KHCP WF
Project № 25300.02.03 v1.2
February, 2026

Traffic Impact Analysis
St. Lucie County
Florida

Prepared for:

Jeff H. Iravani, Inc.
1934 Commerce Lane #5
Jupiter, FL 33458

Prepared by:

3725 SE Ocean Boulevard, Suite 201
Sewall's Point, Florida 34996
www.trafficmobility.com
(772) 781-7918

EXECUTIVE SUMMARY

Project Information

Name:	KHCP WF
Location:	East of Kings Highway and South of White Road
Jurisdiction	St. Lucie County, Florida
Description:	1,600.31 KSF of High-Cube Cold Storage Warehouse and 182.95 KSF Warehouse.

Findings

Trip Generation:	4,475 ADT / 198 AM Peak / 254 PM Peak
Adverse Impacts:	The transportation network is not projected to become adversely impacted due to the proposed development. The roadway segments of Jenkins Road from Graham Road to Peters Road and Edwards Road from Jenkins Road to McNeil Road and the intersections of Orange Avenue & Kings Highway, Kings Highway & Okeechobee Road, and Jenkins Road & Graham Road are projected to operate below the adopted level of service due to background traffic. Project impacts on these roadway segments and intersections are not significant; the project is not responsible for the mitigation of these deficiencies.

Recommendations

Access Improvements	Construct a 290’ northbound right-turn lane on Kings Highway at Driveway 1. Construct a 290’ northbound right-turn lane on Kings Highway at Driveway 3.
Off-Site Mitigation:	No off-site mitigation due to project impacts are proposed.

PROFESSIONAL ENGINEERING CERTIFICATION

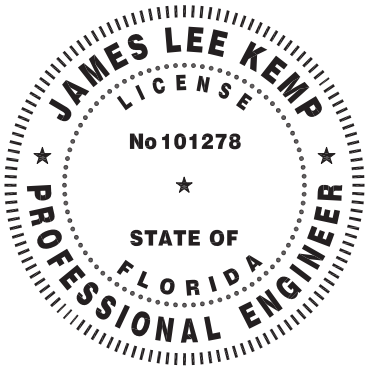
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: KHCP WF

LOCATION: St. Lucie County, Florida

CLIENT: Jeff H. Iravani, Inc.

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

James L Kemp

Digitally signed by James L Kemp
DN: CN=James L Kemp, dnQualifier=A01410D000001973 18B38140008FD6D, O=Unaffiliated, C=US
Reason: I agree to the terms defined by the placement of my signature on this document
Date: 2026.02.25 10:35:20-05'00'

ON THE DATE ADJACENT TO THE SEAL

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TRAFFIC & MOBILITY CONSULTANTS LLC
3725 SE OCEAN BOULEVARD, SUITE 201
SEWALL'S POINT, FLORIDA 34996

CERTIFICATE OF AUTHORIZATION CA-30024

JAMES LEE KEMP, P.E. № 101278

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1.0 INTRODUCTION

This analysis was prepared in support of a development application for KHCP WF. The project is a commercial development that includes the land uses and quantities presented in **Table 1**. The project's anticipated buildout date is 2030.

Table 1
Development Plan

Land Use	Size
High-Cube Cold Storage Warehouse	1,600.31 KSF
Warehouse	182.95 KSF

The site is located East of Kings Highway and South of White Road, in St. Lucie County, Florida. **Figure 1** depicts the site location, the 2-mile influence area, and the surrounding transportation network. A conceptual site plan depicting the site layout, land uses, and access points is included in **Appendix A**. The remaining 12-acre parcel for Phase 3 does not have a planned end user currently. Therefore, additional Warehouse was assumed to be constructed on the remaining 12-acre parcel with 35% building coverage, consistent with the current planned use.

The analysis was conducted in accordance with the Standardized Transportation Impact Studies (TIS) Methodology and Procedures as adopted by St. Lucie County.

Information used in this analysis includes data collected by Traffic & Mobility Consultants, information provided by the project team, and/or other data and information obtained from St. Lucie County, the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation (FDOT).



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Project Location **Figure 1**

2.0 PROJECT TRAFFIC

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 12th Edition*. Trip generation rates and/or equations published for the land use were applied to the proposed development program to determine the total trips generated by the project.

The trip generation calculations are summarized in **Table 2.** A truck trip generation was also conducted to determine the heavy vehicle percentage of the project. **Table 3** summarizes the truck trip generation. Detailed information of the trip generations are included in **Appendix B.**

Table 2
Trip Generation Summary

ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
157	High-Cube Cold Storage Warehouse	1,600.31 KSF	2.64 (E)	4,223	0.11 (R)	176	111	65	0.14 (E)	227	102	125
150	Warehouse	182.95 KSF	1.38 (R)	252	0.12 (R)	22	17	5	0.15 (R)	27	8	19
	Total Trip Generation			**4,475**		**198**	**128**	**70**		**254**	**110**	**144**

Trip generation analysis based on ITE Trip Generation Manual, 12th Edition
ITE equations used with r^2 > 0.75
(E) = Equation; (R) = Rate

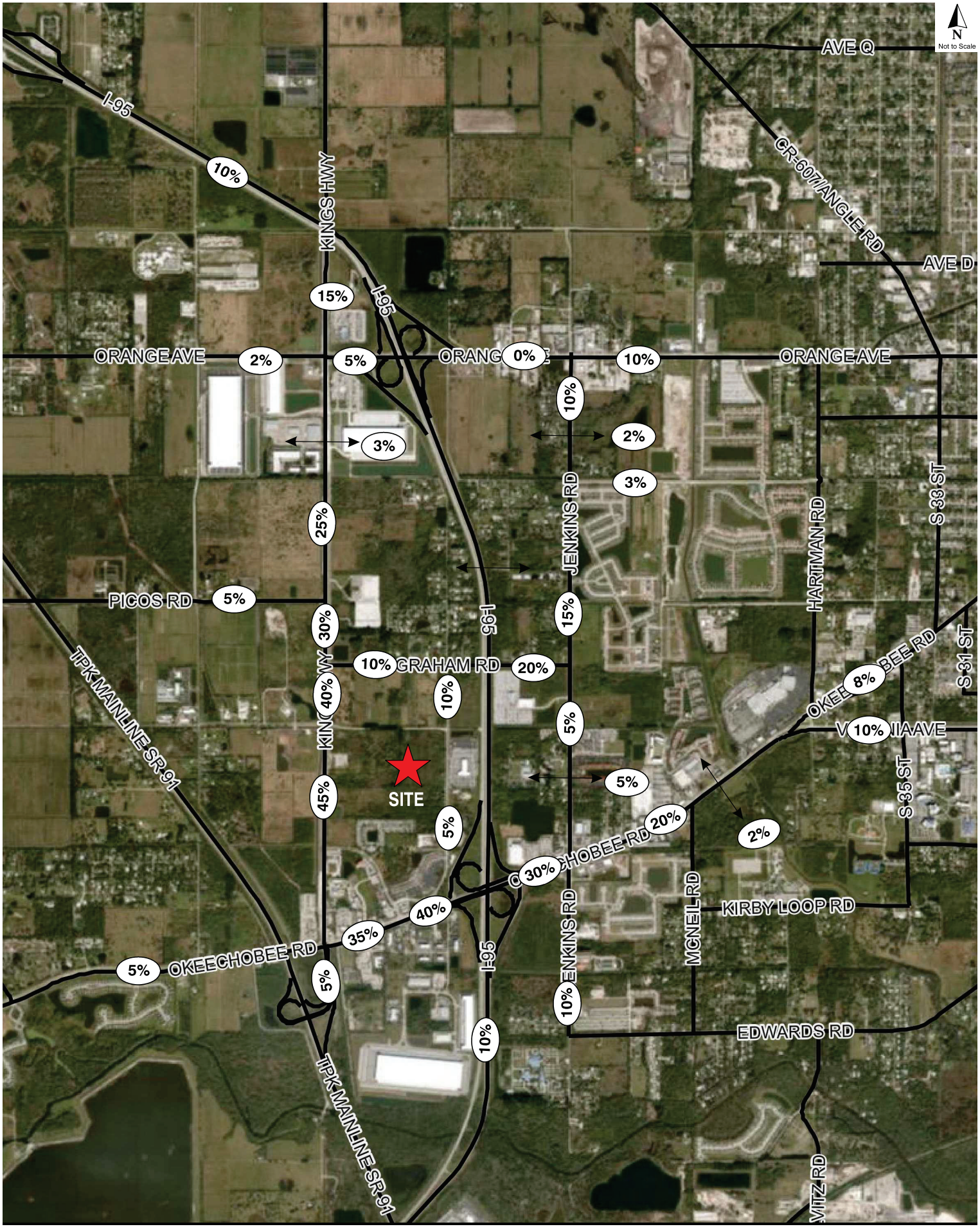
Table 3
Truck Trip Generation

ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
157	High-Cube Cold Storage Warehouse	1,600.31 KSF	0.94 (E)	1,509	0.03 (R)	48	30	18	0.03 (E)	44	20	24
150	Warehouse	182.95 KSF	0.60 (R)	110	0.02 (R)	4	2	2	0.03 (R)	5	3	2
	Total Trip Generation (Trucks)			**1,619**		**52**	**32**	**20**		**49**	**23**	**26**

Trip generation analysis based on ITE Trip Generation Manual, 12th Edition
ITE equations used with r^2 > 0.75
(E) = Equation; (R) = Rate

2.2 Trip Distribution

A preliminary trip distribution pattern was developed using the Treasure Coast Regional Planning Model (TCRPM). The adopted model was modified to include a project specific Traffic Analysis Zone with the corresponding socio-economic data to reflect the proposed development. A Select Zone Analysis was executed to obtain a model-generated trip distribution pattern on the surrounding transportation network. Minor manual adjustments were applied to the model generated distribution pattern to better reflect the local transportation network and prevailing travel patterns. The final trip distribution pattern is illustrated in **Figure 2.** Individual driveway trip assignments are illustrated in **Figures 3A**, **3B**, and **3C** for passenger cars, heavy vehicles, and Phase 3 trips, respectively.



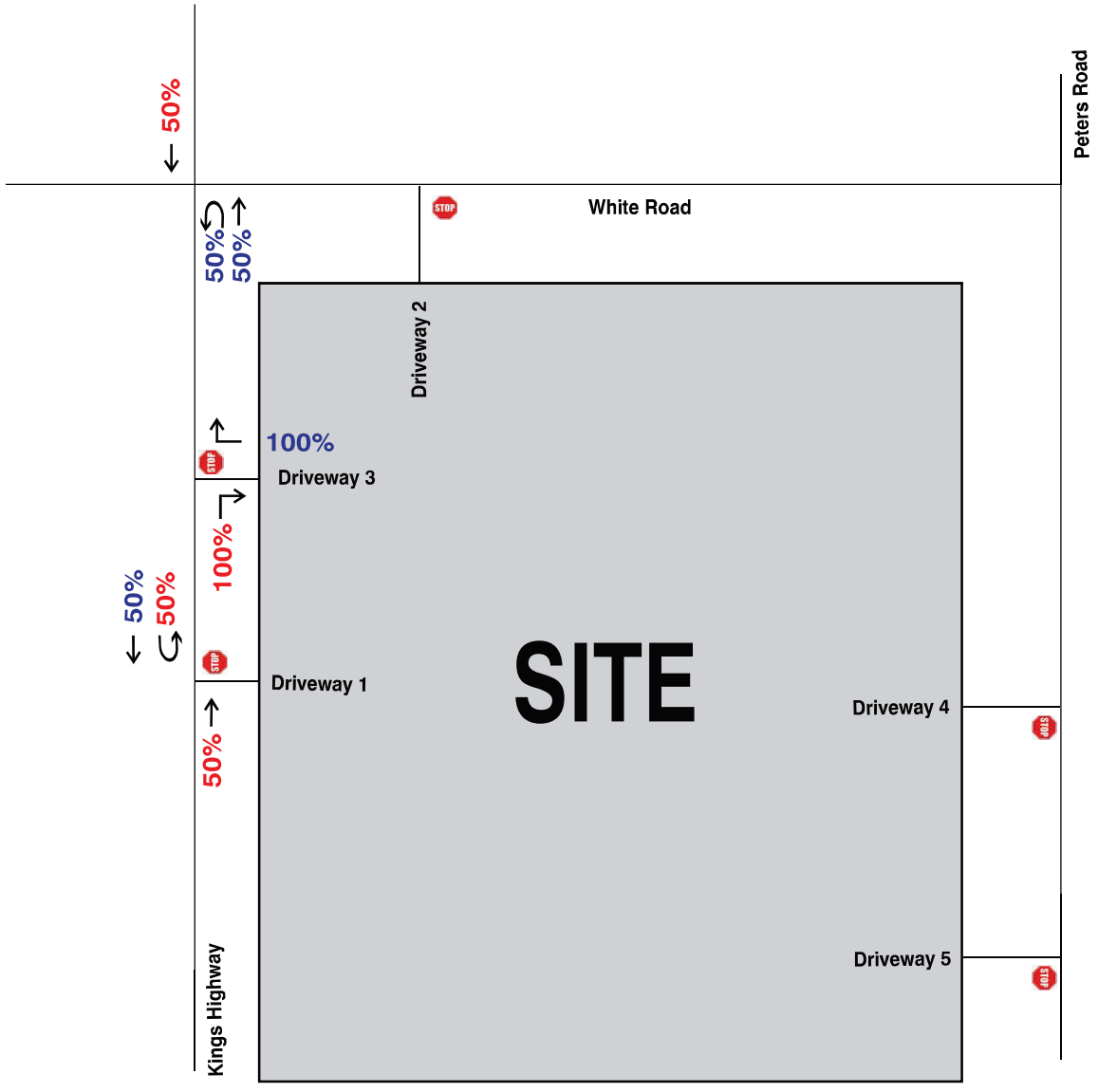
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Project Trip Distribution **Figure 2**

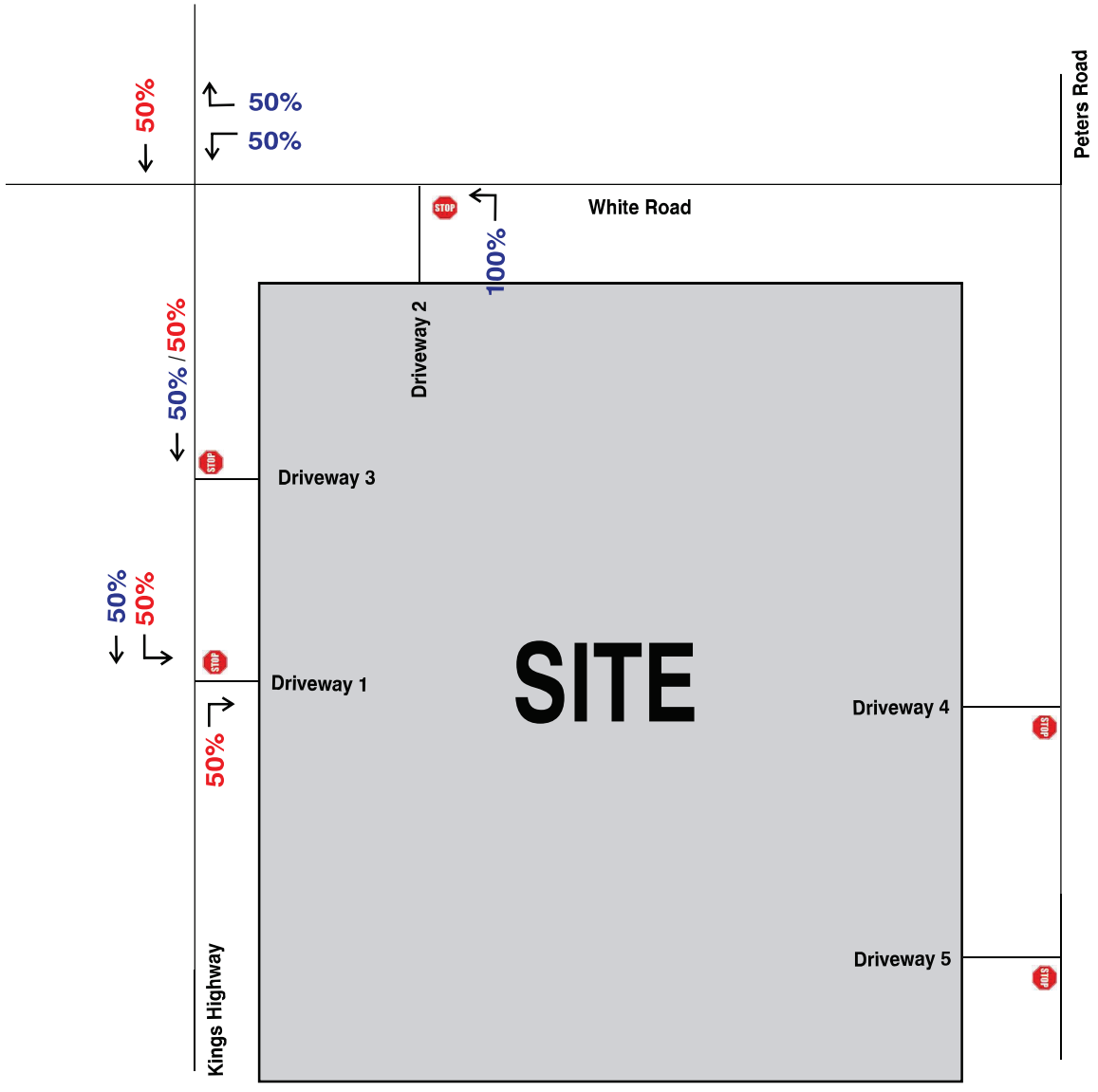
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Not to Scale

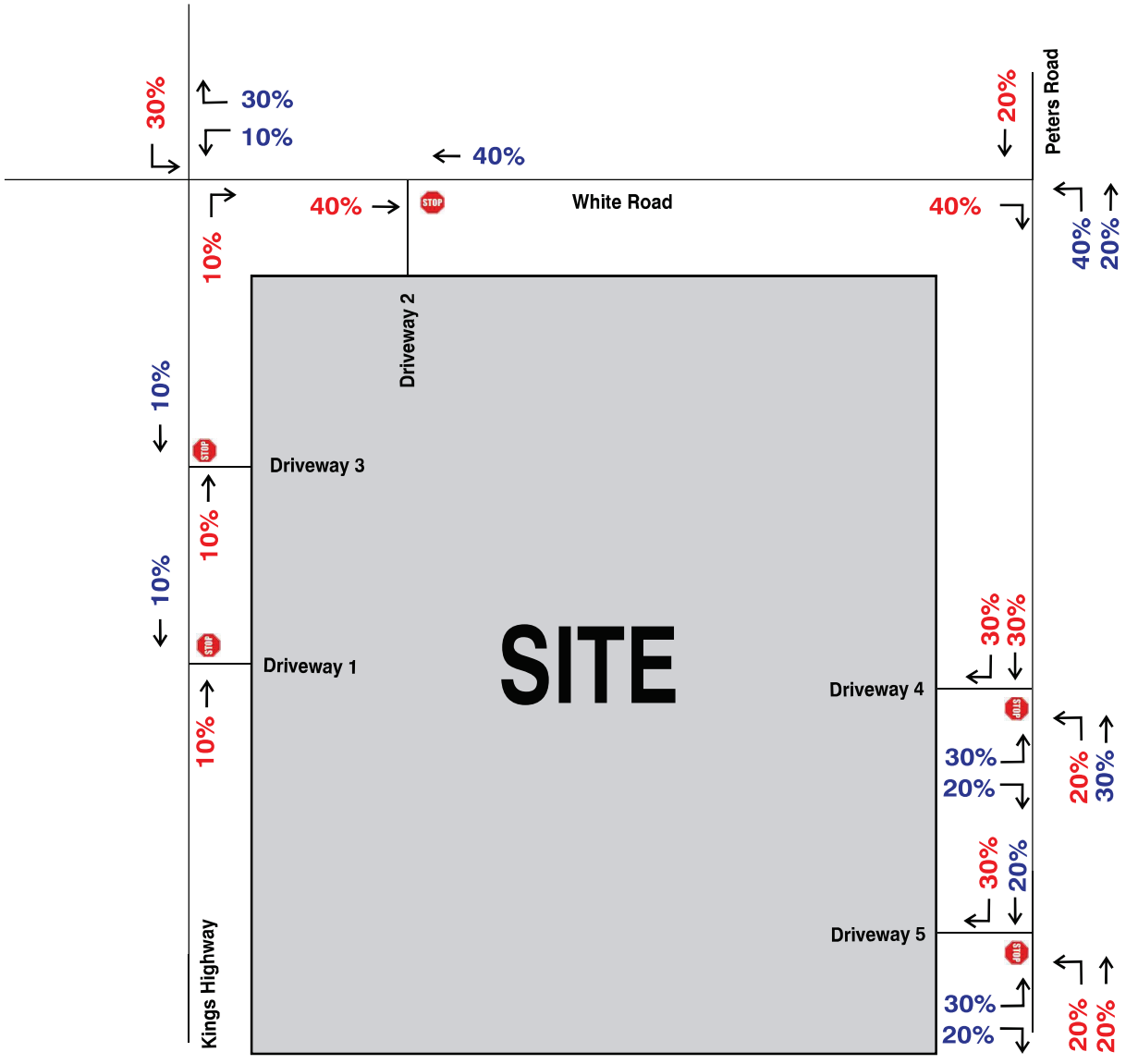


Legend:
xx% Net New Ingress Traffic Assignment
yy% Net New Egress Traffic Assignment

N
Not to Scale



Legend:
xx% Net New Ingress Traffic Assignment
yy% Net New Egress Traffic Assignment



Legend:
xx% Net New Ingress Traffic Assignment
yy% Net New Egress Traffic Assignment

3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with the requirements of St. Lucie County. The impact area includes roadway segments within the project's 2-mile influence area and where project trips are equivalent to 5% or more of the roadway segment's capacity. The project's study area determination is provided in **Table 4.** The roadway segment information and characteristics were obtained from St. Lucie County and the Florida Department of Transportation (FDOT) which are included in **Appendix C.**

Table 4
Study Segments

Segment Information			Exist	LOS	Exiting Peak	Proj	Peak Project Trips				
							Enter	PM Peak			In
Roadway	From	To	Lns	Std	Cap	Dist	Dir	NB/EB	SB/WB	Signif	Study?
Kings Highway	Okeechobee Road	Crossroads Parkway	4	D	2,910	45%	NB/EB	50	65	2%	Y
Kings Highway	Crossroads Parkway	White Road	4	D	2,910	45%	NB/EB	50	65	2%	Y
Kings Highway	White Road	Graham Road	4	D	2,910	40%	SB/WB	58	44	2%	Y
Kings Highway	Graham Road	Picos Road	4	D	2,910	30%	SB/WB	43	33	1%	Y
Kings Highway	Picos Road	Orange Avenue	4	D	2,910	25%	SB/WB	36	28	1%	Y
Kings Highway	Orange Avenue	Angle Rd	4	D	2,910	15%	SB/WB	22	17	1%	Y
Peters Road	Crossroads Parkway	Project Driveway	2	D	1,070	5%	NB/EB	6	7	1%	Y
Peters Road	Project Driveway	White Road	2	D	1,070	10%	SB/WB	14	11	1%	Y
Peters Road	White Road	Graham Road	2	D	1,070	10%	SB/WB	14	11	1%	Y
Okeechobee Road	McCarty Road	Florida's Turnpike	4	D	1,810	5%	NB/EB	6	7	0%	Y
Okeechobee Road	Florida's Turnpike	Kings Highway	4	D	1,810	5%	NB/EB	6	7	0%	Y
Okeechobee Road	Kings Highway	Crossroads Parkway	6	D	2,680	35%	SB/WB	50	39	2%	Y
Okeechobee Road	Crossroads Parkway	I-95	6	D	2,680	40%	SB/WB	58	44	2%	Y
Okeechobee Road	I-95	Jenkins Road	8	D	3,180	30%	SB/WB	43	33	1%	Y
Okeechobee Road	Jenkins Road	McNeil Road	6	D	2,680	20%	SB/WB	29	22	1%	Y
Okeechobee Road	McNeil Road	Virginia Avenue	6	D	2,680	20%	SB/WB	29	22	1%	Y
Okeechobee Road	Virginia Avenue	Hartman Road	4	D	2,100	8%	SB/WB	12	9	1%	Y
Okeechobee Road	Hartman Road	35th St	4	D	1,630	8%	SB/WB	12	9	1%	Y
Orange Avenue	Campbell Road	Kings Highway	2	D	1,070	2%	NB/EB	2	3	0%	Y
Orange Avenue	Kings Highway	I-95	6	D	2,680	5%	SB/WB	7	6	0%	Y
Orange Avenue	I-95	Jenkins Road	4	D	1,810	0%	SB/WB	0	0	0%	Y
Orange Avenue	Jenkins Road	Hartman Road	4	D	1,810	10%	SB/WB	14	11	1%	Y
Jenkins Road	Edwards Road	Okeechobee Road	2	D	880	10%	NB/EB	11	14	2%	Y
Jenkins Road	Okeechobee Road	Graham Road	2	D	920	5%	NB/EB	6	7	1%	Y
Jenkins Road	Graham Road	Peterson Road	2	D	630	15%	SB/WB	22	17	3%	Y
Jenkins Road	Peterson Road	Orange Avenue	2	D	920	10%	SB/WB	14	11	2%	Y
Crossroads Parkway	Okeechobee Road	Kings Highway	2	0	790	5%	NB/EB	6	7	1%	Y
Graham Road	Kings Highway	Jenkins Road	2	0	630	20%	SB/WB	29	22	5%	Y
Virginia Avenue	Okeechobee Road	Hartman Road	6	0	2,810	10%	SB/WB	14	11	0%	Y
Virginia Avenue	Hartman Road	35th St	6	0	2,810	10%	SB/WB	14	11	0%	Y
Edwards Road	Jenkins Road	McNeil Road	2	0	630	5%	SB/WB	7	6	1%	Y

3.2 Study Intersections

The study area encompasses major intersections that were identified in the radius of development influence. Additionally, the site is proposed to be served by 5 access points. Driveway 1 will be a directional access (left-in/right-in/right-out) driveway on Kings Highway that will primarily serve entering trips, Driveway 2 is a full access driveways located on White Road that will primarily serve exiting trips, Driveway 3 is a right-in/right-out driveway on Kings Highway, Driveway 4 and Driveway 5 are full access driveways located on Peters Road and will serve the future Phase 3 parcel. The study intersections and access points are presented in **Table 5.**

Table 5
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	Okeechobee Rd (SR-70)	Kings Highway	Signal
2	Kings Highway	White Road	Two-Way Stop
3	Orange Avenue	Kings Highway	Signal
4	Okeechobee Rd (SR-70)	Crossroads Parkway	Signal
5	Kings Highway	Driveway 1	Two-Way Stop
6	White Road	Driveway 2	Two-Way Stop
7	Kings Highway	Driveway 3	Two-Way Stop
8	Peters Road	Driveway 4	Two-Way Stop
9	Peters Road	Driveway 5	Two-Way Stop
10	SR-70	I-95 SB	Signal
11	SR-70	I-95 NB	Signal
12	Graham Road	Peters Road	Two-Way Stop
13	Jenkins Road	Graham Road	Two-Way Stop
14	Jenkins Road	Okeechobee Road	Signal
15	Jenkins Road	Edwards Road	Two-Way Stop
16	Orange Avenue	Jenkins Road	Signal

4.0 TRANSPORTATION IMPROVEMENTS

Transportation improvement programs published by St. Lucie County TPO and the FDOT work program were reviewed to determine if any transportation improvements that influence the project's study area are planned or programmed. Improvements that are funded for construction within four (4) years are considered programmed and will be incorporated in the analysis. The planned and programmed transportation improvements consist of widening Kings Highway from Orange Avenue to Angle Road from two-lanes to four-lanes and interchange improvements at Orange Avenue and the I-95 Ramps. Supporting information is included in **Appendix D.**

5.0 TRAFFIC PROJECTIONS

5.1 Projected Roadway Volumes

Existing roadway information was obtained from the St. Lucie TPO and FDOT. The information includes roadway segment data, existing traffic volumes, service volumes, adopted LOS standard, and capacity.

Projected background traffic in the buildout year 2030 was derived by comparing historical growth rate trends, vested trips, and a minimum annual growth rate of 2.5% and applying the highest resulting background volume. Historical traffic count data obtained from the *FDOT Traffic Online* and the Vested Trips data are included in **Appendix E.** The applicable growth rate calculations are summarized in **Table 6**.

The total projected volumes on the roadway segments include background traffic and project trips, which are calculated based on the project's trip generation and distribution pattern.

5.2 Projected Intersection Volumes

Existing AM and PM peak hour turning movement volumes were obtained at the study intersections on January 8, 2025. The counts were seasonally adjusted using the applicable seasonal factor (1.08) obtained from the *FDOT Traffic Online* data. The intersections of SR-70 and I-95 NB and SB ramps were counted on May 28, 2025. Seasonal factors of 1.09 and 1.13 were applied to the northbound ramp (east of I-95) and the southbound ramp (west of I-95) intersections, respectively. The raw turning movement volumes and supporting intersection information are provided in **Appendix F**.

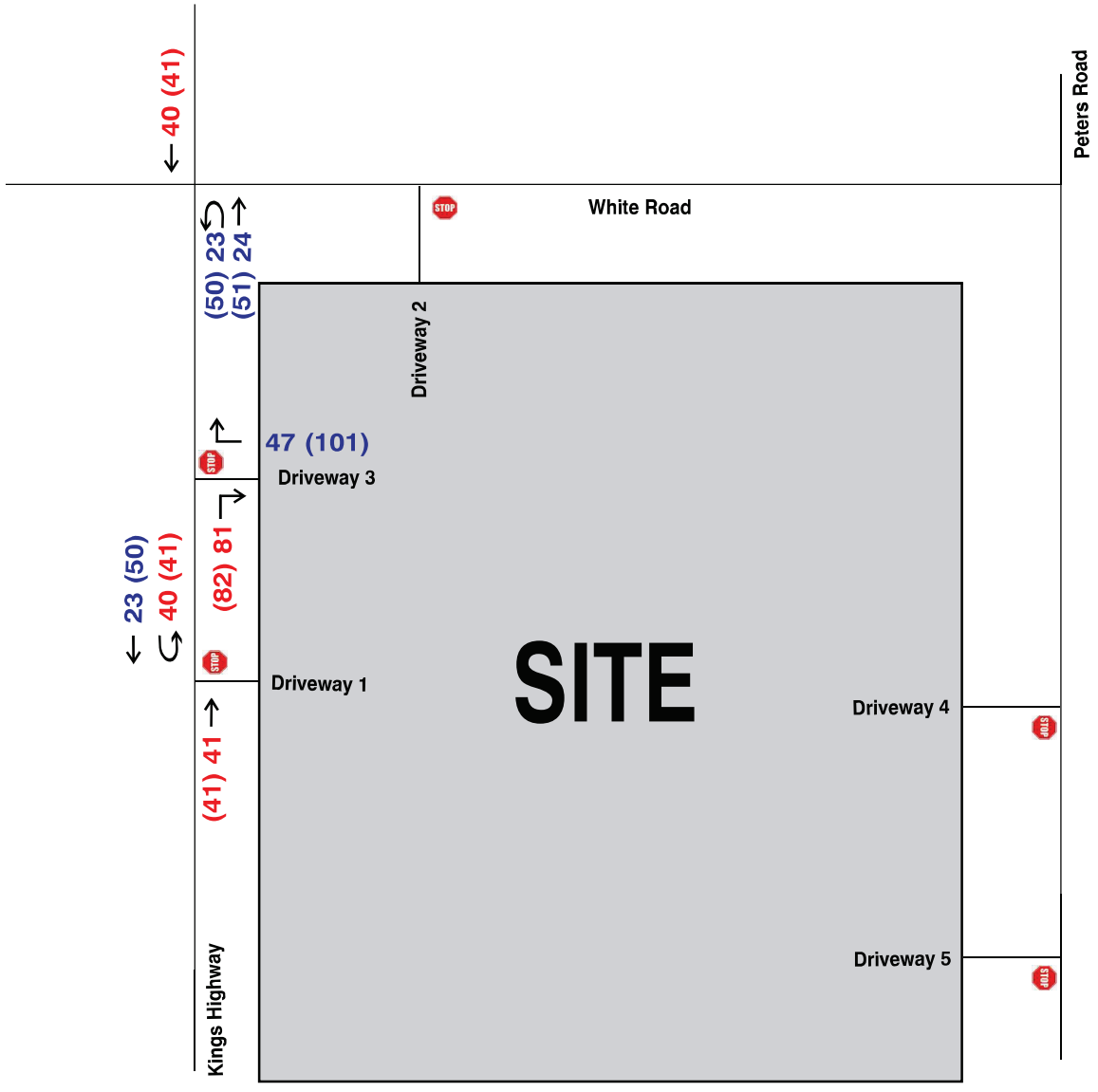
Table 6
Projected Background Volumes

Segment Information			2024 Existing Volumes PM Peak		Growth Calcs Historical Daily Vols						Committed Trips PM Peak		2030 Bkground Volume PM Peak		Effective Growth Rate PM Peak	
Roadway	From	To	NB/EB	SB/WB	2019	2020	2021	2022	2023	AGR	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Kings Highway	Okeechobee Road	Crossroads Parkway	582	800	7600	7900	13100	7000	7400	-1.6%	533	496	1,115	1296	15.3%	10.3%
Kings Highway	Crossroads Parkway	White Road	582	800	7000	7000	7500	5400	5800	-7.5%	533	496	1115	1296	15.3%	10.3%
Kings Highway	White Road	Graham Road	582	800	7000	7000	7500	5400	5800	-7.5%	533	496	1115	1296	15.3%	10.3%
Kings Highway	Graham Road	Picos Road	582	800	7000	7000	7500	5400	5800	-7.5%	558	469	1140	1269	16.0%	9.8%
Kings Highway	Picos Road	Orange Avenue	461	509	7000	7000	7500	5400	5800	-7.5%	421	571	882	1080	15.2%	18.7%
Kings Highway	Orange Avenue	Angle Rd	686	712	0	0	0	0	0	0.0%	371	483	1057	1195	9.0%	11.3%
Peters Road	Crossroads Parkway	Project Driveway	41	47	0	0	0	0	0	0.0%	15	24	56	71	6.1%	8.5%
Peters Road	Project Driveway	White Road	41	47	0	0	0	0	0	0.0%	15	24	56	71	6.1%	8.5%
Peters Road	White Road	Graham Road	41	47	0	0	0	0	0	0.0%	13	8	54	55	5.3%	2.8%
Okeechobee Road	McCarty Road	Florida's Turnpike	489	965	8400	8600	13800	10200	10900	5.3%	313	463	802	1428	10.7%	8.0%
Okeechobee Road	Florida's Turnpike	Kings Highway	489	965	8400	8600	13800	10200	10900	5.3%	313	463	802	1428	10.7%	8.0%
Okeechobee Road	Kings Highway	Crossroads Parkway	1221	1007	26000	22500	28000	27500	28500	3.4%	369	507	1590	1514	5.0%	8.4%
Okeechobee Road	Crossroads Parkway	I-95	680	1721	32500	26500	31000	21700	27000	-6.9%	396	517	1076	2238	9.7%	5.0%
Okeechobee Road	I-95	Jenkins Road	1572	1680	33000	32000	25100	38000	40000	5.0%	322	342	2044	2184	5.0%	5.0%
Okeechobee Road	Jenkins Road	McNeil Road	1572	1680	33000	32000	25100	38000	40000	5.0%	191	278	2044	2184	5.0%	5.0%
Okeechobee Road	McNeil Road	Virginia Avenue	1734	1791	30500	29500	35500	33500	37000	4.4%	206	272	2192	2264	4.4%	4.4%
Okeechobee Road	Virginia Avenue	Hartman Road	676	676	17600	12900	15400	15300	15700	-0.9%	18	29	777	777	2.5%	2.5%
Okeechobee Road	Hartman Road	35th St	676	676	17600	12900	15400	15300	15700	-0.9%	18	29	777	777	2.5%	2.5%
Orange Avenue	Campbell Road	Kings Highway	500	500	2689	2700	2834	2948	3167	3.7%	234	368	734	868	7.8%	12.3%
Orange Avenue	Kings Highway	I-95	822	923	19800	19000	18700	14400	15400	-10.0%	615	565	1437	1488	12.5%	10.2%
Orange Avenue	I-95	Jenkins Road	769	981	15300	14700	13400	16200	17700	3.6%	412	381	1181	1362	8.9%	6.5%
Orange Avenue	Jenkins Road	Hartman Road	893	1034	15000	14400	18200	19100	18200	5.5%	264	250	1188	1375	5.5%	5.5%
Jenkins Road	Edwards Road	Okeechobee Road	678	678	9200	8800	8600	8600	8800	-1.2%	153	67	831	780	3.8%	2.5%
Jenkins Road	Okeechobee Road	Graham Road	595	595	9200	8800	8600	8600	8800	-1.2%	216	186	811	781	6.1%	5.2%
Jenkins Road	Graham Road	Peterson Road	352	352	9200	8800	8600	8600	8800	-1.2%	200	279	552	631	9.5%	13.2%
Jenkins Road	Peterson Road	Orange Avenue	352	352	9200	8800	8600	8600	8800	-1.2%	234	368	586	720	11.1%	17.4%
Crossroads Parkway	Okeechobee Road	Kings Highway	128	128	0	0	0	0	0	0.0%	0	0	147	147	2.5%	2.5%
Graham Road	Kings Highway	Jenkins Road	144	144	17600	12900	15400	15300	15700	-0.9%	0	0	166	166	2.5%	2.5%
Virginia Avenue	Okeechobee Road	Hartman Road	1514	1682	0	0	0	0	0	2.5%	0	0	1741	1934	2.5%	2.5%
Virginia Avenue	Hartman Road	35th St	1514	1682	0	0	0	0	0	2.5%	0	0	1741	1934	2.5%	2.5%
Edwards Road	Jenkins Road	McNeil Road	607	607	0	0	0	0	0	2.5%	0	0	698	698	2.5%	2.5%

Projected background intersection volumes in the buildout year 2030 were calculated using a 1% growth rate and distributing the vested trips at the intersection and adding them to the grown traffic volumes.

Project driveway volumes were calculated using the individual trip assignments for passenger cars, heavy vehicles, and RV trips. The project driveway volumes are illustrated in **Figures 4A**, **4B**, **4C**, and **4D** for passenger cars, heavy vehicles, Phase 3 trips, and total trips, respectively.

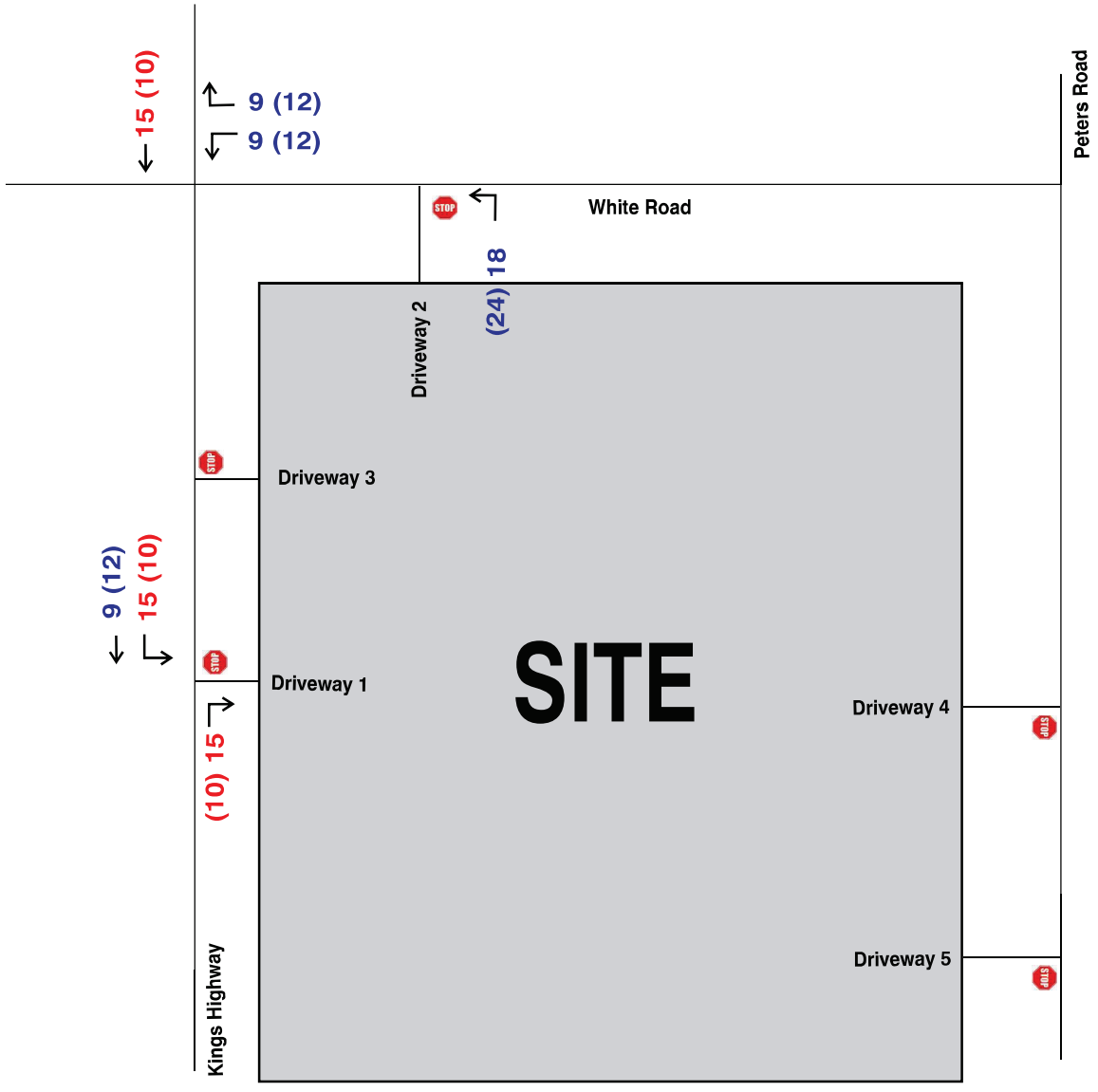
The total projected intersection volumes include background traffic and project trips, which are calculated based on the project's trip generation and assignment at each intersection. Detailed intersection volume calculations are provided in **Appendix G** and the resulting existing, background, and buildout volumes are illustrated in **Figures 5A, 5B, 5C, 5D** and **Figures 6A, 6B, 6C, 6D** for the AM and PM peak hour, respectively.



