

TRAFFIC IMPACT STUDY

For

**BEV SMITH TOYOTA
DEALERSHIP**

In

The City of Fort Pierce

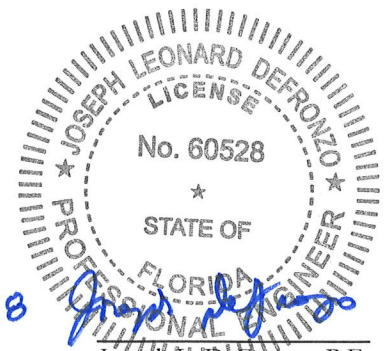
Prepared for

Bev Smith Toyota

Prepared By

**Culpepper & Terpening, Inc.
2980 South 25th Street
Fort Pierce, FL 34981**

April 2018



4/25/18

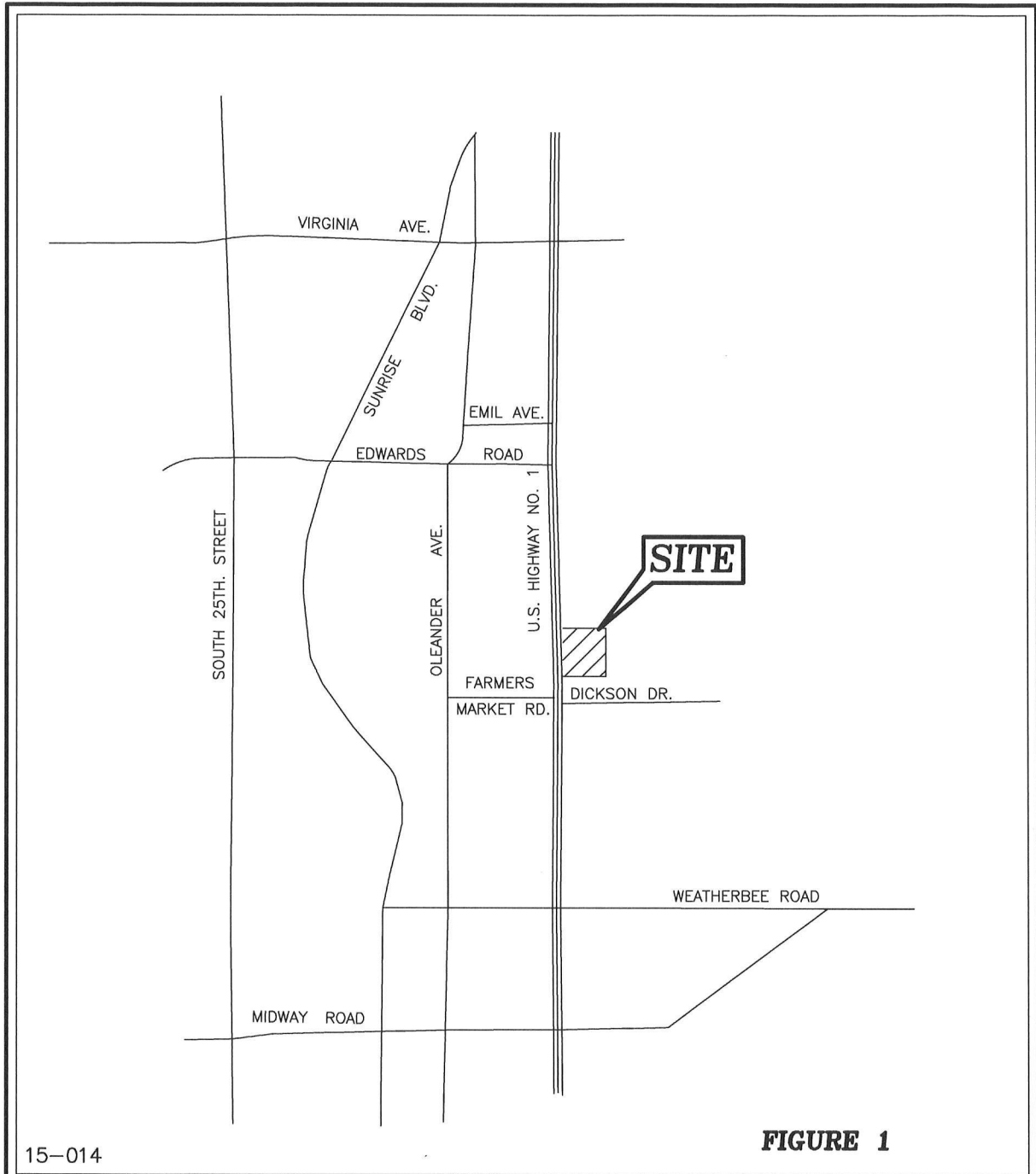
Joseph J. DeFronzo, P.E.
Florida Reg. No. 60528

Table of Contents

Project Description	2
Figure 1 (Location Map)	3
Study Methodology	4
Table 1 (Generalized AADT Level-of-Service Volumes)	5
Table 2 (Generalized Peak Hour Directional Volumes)	6
Inventory of Existing Facilities	7
Intersection Geometry	8
Existing Traffic Conditions	10
Trip Generation	13
Trip Distribution	14
Figure 2 (Trip Distribution)	15
Capacity Analysis	16
Conclusions	32
Appendix A (Traffic Data)	
Appendix B (Trip Generation Data)	
Appendix C (Capacity Analysis PM Peak Hour – Pre Development)	
Appendix D (Capacity Analysis PM Peak Hour – Post Development)	

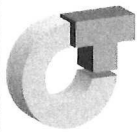
Project Description

The existing Bev Smith Toyota Dealership is located between Southland Drive and Dixieland Drive along the east side of US Highway No. 1 (US 1) in the southeastern section of the City of Ft. Pierce, Florida (See Figure 1- Location Map). The new Bev Smith Toyota dealership project will consist of replacing the existing facility with a new two-story show room and office. The existing facility consists of a total of 40,495 square feet of showroom/offices and body shop within a 6 acre site. The new dealership will provide 59,830 total square feet of show room, office sales and service area within a 26.5 acre site located in Section 2, Township 35 South, Range 40 East, St. Lucie County, Florida.



15-014

FIGURE 1



CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS

2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com

STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

LOCATION MAP

BEV SMITH TOYOTA

Study Methodology

As the project is located within the City of Ft. Pierce, the Scope and Methodology of this report is prepared in accordance with the requirements of the City. The project is anticipated for construction in late 2018 to early 2019 and therefore it was determined that the impacts of project development will be analyzed for the 2019 forecast condition.

Section A – Definition of Study Area

The study area as defined by the City of Fort Pierce Chapter 22.217.f.2 shall be according to the table below:

Table I		
Size of Project	Trips Generated	Study Area
Minimal Scale	Trips 9-50	1.0 Mile Radius
Small Scale	Trips 51-100	1.5 Mile Radius
Intermediate Scale	Trips 101-500	2.0 Mile Radius
Medium Scale	Trips 501-1000	3.0 Mile Radius
Large Scale	Trips 1000-Up	5.0 Mile Radius

The Study Area includes all major roadways and intersections within the zone of influence. From the data collected in Table IV it has been determined that the proposed Bev Smith Toyota Dealership is a Medium Scale project. Therefore, study area includes the following roadway segments and intersections:

Roadway Segments

- US 1: Midway Road to Virginia Avenue
- Virginia Avenue: South 25th Street to US 1
- Edwards Road: South 25th Street to US 1
- South 25th Street: Virginia Avenue to Edwards Road
- Midway Road: South 25th Street to US 1

Intersections

- South 25th Street and Virginia Avenue
- South 25th Street and Edwards Road
- South 25th Street and Midway Road
- US 1 and Virginia Avenue
- US 1 and Emil Avenue
- US 1 and Edwards Road
- US 1 and Farmers Market Road
- US 1 and Weatherbee Road
- US 1 and Midway Road

Level of Service Standards

The Level-of-Service standards for roadway links analyzed in this report are based upon the 2018 FDOT Quality/Level of Service Handbook, Table 1 “Generalized Annual Average Daily Volumes for Florida’s Urbanized Areas, and Table 7 “Generalized Peak Hour Directional Volumes for Florida’s Urbanized Areas and are found as Tables 1 and 2 in this report.

The Level-of-Service standards for the signalized intersections analyzed in this report are based upon the 2010 Highway Capacity Manual and derived using the HSC7 software from Mctrans.

TABLE 1 Generalized Annual Average Daily Volumes for Florida's Urbanized Areas¹

03/14/2018

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Principal (1 signal per half mile)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	4,000	13,900	18,800	4	53,700	72,900	90,500	92,600	
4	Divided	1,000	27,300	36,200	37,800	6	78,300	107,600	133,500	139,000	
6	Divided	1,600	41,200	54,300	57,000	8	103,100	142,700	177,800	185,500	
						10	140,700	197,600	231,900	**	
						12	174,300	235,100	278,100	**	
Minor (1 signal per quarter mile)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	*	4,200	14,300	4	50,700	68,900	85,500	87,500	
4	Divided	*	9,500	28,100	37,200	6	73,900	101,600	126,100	131,300	
6	Divided	*	17,800	44,200	56,200	8	97,400	134,700	167,900	175,200	
						10	132,900	186,700	219,000	**	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lanes Present in Both Directions + 20,000					
						Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	12,300	18,800	25,500	34,100
2	Undivided	No	No	-20%		4	Divided	37,200	53,700	67,700	76,000
Multi	Undivided	Yes	No	-5%		6	Divided	56,000	80,600	101,400	113,900
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes		Adjustment factors	
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes		+5%	
						Multi	Undivided	Yes		-5%	
						Multi	Undivided	No		-25%	
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
Shoulder/Bicycle Lane Coverage						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
		B	C	D	E	* Cannot be achieved using table input value defaults.					
0-49%		*	2,900	7,600	19,700	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
50-84%		2,100	6,700	19,700	>19,700	Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
85-100%		9,300	19,700	>19,700	**						
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
		B	C	D	E						
0-49%		*	*	2,800	9,500						
50-84%		*	1,600	8,700	15,800						
85-100%		3,800	10,700	17,400	>19,700						
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage											
		B	C	D	E						
0-84%		> 5	≥ 4	≥ 3	≥ 2						
85-100%		> 4	≥ 3	≥ 2	≥ 1						

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas¹**

03/14/2018

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Principal (1 signal per half mile)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,510	3,410	4,230	4,330		
1	Undivided	*	200	690	930	3	3,660	5,030	6,240	6,500		
2	Divided	50	1,350	1,790	1,870	4	4,820	6,670	8,310	8,670		
3	Divided	80	2,040	2,690	2,820	5	6,580	9,240	10,840	**		
Minor (1 signal per quarter mile)						6	8,150	10,990	13,000	**		
Lanes	Median	B	C	D	E	Freeway Adjustments						
1	Undivided	*	*	210	710	Auxiliary	Ramp					
2	Divided	*	470	1,390	1,840	Lane	Metering					
3	Divided	*	880	2,190	2,780	+ 1,000	+ 5%					
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E	
1	Divided	Yes	No	+5%		1	Undivided	610	930	1,260	1,690	
1	Undivided	No	No	-20%		2	Divided	1,840	2,660	3,350	3,760	
Multi	Undivided	Yes	No	-5%		3	Divided	2,770	3,990	5,020	5,640	
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments						
-	-	-	Yes	+5%		Lanes	Median	Exclusive left lanes	Adjustment factors			
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						1	Divided	Yes	+5%			
						Multi	Undivided	Yes	-5%			
						Multi	Undivided	No	-25%			
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
	B	C	D	E		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
0-49%	*	150	390	1,000		* Cannot be achieved using table input value defaults.						
50-84%	110	340	1,000	>1,000		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
85-100%	470	1,000	>1,000	**		Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm						
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage												
	B	C	D	E								
0-49%	*	*	140	480								
50-84%	*	80	440	800								
85-100%	200	540	880	>1,000								
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)												
Sidewalk Coverage												
	B	C	D	E								
0-84%	> 5	≥ 4	≥ 3	≥ 2								
85-100%	> 4	≥ 3	≥ 2	≥ 1								

Section B – Inventory of Existing Facilities

Roadways:

US 1

US 1 within the defined study area currently consists of a 5-lane undivided roadway section containing two (2) 12' lanes northbound, two (2) 12' lanes southbound and a continuous two-way left turn lane north of Midway Road. US 1 south of Midway Road is currently a 6-lane divided roadway section with three (3) 12' lanes northbound and southbound. The existing right-of-way of US Highway No. 1 is 70' to 120' in width.

US 1 within the study area is classified as a State Signalized Arterial Principal (1 signal per half mile) Interrupted Flow Facility under the jurisdiction of the Florida Department of Transportation (FDOT).

Virginia Avenue

Virginia Avenue within the defined study area currently consists of a 6-lane divided roadway section containing three (3) 12' lanes eastbound, three (3) 12' lanes westbound and a raised landscaped median. The existing right-of-way of Virginia Avenue is 120' in width.

Virginia Avenue within the study area is classified as a State Signalized Arterial Principal (1 signal per half mile) Interrupted Flow Facility under the jurisdiction of the Florida Department of Transportation (FDOT).

South 25th Street

South 25th Street within the defined study area currently consists of a 5-lane undivided roadway section containing two (2) 12' lanes northbound, two (2) 12' lanes southbound and a continuous two-way left turn lane. The existing right-of-way of South 25th Street is 80' to 100' in width.

South 25th Street within the study area is classified as a State Signalized Arterial Principal (1 signal per half mile) Interrupted Flow Facility under the jurisdiction of the Florida Department of Transportation (FDOT).

Edwards Road (CR 611)

Edwards Road within the defined study area is a 5-lane undivided roadway section containing two (2) 12' lanes eastbound, two (2) 12' lanes westbound and a continuous two-way left turn lane east of South 25th Street and west of US 1. Just west of the South 25th Street intersection Edwards Road is a 2-lane undivided roadway west to South Jenkins Road. The existing right-of-way is 100' in width. This corridor is classified as a County Collector Roadway and is under the jurisdiction of St. Lucie County.

Midway Road (CR 712)

The Midway Road Corridor from South 25th Street to US 1 is currently under construction. The proposed typical section will provide a 4-lane divided roadway section containing 11' wide lanes in both the eastbound and westbound direction. The proposed roadway will also provide additional turn lanes at major intersections. The right-of-way varies from 80' to 109' in width. This corridor is classified as a County Collector Roadway and is under the jurisdiction of St. Lucie County.

Intersections:

South 25th Street and Virginia Avenue

The intersection of South 25th Street and Virginia Avenue is signalized. The intersection geometry is as follows:

Eastbound	1 Lane Left	Westbound	1 Lane Left
	2 Lanes Thru		2 Lanes Thru
	1 Lane Thru/Right		1 Lane Thru/Right
Southbound	1 Lane Left	Northbound	1 Lane Left
	1 Lane Thru		1 Lane Thru
	1 Lane Thru/Right		1 Lane Thru/Right

South 25th Street and Edwards Road

The intersection of South 25th Street and Edwards Road is signalized. The intersection geometry is as follows:

Eastbound	1 Lane Left	Westbound	1 Lane Left
	1 Lane Thru		1 Lane Thru
	1 Lane Thru/Right		1 Lane Thru/Right
Southbound	1 Lane Left	Northbound	1 Lane Left
	1 Lane Thru		2 Lanes Thru
	1 Lane Thru/Right		1 Lane Right

South 25th Street and Midway Road

The intersection of South 25th Street and Midway Road is signalized and currently under construction. The proposed intersection geometry following construction is as follows:

Eastbound	2 Lanes Left	Westbound	2 Lanes Left
	2 Lanes Thru		2 Lanes Thru
	1 Lane Right		1 Lane Right
Southbound	2 Lanes Left	Northbound	2 Lanes Left
	2 Lanes Thru		2 Lanes Thru
	1 Lane Right		1 Lane Right

US 1 and Virginia Avenue

The intersection of US 1 and Virginia Avenue is signalized. The intersection geometry is as follows:

Eastbound	1 Lane	Left	Westbound	1 Lane	Left
	1 Lane	Left/Thru		1 Lane	Thru
	2 Lanes	Right		1 Lane	Thru/Right
Southbound	1 Lane	Left	Northbound	2 Lanes	Left
	1 Lane	Thru		1 Lane	Thru
	1 Lane	Thru/Right		1 Lane	Thru/Right

US 1 and Emil Avenue

The intersection of US 1 and Emil Avenue is signalized. The intersection geometry is as follows:

Eastbound	1 Lane	Left/Thru/Rt	Westbound	1 Lane	Left
				1 Lane	Thru/Right
Southbound	1 Lane	Left	Northbound	1 Lane	Left
	1 Lane	Thru		2 Lanes	Thru
	1 Lane	Thru/Right		1 Lane	Right

US 1 and Edwards Road

The intersection of US 1 and Edwards Road is signalized. The intersection geometry is as follows:

Eastbound	1 Lane	Left	Westbound	1 Lane	Left
	1 Lane	Thru/Right		1 Lane	Thru/Right
Southbound	1 Lane	Left	Northbound	1 Lane	Left
	1 Lane	Thru		1 Lane	Thru
	1 Lane	Thru/Right		1 Lane	Thru/Right

US 1 and Farmers Market Road/Dickson Drive

The intersection of US 1 and Farmers Market Road is signalized. The intersection geometry is as follows:

Eastbound	1 Lane	Left	Westbound	1 Lane	Left/Thru/Rt
	1 Lane	Thru/Right			
Southbound	1 Lane	Left	Northbound	1 Lane	Left
	1 Lane	Thru		1 Lane	Thru
	1 Lane	Thru/Right		1 Lane	Thru/Right

US 1 and Weatherbee Road

The intersection of US 1 and Weatherbee Road is signalized. The intersection geometry is as follows:

Eastbound	1 Lane	Left	Westbound	1 Lane	Left
	1 Lane	Thru/Right		1 Lane	Thru/Right
Southbound	1 Lane	Left	Northbound	1 Lane	Left
	1 Lane	Thru		1 Lane	Thru
	1 Lane	Thru/Right		1 Lane	Thru/Right

US 1 and Midway Road

The intersection of US 1 and Midway Road is signalized with the eastbound and westbound approaches currently under construction. The intersection geometry following construction is as follows:

Eastbound	2 Lanes	Left	Westbound	2 Lanes	Left
	2 Lanes	Thru		2 Lanes	Thru
	1 Lane	Right		1 Lane	Right
Southbound	2 Lanes	Left	Northbound	2 Lanes	Left
	2 Lanes	Thru		3 Lanes	Thru
	1 Lane	Right		1 Lane	Right

Existing Traffic Conditions

The Peak Season Average Daily Traffic Volume for the roadways within the project radius if impact area were obtained from the Florida Department of Transportation, 2016 Annual Average Daily Traffic Report and applying a 1% growth rate per year 2018 ADT volumes were developed. Level of Service (LOS) Capacity is based upon the 2018 FDOT Quality/Level of Service Table 1. The existing traffic conditions based on 2018 ADT volumes and LOS D capacity requirements are shown in Table 3.

Table 3 - Existing Traffic Conditions

Roadway	Site Number	Classification		LOS D Capacity	2018 ADT	Committed Trips	Total /LOS	
		Type	Lanes					
<u>US Highway 1</u>								
N. of Virginia Ave	5003	Principal	5 ln	36,200	23,462	0	23,462	C
S. of Virginia Ave	5002	Principal	5 ln	36,200	30,603	0	30,603	D
S. of Edwards Rd	0012	Principal	5 ln	36,200	32,643	0	32,643	D
N. of Midway Rd	0020	Principal	5 ln	36,200	32,133	0	32,133	D
S. of Midway Rd	5156	Principal	6 ln	54,300	34,683	0	34,683	D
<u>South 25th Street</u>								
N. of Virginia Ave	0015	Principal	5 ln	36,200	22,952	0	22,952	C
N. of Edwards Rd	0021	Principal	5 ln	36,200	21,014	0	21,014	C
<u>Virginia Avenue</u>								
W. of 25 th Street	0032	Principal	6 ln	54,300	21,218	0	21,218	C
W. of US 1	0034	Principal	6 ln	54,300	19,382	0	19,382	C
<u>Edwards Road</u>								
W. of 25 th Street	0026	Mc/Mc	2 ln	12,510	13,261	0	13,261	E
W. of Sunrise Blvd	8543	Mc/Mc	5 ln	30,770	12,139	0	12,139	C
W. of US 1	0027	Mc/Mc	5 ln	30,770	8,467	0	8,467	C
<u>Midway Road*</u>								
W. of 25 th Street	8539	Mc/Mc	4 ln	30,770	12,955	0	12,955	C
W. of US 1	8540	Mc/Mc	4 ln	30,770	15,404	0	15,404	C

*LOS Capacity based on proposed 4 lane typical section currently under construction

The PM Peak Hour Directional Volume for the roadways located within the radius of impact area were obtained by using the Florida Department of Transportation, 2016 Annual Average Daily Traffic Report and applying the **K** and **D** values from the report as well as a 1% growth rate per year 2018 PM Peak Hour Directional volumes were developed. The LOS capacity results are based upon the 2018 FDOT Quality/Level of Service Table 7 and shown in Table 4.

**Table 4
Existing Roadway Link LOS**

<u>Roadway</u>	<u>Classification</u>		<u>ADT LOS D Capacity</u>	<u>ADT Committed /LOS</u>		<u>PM Peak Hr/LOS Capacity</u>	<u>PM PK Hr Directional Volumes/LOS</u>	
	<u>Type</u>	<u>Lanes</u>						
<u>US Highway 1</u>								
N. of Virginia Ave	Principal	5 ln	36,200	23,462	C	1,790	1,102	C
S. of Virginia Ave	Principal	5 ln	36,200	30,603	D	1,790	1,377	D
S. of Edwards Rd	Principal	5 ln	36,200	32,643	D	1,790	1,468	D
N. of Midway Rd	Principal	5 ln	36,200	32,133	D	1,790	1,423	D
S. of Midway Rd	Principal	6 ln	54,300	34,683	D	2,690	1,561	C
<u>South 25th Street</u>								
N. of Virginia Ave	Principal	5 ln	36,200	22,952	C	1,790	1,010	C
N. of Edwards Rd	Principal	5 ln	36,200	21,014	C	1,790	835	C
<u>Virginia Avenue</u>								
W. of 25 th Street	Principal	6 ln	54,300	21,218	C	2,690	1,010	C
W. of US 1	Principal	6 ln	54,300	19,382	C	2,690	854	C
<u>Edwards Road</u>								
W. of 25 th Street	Mc/Mc	2 ln	12,510	13,261	E	621	588	D
W. of Sunrise Blvd	Mc/Mc	5 ln	30,770	12,139	C	1,520	532	C
W. of US 1	Mc/Mc	5 ln	30,770	8,467	C	1,520	386	C
<u>Midway Road*</u>								
W. of 25 th Street	Mc/Mc	4 ln	30,770	12,955	C	1,520	597	C
W. of US 1	Mc/Mc	4 ln	30,770	15,404	C	1,520	670	C

*LOS based on proposed 4 lane typical section currently under construction

Legend - Roadway Classification Type	
Principal	State Signalized Arterial - Interrupted Flow (1 Signal Per Half Mile)
Mc/Mc	Major City/ County Roadway (Collector)

Trip Generation

As indicated in the introduction, the proposed project will be replacing an existing 40,495 square foot sales and maintenance facility with a new two-story dealership show room and offices totaling 59,830 square feet. The new facility will consist of an additional 19,335 square feet of sales and office.

