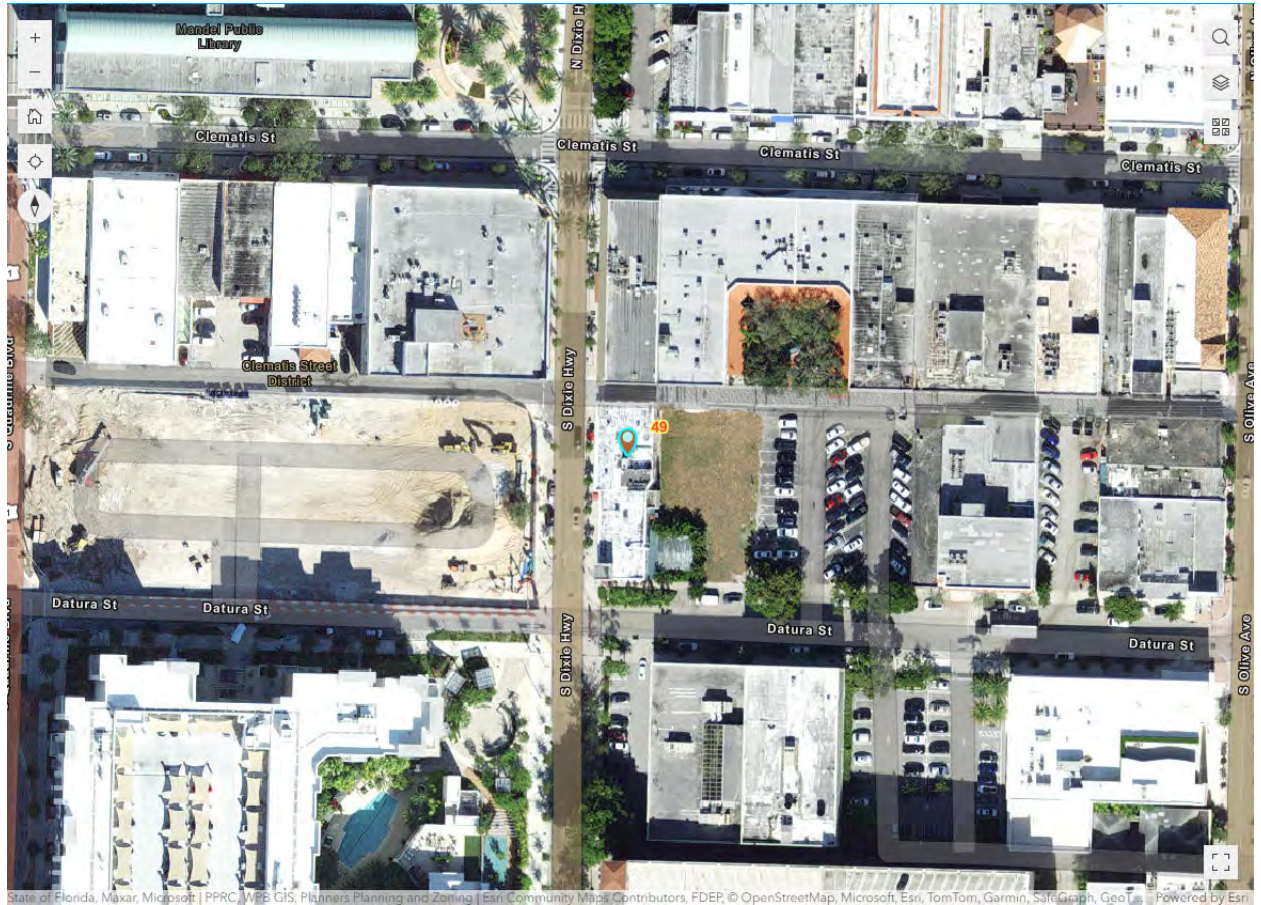
- 166 micro units
- 108 hotel units
- 49,395 sf retail
- 182,720 sf of office


Buildout

Palm Beach County TPS- See distribution map and site generated trip summary.



6. 120 South Dixie Highway & Datura, WPB, FL.




120 South Dixie Highway & Datura Location : 120 S Dixie Hwy Project Manager : Chris Kimmerly Summary : Residential: 153 Units, (Studio-66 ; 1BR-43 ; 2BR-44), Retail: 6,650 SF, Parking: 174 Spaces In Review
49

Proposed Land Use

- Residential- 153 Units, 174 parking spaces
- Studio- 66 units
- 1 Bedroom- 43 units
- 2 bedroom- 44 units
- Retail- 6,650 s.f.

Buildout

Palm Beach County TPS- Not entered in database.

7. 315 S. Dixie Highway, WPB, FL.