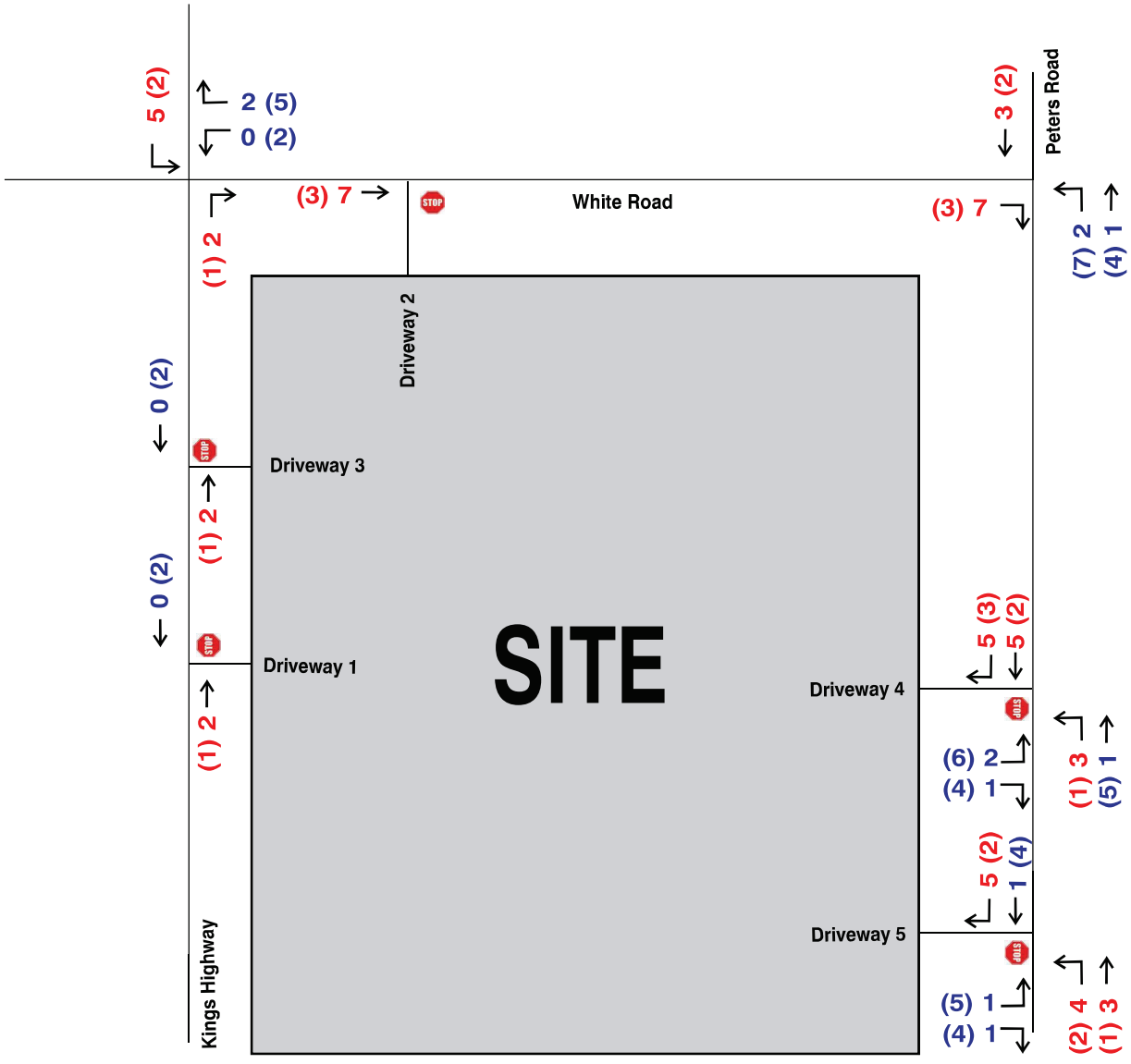
Legend:

xx (xx) = AM (PM) Net New Ingress Traffic Volumes

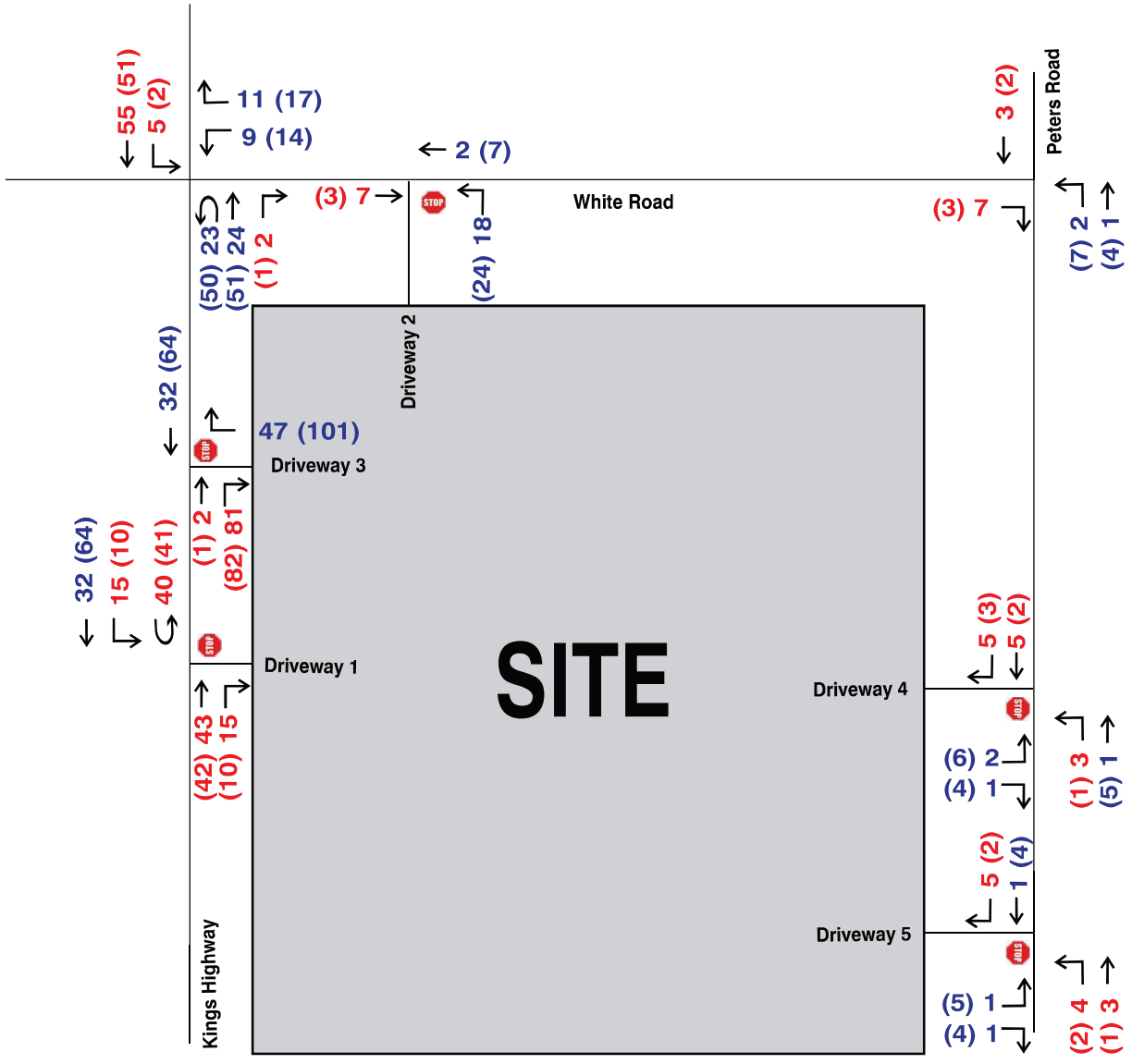
yy (xx) = AM (PM) Net New Egress Traffic Volumes



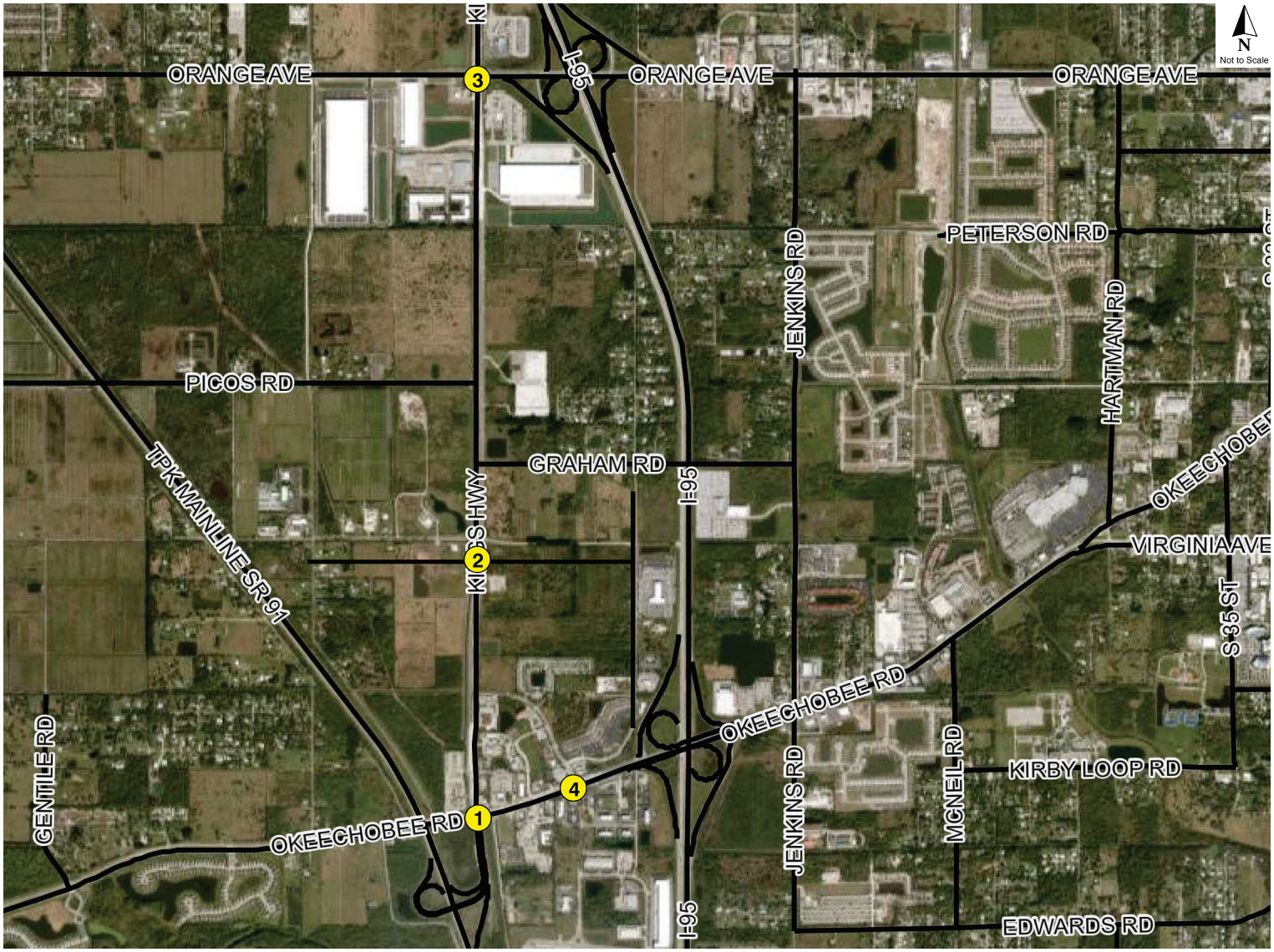
Legend:
xx (xx) = AM (PM) Net New Ingress Traffic Volumes
yy (xx) = AM (PM) Net New Egress Traffic Volumes



Legend:
xx (xx) = AM (PM) Net New Ingress Traffic Volumes
yy (xx) = AM (PM) Net New Egress Traffic Volumes



Legend:
xx (xx) = AM (PM) Net New Ingress Traffic Volumes
yy (xx) = AM (PM) Net New Egress Traffic Volumes



1. Okeechobee Rd (SR-70) & Kings Highway

	L	57
NB	T	281 + {185} + (6) = 472
	R	618 + {2} = 620
	L	143 + {85} + (25) = 253
SB	T	197 + {147} + (4) = 348
	R	104 + {30} + (4) = 138
	L	111 + {57} + (6) = 174
EB	T	436 + {9} = 445
	R	93
	L	480 + {1} = 481
WB	T	273 + {23} = 296
	R	153 + {130} + (45) = 328

				138	348	253	BO			
				134	344	228	BK			
				99	188	136	EX			
				0	2	2				
BO	BK	EX								
174	168	106	1					1	146	283	328
445	445	415	3					2	260	296	296
93	93	89	1					2	457	481	481
								EX	BK	BO	
				1	1	2				
			EX	54	268	589				
			BK	57	466	620				
			BO	57	472	620				

2. Kings Highway & White Road

	L	12 + (23) = 35
NB	T	765 + {272} + (24) = 1061
	R	2 + {29} + (2) = 33
	L	{9} + (5) = 14
SB	T	501 + {218} + (55) = 774
	R	24
	L	
EB	T	{2}
	R	18
	L	{7} + (9) = 16
WB	T	
	R	1 + {2} + (11) = 14

				24	774	14	BO			
				24	719	9	BK			
				23	477	0	EX			
				0	2	1	LN			
BO	BK	EX	LN							
0	0	0	0					1	1	3	14
2	2	0	0					0	0	0	0
18	18	17	1					0	0	7	16
								LN	EX	BK	BO
			LN	1	2	0				
			EX	11	729	2				
			BK	12	1,037	31				
			BO	35	1,061	33				

3. Orange Avenue & Kings Highway

	L	114 + {100} + (1) = 215
NB	T	432 + {169} + (11) = 612
	R	240 + {118} + (4) = 362
	L	243 + {59} = 302
SB	T	159 + {126} + (19) = 304
	R	87 + {33} = 120
	L	38 + {41} = 79
EB	T	150 + {150} = 300
	R	129 + {118} + (3) = 250
	L	198 + {208} + (6) = 412
WB	T	227 + {230} = 457
	R	392 + {178} = 570

				120	304	302	BO			
				120	285	302	BK			
				83	151	231	EX			
				1	2	1				
BO	BK	EX								
79	79	36	2					1	373	570	570
300	300	143	2					2	216	457	457
250	247	123	1					2	189	406	412
								EX	BK	BO	
				1	2	1				
			EX	109	411	229				
			BK	214	601	358				
			BO	215	612	362				

4. Okeechobee Rd (SR-70) & Crossroads Parkway

	L	18
NB	T	9
	R	67
	L	82 + {8} + (4) = 94
SB	T	12
	R	40 + {1} = 41
	L	40 + {4} = 44
EB	T	1181 + {106} + (25) = 1312
	R	29
	L	88
WB	T	898 + {153} + (45) = 1096
	R	131 + {24} + (6) = 161

				41	12	94	BO			
				41	12	90	BK			
				38	11	78	EX			
				1	1	1	LN			
BO	BK	EX	LN							
44	44	38	1					1	125	155	161
1,312	1,287	1,125	3					3	855	1,051	1,096
29	29	28	1					2	84	88	88
								LN	EX	BK	BO
			LN	1	1	1				
			EX	17	9	64				
			BK	18	9	67				
			BO	18	9	67				

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

1 Lanes by movement



5. Kings Highway & Driveway 1

NB	L	
	T	779 + {302} + (43) = 1124
	R	(15)
SB	L	(55)
	T	520 + {224} + (32) = 776
	R	
EB	L	
	T	
	R	
WB	L	
	T	
	R	

BO	0	776	55	
BK	0	744	0	
EX	0	495	0	
LN	0	2	1	

BO	BK	EX	LN
0	0	0	0
0	0	0	0
0	0	0	0

1	0	0	0
0	0	0	0
0	0	0	0

LN EX BK BO

LN	1	2	1
EX	0	742	0
BK	0	1,081	0
BO	0	1,124	15

6. White Road & Driveway 2

NB	L	(18)
	T	
	R	
SB	L	
	T	
	R	
EB	L	
	T	{40} + (7) = 47
	R	
WB	L	
	T	3 + {9} + (2) = 14
	R	

BO	0	0	0	
BK	0	0	0	
EX	0	0	0	
LN	0	0	0	

BO	BK	EX	LN
0	0	0	0
47	40	0	1
0	0	0	0

0	0	0	0
1	3	12	14
0	0	0	0

LN EX BK BO

LN	0	1	0
EX	0	0	0
BK	0	0	0
BO	18	0	0

7. Kings Highway & Driveway 3

NB	L	
	T	779 + {302} + (2) = 1083
	R	(81)
SB	L	
	T	520 + {224} + (32) = 776
	R	
EB	L	
	T	
	R	
WB	L	
	T	
	R	(47)

BO	0	776	0	
BK	0	744	0	
EX	0	495	0	
LN	0	2	0	

BO	BK	EX
0	0	0
0	0	0
0	0	0

1	0	0	47
0	0	0	0
0	0	0	0

EX BK BO

	0	2	1
EX	0	742	0
BK	0	1,081	0
BO	0	1,083	81

8. Peters Road & Driveway 4

NB	L	(3)
	T	48 + {4} + (1) = 53
	R	
SB	L	
	T	30 + {1} + (5) = 36
	R	(5)
EB	L	(2)
	T	
	R	(1)
WB	L	
	T	
	R	

BO	5	36	0	
BK	0	31	0	
EX	0	29	0	
LN	0	1	0	

BO	BK	EX	LN
2	0	0	0
0	0	0	1
1	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0

LN EX BK BO

LN	0	1	0
EX	0	46	0
BK	0	52	0
BO	3	53	0

9. Peters Road & Driveway 5

NB	L	(4)
	T	48 + {4} + (3) = 55
	R	
SB	L	
	T	30 + {1} + (1) = 32
	R	(5)
EB	L	(1)
	T	
	R	(1)
WB	L	
	T	
	R	

BO	5	32	0	
BK	0	31	0	
EX	0	29	0	
LN	0	1	0	

BO	BK	EX	LN
1	0	0	0
0	0	0	1
1	0	0	0

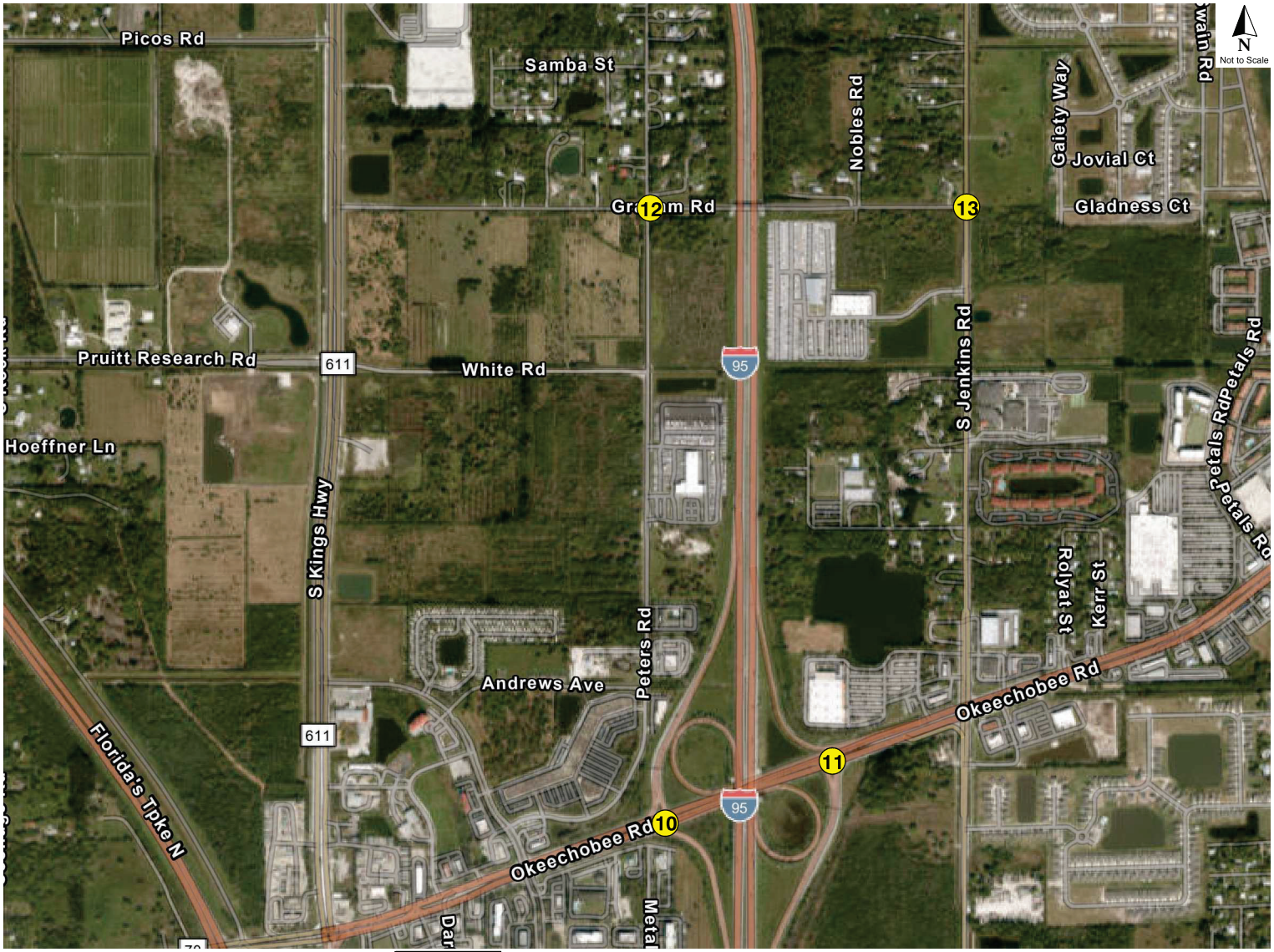
0	0	0	0
0	0	0	0
0	0	0	0

LN EX BK BO

LN	0	1	0
EX	0	46	0
BK	0	52	0
BO	4	55	0

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

1 Lanes by movement



10. SR-70 & I-95 SB

NB	L	
	T	
	R	
SB	L	397
	T	
	R	472
EB	L	
	T	1226 + {106} + (21) = 1353
	R	200 + {10} + (7) = 217
WB	L	
	T	860 + {179} + (51) = 1090
	R	738

472	0	397	BO	
472	0	397	BK	
450	0	379	EX	
3	0	3	LN	

BO	BK	EX	LN					
0	0	0	0		1	703	738	738
1,353	1,332	1,168	3		3	819	1,039	1,090
217	210	191	2		0	0	0	0
					LN	EX	BK	BO

LN	0	0	0
EX	0	0	0
BK	0	0	0
BO	0	0	0

11. SR-70 & I-95 NB

NB	L	330 + {39} + (13) = 382
	T	
	R	908
SB	L	
	T	
	R	
EB	L	
	T	938 + {106} + (21) = 1065
	R	626
WB	L	
	T	1219 + {140} + (38) = 1397
	R	331

0	0	0	BO
0	0	0	BK
0	0	0	EX
0	0	0	LN

BO	BK	EX	LN					
0	0	0	0		1	315	331	331
1,065	1,044	894	3		3	1,161	1,359	1,397
626	626	596	1		0	0	0	0
					LN	EX	BK	BO

LN	3	0	3
EX	314	0	864
BK	369	0	908
BO	382	0	908

12. Graham Road & Peters Road

NB	L	6
	T	2
	R	5 + (7) = 12
SB	L	6
	T	1
	R	11
EB	L	3
	T	243 + {3} + (7) = 253
	R	8
WB	L	6 + (13) = 19
	T	247 + {10} + (13) = 270
	R	2

11	1	6	BO
11	1	6	BK
10	1	6	EX
0	1	0	LN

BO	BK	EX	LN					
3	3	3	0		0	2	2	2
253	247	232	1		1	235	257	270
8	8	8	0		0	6	6	19
					LN	EX	BK	BO

LN	0	1	0
EX	6	2	4
BK	6	2	4
BO	6	2	12

13. Jenkins Road & Graham Road

NB	L	88 + (6) = 94
	T	279 + {65} = 344
	R	
SB	L	
	T	337 + {120} = 457
	R	133 + {10} + (19) = 162
EB	L	104 + {3} + (11) = 118
	T	
	R	122 + (4) = 126
WB	L	
	T	
	R	

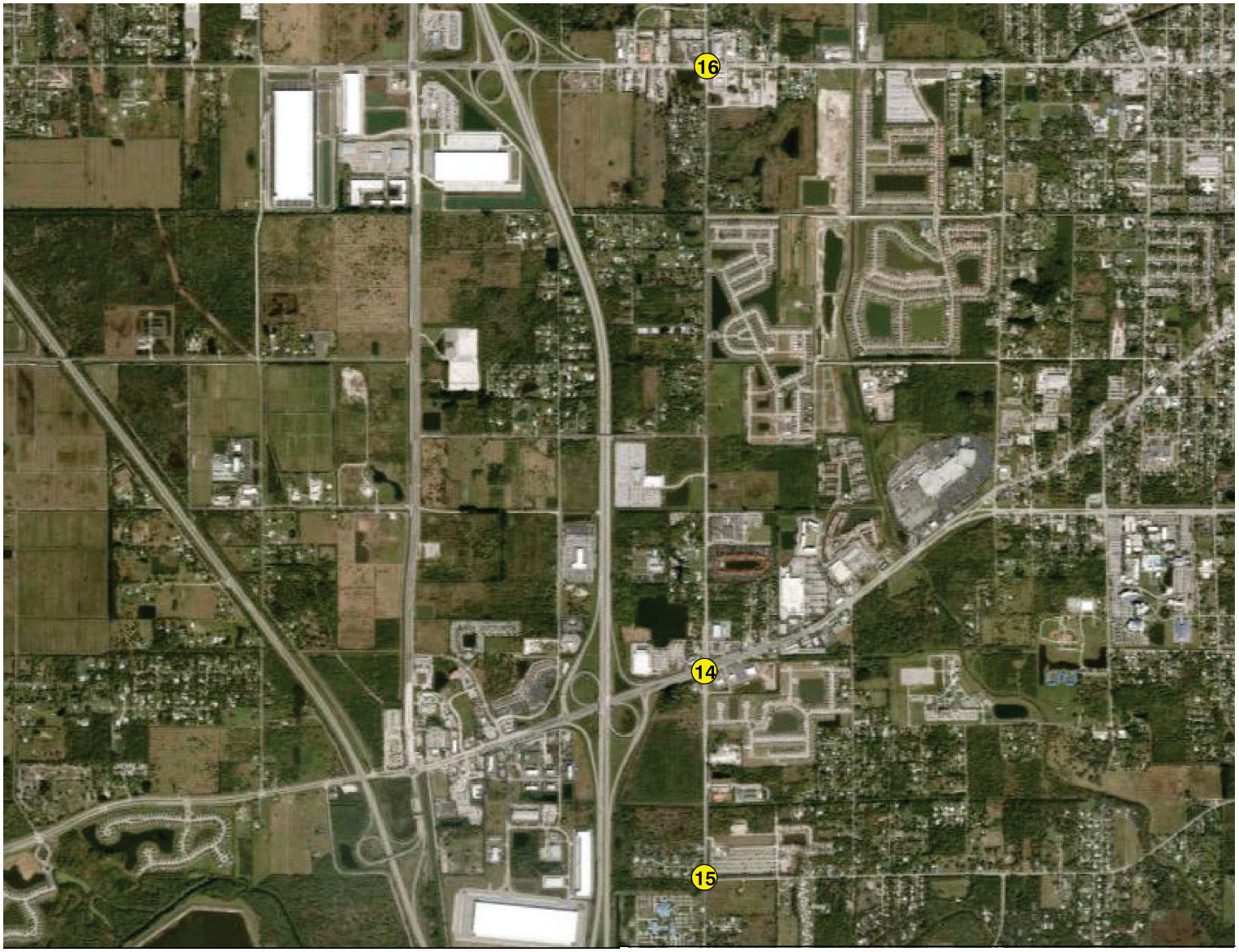
162	457	0	BO
143	457	0	BK
127	321	0	EX
0	1	0	LN

BO	BK	EX	LN					
118	107	99	0		0	0	0	0
0	0	0	1		0	0	0	0
126	122	116	0		0	0	0	0
					LN	EX	BK	BO

LN	0	1	0
EX	84	266	0
BK	88	344	0
BO	94	344	0

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

1 Lanes by movement



14. Jenkins Road & Okeechobee Road

NB	L	350 + {78} + (13) = 441
	T	93 + {18} = 111
	R	89 + {31} = 120
SB	L	88 + {24} = 112
	T	148 + {6} = 154
	R	150 + {63} = 213
EB	L	86 + {40} = 126
	T	1380 + {160} + (14) = 1554
	R	247 + {43} + (7) = 297
WB	L	99 + {10} = 109
	T	870 + {119} + (26) = 1015
	R	97 + {8} = 105

213	154	112	BO	
213	154	112	BK	
143	141	84	EX	
1	2	2	LN	

BO	BK	EX	LN					
126	126	82	2		1	92	105	105
1,554	1,540	1,314	4		4	829	989	1,015
297	290	235	1		1	94	109	109
					LN	EX	BK	BO

2	2	0	
333	89	85	LN
428	111	120	EX
441	111	120	BK

15. Jenkins Road & Edwards Road

NB	L	
	T	20 + {4} = 24
	R	6
SB	L	421 + {73} + (7) = 501
	T	16 + {11} = 27
	R	
EB	L	
	T	
	R	
WB	L	7
	T	
	R	545 + {87} + (13) = 645

0	27	501	BO
0	27	494	BK
0	15	401	EX
0	1	0	LN

BO	BK	EX	LN					
0	0	0	0		0	519	632	645
0	0	0	0		1	0	0	0
0	0	0	0		0	7	7	7
					LN	EX	BK	BO

0	1	0	
0	19	6	LN
0	24	6	EX
0	24	6	BK

16. Orange Avenue & Jenkins Road

NB	L	104 + {156} = 260
	T	25 + {13} = 38
	R	100 + {25} + (7) = 132
SB	L	24 + {4} = 28
	T	11 + {3} = 14
	R	25
EB	L	19
	T	804 + {99} = 903
	R	97 + {61} = 158
WB	L	105 + {15} + (13) = 133
	T	773 + {214} = 987
	R	46 + {20} = 66

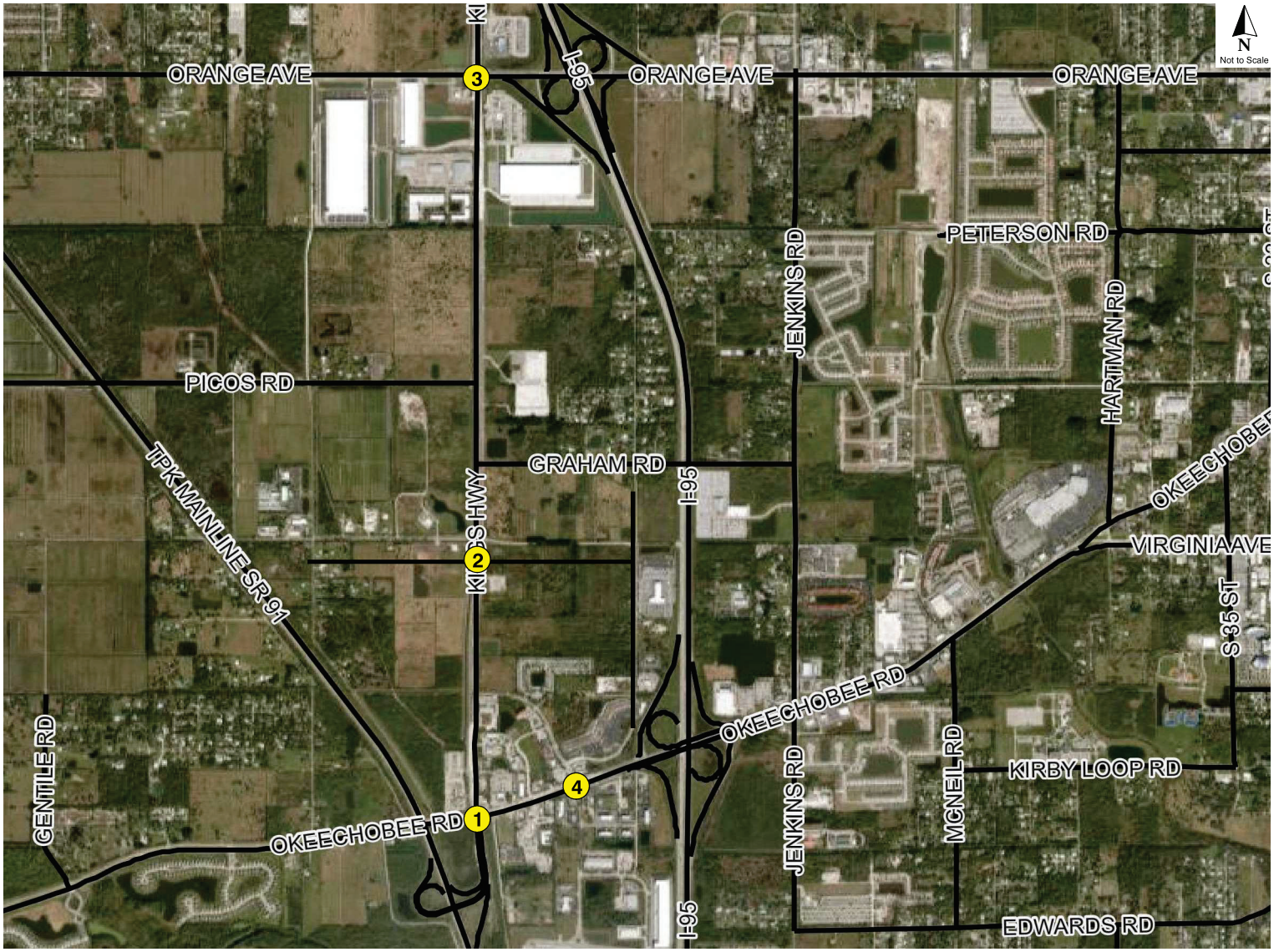
25	14	28	BO
25	14	28	BK
24	10	23	EX
1	1	1	LN

BO	BK	EX	LN					
19	19	18	1		1	44	66	66
903	903	766	2		2	736	987	987
158	158	92	1		1	100	120	133
					LN	EX	BK	BO

1	1	1	
99	24	95	LN
260	38	125	EX
260	38	132	BK

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

1 Lanes by movement



1. Okeechobee Rd (SR-70) & Kings Highway

	L	84
NB	T	190 + {195} + (6) = 391
	R	601 + {1} = 602
	L	162 + {143} + (50) = 355
SB	T	204 + {227} + (7) = 438
	R	82 + {59} + (7) = 148
	L	83 + {36} + (6) = 125
EB	T	349 + {25} = 374
	R	37
	L	460 + {2} = 462
WB	T	462 + {16} = 478
	R	117 + {106} + (39) = 262

				148	438	355	BO
				141	431	305	BK
				78	194	154	EX
				0	2	2	

BO	BK	EX	
125	119	79	1
374	374	332	3
37	37	35	1

1	111	223	262
2	440	478	478
2	438	462	462
EX	BK	BO	

	1	1	2
EX	80	181	572
BK	84	385	602
BO	84	391	602

2. Kings Highway & White Road

	L	3 + (50) = 53
NB	T	538 + {288} + (51) = 877
	R	3 + {9} + (1) = 13
	L	8 + {3} + (2) = 13
SB	T	726 + {207} + (51) = 984
	R	9
	L	
EB	T	{1}
	R	14
	L	{29} + (14) = 43
WB	T	{2}
	R	3 + {9} + (17) = 29

				9	984	13	BO
				9	933	11	BK
				9	691	8	EX
				0	2	1	LN

BO	BK	EX	LN
0	0	0	0
1	1	0	0
14	14	13	1

1	3	12	29
0	0	2	2
0	0	29	43
LN	EX	BK	BO

LN	1	2	0
EX	3	512	3
BK	3	826	12
BO	53	877	13

3. Orange Avenue & Kings Highway

	L	117 + {103} + (3) = 223
NB	T	216 + {103} + (22) = 341
	R	249 + {158} + (7) = 414
	L	334 + {176} = 510
SB	T	419 + {195} + (17) = 631
	R	25 + {28} = 53
	L	93 + {66} = 159
EB	T	351 + {290} = 641
	R	123 + {184} + (2) = 309
	L	190 + {172} + (6) = 368
WB	T	293 + {132} = 425
	R	306 + {75} = 381

				53	631	510	BO
				53	614	510	BK
				24	399	318	EX
				1	2	1	

BO	BK	EX	
159	159	89	2
641	641	334	2
309	307	117	1

1	291	381	381
2	279	425	425
2	181	362	368
EX	BK	BO	

	1	2	1
EX	111	206	237
BK	220	319	407
BO	223	341	414

4. Okeechobee Rd (SR-70) & Crossroads Parkway

	L	17
NB	T	18
	R	90
	L	125 + {25} + (7) = 157
SB	T	11
	R	48 + {4} = 52
	L	38 + {2} = 40
EB	T	1152 + {155} + (50) = 1357
	R	30
	L	83
WB	T	1050 + {120} + (39) = 1209
	R	126 + {14} + (6) = 146

				52	11	157	BO
				52	11	150	BK
				46	10	119	EX
				1	1	1	LN

BO	BK	EX	LN
40	40	36	1
1,357	1,307	1,097	3
30	30	29	1

1	120	140	146
3	1,000	1,170	1,209
2	79	83	83
LN	EX	BK	BO

LN	1	1	1
EX	16	17	86
BK	17	18	90
BO	17	18	90

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

[1] Lanes by movement



5. Kings Highway & Driveway 1

NB	L	
	T	544 + {296} + (42) = 882
	R	(10)
SB	L	(51)
	T	739 + {236} + (64) = 1039
	R	
EB	L	
	T	
	R	
WB	L	
	T	
	R	

	BO	BK	EX	LN
	0	1,039	51	BO
	0	975	0	BK
	0	704	0	EX
	0	2	1	LN
LN	0	0	0	
EX	0	0	0	
BK	0	0	0	
BO	1	0	0	0
			0	0
			0	0
	LN	EX	BK	BO

	LN	EX	BK	BO
	1	2	1	
EX	0	518	0	
BK	0	840	0	
BO	0	882	10	

6. White Road & Driveway 2

NB	L	(24)
	T	
	R	
SB	L	
	T	
	R	
EB	L	
	T	5 + {12} + (3) = 20
	R	
WB	L	
	T	3 + {39} + (7) = 49
	R	

	BO	BK	EX	LN
	0	0	0	BO
	0	0	0	BK
	0	0	0	EX
				LN
LN	0	0	0	
EX	20	17	5	1
BK	0	0	0	
BO	0			0
	1			3
	0			0
	LN			EX

	LN	EX	BK	BO
		1		
EX	0	0	0	
BK	0	0	0	
BO	24	0	0	

7. Kings Highway & Driveway 3

NB	L	
	T	544 + {296} + (1) = 841
	R	(82)
SB	L	
	T	739 + {236} + (64) = 1039
	R	
EB	L	
	T	
	R	
WB	L	
	T	
	R	(101)

	BO	BK	EX	LN
	0	1,039	0	BO
	0	975	0	BK
	0	704	0	EX
	0	2	0	
LN	0	0	0	
EX	0	0	0	
BK	0	0	0	
BO	1	0	0	101
			0	0
			0	0
	LN	EX	BK	BO

	LN	EX	BK	BO
	0	2	1	
EX	0	518	0	
BK	0	840	0	
BO	0	841	82	

8. Peters Road & Driveway 4

NB	L	(1)
	T	46 + {1} + (5) = 52
	R	
SB	L	
	T	54 + {4} + (2) = 60
	R	(3)
EB	L	(6)
	T	
	R	(4)
WB	L	
	T	
	R	

	BO	BK	EX	LN
	3	60	0	BO
	0	58	0	BK
	0	51	0	EX
		1		LN
LN	6	0	0	
EX	0	0	0	1
BK	4	0	0	
BO	0			0
	0			0
	0			0
	LN			EX

	LN	EX	BK	BO
		1		
EX	0	44	0	
BK	0	47	0	
BO	1	52	0	

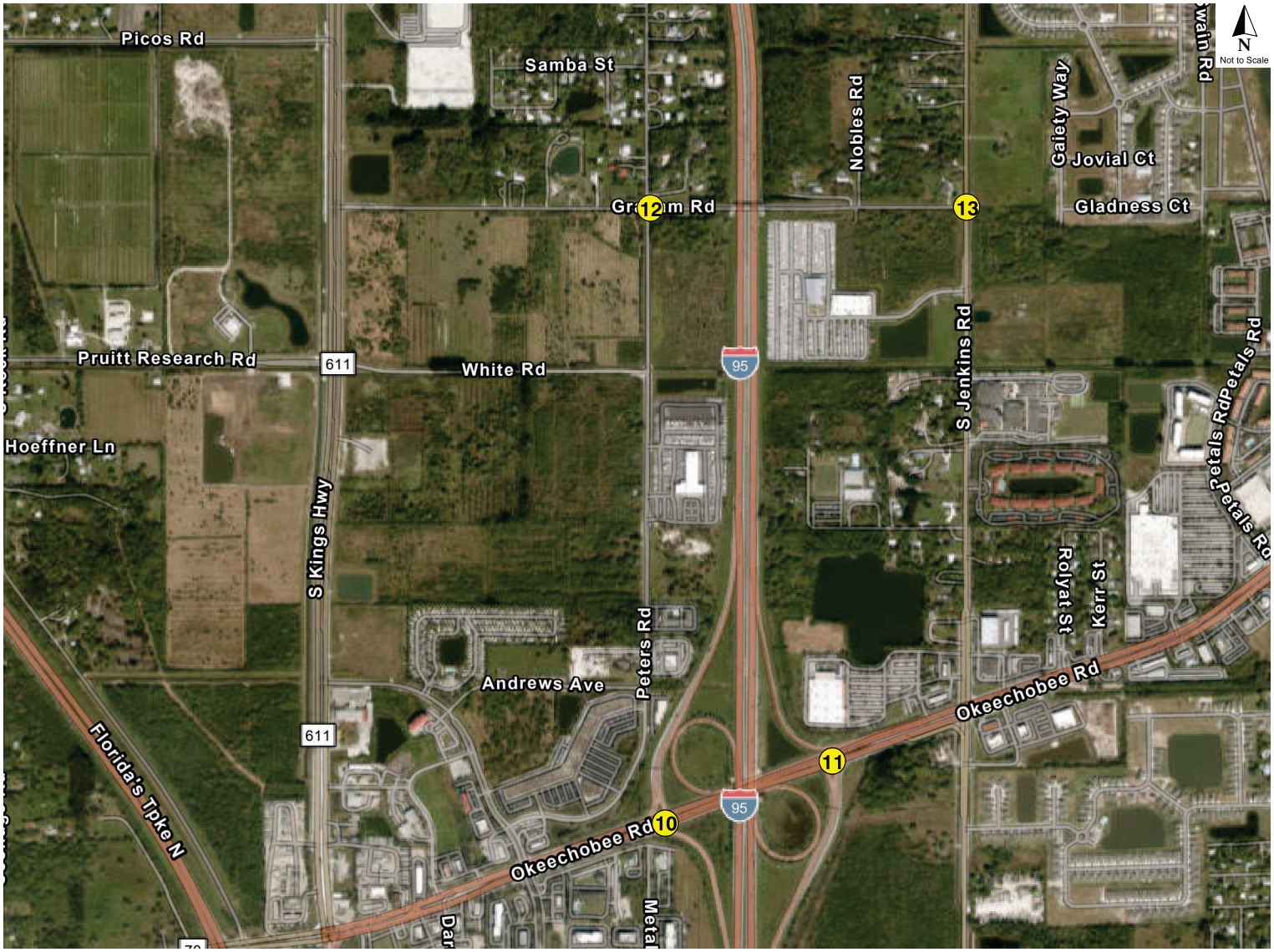
9. Peters Road & Driveway 5

NB	L	(2)
	T	46 + {1} + (1) = 48
	R	
SB	L	
	T	54 + {4} + (4) = 62
	R	(2)
EB	L	(5)
	T	
	R	(4)
WB	L	
	T	
	R	

	BO	BK	EX	LN
	2	62	0	BO
	0	58	0	BK
	0	51	0	EX
		1		LN
LN	5	0	0	
EX	0	0	0	1
BK	4	0	0	
BO	0			0
	0			0
	0			0
	LN			EX

	LN	EX	BK	BO
		1		
EX	0	44	0	
BK	0	47	0	
BO	2	48	0	

Legend: Background + {Vested} + [Pass-by] + (Project) = Total Lanes by movement



10. SR-70 & I-95 SB

NB	L	
	T	
	R	
SB	L	432
	T	
	R	485
EB	L	
	T	1319 + {148} + (43) = 1510
	R	215 + {34} + (14) = 263
WB	L	
	T	898 + {138} + (44) = 1080
	R	770

BO	485	0	432	BO
BK	485	0	432	BK
EX	462	0	411	EX
LN	3	0	3	LN

BO	BK	EX	LN					
0	0	0	0		1	733	770	770
1,510	1,467	1,257	3		3	855	1,036	1,080
263	249	205	2		0	0	0	0
					LN	EX	BK	BO

LN	0	0	0
EX	0	0	0
BK	0	0	0
BO	0	0	0

11. SR-70 & I-95 NB

NB	L	349 + {13} + (11) = 373
	T	
	R	731
SB	L	
	T	
	R	
EB	L	
	T	1011 + {147} + (43) = 1201
	R	758
WB	L	
	T	1236 + {125} + (33) = 1394
	R	372

BO	0	0	0	BO
BK	0	0	0	BK
EX	0	0	0	EX
LN	0	0	0	LN

BO	BK	EX	LN					
0	0	0	0		1	354	372	372
1,201	1,158	962	3		3	1,177	1,361	1,394
758	758	722	1		0	0	0	0
					LN	EX	BK	BO

LN	3	0	3
EX	332	0	697
BK	362	0	731
BO	373	0	731

12. Graham Road & Peters Road

NB	L	12
	T	1
	R	4 + (14) = 18
SB	L	1
	T	2
	R	11
EB	L	4
	T	258 + {10} + (14) = 282
	R	7
WB	L	7 + (11) = 18
	T	341 + {5} + (11) = 357
	R	4

BO	11	2	1	BO
BK	11	2	1	BK
EX	10	2	1	EX
LN	0	1	0	LN

BO	BK	EX	LN					
4	4	4	0		0	4	4	4
282	267	245	1		1	325	346	357
7	7	7	0		0	7	7	18
					LN	EX	BK	BO

LN	0	1	0
EX	11	1	4
BK	12	1	4
BO	12	1	18

13. Jenkins Road & Graham Road

NB	L	158 + (6) = 164
	T	342 + {128} = 470
	R	
SB	L	
	T	366 + {96} = 462
	R	148 + {5} + (17) = 170
EB	L	105 + {10} + (22) = 137
	T	
	R	141 + (7) = 148
WB	L	
	T	
	R	

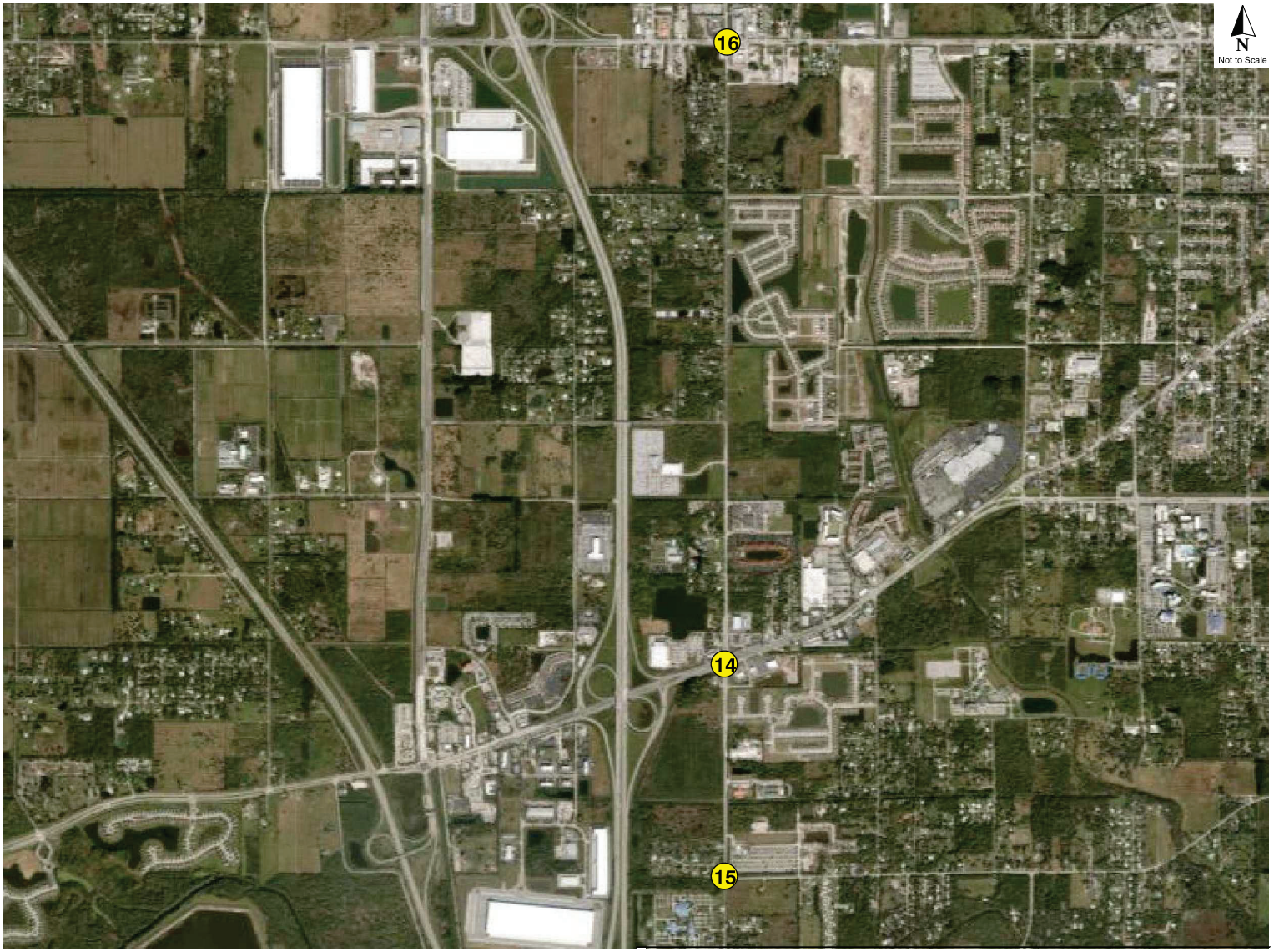
BO	170	462	0	BO
BK	153	462	0	BK
EX	141	349	0	EX
LN	0	1	0	LN

BO	BK	EX	LN					
137	115	100	0		0	0	0	0
0	0	0	1		0	0	0	0
148	141	134	0		0	0	0	0
					LN	EX	BK	BO

LN	0	1	0
EX	150	326	0
BK	158	470	0
BO	164	470	0

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

1 Lanes by movement



14. Jenkins Road & Okeechobee Road

NB	L	337 + {65} + (11) = 413
	T	100 + {11} = 111
	R	83 + {19} = 102
SB	L	185 + {16} = 201
	T	155 + {18} = 173
	R	149 + {57} = 206
EB	L	132 + {74} = 206
	T	1212 + {138} + (29) = 1379
	R	299 + {84} + (14) = 397
WB	L	121 + {32} = 153
	T	1327 + {173} + (22) = 1522
	R	168 + {25} = 193

LN	BO	BK	EX
2	206	206	126
4	1,379	1,350	1,154
1	397	383	285

LN	EX	BK	BO
1	160	193	193
4	1,264	1,500	1,522
1	115	153	153

LN	EX	BK	BO
1	206	173	201
2	206	173	201
2	142	148	176
2	1	2	2

LN	EX	BK	BO
2	2	2	0
3	321	95	79
2	402	111	102
2	413	111	102

15. Jenkins Road & Edwards Road

NB	L	
	T	37 + {11} = 48
	R	9
SB	L	544 + {101} + (14) = 659
	T	24 + {6} = 30
	R	
EB	L	
	T	
	R	
WB	L	19
	T	
	R	462 + {96} + (11) = 569

LN	BO	BK	EX
0	0	0	0
0	0	0	0
0	0	0	0

LN	EX	BK	BO
0	440	558	569
1	0	0	0
0	18	19	19

LN	EX	BK	BO
0	30	659	0
0	30	645	0
0	23	518	0
0	1	0	0

LN	EX	BK	BO
0	1	0	0
0	35	9	0
0	48	9	0
0	48	9	0

16. Orange Avenue & Jenkins Road

NB	L	175 + {108} = 283
	T	24 + {4} = 28
	R	124 + {22} + (14) = 160
SB	L	20 + {19} = 39
	T	14 + {13} = 27
	R	23
EB	L	24
	T	746 + {228} = 974
	R	127 + {162} = 289
WB	L	151 + {28} + (11) = 190
	T	920 + {129} = 1049
	R	50 + {5} = 55

LN	BO	BK	EX
1	24	24	23
2	974	974	710
1	289	289	121

LN	EX	BK	BO
1	48	55	55
2	876	1,049	1,049
1	144	179	190

LN	EX	BK	BO
1	23	27	39
2	23	27	39
2	22	13	19
1	1	1	1

LN	EX	BK	BO
1	1	1	1
2	167	23	118
2	283	28	146
2	283	28	160

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

[1] Lanes by movement

6.0 CAPACITY ANALYSIS

6.1 Roadway Segments

Roadway segment capacity was analyzed based on the adopted service volumes, capacity, and the corresponding traffic volumes to determine the resulting LOS, as summarized in **Table 7**.