The Trip Generation for the project expansion is developed by utilizing the “Institute of Transportation Engineers Trip Generation Manual, Tenth Edition” (ITE Manual). The ITE Manual is utilized for both the AADT volumes and the P.M. Peak Hour Movements.

The Land Use Code 840 “Automobile Sales (New)” is determined the most appropriate description of the project. The trip generation rates found within the Manual only provide for an average rate, thus this report will only analyze the difference in the square foot area of new dealership as the original building’s trip generation is considered to be vested.

The following Tables have been provided to depict the Trip Generation for the project. Table 5 through 7 depicts the 24-Hour Daily Volumes, A.M. Peak Hour Volumes and P.M. Peak Hour Volumes for the proposed new dealership as follows:

**Table 5
Average Daily Traffic**

<u>Land Use</u>	<u>ITE Code</u>	<u>Units/Size</u>	<u>ADT Rates</u>	<u>ADT</u>
Automobile Sales (New)	840	19,335 SF	27.84 trips/1,000 SF	538 vpd

**Table 6
AM Peak Hour Traffic**

<u>Land Use</u>	<u>Units/Size</u>	<u>Peak Hour Rate</u>	<u>Directional Distribution</u>		<u>Directional Volumes</u>	
			<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
Automobile Sales (New)	19,335 SF	2.15 trips/1,000 SF	54%	46%	23 vph	19 vph

**Table 7
PM Peak Hour Traffic**

<u>Land Use</u>	<u>Units/Size</u>	<u>Peak Hour Rate</u>	<u>Directional Distribution</u>		<u>Directional Volumes</u>	
			<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
Automobile Sales (New)	19,335 SF	2.65 trips/1,000 SF	46%	54%	23 vph	28 vph

Trip Distribution

The Trip Distribution from the site onto local streets was derived based upon the surrounding developments as well as the existing Transportation Network. The Distribution onto the surrounding links was then derived and is portrayed as Figure No. 2. A summary of the Daily and PM Peak Directional Trip Assignments were estimated as follows:

**Table 8
Trip Distribution**

<u>Link</u>	<u>%</u>	<u>ADT</u>	<u>PM Peak Hr. Dir.</u>
<u>US 1</u>			
N. of Virginia	40%	215 vpd	9/11 vph
S. of Virginia	50%	269 vpd	12/14 vph
S. of Edwards	60%	333 vpd	14/17 vph
N. of Midway	40%	215 vpd	9/11 vph
S. of Midway	30%	161 vpd	7/8 vph
<u>Edwards Road</u>			
W. of US 1	10%	54 vpd	2/3 vph
E. of 25 th Street	10%	54 vpd	2/3 vph
W. of 25 th Street	5%	27 vpd	1/1 vph
<u>Virginia Ave</u>			
W. of 25 th Street	10%	54 vpd	2/3 vph
W. of US 1	10%	54 vpd	2/3 vph
<u>Midway Road</u>			
W. of 25 th Street	10%	54 vpd	2/3 vph
W. of US 1	10%	54 vpd	2/3 vph
<u>South 25th Street</u>			
N. of Virginia	5%	27 vpd	1/2 vph
N. of Edwards	5%	27 vpd	1/2 vph

A complete trip assignment by percentage is shown on Figure No. 2.

The Trip Assignments for the Peak Hour Movements were derived based upon the distributions and associated turning movements as shown in Figure No. 3-11. The Enter/Exit splits as well as the volumes are shown in Table 7 for the P.M. Peak Hour. The Assignments, based upon the directional movements were then applied to the studied intersection and these volumes are also shown in Figure No. 3-11.

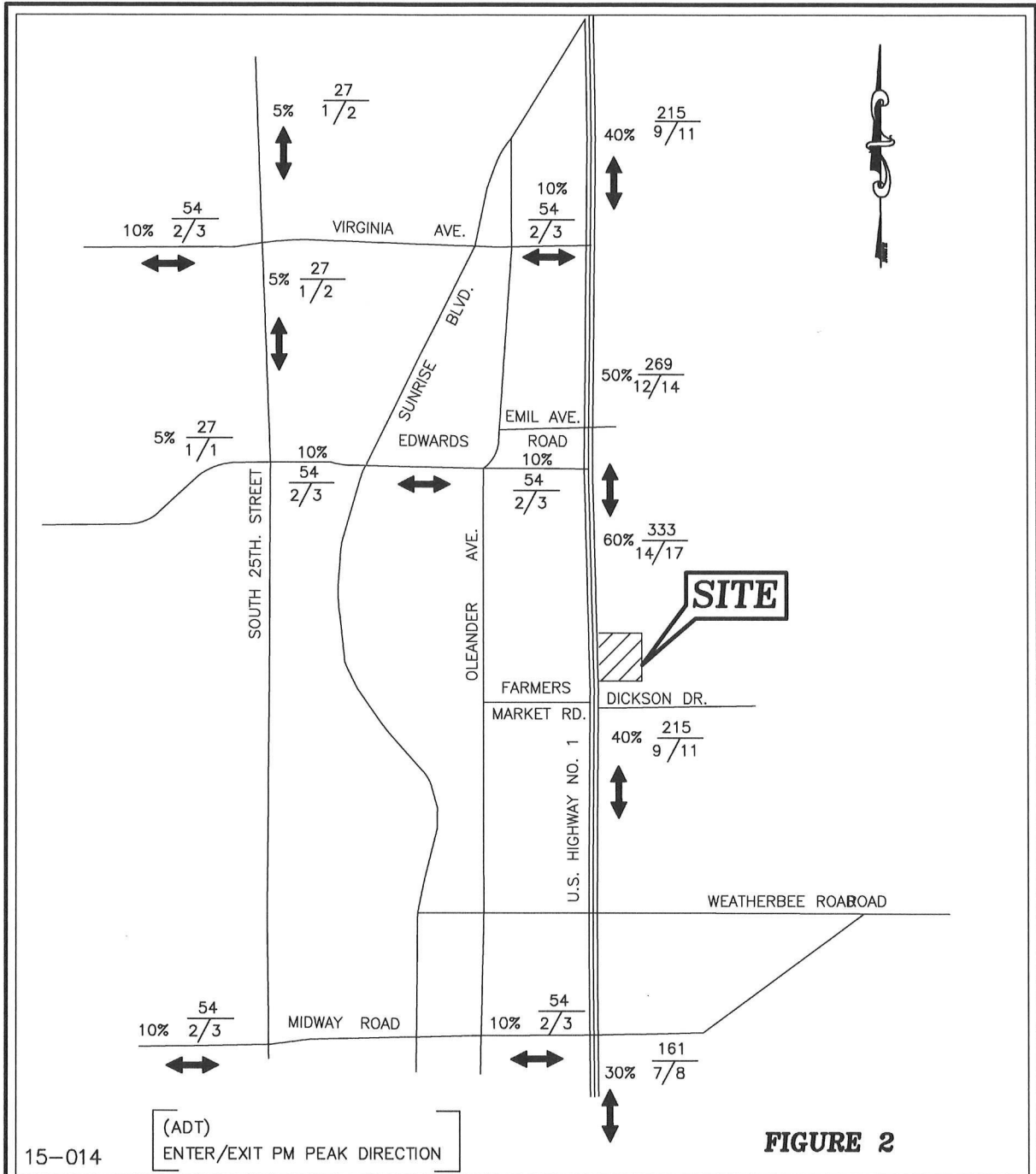


FIGURE 2

15-014



CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS
 2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
 STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

TRIP DISTRIBUTION

BEV SMITH TOYOTA

Capacity Analysis

Roadway Link Analysis:

The Trip Assignment Volumes calculated in the previous sections were added to the existing volumes and background trips assigned to the roadway links within the study area. Volume distribution onto the surrounding links was then derived and provided in Figure No. 2. The existing traffic volumes provided in the 2016 Annual Average Daily Traffic Report were increased by 1% per year from 2016 to account for growth through the 2024 forecasting year.

Level of Service, Table 1, of the Florida FDOT 2018 Quality / Level of Service Handbook was used for both the existing (Pre-Development, including background) and Post-Development Levels of Service. The following is a summary of the results.

**Table 9
Roadway Link Analysis**

Roadway	LOS D Capacity	Existing Conditions		Growth (2024)*	Pre-Development Conditions		Project Traffic	Post-Development Conditions	
				1%					
US Highway 1									
N. of Virginia Ave	36,200	23,462	C	1,443	24,905	C	215	25,120	C
S. of Virginia Ave	36,200	30,603	D	1,803	32,406	D	269	32,675	D
S. of Edwards Rd	36,200	32,643	D	2,008	34,651	D	333	34,984	D
N. of Midway Rd	36,200	32,133	D	1,977	34,110	D	215	33,325	D
S. of Midway Rd	54,300	34,683	C	2,134	36,817	C	161	36,978	C
South 25th Street									
N. of Virginia Ave	36,200	22,952	C	1,412	23,877	C	27	24,391	C
N. of Edwards Rd	36,200	21,014	C	1,293	22,307	C	27	22,334	C
Virginia Avenue									
W. of 25 th Street	54,300	21,218	C	1,305	22,523	C	54	22,577	C
W. of US 1	54,300	19,382	C	1,192	20,574	C	54	20,628	C
Edwards Road									
W. of 25 th Street	12,510	13,261	E	816	14,077	E	27	14,104	E
W. of Sunrise Blvd	30,770	12,139	C	747	12,886	C	54	14,940	C
W. of US 1	30,770	8,467	C	521	8,988	C	54	9,042	C
Midway Road**									
W. of 25 th Street	30,770	12,955	C	797	13,752	C	54	13,806	C
W. of US 1	30,770	15,404	C	948	16,352	C	54	16,406	C

*Grown Trips do not include the TPO Committed Trips.

** LOS Capacity based on proposed 4 lane divided typical section currently under construction.

Table 10
Impact on Local Roadway Network (ADT)

	ADT LOS D Capacity	Project Traffic	ADT Post- Development Conditions		ADT % Impact	Remaining Capacity
<u>US Highway 1</u>						
N. of Virginia Ave	36,200	215	25,120	C	0.8%	11,080
S. of Virginia Ave	36,200	269	32,675	D	0.8%	3,525
S. of Edwards Rd	36,200	333	34,984	D	0.9%	1,216
N. of Midway Rd	36,200	215	34,325	D	0.6%	1,875
S. of Midway Rd	54,300	161	36,978	C	0.4%	17,322
<u>South 25th Street</u>						
N. of Virginia Ave	36,200	27	24,391	C	0.1%	11,809
N. of Edwards Rd	36,200	27	22,334	C	0.1%	13,866
<u>Virginia Avenue</u>						
W. of 25 th Street	54,300	54	22,577	C	0.2%	31,723
W. of US 1	54,300	54	20,628	C	0.2%	33,672
<u>Edwards Road</u>						
W. of 25 th Street	12,510	27	14,104	E	0.1%	0
W. of Sunrise Blvd	30,770	54	12,940	C	0.4%	17,830
W. of US 1	30,770	54	9,042	C	0.5%	21,728
<u>Midway Road</u>						
W. of 25 th Street	30,770	54	13,806	C	0.4%	16,964
W. of US 1	30,770	54	16,406	C	0.3%	14,364

**Table 11
Local Roadway Network & Impact (PM Peak Hour Directional)**

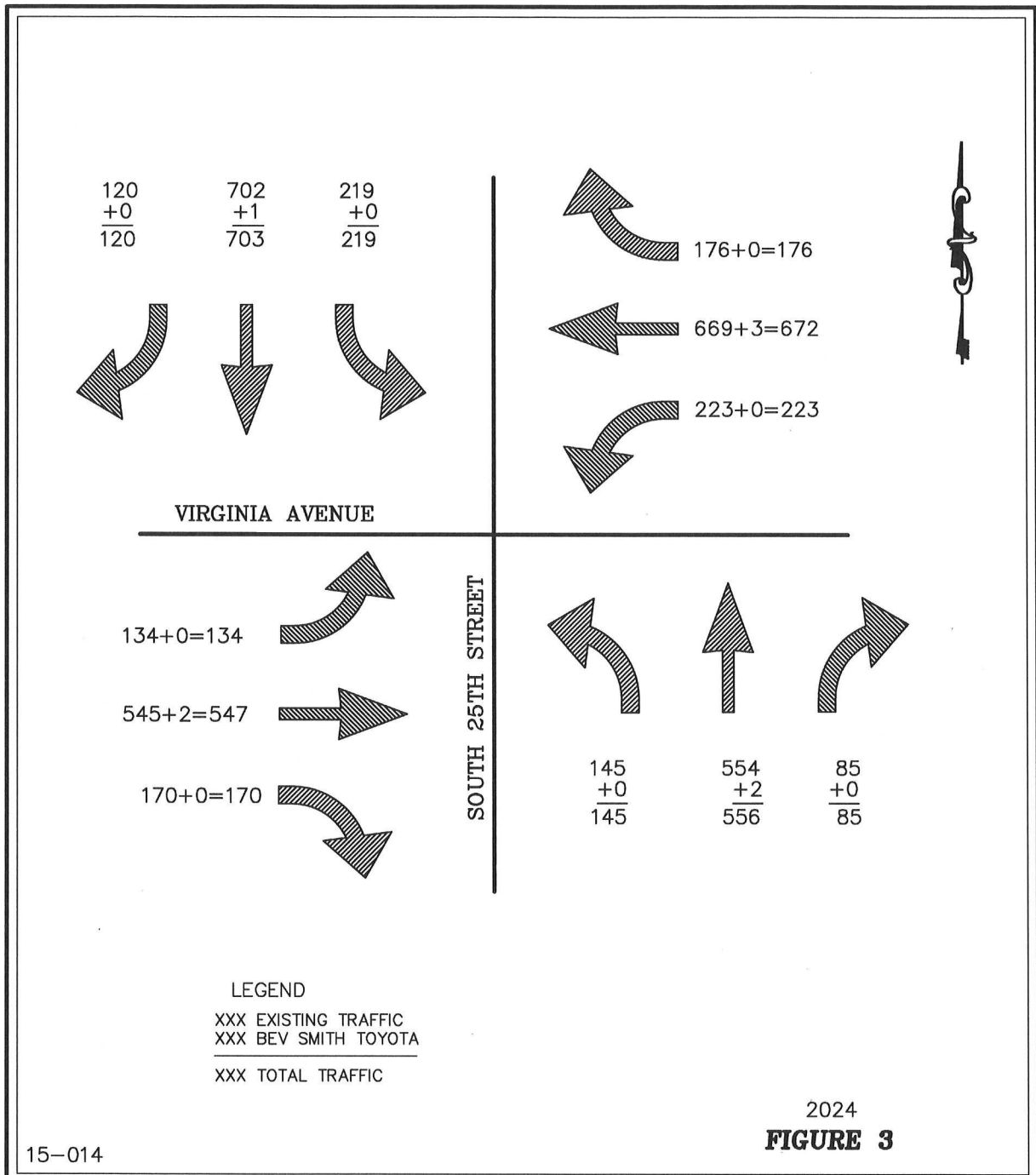
<u>Roadway</u>	<u>PM Peak LOS D Capacity</u>	<u>PM Peak Pre- Development</u>		<u>Project Traffic</u>	<u>PM Peak Post- Development Conditions</u>		<u>% Impact</u>	<u>Remaining Capacity</u>
		<u>2024</u>						
<u>US Highway 1</u>								
N. of Virginia Ave	1,790	1,170	C	11	1,181	C	0.9%	609
S. of Virginia Ave	1,790	1,462	D	14	1,476	D	0.9%	314
S. of Edwards Rd	1,790	1,558	D	17	1,575	D	1.0%	215
N. of Midway Rd	1,790	1,511	D	11	1,522	D	0.7%	268
S. of Midway Rd	2,690	1,657	C	8	1,665	C	0.5%	1025
<u>South 25th Street</u>								
N. of Virginia Ave	1,790	1,072	C	2	1,074	C	0.1%	716
N. of Edwards Rd	1,790	886	C	2	888	C	0.2%	902
<u>Virginia Avenue</u>								
W. of 25 th Street	2,690	1,072	C	3	1,075	C	0.1%	1,615
W. of US 1	2,690	907	C	3	910	C	0.3%	1,780
<u>Edwards Road</u>								
W. of 25 th Street	621	624	E	3	627	E	0.5%	0
W. of Sunrise Blvd	1,520	565	C	3	568	C	0.5%	952
W. of US 1	1,520	410	C	1	411	C	0.2%	1,109
<u>Midway Road</u>								
W. of 25 th Street	1,610	634	C	3	637	C	0.4%	973
W. of US 1	1,610	711	C	3	714	C	0.4%	899

As indicated in the tables above, the project traffic will not result in any decreases in existing levels of service.

Intersection Analysis

In order to determine the project's impacts on the intersecting roadways, analysis has been conducted during the time periods that experience the most traffic volumes within any hour of the weekday. The PM Peak Hour Traffic conditions typically experience the highest traffic volumes during the weekday. The Peak Hour Volumes produced by the project as well as the Enter/Exit splits can be found in Tables 6 and 7. The PM Peak Hour (Peak Direction) Volumes were applied to the Trip Assignments for obtaining the PM Peak Hour Movements, which have been derived based upon the distributions and associated turning movements as shown in Figure No. 2.

The Pre-Development and Post-Development PM Peak Hour turning movements for the project intersections are depicted in Figures No. 3 through 11. The pre-development volumes are based upon traffic counts taken by Culpepper & Terpening, Inc. and grown by a factor of 1% per year to establish the 2024 horizon year analysis. The Appendices provide the respective data.

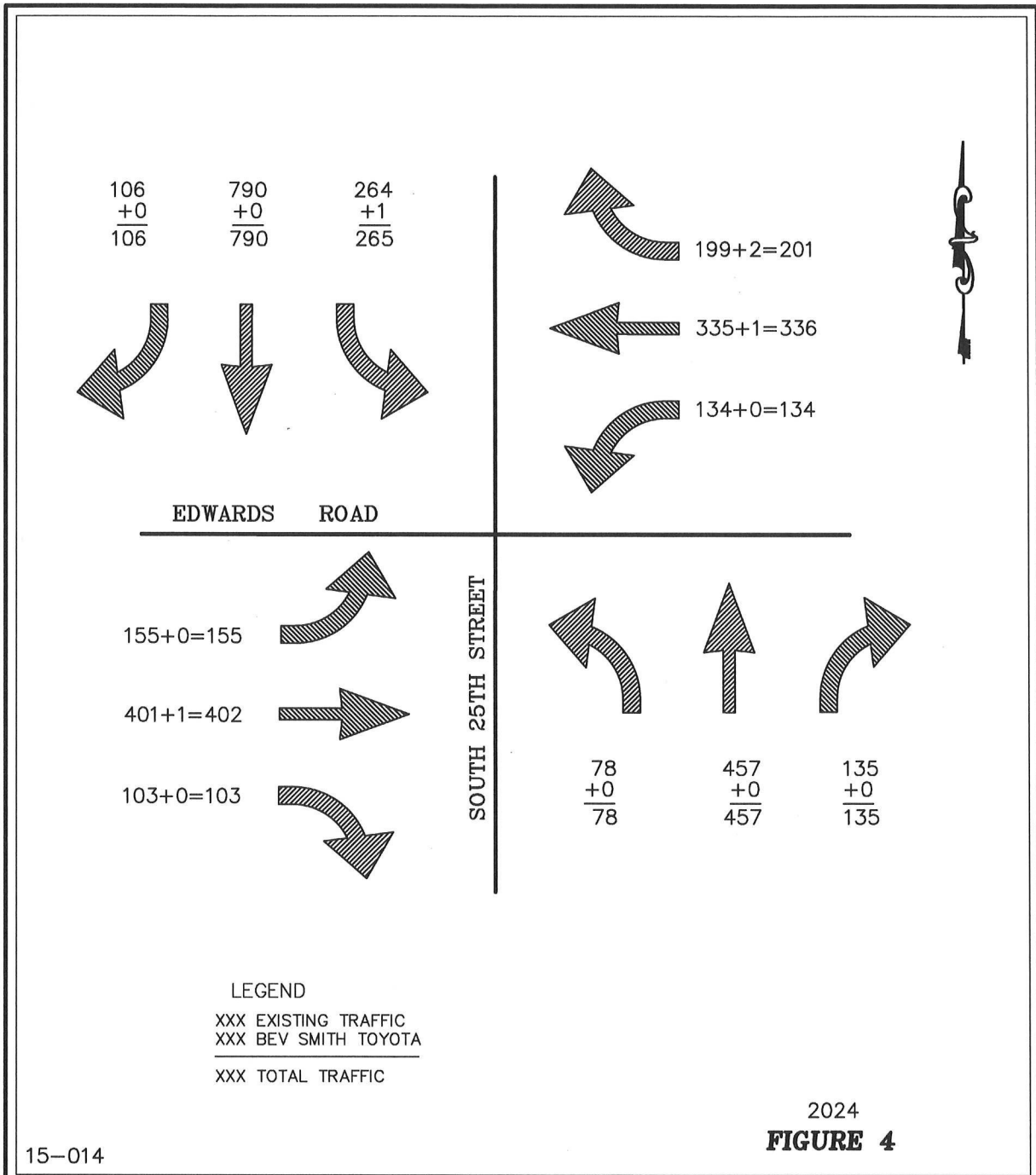



CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS

2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
 STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

P.M. PEAK HOUR TURNING MOVEMENTS
VIRGINIA AVE. & S. 25TH ST.