315 S Dixie
Location : 315 S Dixie Hwy
Project Manager : Claudia Ibaven
Summary : Residential: Multifamily 190 Units,
Office Space: 9,411 SF

In Review

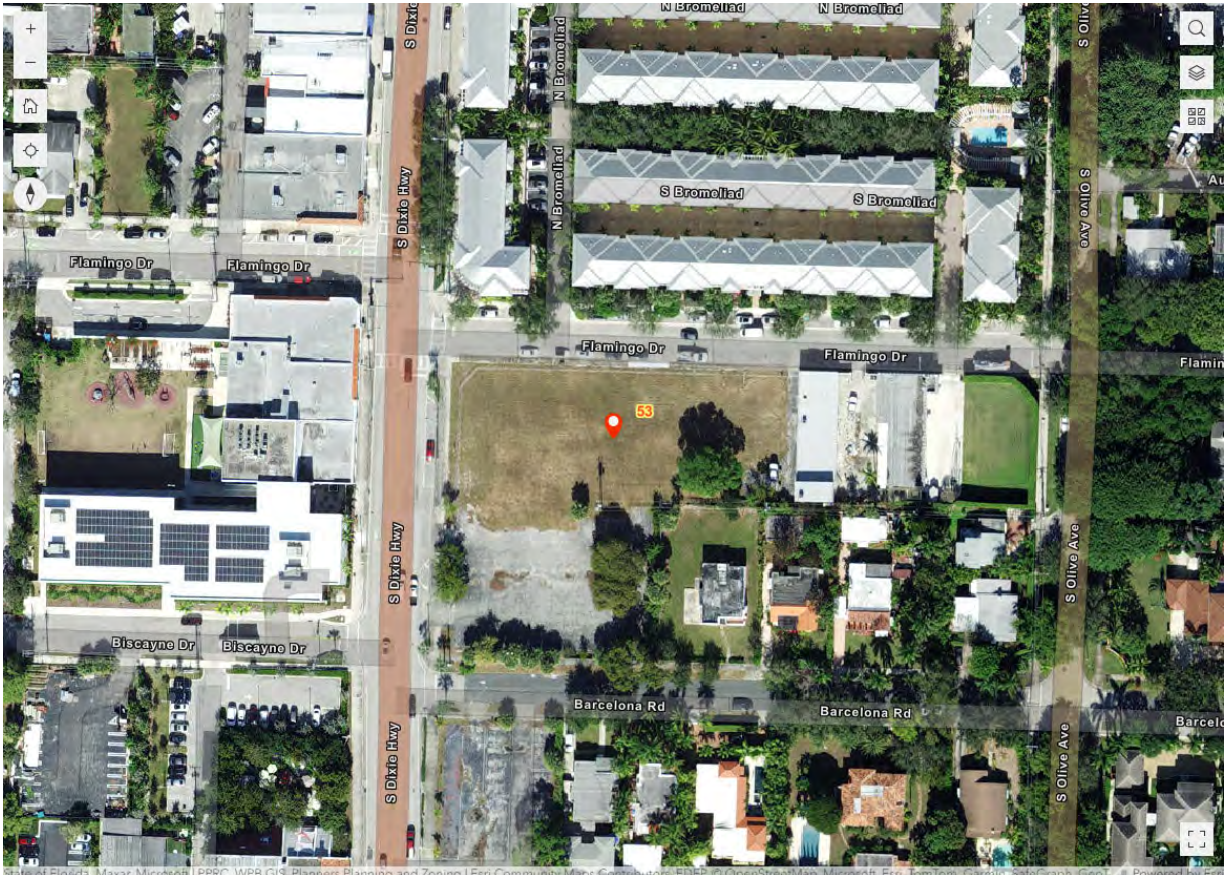
50

Proposed Land Use

- Residential- 190 Multifamily Units
- Office- 9,411 s.f.

Palm Beach County TPS- Not entered in database.

8. Carefree 6 at Flamingo- 2000 S. Dixie Highway, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles

Project ID: 11187
PBC ID: 221104
Project: Carefree Theater
Buildout Year: 2025
Date Approved: 01/17/2022
Percent Complete: 0%

Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2025
Daily Trips: 1657
Total AM: 30
AM Entering: 11
AM Exiting: 20
Total PM: 100
PM Entering: 57
PM Exiting: 43

Lat/Lon: 26.69582, -80.05371

Description	LU Code	Intensity	Units
Multinlex Movie Theater	445	600	Seats

Click Links below for more Info

[Aerials2023](#)
[Parcels](#)
[TPS Intersections](#)
[TPS Thoroughfares](#)

Carefree 6 at Flamingo
Location : 2000 S Dixie Hwy
Project Manager : Linda Louie
Summary : Residential 58 Units, Restaurant: 6,700 SF, Theater: 600 Seats

In Review

53

Proposed Land Use

- Residential- 58 Multifamily Units
- Restaurant- 6,700 s.f.
- Theatre- 600 seats