The results of the capacity analysis reveal that the roadway segments of Jenkins Road from Graham Road to Peterson Road and Edwards Road from Jenkins Road to McNeil Road are projected to operate below the adopted LOS due to background traffic. Traffic from the proposed development does not significantly impact the adverse segment. All remaining segments are projected to operate at an acceptable level of service at project buildout.

Table 7
Segment Analysis

Segment Information			Exist	Imp	LOS	Peak	2024 Existing Conditions PM Peak				2030 Bkg'd Conditions PM Peak				Proj	Project Trips PM Peak		2030 Buildout Conditions PM Peak			
Roadway	From	To	Lns	Lns	Std	Cap	NB/EB	SB/WB	V/C	LOS	NB/EB	SB/WB	V/C	LOS	Dist	NB/EB	SB/WB	NB/EB	SB/WB	V/C	LOS
Kings Highway	Okeechobee Road	Crossroads Parkway	4	4	D	2,910	582	800	0.27	D	1115	1296	0.45	D	45%	50	65	1165	1361	0.47	D
Kings Highway	Crossroads Parkway	White Road	4	4	D	2,910	582	800	0.27	D	1115	1296	0.45	D	45%	50	65	1165	1361	0.47	D
Kings Highway	White Road	Graham Road	4	4	D	2,910	582	800	0.27	D	1115	1296	0.45	D	40%	58	44	1173	1340	0.46	D
Kings Highway	Graham Road	Picos Road	4	4	D	2,910	582	800	0.27	D	1140	1269	0.44	D	30%	43	33	1183	1302	0.45	D
Kings Highway	Picos Road	Orange Avenue	4	4	D	2,910	461	509	0.17	D	882	1080	0.37	D	25%	36	28	918	1108	0.38	D
Kings Highway	Orange Avenue	Angle Rd	4	4	D	2,910	686	712	0.24	D	1057	1195	0.41	D	15%	22	17	1079	1212	0.42	D
Peters Road	Crossroads Parkway	Project Driveway	2	2	D	1,070	41	47	0.04	D	56	71	0.07	D	5%	6	7	62	78	0.07	D
Peters Road	Project Driveway	White Road	2	2	D	1,070	41	47	0.04	D	56	71	0.07	D	10%	14	11	70	82	0.08	D
Peters Road	White Road	Graham Road	2	2	D	1,070	41	47	0.04	D	54	55	0.05	D	10%	14	11	68	66	0.06	D
Okeechobee Road	McCarty Road	Florida's Turnpike	4	4	D	1,810	489	965	0.53	D	802	1428	0.79	D	5%	6	7	808	1435	0.79	D
Okeechobee Road	Florida's Turnpike	Kings Highway	4	4	D	1,810	489	965	0.53	D	802	1428	0.79	D	5%	6	7	808	1435	0.79	D
Okeechobee Road	Kings Highway	Crossroads Parkway	6	6	D	2,680	1221	1007	0.46	D	1590	1514	0.59	D	35%	50	39	1640	1553	0.61	D
Okeechobee Road	Crossroads Parkway	I-95	6	6	D	2,680	680	1721	0.64	D	1076	2238	0.84	D	40%	58	44	1134	2282	0.85	D
Okeechobee Road	I-95	Jenkins Road	8	8	D	3,180	1572	1680	0.53	D	2044	2184	0.69	D	30%	43	33	2087	2217	0.70	D
Okeechobee Road	Jenkins Road	McNeil Road	6	6	D	2,680	1572	1680	0.63	D	2044	2184	0.81	D	20%	29	22	2073	2206	0.82	D
Okeechobee Road	McNeil Road	Virginia Avenue	6	6	D	2,680	1734	1791	0.67	D	2192	2264	0.84	D	20%	29	22	2221	2286	0.85	D
Okeechobee Road	Virginia Avenue	Hartman Road	4	4	D	2,100	676	676	0.32	D	777	777	0.37	D	8%	12	9	789	786	0.38	D
Okeechobee Road	Hartman Road	35th St	4	4	D	1,630	676	676	0.41	D	777	777	0.48	D	8%	12	9	789	786	0.48	D
Orange Avenue	Campbell Road	Kings Highway	2	2	D	1,070	500	500	0.47	D	734	868	0.81	D	2%	2	3	736	871	0.81	D
Orange Avenue	Kings Highway	I-95	6	6	D	2,680	822	923	0.34	D	1437	1488	0.56	D	5%	7	6	1444	1494	0.56	D
Orange Avenue	I-95	Jenkins Road	4	4	D	1,810	769	981	0.54	D	1181	1362	0.75	D	0%	0	0	1181	1362	0.75	D
Orange Avenue	Jenkins Road	Hartman Road	4	4	D	1,810	893	1034	0.57	D	1188	1375	0.76	D	10%	14	11	1202	1386	0.77	D
Jenkins Road	Edwards Road	Okeechobee Road	2	2	D	880	678	678	0.77	D	831	780	0.94	D	10%	11	14	842	794	0.96	D
Jenkins Road	Okeechobee Road	Graham Road	2	2	D	920	595	595	0.65	D	811	781	0.88	D	5%	6	7	817	788	0.89	D
Jenkins Road	Graham Road	Peterson Road	2	2	D	630	352	352	0.56	D	552	631	1.00	**F**	15%	22	17	574	648	1.03	**F**
Jenkins Road	Peterson Road	Orange Avenue	2	2	D	920	352	352	0.38	D	586	720	0.78	D	10%	14	11	600	731	0.79	D
Crossroads Parkway	Okeechobee Road	Kings Highway	2	2	D	790	128	128	0.16	D	147	147	0.19	D	5%	6	7	153	154	0.19	D
Graham Road	Kings Highway	Jenkins Road	2	2	D	630	144	144	0.23	D	166	166	0.26	D	20%	29	22	195	188	0.31	D
Virginia Avenue	Okeechobee Road	Hartman Road	6	6	D	2,810	1514	1682	0.60	D	1741	1934	0.69	D	10%	14	11	1755	1945	0.69	D
Virginia Avenue	Hartman Road	35th St	6	6	D	2,810	1514	1682	0.60	D	1741	1934	0.69	D	10%	14	11	1755	1945	0.69	D
Edwards Road	Jenkins Road	McNeil Road	2	2	D	630	607	607	0.96	D	698	698	1.11	**F**	5%	7	6	705	704	1.12	**F**

6.2 Intersections

The study intersections were analyzed in accordance with the methods of the *Highway Capacity Manual* (HCM) as applied in the *Synchro* analytical tool. The Synchro Analysis worksheets are provided in **Appendix H.** The analysis results for existing, background, and buildout conditions are summarized in **Table 8A** and **Table 8B**. The results of the analysis reveal that the intersections of Kings Highway & Orange Avenue and Jenkins Road & Graham Road will operate at an overall LOS F in the background conditions with no improvements. The intersection of Kings Highway & Okeechobee Road is projected to operate at a LOS E in the background conditions with no improvements.

A review of mitigating strategies was conducted to determine the necessary improvement for each analysis scenario. The mitigation strategies are summarized as follows:

Background Condition Proposed Improvements:

- Kings Highway & Orange Avenue: The construction of a second southbound left turn lane would mitigate the projected operations and restore the intersection to an LOS D operation.
- Jenkins Road & Graham Road: The addition of an eastbound right turn lane, northbound left turn lane, and southbound right turn lane would mitigate the projected operations and restore the intersection to an LOS D or better.
- Kings Highway & Okeechobee Road: Modifying the signal timing would mitigate the projected operations and restore the intersection to an LOS D or better.

Buildout Conditions: The improvements required to mitigate the background conditions adequately support the proposed development traffic and no additional improvements are necessary.

Additionally, the FDOT has approved the modification of the directional median at Kings Highway and White Road to be converted to a full access signalized intersection. The approved Signal Plan is also included in **Appendix H**.

With proposed background improvements identified above, all intersections analyzed within the study are projected to operate at adequate LOS at buildout of the development.

Table 8A
Intersection Analysis

Int	Intersection			Time		EB			WB			NB			SB			Overall	
#	Major Road	Minor Road	Control	Period	Scenario	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
1	Okeechobee Rd (SR-70)	Kings Highway	Signal	AM	Existing	32.0	C	0.81	32.1	C	0.85	32.6	C	0.85	40.7	D	0.72	33.5	C
					Backg'd	43.9	D	0.87	42.2	D	0.88	84.8	F	1.22	46.8	D	0.82	56.9	E
					Backg'd + Imp	43.6	D	0.86	52.9	D	0.98	37.9	D	0.97	36.0	D	0.83	43.0	D
					Buildout	44.9	D	0.88	43.1	D	0.89	91.5	F	1.26	47.2	D	0.83	59.3	E
					Buildout + Imp	53.0	D	0.88	52.1	D	0.92	37.2	D	0.94	41.8	D	0.87	45.5	D
				PM	Existing	31.4	C	0.80	29.8	C	0.84	30.5	C	0.81	40.5	D	0.71	31.9	C
					Backg'd	44.2	D	0.84	40.1	D	0.87	83.3	F	1.23	48.0	D	0.84	55.3	E
					Backg'd + Imp	54.4	D	0.85	47.9	D	0.88	32.9	C	0.90	37.7	D	0.84	42.0	D
					Buildout	46.1	D	0.85	41.4	D	0.88	93.1	F	1.29	48.4	D	0.85	58.6	E
					Buildout + Imp	57.3	E	0.86	50.8	D	0.89	38.1	D	0.93	38.7	D	0.85	45.1	D
2	Kings Highway	White Road	TWSC	AM	Existing	10.1	B	0.02	10.8	B	0.00	8.7	A	0.01	0.0	A	0.00	0.2	A
					Backg'd	11.1	B	0.04	13.6	B	0.03	9.6	A	0.02	12.0	B	0.02	0.3	A
					Backg'd + Imp	25.6	C	0.45	16.2	B	0.03	8.1	A	0.70	7.7	A	0.56	8.2	A
					Buildout	11.6	B	0.04	16.1	C	0.09	10.1	B	0.05	11.1	B	0.24	0.6	A
					Buildout + Imp	23.6	C	0.32	17.2	B	0.09	8.6	A	0.71	9.1	A	0.62	9.1	A
				PM	Existing	11.5	B	0.02	9.9	A	0.00	9.1	A	0.00	8.5	A	0.01	0.2	A
					Backg'd	13.1	B	0.03	13.9	B	0.10	10.2	B	0.01	9.8	A	0.02	0.5	A
					Backg'd + Imp	21.1	C	0.27	15.1	B	0.13	9.1	A	0.69	9.6	A	0.70	9.6	A
					Buildout	13.4	B	0.04	15.2	C	0.18	10.9	B	0.08	10.0	A	0.02	1.0	A
					Buildout + Imp	22.9	C	0.20	17.9	B	0.19	9.1	A	0.66	11.7	B	0.74	10.8	B
3	Orange Avenue	Kings Highway	Signal	AM	Existing	46.3	D	0.29	47.5	D	0.80	44.4	D	0.84	60.2	E	0.93	48.9	D
					Backg'd	56.2	E	0.62	66.8	E	0.95	84.9	F	1.36	111.5	F	1.28	78.5	E
					Backg'd + Imp	33.0	C	0.50	49.6	D	0.99	47.6	D	0.87	42.4	D	0.83	45.0	D
					Buildout	56.5	E	0.63	67.0	E	0.95	85.2	F	1.36	109.5	F	1.28	78.5	E
					Buildout + Imp	33.5	C	0.51	49.5	D	0.98	46.8	D	0.86	39.8	D	0.80	44.4	D
				PM	Existing	51.4	D	0.48	49.2	D	0.81	45.1	D	0.85	88.8	F	1.18	60.1	E
					Backg'd	65.2	E	0.84	59.6	E	0.93	122.7	F	1.57	298.3	F	2.22	138.4	F
					Backg'd + Imp	50.0	D	0.92	38.7	D	0.87	66.4	E	0.99	57.3	E	0.92	52.4	D
					Buildout	65.1	E	0.83	60.9	E	0.95	124.2	F	1.59	295.5	F	2.22	138.7	F
					Buildout + Imp	53.3	D	0.96	38.1	D	0.87	66.3	E	0.99	60.1	E	0.94	53.9	D
4	Okeechobee Rd (SR-70)	Crossroads Parkway	Signal	AM	Existing	20.2	C	0.80	19.3	B	0.62	30.7	C	0.15	28.2	C	0.17	20.6	C
					Backg'd	21.4	C	0.79	20.4	C	0.63	30.8	C	0.16	28.4	C	0.20	21.6	C
					Buildout	21.6	C	0.79	20.6	C	0.63	30.9	C	0.16	28.4	C	0.21	21.8	C
				PM	Existing	20.9	C	0.84	19.7	B	0.63	31.9	C	0.22	28.4	C	0.27	21.3	C
					Backg'd	23.5	C	0.83	21.7	C	0.64	32.9	C	0.23	28.5	C	0.33	23.4	C
					Buildout	24.2	C	0.83	22.1	C	0.64	33.1	C	0.23	28.5	C	0.34	23.9	C
5	Kings Highway	Driveway 1	TWSC	AM	Buildout	-	-	-	0.0	A	-	-	-	-	14.5	B	0.14	0.4	A
				PM	Buildout	-	-	-	0.0	A	-	-	-	-	11.5	B	0.09	0.3	A
6	White Road	Driveway 2	TWSC	AM	Buildout	-	-	-	0.0	A	-	10.0	A	0.03	-	-	-	2.3	A
				PM	Buildout	-	-	-	0.0	A	-	10.1	B	0.04	-	-	-	2.6	A
7	Kings Highway	Driveway 3	TWSC	AM	Buildout	-	-	-	14.0	B	0.11	-	-	-	-	-	-	0.3	A
				PM	Buildout	-	-	-	13.2	B	0.20	-	-	-	-	-	-	0.6	A
8	Peters Road	Driveway 4	TWSC	AM	Buildout	8.9	A	0.00	-	-	-	7.3	A	0.00	-	-	-	0.5	A
				PM	Buildout	9.0	A	0.01	-	-	-	7.4	A	0.00	-	-	-	0.8	A
9	Peters Road	Driveway 5	TWSC	AM	Buildout	8.8	A	0.00	-	-	-	7.3	A	0.00	-	-	-	0.5	A
				PM	Buildout	9.0	A	0.02	-	-	-	7.4	A	0.00	-	-	-	0.8	A
10	SR-70	I-95 SB	Signal	AM	Existing	8.9	A	0.39	3.2	A	0.80	-	-	-	48.0	D	0.74	15.7	B
					Backg'd	10.0	A	0.46	7.0	A	0.85	-	-	-	47.3	D	0.75	16.8	B
					Buildout	10.1	B	0.46	7.0	A	0.85	-	-	-	47.3	D	0.75	16.6	B
				PM	Existing	8.3	A	0.38	2.5	A	0.75	-	-	-	48.9	D	0.73	15.3	B
					Backg'd	9.4	A	0.45	5.3	A	0.80	-	-	-	48.1	D	0.74	16.1	B
					Buildout	9.5	A	0.47	5.3	A	0.80	-	-	-	48.1	D	0.74	16.0	B

Table 8B
Intersection Analysis

Int	Intersection			Time		EB			WB			NB			SB			Overall	
#	Major Road	Minor Road	Control	Period	Scenario	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
11	SR-70	I-95 NB	Signal	AM	Existing	14.2	B	0.66	12.1	B	0.40	44.1	D	0.86	-	-	-	22.8	C
					Backg'd	16.4	B	0.71	13.9	B	0.48	43.1	D	0.86	-	-	-	23.5	C
					Buildout	16.5	B	0.71	14.2	B	0.49	43.0	D	0.86	-	-	-	23.6	C
				PM	Existing	10.9	B	0.69	8.3	A	0.34	46.5	D	0.83	-	-	-	19.5	B
					Backg'd	14.0	B	0.78	10.1	B	0.42	45.3	D	0.83	-	-	-	20.6	C
					Buildout	14.2	B	0.78	10.3	B	0.44	45.2	D	0.83	-	-	-	20.6	C
12	Graham Road	Peters Road	TWSC	AM	Existing	7.7	A	0.00	7.7	A	0.01	11.7	B	0.02	11.0	B	0.03	0.8	A
					Backg'd	7.8	A	0.00	7.8	A	0.01	12.2	B	0.03	11.3	B	0.03	0.8	A
					Buildout	7.8	A	0.00	7.8	A	0.02	11.6	B	0.04	11.7	B	0.03	1.0	A
				PM	Existing	8.3	A	0.00	7.8	A	0.01	13.7	B	0.04	11.5	B	0.03	0.7	A
					Backg'd	8.4	A	0.00	7.8	A	0.01	14.5	B	0.05	11.7	B	0.03	0.7	A
					Buildout	8.4	A	0.00	7.9	A	0.02	13.2	B	0.07	12.0	B	0.03	1.1	A
13	Jenkins Road	Graham Road	TWSC	AM	Existing	25.2	D	0.57	-	-	-	8.7	A	0.09	-	-	-	6.1	A
					Backg'd	59.1	F	0.84	-	-	-	9.4	A	0.10	-	-	-	11.4	B
					Backg'd + Imp	16.3	C	0.32	-	-	-	9.4	A	0.10	-	-	-	3.6	A
					Buildout	81.3	F	0.95	-	-	-	9.5	A	0.11	-	-	-	15.9	C
					Buildout + Imp	17.0	C	0.36	-	-	-	9.5	A	0.11	-	-	-	3.9	A
				PM	Existing	44.6	E	0.76	-	-	-	9.1	A	0.15	-	-	-	9.8	A
					Backg'd	217.8	F	1.32	-	-	-	9.8	A	0.18	-	-	-	38.2	E
					Backg'd + Imp	19.8	C	0.44	-	-	-	9.8	A	0.18	-	-	-	4.4	A
					Buildout	334.3	F	1.59	-	-	-	9.9	A	0.19	-	-	-	62.5	F
					Buildout + Imp	22.4	C	0.53	-	-	-	9.9	A	0.19	-	-	-	5.2	A
14	Jenkins Road	Okeechobee Road	Signal	AM	Existing	28.1	C	0.53	25.9	C	0.80	50.0	D	0.83	53.9	D	0.81	33.7	C
					Backg'd	39.9	D	0.72	33.8	C	0.83	58.0	E	0.89	68.3	E	0.90	44.5	D
					Buildout	40.6	D	0.72	34.3	C	0.83	58.9	E	0.89	68.8	E	0.90	45.0	D
				PM	Existing	28.5	C	0.69	26.2	C	0.81	50.9	D	0.82	55.1	E	0.81	33.8	C
					Backg'd	39.9	D	0.79	37.1	D	0.86	59.4	E	0.87	67.6	E	0.90	44.8	D
					Buildout	40.5	D	0.79	37.6	D	0.86	60.1	E	0.88	68.0	E	0.90	45.4	D
15	Jenkins Road	Edwards Road	TWSC	AM	Existing	-	-	-	13.2	B	0.57	0.0	A	0.00	8.1	A	0.27	10.5	B
					Backg'd	-	-	-	32.9	C	0.92	17.5	B	0.06	13.6	B	0.66	24.1	C
					Buildout	-	-	-	36.2	D	0.94	17.5	B	0.06	13.9	B	0.67	26.0	C
				PM	Existing	-	-	-	14.8	B	0.56	0.0	A	0.00	8.5	A	0.34	10.7	B
					Backg'd	-	-	-	15.7	B	0.70	23.0	C	0.14	14.8	B	0.75	15.5	B
					Buildout	-	-	-	16.1	B	0.72	23.0	C	0.14	15.4	B	0.77	16.0	B
16	Orange Avenue	Jenkins Road	Signal	AM	Existing	15.6	B	0.47	12.8	B	0.42	33.0	C	0.39	34.0	C	0.16	16.8	B
					Backg'd	19.6	B	0.59	17.6	B	0.61	34.7	C	0.65	36.4	D	0.18	21.5	C
					Buildout	19.7	B	0.59	17.6	B	0.61	34.8	C	0.65	36.4	D	0.18	21.5	C
				PM	Existing	17.6	B	0.48	16.5	B	0.56	31.8	C	0.42	36.2	D	0.13	19.4	B
					Backg'd	22.0	C	0.67	19.6	B	0.67	38.7	D	0.73	36.4	D	0.15	23.9	C
					Buildout	22.2	C	0.68	19.8	B	0.69	39.5	D	0.73	36.6	D	0.15	24.2	C

A review of the existing turn lanes at the study intersections was conducted to determine if existing storage lengths can accommodate the buildout traffic conditions. The 95th percentile queue lengths were compared to existing storage lengths at the intersections. The background and buildout conditions include the committed and proposed mitigation improvements. The turn lane analysis results for existing, background, and buildout conditions are summarized in **Table 9**.

Table 9
Queue Analysis

Int #	Intersection		Control	App	Mvmt	Existing Conditions					Background Conditions					Buildout Conditions				
						Existing Length (ft)	Q (Veh)	Q (ft)	Decel Length	Total Length	Existing Length (ft)	Q (Veh)	Q (ft)	Decel Length	Total Length	Existing Length (ft)	Q (Veh)	Q (ft)	Decel Length	Total Length
1	Okeechobee Rd (SR-70)	Kings Highway	Signal	EB	Left	255	4.6	115	185	**300**	255	9.2	230	185	**415**	255	11.1	278	185	**463**
					Right	390	3.3	83	185	268	390	2.1	53	185	238	390	5	125	185	310
				WB	Left	420	10.5	263	185	**448**	420	13.5	338	185	**523**	420	13.8	345	185	**530**
					Right	800	3.8	95	185	280	800	9.8	245	185	430	800	13.4	335	185	520
				NB	Left	400	4.7	118	290	**408**	400	5.8	145	290	**435**	400	6.1	153	290	**443**
					Right	400	9.7	243	290	**533**	400	9.2	230	290	**520**	400	9.7	243	290	**533**
				SB	Left	445	4	100	290	390	445	9.1	228	290	**518**	445	10.5	263	290	**553**
2	Kings Highway	White Road	TWSC	EB	Left	280	0.1	3	120	123	280	0	0	120	120	280	0	0	120	120
				WB	Left	280	0	0	120	120	280	0.4	10	120	130	280	0.8	20	120	140
				NB	Left	500	0	0	290	290	500	0.1	3	290	293	500	0.4	10	290	300
					Right	315	0	0	290	290	315	0.2	5	290	295	315	0.2	5	290	295
				SB	Left	500	0	0	290	290	500	0.1	3	290	293	500	0.1	3	290	293
3	Orange Avenue	Kings Highway	Signal	EB	Left	330	3	75	185	260	330	4.2	105	185	290	330	3.9	98	185	283
					Right	230	6.6	165	185	**350**	230	11.6	290	185	**475**	230	11.4	285	185	**470**
				WB	Left	790	7	175	185	360	790	9.9	248	185	433	790	10	250	185	435
					Right	1000	17.3	433	185	618	1000	25.4	635	185	820	1000	25.3	633	185	818
				NB	Left	465	8.9	223	290	**513**	465	13.3	333	290	**623**	465	13.6	340	290	**630**
					Right	1000	11.1	278	290	568	1000	22	550	290	840	1000	21.4	535	290	825
				SB	Left	415	28.1	703	290	**993**	415	13.7	343	290	**633**	415	13.7	343	290	**633**
					Right	365	3.2	80	290	**370**	365	4.5	113	290	**403**	365	4.5	113	290	**403**
4	Okeechobee Rd (SR-70)	Crossroads Parkway	Signal	EB	Left	310	2.6	65	185	250	310	2.9	73	185	258	310	2.9	73	185	258
					Right	290	0.8	20	185	205	290	0.8	20	185	205	290	0.8	20	185	205
				WB	Left	525	2.3	58	185	243	525	2.4	60	185	245	525	2.4	60	185	245
					Right	270	3.2	80	185	265	270	4	100	185	**285**	270	4.4	110	185	**295**
				NB	Left	130	0.7	18	120	**138**	130	0.7	18	120	**138**	130	0.7	18	120	**138**
					Right	130	3.6	90	120	**210**	130	3.9	98	120	**218**	130	3.9	98	120	**218**
				SB	Left	230	4.5	113	120	**233**	230	5.8	145	120	**265**	230	6.1	153	120	**273**
					Right	230	1.9	48	120	168	230	2.1	53	120	173	230	2.1	53	120	173
10	SR-70	I-95 SB	Signal	SB	Left	950	7.5	188	525	713	950	7.8	195	525	720	950	7.8	195	525	720
					Right	950	9.1	228	525	753	950	9.4	235	525	760	950	9.4	235	525	760
11	SR-70	I-95 NB	Signal	NB	Left	950	5.4	135	525	660	950	6	150	525	675	950	6.2	155	525	680
					Right	950	14.8	370	525	895	950	15.4	385	525	910	950	15.4	385	525	910
14	Jenkins Road	Okeechobee Road	Signal	EB	Left	800	3.7	93	290	383	800	7	175	290	465	800	7	175	290	465
					Right	410	0	0	290	290	410	0	0	290	290	410	0	0	290	290
				WB	Left	500	7.1	178	290	468	500	10	250	290	**540**	500	10.1	253	290	**543**
					Right	570	5.5	138	290	428	570	8.6	215	290	505	570	8.6	215	290	505
				NB	Left	470	9.5	238	290	**528**	470	13.7	343	290	**633**	470	14.2	355	290	**645**
				SB	Left	570	5.1	128	290	418	570	6.8	170	290	460	570	6.8	170	290	460
					Right	620	8.7	218	290	508	620	15	375	290	**665**	620	15.1	378	290	**668**
16	Orange Avenue	Jenkins Road	Signal	EB	Left	325	0.4	10	290	300	325	0.5	13	290	303	325	0.5	13	290	303
					Right	370	3.1	78	290	368	370	8.9	223	290	**513**	370	9	225	290	**515**
				WB	Left	325	2.7	68	290	**358**	325	3.8	95	290	**385**	325	4.1	103	290	**393**
					Right	355	1	25	290	315	355	1.4	35	290	325	355	1.4	35	290	325
				NB	Left	310	6.3	158	290	**448**	310	10.2	255	290	**545**	310	10.2	255	290	**545**
					Right	250	4.7	118	290	**408**	250	6.4	160	290	**450**	250	7.2	180	290	**470**
				SB	Left	230	0.8	20	290	**310**	230	1.5	38	290	**328**	230	1.5	38	290	**328**
					Right	310	0.9	23	290	**313**	310	1	25	290	**315**	310	1	25	290	**315**

The analysis reveals that multiple turn lanes currently exceed the available capacity under existing conditions. The following turn lanes currently exceed the queue storage + deceleration length in the Existing conditions.

- Okeechobee Road & Kings Highway: Eastbound Left, westbound left, northbound left, and northbound right.
- Orange Avenue & Kings Highway: Eastbound right, northbound left, southbound left, and southbound right.
- Okeechobee Road & Crossroads Parkway: Northbound left, northbound right, and southbound left.
- Jenkins Road & Okeechobee Road: Northbound left.
- Orange Avenue & Jenkins Road: Westbound left, northbound left, northbound right, southbound left, and southbound right.

The following additional turn lanes are projected to exceed the available queue storage + deceleration length due to Background conditions.

- Okeechobee Road & Kings Highway: Southbound left.
- Okeechobee Road & Crossroads Parkway: Westbound right.
- Jenkins Road & Okeechobee Road: Westbound left and southbound right.
- Orange Avenue & Jenkins Road: Eastbound right.

There are no additional deficiencies due to project traffic. The addition of project traffic is not projected to significantly increase the queue lengths. All remaining turn lanes can adequately accommodate the buildout traffic conditions.

7.0 ACCESS REVIEW

The development's proposed access plan reflects one (1) directional access (left-in/right-in/right-out) driveway on Kings Highway (Driveway 1) which serves ingress truck trips for the Cold Storage Warehouse, one (1) full access driveway on White Road (Driveway 2) which serves egress truck trips for the Cold Storage Warehouse, one (1) right-in/right-out driveway on Kings Highway (Driveway 3) which serves ingress and egress employee trips for the Cold Storage Warehouse, and two (2) full access driveway connections on Peters Road (Driveways 4 and 5) which serves Phase 3 ingress and egress trips.

7.1 Access Treatment

Site access treatment was evaluated to determine the need for deceleration lanes and egress lanes at the project driveways. Turn lane warrants were evaluated based on the methods of the National Cooperative Highway Research Program (NCHRP) *Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide.* The turn lane warrant evaluation results indicate that northbound right turn deceleration lanes are warranted on Kings Highway at Driveway 1 and Driveway 3. There is an existing southbound left turn lane at the proposed directional access driveway on Kings Highway. No other turn lanes are warranted at the remaining three driveways. The NCHRP Reports are provided in **Appendix I**.

- Northbound Right Turn Deceleration Lane
  Design Speed = 50 mph
  Deceleration = 290 ft (per FDM Table 212-1)

<u>Egress Lanes</u>

The driveways are projected to operate adequately with one egress lane at each driveway.

8.0 STUDY CONCLUSIONS

This traffic analysis was conducted to evaluate the impacts of KHCP WF. The site is located at East of Kings Highway and South of White Road, in St. Lucie County, Florida.

The analysis included a determination of trip generation, a review of transportation capacity and operations, and a review of the proposed site access plan. The results of the traffic analysis are summarized as follows:

Summary of Findings

- The proposed development is projected to generate 4,475 net new external daily trips, of which 198 trips occur during the AM peak hour, and 254 trips occur during the PM peak hour.

- The transportation network is not projected to become adversely impacted due to the proposed development.

  - Jenkins Road from Graham Road to Peterson Road and Edwards Road from Jenkins Road to McNeil Road are projected to operate below the adopted level of service due to background conditions. Traffic from the proposed development does not significantly impact the adverse segment.

- A review of intersection operations indicates that the study intersections are not projected to become adversely impacted due to the proposed development.

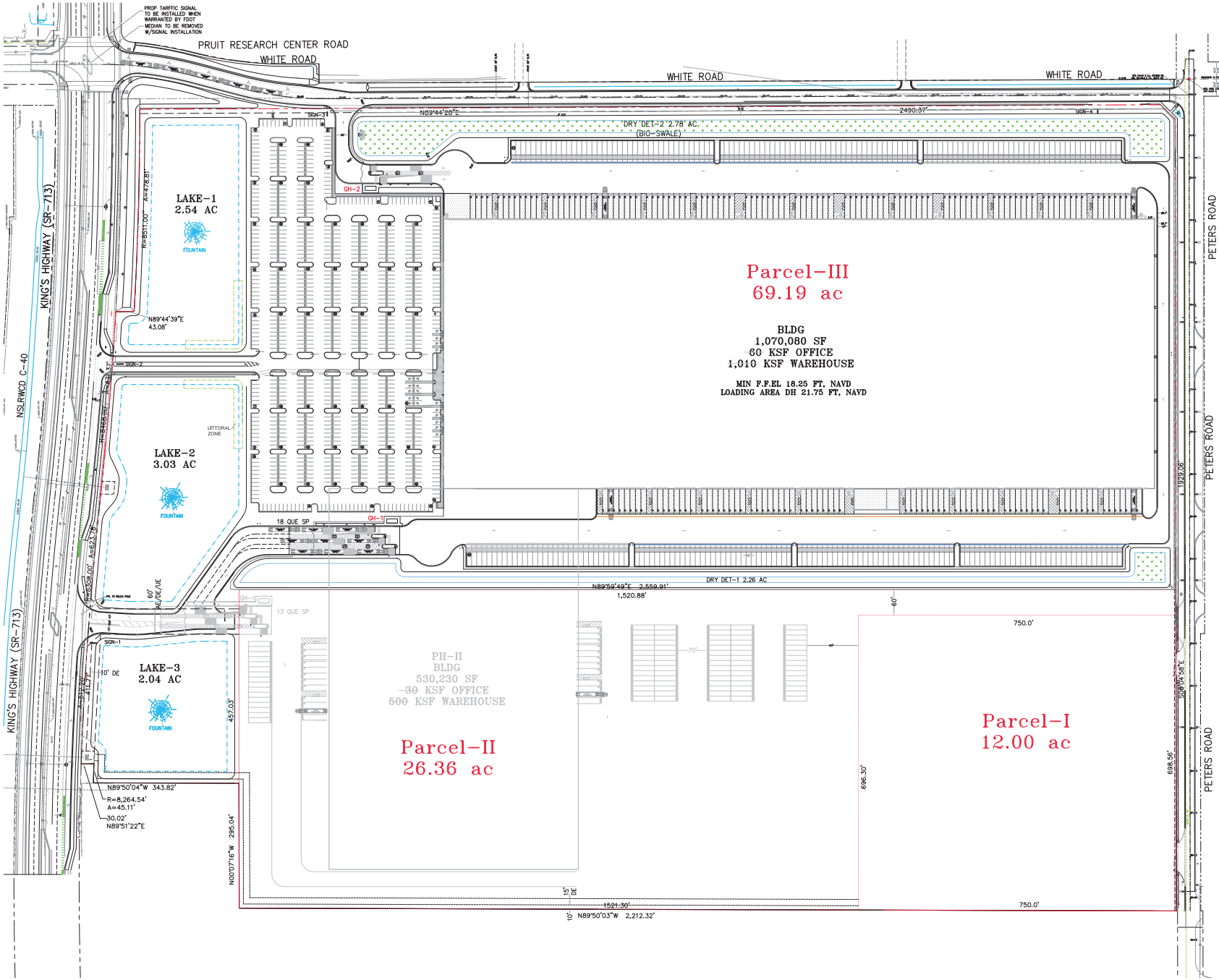
  - Orange Avenue & Kings Highway, Graham Road & Jenkins Road, and Kings Highway & Okeechobee Road are projected to operate at a level of service F due to background conditions. The improvements required to mitigate the background conditions adequately support the proposed development traffic and no additional improvements are necessary.

Summary of Recommendations

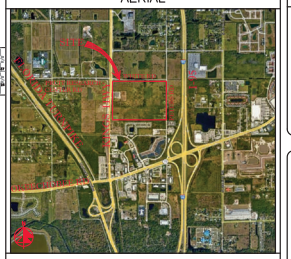
- The recommended access improvements are:
  - Driveway 1
    Construct a 290-foot-long northbound right-turn lane on Kings Highway at Driveway 1.
  - Driveway 3
    Construct a 290-foot-long northbound right-turn lane on Kings Highway at Driveway 3.

APPENDICES

Appendix A
Site Plan/Information



AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

100' 0 100' 200'

SCALE: 1" = 100'

SITE DATA

PROPOSED USE	OFFICE/WAREHOUSE		
FUTURE LAND USE	CG/MXD		
EXISTING ZONING	CP-1		
PARCEL AREA	3,007,420 SF	69.04 AC	100%
BUILDING AREA	1,600,310 SF	24.56 AC	35.6%
OFFICE			
WAREHOUSE			
PARKING REQ			824 SP
OFFICE ITE RATE 100,000 SF @ 2.39/KSF			239 SP
WAREHOUSE ITE RATE 1,500,000 SF @ 0.39/KSF			585 SP
HANDICAP			11 SP
PARKING PROP			1,074 SP
HANDICAP			22 SP
BICYCLE PKG REQ 95 @ 1/10			10 SP
BICYCLE PKG PROP			10 SP
LOADING REQ 1,100 KSF @ 1/30 KSF			37 SP
LOADING PROP			158 SP
PAVT	775,212 SF	17.80 AC	
TOTAL IMPERVIOUS		42.36 AC	
LAKE		6.48 AC	
DRY DET/BIOSWALE		6.24 AC	
LANDSCAPE		13.96 AC	
PERVIOUS		20.20 AC	29.3%
OPEN SPACE		26.68 AC	38.6%
BLDG HEIGHT		65 FT MAX	
SETBACKS	REQ'D	PROP	
FRONT	25'		
REAR	20'		
SIDE STREET	20'		
SIDE	10'		
PCN 2324-210-0000-000-6			
2300 S KINGS HWY			

REVISIONS

Jeff H. Iravani, Inc.
Consulting Engineers
1934 COMMERCE LANE, SUITE 5
JUPITER, FLORIDA 33458
TEL: (561) 575-6030
FAX: (561) 575-6088
WEBSITE: www.Jhiinc.com
EMAIL: JHI@JHIinc.com

Amazon One Grocery
HFL1
Kings Highway Commerce Park
Parcel-I
Fort Pierce, Florida

CONCEPTUAL SITE PLAN

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
01/09/2025	1"=100'	JHI	DDI	2409-1355

SEAL

COA 6986

SHEET NO.

CSP-1

MEMORANDUM

December 10, 2025

Re: **KHCP WF**
Traffic Impact Analysis Methodology
St. Lucie County, Florida
Project № 25300.02.03

The following methodology outlines the methods and assumptions for the Traffic Impact Analysis (TIA) for the proposed KHCP WF, a mixed land use development that consists of a 530.23 KSF High-Cube Cold Storage Warehouse building, a 1,070.08 KSF High-Cube Cold Storage Warehouse building, and 78.10 KSF of Recreational Vehicle Sales space. The methodology is consistent with the requirements of the Standardized Transportation Impact Studies (TIS) Methodology and Procedures adopted by the County.

Project Description

The proposed project consists of a total of 1,600.31 KSF of High-Cube Cold Storage Warehouse and 78.10 KSF Recreational Vehicle Sales space and is projected to be completed by 2030. The conceptual master plan is provided in **Attachment 1**. The site is located East of Kings Highway and South of White Road, in St. Lucie County, Florida, as shown in **Figure 1**.

Project Access

The development's proposed access plan reflects one (1) directional access (left-in/right-in/right-out) driveway on Kings Highway, one (1) right-in/right-out driveway on Kings Highway, one (1) full access driveway connection on White Road, and two (2) full access driveway connections on Peters Road.



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25300.02.03 KHCP WF

Project Location **Figure 1**

Trip Generation

A trip generation analysis was conducted for the proposed development using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. **Table 1** summarizes the resulting trip generation analysis for the proposed development. Trip generation rates published for the land use were applied to the proposed development program to determine the total trips generated by the project. The detailed ITE trip generation information sheets are included in **Attachment 2**.

The proposed development is projected to generate 4,614 new external daily trips, of which 212 trips occur during the AM peak hour, and 287 trips occur during the PM peak hour at project buildout.