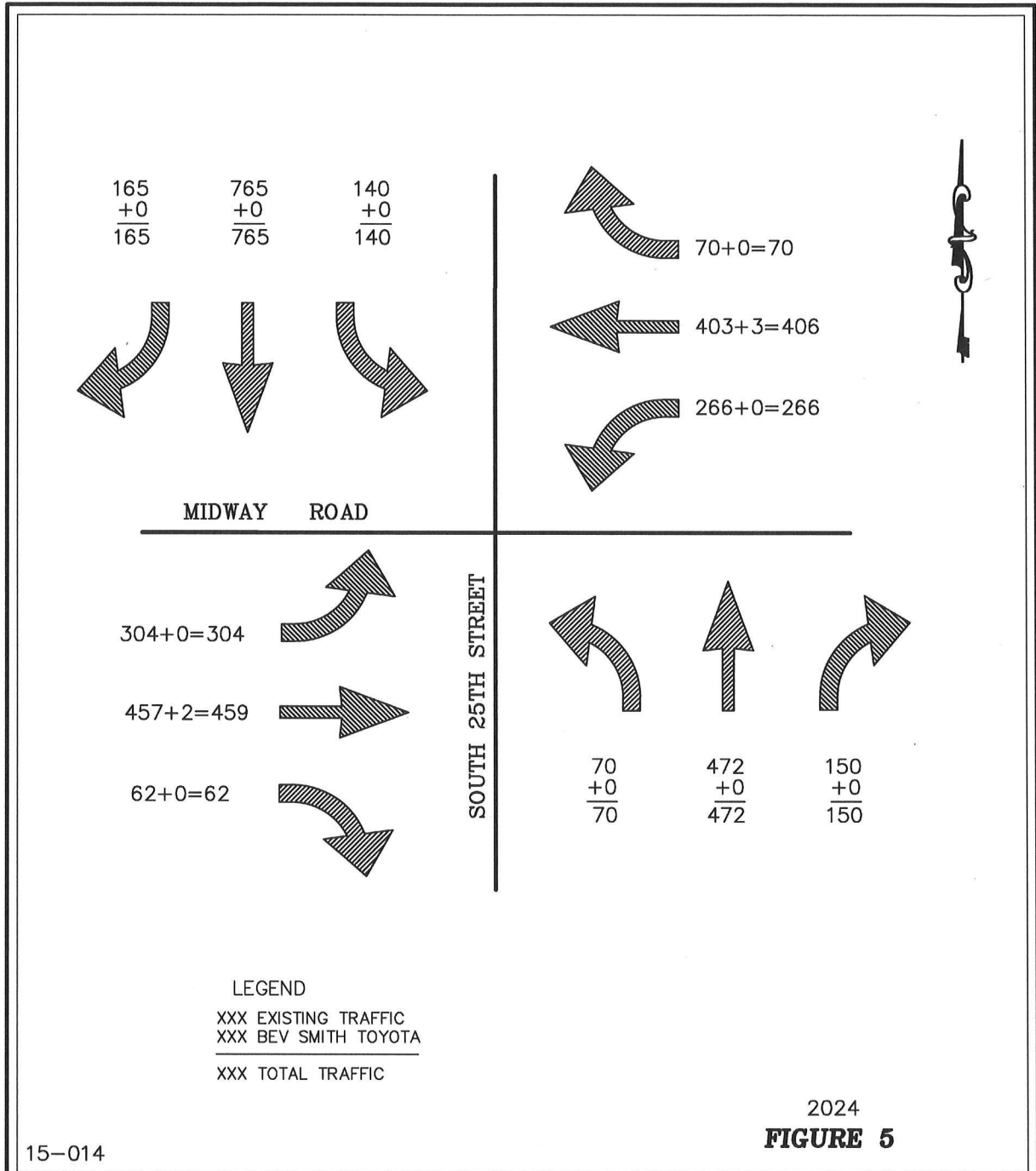
BEV SMITH TOYOTA

CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS
 2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
 STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

P.M. PEAK HOUR TURNING MOVEMENTS
EDWARDS ROAD & S. 25TH ST.

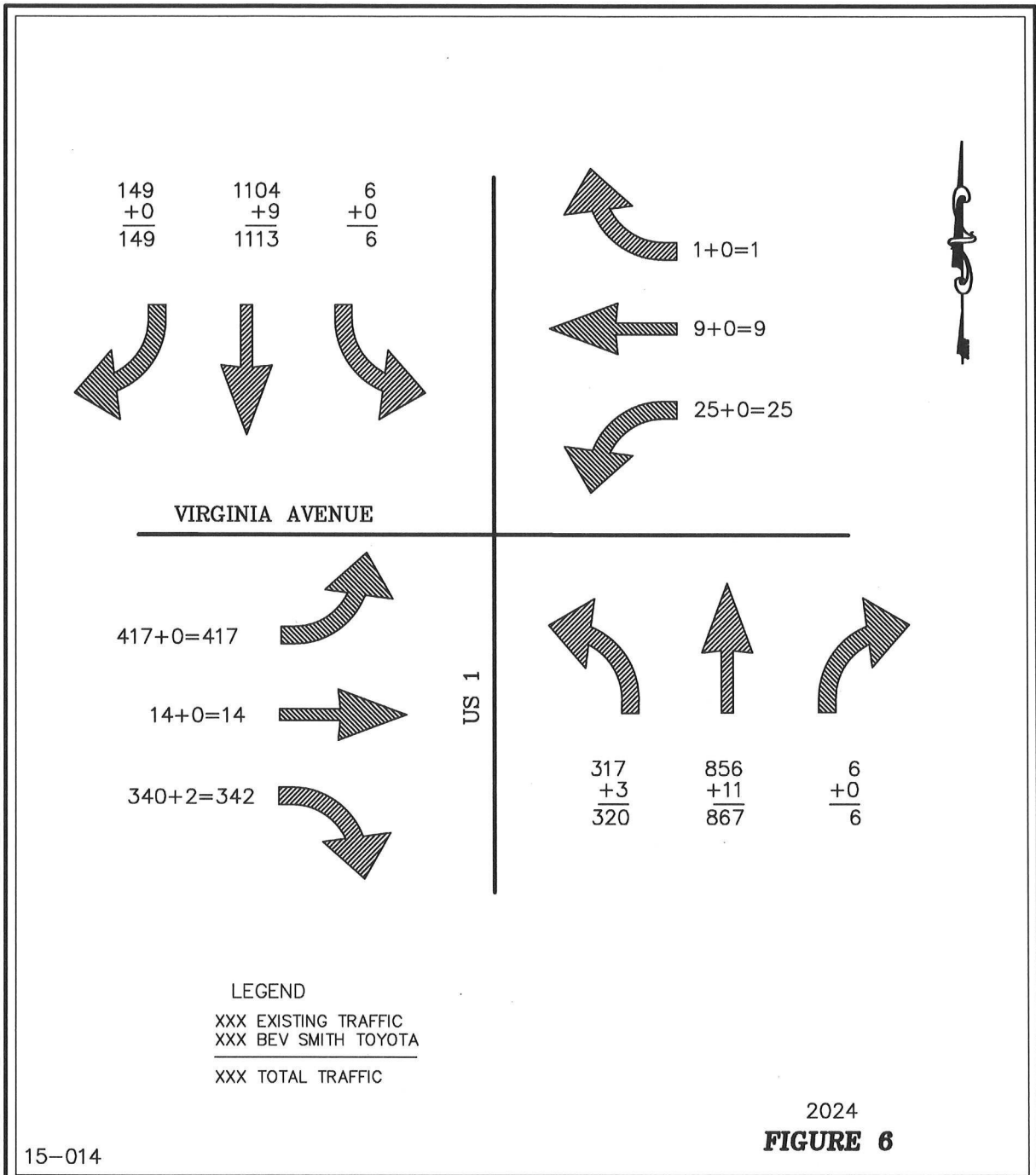
BEV SMITH TOYOTA



CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS
 2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
 STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

P.M. PEAK HOUR TURNING MOVEMENTS
MIDWAY ROAD & SOUTH 25TH ST

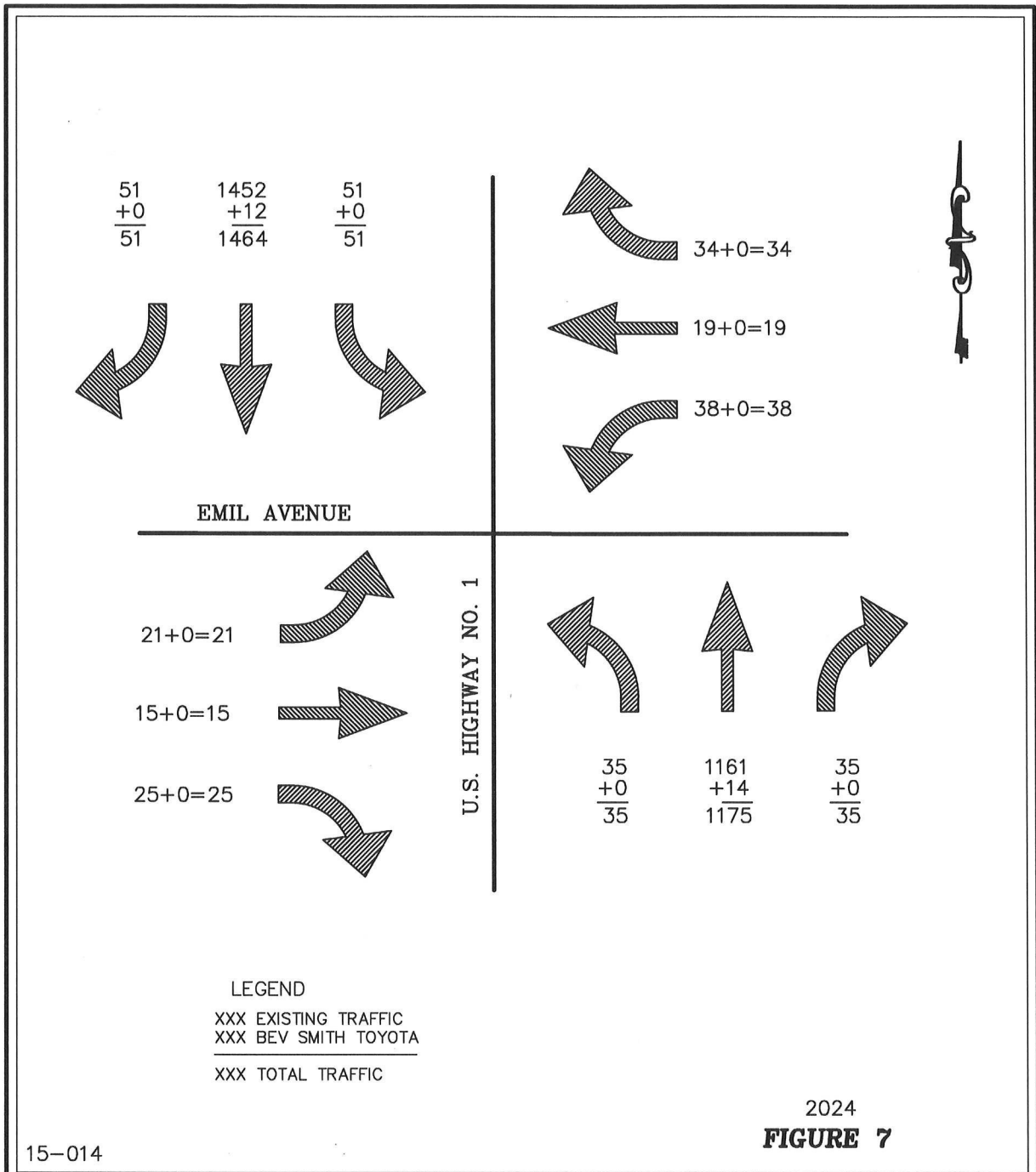

BEV SMITH TOYOTA



CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS
 2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
 STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

**P.M. PEAK HOUR TURNING MOVEMENTS
 VIRGINIA AVE & US 1**

BEV SMITH TOYOTA

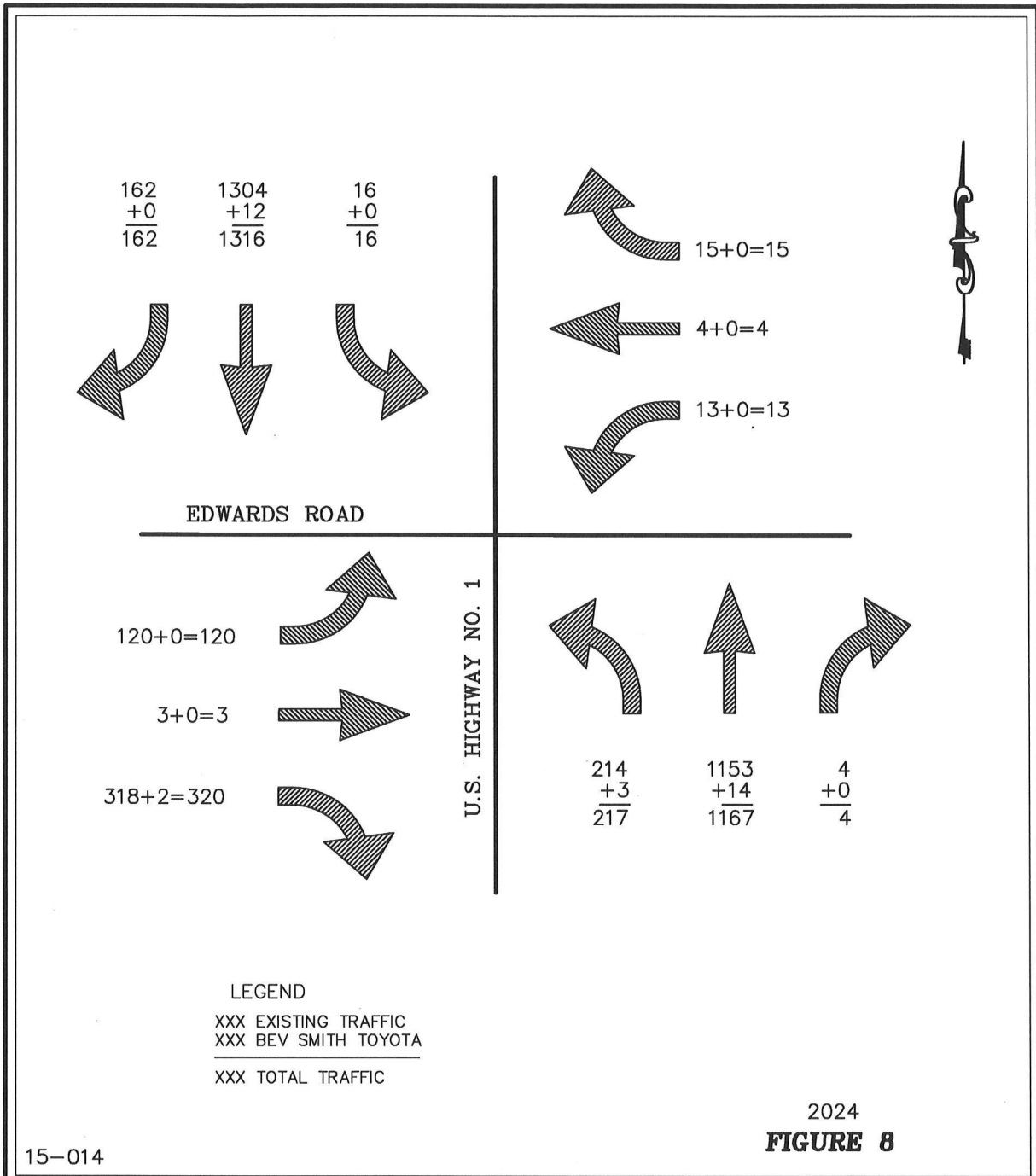
CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS

2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com


STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

P.M. PEAK HOUR TURNING MOVEMENTS
EMIL AVE. & U.S. HIGHWAY NO. 1

BEV SMITH TOYOTA



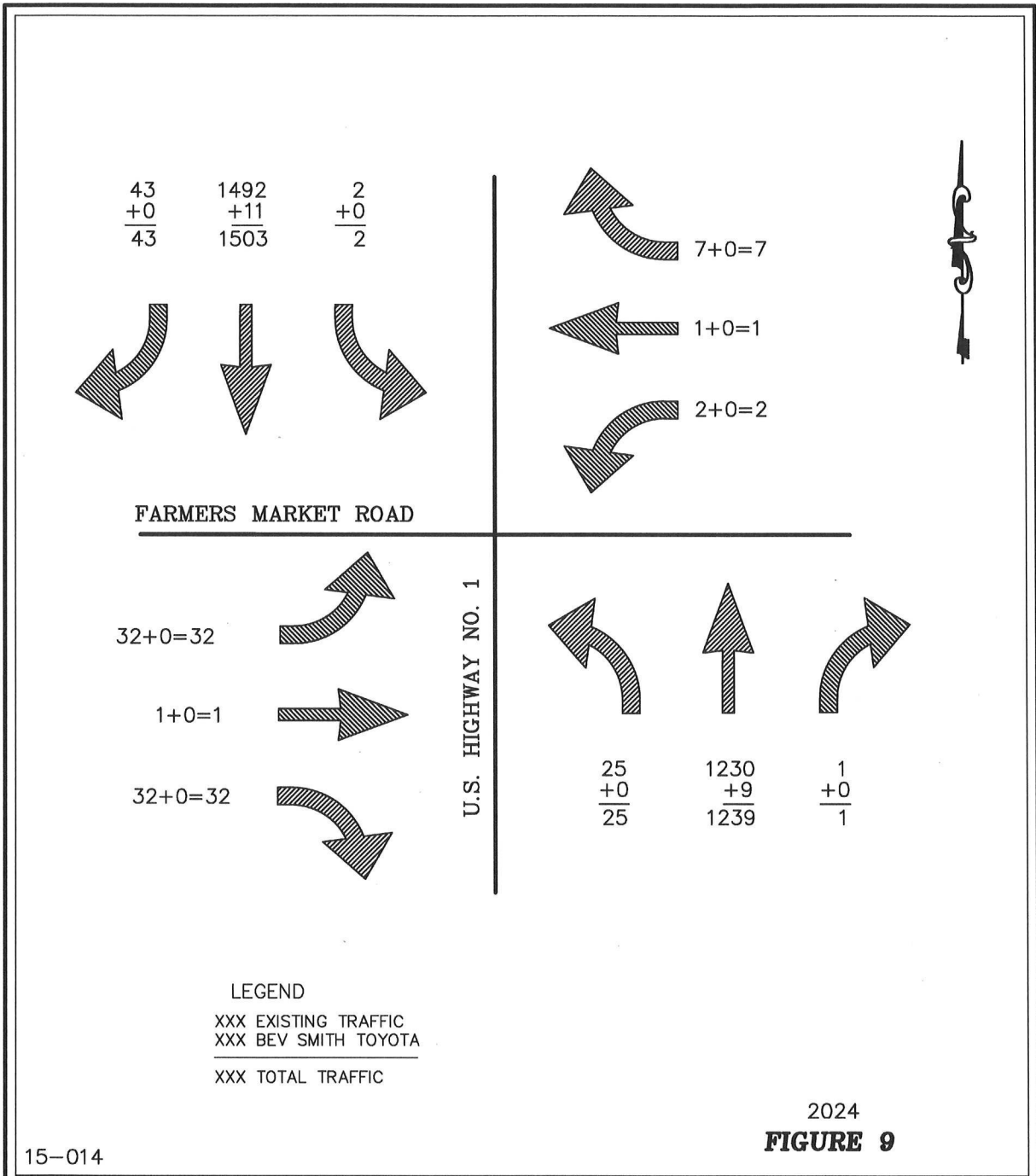
15-014



CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS
 2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
 STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

P.M. PEAK HOUR TURNING MOVEMENTS
EDWARDS RD & U.S. HIGHWAY NO. 1

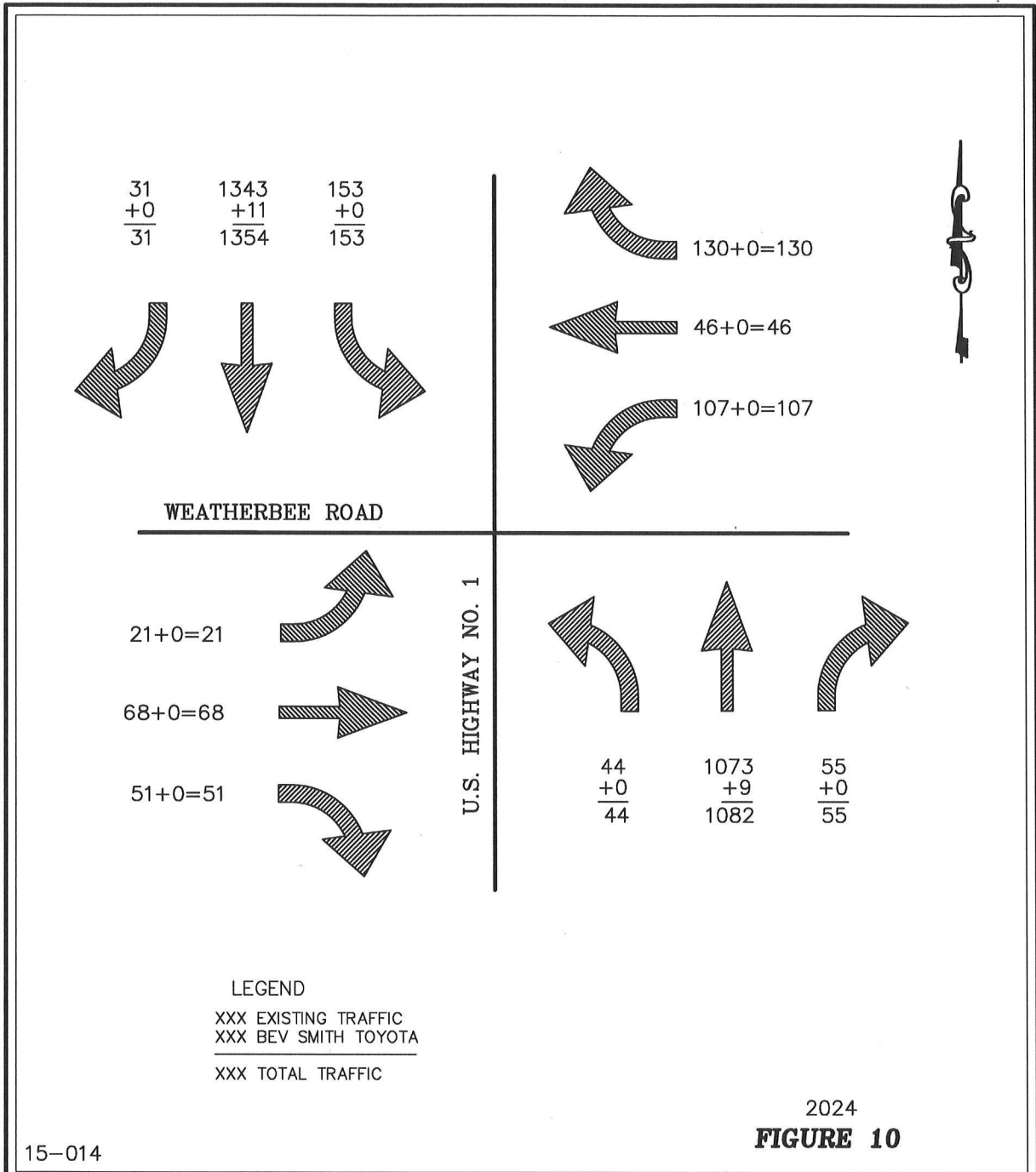
BEV SMITH TOYOTA



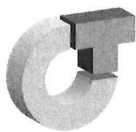
CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS
 2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
 STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

P.M. PEAK HOUR TURNING MOVEMENTS
FARMERS MARKET RD
& U.S. HIGHWAY NO. 1

BEV SMITH TOYOTA



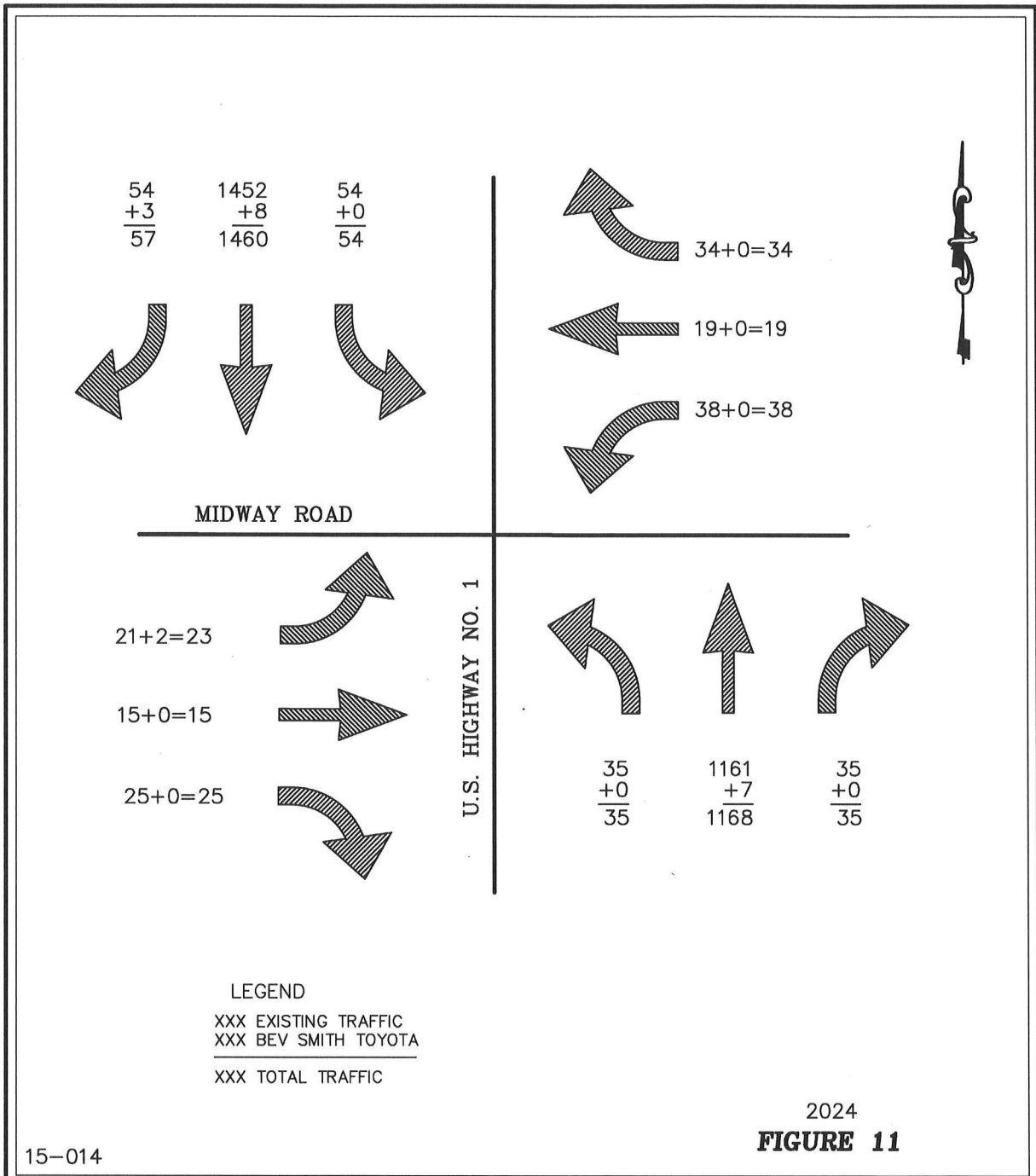
15-014



CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS
 2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
 STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

P.M. PEAK HOUR TURNING MOVEMENTS
WEATHERBEE RD & U.S. 1

BEV SMITH TOYOTA



CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS
 2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
 STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

**P.M. PEAK HOUR TURNING MOVEMENTS
 MIDWAY RD. & U.S. 1**

BEV SMITH TOYOTA

The following is a summary of the results of the Levels of Service for each approach and the overall intersection. A detailed analysis of each lane group in a graphical representation of the lane geometry for the each of the studied intersections can be found in the attached Appendix C for the Pre-Development conditions and Appendix D for the Post-Development Conditions. A summary of the intersection capacity is a follows:

Virginia Avenue & South 25th Street

P.M. Peak Hour

<u>Approach</u>	<u>W/ committed Pre-Development</u>	<u>Post-Development</u>
Northbound	C	C
Southbound	C	C
Eastbound	D	D
Westbound	C	C
Intersection	C	C
Intersection Delay	33.7 Seconds	33.8 Seconds

Virginia Avenue & US 1

P.M. Peak Hour

<u>Approach</u>	<u>W/ committed Pre-Development</u>	<u>Post-Development</u>
Northbound	C	C
Southbound	C	C
Eastbound	C	C
Westbound	E	E
Intersection	C	C
Intersection Delay	28.9 Seconds	28.8 Seconds

Emil Avenue & US 1

P.M. Peak Hour

<u>Approach</u>	<u>W/ committed Pre-Development</u>	<u>Post-Development</u>
Northbound	C	C
Southbound	C	C
Eastbound	C	C
Westbound	C	C
Intersection	C	C
Intersection Delay	27.3 Seconds	27.3 Seconds

Edwards Road & South 25th Street

P.M. Peak Hour

<u>Approach</u>	<u>W/ committed Pre-Development</u>	<u>Post-Development</u>
Northbound	C	C
Southbound	C	C
Eastbound	C	C
Westbound	C	C
Intersection	C	C
Intersection Delay	28.0 Seconds	28.0 Seconds

Edwards Avenue & US 1

P.M. Peak Hour

<u>Approach</u>	<u>W/ committed Pre-Development</u>	<u>Post-Development</u>
Northbound	C	C
Southbound	C	C
Eastbound	F	F
Westbound	C	C
Intersection	D	D
Intersection Delay	42.0 Seconds	43.4 Seconds

Farmers Market Road & US 1

P.M. Peak Hour

<u>Approach</u>	<u>W/ committed Pre-Development</u>	<u>Post-Development</u>
Northbound	B	B
Southbound	C	C
Eastbound	C	C
Westbound	C	C
Intersection	C	C
Intersection Delay	25.0 Seconds	24.9 Seconds

Weatherbee Road & US 1

P.M. Peak Hour

<u>Approach</u>	<u>W/ committed Pre-Development</u>	<u>Post-Development</u>
Northbound	C	C
Southbound	C	C
Eastbound	D	D
Westbound	D	D
Intersection	C	C
Intersection Delay	29.6 Seconds	29.7 Seconds

Midway Road & South 25th Street

P.M. Peak Hour

<u>Approach</u>	<u>W/ committed Pre-Development</u>	<u>Post-Development</u>
Northbound	C	C
Southbound	C	C
Eastbound	C	C
Westbound	C	C
Intersection	C	C
Intersection Delay	31.7 Seconds	31.7 Seconds

Midway Road & US 1

P.M. Peak Hour

<u>Approach</u>	<u>W/ committed Pre-Development</u>	<u>Post-Development</u>
Northbound	B	B
Southbound	C	C
Eastbound	D	D
Westbound	D	D
Intersection	C	C
Intersection Delay	23.8 Seconds	23.7 Seconds

Conclusion

The traffic impact of the proposed Bev Smith Toyota Dealership will have no effect on the levels of service within the project radius of impact area. In the 2024 horizon year, the local roadway network will continue to function adequately after the development of the project, with the exception of Edwards Road west of the South 25th Street intersection. The 2-lane undivided roadway exceeds the LOS D capacity based on 2018 existing conditions.

The segment of Edwards Road west of the South 25th Street intersection is anticipated to function at a level of Service E in both the pre- and post development conditions. However, the new Bev Smith Toyota Dealership is considered to be de minimis as per City Code Section 22-218 (b) (2) a. where the additional traffic volumes anticipated for the development will not exceed one percent of any adopted level of service standards as provided in Tables 10 and 11 of this report.

No offsite transportation related improvements are warranted by the project.

References

1. State of Florida Department of Transportation, Quality/Level of Service Handbook, 2018.
2. Transportation Engineers, Trip Generation, Tenth Edition, 2017.
3. 2016 FDOT Traffic Volumes.
4. HCS7 Highway Capacity Software.

Appendix A

Traffic Data

25th Street @ Virginia Ave PM

File Name : 25TH@V~1
 Site Code : 00000012
 Start Date : 05/16/2017
 Page No : 1

Groups Printed- Unshifted

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	17	155	43	41	126	56	18	114	26	24	98	39	757
04:15 PM	25	136	44	45	137	48	18	131	27	35	130	28	804
04:30 PM	26	140	46	37	156	40	15	131	24	49	151	33	848
04:45 PM	19	169	49	42	153	42	19	134	29	36	129	26	847
Total	87	600	182	165	572	186	70	510	106	144	508	126	3256
05:00 PM	35	167	55	40	171	65	18	117	25	44	106	32	875
05:15 PM	34	172	50	43	166	54	22	161	39	38	112	24	915
05:30 PM	24	147	50	39	134	47	20	105	41	41	161	43	852
05:45 PM	13	137	65	44	122	28	12	126	37	33	107	31	755
Total	106	623	220	166	593	194	72	509	142	156	486	130	3397
Grand Total	193	1223	402	331	1165	380	142	1019	248	300	994	256	6653
Apprch %	10.6	67.3	22.1	17.6	62.1	20.3	10.1	72.3	17.6	19.4	64.1	16.5	
Total %	2.9	18.4	6.0	5.0	17.5	5.7	2.1	15.3	3.7	4.5	14.9	3.8	

Start Time	From North				From East				From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	112	655	204	971	164	624	208	996	79	517	134	730	159	508	125	792	3489
Percent	11.5	67.5	21.0		16.5	62.7	20.9		10.8	70.8	18.4		20.1	64.1	15.8		
05:15																	
Volume	34	172	50	256	43	166	54	263	22	161	39	222	38	112	24	174	915
Peak Factor																	0.953
High Int.	05:00 PM				05:00 PM				05:15 PM				05:30 PM				
Volume	35	167	55	257	40	171	65	276	22	161	39	222	41	161	43	245	
Peak Factor	0.945				0.902				0.822				0.808				

25th @ Edwards PM

File Name : 25THST~2
 Site Code : 00000014
 Start Date : 05/18/2017
 Page No : 1

Groups Printed- Unshifted

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	25	146	66	43	67	37	47	130	27	13	93	42	736
04:15 PM	26	137	67	47	92	29	28	98	33	14	110	39	720
04:30 PM	19	143	64	51	53	26	28	130	24	21	95	37	691
04:45 PM	23	176	49	42	56	27	26	97	11	27	102	34	670
Total	93	602	246	183	268	119	129	455	95	75	400	152	2817
05:00 PM	24	193	64	44	94	29	43	116	21	12	103	44	787
05:15 PM	37	191	67	51	77	38	29	119	18	23	84	27	761
05:30 PM	15	177	66	49	85	31	28	94	23	34	85	40	727
05:45 PM	22	127	44	45	47	21	35	104	32	18	72	27	594
Total	98	688	241	189	303	119	135	433	94	87	344	138	2869
Grand Total	191	1290	487	372	571	238	264	888	189	162	744	290	5686
Apprch %	9.7	65.5	24.7	31.5	48.3	20.2	19.7	66.2	14.1	13.5	62.2	24.2	
Total %	3.4	22.7	8.6	6.5	10.0	4.2	4.6	15.6	3.3	2.8	13.1	5.1	

Start Time	From North				From East				From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	99	737	246	1082	186	312	125	623	126	426	73	625	96	374	145	615	2945
Percent	9.1	68.1	22.7		29.9	50.1	20.1		20.2	68.2	11.7		15.6	60.8	23.6		
05:00																	
Volume	24	193	64	281	44	94	29	167	43	116	21	180	12	103	44	159	787
Peak Factor																	0.936
High Int.	05:15 PM				05:00 PM				05:00 PM				04:45 PM				
Volume	37	191	67	295	44	94	29	167	43	116	21	180	27	102	34	163	
Peak Factor	0.917				0.933				0.868				0.943				

25th @ Midway PM

File Name : 25THST~4
 Site Code : 00000010
 Start Date : 05/11/2017
 Page No : 1

Groups Printed- Unshifted

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	39	134	23	14	96	45	51	90	14	15	102	69	692
04:15 PM	31	144	24	15	79	51	54	90	18	14	103	71	694
04:30 PM	30	176	31	12	79	61	31	116	17	8	100	68	729
04:45 PM	35	173	25	8	95	67	30	96	13	15	107	97	761
Total	135	627	103	49	349	224	166	392	62	52	412	305	2876
05:00 PM	42	168	41	21	107	54	42	104	21	15	112	58	785
05:15 PM	47	197	34	24	99	66	37	124	14	20	107	61	830
05:30 PM	43	180	29	13	91	67	32	103	12	21	94	38	723
05:45 PM	26	139	19	19	90	53	34	85	16	4	89	23	597
Total	158	684	123	77	387	240	145	416	63	60	402	180	2935
Grand Total	293	1311	226	126	736	464	311	808	125	112	814	485	5811
Apprch %	16.0	71.6	12.3	9.5	55.5	35.0	25.0	65.0	10.0	7.9	57.7	34.4	
Total %	5.0	22.6	3.9	2.2	12.7	8.0	5.4	13.9	2.2	1.9	14.0	8.3	

Start Time	From North				From East				From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	154	714	131	999	65	380	248	693	140	440	65	645	58	426	284	768	3105
Percent	15.4	71.5	13.1		9.4	54.8	35.8		21.7	68.2	10.1		7.6	55.5	37.0		
05:15																	
Volume	47	197	34	278	24	99	66	189	37	124	14	175	20	107	61	188	830
Peak Factor																	0.935
High Int.	05:15 PM				05:15 PM				05:15 PM				04:45 PM				
Volume	47	197	34	278	24	99	66	189	37	124	14	175	15	107	97	219	
Peak Factor	0.898				0.917				0.921				0.877				

US 1 @ Virginia Ave PM

File Name : US1 @ Virginia Ave PM (2)
 Site Code : 00000004
 Start Date : 05/03/2017
 Page No : 1

Groups Printed- Unshifted

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	33	215	2	2	3	5	1	190	77	106	1	106	741
04:15 PM	37	266	4	0	1	2	2	209	64	98	2	123	808
04:30 PM	46	253	1	1	1	9	2	187	80	71	1	93	745
04:45 PM	34	235	0	0	2	4	2	215	54	70	6	84	706
Total	150	969	7	3	7	20	7	801	275	345	10	406	3000
05:00 PM	26	253	2	0	2	5	1	179	71	89	3	108	739
05:15 PM	33	289	3	0	3	5	1	217	88	90	3	104	836
05:30 PM	26	241	1	2	6	5	1	184	59	75	4	77	681
05:45 PM	32	207	3	1	6	5	5	190	51	75	3	117	695
Total	117	990	9	3	17	20	8	770	269	329	13	406	2951
Grand Total	267	1959	16	6	24	40	15	1571	544	674	23	812	5951
Apprch %	11.9	87.4	0.7	8.6	34.3	57.1	0.7	73.8	25.5	44.7	1.5	53.8	
Total %	4.5	32.9	0.3	0.1	0.4	0.7	0.3	26.4	9.1	11.3	0.4	13.6	

Start Time	From North				From East				From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	139	1030	6	1175	1	8	23	32	6	798	293	1097	320	13	389	722	3026
Percent	11.8	87.7	0.5		3.1	25.0	71.9		0.5	72.7	26.7		44.3	1.8	53.9		
05:15	33	289	3	325	0	3	5	8	1	217	88	306	90	3	104	197	836
Peak Factor																	0.905
High Int.	05:15 PM				04:30 PM				05:15 PM				05:00 PM				
Volume	33	289	3	325	1	1	9	11	1	217	88	306	89	3	108	200	
Peak Factor	0.904								0.727				0.896				0.903

US 1 @ Emil Ave PM

File Name : US1@EM~2
 Site Code : 00000006
 Start Date : 05/04/2017
 Page No : 1

Groups Printed- Unshifted

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	10	305	19	8	4	7	5	248	11	4	1	3	625
04:15 PM	9	322	15	8	2	4	7	245	9	10	2	8	641
04:30 PM	13	307	11	9	4	12	3	236	6	7	4	13	625
04:45 PM	6	286	12	9	1	3	13	250	15	8	4	2	609
Total	38	1220	57	34	11	26	28	979	41	29	11	26	2500
05:00 PM	13	382	13	10	3	13	8	265	10	6	3	6	732
05:15 PM	13	381	13	7	5	6	9	265	10	7	6	5	727
05:30 PM	10	315	13	10	5	5	4	268	6	4	1	7	648
05:45 PM	12	276	9	5	5	11	12	285	7	6	4	2	634
Total	48	1354	48	32	18	35	33	1083	33	23	14	20	2741
Grand Total	86	2574	105	66	29	61	61	2062	74	52	25	46	5241
Apprch %	3.1	93.1	3.8	42.3	18.6	39.1	2.8	93.9	3.4	42.3	20.3	37.4	
Total %	1.6	49.1	2.0	1.3	0.6	1.2	1.2	39.3	1.4	1.0	0.5	0.9	

Start Time	From North				From East				From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	48	1354	48	1450	32	18	35	85	33	1083	33	1149	23	14	20	57	2741
Percent	3.3	93.4	3.3		37.6	21.2	41.2		2.9	94.3	2.9		40.4	24.6	35.1		
05:00	13	382	13	408	10	3	13	26	8	265	10	283	6	3	6	15	732
Peak Factor																	0.936
High Int.	05:00 PM				05:00 PM				05:45 PM				05:15 PM				
Volume	13	382	13	408	10	3	13	26	12	285	7	304	7	6	5	18	
Peak Factor	0.888				0.817				0.945				0.792				

US 1 @ Edwards Road PM

File Name : US1@ED~1
 Site Code : 00000002
 Start Date : 04/18/2017
 Page No : 1

Groups Printed- Unshifted

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	39	284	1	2	1	1	1	234	46	64	0	27	700
04:15 PM	28	297	2	8	2	4	1	224	37	79	1	41	724
04:30 PM	37	290	0	5	0	3	4	253	45	59	1	15	712
04:45 PM	34	287	6	2	2	3	1	278	53	65	2	26	759
Total	138	1158	9	17	5	11	7	989	181	267	4	109	2895
05:00 PM	44	294	3	3	1	4	0	260	38	78	0	34	759
05:15 PM	36	312	0	4	0	1	1	282	57	76	1	24	794
05:30 PM	37	323	6	5	1	4	2	255	52	78	0	28	791
05:45 PM	35	245	3	5	1	6	1	210	58	59	1	18	642
Total	152	1174	12	17	3	15	4	1007	205	291	2	104	2986
Grand Total	290	2332	21	34	8	26	11	1996	386	558	6	213	5881
Apprch %	11.0	88.2	0.8	50.0	11.8	38.2	0.5	83.4	16.1	71.8	0.8	27.4	
Total %	4.9	39.7	0.4	0.6	0.1	0.4	0.2	33.9	6.6	9.5	0.1	3.6	

Start Time	From North				From East				From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	151	1216	15	1382	14	4	12	30	4	1075	200	1279	297	3	112	412	3103
Percent	10.9	88.0	1.1		46.7	13.3	40.0		0.3	84.1	15.6		72.1	0.7	27.2		
05:15	36	312	0	348	4	0	1	5	1	282	57	340	76	1	24	101	794
Volume																	
Peak Factor																	0.977
High Int.	05:30 PM				05:30 PM				05:15 PM				05:00 PM				
Volume	37	323	6	366	5	1	4	10	1	282	57	340	78	0	34	112	
Peak Factor				0.944				0.750				0.940				0.920	

US 1 @ Farmers Market Rd PM

File Name : US1@FA~2
 Site Code : 00000004
 Start Date : 04/20/2017
 Page No : 1

Groups Printed- Unshifted

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	6	308	0	0	1	0	1	241	7	8	0	14	586
04:15 PM	6	346	1	1	0	0	0	295	6	6	0	11	672
04:30 PM	13	307	1	2	0	1	1	296	6	8	1	8	644
04:45 PM	9	325	0	3	1	1	0	276	6	10	0	6	637
Total	34	1286	2	6	2	2	2	1108	25	32	1	39	2539
05:00 PM	12	414	0	1	0	0	0	280	5	6	0	5	723
05:15 PM	2	334	0	0	1	0	0	303	1	8	1	11	661
05:30 PM	11	288	0	0	1	0	3	272	1	9	1	5	591
05:45 PM	11	287	2	3	1	1	0	260	7	1	0	6	579
Total	36	1323	2	4	3	1	3	1115	14	24	2	27	2554
Grand Total	70	2609	4	10	5	3	5	2223	39	56	3	66	5093
Apprch %	2.6	97.2	0.1	55.6	27.8	16.7	0.2	98.1	1.7	44.8	2.4	52.8	
Total %	1.4	51.2	0.1	0.2	0.1	0.1	0.1	43.6	0.8	1.1	0.1	1.3	

Start Time	From North				From East				From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	40	1392	2	1434	7	1	2	10	1	1147	23	1171	30	1	30	61	2676
Percent	2.8	97.1	0.1		70.0	10.0	20.0		0.1	98.0	2.0		49.2	1.6	49.2		
05:00	12	414	0	426	1	0	0	1	0	280	5	285	6	0	5	11	723
Volume																	
Peak Factor																	0.925
High Int.	05:00 PM				04:45 PM				04:30 PM				04:15 PM				
Volume	12	414	0	426	3	1	1	5	1	296	6	303	6	0	11	17	
Peak Factor	0.842				0.500				0.966				0.897				