Table 1

Trip Generation Summary

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
157	High-Cube Cold Storage Warehouse	1,600.31 KSF	2.64 (E)	4,223	0.11 (R)	176	111	65	0.14 (E)	227	102	125
842	Recreational Vehicle Sales	78.10 KSF	5.00 (R)	391	0.46 (R)	36	31	5	0.77 (R)	60	19	41
Total Trip Generation				**4,614**		**212**	**142**	**70**		**287**	**121**	**166**

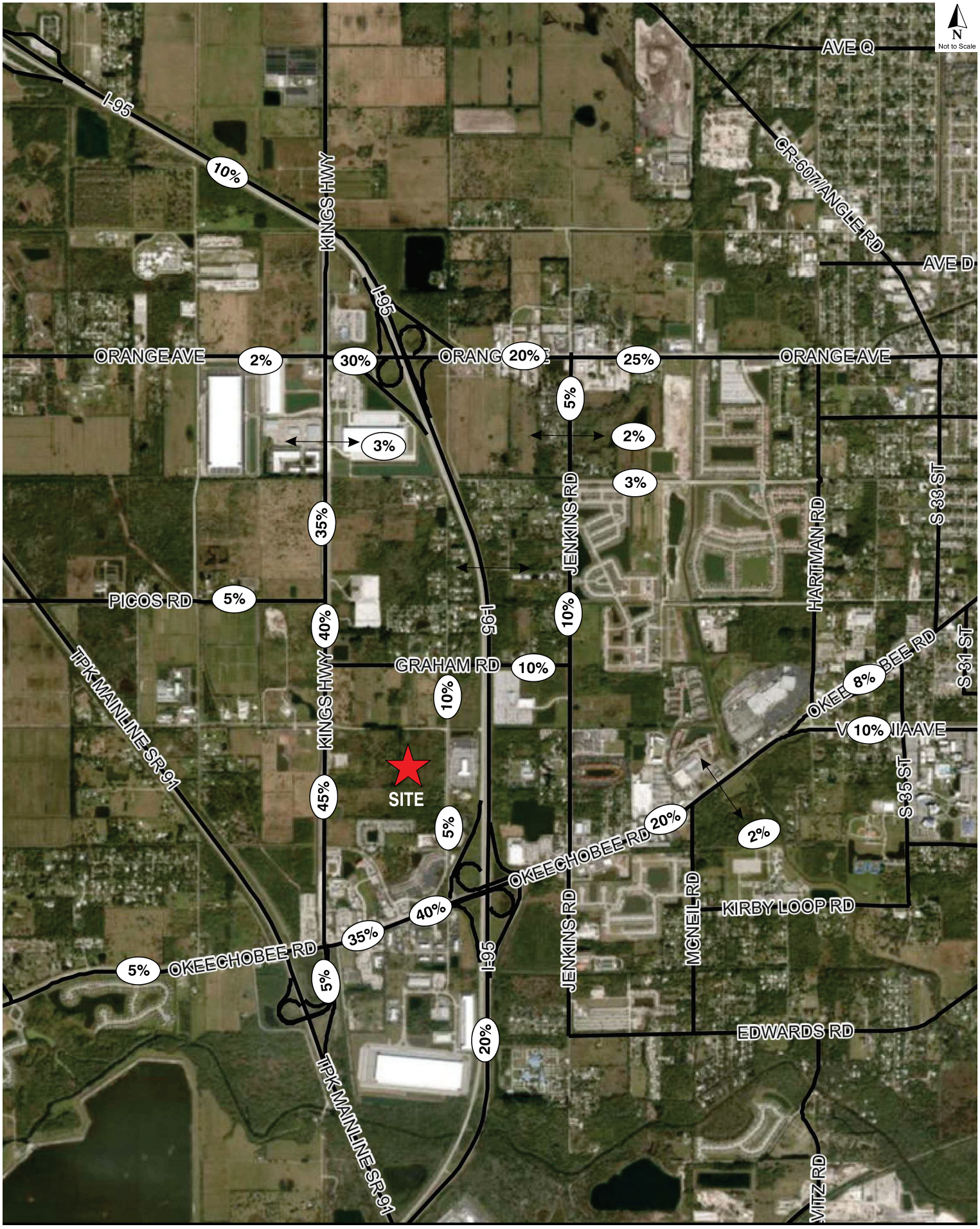
Trip generation analysis based on ITE Trip Generation Manual, 12th Edition
ITE equations used with r^2 > 0.75
(E) = Equation; (R) = Rate

Projected Traffic

Projected traffic includes the project trips, background traffic volumes, and/or committed trips generated by approved developments within the study area, if applicable. Projected background traffic will be calculated using growth rates from the FDOT Trends analysis tool and historical AADT obtained from FDOT, with a minimum growth rate of 2.5% applied when the observed growth is less than 2.5%.

Trip Distribution

A manual trip distribution was created for the development. The distribution was estimated using local knowledge, the prevailing traffic patterns, land uses of the development and neighboring areas, and the previously approved project on the site. The final trip distribution pattern is illustrated in **Figure 2**.



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25300.02.03 KHCP WF

Project Trip Distribution **Figure 2**

Study Area

The study area was established in accordance with the requirements of St. Lucie TPO Standardized Transportation Impact Studies (TIS) Methodology and Procedures. With 4,614 daily trips, the project has a Radius of Area of Influence of 2-miles. The study area includes roadway segments within the project's 2-mile influence area, plus any roadways beyond that area of influence with an impact of 5% or more of the capacity. The project's study area determination is provided in **Table 2**. The roadway segment information and characteristics were obtained from the *St. Lucie 2025 Traffic Counts and Level of Service Report and FDOT Q/LOS Tables.* The segment information and Radius of Development impact are included in **Attachment 3**.

Appropriate mitigation measures would be proposed for any identified operational deficiencies or level of service failures.

Table 2
Study Area Analysis

Segment Information			Exist	LOS	Exiting Peak	Proj	Peak Project Trips				
							Enter	PM Peak			In
Roadway	From	To	Lns	Std	Cap	Dist	Dir	NB/EB	SB/WB	Signif	Study?
Kings Highway	Okeechobee Road	Crossroads Parkway	4	D	2,910	45%	NB/EB	54	75	3%	Y
Kings Highway	Crossroads Parkway	White Road	4	D	2,910	45%	NB/EB	54	75	3%	Y
Kings Highway	White Road	Graham Road	4	D	2,910	40%	SB/WB	66	48	2%	Y
Kings Highway	Graham Road	Picos Road	4	D	2,910	40%	SB/WB	66	48	2%	Y
Kings Highway	Picos Road	Orange Avenue	4	D	2,910	35%	SB/WB	58	42	2%	Y
Peters Road	Crossroads Parkway	Project Driveway	2	D	1,070	5%	NB/EB	6	8	1%	Y
Peters Road	Project Driveway	White Road	2	D	1,070	10%	SB/WB	17	12	2%	Y
Peters Road	White Road	Graham Road	2	D	1,070	10%	SB/WB	17	12	2%	Y
Okeechobee Road	Florida's Turnpike	Kings Highway	4	D	1,810	5%	NB/EB	6	8	0%	Y
Okeechobee Road	Kings Highway	Crossroads Parkway	6	D	2,680	35%	SB/WB	58	42	2%	Y
Okeechobee Road	Crossroads Parkway	I-95	6	D	2,680	40%	SB/WB	66	48	2%	Y
Okeechobee Road	I-95	Jenkins Road	8	D	3,180	20%	SB/WB	33	24	1%	Y
Okeechobee Road	Jenkins Road	McNeil Road	6	D	2,680	20%	SB/WB	33	24	1%	Y
Okeechobee Road	McNeil Road	Virginia Avenue	6	D	2,680	20%	SB/WB	33	24	1%	Y
Okeechobee Road	Virginia Avenue	Hartman Road	4	D	2,100	8%	SB/WB	13	10	1%	Y
Orange Avenue	Campbell Road	Kings Highway	2	D	1,070	2%	NB/EB	2	3	0%	Y
Orange Avenue	Kings Highway	I-95	6	D	2,680	30%	SB/WB	50	36	2%	Y
Orange Avenue	I-95	Jenkins Road	4	D	1,810	20%	SB/WB	33	24	2%	Y
Orange Avenue	Jenkins Road	Hartman Road	4	D	1,810	25%	SB/WB	42	30	2%	Y
Jenkins Road	Graham Road	Peterson Road	2	D	630	10%	SB/WB	17	12	3%	Y
Jenkins Road	Peterson Road	Orange Avenue	2	D	920	7%	SB/WB	12	8	1%	Y
Crossroads Parkway	Okeechobee Road	Kings Highway	2	0	790	5%	NB/EB	6	8	1%	Y
Graham Road	Kings Highway	Jenkins Road	2	0	630	10%	SB/WB	17	12	3%	Y
Virginia Avenue	Okeechobee Road	Hartman Road	6	0	2,810	10%	SB/WB	17	12	1%	Y

Study Intersections

The study area encompasses major intersections identified within the development influence area. Additionally, the site is proposed to be served by 5 access points. There will be one (1) directional access (left-in/right-in/right-out) driveway on Kings Highway, one (1) right-in/right-out driveway on Kings Highway, one (1) full access driveway connection on White Road, and two (2) full access driveway connections on Peters Road. The study intersections are presented in **Table 3.**

Table 3
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	Okeechobee Rd (SR-70)	Kings Highway	Signal
2	Kings Highway	White Road	Two-Way Stop
3	Orange Avenue	Kings Highway	Signal
4	Okeechobee Rd (SR-70)	Crossroads Parkway	Signal
5	Kings Highway	Driveway 1	Two-Way Stop
6	White Road	Driveway 2	Two-Way Stop
7	Kings Highway	Driveway 3	Two-Way Stop
8	Peters Road	Driveway 4	Two-Way Stop
9	Peters Road	Driveway 5	Two-Way Stop
10	SR-70	I-95 SB	Signal
11	SR-70	I-95 NB	Signal

Access Review

A review of warrants for left and right turn deceleration lanes at the project access driveways will be conducted to determine if auxiliary turn lanes are necessary to maintain the integrity of traffic flow and road capacity during peak hours. The review will be conducted based on the *National Cooperative Highway Research Program (NCHRP) Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide.*

Capacity Analysis

Roadway segment capacity will be analyzed for existing, background, and project buildout for the PM peak hour. Committed development trips will be added to the analysis if provided by the agencies. The study intersections will be analyzed for both AM and PM peak hours under existing, background, and buildout conditions using the methods of the *Highway Capacity Manual (HCM)* as applied in the *Synchro* software. The capacity analysis will be based on capacities obtained from the *St. Lucie 2025 Traffic Counts and Level of Service Report* and supplemented with the *FDOT 2023 M/QLOS Tables.*

Planned and Programmed Improvements

St. Lucie Transportation Planning Organization (TPO) FY 2025/26 - FY 2029/30 Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) *5-Year Work Program* were reviewed to determine if there are any capacity improvements within the study area. Improvements that are funded for construction within four (4) years are considered programmed and will be incorporated in the analysis. The planned and programmed transportation improvements consist of widening Kings Highway from the I-95 overpass to Angle Road from two lanes to four lanes and interchange improvements at Orange Avenue and the I-95 Ramps. Supporting information is included in **Attachment 4.**

Report

A traffic impact analysis report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information, will be prepared for submittal to the St. Lucie County.

Kimley»Horn

To: Kori Benton, AICP
Planning Manager
St. Lucie County Planning & Development Services

From: Alex Memering, P.E.
Kimley-Horn and Associates, Inc. ARM

Date: December 18, 2025

Re: **KHCP WF**
1st Traffic Impact Analysis Review

Kimley-Horn has reviewed the Traffic Impact Analysis Methodology (dated December 10, 2025) prepared by Traffic & Mobility Consultants. related to the above-mentioned project. Please find our review comments below pertaining to the development's impacts to adjacent transportation facilities.

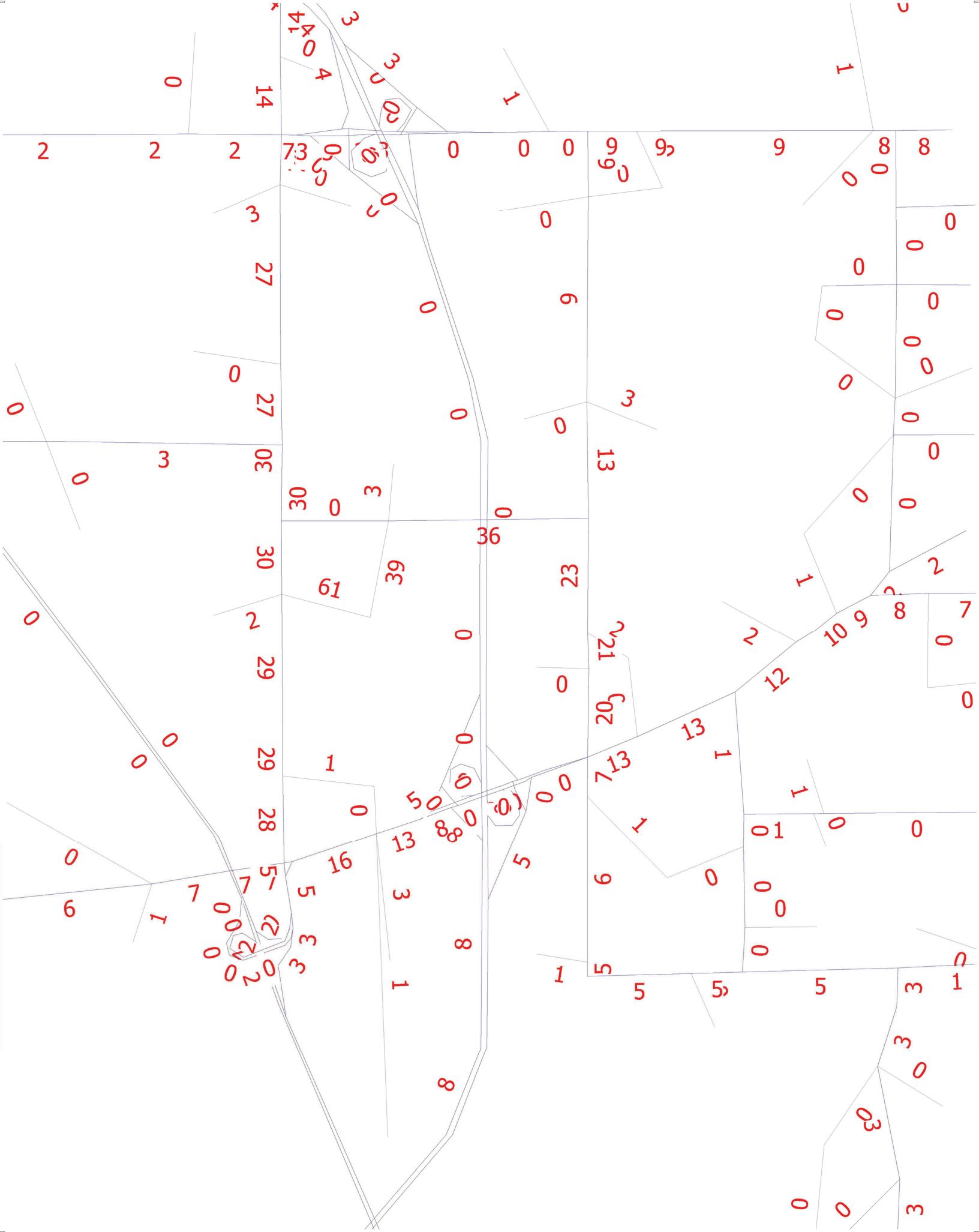
1) General Comments -
   a) Please confirm whether any vested trips need to be included with City Staff.
   b) Please include the RV Sales parcel on this site plan.

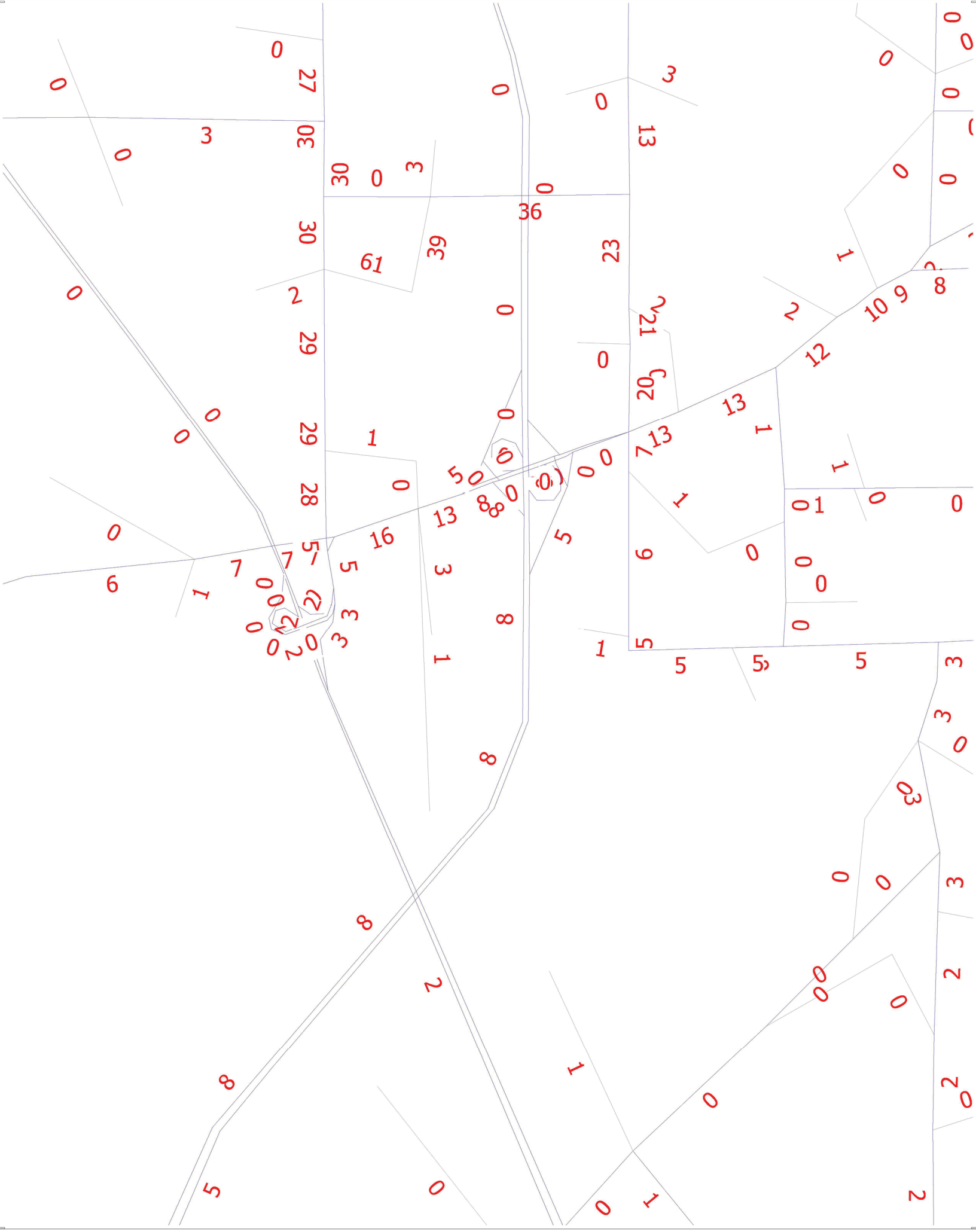
2) Study Area –
   a) Please include the intersection the following intersections:
      i) Jenkins Rd & Peters Rd
      ii) Graham Rd & Peters Rd

3) Trip Generation –
   a) Please include truck trips in the trip generation.

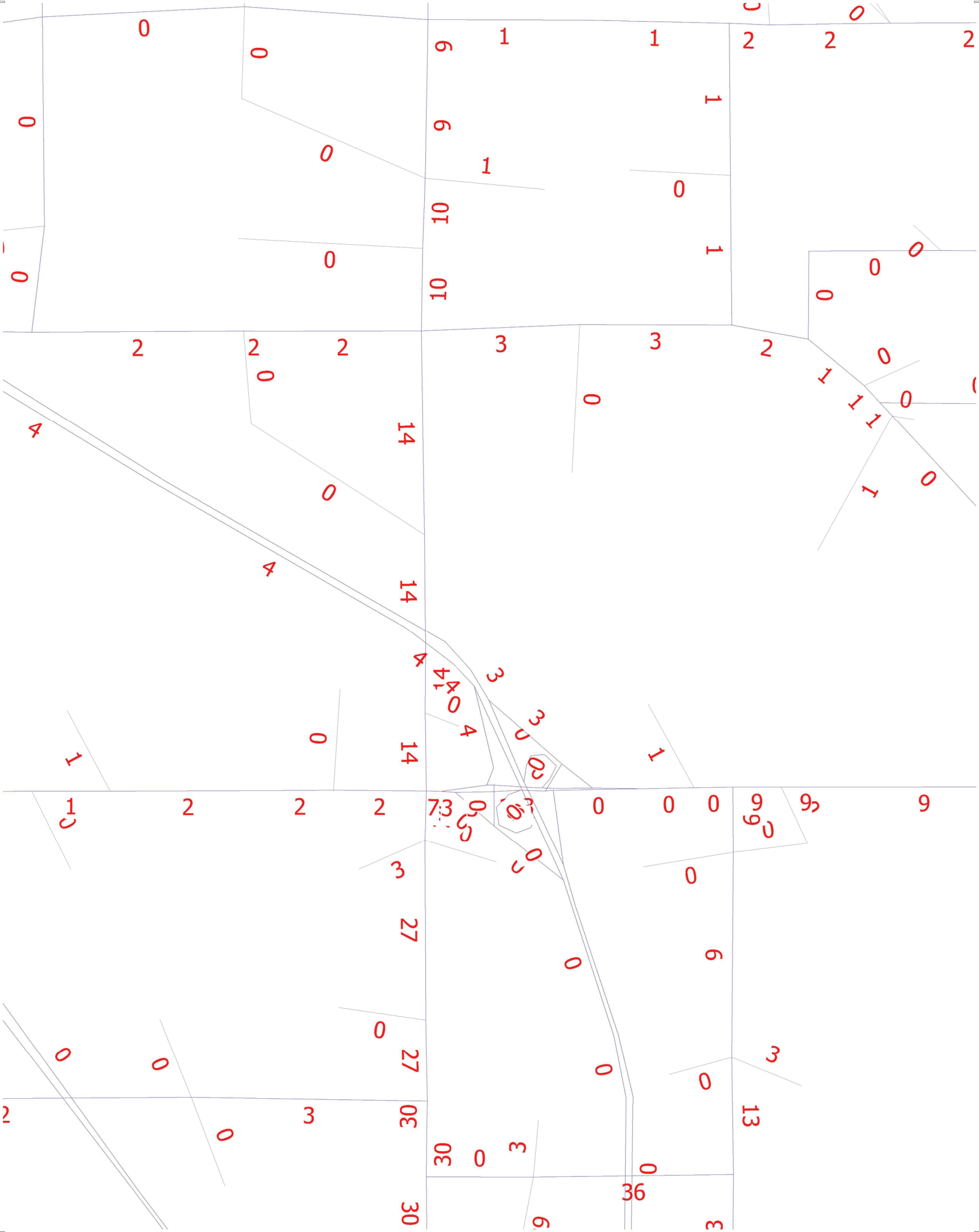
4) Trip Distribution –
   a) Please run a model using the TCRPM v5.1 and assign trip distribution based on its output.

Thank you for the opportunity to assist St. Lucie County in reviewing this project. Please contact us if you have any questions or need additional information.





cube (Licensed to Traffic & Mobility Consultants, LLC)



Appendix B
Trip Generation Information

High-Cube Cold Storage Warehouse
(157)

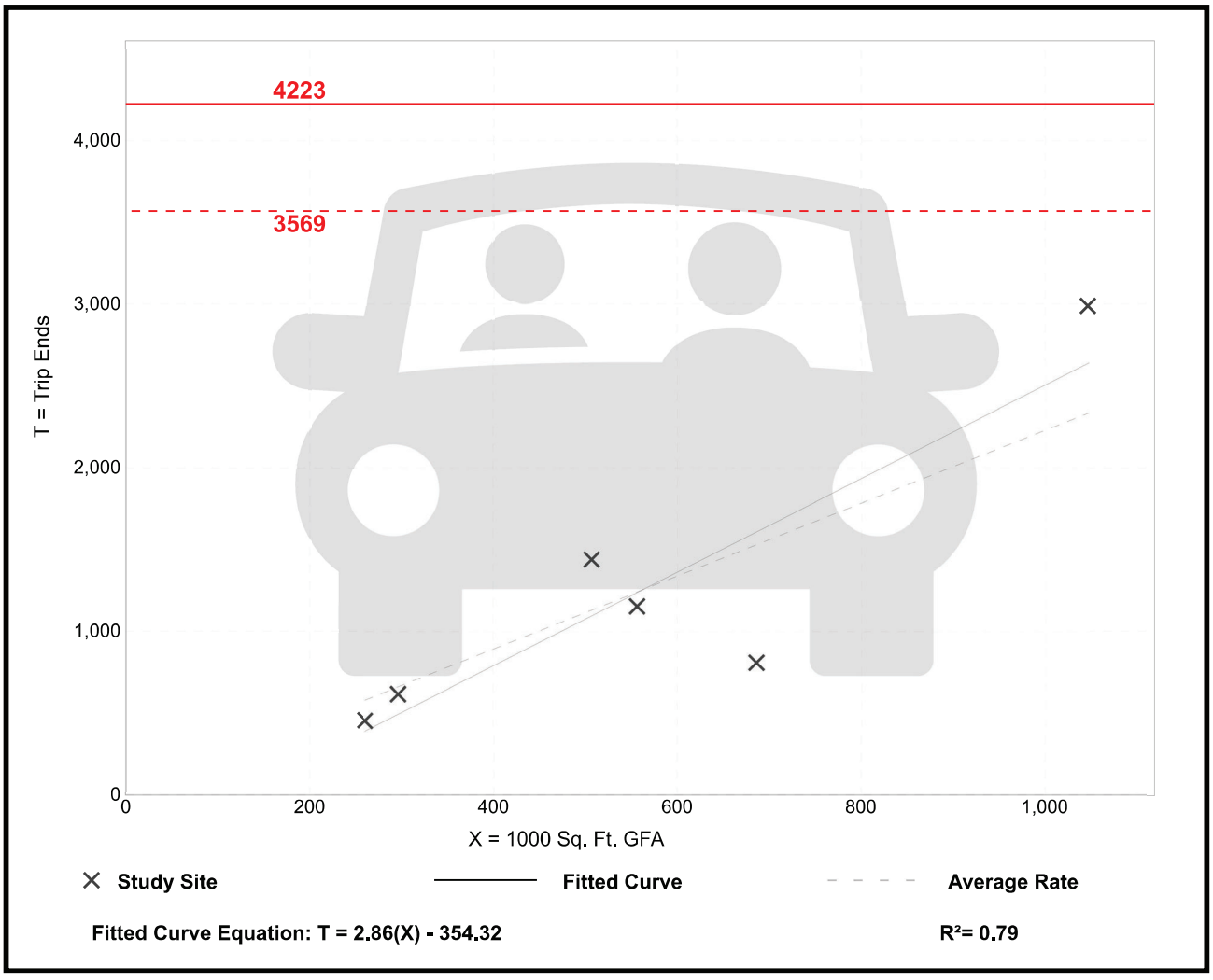
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 559
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.23	1.18 - 2.85	0.72

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

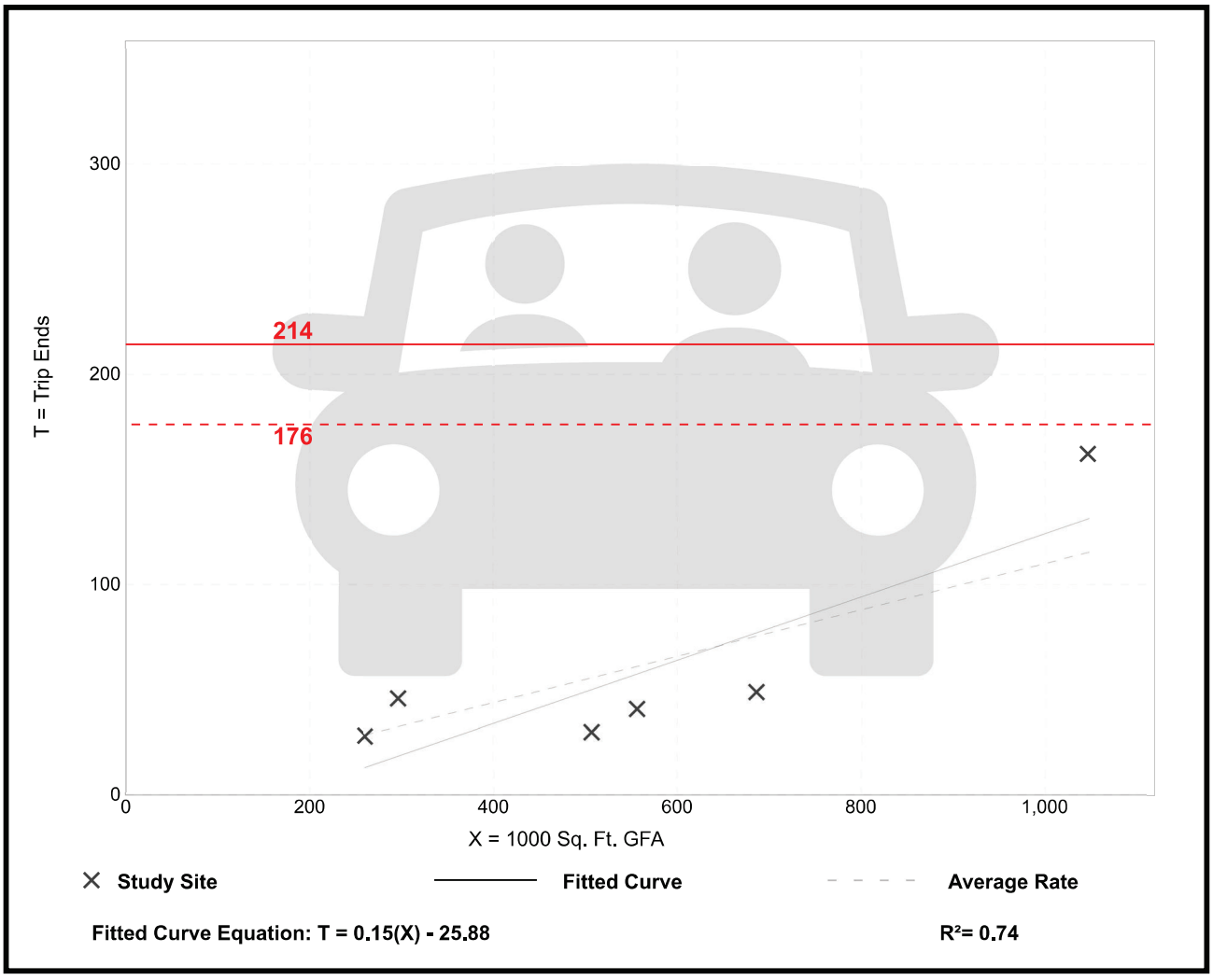
High-Cube Cold Storage Warehouse
(157)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 559
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.11	0.06 - 0.15	0.05

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

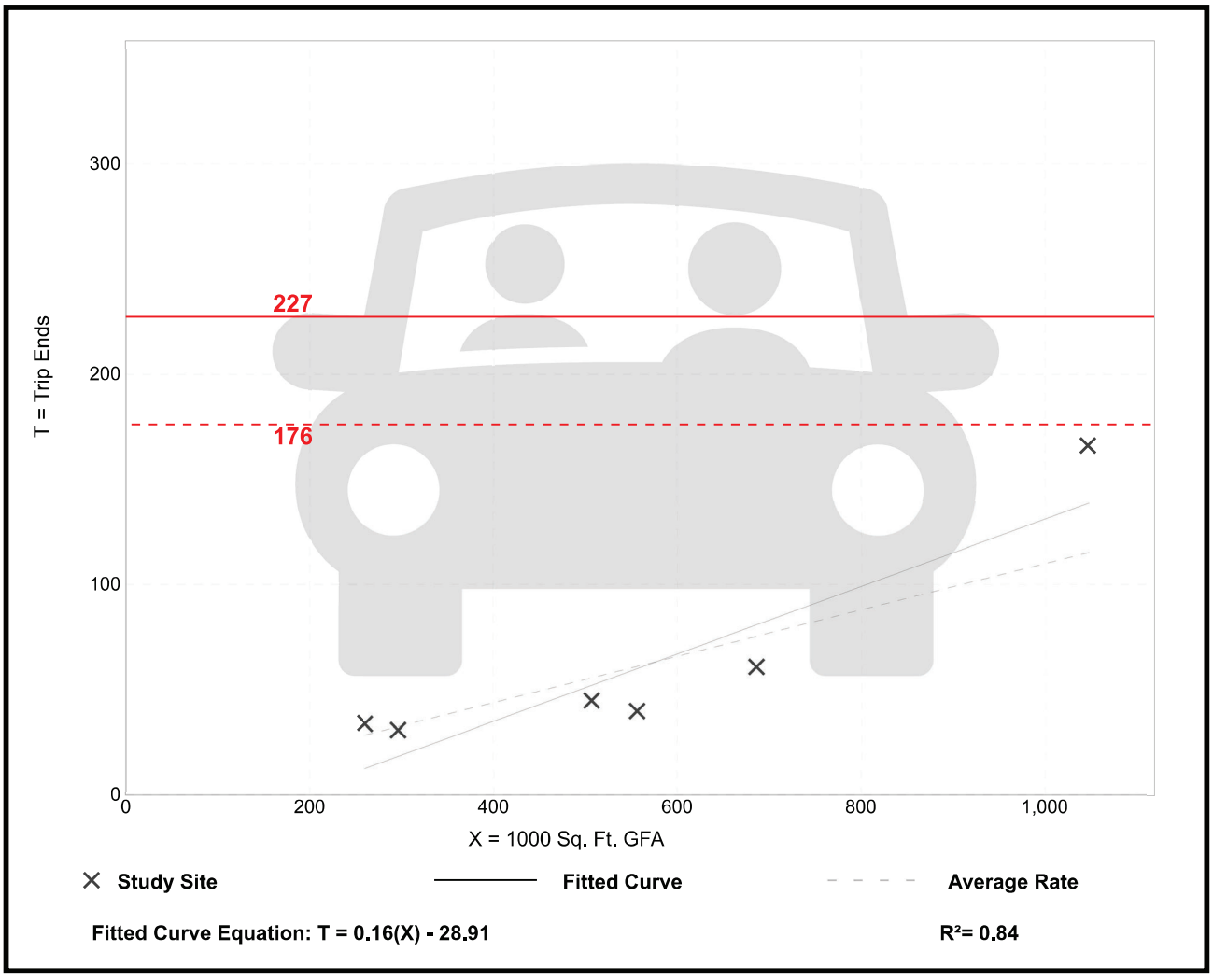
High-Cube Cold Storage Warehouse
(157)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 559
Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.11	0.07 - 0.16	0.04

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

Warehouse
(150)

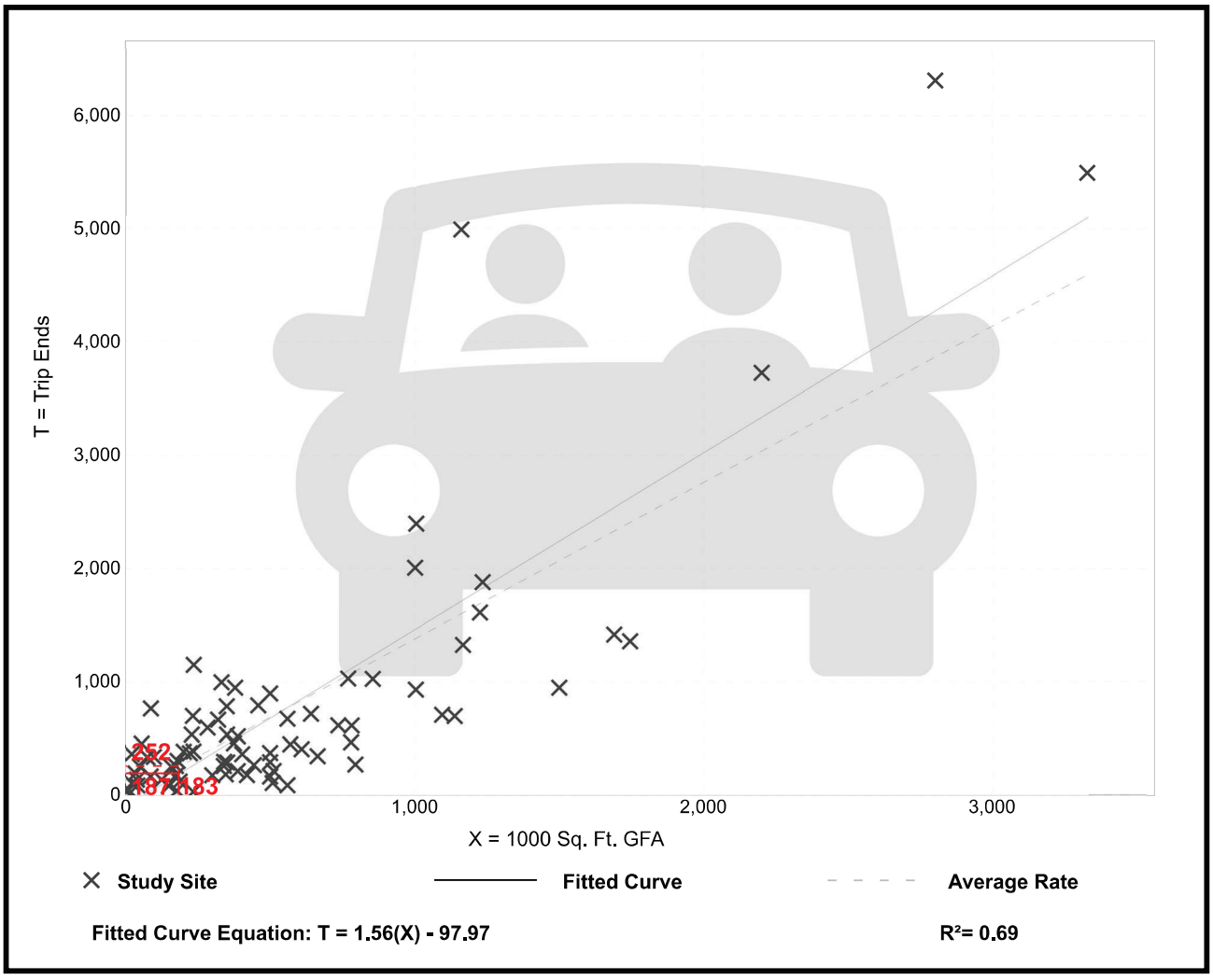
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 81
Avg. 1000 Sq. Ft. GFA: 554
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.38	0.15 - 16.93	1.05

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

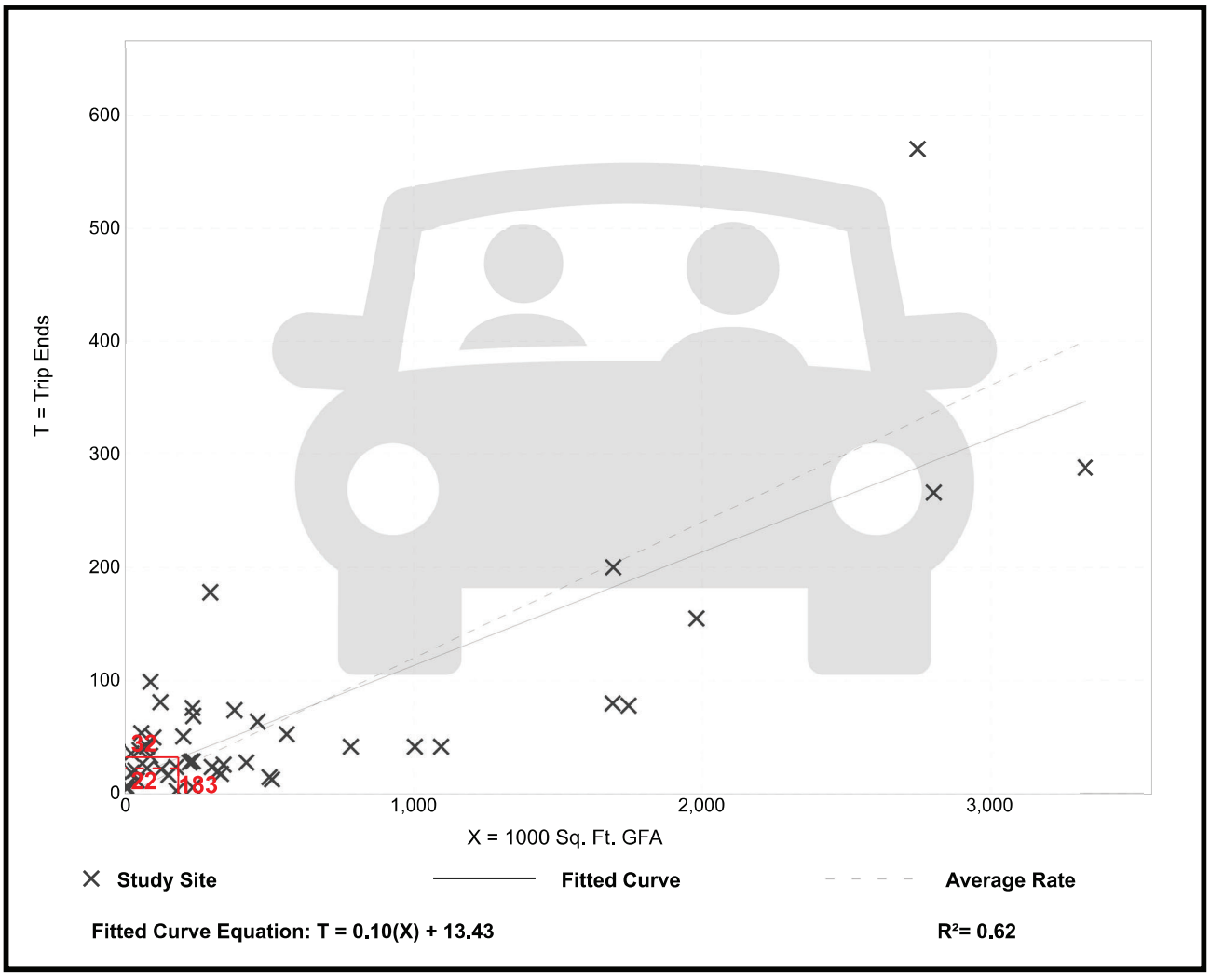
Warehouse
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 47
Avg. 1000 Sq. Ft. GFA: 559
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.12	0.02 - 1.80	0.14

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

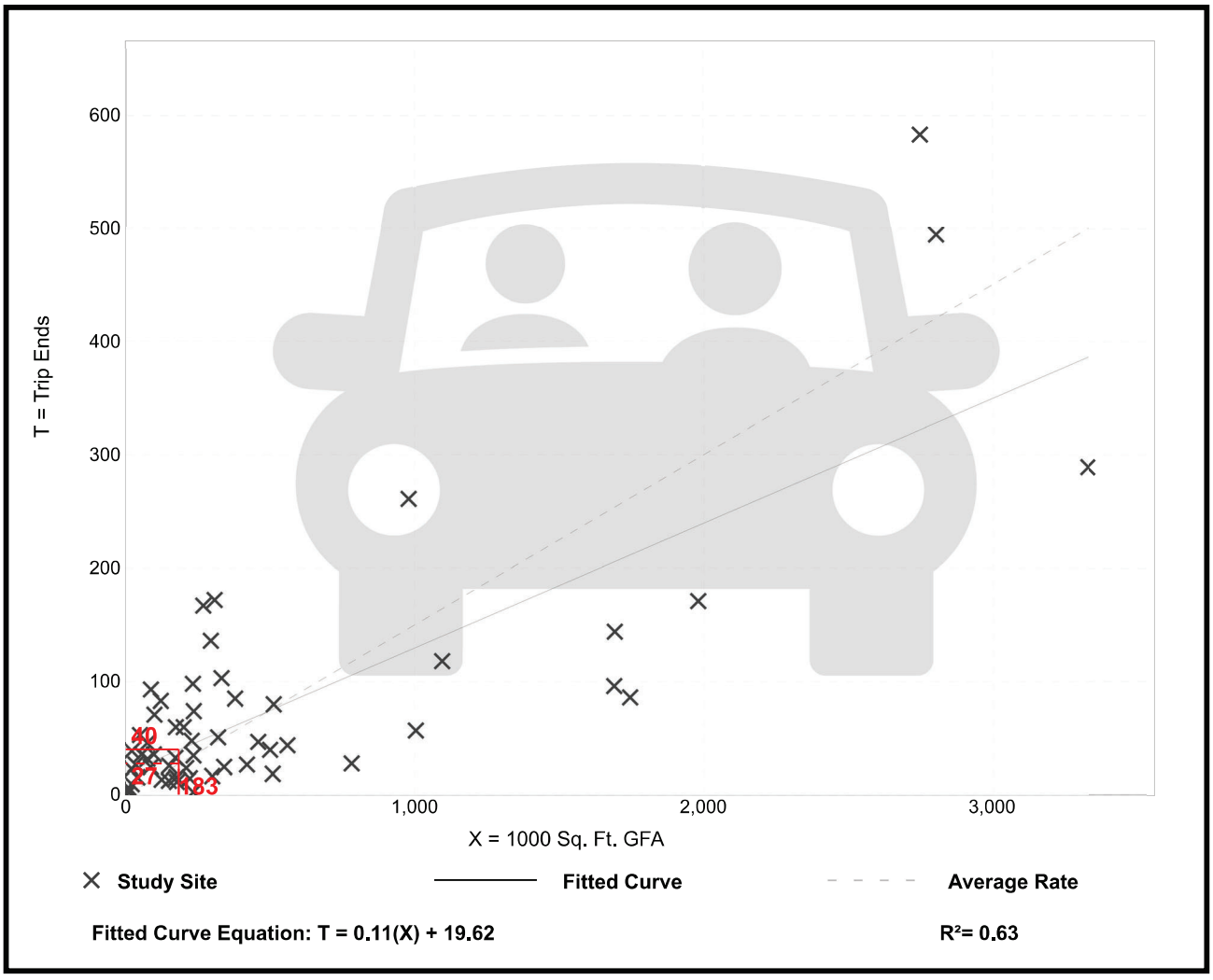
Warehouse
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 58
Avg. 1000 Sq. Ft. GFA: 503
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.01 - 1.80	0.15

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

High-Cube Cold Storage Warehouse (157)