US 1 @ Weatherby Road PM

File Name : US1@WE~2
 Site Code : 00000008
 Start Date : 05/10/2017
 Page No : 1

Groups Printed- Unshifted

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	4	297	35	19	12	22	18	222	9	10	11	3	662
04:15 PM	6	313	30	28	8	18	9	220	8	17	13	5	675
04:30 PM	8	290	35	35	13	26	12	257	11	12	20	7	726
04:45 PM	10	338	43	31	13	27	17	258	8	10	11	5	771
Total	28	1238	143	113	46	93	56	957	36	49	55	20	2834
05:00 PM	5	312	35	27	9	29	13	266	14	9	19	3	741
05:15 PM	3	331	52	35	7	19	20	294	14	9	23	3	810
05:30 PM	5	334	46	37	13	19	21	270	6	16	17	6	790
05:45 PM	7	271	36	32	9	13	12	258	6	8	15	5	672
Total	20	1248	169	131	38	80	66	1088	40	42	74	17	3013
Grand Total	48	2486	312	244	84	173	122	2045	76	91	129	37	5847
Apprch %	1.7	87.4	11.0	48.7	16.8	34.5	5.4	91.2	3.4	35.4	50.2	14.4	
Total %	0.8	42.5	5.3	4.2	1.4	3.0	2.1	35.0	1.3	1.6	2.2	0.6	

Start Time	From North				From East				From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:00 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	29	1253	143	1425	121	43	100	264	51	1001	41	1093	48	63	20	131	2913
Percent	2.0	87.9	10.0		45.8	16.3	37.9		4.7	91.6	3.8		36.6	48.1	15.3		
04:45 Volume	10	338	43	391	31	13	27	71	17	258	8	283	10	11	5	26	771
Peak Factor																	0.945
High Int.	04:45 PM				04:30 PM				05:00 PM				04:30 PM				
Volume	10	338	43	391	35	13	26	74	13	266	14	293	12	20	7	39	
Peak Factor	0.911				0.892				0.933				0.840				

Peak Hour From 05:15 PM to 05:45 PM - Peak 1 of 1

US 1 @ Midway Rd PM

File Name : US1@EM~2
 Site Code : 00000006
 Start Date : 05/04/2017
 Page No : 1

Groups Printed- Unshifted

Start Time	From North			From East			From South			From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	10	305	19	8	4	7	5	248	11	4	1	3	625
04:15 PM	9	322	15	8	2	4	7	245	9	10	2	8	641
04:30 PM	13	307	11	9	4	12	3	236	6	7	4	13	625
04:45 PM	6	286	12	9	1	3	13	250	15	8	4	2	609
Total	38	1220	57	34	11	26	28	979	41	29	11	26	2500
05:00 PM	13	382	13	10	3	13	8	265	10	6	3	6	732
05:15 PM	13	381	13	7	5	6	9	265	10	7	6	5	727
05:30 PM	10	315	13	10	5	5	4	268	6	4	1	7	648
05:45 PM	12	276	9	5	5	11	12	285	7	6	4	2	634
Total	48	1354	48	32	18	35	33	1083	33	23	14	20	2741
Grand Total	86	2574	105	66	29	61	61	2062	74	52	25	46	5241
Apprch %	3.1	93.1	3.8	42.3	18.6	39.1	2.8	93.9	3.4	42.3	20.3	37.4	
Total %	1.6	49.1	2.0	1.3	0.6	1.2	1.2	39.3	1.4	1.0	0.5	0.9	

Start Time	From North				From East				From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	48	1354	48	1450	32	18	35	85	33	1083	33	1149	23	14	20	57	2741
Percent	3.3	93.4	3.3		37.6	21.2	41.2		2.9	94.3	2.9		40.4	24.6	35.1		
05:00 Volume	13	382	13	408	10	3	13	26	8	265	10	283	6	3	6	15	732
Peak Factor																	0.936
High Int.	05:00 PM				05:00 PM				05:45 PM				05:15 PM				
Volume	13	382	13	408	10	3	13	26	12	285	7	304	7	6	5	18	
Peak Factor	0.888								0.817				0.945				0.792

FLORIDA DEPARTMENT OF TRANSPORTATION
 2016 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST. LUCIE

SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0001	SEMINOLE RD- SOUTH OPPENNY LN	OE	OE	80 R	9.0	50.9F	6.2F
0003	CR 707/INDIAN RIVER DR - N OF ORANGE AVE (COUNTY 9)	N	S	3300	9.0	52.3F	7.4A
0004	INDIAN RIVER DR - 707 S OF A1A/BRIDGE (COUNTY 4)	N	S	3100	9.0	52.3F	4.1A
0006	SR 713/KINGS HWY - S OF SR 614/INDRO RD (COUNTY 9)	N	S	7700	9.0	50.9F	7.6A
0009	SR 5/US 1 - S OF INDRIO RD (COUNTY 9)	N	S	10500	9.0	52.3F	6.9P
0010	SR 5/US 1 - S OF 608/ST LUCIE BLVD (COUNTY 10)	N	S	10500	9.0	52.3F	5.3A
0011	SR 615/25 ST - S OF SR 608/ST LUCIE BLVD (COUNTY 9)	N	S	3900	9.0	50.9F	6.2P
0012	SR 5/US 1 - S OF CR 611/EDWARDS RD (COUNTY 12)	N	S	16000	9.0	52.3F	1.6P
0014	SR 615/25 ST - S OF SR 68/ORANGE AVE (COUNTY 14)	N	S	10500	9.0	50.9F	4.8P
0015	SR 615/25 ST - N OF SR 70/VIRGINIA AVE (COUNTY 1)	N	S	11500	9.0	50.9F	4.8P
0016	CR 615/25 ST S - N OF CR 712/MIDWAY RD (COUNTY 1)	N	S	8900	9.0	50.9F	6.2F
0019	CR 615/AIROSA BLVD - N OF CR 716/PORT ST LUCIE B	N	S	8300	9.0	50.9F	6.2F
0020	SR 5 / US 1 - N OF CR 712/MIDWAY RD (COUNTY 20)	N	S	15500	9.0	52.3F	4.5P
0021	SR 615 / 25 ST - S OF CORTEZ BLVD-N OF EDWARDS R	N	S	11500	9.0	50.9F	8.8P
0022	HARTMAN RD - N. OF OKEECHOBEE RD.	N	S	3300E	9.0	50.9F	3.3P
0023	CR 712/MIDWAY RD - W OF INDIAN RIVER DR (COUNTY 9)	E	W	1900E	9.0	52.3F	6.1P

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
 "K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINNING WITH COUNT YEAR 2011
 AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
 V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
 "D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
 2016 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST. LUCIE

SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0025	SR 70/OKEECHOBEE RD - W OF SR 91/TPK (COUNTY 25)	E 3600 W	3500	7100 C	9.0	57.1F	15.6A
0026	CR 611/EDWARDS RD - E OF MCNEIL RD (COUNTY 110)	E 6600 W	6400	13000 C	9.0	50.9F	8.9A
0027	CR 611-B/EDWARDS RD - W OF SR 5/US1 (COUNTY 173)	E 4100E W	4200E	8300 T	9.0	50.9F	6.2F
0028	SR 68/ORANGE AVE - E OF CR 611/B JENKINS RD (COU	E 7700 W	7900	15600 C	9.0	50.9F	7.7A
0029	SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY	E 14000E W	14500E	28500 F	9.0	50.9F	12.3P
0030	SR 70/VIRGINIA AVE - E OF OKEECHOBEE RD (COUNTY	E 12000 W	10500	22500 C	9.0	50.9F	3.6A
0032	SR 70/VIRGINIA AVE - W OF SR 615/25 ST	E 9800 W	11000	20800 C	9.0	50.9F	4.1P
0033	SR 70/VIRGINIA AVE - E OF SR 615/25 ST (COUNTY 3	E 10500 W	11500	22000 C	9.0	50.9F	8.6A
0034	SR 70/VIRGINIA AVE - W OF SR 5/US 1 (COUNTY 34)	E 9700 W	9300	19000 C	9.0	50.9F	4.2P
0035	SR 68 / ORANGE AVE - E OF SR 9/I-95 (COUNTY 35)	E 6700 W	7200	13900 C	9.0	50.9F	10.8P
0038	SR 614/INDRIO RD - E OF SR 9/I-95 (COUNTY 38)	E 5200 W	4400	9600 C	9.0	50.9F	7.6A
0039	SR 70/OKEECHOBEE RD - W OF CR 609, HEADER CANAL	E 3300 W	3200	6500 C	9.5	57.1F	9.5A
0041	SR 68 / ORANGE AVE - W OF SR 9/I-95 (COUNTY 41)	E 11500 W	9800	21300 C	9.0	57.1F	25.0P
0043	FORT PIERCE BLVD- SOUTH OFWINTER GARDEN PKWY	0E	0E	2400 R	9.0	50.9F	6.2F
0044	BEACH AVE- NORTH OF W ARBOR DR	0E	0E	700 R	9.0	50.9F	6.2F
0045	S 17 ST- NORTH OFEMERALD TER	0E	0E	2300 R	9.0	50.9F	6.2F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
 "K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
 AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
 V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
 "D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
 2016 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST. LUCIE

SITE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT	"K"	"D"	"T"
TYPE				TWO-WAY	FCTR	FCTR	FCTR
4032	I-95 NB OFF RAMP TO CROSSTOWN EXPWY.	0E	0E	3300 F	9.0	99.9W	6.2F
4033	I-95 NB ON RAMP FROM CROSSTOWN EXPWY	0E	0E	5100 F	9.0	99.9W	6.2F
4507	I-95 SB ON RAMP FROM WB ST. LUCIE WEST BLVD	0E	0E	8600 F	9.0	99.9W	6.2F
4509	I-95 NB ON RAMP FROM WB OKEECHOBEE RD	0E	0E	3000 F	9.0	99.9W	4.2F
4511	I-95 SB ON RAMP FROM WB OKEECHOBEE RD	0E	0E	5600 F	9.0	99.9W	24.5F
4516	I-95 NB OFF RAMP TO WB SR 68/ORANGE AVE	0E	0E	4500 F	9.0	99.9W	7.7F
4518	I-95 SB OFF RAMP TO WB SR-68/ORANGE AVE	0E	0E	2700 F	9.0	99.9W	7.7F
5002	SR 5/US 1 - S OF SR 70/VIRGINIA AVE (COUNTY 5002)	N	15000 S	30000 C	9.0	52.3F	5.2P
5003	SR 5/US 1 - N OF SR 70/VIRGINIA AVE (COUNTY 5003)	N	12000 S	23000 C	9.0	52.3F	3.0P
5008	SR 5/US 1 - S OF DELAWARE AVE (COUNTY 5008)	N	8800 S	22800 C	9.0	52.3F	10.4A
5014	SR 5/US 1 - S OF SR A1A/S (COUNTY 5014)	N	13000 S	27500 C	9.0	52.3F	4.8A
5016	SR A1A/S - S OF SEAWAY DR (COUNTY 5016)	N	4500 S	8800 C	9.0	52.3F	9.0P
5029	SR 707/INDIAN RIVER DR - N OF CITRUS AVE (COUNTY 5029)	N	3300 S	6400 C	9.0	52.3F	23.2P
5033	SR 68/AVE 'A' - E OF US 1 (COUNTY 5033)	E	1300 W	2800 C	9.0	52.3F	7.7A
5034	AVE 'A' - W OF US 1 /ONE-WAY W BOUND (COUNTY 5034)	W	1300	1300 C	9.0	99.9W	17.7P
5040	SR 68 / ORANGE AVE - W OF 13 ST (COUNTY 5040)	E	6600 W	13100 C	9.0	50.9F	5.7P

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
 "K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINNING WITH COUNT YEAR 2011
 AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
 V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
 "D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
 2016 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST. LUCIE

SITE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT	"K"	"D"	"T"
TYPE				TWO-WAY	FCTR	FCTR	FCTR
=====	=====	=====	=====	=====	=====	=====	=====
5044	SR 68 / ORANGE AVE - W OF 25 ST (COUNTY 5044)	E 9200	W 6500	15700 C	9.0	50.9F	5.9P
5062	OREANDER AVE. - N. OF VIRGINIA AVE. (COUNTY 503)	N 2000E	S 1800E	3800 R	9.0	50.9F	6.2F
5070	SR 5 / US 1 - S OF TIFFANY AVE - N OF SR 716 (CO	N 14000	S 18000	32000 C	9.0	52.3F	5.0P
5071	SR 5/US 1 - S OF PORT SL LUCIE BLVD (COUNTY 5071	N 25000	S 20000	45000 C	9.0	52.3F	5.5A
5072	SR 716/PORT ST LUCIE BLVD - W OF SR 5/US 1 (COUN	E 20500	W 20000	40500 C	9.0	50.9F	4.5P
5073	SR 716/PORT ST LUCIE BLVD - E OF TPK ENT (COUNTY	E 23000	W 24500	47500 C	9.0	50.9F	6.2A
5074	SR 716/PT ST LUCIE BLVD - W OF TPK OVERPASS BR (E 21500	W 21500	43000 C	9.0	50.9F	4.1P
5075	GATLIN BLVD - E OF I-95 IN PORT ST LUCIE (COUNTY	E 18000	W 18500	36500 C	9.0	50.9F	4.6A
5077	ST LUCIE BLVD W - E OF I-95 (COUNTY 318 AND 5077	E 17500	W 17000	34500 C	9.0	50.9F	6.2P
5078	ST LUCIE BLVD - W RESERVE BLVD - W OF I-95 (COUN	E 4500	W 4500	9000 C	9.0	57.1F	3.0P
5133	SR 68 / ORANGE AVE - E OF US 1 (COUNTY 5133)	E 2200	W 1900	4100 C	9.0	52.3F	4.9A
5134	SR 68 / ORANGE AVE - W OF SR 5/US 1 (COUNTY 5134	E 4000	W 3200	7200 C	9.0	50.9F	16.1P
5140	CR 712 / MIDWAY RD - E OF SR 9/I-95 (COUNTY 5140	E 7500	W 7700	15200 C	9.0	50.9F	12.1P
5146	PRIMA VISTA BLVD. - W. OF SR 5/US1 (COUNTY 146)	E 12500E	W 13000E	25500 R	9.0	50.9F	6.2F
5147	WALTON RD. - E. OF SR 5/US1 (COUNTY 330)	E 6700E	W 7100E	13800 T	9.0	52.3F	6.2F
5148	PRIMA VISTA BLVD. - W. OF CR 615/ARIOSA BLVD. (C	E 17500E	W 11000E	28500 T	9.0	50.9F	6.2F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
 "K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
 AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
 V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
 "D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
 2016 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST. LUCIE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
5150	SR 5 / US 1 - N OF WALTON RD/PORT ST LUCIE	N 20000 S 21000	S	S	41000 C	9.0	52.3F	6.6P
5151	CR 707/INDIAN RIVER DR. - N. OF WALTON RD. (COUN	N 1800E S 1800E	S	S	3600 T	9.0	52.3F	6.2F
5152	SR 615 / 25 ST - S OF BELCHER CANAL (AVENUE T - C	N 7300 S 7000	S	S	14300 C	9.0	50.9F	5.2P
5153	MIDPORT RD. - W. OF SR 5/US 1 / PORT ST. LUCIE (E 6100 W 6800	W	W	12900 C	9.0	50.9F	6.2F
5154	AVE D - W. OF SR 5/US 1 (COUNTY 160)	E 1100E W 1400E	W	W	2500 T	9.0	50.9F	6.2F
5156	SR 5/US 1 - S OF CR 712/MIDWAY RD,FT PIERCE (COU	N 17000 S 17000	S	S	34000 C	9.0	52.3F	5.6A
5159	CITRUS AVE - W. OF SR 5/US 1 (ONE WAY WESTBOUND	0E 0E			1000 R	9.0	99.9W	6.2F
5165	SR 615/25 ST - N OF ST LUCIE BLV & CR 608 (COUNT	N 3100 S 2900	S	S	6000 C	9.0	50.9F	5.4A
7001	CR 615/AIROSO BLVD - N. OF PRIMA VISTA BLVD (COU	N 3600 S 4500	S	S	8100 C	9.0	50.9F	6.2F
7002	ON BELL AVE - E. OF SUNRISE BLVD (COUNTY 102)	E 1500E W 1400E	W	W	2900 R	9.0	50.9F	6.2F
7003	ON BELL AVE - W. OF SUNRISE BLVD (COUNTY 104)	E 1700E W 1800E	W	W	3500 R	9.0	50.9F	6.2F
7004	EMERSON AVE - N OF INDRIO RD (COUNTY 105)	N 2700E S 2500E	S	S	5200 F	9.0	50.9F	8.4P
7005	ON EASY ST - E. OF US 1 SOUTH (COUNTY 106)	E 2700E W 2600E	W	W	5300 T	9.0	52.3F	6.2F
7006	ON FLORESTA DR - E. OF AIROSO BLVD (COUNTY 107)	E 4000E W 4700E	W	W	8700 F	9.0	50.9F	2.7P
7007	ON EDWARDS RD - W. OF SUNRISE BLVD (COUNTY 108)	E 6800E W 6600E	W	W	13400 R	9.0	50.9F	6.2F
7008	ON FLORESTA DR - S. OF PRIMA VISTA BLVD (COUNTY	N 6100E S 5500E	S	S	11600 R	9.0	50.9F	6.2F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
 "K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
 AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
 V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
 "D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
 2016 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST. LUCIE

SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8534	DEL RIO BLVD. FROM PORT ST LUCIE BLVD TO NW CALI	N 4500E S	4600E	9100 F	9.0	50.9F	4.6P
8535	TIFFANY DR FROM US 1 TO TIFFANY CLUB (HPMS)	E 2200E W	2100E	4300 F	9.0	52.3F	4.3P
8536	MIDPORT RD FROM MORNING SIDE BLVD TO SE TRIUMPH	N 7000E S	7100E	14100 S	9.0	50.9F	2.9P
8537	MIDWAY RD FROM MC CARTY RD TO I-95 (HPMS)	E 1900E W	1900E	3800 F	9.5	57.1F	22.0P
8538	MIDWAY RD FROM GLADE RD TO FLORIDA TURNPIKE (HPM)	E 8100E W	7700E	15800 F	9.0	50.9F	19.5P
8539	MIDWAY RD FROM SELVITZ RD TO WEST VIRGINIA DR (H)	E 6200E W	6500E	12700 F	9.0	50.9F	8.9P
8540	MIDWAY RD FROM OLEANDER AVE MEVILLE RD (HPMS)	E 7800E W	7300E	15100 F	9.0	50.9F	8.8P
8541	OLEANDER AVE FROM FARMER MARKET RD TO KANNER DR	N 4000E S	3600E	7600 F	9.0	50.9F	11.7P
8542	OLEANDER AVE FROM ROSELYN AVE TO OSCEOLA AVE (HP)	N 5600E S	4000E	9600 F	9.0	50.9F	6.0P
8543	EDWARDS RD/CR 611B FROM S 25 ST TO OLEANDER AVE	E 6100E W	5800E	11900 F	9.0	50.9F	10.6P
8544	BECKER RD FROM SW ST LUCIE BLVD TO FLORIDA TURNP	E 4300E W	4300E	8600 S	9.0	50.9F	5.1P
8545	ST LUC W/PRIM VIS BL FROM BAYSHORE BLVD TO SW IR	E 13500E W	14000E	27500 F	9.0	50.9F	5.7P
8547	OLD DIXIE HWY FROM DELMONTE ST. TO HUBER DR	N 950 S	650	1600 C	9.0	52.3F	14.6A
8548	PRIMA VISTA - E OF US 1	E 1800E W	1800E	3600 S	9.0	52.3F	5.3P
8549	S 25TH ST (CR 615) - N OF DADE RD (HPMS)	N 8700E S	9100E	17800 F	9.0	50.9F	10.0P
8550	HEADER CANAL RD - N OF FLUME RD (HPMS)	N 150E S	300E	450 F	9.5	57.1F	27.3P

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
 "K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINNING WITH COUNT YEAR 2011
 AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
 V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
 "D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

Appendix B

Trip Generation Data

Automobile Sales (New) (840)

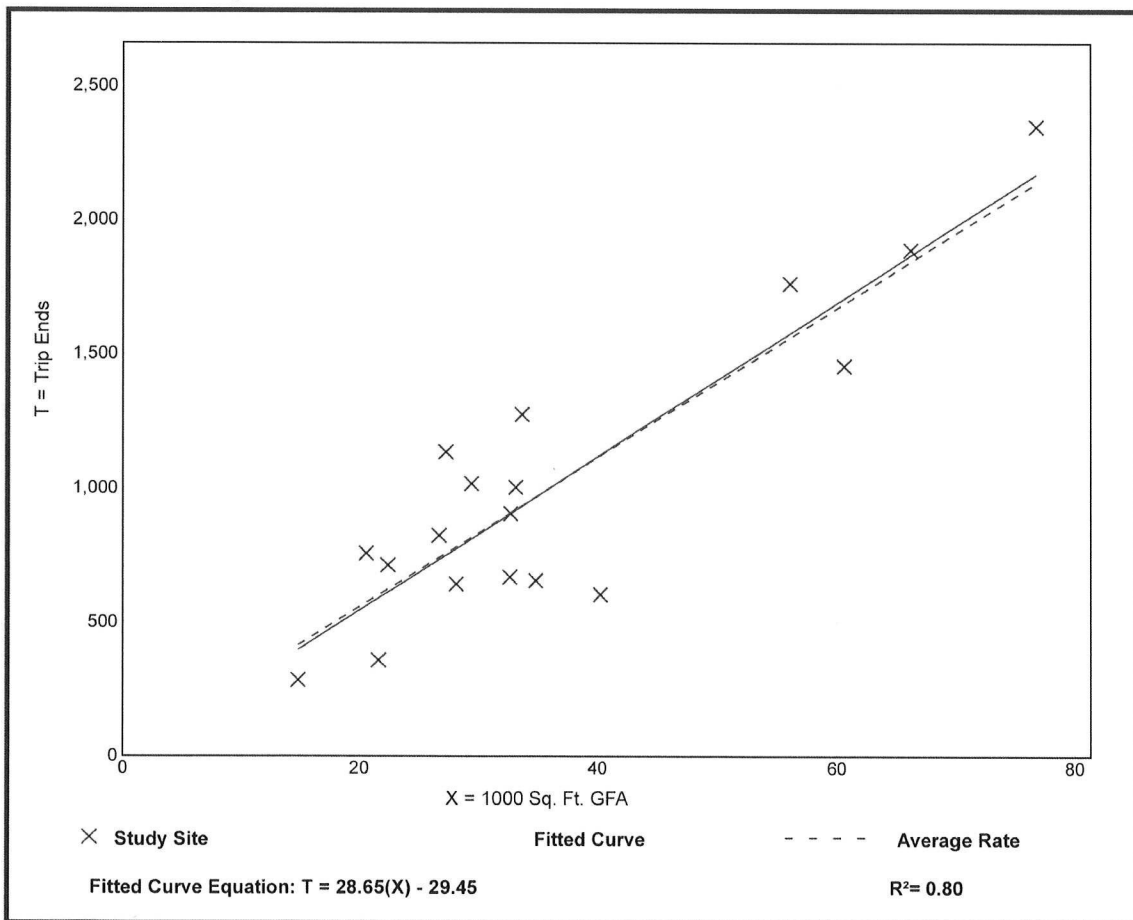
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
1000 Sq. Ft. GFA: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.84	14.98 - 41.78	7.01

Data Plot and Equation



Automobile Sales (New) (840)

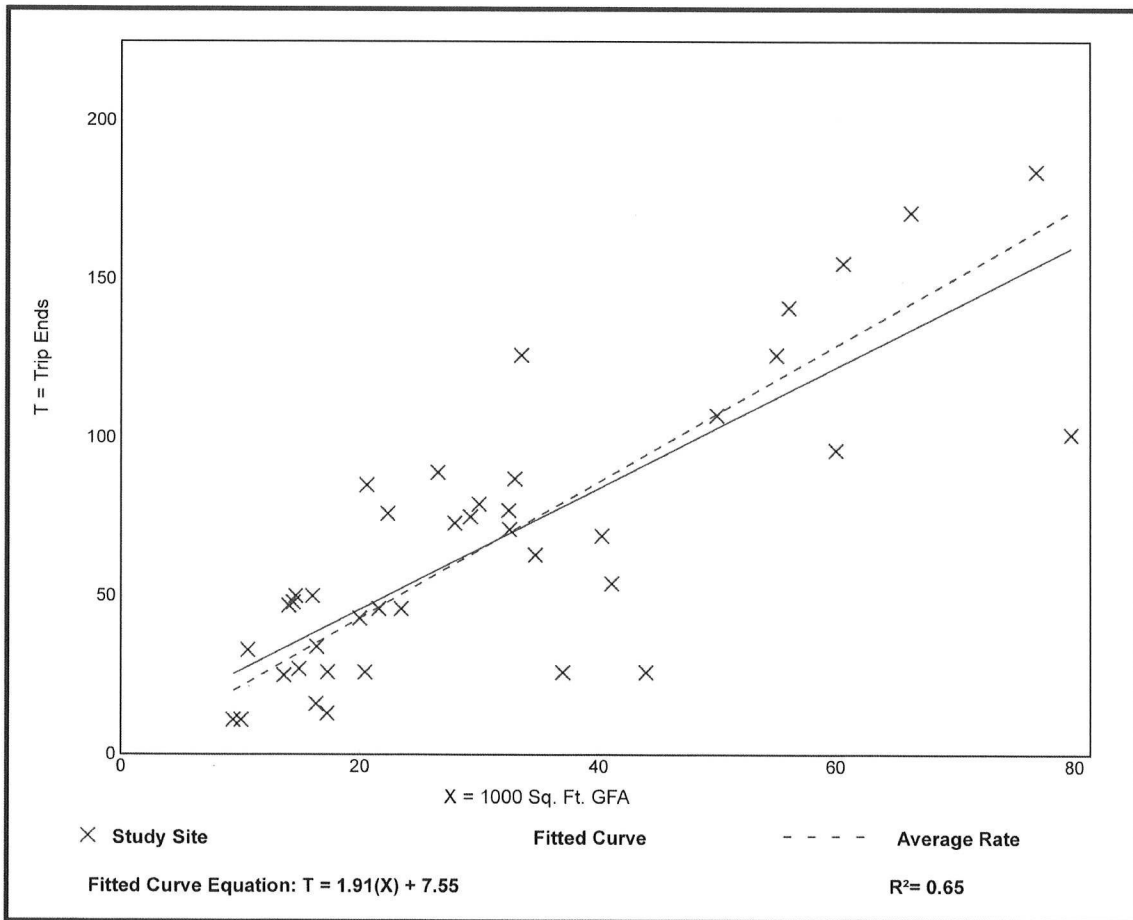
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 40
1000 Sq. Ft. GFA: 32
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.15	0.59 - 4.13	0.81

Data Plot and Equation



Automobile Sales (New) (840)

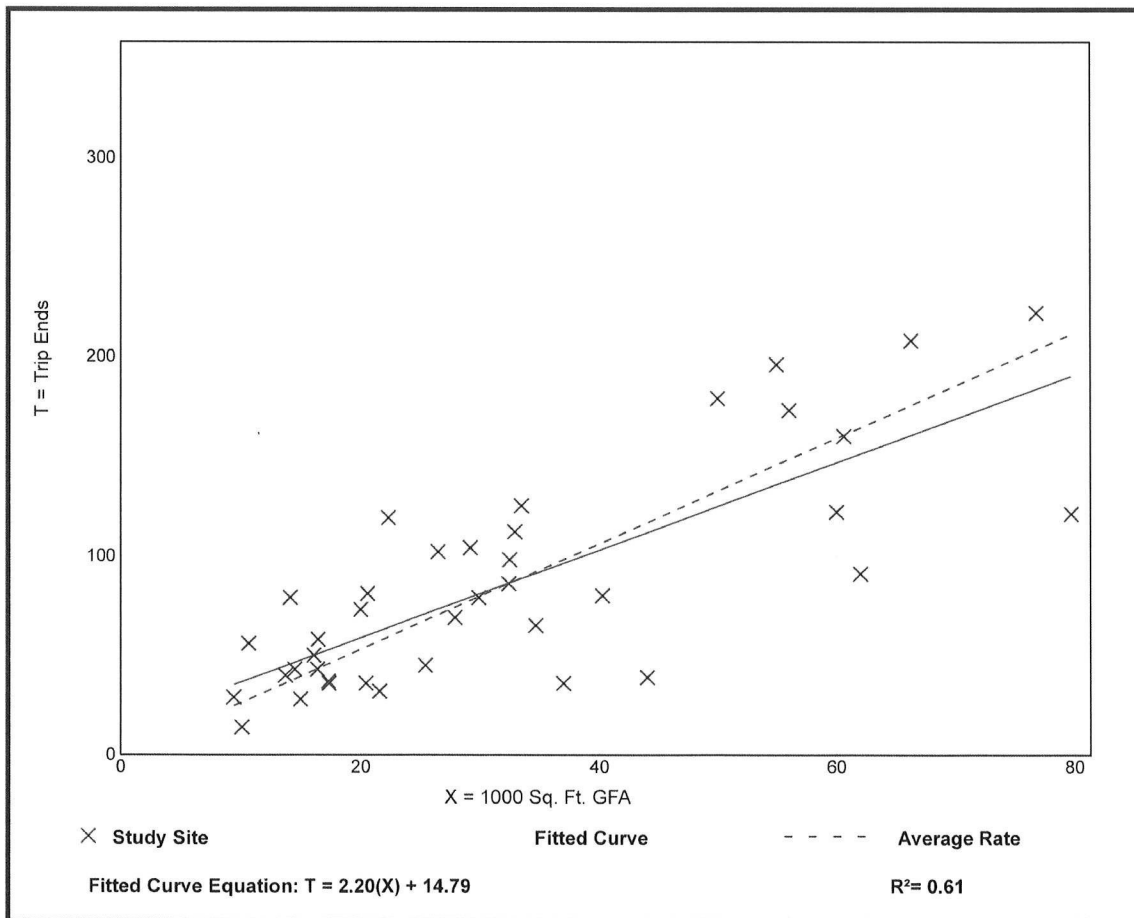
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 39
1000 Sq. Ft. GFA: 33
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.65	0.89 - 5.64	1.01

Data Plot and Equation

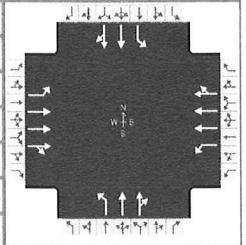


Appendix C

Capacity Analysis PM Peak Hour
Pre-Development

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Culpepper & Terpening			Duration, h	0.25
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other
Jurisdiction	City of Fort Pierce	Time Period	PM Peak Hr	PHF	0.92
Urban Street	South 25th Street	Analysis Year	2024	Analysis Period	1 > 4:30
Intersection	Virginia Avenue	File Name	South 25th and Virginia PM 2024 Predevelopment...		
Project Description	PM Peak 2024 Predevelopment				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	134	545	170	223	669	176	145	554	85	219	702	120

Signal Information												
Cycle, s	90.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	Off									
Force Mode	Fixed	Simult. Gap N/S	Off									
Green	9.1	5.0	19.5	8.8	1.2	24.4						
Yellow	3.0	0.0	4.0	3.0	0.0	4.0						
Red	2.0	0.0	2.0	2.0	0.0	2.0						

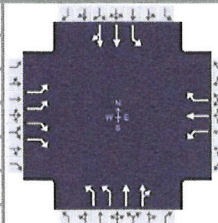
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	14.1	25.5	19.1	30.5	13.8	30.4	15.0	31.6
Change Period, (Y+R _c), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g _s), s	9.1		13.7		7.4	17.1	10.7	23.9
Green Extension Time (g _e), s	0.2	0.0	0.4	0.0	0.1	1.2	0.0	1.6
Phase Call Probability	0.97		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	146	535	242	242	654	265	158	355	340	238	483	411
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1856	1631	1810	1856	1478	1810	1900	1811	1767	1900	1618
Queue Service Time (g _s), s	7.1	11.9	12.3	11.7	14.0	14.3	5.4	15.1	15.1	8.7	21.9	21.9
Cycle Queue Clearance Time (g _c), s	7.1	11.9	12.3	11.7	14.0	14.3	5.4	15.1	15.1	8.7	21.9	21.9
Green Ratio (g/C)	0.10	0.22	0.22	0.16	0.27	0.27	0.37	0.27	0.27	0.38	0.28	0.28
Capacity (c), veh/h	183	805	354	283	1011	403	269	515	491	353	540	459
Volume-to-Capacity Ratio (X)	0.797	0.665	0.683	0.856	0.647	0.657	0.586	0.689	0.692	0.675	0.894	0.894
Back of Queue (Q), ft/ln (50 th percentile)	82.3	147.7	145	129.8	162.1	145.8	55.2	162.4	155.8	94	239.6	205.8
Back of Queue (Q), veh/ln (50 th percentile)	3.3	5.8	5.8	5.2	6.3	5.7	2.2	6.5	6.2	3.7	9.6	8.2
Queue Storage Ratio (RQ) (50 th percentile)	0.24	0.00	0.00	0.26	0.00	0.00	0.28	0.00	0.00	0.38	0.00	0.00
Uniform Delay (d ₁), s/veh	39.6	32.2	32.4	37.0	28.9	29.0	22.9	29.4	29.4	21.7	30.9	30.9
Incremental Delay (d ₂), s/veh	3.0	4.3	10.2	2.9	3.2	8.1	1.4	0.6	0.7	4.1	2.2	2.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.6	36.5	42.6	39.9	32.1	37.1	24.3	30.0	30.1	25.9	33.1	33.5
Level of Service (LOS)	D	D	D	D	C	D	C	C	C	C	C	C
Approach Delay, s/veh / LOS	39.1	D		34.9	C		29.0	C		31.7	C	
Intersection Delay, s/veh / LOS	33.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	3.3	C	3.3	C
Bicycle LOS Score / LOS	1.0	A	1.1	A	1.2	A	1.4	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	City of Fort Pierce	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	SR 70/Virginia	Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	US 1	File Name	US 1 and Virginia PM 2024 Predevelopment.xus				
Project Description	PM Peak 2024 Predevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	431		340	25	9	1	317	856	6	6	1104	149

Signal Information				Signal Timing (s)														
Cycle, s	120.0	Reference Phase	2	Green	18.0	3.5	3.6	1.2	8.0	54.7	Yellow	4.0	3.0	4.0	4.0	4.0	2.0	
Offset, s	0	Reference Point	End	Red	1.0	2.0	1.0	1.0	1.0	2.0	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On

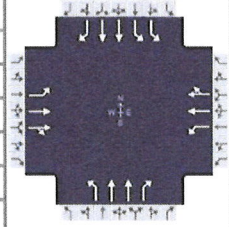
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.2	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Phase Duration, s	23.0	31.5	8.6	17.1	19.2	73.7	6.2	60.7
Change Period, (Y+R _c), s	5.0	5.0	5.0	5.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	4.3	3.0	4.3
Queue Clearance Time (g _s), s	16.8		3.8		13.5	19.1	2.4	39.9
Green Extension Time (g _e), s	1.2	0.0	0.0	0.0	0.7	18.4	0.0	14.8
Phase Call Probability	1.00		0.60		1.00	1.00	0.20	1.00
Max Out Probability	0.00		0.00		0.00	0.11	0.00	0.38

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5		12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	468		370	27	10	1	345	469	468	7	693	669
Adjusted Saturation Flow Rate (s), veh/h/ln	1757		1354	1810	1856	1415	1757	1900	1895	1767	1900	1821
Queue Service Time (g _s), s	14.8		14.8	1.8	0.6	0.1	11.5	17.1	17.1	0.4	37.5	37.9
Cycle Queue Clearance Time (g _c), s	14.8		14.8	1.8	0.6	0.1	11.5	17.1	17.1	0.4	37.5	37.9
Green Ratio (g/C)	0.20		0.22	0.03	0.10	0.10	0.12	0.56	0.56	0.01	0.46	0.46
Capacity (c), veh/h	717		598	54	186	142	416	1073	1070	17	866	830
Volume-to-Capacity Ratio (X)	0.653		0.618	0.504	0.052	0.008	0.828	0.437	0.437	0.377	0.800	0.806
Back of Queue (Q), ft/ln (95 th percentile)	268.7		209	37.8	13.4	1.5	217.7	281.7	281.2	10	584.2	570.1
Back of Queue (Q), veh/ln (95 th percentile)	10.7		8.4	1.5	0.5	0.1	8.7	11.3	11.2	0.4	23.4	22.8
Queue Storage Ratio (RQ) (95 th percentile)	0.65		0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	44.8		1.9	57.3	48.8	48.6	51.7	15.1	15.1	59.1	28.0	28.1
Incremental Delay (d ₂), s/veh	0.4		4.7	2.7	0.5	0.1	1.6	0.4	0.4	5.0	3.2	3.5
Initial Queue Delay (d ₃), s/veh	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	45.2		6.7	60.0	49.3	48.7	53.3	15.5	15.5	64.0	31.2	31.6
Level of Service (LOS)	D		A	E	D	D	D	B	B	E	C	C
Approach Delay, s/veh / LOS	28.2		C	57.0		E	25.7		C	31.5		C
Intersection Delay, s/veh / LOS	28.9						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	3.0		C	2.9		C	2.4		B	2.9		C
Bicycle LOS Score / LOS			F	0.6		A	1.5		B	1.6		B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	South 25th Street	Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	Edwards Road	File Name	South 25th and Edwards PM 2024 Predevelopme...				
Project Description	PM Peak 2024 Predevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	155	401	103	134	335	199	78	457	135	264	790	106

Signal Information												
Cycle, s	90.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	Off	Green	6.9	0.9	27.7	7.9	1.1	23.5		
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	3.0	0.0	4.0	3.0	0.0	4.0		
				Red	2.0	0.0	2.0	2.0	0.0	2.0		

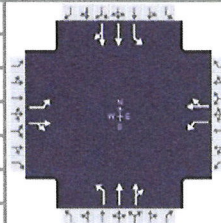
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.8	34.6	11.9	33.7	12.9	29.5	14.0	30.6
Change Period, (Y+R _c), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g _s), s	7.6		6.9		4.9	12.6	7.2	22.4
Green Extension Time (g _e), s	0.3	0.0	0.2	0.0	0.0	1.4	0.2	2.3
Phase Call Probability	0.99		0.97		0.88	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.05	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	168	282	266	146	323	258	85	497	147	287	859	115
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1856	1725	1810	1856	1451	1810	1809	1610	1716	1809	1449
Queue Service Time (g _s), s	5.6	11.0	11.2	4.9	13.1	13.5	2.9	10.6	6.7	5.2	20.4	5.6
Cycle Queue Clearance Time (g _c), s	5.6	11.0	11.2	4.9	13.1	13.5	2.9	10.6	6.7	5.2	20.4	5.6
Green Ratio (g/C)	0.39	0.32	0.32	0.38	0.31	0.31	0.35	0.26	0.26	0.36	0.27	0.27
Capacity (c), veh/h	370	589	548	368	571	446	256	946	421	760	989	396
Volume-to-Capacity Ratio (X)	0.455	0.479	0.485	0.396	0.565	0.578	0.332	0.525	0.349	0.377	0.868	0.291
Back of Queue (Q), ft/ln (50 th percentile)	58.7	134.4	124.8	48.3	156.3	129.2	28.6	107.8	60.6	49.9	208.4	46
Back of Queue (Q), veh/ln (50 th percentile)	2.3	5.2	5.0	1.9	6.1	5.0	1.1	4.3	2.4	1.9	8.3	1.8
Queue Storage Ratio (RQ) (50 th percentile)	0.29	0.00	0.00	0.24	0.00	0.00	0.04	0.00	0.00	0.17	0.00	0.00
Uniform Delay (d ₁), s/veh	19.5	24.7	24.8	19.6	26.1	26.2	22.8	28.5	27.0	20.8	31.2	25.8
Incremental Delay (d ₂), s/veh	0.3	2.8	3.1	0.3	4.0	5.4	0.3	0.2	0.2	0.1	0.9	0.1
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	19.8	27.5	27.8	19.8	30.1	31.6	23.1	28.6	27.2	20.9	32.1	26.0
Level of Service (LOS)	B	C	C	B	C	C	C	C	C	C	C	C
Approach Delay, s/veh / LOS	25.8	C		28.6	C		27.7	C		29.0	C	
Intersection Delay, s/veh / LOS	28.0			28.0			27.7			C		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	3.1	C	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.1	A	1.1	A	1.1	A	1.5	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	City of Fort Pierce	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	US 1	Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	Edwards Road	File Name	US 1 and Edwards PM 2024 Predevelopment.xus				
Project Description	PM Peak 2024 Predevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	120	3	318	13	4	15	214	1153	4	16	1304	162

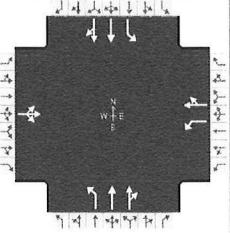
Signal Information														
Cycle, s	90.0	Reference Phase	6											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	Off											
Force Mode	Fixed	Simult. Gap N/S	Off											
				Green	1.5	0.7	12.1	1.8	3.2	43.7				
				Yellow	3.0	3.0	4.0	3.0	0.0	4.0				
				Red	2.0	2.0	2.0	2.0	0.0	2.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.2	23.8	6.5	18.1	10.0	52.9	6.8	49.7
Change Period, (Y+R _c), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	2.9	3.0	3.0
Queue Clearance Time (g _s), s	7.3		2.6		7.0	23.3	2.4	40.5
Green Extension Time (g _e), s	0.1	0.0	0.0	0.0	0.0	2.4	0.0	3.2
Phase Call Probability	0.96		0.30		1.00	1.00	0.35	1.00
Max Out Probability	0.00		0.00		1.00	0.00	1.00	0.13

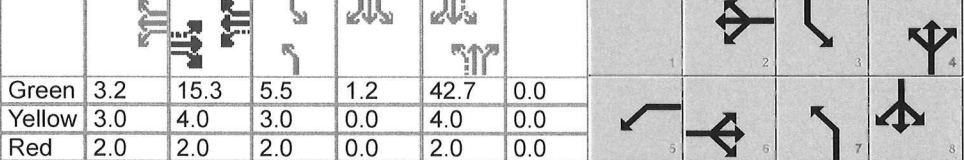
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	130	349		14	21		233	629	628	17	849	745
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1575		1810	1462		1810	1900	1898	1767	1900	1640
Queue Service Time (g _s), s	5.3	17.8		0.6	1.1		5.0	21.3	21.3	0.4	37.4	38.5
Cycle Queue Clearance Time (g _c), s	5.3	17.8		0.6	1.1		5.0	21.3	21.3	0.4	37.4	38.5
Green Ratio (g/C)	0.24	0.20		0.15	0.13		0.54	0.52	0.52	0.51	0.49	0.49
Capacity (c), veh/h	397	311		110	197		199	991	990	230	923	797
Volume-to-Capacity Ratio (X)	0.329	1.120		0.129	0.105		1.167	0.635	0.635	0.076	0.920	0.935
Back of Queue (Q), ft/ln (50 th percentile)	58	366.4		6.5	11.3		204.7	200.5	200.3	4	416.1	386.7
Back of Queue (Q), veh/ln (50 th percentile)	2.3	14.3		0.3	0.4		8.2	8.0	8.0	0.2	16.6	15.5
Queue Storage Ratio (RQ) (50 th percentile)	0.23	0.00		0.05	0.00		0.82	0.00	0.00	0.02	0.00	0.00
Uniform Delay (d ₁), s/veh	28.3	36.1		33.5	34.2		21.3	15.4	15.4	13.5	21.5	21.8
Incremental Delay (d ₂), s/veh	0.2	87.4		0.2	1.1		116.1	0.4	0.4	0.1	9.4	12.6
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	28.5	123.5		33.7	35.3		137.4	15.8	15.8	13.5	30.9	34.4
Level of Service (LOS)	C	F		C	D		F	B	B	B	C	C
Approach Delay, s/veh / LOS	97.7		F	34.6		C	34.8		C	32.3		C
Intersection Delay, s/veh / LOS	42.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.3	A	0.5	A	1.7	B	1.8	B

HCS7 Signalized Intersection Results Summary

General Information					Intersection Information					
Agency	Culpepper & Terpening				Duration, h	0.25				
Analyst	JLD	Analysis Date	Apr 25, 2018		Area Type	Other				
Jurisdiction	City of Fort Pierce		Time Period	PM Peak Hr	PHF	0.92				
Urban Street	US 1		Analysis Year	2024	Analysis Period	1> 4:30				
Intersection	Emil Avenue		File Name	US 1 and Emil PM 2024 Predevelopment.xus						
Project Description	PM Peak 2024 Predevelopment									

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	21	15	25	38	19	34	35	1161	35	51	1452	51

Signal Information																								
Cycle, s	90.0	Reference Phase	6	Green	3.2	15.3	5.5	1.2	42.7	0.0	Yellow	3.0	4.0	3.0	0.0	4.0	0.0	Red	2.0	2.0	2.0	0.0	2.0	0.0
Offset, s	0	Reference Point	End	Uncoordinated	No	Simult. Gap E/W	Off	Force Mode	Fixed	Simult. Gap N/S	Off													

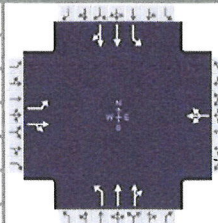
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2	7	4	3	8
Case Number		8.3	1.0	4.0	1.1	4.0	1.1	4.0
Phase Duration, s		21.3	8.2	29.6	10.5	48.7	11.7	49.9
Change Period, ($Y+R_c$), s		6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s		0.0	3.1	0.0	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s			3.6		2.9	26.8	3.3	40.7
Green Extension Time (g_e), s		0.0	0.0	0.0	0.0	2.5	0.0	3.2
Phase Call Probability			0.64		0.61	1.00	0.75	1.00
Max Out Probability			0.00		0.00	0.00	0.00	0.15