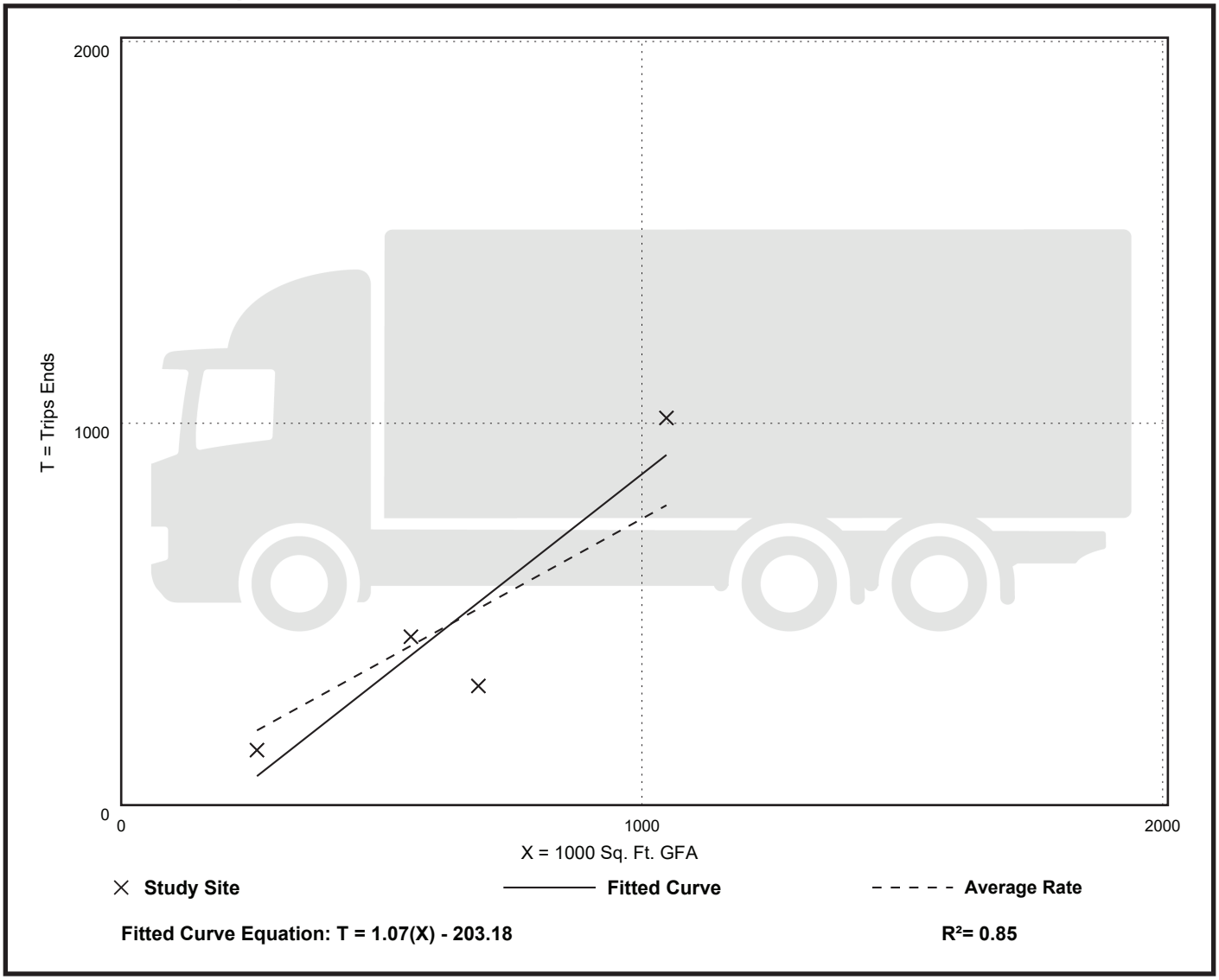
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 638
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.75	0.45 - 0.97	0.25

Data Plot and Equation



Fitted Curve Equation: T = 1.07(X) - 203.18

R^2= 0.85

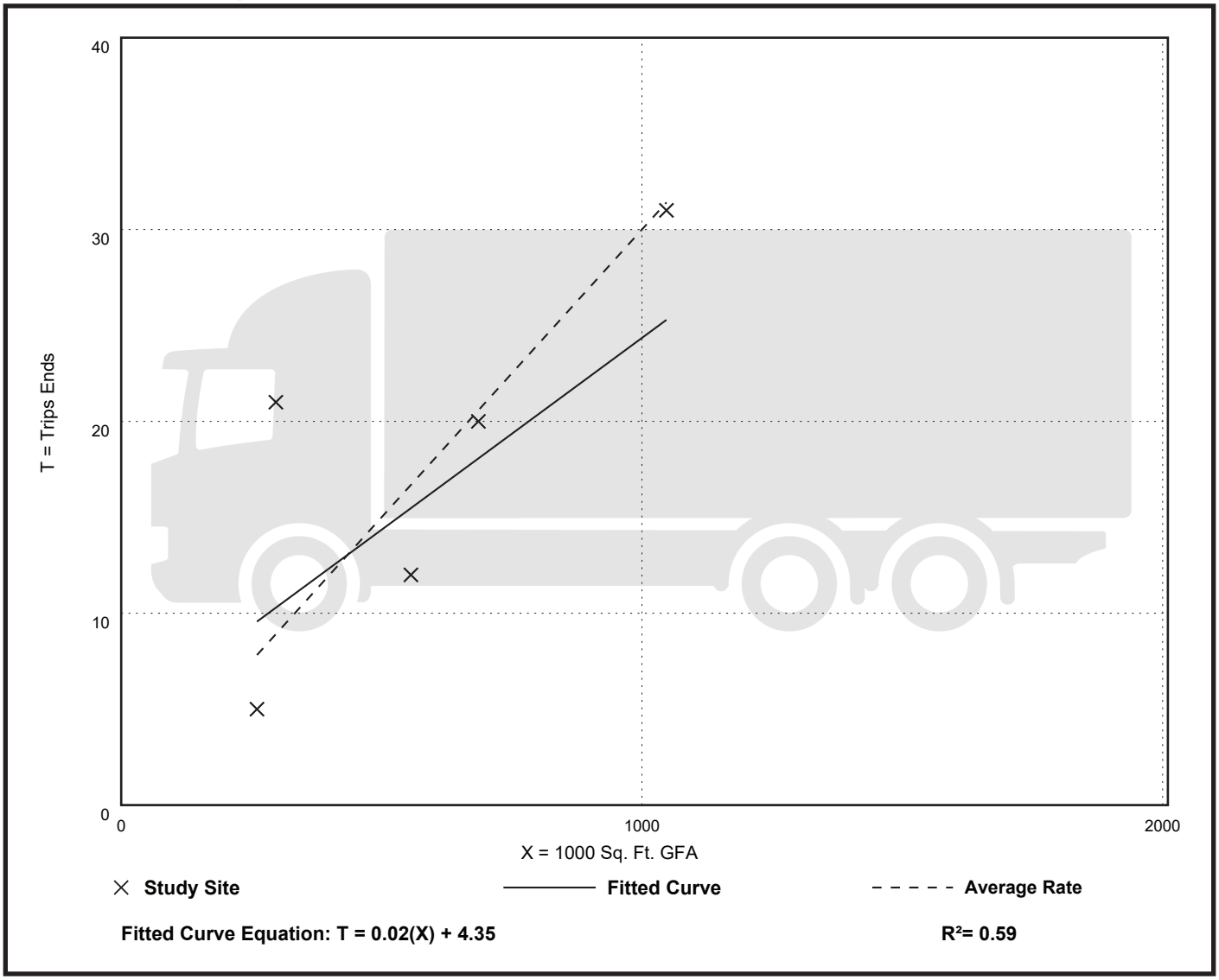
High-Cube Cold Storage Warehouse (157)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 569
Directional Distribution: 33% entering, 67% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.02 - 0.07	0.02

Data Plot and Equation



Fitted Curve Equation: T = 0.02(X) + 4.35

R^2= 0.59

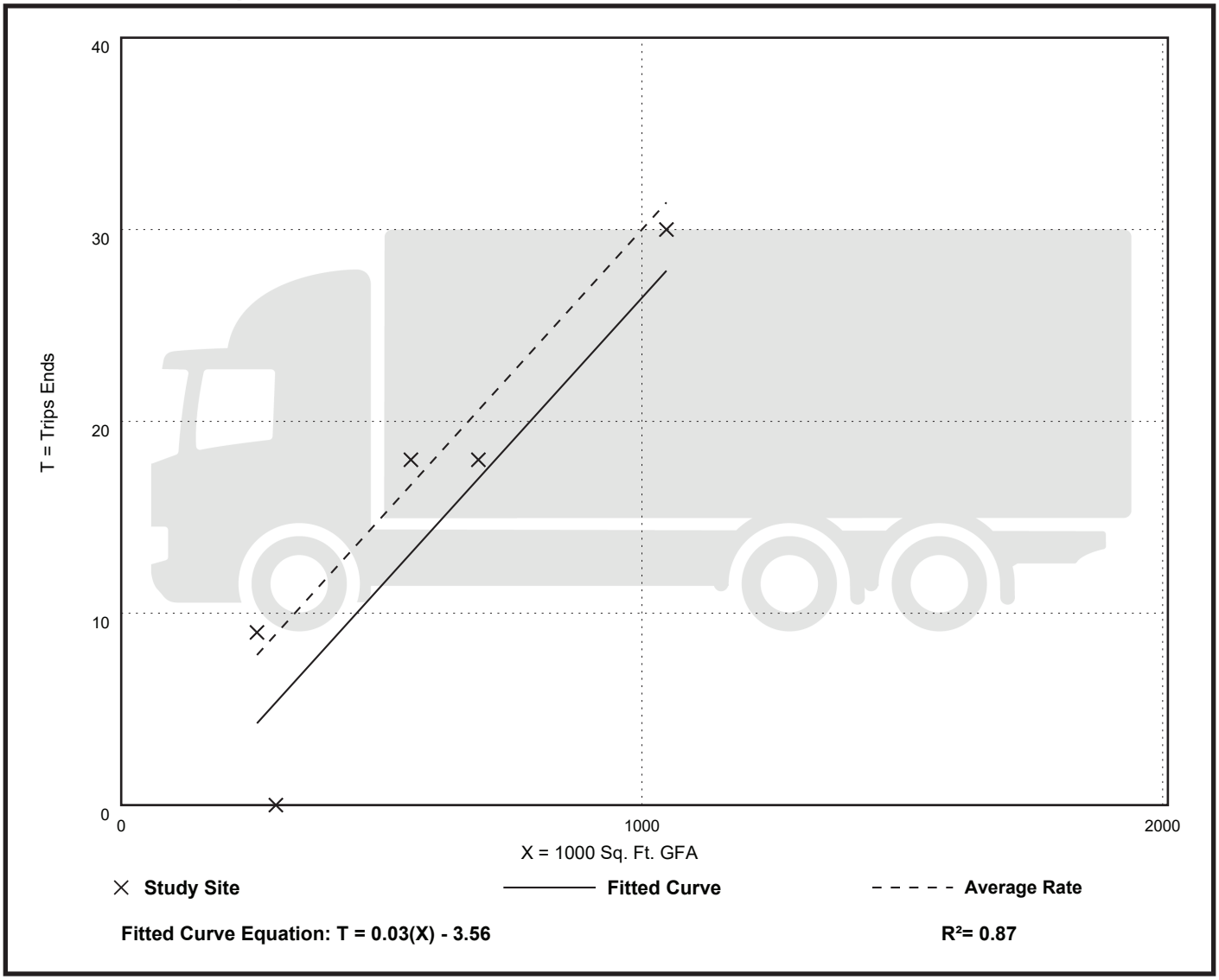
High-Cube Cold Storage Warehouse (157)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 569
Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.03	0.01

Data Plot and Equation



Fitted Curve Equation: T = 0.03(X) - 3.56

R^2= 0.87

Warehousing
(150)

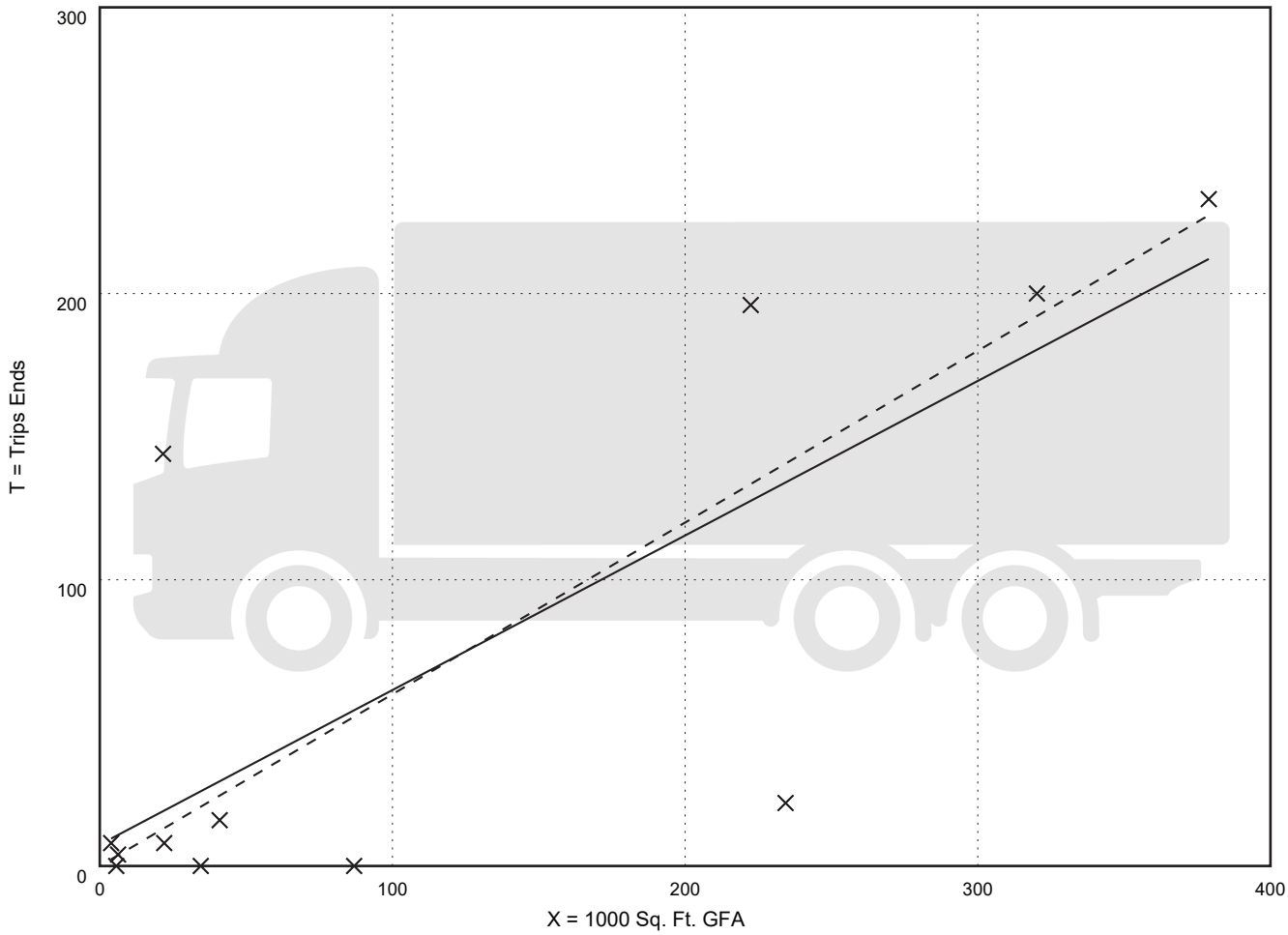
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.00 - 6.66	0.86

Data Plot and Equation



Fitted Curve Equation: T = 0.54(X) + 7.47

R^2= 0.61

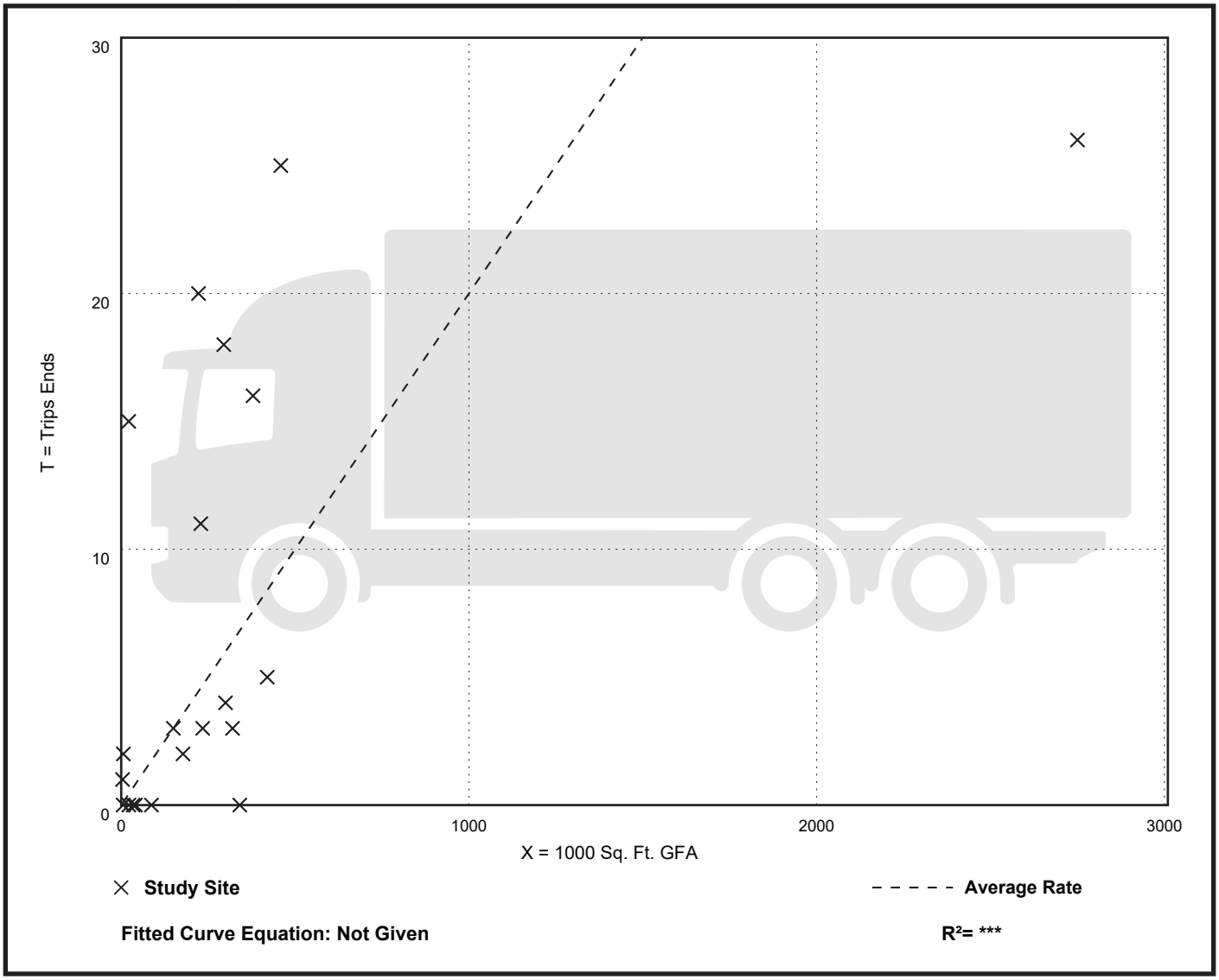
Warehousing
(150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 309
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.69	0.05

Data Plot and Equation



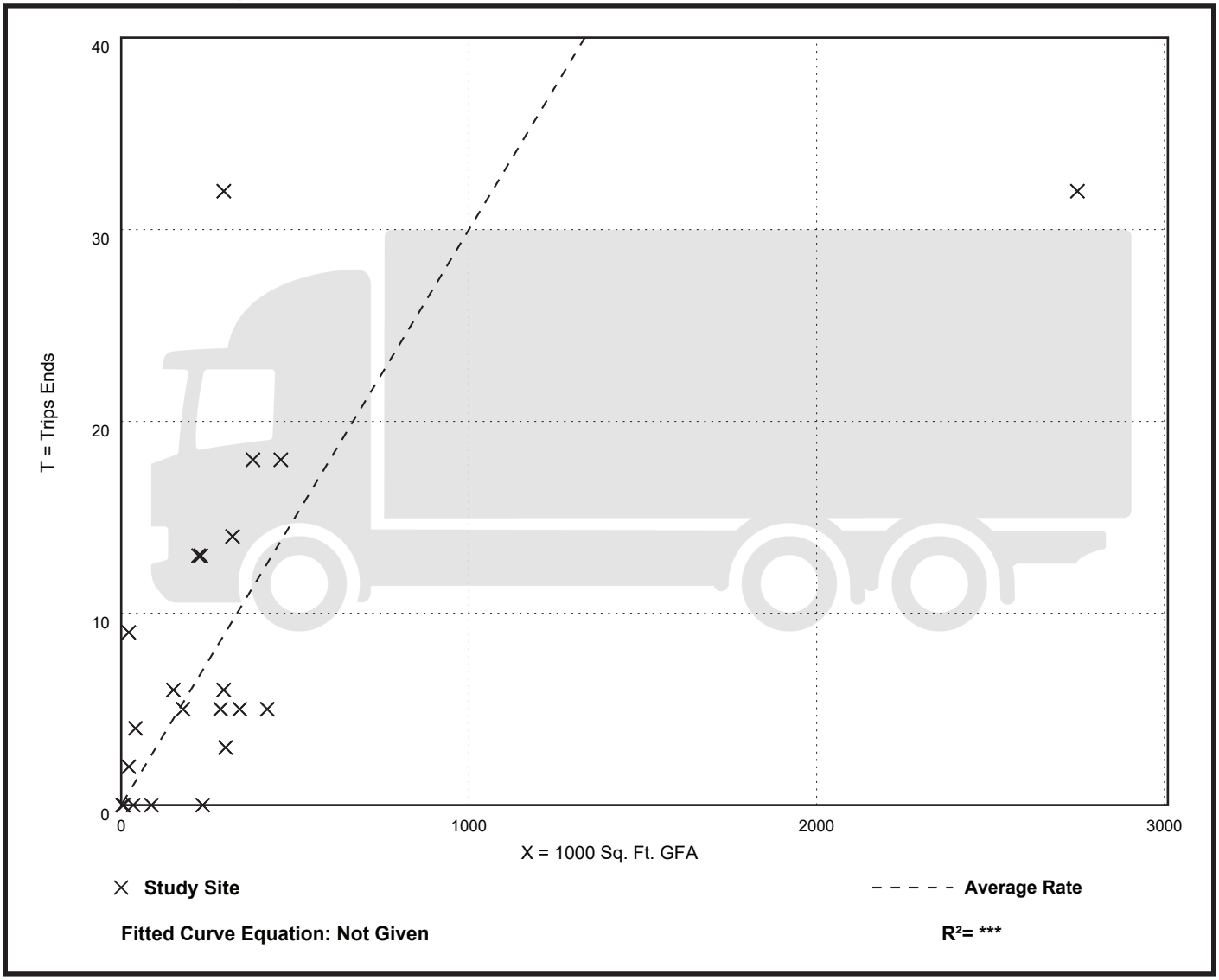
Warehousing
(150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 23
Avg. 1000 Sq. Ft. GFA: 308
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.42	0.03

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Appendix C
Traffic Volume Data/Report

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
COMMERCE CENTER DR	END OF 4 LANES to GLADES CUT-OFF RD	732	6,300	2024	630	453	C	0.72	423	C	0.67
CORTEZ BLVD	35TH ST to 25TH ST	767	3,100	2025	750	215	C	0.29	230	C	0.31
CORTEZ BLVD	25TH ST to SUNRISE BLVD	648	3,025	2023	750	212	C	0.28	193	C	0.26
COUNTRY CLUB DR	ST LUCIE WEST BLVD to CALIFORNIA BLVD	725	7,390	2023	1,710	535	C	0.31	506	C	0.30
CROSSTOWN PKWY	COMMERCE CENTER DR to I-95	650	19,924	2021	3,170	948	C	0.30	1,014	C	0.32
CROSSTOWN PKWY	I-95 to CALIFORNIA BLVD	651	39,646	2024	3,170	2,339	C	0.74	2,238	C	0.71
CROSSTOWN PKWY	CALIFORNIA BLVD to CASHMERE BLVD	652	37,715	2024	3,170	2,138	C	0.67	2,199	C	0.69
CROSSTOWN PKWY	CASHMERE BLVD to CAMEO BLVD	653	37,546	2024	3,170	2,102	C	0.66	2,018	C	0.64
CROSSTOWN PKWY	CAMEO BLVD to BAYSHORE BLVD	654	45,694	2024	3,170	2,370	C	0.75	2,351	C	0.74
CROSSTOWN PKWY	BAYSHORE BLVD to AIROSO BLVD	655	35,146	2024	3,170	1,928	C	0.61	1,863	C	0.59
CROSSTOWN PKWY	AIROSO BLVD to SANDIA DR	656	18,627	2021	3,170	902	C	0.28	967	C	0.31
CROSSTOWN PKWY	SANDIA DR to MANTH LN	657	30,000	2025	3,170	1,910	C	0.60	1,702	C	0.54
CROSSTOWN PKWY	FLORESTA DR to US 1	66	36,000	2025	3,170	2,314	C	0.73	2,176	C	0.69
CROSSROADS PKWY	OKEECHOBEE RD to KINGS HWY	649	2,313	2022	790	121	C	0.15	128	C	0.16
CROSSTOWN PKWY	VILLAGE PKWY to COMMERCE CENTER DR	733	27,500	2024	2,100	1,550	C	0.74	1,498	C	0.71
DARWIN BLVD	BECKER RD to PAAR DR	235	8,972	2024	630	775	F	1.23	682	F	1.08
DARWIN BLVD	PAAR DR to TULIP BLVD	235	8,972	2024	920	775	C	0.84	682	C	0.74
DARWIN BLVD	TULIP BLVD to PORT ST LUCIE BLVD	659	10,941	2023	920	576	C	0.63	537	C	0.58
DEL RIO BLVD	PORT ST LUCIE BLVD to CALIFORNIA BLVD	311	10,500	2025	920	614	C	0.67	529	C	0.58
DEL RIO BLVD	CALIFORNIA BLVD to CASHMERE BLVD	660	5,602	2022	880	330	C	0.38	350	C	0.40
DEL RIO BLVD	CASHMERE BLVD to CALIFORNIA BLVD	661	5,286	2021	880	281	C	0.32	285	C	0.32
DELAWARE AVE	HARTMAN RD to 33RD ST	662	1,566	2022	600	306	D	0.51	236	C	0.39
DELAWARE AVE	33RD ST to 25TH ST	500	1,942	2022	1,710	145	C	0.08	151	C	0.09
DELAWARE AVE	25TH ST to OKEECHOBEE RD	772	2,300	2025	1,220	135	C	0.11	125	C	0.10
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	663	10,644	2023	790	597	D	0.76	567	D	0.72
DELAWARE AVE	13TH ST to 10TH ST	664	7,780	2024	750	450	D	0.60	418	D	0.56
DELAWARE AVE	10TH ST to 7TH ST	664	7,780	2024	600	450	D	0.75	418	D	0.70
DELAWARE AVE	7TH ST to US 1	665	6,512	2023	750	421	D	0.56	380	D	0.51
DISCOVERY WAY	COMMUNITY BLVD to VILLAGE PKWY	778	6,500	2025	920	370	C	0.40	373	C	0.41
DISCOVERY WAY	RANGE LINE RD to COMMUNITY BLVD	778	6,500	2025	790	370	C	0.47	373	C	0.47
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	710	12,026	2024	830	746	C	0.90	766	C	0.92
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	14,000	2025	880	938	F	1.07	836	D	0.95

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
EASY ST	US 1 to BUCHANAN DR	106	7,201	2021	750	399	D	0.53	505	D	0.67
EASY ST	BUCHANAN DR to YUCCA DR	106	7,201	2021	540	399	D	0.74	505	D	0.94
EDWARDS RD	JENKINS RD to MCNEIL RD	174	11,836	2024	630	627	D	1.00	607	D	0.96
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	11,836	2024	700	627	C	0.90	607	C	0.87
EDWARDS RD	SELVITZ RD to 25TH ST	110	15,105	2024	880	796	C	0.90	786	C	0.89
EDWARDS RD	25TH ST to SUNRISE BLVD	108	16,580	2024	1,630	826	D	0.51	826	D	0.51
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	502	13,835	2024	1,630	698	C	0.43	680	C	0.42
EDWARDS RD	OLEANDER AVE to US 1	173	7,600	2025	1,630	394	C	0.24	356	C	0.22
EMERSON AVE	INDRIO RD to RUSSOS RD	105	6,494	2023	1,070	480	C	0.45	474	C	0.44
EMERSON AVE	RUSSOS RD to FT PIERCE BLVD	105	6,494	2023	760	480	C	0.63	474	C	0.62
FARMER'S MARKET RD	OLEANDER AVE to US 1	112	1,633	2023	750	85	C	0.11	99	C	0.13
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	317	15,500	2025	920	1,043	F	1.13	917	D	1.00
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	315	10,000	2025	880	701	C	0.80	621	C	0.71
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	315	10,000	2025	880	701	C	0.80	621	C	0.71
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	109	9,400	2025	920	515	C	0.56	552	C	0.60
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	107	9,000	2025	920	470	C	0.51	515	C	0.56
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	313	4,929	2021	630	354	C	0.56	377	C	0.60
FLORESTA DR	AIROSO BLVD to SELVITZ RD	313	4,929	2021	880	354	C	0.40	377	C	0.43
FLORIDA'S TURNPIKE	BECKER RD to PORT ST LUCIE BLVD	979913	64,338	2024							
FLORIDA'S TURNPIKE	MARTIN C.L. to BECKER RD	971958	66,500	2024							
FLORIDA'S TURNPIKE	PORT ST LUCIE BLVD to OKEECHOBEE RD	971964	55,450	2024							
FLORIDA'S TURNPIKE	OKEECHOBEE RD to INDIAN RIVER C.L.	971968	42,350	2024							
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	226	3,375	2023	540	229	C	0.42	235	C	0.44
GARDENIA AVE	OLEANDER AVE to US 1	666	2,511	2022	750	194	C	0.26	184	C	0.25
GATLIN BLVD	W OF I-95 to E OF I-95	945075	53,466	2024	3,170	2,620	C	0.83	2,620	C	0.83
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	945075	53,466	2024	3,170	2,620	C	0.83	2,620	C	0.83
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	740	47,500	2025	3,170	2,111	C	0.67	2,481	C	0.78
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	741	40,500	2025	3,170	1,781	C	0.56	2,068	C	0.65
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	742	34,500	2025	3,170	1,472	C	0.46	1,498	C	0.47
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,054	2023	600	236	C	0.39	226	C	0.38
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	667	4,054	2023	750	236	C	0.31	226	C	0.30
GEORGIA AVE	17TH ST to 13TH ST	508	4,817	2023	600	245	C	0.41	247	C	0.41

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Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
GEORGIA AVE	13TH ST to 7TH ST	506	2,211	2023	600	134	C	0.22	150	C	0.25
GEORGIA AVE	7TH ST to US 1	504	1,972	2023	600	109	C	0.18	117	C	0.20
GILSON RD	MARTIN C.L. to BECKER RD	111	11,314	2024	710	963	F	1.36	1,019	F	1.44
GILSON RD	BECKER RD to NW LAKERIDGE DR	775	3,300	2025	540	177	C	0.33	198	C	0.37
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,743	2022	1,070	172	B	0.16	182	B	0.17
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	5,565	2022	1,070	438	C	0.41	509	C	0.48
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	773	550	2025	390	32	B	0.08	32	B	0.08
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	731	5,600	2024	920	458	C	0.50	453	C	0.49
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	10,534	2024	790	605	D	0.77	597	D	0.76
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	6,441	2023	830	384	C	0.46	356	C	0.43
GRAHAM RD	KINGS HWY to JENKINS RD	669	2,268	2022	630	143	C	0.23	144	C	0.23
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	7,200	2025	750	452	D	0.60	392	D	0.52
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	7,200	2025	540	452	D	0.84	392	D	0.73
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	7,200	2025	790	452	D	0.57	392	D	0.50
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	636	2024	670	43	B	0.06	42	B	0.06
HILLMOOR DR	US 1 to LENNARD RD	671	7,050	2023	790	391	D	0.49	370	C	0.47
I-95	MARTIN C.L. to GATLIN BLVD	890334	79,895	2024							
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	94,995	2024							
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	77,652	2024							
I-95	MIDWAY RD to OKEECHOBEE RD	941902	82,598	2024							
I-95	OKEECHOBEE RD to ORANGE AVE	940260	74,811	2024							
I-95	ORANGE AVE to INDRIO RD	941905	56,920	2024							
I-95	INDRIO RD to INDIAN RIVER C.L.	882003	46,817	2024							
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	762	6,200	2025	750	378	D	0.50	395	D	0.53
INDIAN RIVER DR	ORANGE AVE to AVENUE A	762	6,200	2025	750	378	D	0.50	395	D	0.53
INDIAN RIVER DR	AVENUE D to SEAWAY DR	761	6,900	2025	790	371	C	0.47	392	D	0.50
INDIAN RIVER DR	AVENUE A to AVENUE D	761	6,900	2025	540	371	D	0.69	392	D	0.73
INDRIO RD	PRIVATE RD to I-95 W RAMP	771	6,600	2025	1,080	421	C	0.39	406	B	0.38
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	1,238	2024							

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						Volume	LOS	V/C	Volume	LOS	V/C
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	12,642	2024							
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	12,642	2024							
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	12,642	2024							
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	11,944	2024							
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	11,944	2024							
INDRIO RD	KINGS HWY to SLASH PINE TRL	114	5,763	2023	790	364	C	0.46	358	C	0.45
INDRIO RD	SLASH PINE TRL to US 1	114	5,763	2023	920	364	C	0.40	358	C	0.39
INDRIO RD	US 1 to OLD DIXIE HWY	672	1,070	2022	750	93	C	0.12	98	C	0.13
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	10,986	2024	880	668	C	0.76	678	C	0.77
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	11,143	2024	920	593	C	0.64	595	C	0.65
JENKINS RD	GRAHAM RD to PETERSON RD	739	6,500	2024	630	357	C	0.57	352	C	0.56
JENKINS RD	PETERSON RD to ORANGE AVE	739	6,500	2024	920	357	C	0.39	352	C	0.38
JENNINGS RD	US 1 to LENNARD RD	673	4,691	2022	2,100	246	C	0.12	234	C	0.11
JOHNSTON RD	ANGLE RD to L20	674	2,766	2022	1,070	217	B	0.20	190	B	0.18
JOHNSTON RD	L20 to MEADOWOOD DR	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	INDRIO RD to RUSSOS RD	135	9,303	2023	1,070	539	C	0.50	509	C	0.48
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	9,303	2023	1,070	539	C	0.50	509	C	0.48
JUANITA AVE	53RD ST to 25TH ST	122	1,369	2022	750	87	C	0.12	72	C	0.10
JUANITA AVE	25TH ST to US 1	120	3,445	2022	750	176	C	0.23	192	C	0.26
KEEN RD	ANGLE RD to JUANITA AVE	129	3,109	2023	630	227	C	0.36	246	C	0.39
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	3,109	2023	630	227	C	0.36	246	C	0.39
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	9,986	2024							
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	9,986	2024							
KINGS HWY	GRAHAM RD to PICOS RD	940076	7,196	2024							
KINGS HWY	PICOS RD to ORANGE AVE	940076	7,196	2024							
KINGS HWY	ORANGE AVE to ANGLE RD	940077	15,122	2024							
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,634	2024							
KINGS HWY	ST LUCIE BLVD to INDRIO RD	940006	14,415	2024							
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	2,369	2021	630	137	C	0.22	127	C	0.20
KITTERMAN RD	OLEANDER AVE to US 1	124	3,241	2023	750	209	C	0.28	170	C	0.23

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						Volume	LOS	V/C	Volume	LOS	V/C
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,026	2022	920	109	C	0.12	109	C	0.12
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	3,416	2024	880	279	C	0.32	275	C	0.31
NEBRASKA AVE	25TH ST to 13TH ST	684	3,389	2022	1,710	225	C	0.13	173	C	0.10
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,548	2024	700	327	C	0.47	310	C	0.44
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,655	2022	540	193	C	0.36	214	C	0.40
OHIO AVE	COLONIAL RD to US 1	686	3,655	2022	750	193	C	0.26	214	C	0.29
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	11,285	2024	1,580	611	B	0.39	618	B	0.39
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	11,285	2024	2,000	611	B	0.31	618	B	0.31
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	10,058	2024							
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	10,058	2024							
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	10,058	2024							
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	10,058	2024							
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	10,058	2024							
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	7,458	2024							
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	10,829	2024							
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	10,829	2024							
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	24,802	2024							
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,584	2024							
OKEECHOBEE RD	I-95 to JENKINS RD	940029	34,664	2024							
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	34,664	2024							
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	33,563	2024							
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	13,254	2023	2,100	685	C	0.33	676	C	0.32
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	13,254	2023	1,630	685	C	0.42	676	C	0.41
OKEECHOBEE RD	35TH ST to 33RD ST	689	15,788	2023	1,630	822	D	0.50	787	D	0.48
OKEECHOBEE RD	33RD ST to 25TH ST	689	15,788	2023	1,630	822	D	0.50	787	D	0.48
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	11,662	2023	1,630	675	C	0.41	599	C	0.37
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	11,662	2023	1,710	675	C	0.39	599	C	0.35
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	42	2022	790	6	C	0.01	6	C	0.01
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	768	9,800	2025	750	559	D	0.75	613	D	0.82
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	1,752	2022	790	142	C	0.18	104	C	0.13
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	769	2,000	2025	870	144	C	0.17	150	C	0.17
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	3,024	2021	540	175	C	0.32	198	C	0.37

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						Volume	LOS	V/C	Volume	LOS	V/C
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	5,200	2025	750	407	D	0.54	413	D	0.55
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	5,879	2023	750	332	C	0.44	335	C	0.45
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	5,879	2023	540	332	D	0.61	335	D	0.62
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	11,569	2024	540	573	E	1.06	567	E	1.05
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	11,569	2024	750	573	D	0.76	567	D	0.76
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	9,680	2024	750	620	D	0.83	546	D	0.73
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	9,680	2024	540	620	F	1.15	546	E	1.01
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	9,680	2024	790	620	D	0.78	546	D	0.69
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,773	2023	600	268	C	0.45	277	C	0.46
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	HEADER CANAL RD to SHINN RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	SHINN RD to CAMPBELL RD	759	9,900	2025	1,070	553	C	0.52	500	C	0.47
ORANGE AVE	CAMPBELL RD to KINGS HWY	759	9,900	2025	1,070	553	C	0.52	500	C	0.47
ORANGE AVE	KINGS HWY to I-95	940041	18,044	2024							
ORANGE AVE	I-95 to JENKINS RD	940035	15,959	2024							
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	18,256	2024							
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	18,256	2024							
ORANGE AVE	ANGLE RD to 25TH ST	940151	8,946	2013							
ORANGE AVE	25TH ST to 17TH ST	945040	14,095	2024							
ORANGE AVE	17TH ST to 13TH ST	945040	14,095	2024							
ORANGE AVE	13TH ST to 10TH ST	945040	14,095	2024							
ORANGE AVE	10TH ST to 7TH ST	940155	10,375	2024							
ORANGE AVE	7TH ST to US 1	945134	7,977	2024							
ORANGE AVE	US 1 to 2ND ST	760	3,500	2025	600	328	D	0.55	330	D	0.55
ORANGE AVE	2ND ST to INDIAN RIVER DR	760	3,500	2025	750	328	C	0.44	330	C	0.44
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	209	1,986	2022	700	154	C	0.22	133	C	0.19
PARR DR	DARWIN BLVD to TULIP BLVD	723	1,935	2023	540	170	C	0.31	129	C	0.24
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	747	6,300	2025	700	375	C	0.54	354	C	0.51
PARR DR	ROSSER BLVD to SAVONA BLVD	747	6,300	2025	630	375	C	0.60	354	C	0.56
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	693	5,857	2021	630	370	C	0.59	412	C	0.65
PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	694	11,445	2024	920	824	C	0.90	827	C	0.90

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						Volume	LOS	V/C	Volume	LOS	V/C
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNGATE DR	329	12,500	2025	2,100	683	C	0.33	607	C	0.29
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	11,549	2024	2,100	658	C	0.31	623	C	0.30
VILLAGE GREEN DR	US 1 to WALTON RD	716	17,648	2024	2,100	1,100	C	0.52	1,190	C	0.57
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,664	2022	920	305	C	0.33	258	C	0.28
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	29,000	2025	2,650	1,400	D	0.53	1,386	D	0.52
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	734	8,800	2024	1,710	590	C	0.35	609	C	0.36
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	27,668	2024	1,710	1,491	D	0.87	1,471	D	0.86
VILLAGE PKWY	WESTCLIFFE LN to CROSSTOWN PKWY	720	18,528	2023	1,710	982	D	0.57	1,038	D	0.61
VIRGINIA AVE	35TH ST to 25TH ST	940032	23,774	2024							
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	22,983	2024							
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	22,983	2024							
VIRGINIA AVE	25TH ST to 13TH ST	940033	22,068	2024							
VIRGINIA AVE	13TH ST to 11TH ST	940794	23,718	2024							
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	23,718	2024							
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	20,071	2024							
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,681	2024							
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,681	2024							
WALTON RD	US 1 to VILLAGE GREEN DR	330	12,775	2024	1,710	743	C	0.43	753	C	0.44
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	17,000	2025	1,710	964	D	0.56	1,014	D	0.59
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	11,285	2024	880	703	C	0.80	712	C	0.81
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,039	2022	630	388	C	0.62	368	C	0.58
WEATHERBEE RD	OLEANDER AVE to US 1	721	3,229	2023	750	202	C	0.27	184	C	0.25
WEATHERBEE RD	US 1 to MIDWAY RD	158	6,028	2023	750	382	D	0.51	382	D	0.51
WESTCLIFFE LN	TREMONTE AVE to VILLAGE PKWY	722	6,604	2023	1,470	485	C	0.33	445	C	0.30
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	339	14,905	2023	920	798	C	0.87	900	D	0.98
WESTMORELAND BLVD	MARTIN C.L. to MORNINGSIDE BLVD	245	8,300	2025	920	475	C	0.52	584	C	0.63

Countywide Performance

Weighted V/C = **21.49**

% VMT below Standard = **33.92%**

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

COUNTY: 94
STATION: 0757
DESCRIPTION: SR 713 / KINGS HWY - N OF SR 70/OKEECHOBEE RD (COU
START DATE: 03/27/2024
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	31	18	23	28	100	49	46	42	55	192	292
0100	37	40	21	29	127	47	36	35	43	161	288
0200	40	16	41	20	117	45	66	40	31	182	299
0300	36	16	8	33	93	47	44	55	40	186	279
0400	29	32	40	26	127	59	64	84	95	302	429
0500	49	52	47	54	202	103	100	98	118	419	621
0600	70	91	84	102	347	76	130	122	171	499	846
0700	82	82	124	95	383	166	166	178	160	670	1053
0800	120	107	115	79	421	131	148	165	163	607	1028
0900	87	110	103	127	427	126	162	163	117	568	995
1000	127	115	112	136	490	106	160	137	172	575	1065
1100	120	111	136	119	486	217	154	134	134	639	1125
1200	125	143	144	133	545	161	156	120	121	558	1103
1300	162	136	141	135	574	158	153	136	147	594	1168
1400	130	133	130	128	521	171	115	118	127	531	1052
1500	127	132	135	134	528	125	99	129	146	499	1027
1600	112	110	102	145	469	165	159	220	183	727	1196
1700	130	108	113	100	451	188	209	149	117	663	1114
1800	124	84	90	74	372	110	112	103	95	420	792
1900	82	80	76	87	325	102	79	84	92	357	682
2000	92	76	53	58	279	89	110	108	79	386	665
2100	62	63	48	71	244	78	65	69	53	265	509
2200	50	66	41	40	197	109	54	98	54	315	512
2300	21	46	23	25	115	53	41	61	46	201	316
24-HOUR TOTALS:					7940					10516	18456

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	446	645	681	645	1071
P.M.	1215	[redacted]	1630	[redacted]	1630	1285
DAILY	1215	582	1630	800	1630	1285

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0076
DESCRIPTION: SR 713/KINGS HWY - S OF SR 68/ORANGE AVE (COUNTY 7
START DATE: 03/26/2024
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	21	23	16	7	67	29	12	7	7	55	122
0100	13	22	8	20	63	14	15	17	10	56	119
0200	18	12	7	11	48	14	20	17	8	59	107
0300	8	6	24	9	47	12	11	22	15	60	107
0400	15	11	29	28	83	28	33	49	40	150	233
0500	20	24	41	34	119	37	44	42	72	195	314
0600	47	69	86	86	288	62	87	100	114	363	651
0700	95	90	94	111	390	112	126	100	117	455	845
0800	102	100	89	93	384	124	114	123	114	475	859
0900	74	70	106	102	352	107	116	112	130	465	817
1000	95	93	97	96	381	101	101	106	110	418	799
1100	96	89	97	94	376	87	92	90	89	358	734
1200	91	110	94	116	411	123	109	114	86	432	843
1300	97	101	107	122	427	106	102	101	112	421	848
1400	82	88	116	89	375	92	115	107	128	442	817
1500	104	119	124	102	449	114	119	125	119	477	926
1600	116	112	101	102	431	129	136	123	115	503	934
1700	113	112	98	116	439	129	132	109	100	470	909
1800	88	99	78	64	329	101	81	88	58	328	657
1900	71	74	59	47	251	61	58	53	56	228	479
2000	59	31	50	48	188	54	92	56	46	248	436
2100	49	38	35	33	155	40	30	31	36	137	292
2200	36	38	29	33	136	28	22	37	22	109	245
2300	18	21	17	24	80	9	28	18	15	70	150
24-HOUR TOTALS:					6269					6974	13243