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		66		41	58		38	653	647	55	863	771
Adjusted Saturation Flow Rate (s), veh/h/ln		1582		1810	1497		1810	1900	1880	1767	1900	1688
Queue Service Time (g_s), s		0.0		1.6	2.7		0.9	24.8	24.8	1.3	38.3	38.7
Cycle Queue Clearance Time (g_c), s		3.0		1.6	2.7		0.9	24.8	24.8	1.3	38.3	38.7
Green Ratio (g/C)		0.17		0.23	0.26		0.54	0.47	0.47	0.55	0.49	0.49
Capacity (c), veh/h		323		335	392		202	901	892	296	927	824
Volume-to-Capacity Ratio (X)		0.205		0.123	0.147		0.188	0.724	0.725	0.187	0.930	0.936
Back of Queue (Q), ft/ln (50 th percentile)		35.2		16.9	25.4		8.1	247.1	245	11.5	434.9	400.4
Back of Queue (Q), veh/ln (50 th percentile)		1.4		0.7	1.0		0.3	9.9	9.8	0.4	17.4	16.0
Queue Storage Ratio (RQ) (50 th percentile)		0.00		0.14	0.00		0.03	0.00	0.00	0.05	0.00	0.00
Uniform Delay (d_1), s/veh		32.2		27.6	25.5		19.6	18.9	19.0	13.4	21.6	21.7
Incremental Delay (d_2), s/veh		1.4		0.1	0.8		0.2	1.3	1.3	0.1	10.9	12.7
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		33.6		27.6	26.3		19.7	20.2	20.3	13.5	32.5	34.4
Level of Service (LOS)		C		C	C		B	C	C	B	C	C
Approach Delay, s/veh / LOS	33.6	C		26.9	C		20.2	C			32.7	C
Intersection Delay, s/veh / LOS	27.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.3	B	2.1	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	1.6	B	1.9	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	City of Fort Pierce	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	US 1	Analysis Year	2014	Analysis Period	1 > 4:30		
Intersection	Farmers Market/Dickson	File Name	US 1 and Farmers Market PM 2024 Predevelopm...				
Project Description	PM Peak 2024 Predevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	32	1	32	2	1	7	25	1230	1	2	1492	43

Signal Information															
Cycle, s	90.0	Reference Phase	6												
Offset, s	0	Reference Point	End	Green	2.9	15.9	0.5	4.0	44.8	0.0					
Uncoordinated	No	Simult. Gap E/W	Off	Yellow	3.0	4.0	3.0	0.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	Off	Red	2.0	2.0	2.0	0.0	2.0	0.0					

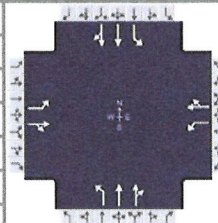
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2	7	4	3	8
Case Number	1.0	4.0		8.3	1.1	4.0	1.1	4.0
Phase Duration, s	7.9	29.8		21.9	9.4	54.7	5.5	50.8
Change Period, (Y+R _c), s	5.0	6.0		6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0		0.0	3.0	2.9	3.0	2.9
Queue Clearance Time (g _s), s	3.4				2.6	24.4	2.1	41.4
Green Extension Time (g _e), s	0.0	0.0		0.0	0.0	2.6	0.0	3.3
Phase Call Probability	0.58				0.49	1.00	0.05	1.00
Max Out Probability	0.00				0.00	0.00	0.00	0.15

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	35	36			11		27	669	669	2	880	788
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1580			1590		1810	1900	1899	1767	1900	1692
Queue Service Time (g _s), s	1.4	1.5			0.0		0.6	22.4	22.4	0.1	39.1	39.4
Cycle Queue Clearance Time (g _c), s	1.4	1.5			0.5		0.6	22.4	22.4	0.1	39.1	39.4
Green Ratio (g/C)	0.23	0.26			0.18		0.56	0.54	0.54	0.50	0.50	0.50
Capacity (c), veh/h	383	418			329		187	1029	1028	199	945	842
Volume-to-Capacity Ratio (X)	0.091	0.086			0.033		0.145	0.650	0.650	0.011	0.932	0.937
Back of Queue (Q), ft/ln (50 th percentile)	14.7	16			5.3		5.9	207.6	207.6	0.5	440.5	406.3
Back of Queue (Q), veh/ln (50 th percentile)	0.6	0.6			0.2		0.2	8.3	8.3	0.0	17.6	16.3
Queue Storage Ratio (RQ) (50 th percentile)	0.06	0.00			0.00		0.02	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	27.2	24.9			30.7		18.9	14.6	14.6	13.5	21.2	21.3
Incremental Delay (d ₂), s/veh	0.0	0.4			0.2		0.1	0.5	0.5	0.0	10.9	12.6
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	27.2	25.3			30.9		19.1	15.1	15.1	13.5	32.0	33.9
Level of Service (LOS)	C	C			C		B	B	B	B	C	C
Approach Delay, s/veh / LOS	26.2		C	30.9		C	15.2		B	32.9		C
Intersection Delay, s/veh / LOS	25.0						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.8		C	2.8		C	2.1		B	2.3		B
Bicycle LOS Score / LOS	0.6		A	0.5		A	1.6		B	1.9		B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	US 1	Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	Weatherbee Road	File Name	US 1 and Weatherbee PM 2024 Predevelopment...				
Project Description	PM Peak 2024 Predevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	21	68	51	107	46	130	44	1073	55	153	1343	31

Signal Information												
Cycle, s	90.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	Off	Green	2.2	4.2	15.0	6.3	2.6	37.7		
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	3.0	0.0	4.0	3.0	0.0	4.0		
				Red	2.0	0.0	2.0	2.0	0.0	2.0		

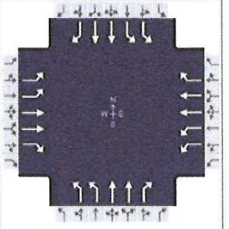
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	7.2	21.0	11.4	25.2	11.3	43.7	13.9	46.3
Change Period, (Y+R _c), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	2.9	3.0	2.9
Queue Clearance Time (g _s), s	2.9		6.6		3.2	27.2	6.5	37.4
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0	0.0	2.3	0.1	2.9
Phase Call Probability	0.43		0.95		0.70	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.59	0.06

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	23	129		116	191		48	618	608	166	788	705
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1723		1810	1474		1810	1900	1867	1767	1900	1695
Queue Service Time (g _s), s	0.9	6.1		4.6	10.6		1.2	25.2	25.2	4.5	35.2	35.4
Cycle Queue Clearance Time (g _c), s	0.9	6.1		4.6	10.6		1.2	25.2	25.2	4.5	35.2	35.4
Green Ratio (g/C)	0.19	0.17		0.25	0.21		0.49	0.42	0.42	0.52	0.45	0.45
Capacity (c), veh/h	214	288		336	315		218	796	783	317	851	759
Volume-to-Capacity Ratio (X)	0.107	0.449		0.347	0.607		0.220	0.776	0.777	0.525	0.926	0.929
Back of Queue (Q), ft/ln (50 th percentile)	10.2	75.3		48.2	110.7		11.5	261.1	257.1	40.9	400.9	365.8
Back of Queue (Q), veh/ln (50 th percentile)	0.4	2.9		1.9	4.3		0.5	10.4	10.3	1.6	16.0	14.6
Queue Storage Ratio (RQ) (50 th percentile)	0.04	0.00		0.16	0.00		0.04	0.00	0.00	0.16	0.00	0.00
Uniform Delay (d ₁), s/veh	30.2	33.8		27.3	32.0		19.6	22.5	22.5	17.1	23.4	23.5
Incremental Delay (d ₂), s/veh	0.1	5.0		0.2	8.4		0.2	1.8	1.9	0.5	9.6	10.8
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.3	38.8		27.5	40.4		19.8	24.3	24.4	17.6	33.0	34.3
Level of Service (LOS)	C	D		C	D		B	C	C	B	C	C
Approach Delay, s/veh / LOS	37.5		D	35.5		D	24.2		C	32.0		C
Intersection Delay, s/veh / LOS	29.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.7	A	1.0	A	1.5	B	1.9	B

HCS7 Signalized Intersection Results Summary

General Information					Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25			
Analyst	JLD	Analysis Date	Apr 25, 2018		Area Type	Other		
Jurisdiction	St. Lucie County		Time Period	PM Peak Hr	PHF	0.92		
Urban Street	South 25th Street		Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	Midway Road		File Name	South 25th and Midway PM 2024 Predevelopment...				
Project Description	PM Peak 2024 Predevelopment							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	304	457	62	266	403	70	70	472	150	140	765	165

Signal Information				Signal Timing (s)																				
Cycle, s	90.0	Reference Phase	6	Green	9.8	1.2	25.3	7.7	1.1	22.9	Yellow	3.0	0.0	4.0	3.0	0.0	4.0	Red	2.0	0.0	2.0	2.0	0.0	2.0
Offset, s	0	Reference Point	End																					
Uncoordinated	No	Simult. Gap E/W	Off																					
Force Mode	Fixed	Simult. Gap N/S	Off																					

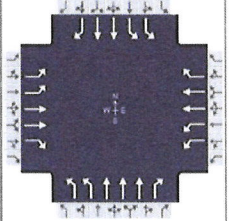
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	16.0	32.5	14.8	31.3	12.7	28.9	13.8	30.0
Change Period, (Y+R _c), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g _s), s	10.2		9.2		3.8	13.1	5.8	21.7
Green Extension Time (g _e), s	0.8	0.0	0.6	0.0	0.1	1.5	0.1	2.3
Phase Call Probability	1.00		1.00		0.85	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.19	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	330	497	67	289	438	76	76	513	163	152	832	179
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1766	1610	1757	1766	1415	1757	1809	1610	1716	1809	1449
Queue Service Time (g _s), s	8.2	10.4	2.8	7.2	9.2	3.7	1.8	11.1	7.6	3.8	19.7	9.3
Cycle Queue Clearance Time (g _c), s	8.2	10.4	2.8	7.2	9.2	3.7	1.8	11.1	7.6	3.8	19.7	9.3
Green Ratio (g/C)	0.12	0.29	0.29	0.11	0.28	0.28	0.09	0.25	0.25	0.10	0.27	0.27
Capacity (c), veh/h	430	1041	474	383	993	398	299	920	409	336	966	387
Volume-to-Capacity Ratio (X)	0.768	0.477	0.142	0.755	0.441	0.191	0.254	0.558	0.398	0.454	0.861	0.464
Back of Queue (Q), ft/ln (50 th percentile)	89.5	116.5	28.3	76.1	98.6	33	18.9	113.4	69.1	39.1	202.3	76.4
Back of Queue (Q), veh/ln (50 th percentile)	3.6	4.6	1.1	3.0	3.9	1.3	0.8	4.5	2.8	1.5	8.1	3.1
Queue Storage Ratio (RQ) (50 th percentile)	0.20	0.00	0.00	0.17	0.00	0.00	0.08	0.00	0.00	0.16	0.00	0.00
Uniform Delay (d ₁), s/veh	38.3	26.1	23.4	38.9	26.5	24.6	38.5	29.2	27.8	38.3	31.4	27.6
Incremental Delay (d ₂), s/veh	1.1	1.6	0.6	1.1	1.4	1.1	0.2	0.2	0.2	0.4	0.9	0.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.4	27.6	24.0	40.1	28.0	25.6	38.7	29.4	28.1	38.7	32.3	27.9
Level of Service (LOS)	D	C	C	D	C	C	D	C	C	D	C	C
Approach Delay, s/veh / LOS	31.7	C		32.1	C		30.0	C		32.5	C	
Intersection Delay, s/veh / LOS	31.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.1	C	3.1	C	3.1	C	3.1	C
Bicycle LOS Score / LOS	1.2	A	1.2	A	1.1	A	1.4	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Culpepper & Terpening			Duration, h	0.25
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hr	PHF	0.92
Urban Street	US 1	Analysis Year	2024	Analysis Period	1 > 4:30
Intersection	Midway Road	File Name	US 1 and Midway PM 2024 Predevelopment.xus		
Project Description	PM Peak 2024 Predevelopment				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	21	15	25	38	19	34	35	1161	35	54	1452	54

Signal Information												
Cycle, s	90.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	Off	Green	2.2	1.0	16.5	5.5	1.4	41.3		
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	3.0	0.0	4.0	3.0	0.0	4.0		
				Red	2.0	0.0	2.0	2.0	0.0	2.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	7.2	22.5	8.2	23.6	10.5	47.3	11.9	48.7
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s	2.6		3.0		2.9	17.7	3.4	38.6
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	3.4	0.0	4.2
Phase Call Probability	0.43		0.64		0.61	1.00	0.77	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	23	16	27	41	21	37	38	1262	38	59	1578	59
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1766	1610	1757	1766	1415	1757	1725	1610	1716	1809	1449
Queue Service Time (g_s), s	0.6	0.3	1.3	1.0	0.4	1.9	0.9	15.7	1.2	1.4	36.6	2.0
Cycle Queue Clearance Time (g_c), s	0.6	0.3	1.3	1.0	0.4	1.9	0.9	15.7	1.2	1.4	36.6	2.0
Green Ratio (g/C)	0.02	0.18	0.18	0.04	0.20	0.20	0.06	0.46	0.46	0.08	0.47	0.47
Capacity (c), veh/h	85	648	295	126	689	276	216	2377	740	264	1718	688
Volume-to-Capacity Ratio (X)	0.269	0.025	0.092	0.329	0.030	0.134	0.176	0.531	0.051	0.222	0.919	0.085
Back of Queue (Q), ft/ln (50 th percentile)	6.4	3.9	13.5	11.1	4.7	18.3	9.7	138.6	9.7	15	366.3	14.7
Back of Queue (Q), veh/ln (50 th percentile)	0.3	0.2	0.5	0.4	0.2	0.7	0.4	5.5	0.4	0.6	14.7	0.6
Queue Storage Ratio (RQ) (50 th percentile)	0.02	0.00	0.00	0.04	0.00	0.00	0.02	0.00	0.00	0.03	0.00	0.00
Uniform Delay (d_1), s/veh	43.1	30.1	30.5	42.3	29.3	29.9	40.1	17.4	13.5	39.0	22.0	12.9
Incremental Delay (d_2), s/veh	0.6	0.1	0.6	0.6	0.1	1.0	0.1	0.1	0.0	0.2	5.3	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.8	30.2	31.1	42.9	29.4	30.9	40.2	17.5	13.5	39.2	27.3	12.9
Level of Service (LOS)	D	C	C	D	C	C	D	B	B	D	C	B
Approach Delay, s/veh / LOS	35.3		D	35.6		D	18.0		B	27.2		C
Intersection Delay, s/veh / LOS	23.8						C					

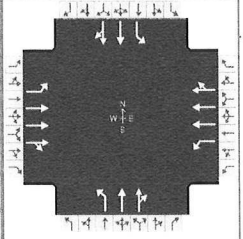
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.4	C	3.0	C	3.0	C
Bicycle LOS Score / LOS	0.5	A	0.6	A	1.2	A	1.9	B

Appendix D

Capacity Analysis PM Peak Hour
Post-Development

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Culpepper & Terpening			Duration, h	0.25
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other
Jurisdiction	City of Fort Pierce	Time Period	PM Peak Hr	PHF	0.92
Urban Street	South 25th Street	Analysis Year	2024	Analysis Period	1> 4:30
Intersection	Virginia Avenue	File Name	South 25th and Virginia PM 2024 Postdevelopme...		
Project Description	PM Peak 2024 Postdevelopment				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	134	547	170	223	672	176	145	556	85	219	703	120

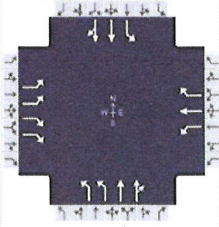
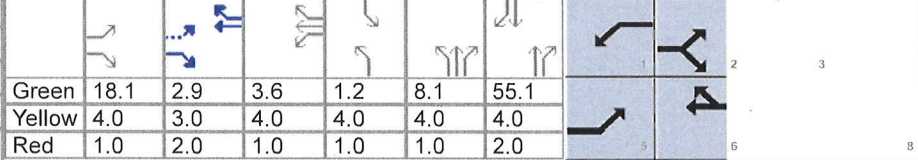
Signal Information													
Cycle, s	90.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	Off	Green	9.1	5.0	19.5	8.8	1.2	24.4			
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	3.0	0.0	4.0	3.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	14.1	25.5	19.1	30.5	13.8	30.4	15.0	31.6
Change Period, (Y+R _c), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g _s), s	9.1		13.7		7.4	17.2	10.7	24.0
Green Extension Time (g _e), s	0.2	0.0	0.4	0.0	0.1	1.2	0.0	1.6
Phase Call Probability	0.97		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	146	537	242	242	656	266	158	356	341	238	483	411
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1856	1632	1810	1856	1478	1810	1900	1812	1767	1900	1618
Queue Service Time (g _s), s	7.1	11.9	12.3	11.7	14.1	14.3	5.4	15.1	15.2	8.7	22.0	22.0
Cycle Queue Clearance Time (g _c), s	7.1	11.9	12.3	11.7	14.1	14.3	5.4	15.1	15.2	8.7	22.0	22.0
Green Ratio (g/C)	0.10	0.22	0.22	0.16	0.27	0.27	0.37	0.27	0.27	0.38	0.28	0.28
Capacity (c), veh/h	183	804	354	283	1010	402	269	515	491	352	540	460
Volume-to-Capacity Ratio (X)	0.797	0.668	0.686	0.856	0.650	0.660	0.586	0.691	0.693	0.675	0.894	0.895
Back of Queue (Q), ft/ln (50 th percentile)	82.3	148.4	145.8	129.8	163.3	146.9	55.1	162.7	156.1	93.9	240.3	206.1
Back of Queue (Q), veh/ln (50 th percentile)	3.3	5.8	5.8	5.2	6.4	5.7	2.2	6.5	6.2	3.7	9.6	8.2
Queue Storage Ratio (RQ) (50 th percentile)	0.24	0.00	0.00	0.26	0.00	0.00	0.28	0.00	0.00	0.38	0.00	0.00
Uniform Delay (d ₁), s/veh	39.6	32.3	32.4	37.0	29.0	29.1	22.9	29.4	29.4	21.7	30.9	30.9
Incremental Delay (d ₂), s/veh	3.0	4.4	10.3	2.9	3.2	8.2	1.4	0.6	0.7	4.2	2.2	2.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.6	36.6	42.8	39.9	32.2	37.3	24.3	30.0	30.1	25.9	33.1	33.4
Level of Service (LOS)	D	D	D	D	C	D	C	C	C	C	C	C
Approach Delay, s/veh / LOS	39.2		D	35.0		C	29.0		C	31.7		C
Intersection Delay, s/veh / LOS	33.8						C					

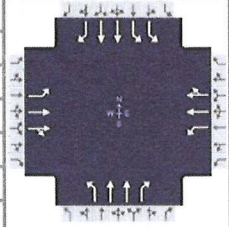
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	3.3	C	3.3	C
Bicycle LOS Score / LOS	1.0	A	1.1	A	1.2	A	1.4	A

HCS7 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency	Culpepper & Terpening					Duration, h	0.25								
Analyst	JLD	Analysis Date	Apr 25, 2018			Area Type	Other								
Jurisdiction	City of Fort Pierce		Time Period	PM Peak Hr		PHF	0.92								
Urban Street	SR 70/Virginia		Analysis Year	2024		Analysis Period	1 > 4:30								
Intersection	US 1		File Name	US 1 and Virginia PM 2024 Postdevelopment.xus											
Project Description	PM Peak 2024 Postdevelopment														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				431		342	25	9	1	320	867	6	6	1113	149
Signal Information															
Cycle, s	120.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
Green	18.1	2.9	3.6	1.2	8.1	55.1									
Yellow	4.0	3.0	4.0	4.0	4.0	4.0									
Red	1.0	2.0	1.0	1.0	1.0	2.0									
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				5	2	1	6	7	4	3	8				
Case Number				1.2	3.0	2.0	3.0	2.0	4.0	2.0	4.0				
Phase Duration, s				23.1	31.0	8.6	16.5	19.3	74.2	6.2	61.1				
Change Period, (Y+R _c), s				5.0	5.0	5.0	5.0	5.0	6.0	5.0	6.0				
Max Allow Headway (MAH), s				3.3	0.0	3.1	0.0	3.0	4.3	3.0	4.3				
Queue Clearance Time (g _s), s				16.9		3.8		13.6	19.3	2.4	40.1				
Green Extension Time (g _e), s				1.2	0.0	0.0	0.0	0.7	18.8	0.0	15.0				
Phase Call Probability				1.00		0.60		1.00	1.00	0.20	1.00				
Max Out Probability				0.00		0.00		0.00	0.12	0.00	0.39				
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				5		12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h				468		372	27	10	1	348	475	474	7	698	674
Adjusted Saturation Flow Rate (s), veh/h/ln				1757		1354	1810	1856	1415	1757	1900	1895	1767	1900	1821
Queue Service Time (g _s), s				14.9		15.0	1.8	0.6	0.1	11.6	17.3	17.3	0.4	37.7	38.1
Cycle Queue Clearance Time (g _c), s				14.9		15.0	1.8	0.6	0.1	11.6	17.3	17.3	0.4	37.7	38.1
Green Ratio (g/C)				0.19		0.22	0.03	0.10	0.10	0.12	0.57	0.57	0.01	0.46	0.46
Capacity (c), veh/h				706		587	54	178	136	419	1080	1078	17	872	836
Volume-to-Capacity Ratio (X)				0.664		0.633	0.504	0.055	0.008	0.829	0.440	0.440	0.377	0.800	0.806
Back of Queue (Q), ft/ln (95 th percentile)				269.8		211.7	37.8	13.5	1.5	219.3	282.9	282.3	10	587.4	573.5
Back of Queue (Q), veh/ln (95 th percentile)				10.8		8.5	1.5	0.5	0.1	8.8	11.3	11.3	0.4	23.5	22.9
Queue Storage Ratio (RQ) (95 th percentile)				0.65		0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh				45.2		1.9	57.3	49.3	49.1	51.6	14.9	14.9	59.1	27.8	27.9
Incremental Delay (d ₂), s/veh				0.4		5.1	2.7	0.6	0.1	1.6	0.4	0.4	5.0	3.2	3.5
Initial Queue Delay (d ₃), s/veh				0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh				45.6		7.1	60.0	49.9	49.2	53.3	15.3	15.3	64.0	31.0	31.4
Level of Service (LOS)				D		A	E	D	D	D	B	B	E	C	C
Approach Delay, s/veh / LOS				28.6		C	57.1		E	25.5		C	31.4		C
Intersection Delay, s/veh / LOS				28.8						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				3.0		C	2.9		C	2.4		B	2.9		C
Bicycle LOS Score / LOS						F	0.6		A	1.6		B	1.6		B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	South 25th Street	Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	Edwards Road	File Name	South 25th and Edwards PM 2024 Postdevelopm...				
Project Description	PM Peak 2024 Postdevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	155	402	103	134	336	201	78	457	135	265	790	106

Signal Information													
Cycle, s	90.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	Off										
Force Mode	Fixed	Simult. Gap N/S	Off										
				Green	6.9	0.9	27.7	7.9	1.1	23.5			
				Yellow	3.0	0.0	4.0	3.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

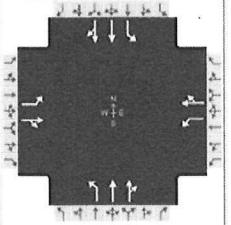
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.8	34.6	11.9	33.7	12.9	29.5	14.0	30.6
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	7.6		6.9		4.9	12.6	7.3	22.4
Green Extension Time (g_e), s	0.3	0.0	0.2	0.0	0.0	1.4	0.2	2.3
Phase Call Probability	0.99		0.97		0.88	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.05	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	168	283	266	146	325	259	85	497	147	288	859	115
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1856	1725	1810	1856	1450	1810	1809	1610	1716	1809	1449
Queue Service Time (g_s), s	5.6	11.0	11.2	4.9	13.2	13.6	2.9	10.6	6.7	5.3	20.4	5.6
Cycle Queue Clearance Time (g_c), s	5.6	11.0	11.2	4.9	13.2	13.6	2.9	10.6	6.7	5.3	20.4	5.6
Green Ratio (g/C)	0.39	0.32	0.32	0.38	0.31	0.31	0.35	0.26	0.26	0.36	0.27	0.27
Capacity (c), veh/h	369	589	548	368	571	446	256	946	421	760	989	396
Volume-to-Capacity Ratio (X)	0.456	0.480	0.486	0.396	0.569	0.581	0.332	0.525	0.349	0.379	0.868	0.291
Back of Queue (Q), ft/ln (50 th percentile)	58.8	134.7	125	48.3	157.3	130.2	28.6	107.8	60.6	50.1	208.4	46
Back of Queue (Q), veh/ln (50 th percentile)	2.4	5.3	5.0	1.9	6.1	5.1	1.1	4.3	2.4	2.0	8.3	1.8
Queue Storage Ratio (RQ) (50 th percentile)	0.29	0.00	0.00	0.24	0.00	0.00	0.04	0.00	0.00	0.17	0.00	0.00
Uniform Delay (d_1), s/veh	19.5	24.7	24.8	19.6	26.1	26.3	22.8	28.5	27.0	20.8	31.2	25.8
Incremental Delay (d_2), s/veh	0.3	2.8	3.1	0.3	4.1	5.4	0.3	0.2	0.2	0.1	0.9	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	19.8	27.5	27.9	19.8	30.2	31.7	23.1	28.6	27.2	20.9	32.1	26.0
Level of Service (LOS)	B	C	C	B	C	C	C	C	C	C	C	C
Approach Delay, s/veh / LOS	25.8			C			28.7			C		
Intersection Delay, s/veh / LOS	28.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	3.1	C	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.1	A	1.1	A	1.1	A	1.5	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	City of Fort Pierce	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	US 1	Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	Edwards Road	File Name	US 1 and Edwards PM 2024 Postdevelopment.xus				
Project Description	PM Peak 2024 Postdevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	120	3	320	13	4	15	217	1167	4	16	1316	162

Signal Information												
Cycle, s	90.0	Reference Phase	6									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	Off	Green	1.5	0.7	11.8	1.8	3.2	44.0		
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	3.0	3.0	4.0	3.0	0.0	4.0		
				Red	2.0	2.0	2.0	2.0	0.0	2.0		

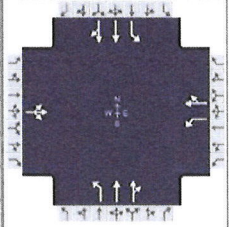
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.2	23.5	6.5	17.8	10.0	53.3	6.8	50.0
Change Period, (Y+R _c), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	2.9	3.0	3.0
Queue Clearance Time (g _s), s	7.4		2.6		7.0	23.5	2.4	40.8
Green Extension Time (g _e), s	0.1	0.0	0.0	0.0	0.0	2.5	0.0	3.2
Phase Call Probability	0.96		0.30		1.00	1.00	0.35	1.00
Max Out Probability	0.01		0.00		1.00	0.00	1.00	0.14

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	130	351		14	21		236	637	636	17	855	751
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1575		1810	1462		1810	1900	1898	1767	1900	1641
Queue Service Time (g _s), s	5.4	17.5		0.6	1.1		5.0	21.5	21.5	0.4	37.6	38.8
Cycle Queue Clearance Time (g _c), s	5.4	17.5		0.6	1.1		5.0	21.5	21.5	0.4	37.6	38.8
Green Ratio (g/C)	0.23	0.19		0.15	0.13		0.55	0.53	0.53	0.51	0.49	0.49
Capacity (c), veh/h	392	306		110	191		199	998	997	228	930	803
Volume-to-Capacity Ratio (X)	0.333	1.148		0.129	0.108		1.185	0.638	0.638	0.076	0.920	0.936
Back of Queue (Q), ft/ln (50 th percentile)	58.4	382.6		6.5	11.4		213.1	201.8	202.1	4	418.8	390.6
Back of Queue (Q), veh/ln (50 th percentile)	2.3	14.9		0.3	0.4		8.5	8.1	8.1	0.2	16.8	15.6
Queue Storage Ratio (RQ) (50 th percentile)	0.23	0.00		0.05	0.00		0.85	0.00	0.00	0.02	0.00	0.00
Uniform Delay (d ₁), s/veh	28.6	36.3		33.8	34.5		21.1	15.3	15.3	13.3	21.3	21.6
Incremental Delay (d ₂), s/veh	0.2	97.9		0.2	1.1		122.4	0.4	0.4	0.1	9.5	12.8
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	28.8	134.1		33.9	35.6		143.6	15.7	15.7	13.4	30.8	34.4
Level of Service (LOS)	C	F		C	D		F	B	B	B	C	C
Approach Delay, s/veh / LOS	105.6		F	35.0		C	35.7		D	32.3		C
Intersection Delay, s/veh / LOS	43.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.3	A	0.5	A	1.7	B	1.8	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	City of Fort Pierce	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	US 1	Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	Emil Avenue	File Name	US 1 and Emil PM 2024 Postdevelopment.xus				
Project Description	PM Peak 2024 Postdevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	21	15	25	38	19	34	35	1175	35	51	1464	51

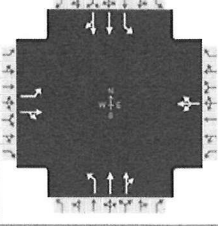
Signal Information				Signal Timing (s)						Signal Phases			
Cycle, s	90.0	Reference Phase	6	Green	3.2	15.0	5.5	1.2	43.0	0.0	1	2	3
Offset, s	0	Reference Point	End	Yellow	3.0	4.0	3.0	0.0	4.0	0.0	4	5	6
Uncoordinated	No	Simult. Gap E/W	Off	Red	2.0	2.0	2.0	0.0	2.0	0.0	7	8	
Force Mode	Fixed	Simult. Gap N/S	Off										

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2	7	4	3	8
Case Number		8.3	1.0	4.0	1.1	4.0	1.1	4.0
Phase Duration, s		21.0	8.2	29.2	10.5	49.0	11.7	50.2
Change Period, (Y+R _c), s		6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s		0.0	3.1	0.0	3.0	2.9	3.0	2.9
Queue Clearance Time (g _s), s			3.6		2.9	27.1	3.3	41.0
Green Extension Time (g _e), s		0.0	0.0	0.0	0.0	2.6	0.0	3.2
Phase Call Probability			0.64		0.61	1.00	0.75	1.00
Max Out Probability			0.00		0.00	0.00	0.00	0.16

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	66			41	58		38	661	655	55	869	777
Adjusted Saturation Flow Rate (s), veh/h/ln	1583			1810	1497		1810	1900	1880	1767	1900	1688
Queue Service Time (g _s), s	0.0			1.6	2.7		0.9	25.0	25.1	1.3	38.6	39.0
Cycle Queue Clearance Time (g _c), s	3.0			1.6	2.7		0.9	25.0	25.1	1.3	38.6	39.0
Green Ratio (g/C)	0.17			0.22	0.26		0.54	0.48	0.48	0.55	0.49	0.49
Capacity (c), veh/h	318			330	386		202	908	899	295	934	830
Volume-to-Capacity Ratio (X)	0.209			0.125	0.149		0.188	0.727	0.728	0.188	0.931	0.937
Back of Queue (Q), ft/ln (50 th percentile)	35.4			17	25.5		8.2	249	246.9	11.3	438.2	404.2
Back of Queue (Q), veh/ln (50 th percentile)	1.4			0.7	1.0		0.3	10.0	9.9	0.4	17.5	16.2
Queue Storage Ratio (RQ) (50 th percentile)	0.00			0.14	0.00		0.03	0.00	0.00	0.05	0.00	0.00
Uniform Delay (d ₁), s/veh	32.5			27.8	25.8		19.6	18.8	18.8	13.3	21.4	21.6
Incremental Delay (d ₂), s/veh	1.5			0.1	0.8		0.2	1.4	1.4	0.1	11.0	12.9
Initial Queue Delay (d ₃), s/veh	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	34.0			27.9	26.6		19.7	20.2	20.2	13.4	32.5	34.5
Level of Service (LOS)		C		C	C		B	C	C	B	C	C
Approach Delay, s/veh / LOS	34.0		C	27.1		C	20.2		C	32.8		C
Intersection Delay, s/veh / LOS	27.3						C					

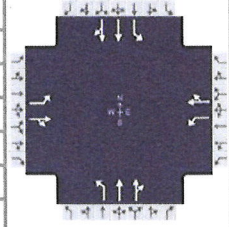
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.3	B	2.1	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	1.6	B	1.9	B

HCS7 Signalized Intersection Results Summary

General Information						Intersection Information										
Agency	Culpepper & Terpening					Duration, h	0.25									
Analyst	JLD	Analysis Date	Apr 25, 2018			Area Type	Other									
Jurisdiction	City of Fort Pierce		Time Period	PM Peak Hr		PHF	0.92									
Urban Street	US 1		Analysis Year	2024		Analysis Period	1 > 4:30									
Intersection	Farmers Market/Dickson		File Name	US 1 and Farmers Market PM 2024 Postdevelop...												
Project Description	PM Peak 2024 Postdevelopment															
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				32	1	32	2	1	7	25	1239	1	2	1503	43	
Signal Information																
Cycle, s	90.0	Reference Phase	6													
Offset, s	0	Reference Point	End													
Uncoordinated	No	Simult. Gap E/W	Off	Green	2.9	15.6	0.5	4.0	45.1	0.0						
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	3.0	4.0	3.0	0.0	4.0	0.0						
				Red	2.0	2.0	2.0	0.0	2.0	0.0						
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase				1	6		2	7	4	3	8					
Case Number				1.0	4.0		8.3	1.1	4.0	1.1	4.0					
Phase Duration, s				7.9	29.5		21.6	9.4	55.0	5.5	51.1					
Change Period, (Y+R _c), s				5.0	6.0		6.0	5.0	6.0	5.0	6.0					
Max Allow Headway (MAH), s				3.3	0.0		0.0	3.0	2.9	3.0	2.9					
Queue Clearance Time (g _s), s				3.4				2.6	24.5	2.1	41.7					
Green Extension Time (g _e), s				0.0	0.0		0.0	0.0	2.7	0.0	3.3					
Phase Call Probability				0.58				0.49	1.00	0.05	1.00					
Max Out Probability				0.00				0.00	0.00	0.00	0.16					
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				1	6	16	5	2	12	7	4	14	3	8	18	
Adjusted Flow Rate (v), veh/h				35	36		11		27	674	674	2	887	794		
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1580		1590		1810	1900	1899	1767	1900	1692		
Queue Service Time (g _s), s				1.4	1.5		0.0		0.6	22.5	22.5	0.1	39.3	39.7		
Cycle Queue Clearance Time (g _c), s				1.4	1.5		0.5		0.6	22.5	22.5	0.1	39.3	39.7		
Green Ratio (g/C)				0.23	0.26		0.17		0.56	0.54	0.54	0.51	0.50	0.50		
Capacity (c), veh/h				378	413		324		187	1035	1035	199	951	847		
Volume-to-Capacity Ratio (X)				0.092	0.087		0.034		0.145	0.651	0.651	0.011	0.932	0.937		
Back of Queue (Q), ft/ln (50 th percentile)				14.8	16.1		5.3		5.9	207.9	208.3	0.5	443.9	409.2		
Back of Queue (Q), veh/ln (50 th percentile)				0.6	0.6		0.2		0.2	8.3	8.3	0.0	17.8	16.4		
Queue Storage Ratio (RQ) (50 th percentile)				0.06	0.00		0.00		0.02	0.00	0.00	0.00	0.00	0.00		
Uniform Delay (d ₁), s/veh				27.4	25.1		31.0		18.9	14.5	14.5	13.4	21.0	21.1		
Incremental Delay (d ₂), s/veh				0.0	0.4		0.2		0.1	0.5	0.5	0.0	11.0	12.8		
Initial Queue Delay (d ₃), s/veh				0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (d), s/veh				27.4	25.5		31.1		19.1	15.0	15.0	13.4	32.0	33.9		
Level of Service (LOS)				C	C		C		B	B	B	B	C	C		
Approach Delay, s/veh / LOS				26.5	C		31.1	C	15.1	B		32.9	C			
Intersection Delay, s/veh / LOS				24.9						C						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS				2.8	C		2.8	C	2.1	B		2.3	B			
Bicycle LOS Score / LOS				0.6	A		0.5	A	1.6	B		1.9	B			

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	US 1	Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	Weatherbee Road	File Name	US 1 and Weatherbee PM 2024 Postdevelopment...				
Project Description	PM Peak 2024 Postdevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	21	68	51	107	46	130	44	1082	55	153	1354	31

Signal Information													
Cycle, s	90.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	Off	Green	2.2	4.2	14.7	6.3	2.6	38.0			
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	3.0	0.0	4.0	3.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

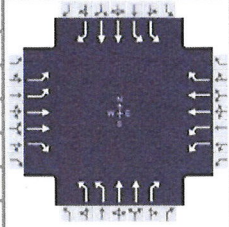
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	7.2	20.7	11.4	24.9	11.3	44.0	13.9	46.6
Change Period, (Y+R _c), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	2.9	3.0	2.9
Queue Clearance Time (g _s), s	2.9		6.6		3.2	27.4	6.5	37.7
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0	0.0	2.4	0.1	2.9
Phase Call Probability	0.43		0.95		0.70	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.57	0.07

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	23	129		116	191		48	623	613	166	795	711
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1723		1810	1474		1810	1900	1867	1767	1900	1696
Queue Service Time (g _s), s	0.9	6.1		4.6	10.6		1.2	25.4	25.4	4.5	35.5	35.7
Cycle Queue Clearance Time (g _c), s	0.9	6.1		4.6	10.6		1.2	25.4	25.4	4.5	35.5	35.7
Green Ratio (g/C)	0.19	0.16		0.25	0.21		0.49	0.42	0.42	0.52	0.45	0.45
Capacity (c), veh/h	209	282		331	310		218	803	789	317	857	765
Volume-to-Capacity Ratio (X)	0.109	0.459		0.351	0.617		0.220	0.776	0.777	0.525	0.927	0.929
Back of Queue (Q), ft/ln (50 th percentile)	10.3	75.9		48.5	111.9		11.4	262.1	258.6	40.5	404.5	369.3
Back of Queue (Q), veh/ln (50 th percentile)	0.4	3.0		1.9	4.4		0.5	10.5	10.3	1.6	16.2	14.8
Queue Storage Ratio (RQ) (50 th percentile)	0.04	0.00		0.16	0.00		0.04	0.00	0.00	0.16	0.00	0.00
Uniform Delay (d ₁), s/veh	30.5	34.0		27.5	32.2		19.6	22.3	22.3	17.1	23.3	23.3
Incremental Delay (d ₂), s/veh	0.1	5.3		0.2	8.9		0.2	1.9	1.9	0.5	9.7	11.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.6	39.3		27.7	41.1		19.8	24.2	24.2	17.6	33.0	34.3
Level of Service (LOS)	C	D		C	D		B	C	C	B	C	C
Approach Delay, s/veh / LOS	38.0		D	36.1		D	24.1		C	32.0		C
Intersection Delay, s/veh / LOS	29.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.7	A	1.0	A	1.5	B	1.9	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	South 25th Street	Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	Midway Road	File Name	South 25th and Midway PM 2024 Postdevelopme...				
Project Description	PM Peak 2024 Postdevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	304	459	62	266	406	70	70	472	150	140	765	165

Signal Information				Signal Phases										
Cycle, s	90.0	Reference Phase	6											
Offset, s	0	Reference Point	End	Green	9.8	1.2	25.3	7.7	1.1	22.9				
Uncoordinated	No	Simult. Gap E/W	Off	Yellow	3.0	0.0	4.0	3.0	0.0	4.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Red	2.0	0.0	2.0	2.0	0.0	2.0				

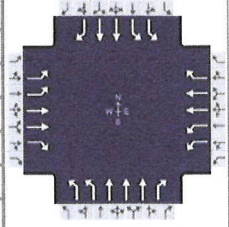
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	16.0	32.5	14.8	31.3	12.7	28.9	13.8	30.0
Change Period, (Y+R _c), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g _s), s	10.2		9.2		3.8	13.1	5.8	21.7
Green Extension Time (g _e), s	0.8	0.0	0.6	0.0	0.1	1.5	0.1	2.3
Phase Call Probability	1.00		1.00		0.85	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.19	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	330	499	67	289	441	76	76	513	163	152	832	179
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1766	1610	1757	1766	1415	1757	1809	1610	1716	1809	1449
Queue Service Time (g _s), s	8.2	10.4	2.8	7.2	9.2	3.7	1.8	11.1	7.6	3.8	19.7	9.3
Cycle Queue Clearance Time (g _c), s	8.2	10.4	2.8	7.2	9.2	3.7	1.8	11.1	7.6	3.8	19.7	9.3
Green Ratio (g/C)	0.12	0.29	0.29	0.11	0.28	0.28	0.09	0.25	0.25	0.10	0.27	0.27
Capacity (c), veh/h	430	1041	474	383	993	398	299	920	409	336	966	387
Volume-to-Capacity Ratio (X)	0.768	0.479	0.142	0.755	0.444	0.191	0.254	0.558	0.398	0.454	0.861	0.464
Back of Queue (Q), ft/ln (50 th percentile)	89.5	117.1	28.3	76.1	99.5	33	18.9	113.4	69.1	39.1	202.3	76.4
Back of Queue (Q), veh/ln (50 th percentile)	3.6	4.6	1.1	3.0	3.9	1.3	0.8	4.5	2.8	1.5	8.1	3.1
Queue Storage Ratio (RQ) (50 th percentile)	0.20	0.00	0.00	0.17	0.00	0.00	0.08	0.00	0.00	0.16	0.00	0.00
Uniform Delay (d ₁), s/veh	38.3	26.1	23.4	38.9	26.6	24.6	38.5	29.2	27.8	38.3	31.4	27.6
Incremental Delay (d ₂), s/veh	1.1	1.6	0.6	1.1	1.4	1.1	0.2	0.2	0.2	0.4	0.9	0.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.4	27.7	24.0	40.1	28.0	25.6	38.7	29.4	28.1	38.7	32.3	27.9
Level of Service (LOS)	D	C	C	D	C	C	D	C	C	D	C	C
Approach Delay, s/veh / LOS	31.7		C	32.1		C	30.0		C	32.5		C
Intersection Delay, s/veh / LOS	31.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.1	C	3.1	C	3.1	C	3.1	C
Bicycle LOS Score / LOS	1.2	A	1.2	A	1.1	A	1.4	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Culpepper & Terpening			Duration, h	0.25		
Analyst	JLD	Analysis Date	Apr 25, 2018	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hr	PHF	0.92		
Urban Street	US 1	Analysis Year	2024	Analysis Period	1 > 4:30		
Intersection	Midway Road	File Name	US 1 and Midway PM 2024 Postdevelopment.xus				
Project Description	PM Peak 2024 Postdevelopment						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	23	15	25	38	19	34	35	1168	35	54	1460	57

Signal Information													
Cycle, s	90.0	Reference Phase	6										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	Off	Green	2.3	0.9	16.3	5.5	1.4	41.6			
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	3.0	0.0	4.0	3.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	7.3	22.3	8.2	23.2	10.5	47.6	11.9	49.0
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Allow Headway (MAH), s	3.3	0.0	3.1	0.0	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s	2.6		3.0		2.9	17.7	3.4	38.8
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	3.4	0.0	4.2
Phase Call Probability	0.46		0.64		0.61	1.00	0.77	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.08

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	25	16	27	41	21	37	38	1270	38	59	1587	62
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1766	1610	1757	1766	1415	1757	1725	1610	1716	1809	1449
Queue Service Time (g_s), s	0.6	0.3	1.3	1.0	0.4	2.0	0.9	15.7	1.2	1.4	36.8	2.1
Cycle Queue Clearance Time (g_c), s	0.6	0.3	1.3	1.0	0.4	2.0	0.9	15.7	1.2	1.4	36.8	2.1
Green Ratio (g/C)	0.03	0.18	0.18	0.04	0.19	0.19	0.06	0.46	0.46	0.08	0.48	0.48
Capacity (c), veh/h	91	640	292	126	675	270	216	2390	743	264	1727	692
Volume-to-Capacity Ratio (X)	0.276	0.025	0.093	0.329	0.031	0.137	0.176	0.531	0.051	0.222	0.919	0.090
Back of Queue (Q), ft/ln (50 th percentile)	7	3.9	13.6	11.1	4.7	18.4	9.7	139.4	9.7	15	368.2	15.5
Back of Queue (Q), veh/ln (50 th percentile)	0.3	0.2	0.5	0.4	0.2	0.7	0.4	5.6	0.4	0.6	14.7	0.6
Queue Storage Ratio (RQ) (50 th percentile)	0.02	0.00	0.00	0.04	0.00	0.00	0.02	0.00	0.00	0.03	0.00	0.00
Uniform Delay (d_1), s/veh	43.0	30.3	30.7	42.3	29.6	30.2	40.1	17.3	13.4	39.0	21.9	12.8
Incremental Delay (d_2), s/veh	0.6	0.1	0.6	0.6	0.1	1.1	0.1	0.1	0.0	0.2	5.4	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.6	30.4	31.3	42.9	29.7	31.3	40.2	17.3	13.4	39.2	27.3	12.9
Level of Service (LOS)	D	C	C	D	C	C	D	B	B	D	C	B
Approach Delay, s/veh / LOS	35.6		D	35.8		D	17.9		B	27.1		C
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.4	C	3.0	C	3.0	C
Bicycle LOS Score / LOS	0.5	A	0.6	A	1.2	A	1.9	B