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	407	745	478	745	880
P.M.	1515	[redacted]	1530	[redacted]	1530	963
DAILY	1515	461	1530	509	1530	963

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0077
DESCRIPTION: SR 713/KINGS HWY - N OF SR 68/ORANGE AVE (COUNTY 7
START DATE: 02/28/2024
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	29	35	24	26	114	28	23	19	17	87	201
0100	12	22	24	10	68	26	8	30	20	84	152
0200	18	13	14	17	62	20	19	11	20	70	132
0300	16	17	22	25	80	13	17	24	13	67	147
0400	27	33	53	47	160	25	35	41	44	145	305
0500	64	85	96	98	343	51	64	85	105	305	648
0600	99	102	144	149	494	114	118	121	149	502	996
0700	138	172	177	182	669	148	169	175	149	641	1310
0800	156	131	156	147	590	167	171	152	130	620	1210
0900	119	132	139	156	546	144	121	121	127	513	1059
1000	118	159	122	149	548	137	143	150	105	535	1083
1100	137	175	140	137	589	130	131	149	136	546	1135
1200	141	159	99	177	576	135	147	126	132	540	1116
1300	143	136	139	141	559	125	126	141	131	523	1082
1400	137	131	156	148	572	116	133	137	154	540	1112
1500	165	187	178	148	678	138	176	142	165	621	1299
1600	160	179	177	169	685	155	172	175	193	695	1380
1700	161	134	162	163	620	160	184	156	151	651	1271
1800	152	124	113	98	487	165	116	115	110	506	993
1900	115	99	99	105	418	96	90	86	81	353	771
2000	67	77	56	81	281	58	81	58	51	248	529
2100	65	61	62	59	247	45	67	53	46	211	458
2200	63	46	46	50	205	45	43	37	31	156	361
2300	51	41	29	26	147	27	35	26	26	114	261
24-HOUR TOTALS:					9738					9273	19011

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	687	730	662	715	1347
P.M.	1615	[redacted]	1630	[redacted]	1615	1386
DAILY	715	687	1630	712	1615	1386

TRUCK PERCENTAGE 18.28 21.12 19.66

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	25	6396	1537	36	420	256	38	91	769	64	2	36	68	0	0	1780	9738
S	20	5801	1494	77	607	218	31	105	882	14	2	9	13	0	0	1958	9273

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0025
DESCRIPTION: SR 70/OKEECHOBEE RD - W OF SR 91/TPK (COUNTY 25)
START DATE: 02/29/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	20	22	14	11	67	10	16	7	12	45	112
0100	8	8	6	7	29	11	13	8	5	37	66
0200	3	5	10	3	21	3	1	8	7	19	40
0300	5	6	5	7	23	4	8	11	11	34	57
0400	10	13	12	24	59	12	16	16	15	59	118
0500	30	37	54	52	173	17	24	34	41	116	289
0600	74	89	111	123	397	44	55	57	72	228	625
0700	137	134	168	131	570	62	92	138	89	381	951
0800	124	108	118	109	459	89	97	73	75	334	793
0900	99	96	86	93	374	71	84	73	79	307	681
1000	117	103	117	94	431	95	78	89	81	343	774
1100	120	113	107	129	469	98	66	86	82	332	801
1200	131	113	131	114	489	79	99	76	91	345	834
1300	101	110	114	106	431	85	96	91	109	381	812
1400	114	118	122	100	454	101	105	74	109	389	843
1500	116	120	94	111	441	113	152	138	143	546	987
1600	113	108	130	104	455	155	157	120	117	549	1004
1700	123	110	102	98	433	141	165	174	151	631	1064
1800	104	102	78	62	346	160	178	145	151	634	980
1900	73	65	66	61	265	126	116	100	92	434	699
2000	65	63	62	73	263	64	63	58	64	249	512
2100	68	97	109	112	386	44	46	24	39	153	539
2200	129	129	127	139	524	29	24	25	26	104	628
2300	141	161	158	17	477	29	22	12	8	71	548
24-HOUR TOTALS:					8036					6721	14757

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	570	730	413	715	965
P.M.	1200	[redacted]	1730	[redacted]	1730	1069
DAILY	2245	599	1730	663	1730	1069

TRUCK PERCENTAGE 13.10 16.63 14.71

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	22	5343	1618	45	534	49	16	197	209	2	0	1	0	0	0	1053	8036
W	26	4912	665	40	483	245	23	75	238	9	0	5	0	0	0	1118	6721

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0748
DESCRIPTION: SR 70/OKEECHOBEE RD - E OF SR 713/KINGS HWY (COUNT
START DATE: 03/13/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	48	44	39	41	172	39	37	25	21	122	294
0100	35	32	40	19	126	27	26	22	20	95	221
0200	23	23	31	23	100	20	14	19	25	78	178
0300	23	14	19	30	86	24	28	20	29	101	187
0400	32	38	34	50	154	24	29	36	47	136	290
0500	69	79	90	126	364	49	65	79	105	298	662
0600	118	168	189	225	700	97	154	145	193	589	1289
0700	222	270	290	319	1101	156	180	208	189	733	1834
0800	249	252	246	263	1010	206	189	182	162	739	1749
0900	220	240	267	197	924	171	190	192	183	736	1660
1000	209	244	267	282	1002	193	208	199	181	781	1783
1100	261	269	262	298	1090	218	182	214	230	844	1934
1200	296	275	295	273	1139	222	238	193	195	848	1987
1300	276	261	263	273	1073	227	204	206	206	843	1916
1400	274	267	297	314	1152	230	225	229	240	924	2076
1500	289	306	279	276	1150	248	234	244	241	967	2117
1600	321	293	326	281	1221	263	211	235	259	968	2189
1700	311	276	284	260	1131	259	254	221	216	950	2081
1800	263	209	250	224	946	189	186	174	166	715	1661
1900	226	180	197	210	813	153	143	139	118	553	1366
2000	154	134	135	132	555	106	141	102	113	462	1017
2100	130	119	118	98	465	95	104	69	94	362	827
2200	109	81	91	93	374	64	71	66	50	251	625
2300	89	57	78	60	284	42	46	40	34	162	446
24-HOUR TOTALS:					17132					13257	30389

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1128	730	792	715	1911
P.M.	1600	[redacted]	1630	[redacted]	1630	2201
DAILY	1600	1221	1630	1007	1630	2201

TRUCK PERCENTAGE 23.60 25.98 24.64

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	133	9601	3355	251	988	246	13	383	2074	41	28	17	2	0	0	4043	17132
W	44	6885	2803	279	1261	110	32	283	1399	31	20	12	17	0	81	3444	13257

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0106
DESCRIPTION: SR 70/OKEECHOBEE RD - W OF SR 9\I-95 (INCLUDE EB T
START DATE: 02/28/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	23	17	12	12	64	64	61	82	77	284	348
0100	16	8	8	6	38	44	35	41	56	176	214
0200	10	10	7	9	36	36	39	46	40	161	197
0300	6	4	6	9	25	38	43	40	44	165	190
0400	10	12	10	16	48	41	73	75	95	284	332
0500	24	30	34	48	136	102	111	131	175	519	655
0600	51	78	119	114	362	188	172	213	286	859	1221
0700	147	172	197	185	701	240	269	274	306	1089	1790
0800	159	165	165	191	680	274	257	255	262	1048	1728
0900	135	145	153	117	550	226	224	247	226	923	1473
1000	155	126	138	172	591	237	231	235	272	975	1566
1100	154	163	156	160	633	260	292	297	266	1115	1748
1200	161	141	165	160	627	284	295	348	282	1209	1836
1300	147	137	138	143	565	276	312	267	302	1157	1722
1400	152	133	139	144	568	267	281	308	283	1139	1707
1500	155	136	162	120	573	327	318	338	391	1374	1947
1600	158	147	159	166	630	377	421	405	419	1622	2252
1700	187	165	162	145	659	450	436	416	371	1673	2332
1800	158	169	116	119	562	371	384	422	362	1539	2101
1900	124	150	114	104	492	397	354	276	265	1292	1784
2000	100	109	93	137	439	265	212	209	183	869	1308
2100	106	122	102	123	453	168	126	119	106	519	972
2200	123	142	120	153	538	99	82	74	79	334	872
2300	131	142	172	149	594	55	64	62	53	234	828
24-HOUR TOTALS:					10564					20559	31123

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	713	715	1123	715	1836
P.M.	1645	[redacted]	1645	[redacted]	1645	2401
DAILY	715	713	1645	1721	1645	2401

TRUCK PERCENTAGE 3.80 21.09 15.22

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	97	9613	445	62	166	36	13	47	51	23	0	0	3	0	8	401	10564
W	42	11848	4322	299	1458	183	70	243	1939	35	53	50	5	0	12	4335	20559

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0029
DESCRIPTION: SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY 29
START DATE: 03/12/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	41	41	24	34	140	41	14	41	36	132	272
0100	20	36	24	23	103	20	23	14	27	84	187
0200	20	17	21	23	81	22	20	13	20	75	156
0300	17	12	24	24	77	21	26	30	24	101	178
0400	15	31	29	44	119	34	48	44	68	194	313
0500	54	76	103	141	374	75	90	133	133	431	805
0600	158	176	289	298	921	216	255	312	326	1109	2030
0700	290	405	495	474	1664	271	278	371	347	1267	2931
0800	375	365	326	346	1412	303	280	281	284	1148	2560
0900	301	303	303	300	1207	259	264	268	278	1069	2276
1000	263	230	287	286	1066	254	274	237	256	1021	2087
1100	315	259	275	293	1142	263	287	267	317	1134	2276
1200	307	313	325	354	1299	334	299	286	254	1173	2472
1300	315	298	300	304	1217	274	323	284	304	1185	2402
1400	301	276	318	331	1226	339	288	301	299	1227	2453
1500	286	310	365	383	1344	320	338	383	399	1440	2784
1600	339	355	367	382	1443	420	444	417	380	1661	3104
1700	356	420	414	352	1542	410	438	410	347	1605	3147
1800	339	349	307	282	1277	266	331	266	273	1136	2413
1900	247	246	212	214	919	255	238	261	214	968	1887
2000	177	186	153	156	672	210	199	177	157	743	1415
2100	155	122	105	105	487	152	111	113	114	490	977
2200	116	77	74	85	352	87	76	90	79	332	684
2300	54	54	49	45	202	87	32	60	42	221	423
24-HOUR TOTALS:					20286					19946	40232

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1749	730	1301	715	3048
P.M.	1645	[redacted]	1545	[redacted]	1645	3210
DAILY	715	1749	1545	1680	1645	3210

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0742
DESCRIPTION: SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE (CO
START DATE: 03/26/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	29	26	18	21	94	29	21	18	24	92	186
0100	15	14	14	16	59	8	18	13	14	53	112
0200	7	12	12	13	44	13	20	11	12	56	100
0300	10	12	4	15	41	11	17	18	10	56	97
0400	12	20	32	24	88	21	32	32	45	130	218
0500	37	55	66	84	242	59	80	112	116	367	609
0600	118	152	224	252	746	135	229	233	260	857	1603
0700	235	300	420	511	1466	228	280	271	273	1052	2518
0800	432	379	352	335	1498	295	294	258	267	1114	2612
0900	326	353	281	334	1294	233	289	270	259	1051	2345
1000	297	267	322	345	1231	258	230	294	322	1104	2335
1100	309	310	280	344	1243	348	287	303	342	1280	2523
1200	313	357	309	371	1350	381	373	337	304	1395	2745
1300	314	318	308	307	1247	363	328	340	320	1351	2598
1400	308	328	340	316	1292	356	337	347	297	1337	2629
1500	296	313	327	381	1317	438	444	388	418	1688	3005
1600	369	384	381	433	1567	411	376	406	418	1611	3178
1700	409	433	459	387	1688	477	453	443	352	1725	3413
1800	393	403	355	330	1481	318	342	274	286	1220	2701
1900	280	256	236	224	996	330	287	285	292	1194	2190
2000	231	203	201	167	802	230	283	295	206	1014	1816
2100	158	149	125	112	544	165	144	150	134	593	1137
2200	118	103	70	67	358	103	100	70	55	328	686
2300	78	74	35	50	237	41	41	43	30	155	392
24-HOUR TOTALS:					20925					20823	41748

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1742	730	1133	730	2875
P.M.	1645	[redacted]	1645	[redacted]	1645	3525
DAILY	730	1742	1645	1791	1645	3525

TRUCK PERCENTAGE 4.05 8.47 6.25

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	76	17371	2532	85	282	105	79	77	165	44	1	0	9	0	99	847	20925
W	111	15829	3039	129	940	154	65	207	230	27	2	2	7	0	81	1763	20823

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0041
DESCRIPTION: SR 68 / ORANGE AVE - W OF SR 9/I-95 (COUNTY 41)
START DATE: 03/26/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	38	30	26	11	105	37	35	23	24	119	224
0100	23	24	19	17	83	33	14	23	26	96	179
0200	33	19	31	28	111	30	24	25	17	96	207
0300	28	21	34	19	102	16	12	52	40	120	222
0400	32	18	35	46	131	39	50	66	76	231	362
0500	42	57	70	75	244	79	95	115	141	430	674
0600	78	120	138	128	464	162	172	218	227	779	1243
0700	159	114	156	164	593	175	179	214	247	815	1408
0800	177	164	166	121	628	209	181	217	155	762	1390
0900	141	135	141	151	568	166	138	163	192	659	1227
1000	140	141	187	160	628	164	160	183	178	685	1313
1100	162	171	169	177	679	203	178	206	154	741	1420
1200	142	186	165	187	680	189	165	193	217	764	1444
1300	186	161	188	208	743	211	195	202	193	801	1544
1400	180	177	208	170	735	167	249	195	242	853	1588
1500	194	156	207	183	740	214	212	197	242	865	1605
1600	208	203	213	198	822	210	229	242	225	906	1728
1700	195	194	180	169	738	205	212	205	198	820	1558
1800	158	145	144	127	574	193	179	156	145	673	1247
1900	112	105	104	106	427	151	129	106	125	511	938
2000	91	92	76	75	334	128	121	114	104	467	801
2100	85	68	71	64	288	108	91	83	91	373	661
2200	44	49	40	51	184	80	86	74	53	293	477
2300	41	44	46	22	153	43	51	44	40	178	331
24-HOUR TOTALS:					10754					13037	23791

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	671	745	854	745	1525
P.M.	1600	[redacted]	1545	[redacted]	1545	1730
DAILY	1600	822	1545	923	1545	1730

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0035
DESCRIPTION: SR 68 / ORANGE AVE - E OF SR 9/I-95 (COUNTY 35)
START DATE: 02/27/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	14	17	11	11	53	10	11	14	8	43	96
0100	6	7	3	9	25	10	7	10	10	37	62
0200	9	3	5	8	25	4	10	6	7	27	52
0300	12	9	9	10	40	5	10	17	13	45	85
0400	10	16	29	18	73	10	18	33	34	95	168
0500	23	44	66	71	204	37	53	72	84	246	450
0600	72	106	179	264	621	93	141	186	161	581	1202
0700	234	270	355	262	1121	151	171	202	194	718	1839
0800	193	167	167	171	698	166	150	180	112	608	1306
0900	131	145	155	135	566	122	138	118	107	485	1051
1000	131	130	132	156	549	130	104	120	102	456	1005
1100	147	132	128	124	531	119	112	138	150	519	1050
1200	137	138	167	158	600	131	135	119	132	517	1117
1300	163	128	141	131	563	148	134	150	160	592	1155
1400	167	164	152	173	656	158	153	169	191	671	1327
1500	174	182	168	177	701	174	255	223	197	849	1550
1600	157	195	191	161	704	251	214	229	210	904	1608
1700	189	228	163	144	724	257	285	201	165	908	1632
1800	155	154	96	107	512	145	124	104	101	474	986
1900	88	89	70	83	330	103	98	69	61	331	661
2000	59	41	47	45	192	66	69	62	52	249	441
2100	44	48	28	37	157	62	46	58	49	215	372
2200	41	26	48	29	144	42	34	38	28	142	286
2300	34	35	22	19	110	21	22	17	18	78	188
24-HOUR TOTALS:					9899					9790	19689

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	1123	715	733	700	1839
P.M.	1630	[redacted]	1630	[redacted]	1630	1750
DAILY	645	1123	1630	981	700	1839
TRUCK PERCENTAGE	13.39		9.07		11.24	

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	38	6807	1729	87	810	166	19	91	142	5	2	3	0	0	0	1325	9899
W	29	7597	1276	48	474	131	24	43	146	10	3	8	1	0	0	888	9790

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0028
DESCRIPTION: SR 68/ORANGE AVE - E OF CR 611/B JENKINS RD (COUNT
START DATE: 02/27/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	19	19	11	11	60	18	7	10	9	44	104
0100	8	6	0	8	22	11	8	12	12	43	65
0200	6	6	3	8	23	3	11	11	8	33	56
0300	8	10	8	13	39	9	11	15	10	45	84
0400	7	14	18	19	58	17	26	42	44	129	187
0500	22	45	70	69	206	45	58	102	87	292	498
0600	75	92	163	222	552	123	163	222	215	723	1275
0700	237	253	342	298	1130	172	215	248	236	871	2001
0800	190	193	173	198	754	173	159	194	146	672	1426
0900	165	159	170	175	669	155	141	136	119	551	1220
1000	148	158	155	169	630	153	109	141	141	544	1174
1100	172	161	163	158	654	127	129	142	147	545	1199
1200	184	159	195	170	708	152	159	117	166	594	1302
1300	211	152	189	160	712	152	154	169	206	681	1393
1400	201	194	162	209	766	189	180	184	205	758	1524
1500	210	214	208	214	846	196	243	285	224	948	1794
1600	196	228	222	225	871	282	209	244	191	926	1797
1700	202	244	175	169	790	281	288	255	174	998	1788
1800	195	192	107	118	612	157	132	131	116	536	1148
1900	106	96	84	75	361	124	115	78	67	384	745
2000	65	56	49	51	221	76	75	71	54	276	497
2100	54	57	35	33	179	64	68	56	54	242	421
2200	49	32	50	37	168	45	44	39	32	160	328
2300	39	48	26	22	135	29	24	22	24	99	234
24-HOUR TOTALS:					11166					11094	22260

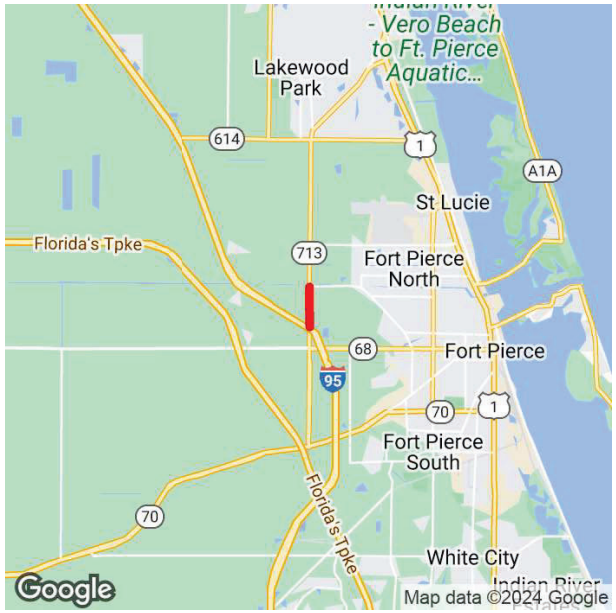
PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	1130	715	872	700	2001
P.M.	1630	[redacted]	1515	[redacted]	1630	1897
DAILY	700	1130	1515	1034	700	2001

GENERATED BY SPS 5.0.0.61

Appendix D
Planned & Programmed Improvements

KINGS HIGHWAY FROM NORTH OF I-95 OVERPASS TO SOUTH OF ANGLE RD
4383794 Non-SIS

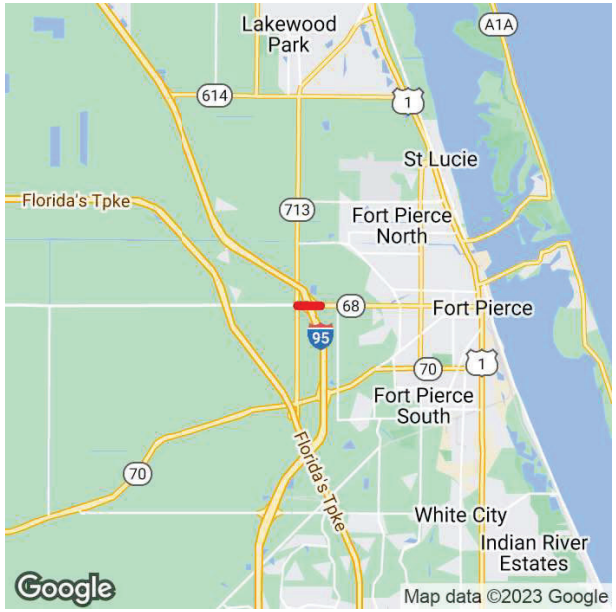


Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES, PD&E UNDER 230256-5, DESIGN & ROW UNDER FM# 438379.1
Lead Agency: MANAGED BY FDOT
From: NORTH OF I-95 OVERPASS
Length: 0.97
To: SOUTH OF ANGLE RD
Phase Group: CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	DDR	0	0	11,893,027	1,972,725	0	13,865,752
CST	DIH	0	0	127,248	131,323	0	258,571
CST	DS	0	0	8,525,536	0	0	8,525,536
CST	SA	0	0	2,833,692	0	0	2,833,692
CST	SU	0	0	4,159,002	0	0	4,159,002
				27,538,505	**2,104,048**		**29,642,553**

Prior Year Cost: 21,404,740
Future Year Cost: 0
Total Project Cost: 67,751,867
LRTP: Page 8-2

ORANGE AVE FROM KINGS HWY TO EAST OF I-95 SB RAMP
4461681 SIS



Prior Year Cost: 805,014
Future Year Cost: 0
Total Project Cost: 8,825,234
LRTP: Page 8-3

Project Description: INTERCHANGE - ADD LANES
Extra Description: ADD EB RIGHT TURN LANE FROM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FR ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713 NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713 EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)
Lead Agency: MANAGED BY FDOT
From: KINGS HWY
County: ST. LUCIE
To: EAST OF I-95 SB RAMP
Length: 0.646
Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	ACFP	24,423	0	0	0	0	24,423
ROW	ACFP	382,386	0	0	0	0	382,386
ROW	DDR	56,000	195,368	0	0	0	251,368
CST	ACNP	0	0	0	0	7,362,043	7,362,043
		462,809	**195,368**			**7,362,043**	**8,020,220**

Appendix E
Historical Traffic Counts & Vested Trip Data

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0007 - CR 770/OKEECHOBEE RD. - W. OF 33 AVE. (COUNTY 510)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	15700 S	E 9000	W 6700	9.00	51.60	9.30
2022	15300 F	E 8800	W 6500	9.00	51.40	9.30
2021	15400 C	E 8900	W 6500	9.00	50.90	9.30
2020	12900 C	E 6600	W 6300	9.00	51.30	4.00
2019	17600 F	E 9900	W 7700	9.00	51.00	4.00
2018	17800 C	E 10000	W 7800	9.00	51.30	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0025 - SR 70/OKEECHOBEE RD - W OF SR 91/TPK (COUNTY 25)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10900 C	E 5500	W 5400	9.50	53.50	17.00
2022	10200 C	E 5000	W 5200	9.50	53.00	9.40
2021	13800 C	E 5900	W 7900	9.50	53.10	12.10
2020	8600 C	E 4200	W 4400	9.50	54.30	19.30
2019	8400 C	E 4500	W 3900	9.50	54.30	18.60
2018	8900 C	E 4300	W 4600	9.50	55.20	19.60
2017	11600 C	E 5700	W 5900	9.50	56.20	28.00
2016	7100 C	E 3600	W 3500	9.00	57.10	15.60
2015	7100 C	E 3600	W 3500	9.00	56.30	13.30
2014	6100 C	E 3100	W 3000	9.00	54.70	13.60
2013	6100 C	E 3100	W 3000	9.00	57.20	26.20
2012	4200 C	E 2100	W 2100	9.00	57.00	13.00
2011	6600 C	E 3200	W 3400	9.00	56.50	13.00
2010	5700 C	E 2700	W 3000	11.51	57.07	20.00
2009	6500 C	E 3300	W 3200	11.11	58.68	19.70
2008	7500 C	E 3700	W 3800	11.51	54.38	19.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0028 - SR 68/ORANGE AVE - E OF CR 611/B JENKINS RD (COUNTY 28)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	18200 C	E 9000	W 9200	9.00	51.60	15.50
2022	19100 C	E 9300	W 9800	9.00	51.40	15.50
2021	18200 C	E 9200	W 9000	9.00	50.90	11.10
2020	14400 F	E 6700	W 7700	9.00	51.30	11.10
2019	15000 C	E 7000	W 8000	9.00	51.00	11.10
2018	15900 C	E 7700	W 8200	9.00	51.30	7.70
2017	12100 C	E 6000	W 6100	9.00	50.90	7.70
2016	15600 C	E 7700	W 7900	9.00	50.90	7.70
2015	13800 C	E 6900	W 6900	9.00	51.00	10.30
2014	12800 C	E 6400	W 6400	9.00	50.80	9.20
2013	12400 C	E 6300	W 6100	9.00	50.80	17.20
2012	12700 C	E 6400	W 6300	9.00	56.80	10.30
2011	11100 C	E 5500	W 5600	9.00	57.20	10.30
2010	12300 C	E 6200	W 6100	10.32	55.40	10.30
2009	11400 C	E 5700	W 5700	10.27	57.35	9.70
2008	12300 C	E 6200	W 6100	10.45	58.06	9.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0029 - SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY 29)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	40000 C	E 20000	W 20000	9.00	51.60	11.80
2022	38000 C	E 19000	W 19000	9.00	51.40	11.80
2021	25100 C	E 17000	W 8100	9.00	50.90	11.00
2020	32000 F	E 16500	W 15500	9.00	51.30	11.00
2019	33000 C	E 17000	W 16000	9.00	51.00	11.00
2018	31000 C	E 15000	W 16000	9.00	51.30	4.70
2017	34500 C	E 17500	W 17000	9.00	50.90	12.30
2016	28500 F	E 14000	W 14500	9.00	50.90	12.30
2015	28500 C	E 14000	W 14500	9.00	51.00	12.30
2014	25500 F	E 14000	W 11500	9.00	50.80	4.90
2013	25500 C	E 14000	W 11500	9.00	50.80	4.90
2012	28000 C	E 14000	W 14000	9.00	56.80	4.90
2011	30500 C	E 15500	W 15000	9.00	57.20	10.90
2010	30500 C	E 15500	W 15000	10.32	55.40	10.90
2009	26500 C	E 13000	W 13500	10.27	57.35	10.90
2008	29500 C	E 15500	W 14000	10.45	58.06	6.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0035 - SR 68 / ORANGE AVE - E OF SR 9/I-95 (COUNTY 35)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17700 C	E 8500	W 9200	9.00	51.60	18.70
2022	16200 C	E 7700	W 8500	9.00	51.40	18.70
2021	13400 C	E 6500	W 6900	9.00	50.90	18.70
2020	14700 F	E 7300	W 7400	9.00	51.30	16.60
2019	15300 C	E 7600	W 7700	9.00	51.00	16.60
2018	13100 C	E 7000	W 6100	9.00	51.30	16.60
2017	15400 C	E 7300	W 8100	9.00	50.90	10.80
2016	13900 C	E 6700	W 7200	9.00	50.90	10.80
2015	13600 C	E 6700	W 6900	9.00	51.00	10.80
2014	12600 F	E 6200	W 6400	9.00	50.80	10.40
2013	12600 C	E 6200	W 6400	9.00	50.80	10.40
2012	13700 C	E 6700	W 7000	9.00	56.80	10.40
2011	12900 C	E 6600	W 6300	9.00	57.20	16.30
2010	13800 C	E 6800	W 7000	10.32	55.40	16.30
2009	12200 C	E 6000	W 6200	10.27	57.35	16.30
2008	13200 C	E 6600	W 6600	10.45	58.06	9.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0041 - SR 68 / ORANGE AVE - W OF SR 9/I-95 (COUNTY 41)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	15400 F	E 7400	W 8000	9.00	53.50	18.20
2022	14400 C	E 6900	W 7500	9.00	53.00	20.10
2021	18700 C	E 9100	W 9600	9.00	53.10	20.10
2020	19000 C	E 9000	W 10000	9.00	54.30	20.10
2019	19800 C	E 10500	W 9300	9.00	54.30	22.40
2018	21000 C	E 10500	W 10500	9.00	55.20	22.40
2017	19000 C	E 9800	W 9200	9.00	56.20	22.40
2016	21300 C	E 11500	W 9800	9.00	57.10	25.00
2015	17300 C	E 8500	W 8800	9.00	56.30	25.00
2014	15700 S	E 8000	W 7700	9.00	54.70	16.40
2013	15500 F	E 7900	W 7600	9.00	57.20	16.40
2012	15700 C	E 8000	W 7700	9.00	57.00	16.40
2011	17900 C	E 9000	W 8900	9.00	56.50	24.40
2010	18600 C	E 9400	W 9200	11.51	57.07	24.40
2009	16300 C	E 8200	W 8100	11.11	58.68	24.40
2008	26000 C	E 13000	W 13000	11.51	54.38	22.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0076 - SR 713/KINGS HWY - S OF SR 68/ORANGE AVE (COUNTY 76)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5800 F	N 3000	S 2800	9.00	53.50	28.10
2022	5400 C	N 2800	S 2600	9.00	53.00	31.80
2021	7500 C	N 3800	S 3700	9.00	53.10	24.60
2020	7000 F	N 3500	S 3500	9.00	54.30	37.00
2019	7000 C	N 3500	S 3500	9.00	54.30	22.80
2018	9700 C	N 4600	S 5100	9.00	55.20	22.80
2017	9500 C	N 4700	S 4800	9.00	56.20	22.80
2016	9600 C	N 4600	S 5000	9.00	57.10	32.40
2015	8400 C	N 4100	S 4300	9.00	56.30	32.40
2014	7900 C	N 3800	S 4100	9.00	54.70	19.90
2013	7200 C	N 3400	S 3800	9.00	57.20	14.20
2012	7100 C	N 3400	S 3700	9.00	57.00	14.20
2011	8000 C	N 3900	S 4100	9.00	56.50	17.20
2010	8900 C	N 4400	S 4500	11.51	57.07	17.20
2009	8000 C	N 3800	S 4200	11.11	58.68	17.20
2008	10600 C	N 5200	S 5400	11.51	54.38	11.20

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0106 - SR 70/OKEECHOBEE RD - W OF SR 9\I-95 (INCLUDE EB TO NB & SB I-95 RAMPS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	27000 C	E 11000	W 16000	9.00	53.50	8.90
2022	21700 C	E 7700	W 14000	9.00	53.00	8.90
2021	31000 C	E 10500	W 20500	9.00	53.10	19.60
2020	26500 C	E 13500	W 13000	9.00	54.30	9.70
2019	32500 C	E 15500	W 17000	9.00	54.30	38.40
2018	27000 C	E 14000	W 13000	9.00	55.20	4.70
2017	33000 C	E 17000	W 16000	9.00	56.20	18.80
2016	30000 C	E 16500	W 13500	9.00	57.10	29.30
2015	25500 C	E 13000	W 12500	9.00	56.30	8.80
2014	23000 F	E 12000	W 11000	9.00	54.70	21.60
2013	23000 C	E 12000	W 11000	9.00	57.20	21.60
2012	17100 C	E 8400	W 8700	9.00	57.00	18.40
2011	20200 C	E 10500	W 9700	9.00	56.50	18.40
2010	25000 C	E 12500	W 12500	11.51	57.07	18.40
2009	16600 C	E 8400	W 8200	11.11	58.68	5.00
2008	34000 C	E 17500	W 16500	11.51	54.38	19.30

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0144 - CR 68/ORANGE AVE .4 MI E OF JCT CR 609,ST LUCIE CO

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	3167 C	E	1563	W	1604	9.50	53.10	20.70
2022	2948 C	E	1457	W	1491	9.50	53.40	23.80
2021	2834 C	E	1398	W	1436	9.50	53.20	23.20
2020	2700 C	E	1342	W	1358	9.50	55.60	23.30
2019	2689 C	E	1333	W	1356	9.50	56.90	21.30
2018	2614 C	E	1299	W	1315	9.50	57.80	20.50
2017	2627 C	E	1305	W	1322	9.50	58.90	20.00
2016	2544 C	E	1265	W	1279	9.50	60.70	19.60
2015	2410 C	E	1198	W	1212	9.50	61.20	19.30
2014	2321 C	E	1158	W	1163	9.50	63.00	23.70
2013	2308 C	E	1143	W	1165	9.50	63.00	23.70
2012	2319 C	E	1148	W	1171	9.50	62.60	24.20
2011	2260 C	E	1119	W	1141	9.50	61.80	25.20
2010	2426 C	E	1199	W	1227	12.12	61.85	24.90
2009	2575 C	E	1260	W	1315	11.34	65.12	25.50
2008	2645 C	E	1298	W	1347	12.06	56.54	27.60

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0273 - CR 611/JENKINS RD - N. OF SR 70/OKEECHOBEE RD (COUNTY 131)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8800 R	N 4400	S 4400	9.00	51.60	7.10
2022	8600 T	N 4300	S 4300	9.00	51.40	5.00
2021	8600 S	N 4300	S 4300	9.00	50.90	7.20
2020	8800 F	N 4400	S 4400	9.00	51.30	31.50
2019	9200 C	N 4600	S 4600	9.00	51.00	7.80
2018	10000 V	N 4400	S 5600	9.00	51.30	5.80
2017	9900 R	N 4400	S 5500	9.00	50.90	10.00
2016	9700 T	N 4300	S 5400	9.00	50.90	6.20
2015	9600 S	N 4300	S 5300	9.00	51.00	41.80
2014	9600 F	N 4300	S 5300	9.00	50.80	49.50
2013	9600 C	N 4300	S 5300	9.00	50.80	11.90
2012	7100 S	N 3600	S 3500	9.00	56.80	4.80
2011	7100 F	N 3600	S 3500	9.00	57.20	4.80
2010	7100 C	N 3600	S 3500	10.32	55.40	4.80
2009	8500 C	N 4200	S 4300	10.27	57.35	10.70
2008	9100 C	N 4500	S 4600	10.45	58.06	6.60

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0742 - SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE (COUNTY 742)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	37000 C	E 19000	W 18000	9.00	51.60	11.40
2022	33500 C	E 17000	W 16500	9.00	51.40	11.40
2021	35500 C	E 18500	W 17000	9.00	50.90	11.40
2020	29500 F	E 14000	W 15500	9.00	51.30	4.60
2019	30500 C	E 14500	W 16000	9.00	51.00	4.60
2018	31500 C	E 16500	W 15000	9.00	51.30	4.60
2017	31500 C	E 15500	W 16000	9.00	50.90	12.00
2016	26000 C	E 15500	W 10500	9.00	50.90	12.00
2015	26500 C	E 11500	W 15000	9.00	51.00	12.00
2014	30000 C	E 15000	W 15000	9.00	50.80	6.10
2013	27000 C	E 12500	W 14500	9.00	50.80	3.80
2012	33000 C	E 16500	W 16500	9.00	56.80	3.80
2008	32500 C	E 16500	W 16000	10.45	58.06	6.70

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0748 - SR 70/OKEECHOBEE RD - E OF SR 713/KINGS HWY (COUNTY 742)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	28500 C	E 15500	W 13000	9.00	53.50	22.50
2022	27500 C	E 15500	W 12000	9.00	53.00	24.20
2021	28000 C	E 15000	W 13000	9.00	53.10	36.00
2020	22500 C	E 12500	W 10000	9.00	54.30	23.60
2019	26000 C	E 14500	W 11500	9.00	54.30	20.70
2018	23500 C	E 13000	W 10500	9.00	55.20	21.70
2017	29500 C	E 15500	W 14000	9.00	56.20	21.20
2016	20500 C	E 11000	W 9500	9.00	57.10	19.60
2015	21100 C	E 11500	W 9600	9.00	56.30	18.60
2014	20400 C	E 9900	W 10500	9.00	54.70	17.60
2013	20000 C	E 11000	W 9000	9.00	57.20	18.30
2012	23000 F	E 10000	W 13000	9.00	57.00	17.40
2011	24000 C	E 10500	W 13500	9.00	56.50	17.40
2010	21500 C	E 11000	W 10500	11.51	57.07	21.50
2009	25000 C	E 13000	W 12000	11.11	58.68	24.10
2008	25000 C	E 13500	W 11500	11.51	54.38	22.90

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0757 - SR 713 / KINGS HWY - N OF SR 70/OKEECHOBEE RD (COUNTY 757)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	7400 F	N 3600	S 3800	9.00	53.50	31.80
2022	7000 C	N 3400	S 3600	9.00	53.00	31.80
2021	13100 C	N 6800	S 6300	9.00	53.10	37.00
2020	7900 C	N 3900	S 4000	9.00	54.30	37.00
2019	7600 C	N 3700	S 3900	9.00	54.30	23.40
2018	13600 C	N 6500	S 7100	9.00	55.20	23.90
2017	12800 C	N 6100	S 6700	9.00	56.20	23.90
2016	6400 C	N 3100	S 3300	9.00	57.10	23.90
2015	6300 C	N 3000	S 3300	9.00	56.30	26.90
2014	9100 C	N 3900	S 5200	9.00	54.70	46.50
2013	6000 C	N 3000	S 3000	9.00	57.20	17.40
2012	5400 C	N 2700	S 2700	9.00	57.00	17.40
2011	6200 C	N 3200	S 3000	9.00	56.50	22.90
2010	13500 C	N 6800	S 6700	11.51	57.07	22.90
2009	8000 C	N 4000	S 4000	11.11	58.68	22.90
2008	7400 C	N 3500	S 3900	11.51	54.38	23.20

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PM APPROVED PROJECTS			Ferrell Communities						Kings Hwy Commerce Park						Sunnyland						Drawdy Angle Road FKA: Pineapple Grove					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	0%	0	0	-	0	0	10%	93	11	OUT	9	3	5%	205	21	IN	13	8	2%	73	7	IN	5	3
	Peterson	Graham Rd	0%	0	0	-	0	0	10%	93	11	OUT	9	3	5%	205	21	IN	13	8	2%	73	7	IN	5	3
	Graham Rd	Okeechobee	0%	0	0	-	0	0	10%	93	11	IN	3	9	5%	205	21	IN	13	8	2%	73	7	IN	5	3
	Okeechobee	Edwards	5%	133	10	IN	6	4	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Orange Ave	Cambell Rd	Kings Hwy	5%	133	10	IN	6	4	2%	19	2	IN	1	2	78%	3,192	324	OUT	120	204	2%	73	7	IN	5	3
	Kings Hwy	I-95	30%	797	57	OUT	22	35	30%	279	34	OUT	26	8	30%	1,228	125	OUT	46	78	40%	1,458	148	OUT	55	93
	I-95	Jenkins Rd	20%	531	38	OUT	15	23	20%	186	23	OUT	17	5	13%	532	54	OUT	20	34	10%	365	37	OUT	14	23
	Jenkins Rd	Hartman Rd	20%	531	38	OUT	15	23	25%	233	28	OUT	22	7	7%	286	29	OUT	11	18	8%	292	30	OUT	11	19
	Hartman	Angle Rd	20%	531	38	OUT	15	23	0%	0	0	-	0	0	7%	286	29	OUT	11	18	8%	292	30	OUT	11	19
	Angle	25th St	20%	531	38	OUT	15	23	0%	0	0	-	0	0	0%	0	0	-	0	0	8%	292	30	OUT	11	19
Kings Hwy	Okeechobee Rd	Graham Rd	60%	1,593	114	IN	70	44	45%	419	51	IN	12	39	40%	1,637	166	IN	104	62	18%	656	66	IN	42	25
	Graham Rd	Picos Rd	40%	1,062	76	OUT	30	46	32%	298	36	OUT	28	8	40%	1,637	166	IN	104	62	23%	839	85	IN	53	32
	Picos Rd	Orange Ave	40%	1,062	76	OUT	30	46	32%	298	36	OUT	28	8	40%	1,637	166	IN	104	62	23%	839	85	IN	53	32
	Orange Ave	Angle Rd (CR603)	5%	133	10	OUT	4	6	0%	0	0	-	0	0	4%	164	17	OUT	6	10	65%	2,370	240	IN	151	89
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	133	10	IN	6	4	5%	47	6	IN	1	4	5%	205	21	IN	13	8	5%	182	18	IN	12	7
	Kings Hwy	Crossroads Pkwy	40%	1,062	76	OUT	30	46	5%	47	6	OUT	4	1	5%	205	21	OUT	8	13	5%	182	18	OUT	7	12
	Crossroads Pkwy	I95	40%	1,062	76	OUT	30	46	5%	47	6	OUT	4	1	5%	205	21	OUT	8	13	5%	182	18	OUT	7	12
	I95	Jenkins Rd	25%	664	48	OUT	19	29	5%	47	6	OUT	4	1	5%	205	21	OUT	8	13	5%	182	18	OUT	7	12
	Jenkins Rd	McNeil Rd	20%	531	38	OUT	15	23	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	McNeil Rd	Virginia Ave	15%	398	29	OUT	11	17	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Virginia Ave.	Hartman Rd	7%	186	13	OUT	5	8	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				2,655	**190**		**In**	**116**		**931**	**113**		**In**	**26**		**4,092**	**415**		**In**	**261**		**3,646**	**369**		**In**	**232**
				Daily	**Two-Way**		**Out**	**74**		**Daily**	**Two-Way**		**Out**	**87**		**Daily**	**Two-Way**		**Out**	**154**		**Daily**	**Two-Way**		**Out**	**137**

PM APPROVED PROJECTS			KRE						Stonemont						Creekside						Orange 95 Parcel B					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	2%	96	11	IN	3	8	5%	111	13	OUT	10	4	5%	372	34	OUT	13	21	12%	121	15	IN	3	12
	Peterson	Graham Rd	2%	96	11	IN	3	8	5%	111	13	OUT	10	4	5%	372	34	OUT	13	21	12%	121	15	IN	3	12
	Graham Rd	Okeechobee	2%	96	11	IN	3	8	3%	67	8	IN	2	6	5%	372	34	OUT	13	21	12%	121	15	IN	3	12
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	372	34	OUT	13	21	2%	20	3	IN	1	2
Orange Ave	Cambell Rd	Kings Hwy	2%	96	11	IN	3	8	55%	1,224	144	IN	39	106	0%	0	0	-	0	0	2%	20	3	IN	1	2
	Kings Hwy	I-95	40%	1,911	216	OUT	156	60	65%	1,447	170	OUT	125	46	0%	0	0	-	0	0	45%	455	57	IN	13	45
	I-95	Jenkins Rd	10%	478	54	OUT	39	15	15%	334	39	OUT	29	11	0%	0	0	-	0	0	70%	708	89	IN	20	69
	Jenkins Rd	Hartman Rd	8%	382	43	OUT	31	12	10%	223	26	OUT	19	7	0%	0	0	-	0	0	18%	182	23	OUT	18	5
	Hartman	Angle Rd	8%	382	43	OUT	31	12	5%	111	13	OUT	10	4	0%	0	0	-	0	0	18%	182	23	OUT	18	5
	Angle	25th St	0%	0	0	-	0	0	5%	111	13	OUT	10	4	0%	0	0	-	0	0	18%	182	23	OUT	18	5
Kings Hwy	Okeechobee Rd	Graham Rd	20%	956	108	IN	30	78	20%	445	52	IN	14	38	5%	372	34	OUT	13	21	16%	162	20	IN	4	16
	Graham Rd	Picos Rd	23%	1,099	124	IN	35	89	23%	512	60	IN	16	44	5%	372	34	OUT	13	21	19%	192	24	IN	5	19
	Picos Rd	Orange Ave	23%	1,099	124	IN	35	89	23%	512	60	IN	16	44	5%	372	34	OUT	13	21	19%	192	24	IN	5	19
	Orange Ave	Angle Rd (CR603)	65%	3,106	351	IN	98	253	13%	289	34	OUT	25	9	0%	0	0	-	0	0	24%	243	30	OUT	24	7
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	239	27	IN	8	19	5%	111	13	IN	4	10	90%	6,699	614	OUT	230	383	5%	51	6	IN	1	5
	Kings Hwy	Crossroads Pkwy	5%	239	27	OUT	19	8	5%	111	13	OUT	10	4	80%	5,954	546	OUT	205	341	0%	0	0	-	0	0
	Crossroads Pkwy	I95	5%	239	27	OUT	19	8	5%	111	13	OUT	10	4	80%	5,954	546	OUT	205	341	0%	0	0	-	0	0
	I95	Jenkins Rd	5%	239	27	OUT	19	8	5%	111	13	OUT	10	4	40%	2,977	273	OUT	102	170	0%	0	0	-	0	0
	Jenkins Rd	McNeil Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	30%	2,233	205	OUT	77	128	10%	101	13	OUT	10	3
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	30%	2,233	205	OUT	77	128	0%	0	0	-	0	0
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				4,778	**540**		**In**	**151**		**2,226**	**262**		**In**	**70**		**7,443**	**682**		**In**	**426**		**1,012**	**127**		**In**	**28**
				Daily	**Two-Way**		**Out**	**389**		**Daily**	**Two-Way**		**Out**	**192**		**Daily**	**Two-Way**		**Out**	**256**		**Daily**	**Two-Way**		**Out**	**99**

PM APPROVED PROJECTS			Orange 95 Parcels D & E						Bent Creek @ 50% Complete City of Fort Pierce						Celebration Pointe @ 25% Complete City of Fort Pierce						Hillpointe Residential					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	12%	130	16	IN	4	13	2%	0	6	IN	4	2	30%	476	47	OUT	17	30	56%	947	72	OUT	27	45
	Peterson	Graham Rd	12%	130	16	IN	4	13	2%	0	6	IN	4	2	50%	793	79	OUT	29	51	56%	947	72	OUT	27	45
	Graham Rd	Okeechobee	12%	130	16	IN	4	13	2%	0	6	IN	4	2	50%	793	79	IN	51	29	34%	575	44	IN	28	16
	Okeechobee	Edwards	2%	22	3	IN	1	2	0%	0	0	-	0	0	5%	79	8	IN	5	3	0%	0	0	-	0	0
Orange Ave	Cambell Rd	Kings Hwy	2%	22	3	IN	1	2	0%	0	0	-	0	0	5%	79	8	IN	5	3	4%	68	5	IN	3	2
	Kings Hwy	I-95	45%	489	62	IN	14	48	5%	0	15	IN	10	6	10%	159	16	IN	10	6	12%	203	15	IN	10	6
	I-95	Jenkins Rd	70%	760	96	IN	21	75	20%	0	61	IN	39	23	25%	396	40	IN	25	14	25%	423	32	IN	20	12
	Jenkins Rd	Hartman Rd	18%	195	25	OUT	19	5	25%	0	77	IN	48	28	5%	79	8	OUT	3	5	31%	524	40	OUT	15	25
	Hartman	Angle Rd	18%	195	25	OUT	19	5	35%	0	107	OUT	40	68	5%	79	8	OUT	3	5	31%	524	40	OUT	15	25
	Angle	25th St	18%	195	25	OUT	19	5	33%	0	101	OUT	37	64	5%	79	8	OUT	3	5	0%	0	0	-	0	0
Kings Hwy	Okeechobee Rd	Graham Rd	16%	174	22	IN	5	17	3%	0	9	IN	6	3	2%	32	3	IN	2	1	5%	85	6	IN	4	2
	Graham Rd	Picos Rd	19%	206	26	IN	6	20	3%	0	9	IN	6	3	2%	32	3	OUT	1	2	5%	85	6	OUT	2	4
	Picos Rd	Orange Ave	19%	206	26	IN	6	20	3%	0	9	IN	6	3	2%	32	3	OUT	1	2	5%	85	6	OUT	2	4
	Orange Ave	Angle Rd (CR603)	24%	261	33	OUT	26	7	2%	0	6	OUT	2	4	3%	48	5	OUT	2	3	8%	135	10	OUT	4	6
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	54	7	IN	2	5	0%	0	0	-	0	0	5%	79	8	IN	5	3	0%	0	0	-	0	0
	Kings Hwy	Crossroads Pkwy	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	8	IN	5	3	8%	135	10	IN	6	4
	Crossroads Pkwy	I95	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	8	IN	5	3	8%	135	10	IN	6	4
	I95	Jenkins Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	8	IN	5	3	24%	406	31	IN	19	12
	Jenkins Rd	McNeil Rd	10%	109	14	OUT	11	3	0%	0	0	-	0	0	5%	79	8	OUT	3	5	10%	169	13	OUT	5	8
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				1,086	**137**		**In**	**30**		**0**	**306**		**In**	**193**		**1,585**	**158**		**In**	**101**		**1,691**	**129**		**In**	**81**
				Daily	**Two-Way**		**Out**	**107**		**Daily**	**Two-Way**		**Out**	**113**		**Daily**	**Two-Way**		**Out**	**57**		**Daily**	**Two-Way**		**Out**	**48**

PM APPROVED PROJECTS			Interstate Commerce Center						Whispering Oaks						Viva at Treasure Coast West						Viva at Treasure Coast East					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	0%	0	0	-	0	0	70%	1,964	186	OUT	66	120	5%	75	6	OUT	2	4	5%	70	5	OUT	2	3
	Peterson	Graham Rd	0%	0	0	-	0	0	12%	337	32	IN	21	11	5%	75	6	OUT	2	4	5%	70	5	OUT	2	3
	Graham Rd	Okeechobee	0%	0	0	-	0	0	12%	337	32	IN	21	11	10%	150	12	OUT	4	7	10%	140	11	OUT	4	7
	Okeechobee	Edwards	0%	0	0	-	0	0	5%	140	13	IN	9	5	90%	1,348	104	OUT	39	66	90%	1,256	98	OUT	36	62
Orange Ave	Cambell Rd	Kings Hwy	0%	0	0	-	0	0	5%	140	13	IN	9	5	0%	0	0	-	0	0	0%	0	0	-	0	0
	Kings Hwy	I-95	0%	0	0	-	0	0	10%	281	27	IN	17	9	5%	75	6	IN	4	2	5%	70	5	IN	3	2
	I-95	Jenkins Rd	0%	0	0	-	0	0	60%	1,684	160	IN	103	56	0%	0	0	-	0	0	0%	0	0	-	0	0
	Jenkins Rd	Hartman Rd	0%	0	0	-	0	0	10%	281	27	OUT	9	17	5%	75	6	OUT	2	4	5%	70	5	OUT	2	3
	Hartman	Angle Rd	0%	0	0	-	0	0	20%	561	53	OUT	19	34	0%	0	0	-	0	0	0%	0	0	-	0	0
	Angle	25th St	0%	0	0	-	0	0	13%	365	35	OUT	12	22	0%	0	0	-	0	0	0%	0	0	-	0	0
Kings Hwy	Okeechobee Rd	Graham Rd	0%	0	0	-	0	0	2%	56	5	IN	3	2	0%	0	0	-	0	0	0%	0	0	-	0	0
	Graham Rd	Picos Rd	0%	0	0	-	0	0	2%	56	5	IN	3	2	0%	0	0	-	0	0	0%	0	0	-	0	0
	Picos Rd	Orange Ave	0%	0	0	-	0	0	2%	56	5	IN	3	2	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange Ave	Angle Rd (CR603)	0%	0	0	-	0	0	3%	84	8	OUT	3	5	0%	0	0	-	0	0	0%	0	0	-	0	0
Okeechobee Rd	Florida's Turnpike	Kings Hwy	0%	0	0	-	0	0	5%	140	13	IN	9	5	5%	75	6	IN	4	2	5%	70	5	IN	3	2
	Kings Hwy	Crossroads Pkwy	35%	131	14	IN	4	10	5%	140	13	IN	9	5	10%	150	12	IN	7	4	10%	140	11	IN	7	4
	Crossroads Pkwy	I95	45%	168	18	OUT	13	5	5%	140	13	IN	9	5	10%	150	12	IN	7	4	10%	140	11	IN	7	4
	I95	Jenkins Rd	0%	0	0	-	0	0	5%	140	13	IN	9	5	40%	599	46	IN	29	17	40%	558	44	IN	28	16
	Jenkins Rd	McNeil Rd	0%	0	0	-	0	0	2%	56	5	OUT	2	3	40%	599	46	OUT	17	29	40%	558	44	OUT	16	28
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	2%	56	5	OUT	2	3	40%	599	46	OUT	17	29	40%	558	44	OUT	16	28
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	15%	225	17	OUT	6	11	15%	209	16	OUT	6	10
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				373	**39**		**In**	**11**		**2,806**	**266**		**In**	**172**		**1,498**	**116**		**In**	**73**		**1,396**	**109**		**In**	**69**
				Daily	**Two-Way**		**Out**	**28**		**Daily**	**Two-Way**		**Out**	**94**		**Daily**	**Two-Way**		**Out**	**43**		**Daily**	**Two-Way**		**Out**	**40**

PM APPROVED PROJECTS			3000 Virginia						Project Hunt						Wawa Kings Highway						Kings Highway Warehouse					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	0%	0	0	-	0	0	2%	19	2	OUT	2	1	0%	0	0	-	0	0	0%	0	0	-	0	0
	Peterson	Graham Rd	0%	0	0	-	0	0	2%	19	2	OUT	2	1	0%	0	0	-	0	0	0%	0	0	-	0	0
	Graham Rd	Okeechobee	0%	0	0	-	0	0	5%	48	6	IN	1	4	0%	0	0	-	0	0	0%	0	0	-	0	0
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Orange Ave	Cambell Rd	Kings Hwy	0%	0	0	-	0	0	3%	29	3	IN	1	3	55%	782	63	OUT	32	31	4%	204	27	IN	18	9
	Kings Hwy	I-95	0%	0	0	-	0	0	40%	382	46	OUT	34	12	55%	782	63	OUT	32	31	26%	1,326	175	OUT	56	119
	I-95	Jenkins Rd	0%	0	0	-	0	0	20%	191	23	OUT	17	6	20%	284	23	OUT	12	11	3%	153	20	OUT	6	14
	Jenkins Rd	Hartman Rd	0%	0	0	-	0	0	18%	172	21	OUT	15	5	10%	142	12	OUT	6	6	3%	153	20	OUT	6	14
	Hartman	Angle Rd	0%	0	0	-	0	0	18%	172	21	OUT	15	5	10%	142	12	OUT	6	6	3%	153	20	OUT	6	14
	Angle	25th St	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	142	12	OUT	6	6	3%	153	20	OUT	6	14
Kings Hwy	Okeechobee Rd	Graham Rd	0%	0	0	-	0	0	50%	478	57	IN	15	43	20%	284	23	IN	11	12	52%	2,652	350	IN	238	112
	Graham Rd	Picos Rd	0%	0	0	-	0	0	43%	411	49	OUT	37	12	20%	284	23	IN	11	12	52%	2,652	350	IN	238	112
	Picos Rd	Orange Ave	0%	0	0	-	0	0	43%	411	49	OUT	37	12	20%	284	23	IN	11	12	48%	2,448	324	OUT	104	220
	Orange Ave	Angle Rd (CR603)	0%	0	0	-	0	0	0%	0	0	OUT	0	0	20%	284	23	OUT	12	11	18%	918	121	OUT	39	82
Okeechobee Rd	Florida's Turnpike	Kings Hwy	0%	0	0	-	0	0	5%	48	6	IN	1	4	5%	71	6	IN	3	3	4%	204	27	IN	18	9
	Kings Hwy	Crossroads Pkwy	0%	0	0	-	0	0	30%	287	34	OUT	26	9	5%	71	6	OUT	3	3	11%	561	74	OUT	24	50
	Crossroads Pkwy	I95	0%	0	0	-	0	0	30%	287	34	OUT	26	9	5%	71	6	OUT	3	3	11%	561	74	OUT	24	50
	I95	Jenkins Rd	0%	0	0	-	0	0	10%	96	11	OUT	9	3	0%	0	0	0	0	0	6%	306	40	OUT	13	27
	Jenkins Rd	McNeil Rd	0%	0	0	-	0	0	11%	105	13	OUT	9	3	0%	0	0	-	0	0	6%	306	40	OUT	13	27
	McNeil Rd	Virginia Ave	45%	1,072	79	IN	50	29	9%	86	10	OUT	8	3	0%	0	0	-	0	0	3%	153	20	OUT	6	14
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				2,383	**175**		**In**	**110**		**956**	**114**		**In**	**29**		**1,422**	**115**		**In**	**57**		**5,100**	**674**		**In**	**458**
				Daily	**Two-Way**		**Out**	**65**		**Daily**	**Two-Way**		**Out**	**85**		**Daily**	**Two-Way**		**Out**	**58**		**Daily**	**Two-Way**		**Out**	**216**

PM APPROVED PROJECTS			7/11 Angle Road						Jenkins Waypoint / Resurrection Life						Walsh Crossroads						Project Hurricane					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	2%	18	2	IN	1	1	56%	1,858	153	OUT	57	96	0%	0	0	-	0	0	15%	63	9	OUT	6	3
	Peterson	Graham Rd	0%	0	0	-	0	0	56%	1,858	153	OUT	57	96	0%	0	0	-	0	0	15%	63	9	OUT	6	3
	Graham Rd	Okeechobee	0%	0	0	-	0	0	34%	1,128	93	IN	58	35	0%	0	0	-	0	0	20%	84	12	IN	5	7
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Orange Ave	Cambell Rd	Kings Hwy	2%	18	2	IN	1	1	4%	133	11	IN	7	4	0%	0	0	-	0	0	5%	21	3	IN	1	2
	Kings Hwy	I-95	20%	180	16	OUT	8	8	12%	398	33	IN	21	12	0%	0	0	-	0	0	10%	42	6	OUT	4	2
	I-95	Jenkins Rd	15%	135	12	OUT	6	6	25%	830	69	IN	43	26	0%	0	0	-	0	0	0%	0	0	OUT	0	0
	Jenkins Rd	Hartman Rd	8%	72	6	OUT	3	3	31%	1,029	85	OUT	32	53	0%	0	0	-	0	0	15%	63	9	OUT	6	3
	Hartman	Angle Rd	8%	72	6	OUT	3	3	31%	1,029	85	OUT	32	53	0%	0	0	-	0	0	15%	63	9	OUT	6	3
	Angle	25th St	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	15%	63	9	OUT	6	3
Kings Hwy	Okeechobee Rd	Graham Rd	20%	180	16	IN	8	8	5%	166	14	IN	9	5	30%	55	6	OUT	3	3	15%	63	9	IN	3	6
	Graham Rd	Picos Rd	25%	225	20	IN	10	10	5%	166	14	OUT	5	9	30%	55	6	OUT	3	3	15%	63	9	OUT	6	3
	Picos Rd	Orange Ave	25%	225	20	IN	10	10	0%	0	0	-	0	0	30%	55	6	OUT	3	3	15%	63	9	OUT	6	3
	Orange Ave	Angle Rd (CR603)	50%	450	40	IN	20	20	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Okeechobee Rd	Florida's Turnpike	Kings Hwy	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	9	1	IN	1	1	5%	21	3	IN	1	2
	Kings Hwy	Crossroads Pkwy	0%	0	0	-	0	0	8%	265	22	IN	14	8	5%	9	1	OUT	1	1	0%	0	0	-	0	0
	Crossroads Pkwy	I95	0%	0	0	-	0	0	8%	265	22	IN	14	8	45%	83	9	OUT	5	5	55%	232	33	OUT	20	13
	I95	Jenkins Rd	0%	0	0	-	0	0	24%	796	66	IN	41	24	0%	0	0	-	0	0	40%	169	24	OUT	15	9
	Jenkins Rd	McNeil Rd	0%	0	0	-	0	0	10%	332	27	OUT	10	17	0%	0	0	-	0	0	40%	169	24	OUT	15	9
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	10%	332	27	OUT	10	17	0%	0	0	-	0	0	40%	169	24	OUT	15	9
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	65%	274	39	IN	15	24
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	35%	148	21	OUT	13	8
				900	**80**		**In**	**40**		**3,318**	**274**		**In**	**172**		**184**	**21**		**In**	**10**		**422**	**60**		**In**	**23**
				Daily	**Two-Way**		**Out**	**40**		**Daily**	**Two-Way**		**Out**	**102**		**Daily**	**Two-Way**		**Out**	**11**		**Daily**	**Two-Way**		**Out**	**37**

PM APPROVED PROJECTS			SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
Road Name	From	To	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Jenkins Rd	Orange	Peterson	6,039	652	539	80	205	36	333	43	-16	603	-7	234	-9	368
	Peterson	Graham Rd	4,729	634	416	78	172	36	245	43	-16	479	-7	200	-9	279
	Graham Rd	Okeechobee	3,771	639	339	79	200	21	139	59	-16	402	-4	216	-12	186
	Okeechobee	Edwards	3,329	42	267	5	107	1	160	4	-1	272	0	108	-1	164
Orange Ave	Cambell Rd	Kings Hwy	3,817	2,434	378	261	154	96	224	164	-52	586	-19	231	-33	355
	Kings Hwy	I-95	4,667	7,294	446	845	198	466	249	379	-112	1,180	-49	615	-62	565
	I-95	Jenkins Rd	4,760	3,230	490	379	279	167	211	212	-76	793	-33	412	-42	381
	Jenkins Rd	Hartman Rd	3,166	1,818	344	213	148	145	196	67	-43	514	-29	264	-13	250
	Hartman	Angle Rd	3,302	1,474	390	171	144	114	245	57	-34	527	-23	236	-11	291
	Angle	25th St	1,267	847	211	101	78	65	133	37	-20	292	-13	130	-7	162
Kings Hwy	Okeechobee Rd	Graham Rd	4,597	5,868	418	715	252	344	166	371	-105	1,029	-63	533	-41	496
	Graham Rd	Picos Rd	4,248	5,998	399	729	218	395	181	334	-100	1,028	-55	558	-45	469
	Picos Rd	Orange Ave	4,082	5,794	385	702	213	260	172	441	-96	990	-52	421	-43	571
	Orange Ave	Angle Rd (CR603)	2,933	5,551	295	633	171	243	124	390	-74	854	-43	371	-31	483
Okeechobee Rd	Florida's Turnpike	Kings Hwy	7,583	855	695	101	282	40	413	62	-20	776	-8	313	-12	463
	Kings Hwy	Crossroads Pkwy	8,313	1,455	737	175	297	90	440	85	-35	876	-18	369	-17	507
	Crossroads Pkwy	I95	8,313	1,798	737	220	297	123	440	96	-44	913	-25	396	-19	517
	I95	Jenkins Rd	6,607	967	567	122	267	70	301	52	-24	665	-14	322	-10	342
	Jenkins Rd	McNeil Rd	4,558	790	386	103	145	58	242	46	-21	469	-12	191	-9	278
	McNeil Rd	Virginia Ave	5,249	408	435	54	183	29	252	26	-11	478	-6	206	-5	272
	Virginia Ave.	Hartman Rd	620	0	47	0	18	0	29	0	0	47	0	18	0	29
Peters Road	Crossroads Pkwy	White Road	0	274	0	39	0	15	0	24	0	39	0	15	0	24
	White Road	Graham Rd	0	148	0	21	0	13	0	8	0	21	0	13	0	8

Appendix F
Intersection Traffic Counts & Data

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : Kings at SR 70
Site Code : 00000002
Start Date : 1/8/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Kings Hwy Southbound				Ockeechobee Rd (SR 70) Westbound				Turnpike Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	38	15	78	97	56	28	181	11	53	81	145	15	85	11	111	515
07:15 AM	29	34	23	86	86	66	30	182	13	60	97	170	23	104	12	139	577
07:30 AM	33	48	23	104	102	62	27	191	14	68	112	194	23	114	19	156	645
07:45 AM	28	37	23	88	113	72	38	223	12	66	140	218	27	105	20	152	681
Total	115	157	84	356	398	256	123	777	50	247	430	727	88	408	62	558	2418
08:00 AM	29	45	22	96	100	46	29	175	12	61	156	229	23	75	20	118	618
08:15 AM	36	44	24	104	108	61	41	210	12	53	137	202	25	90	23	138	654
08:30 AM	32	40	17	89	97	66	34	197	14	48	111	173	21	81	20	122	581
08:45 AM	30	30	18	78	87	48	28	163	12	44	105	161	16	60	13	89	491
Total	127	159	81	367	392	221	132	745	50	206	509	765	85	306	76	467	2344
04:00 PM	30	86	20	136	112	92	36	240	10	39	126	175	18	64	15	97	648
04:15 PM	38	61	28	127	129	106	28	263	13	30	97	140	17	65	10	92	622
04:30 PM	42	51	9	102	109	112	29	250	21	38	116	175	12	90	9	111	638
04:45 PM	27	43	14	84	94	105	31	230	18	35	121	174	16	78	13	107	595
Total	137	241	71	449	444	415	124	983	62	142	460	664	63	297	47	407	2503
05:00 PM	42	54	20	116	104	99	20	223	15	39	152	206	17	75	8	100	645
05:15 PM	40	43	19	102	107	125	21	253	15	47	147	209	15	96	6	117	681
05:30 PM	33	49	19	101	115	102	29	246	22	39	122	183	21	69	11	101	631
05:45 PM	28	34	14	76	80	81	33	194	22	43	109	174	20	67	7	94	538
Total	143	180	72	395	406	407	103	916	74	168	530	772	73	307	32	412	2495
Grand Total	522	737	308	1567	1640	1299	482	3421	236	763	1929	2928	309	1318	217	1844	9760
Apprch %	33.3	47	19.7		47.9	38	14.1		8.1	26.1	65.9		16.8	71.5	11.8		
Total %	5.3	7.6	3.2	16.1	16.8	13.3	4.9	35.1	2.4	7.8	19.8	30	3.2	13.5	2.2	18.9	
Automobiles	385	458	245	1088	1304	1158	353	2815	167	463	1610	2240	242	1170	184	1596	7739
% Automobiles	73.8	62.1	79.5	69.4	79.5	89.1	73.2	82.3	70.8	60.7	83.5	76.5	78.3	88.8	84.8	86.6	79.3
Commercial	137	279	63	479	336	141	129	606	69	300	319	688	67	148	33	248	2021
% Commercial	26.2	37.9	20.5	30.6	20.5	10.9	26.8	17.7	29.2	39.3	16.5	23.5	21.7	11.2	15.2	13.4	20.7

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St. Lucie County, FL

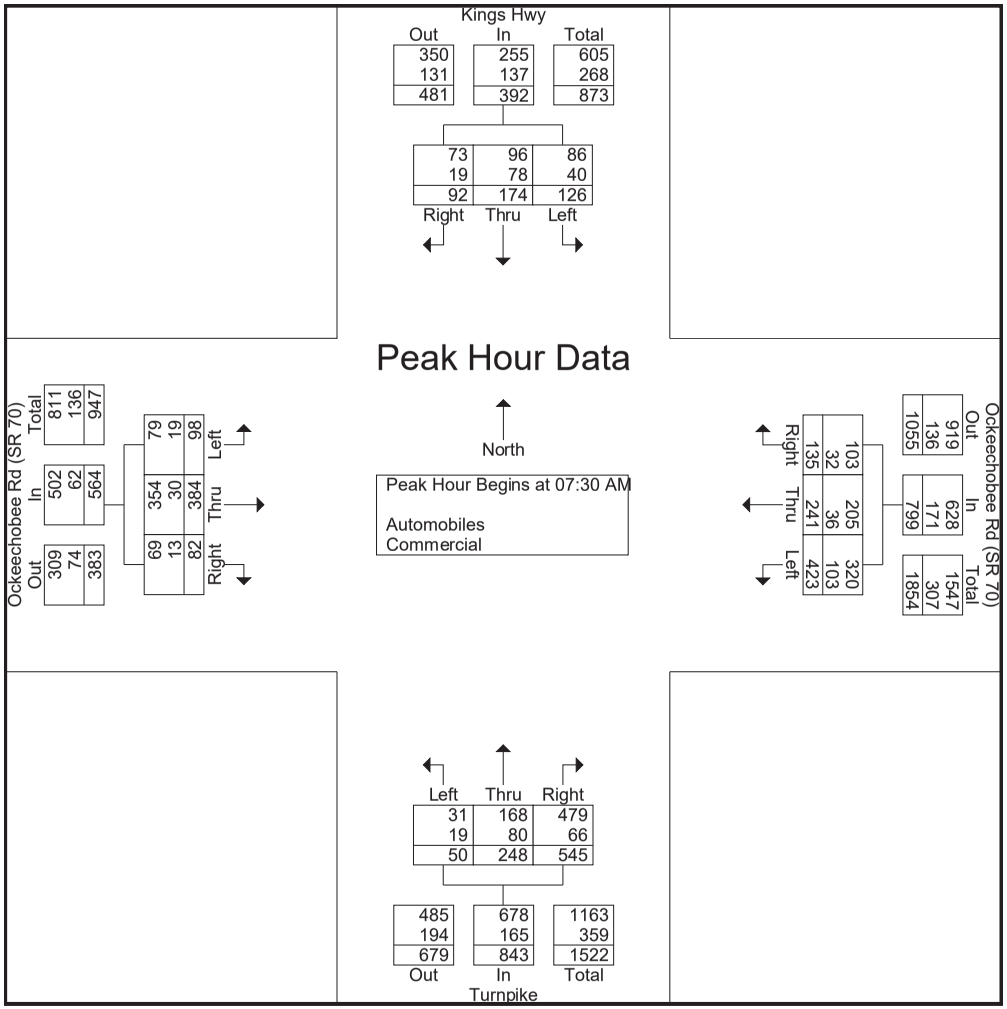
File Name : Kings at SR 70
Site Code : 00000002
Start Date : 1/8/2025
Page No : 2

	Kings Hwy Southbound				Ockeechobee Rd (SR 70) Westbound				Turnpike Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	33	48	23	104	102	62	27	191	14	68	112	194	23	114	19	156	645
07:45 AM	28	37	23	88	113	72	38	223	12	66	140	218	27	105	20	152	681
08:00 AM	29	45	22	96	100	46	29	175	12	61	156	229	23	75	20	118	618
08:15 AM	36	44	24	104	108	61	41	210	12	53	137	202	25	90	23	138	654
Total Volume	126	174	92	392	423	241	135	799	50	248	545	843	98	384	82	564	2598
% App. Total	32.1	44.4	23.5		52.9	30.2	16.9		5.9	29.4	64.7		17.4	68.1	14.5		
PHF	.875	.906	.958	.942	.936	.837	.823	.896	.893	.912	.873	.920	.907	.842	.891	.904	.954
Automobiles	86	96	73	255	320	205	103	628	31	168	479	678	79	354	69	502	2063
% Automobiles	68.3	55.2	79.3	65.1	75.7	85.1	76.3	78.6	62.0	67.7	87.9	80.4	80.6	92.2	84.1	89.0	79.4
Commercial	40	78	19	137	103	36	32	171	19	80	66	165	19	30	13	62	535
% Commercial	31.7	44.8	20.7	34.9	24.3	14.9	23.7	21.4	38.0	32.3	12.1	19.6	19.4	7.8	15.9	11.0	20.6

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St. Lucie County, FL

File Name : Kings at SR 70
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Kings Hwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

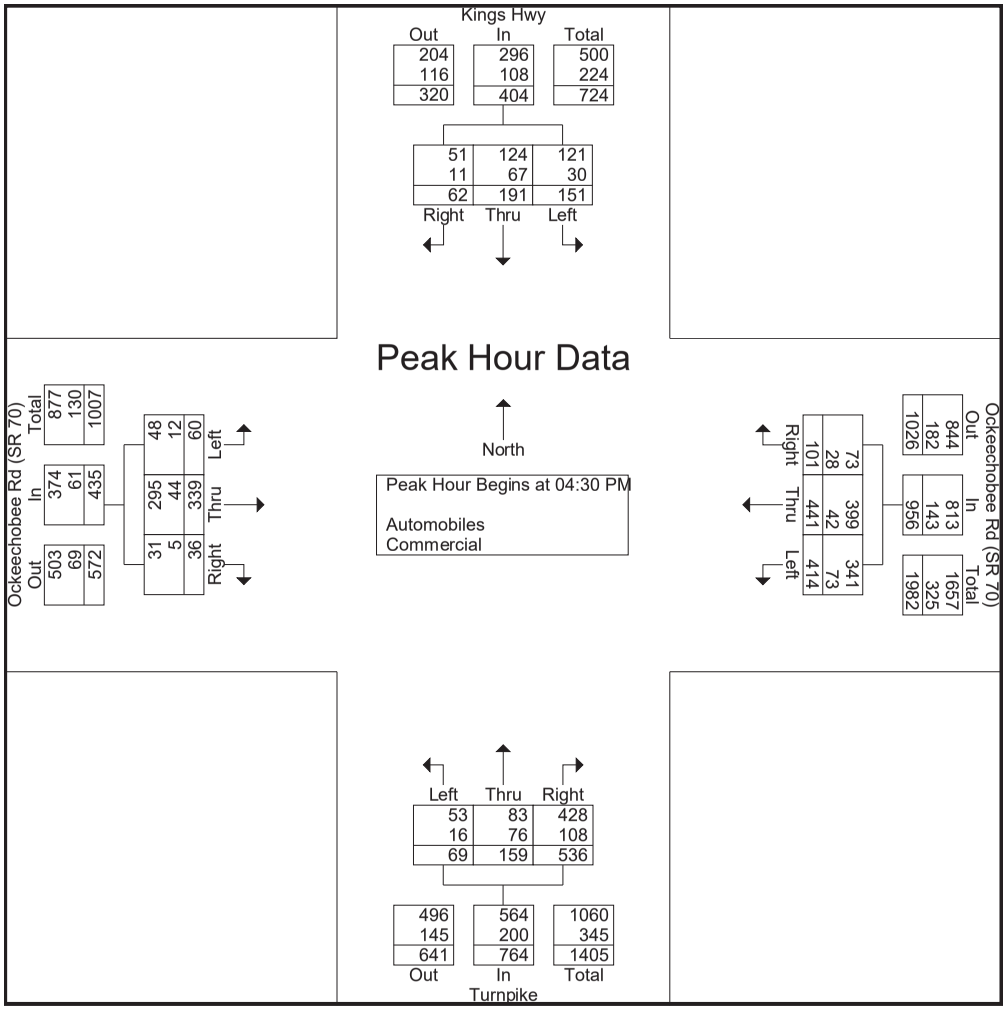
File Name : Kings at SR 70
Site Code : 00000002
Start Date : 1/8/2025
Page No : 4

	Kings Hwy Southbound				Ockeechobee Rd (SR 70) Westbound				Turnpike Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	42	51	9	102	109	112	29	250	21	38	116	175	12	90	9	111	638
04:45 PM	27	43	14	84	94	105	31	230	18	35	121	174	16	78	13	107	595
05:00 PM	42	54	20	116	104	99	20	223	15	39	152	206	17	75	8	100	645
05:15 PM	40	43	19	102	107	125	21	253	15	47	147	209	15	96	6	117	681
Total Volume	151	191	62	404	414	441	101	956	69	159	536	764	60	339	36	435	2559
% App. Total	37.4	47.3	15.3		43.3	46.1	10.6		9	20.8	70.2		13.8	77.9	8.3		
PHF	.899	.884	.775	.871	.950	.882	.815	.945	.821	.846	.882	.914	.882	.883	.692	.929	.939
Automobiles	121	124	51	296	341	399	73	813	53	83	428	564	48	295	31	374	2047
% Automobiles	80.1	64.9	82.3	73.3	82.4	90.5	72.3	85.0	76.8	52.2	79.9	73.8	80.0	87.0	86.1	86.0	80.0
Commercial	30	67	11	108	73	42	28	143	16	76	108	200	12	44	5	61	512
% Commercial	19.9	35.1	17.7	26.7	17.6	9.5	27.7	15.0	23.2	47.8	20.1	26.2	20.0	13.0	13.9	14.0	20.0

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Kings Hwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : Kings at SR 70
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Kings Hwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : Kings at SR 70
Site Code : 00000002
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Page No : 6

Groups Printed- Peds

	Kings Hwy Southbound					Ockeechobee Rd (SR 70) Westbound					Turnpike Northbound					Ockeechobee Rd (SR 70) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Grand Total	0	0	0	2	2	0	0	0	3	3	0	0	0	2	2	0	0	0	2	2	9
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	22.2	22.2	0	0	0	33.3	33.3	0	0	0	22.2	22.2	0	0	0	22.2	22.2	

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(386) 341-4186
Peters Rd/Crossroads Pkwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : crossroad at sr 70
Site Code : 00000003
Start Date : 1/8/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Peters Rd Southbound				Ockeechobee Rd (SR 70) Westbound				Crossroads Pkwy Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	3	7	21	13	164	36	213	4	1	9	14	6	174	7	187	435
07:15 AM	8	3	4	15	20	172	23	215	2	2	15	19	5	219	5	229	478
07:30 AM	7	3	10	20	21	195	23	239	4	1	9	14	8	244	9	261	534
07:45 AM	19	3	5	27	21	220	36	277	4	1	12	17	7	270	6	283	604
Total	45	12	26	83	75	751	118	944	14	5	45	64	26	907	27	960	2051
08:00 AM	21	2	11	34	22	197	29	248	6	3	19	28	9	265	6	280	590
08:15 AM	25	2	9	36	14	180	28	222	2	3	19	24	11	263	5	279	561
08:30 AM	21	1	9	31	19	187	25	231	4	1	15	20	10	226	5	241	523
08:45 AM	13	3	8	24	20	167	28	215	4	3	12	19	10	205	7	222	480
Total	80	8	37	125	75	731	110	916	16	10	65	91	40	959	23	1022	2154
04:00 PM	34	2	16	52	21	248	24	293	5	1	20	26	11	209	9	229	600
04:15 PM	47	3	12	62	22	251	26	299	5	5	25	35	11	222	11	244	640
04:30 PM	37	4	6	47	23	256	25	304	7	3	35	45	11	247	11	269	665
04:45 PM	42	3	11	56	17	211	30	258	9	1	22	32	10	228	6	244	590
Total	160	12	45	217	83	966	105	1154	26	10	102	138	43	906	37	986	2495
05:00 PM	34	1	10	45	17	232	27	276	5	3	26	34	13	259	8	280	635
05:15 PM	32	0	10	42	23	259	25	307	3	7	27	37	8	287	4	299	685
05:30 PM	23	4	12	39	21	231	31	283	2	3	14	19	6	251	10	267	608
05:45 PM	21	4	11	36	12	204	28	244	5	3	13	21	6	219	5	230	531
Total	110	9	43	162	73	926	111	1110	15	16	80	111	33	1016	27	1076	2459
Grand Total	395	41	151	587	306	3374	444	4124	71	41	292	404	142	3788	114	4044	9159
Apprch %	67.3	7	25.7		7.4	81.8	10.8		17.6	10.1	72.3		3.5	93.7	2.8		
Total %	4.3	0.4	1.6	6.4	3.3	36.8	4.8	45	0.8	0.4	3.2	4.4	1.6	41.4	1.2	44.2	
Automobiles	365	34	127	526	280	2777	402	3459	53	35	272	360	119	3228	84	3431	7776
% Automobiles	92.4	82.9	84.1	89.6	91.5	82.3	90.5	83.9	74.6	85.4	93.2	89.1	83.8	85.2	73.7	84.8	84.9
Commercial	30	7	24	61	26	597	42	665	18	6	20	44	23	560	30	613	1383
% Commercial	7.6	17.1	15.9	10.4	8.5	17.7	9.5	16.1	25.4	14.6	6.8	10.9	16.2	14.8	26.3	15.2	15.1

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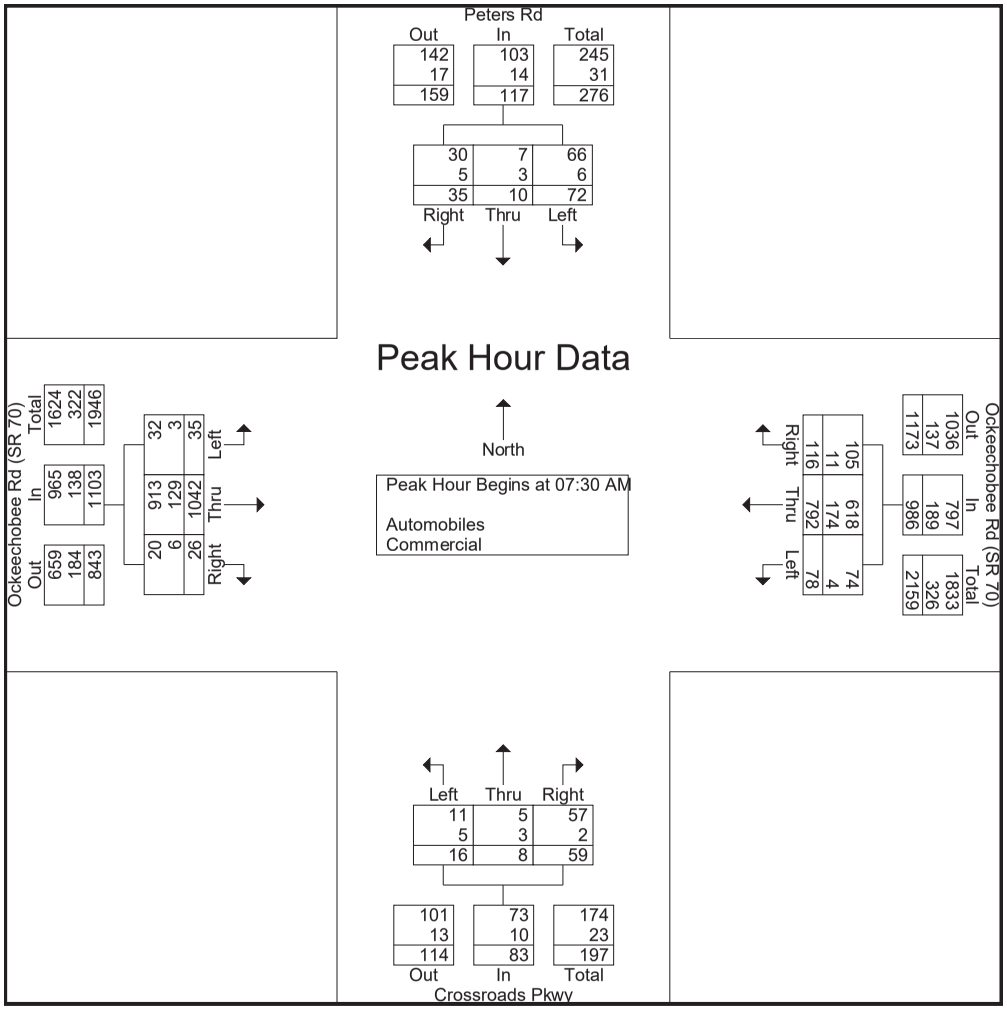
File Name : crossroad at sr 70
Site Code : 00000003
Start Date : 1/8/2025
Page No : 2

	Peters Rd Southbound				Ockeechobee Rd (SR 70) Westbound				Crossroads Pkwy Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	3	10	20	21	195	23	239	4	1	9	14	8	244	9	261	534
07:45 AM	19	3	5	27	21	220	36	277	4	1	12	17	7	270	6	283	604
08:00 AM	21	2	11	34	22	197	29	248	6	3	19	28	9	265	6	280	590
08:15 AM	25	2	9	36	14	180	28	222	2	3	19	24	11	263	5	279	561
Total Volume	72	10	35	117	78	792	116	986	16	8	59	83	35	1042	26	1103	2289
% App. Total	61.5	8.5	29.9		7.9	80.3	11.8		19.3	9.6	71.1		3.2	94.5	2.4		
PHF	.720	.833	.795	.813	.886	.900	.806	.890	.667	.667	.776	.741	.795	.965	.722	.974	.947
Automobiles	66	7	30	103	74	618	105	797	11	5	57	73	32	913	20	965	1938
% Automobiles	91.7	70.0	85.7	88.0	94.9	78.0	90.5	80.8	68.8	62.5	96.6	88.0	91.4	87.6	76.9	87.5	84.7
Commercial	6	3	5	14	4	174	11	189	5	3	2	10	3	129	6	138	351
% Commercial	8.3	30.0	14.3	12.0	5.1	22.0	9.5	19.2	31.3	37.5	3.4	12.0	8.6	12.4	23.1	12.5	15.3

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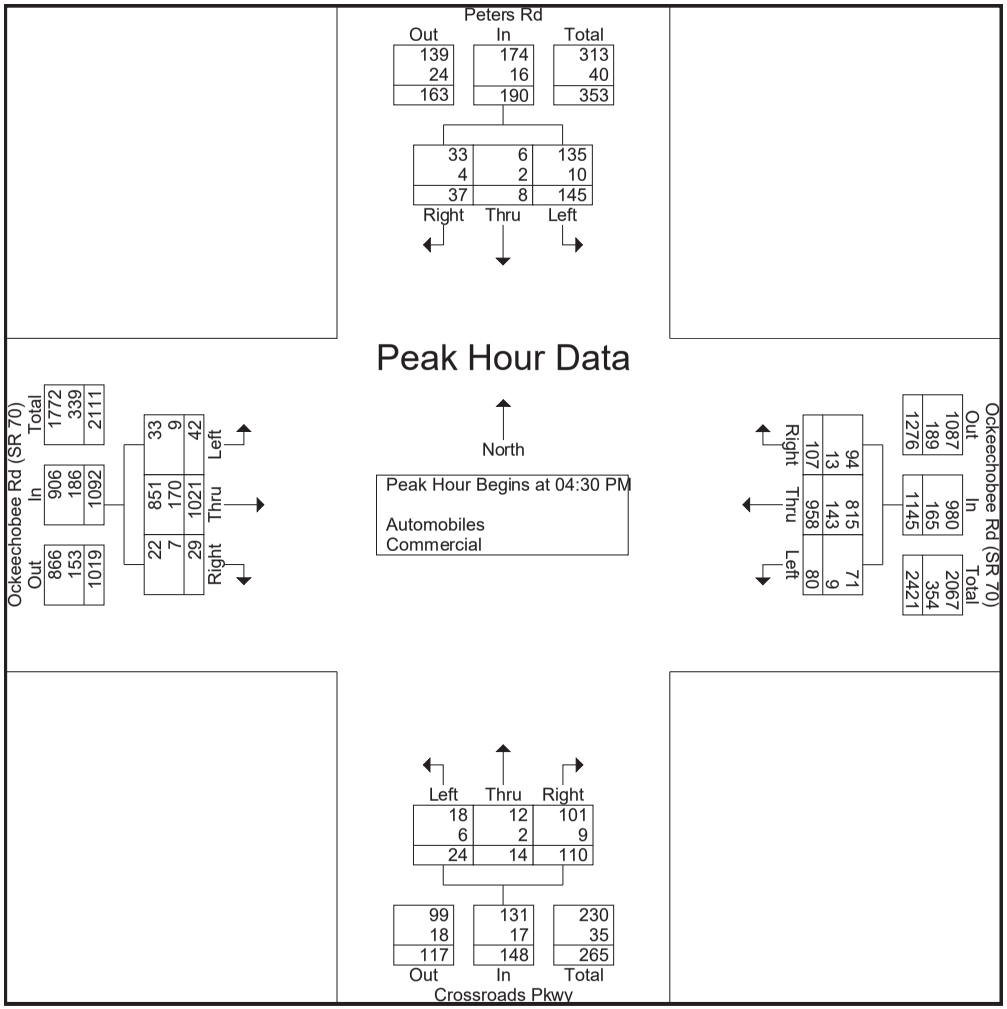
File Name : crossroad at sr 70
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Page No : 4

	Peters Rd Southbound				Ockeechobee Rd (SR 70) Westbound				Crossroads Pkwy Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	37	4	6	47	23	256	25	304	7	3	35	45	11	247	11	269	665
04:45 PM	42	3	11	56	17	211	30	258	9	1	22	32	10	228	6	244	590
05:00 PM	34	1	10	45	17	232	27	276	5	3	26	34	13	259	8	280	635
05:15 PM	32	0	10	42	23	259	25	307	3	7	27	37	8	287	4	299	685
Total Volume	145	8	37	190	80	958	107	1145	24	14	110	148	42	1021	29	1092	2575
% App. Total	76.3	4.2	19.5		7	83.7	9.3		16.2	9.5	74.3		3.8	93.5	2.7		
PHF	.863	.500	.841	.848	.870	.925	.892	.932	.667	.500	.786	.822	.808	.889	.659	.913	.940
Automobiles	135	6	33	174	71	815	94	980	18	12	101	131	33	851	22	906	2191
% Automobiles	93.1	75.0	89.2	91.6	88.8	85.1	87.9	85.6	75.0	85.7	91.8	88.5	78.6	83.3	75.9	83.0	85.1
Commercial	10	2	4	16	9	143	13	165	6	2	9	17	9	170	7	186	384
% Commercial	6.9	25.0	10.8	8.4	11.3	14.9	12.1	14.4	25.0	14.3	8.2	11.5	21.4	16.7	24.1	17.0	14.9

DE TRAFFIC

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(386) 341-4186
Peters Rd/Crossroads Pkwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : crossroad at sr 70
Site Code : 00000003
Start Date : 1/8/2025
Page No : 5



DE TRAFFIC

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(386) 341-4186
Peters Rd/Crossroads Pkwy at Ockeechobee Rd (SR 70)
St. Lucie County, FL

File Name : crossroad at sr 70
Site Code : 00000003
Start Date : 1/8/2025
Page No : 6

Groups Printed- Peds

	Peters Rd Southbound					Ockeechobee Rd (SR 70) Westbound					Crossroads Pkwy Northbound					Ockeechobee Rd (SR 70) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	6	6	11
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	45.5	45.5	0	0	0	0	0	0	0	0	54.5	54.5	

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

File Name : Kings at White
Site Code : 00000003
Start Date : 1/8/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Kings Hwy Southbound				White Rd Westbound				Turnpike Northbound				Pruitt Research Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	85	3	88	0	0	1	1	1	112	0	113	0	0	3	3	205
07:15 AM	0	95	7	102	0	0	1	1	3	147	1	151	0	0	3	3	257
07:30 AM	0	113	4	117	0	0	0	0	4	166	1	171	0	0	4	4	292
07:45 AM	0	100	10	110	0	0	1	1	3	166	0	169	0	0	4	4	284
Total	0	393	24	417	0	0	3	3	11	591	2	604	0	0	14	14	1038
08:00 AM	0	116	5	121	0	0	0	0	2	174	0	176	0	0	5	5	302
08:15 AM	0	113	2	115	0	0	0	0	1	169	1	171	0	0	3	3	289
08:30 AM	0	105	5	110	0	0	1	1	2	126	0	128	0	0	4	4	243
08:45 AM	0	98	3	101	0	0	2	2	11	105	1	117	0	0	2	2	222
Total	0	432	15	447	0	0	3	3	16	574	2	592	0	0	14	14	1056
04:00 PM	2	165	0	167	0	0	2	2	0	128	0	128	0	0	2	2	299
04:15 PM	2	170	2	174	0	0	1	1	1	120	1	122	0	0	3	3	300
04:30 PM	1	150	1	152	0	0	0	0	2	116	2	120	0	0	3	3	275
04:45 PM	2	155	5	162	0	0	0	0	0	110	0	110	0	0	4	4	276
Total	7	640	8	655	0	0	3	3	3	474	3	480	0	0	12	12	1150
05:00 PM	2	153	5	160	0	0	1	1	4	116	0	120	0	0	4	4	285
05:15 PM	1	121	8	130	0	0	0	0	3	115	1	119	0	0	0	0	249
05:30 PM	2	123	4	129	0	0	2	2	2	100	0	102	0	0	3	3	236
05:45 PM	0	99	6	105	0	0	0	0	0	92	0	92	0	0	1	1	198
Total	5	496	23	524	0	0	3	3	9	423	1	433	0	0	8	8	968
Grand Total	12	1961	70	2043	0	0	12	12	39	2062	8	2109	0	0	48	48	4212
Apprch %	0.6	96	3.4		0	0	100		1.8	97.8	0.4		0	0	100		
Total %	0.3	46.6	1.7	48.5	0	0	0.3	0.3	0.9	49	0.2	50.1	0	0	1.1	1.1	
Automobiles	12	1454	61	1527	0	0	12	12	35	1526	7	1568	0	0	43	43	3150
% Automobiles	100	74.1	87.1	74.7	0	0	100	100	89.7	74	87.5	74.3	0	0	89.6	89.6	74.8
Commercial	0	507	9	516	0	0	0	0	4	536	1	541	0	0	5	5	1062
% Commercial	0	25.9	12.9	25.3	0	0	0	0	10.3	26	12.5	25.7	0	0	10.4	10.4	25.2

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Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

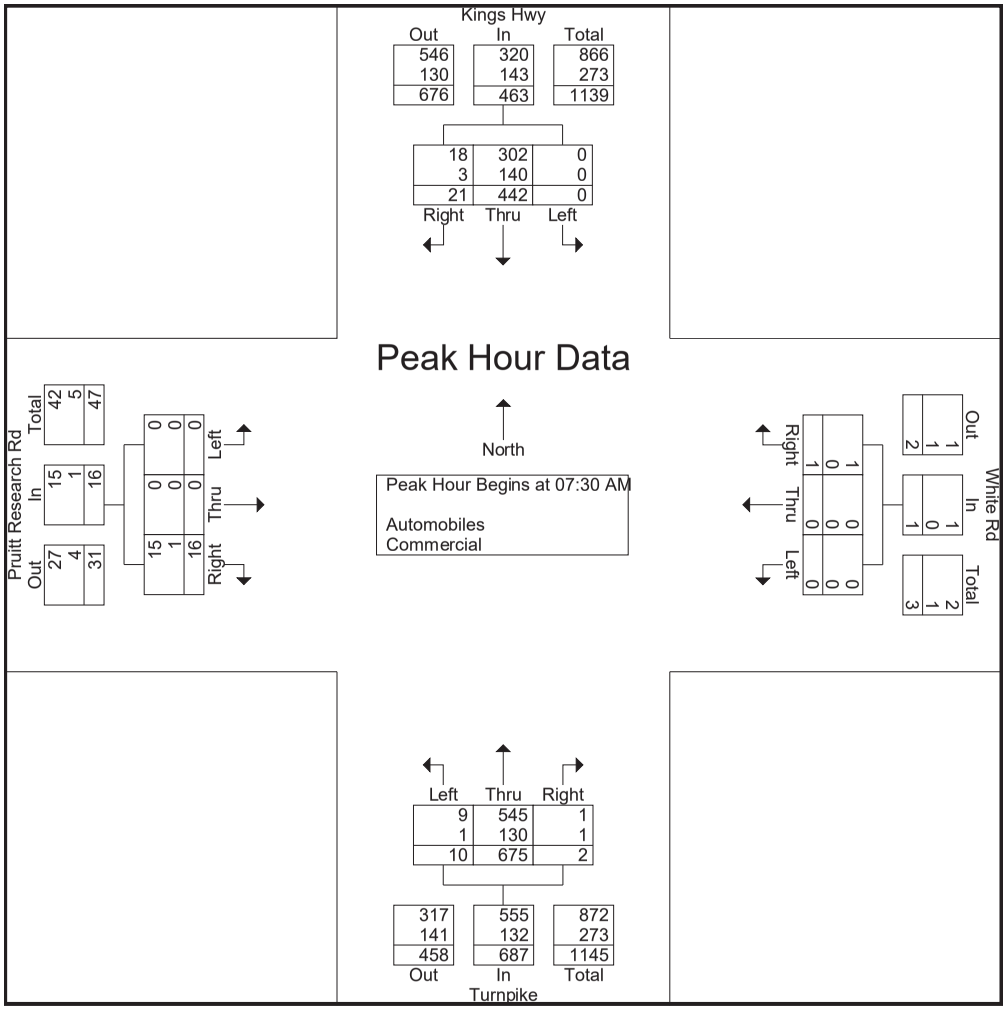
File Name : Kings at White
Site Code : 00000003
Start Date : 1/8/2025
Page No : 2

	Kings Hwy Southbound				White Rd Westbound				Turnpike Northbound				Pruitt Research Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	113	4	117	0	0	0	0	4	166	1	171	0	0	4	4	292
07:45 AM	0	100	10	110	0	0	1	1	3	166	0	169	0	0	4	4	284
08:00 AM	0	116	5	121	0	0	0	0	2	174	0	176	0	0	5	5	302
08:15 AM	0	113	2	115	0	0	0	0	1	169	1	171	0	0	3	3	289
Total Volume	0	442	21	463	0	0	1	1	10	675	2	687	0	0	16	16	1167
% App. Total	0	95.5	4.5		0	0	100		1.5	98.3	0.3		0	0	100		
PHF	.000	.953	.525	.957	.000	.000	.250	.250	.625	.970	.500	.976	.000	.000	.800	.800	.966
Automobiles	0	302	18	320	0	0	1	1	9	545	1	555	0	0	15	15	891
% Automobiles	0	68.3	85.7	69.1	0	0	100	100	90.0	80.7	50.0	80.8	0	0	93.8	93.8	76.3
Commercial	0	140	3	143	0	0	0	0	1	130	1	132	0	0	1	1	276
% Commercial	0	31.7	14.3	30.9	0	0	0	0	10.0	19.3	50.0	19.2	0	0	6.3	6.3	23.7

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Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

File Name : Kings at White
Site Code : 00000003
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St. Lucie County, FL

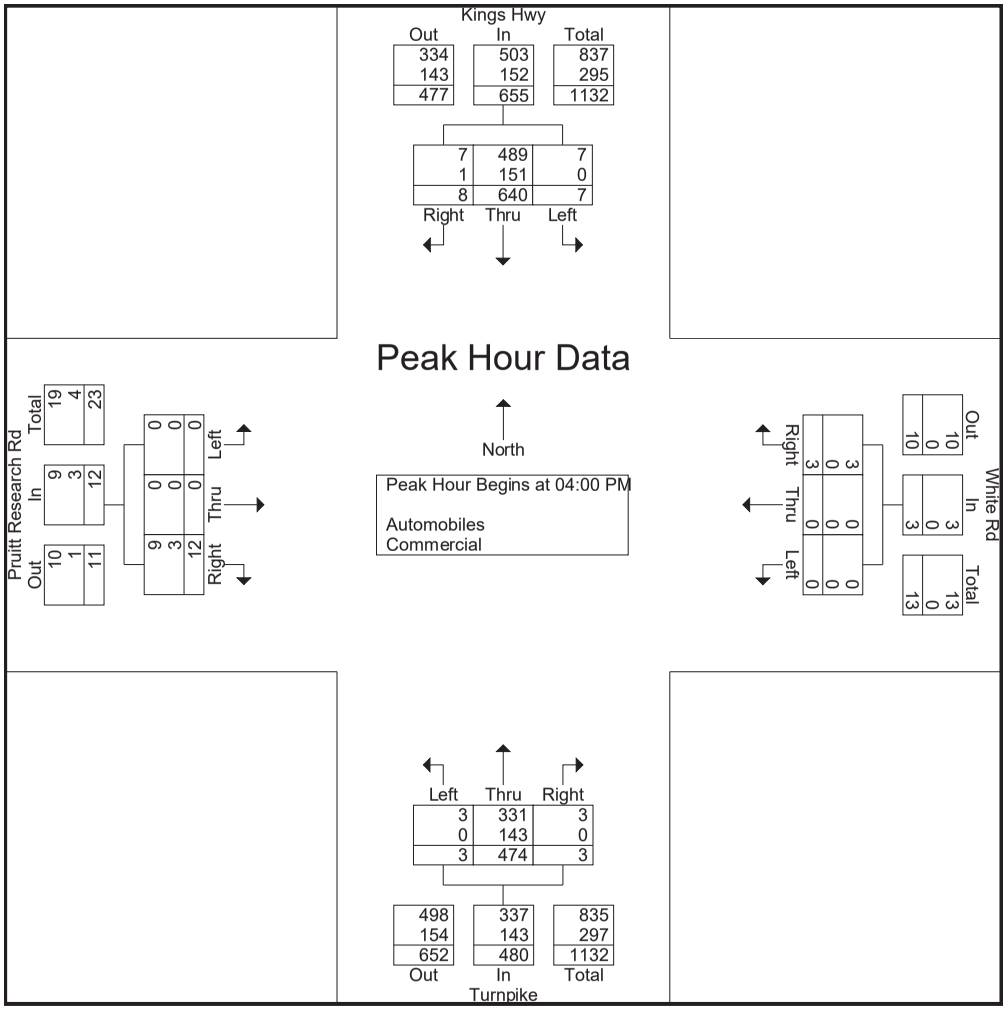
File Name : Kings at White
Site Code : 00000003
Start Date : 1/8/2025
Page No : 4

	Kings Hwy Southbound				White Rd Westbound				Turnpike Northbound				Pruitt Research Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	165	0	167	0	0	2	2	0	128	0	128	0	0	2	2	299
04:15 PM	2	170	2	174	0	0	1	1	1	120	1	122	0	0	3	3	300
04:30 PM	1	150	1	152	0	0	0	0	2	116	2	120	0	0	3	3	275
04:45 PM	2	155	5	162	0	0	0	0	0	110	0	110	0	0	4	4	276
Total Volume	7	640	8	655	0	0	3	3	3	474	3	480	0	0	12	12	1150
% App. Total	1.1	97.7	1.2		0	0	100		0.6	98.8	0.6		0	0	100		
PHF	.875	.941	.400	.941	.000	.000	.375	.375	.375	.926	.375	.938	.000	.000	.750	.750	.958
Automobiles	7	489	7	503	0	0	3	3	3	331	3	337	0	0	9	9	852
% Automobiles	100	76.4	87.5	76.8	0	0	100	100	100	69.8	100	70.2	0	0	75.0	75.0	74.1
Commercial	0	151	1	152	0	0	0	0	0	143	0	143	0	0	3	3	298
% Commercial	0	23.6	12.5	23.2	0	0	0	0	0	30.2	0	29.8	0	0	25.0	25.0	25.9

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(386) 341-4186
Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

File Name : Kings at White
Site Code : 00000003
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Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

File Name : Kings at White
Site Code : 00000003
Start Date : 1/8/2025
Page No : 6

Groups Printed- Peds

	Kings Hwy Southbound					White Rd Westbound					Turnpike Northbound					Pruitt Research Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Grand Total	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	5
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	40	40	0	0	0	0	0	0	0	0	60	60	0	0	0	0	0	

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Orange Ave
St. Lucie County, FL

File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Kings Hwy Southbound				Orange Ave Westbound				Kings Hwy Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	42	28	11	81	38	43	43	124	25	71	28	124	6	37	19	62	391
07:15 AM	48	47	12	107	32	49	67	148	21	84	35	140	6	38	21	65	460
07:30 AM	60	38	17	115	33	58	70	161	25	101	52	178	9	28	30	67	521
07:45 AM	52	34	18	104	53	50	87	190	31	109	61	201	6	27	29	62	557
Total	202	147	58	407	156	200	267	623	102	365	176	643	27	130	99	256	1929
08:00 AM	43	30	23	96	42	41	96	179	25	91	55	171	9	41	27	77	523
08:15 AM	59	38	19	116	47	51	92	190	20	80	44	144	9	36	28	73	523
08:30 AM	49	32	21	102	38	41	77	156	24	86	36	146	12	46	26	84	488
08:45 AM	42	29	21	92	32	34	63	129	17	82	35	134	10	33	29	72	427
Total	193	129	84	406	159	167	328	654	86	339	170	595	40	156	110	306	1961
04:00 PM	60	78	6	144	39	60	69	168	20	45	48	113	8	67	11	86	511
04:15 PM	61	92	3	156	44	68	67	179	22	51	52	125	18	76	28	122	582
04:30 PM	78	106	9	193	36	52	58	146	25	38	66	129	16	73	32	121	589
04:45 PM	68	90	5	163	49	61	74	184	33	50	64	147	20	62	26	108	602
Total	267	366	23	656	168	241	268	677	100	184	230	514	62	278	97	437	2284
05:00 PM	87	81	5	173	39	77	70	186	23	52	37	112	28	98	22	148	619
05:15 PM	81	66	7	154	26	38	62	126	33	49	36	118	17	66	22	105	503
05:30 PM	78	70	13	161	26	80	59	165	17	43	36	96	11	93	28	132	554
05:45 PM	66	62	7	135	39	62	54	155	14	31	22	67	16	90	24	130	487
Total	312	279	32	623	130	257	245	632	87	175	131	393	72	347	96	515	2163
Grand Total	974	921	197	2092	613	865	1108	2586	375	1063	707	2145	201	911	402	1514	8337
Apprch %	46.6	44	9.4		23.7	33.4	42.8		17.5	49.6	33		13.3	60.2	26.6		
Total %	11.7	11	2.4	25.1	7.4	10.4	13.3	31	4.5	12.8	8.5	25.7	2.4	10.9	4.8	18.2	
Automobiles	828	822	179	1829	474	756	884	2114	348	957	473	1778	179	855	360	1394	7115
% Automobiles	85	89.3	90.9	87.4	77.3	87.4	79.8	81.7	92.8	90	66.9	82.9	89.1	93.9	89.6	92.1	85.3
Commercial	146	99	18	263	139	109	224	472	27	106	234	367	22	56	42	120	1222
% Commercial	15	10.7	9.1	12.6	22.7	12.6	20.2	18.3	7.2	10	33.1	17.1	10.9	6.1	10.4	7.9	14.7

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Kings Hwy at Orange Ave
St. Lucie County, FL

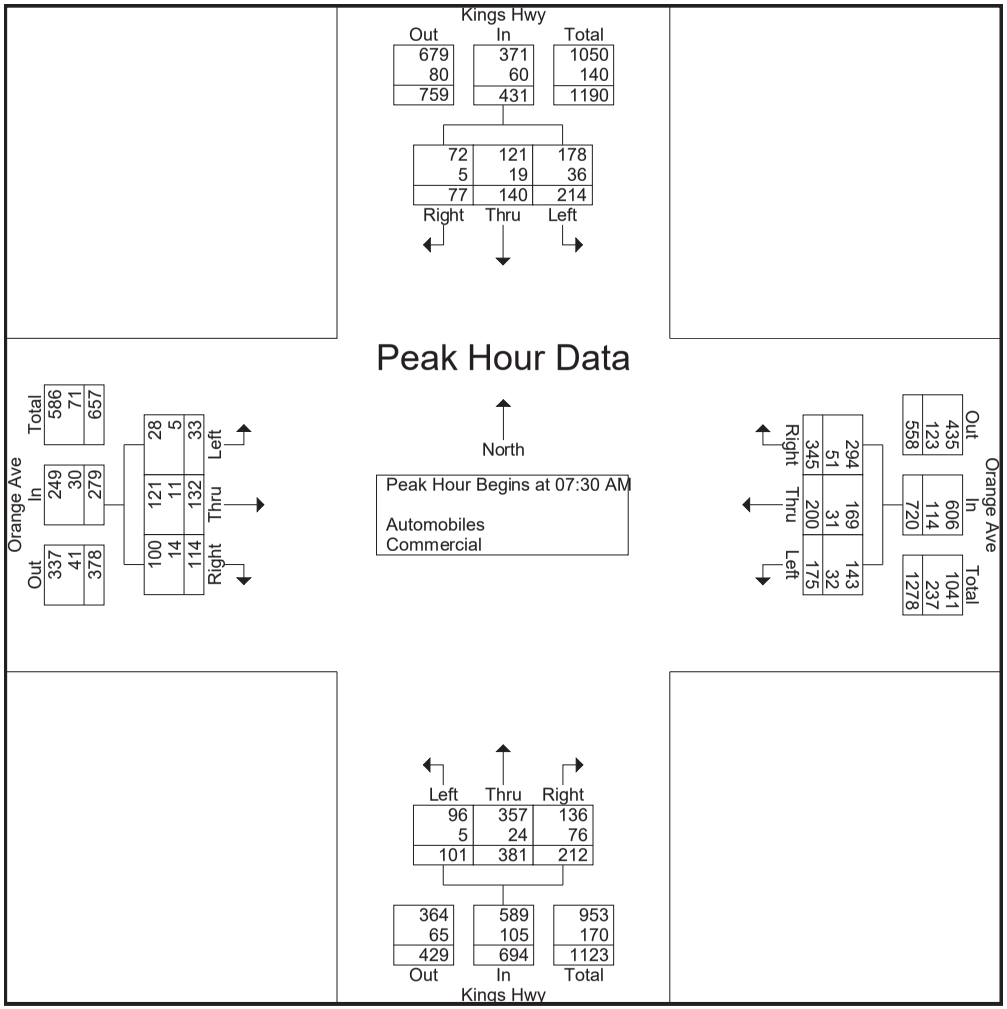
File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 2

	Kings Hwy Southbound				Orange Ave Westbound				Kings Hwy Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	60	38	17	115	33	58	70	161	25	101	52	178	9	28	30	67	521
07:45 AM	52	34	18	104	53	50	87	190	31	109	61	201	6	27	29	62	557
08:00 AM	43	30	23	96	42	41	96	179	25	91	55	171	9	41	27	77	523
08:15 AM	59	38	19	116	47	51	92	190	20	80	44	144	9	36	28	73	523
Total Volume	214	140	77	431	175	200	345	720	101	381	212	694	33	132	114	279	2124
% App. Total	49.7	32.5	17.9		24.3	27.8	47.9		14.6	54.9	30.5		11.8	47.3	40.9		
PHF	.892	.921	.837	.929	.825	.862	.898	.947	.815	.874	.869	.863	.917	.805	.950	.906	.953
Automobiles	178	121	72	371	143	169	294	606	96	357	136	589	28	121	100	249	1815
% Automobiles	83.2	86.4	93.5	86.1	81.7	84.5	85.2	84.2	95.0	93.7	64.2	84.9	84.8	91.7	87.7	89.2	85.5
Commercial	36	19	5	60	32	31	51	114	5	24	76	105	5	11	14	30	309
% Commercial	16.8	13.6	6.5	13.9	18.3	15.5	14.8	15.8	5.0	6.3	35.8	15.1	15.2	8.3	12.3	10.8	14.5

DE TRAFFIC

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Kings Hwy at Orange Ave
St. Lucie County, FL

File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
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Kings Hwy at Orange Ave
St. Lucie County, FL

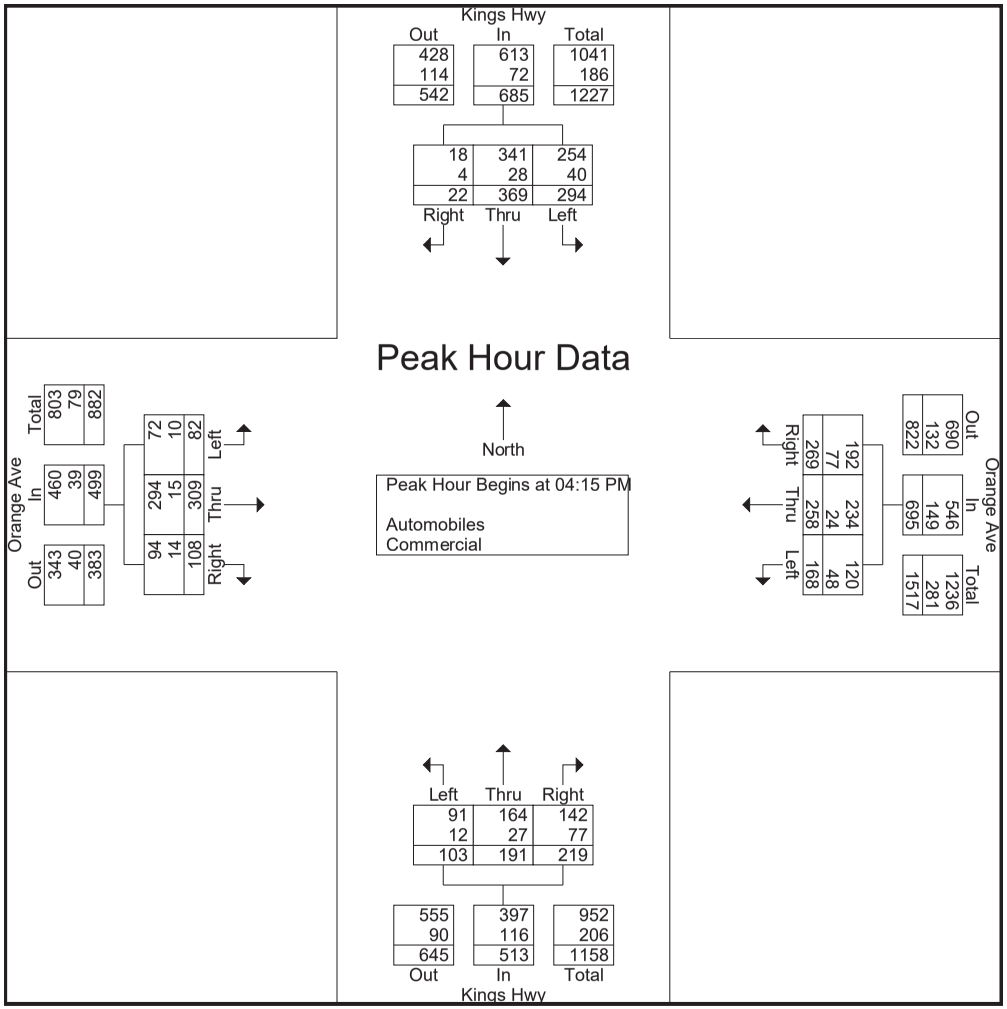
File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 4

	Kings Hwy Southbound				Orange Ave Westbound				Kings Hwy Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	61	92	3	156	44	68	67	179	22	51	52	125	18	76	28	122	582
04:30 PM	78	106	9	193	36	52	58	146	25	38	66	129	16	73	32	121	589
04:45 PM	68	90	5	163	49	61	74	184	33	50	64	147	20	62	26	108	602
05:00 PM	87	81	5	173	39	77	70	186	23	52	37	112	28	98	22	148	619
Total Volume	294	369	22	685	168	258	269	695	103	191	219	513	82	309	108	499	2392
% App. Total	42.9	53.9	3.2		24.2	37.1	38.7		20.1	37.2	42.7		16.4	61.9	21.6		
PHF	.845	.870	.611	.887	.857	.838	.909	.934	.780	.918	.830	.872	.732	.788	.844	.843	.966
Automobiles	254	341	18	613	120	234	192	546	91	164	142	397	72	294	94	460	2016
% Automobiles	86.4	92.4	81.8	89.5	71.4	90.7	71.4	78.6	88.3	85.9	64.8	77.4	87.8	95.1	87.0	92.2	84.3
Commercial	40	28	4	72	48	24	77	149	12	27	77	116	10	15	14	39	376
% Commercial	13.6	7.6	18.2	10.5	28.6	9.3	28.6	21.4	11.7	14.1	35.2	22.6	12.2	4.9	13.0	7.8	15.7

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Orange Ave
St. Lucie County, FL

File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Orange Ave
St. Lucie County, FL

File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 6

Groups Printed- Peds

	Kings Hwy Southbound					Orange Ave Westbound					Kings Hwy Northbound					Orange Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	4	4	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	8
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	0		
Total %	0	0	0	50	50	0	0	0	25	25	0	0	0	25	25	0	0	0	0	0	



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	Turnpike/Kings Hwy at Okeechobee Rd	St. Lucie County
	detraffic.com	Project Number: O25-01 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



EB Approach



WB Approach

de traffic	Peters Rd/Crossroads Pkwy at Okeechobee Rd	St. Lucie County
	detraffic.com	Project Number: O25-01 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	Kings Hwy at Pruitt Research Rd/White Rd	St. Lucie County
	detraffic.com	Project Number: O25-01 / Sheet Number: 3
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	Kings Hwy at Orange Ave	St. Lucie County
	detraffic.com	Project Number: O25-01 / Sheet Number: 4
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 SB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	I-95 SB Ramp Southbound				Okeechobee Rd Westbound				N/A Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	52	0	84	136	0	118	91	209	0	0	0	0	0	187	37	224	569
07:15 AM	83	0	92	175	0	124	127	251	0	0	0	0	0	182	52	234	660
07:30 AM	88	0	83	171	0	156	156	312	0	0	0	0	0	204	57	261	744
07:45 AM	81	0	106	187	0	185	180	365	0	0	0	0	0	253	47	300	852
Total	304	0	365	669	0	583	554	1137	0	0	0	0	0	826	193	1019	2825
08:00 AM	86	0	99	185	0	240	149	389	0	0	0	0	0	323	36	359	933
08:15 AM	80	0	110	190	0	144	137	281	0	0	0	0	0	254	29	283	754
08:30 AM	68	0	83	151	0	192	110	302	0	0	0	0	0	232	38	270	723
08:45 AM	60	0	113	173	0	192	138	330	0	0	0	0	0	243	28	271	774
Total	294	0	405	699	0	768	534	1302	0	0	0	0	0	1052	131	1183	3184
04:00 PM	79	0	115	194	0	152	128	280	0	0	0	0	0	250	55	305	779
04:15 PM	87	0	132	219	0	185	138	323	0	0	0	0	0	253	46	299	841
04:30 PM	90	0	118	208	0	263	170	433	0	0	0	0	0	266	35	301	942
04:45 PM	109	0	136	245	0	188	191	379	0	0	0	0	0	309	37	346	970
Total	365	0	501	866	0	788	627	1415	0	0	0	0	0	1078	173	1251	3532
05:00 PM	82	0	121	203	0	242	172	414	0	0	0	0	0	360	59	419	1036
05:15 PM	105	0	117	222	0	235	161	396	0	0	0	0	0	316	39	355	973
05:30 PM	83	0	92	175	0	144	169	313	0	0	0	0	0	238	46	284	772
05:45 PM	94	0	79	173	0	136	147	283	0	0	0	0	0	198	37	235	691
Total	364	0	409	773	0	757	649	1406	0	0	0	0	0	1112	181	1293	3472
Grand Total	1327	0	1680	3007	0	2896	2364	5260	0	0	0	0	0	4068	678	4746	13013
Apprch %	44.1	0	55.9		0	55.1	44.9		0	0	0		0	85.7	14.3		
Total %	10.2	0	12.9	23.1	0	22.3	18.2	40.4	0	0	0	0	0	31.3	5.2	36.5	
Automobiles	1230	0	1499	2729	0	2566	2303	4869	0	0	0	0	0	3840	632	4472	12070
% Automobiles	92.7	0	89.2	90.8	0	88.6	97.4	92.6	0	0	0	0	0	94.4	93.2	94.2	92.8
Commercial	97	0	181	278	0	330	61	391	0	0	0	0	0	228	46	274	943
% Commercial	7.3	0	10.8	9.2	0	11.4	2.6	7.4	0	0	0	0	0	5.6	6.8	5.8	7.2

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 SB Ramp at Okeechobee Rd
St. Lucie County, Fl

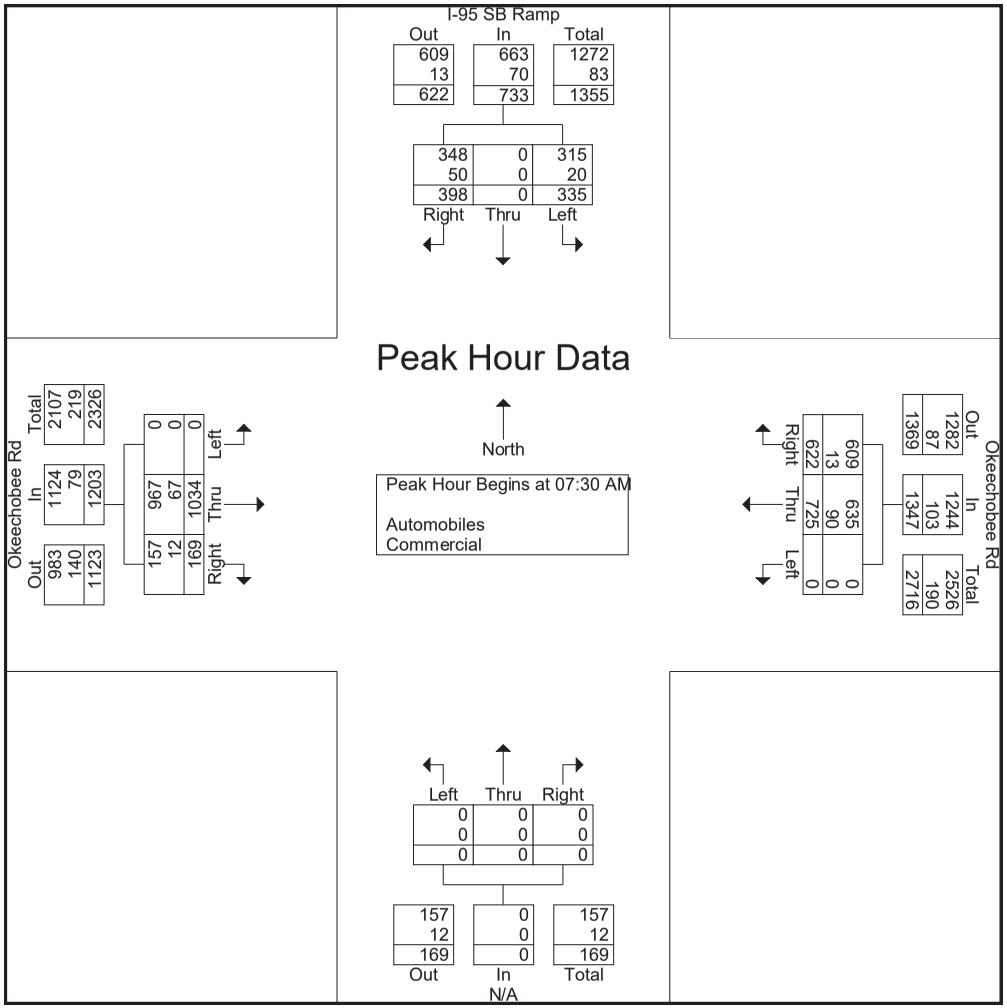
File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 2

	I-95 SB Ramp Southbound				Okeechobee Rd Westbound				N/A Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	88	0	83	171	0	156	156	312	0	0	0	0	0	204	57	261	744
07:45 AM	81	0	106	187	0	185	180	365	0	0	0	0	0	253	47	300	852
08:00 AM	86	0	99	185	0	240	149	389	0	0	0	0	0	323	36	359	933
08:15 AM	80	0	110	190	0	144	137	281	0	0	0	0	0	254	29	283	754
Total Volume	335	0	398	733	0	725	622	1347	0	0	0	0	0	1034	169	1203	3283
% App. Total	45.7	0	54.3		0	53.8	46.2		0	0	0		0	86	14		
PHF	.952	.000	.905	.964	.000	.755	.864	.866	.000	.000	.000	.000	.000	.800	.741	.838	.880
Automobiles	315	0	348	663	0	635	609	1244	0	0	0	0	0	967	157	1124	3031
% Automobiles	94.0	0	87.4	90.5	0	87.6	97.9	92.4	0	0	0	0	0	93.5	92.9	93.4	92.3
Commercial	20	0	50	70	0	90	13	103	0	0	0	0	0	67	12	79	252
% Commercial	6.0	0	12.6	9.5	0	12.4	2.1	7.6	0	0	0	0	0	6.5	7.1	6.6	7.7

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 SB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 SB Ramp at Okeechobee Rd
St. Lucie County, Fl

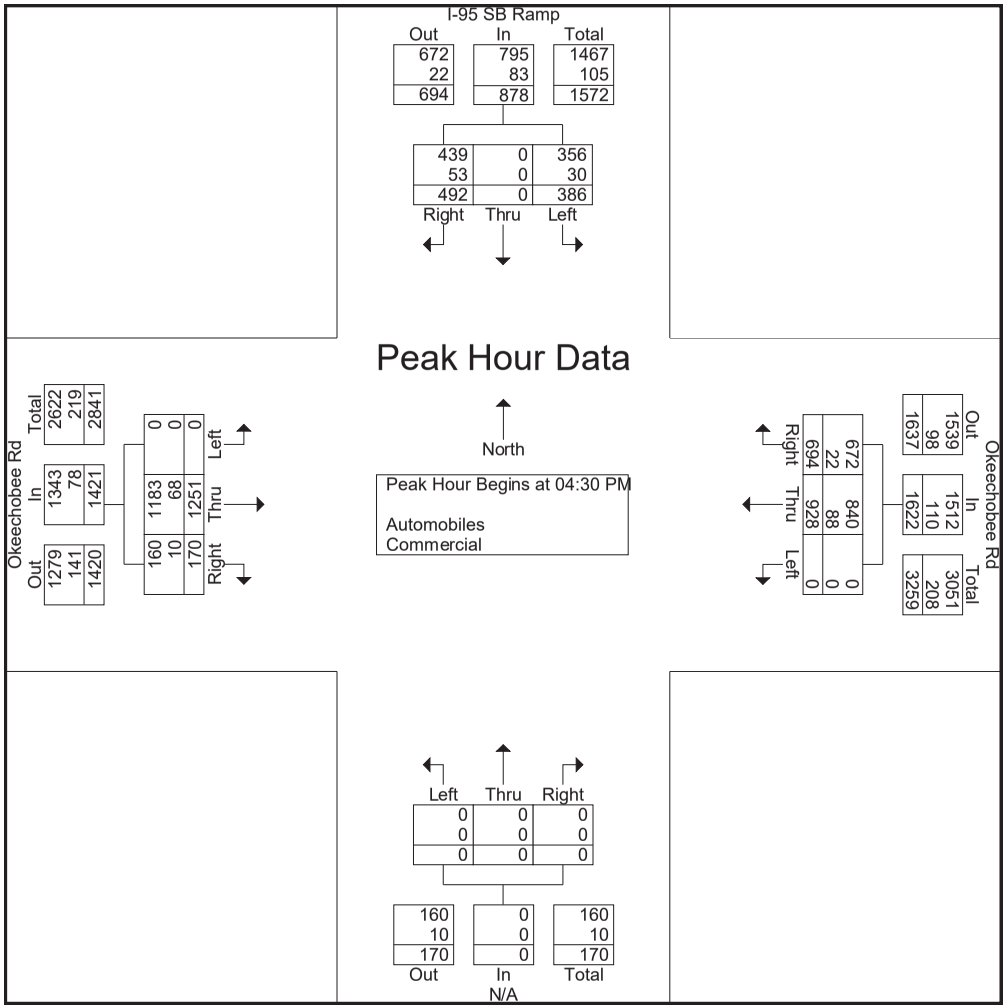
File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 4

	I-95 SB Ramp Southbound				Okeechobee Rd Westbound				N/A Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	90	0	118	208	0	263	170	433	0	0	0	0	0	266	35	301	942
04:45 PM	109	0	136	245	0	188	191	379	0	0	0	0	0	309	37	346	970
05:00 PM	82	0	121	203	0	242	172	414	0	0	0	0	0	360	59	419	1036
05:15 PM	105	0	117	222	0	235	161	396	0	0	0	0	0	316	39	355	973
Total Volume	386	0	492	878	0	928	694	1622	0	0	0	0	0	1251	170	1421	3921
% App. Total	44	0	56		0	57.2	42.8		0	0	0		0	88	12		
PHF	.885	.000	.904	.896	.000	.882	.908	.936	.000	.000	.000	.000	.000	.869	.720	.848	.946
Automobiles	356	0	439	795	0	840	672	1512	0	0	0	0	0	1183	160	1343	3650
% Automobiles	92.2	0	89.2	90.5	0	90.5	96.8	93.2	0	0	0	0	0	94.6	94.1	94.5	93.1
Commercial	30	0	53	83	0	88	22	110	0	0	0	0	0	68	10	78	271
% Commercial	7.8	0	10.8	9.5	0	9.5	3.2	6.8	0	0	0	0	0	5.4	5.9	5.5	6.9

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 SB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 6

Groups Printed- Peds

	I-95 SB Ramp Southbound					Okeechobee Rd Westbound					N/A Northbound					Okeechobee Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



SB Approach



EB Approach



WB Approach

detraffic	I-95 SB Ramp at Okeechobee Rd (SR 70)	St. Lucie County
	detraffic.com	Project Number: O25-16 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	N/A Southbound				Okeechobee Rd Westbound				I-95 NB Ramps Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	162	59	221	47	0	206	253	0	137	119	256	730
07:15 AM	0	0	0	0	0	205	66	271	46	0	232	278	0	160	101	261	810
07:30 AM	0	0	0	0	0	249	61	310	69	0	222	291	0	212	116	328	929
07:45 AM	0	0	0	0	0	305	82	387	64	0	217	281	0	196	125	321	989
Total	0	0	0	0	0	921	268	1189	226	0	877	1103	0	705	461	1166	3458
08:00 AM	0	0	0	0	0	304	66	370	84	0	186	270	0	215	159	374	1014
08:15 AM	0	0	0	0	0	207	80	287	71	0	168	239	0	197	147	344	870
08:30 AM	0	0	0	0	0	216	68	284	83	0	181	264	0	207	118	325	873
08:45 AM	0	0	0	0	0	244	58	302	83	0	156	239	0	183	137	320	861
Total	0	0	0	0	0	971	272	1243	321	0	691	1012	0	802	561	1363	3618
04:00 PM	0	0	0	0	0	211	88	299	68	0	159	227	0	166	147	313	839
04:15 PM	0	0	0	0	0	247	77	324	75	0	154	229	0	190	181	371	924
04:30 PM	0	0	0	0	0	345	84	429	81	0	164	245	0	238	179	417	1091
04:45 PM	0	0	0	0	0	274	87	361	101	0	184	285	0	222	170	392	1038
Total	0	0	0	0	0	1077	336	1413	325	0	661	986	0	816	677	1493	3892
05:00 PM	0	0	0	0	0	323	79	402	86	0	161	247	0	251	188	439	1088
05:15 PM	0	0	0	0	0	320	89	409	71	0	182	253	0	253	179	432	1094
05:30 PM	0	0	0	0	0	224	84	308	81	0	156	237	0	217	154	371	916
05:45 PM	0	0	0	0	0	213	73	286	67	0	140	207	0	162	141	303	796
Total	0	0	0	0	0	1080	325	1405	305	0	639	944	0	883	662	1545	3894
Grand Total	0	0	0	0	0	4049	1201	5250	1177	0	2868	4045	0	3206	2361	5567	14862
Apprch %	0	0	0		0	77.1	22.9		29.1	0	70.9		0	57.6	42.4		
Total %	0	0	0	0	0	27.2	8.1	35.3	7.9	0	19.3	27.2	0	21.6	15.9	37.5	
Automobiles	0	0	0	0	0	3823	1139	4962	1043	0	2773	3816	0	2952	2306	5258	14036
% Automobiles	0	0	0	0	0	94.4	94.8	94.5	88.6	0	96.7	94.3	0	92.1	97.7	94.4	94.4
Commercial	0	0	0	0	0	226	62	288	134	0	95	229	0	254	55	309	826
% Commercial	0	0	0	0	0	5.6	5.2	5.5	11.4	0	3.3	5.7	0	7.9	2.3	5.6	5.6

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 2

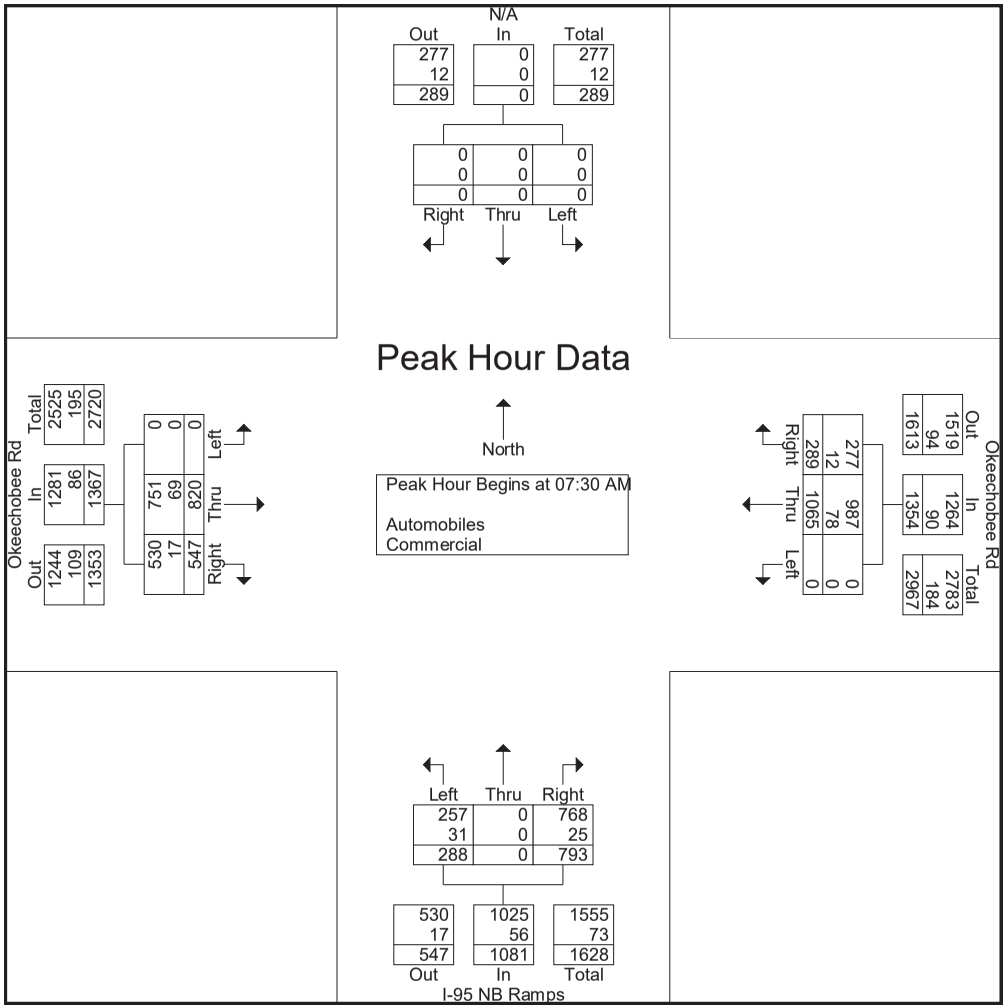
	N/A Southbound				Okeechobee Rd Westbound				I-95 NB Ramps Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	249	61	310	69	0	222	291	0	212	116	328	929
07:45 AM	0	0	0	0	0	305	82	387	64	0	217	281	0	196	125	321	989
08:00 AM	0	0	0	0	0	304	66	370	84	0	186	270	0	215	159	374	1014
08:15 AM	0	0	0	0	0	207	80	287	71	0	168	239	0	197	147	344	870
Total Volume	0	0	0	0	0	1065	289	1354	288	0	793	1081	0	820	547	1367	3802
% App. Total	0	0	0		0	78.7	21.3		26.6	0	73.4		0	60	40		
PHF	.000	.000	.000	.000	.000	.873	.881	.875	.857	.000	.893	.929	.000	.953	.860	.914	.937
Automobiles	0	0	0	0	0	987	277	1264	257	0	768	1025	0	751	530	1281	3570
% Automobiles	0	0	0	0	0	92.7	95.8	93.4	89.2	0	96.8	94.8	0	91.6	96.9	93.7	93.9
Commercial	0	0	0	0	0	78	12	90	31	0	25	56	0	69	17	86	232
% Commercial	0	0	0	0	0	7.3	4.2	6.6	10.8	0	3.2	5.2	0	8.4	3.1	6.3	6.1

DE TRAFFIC

detraffic.com
(386) 341-4186

I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

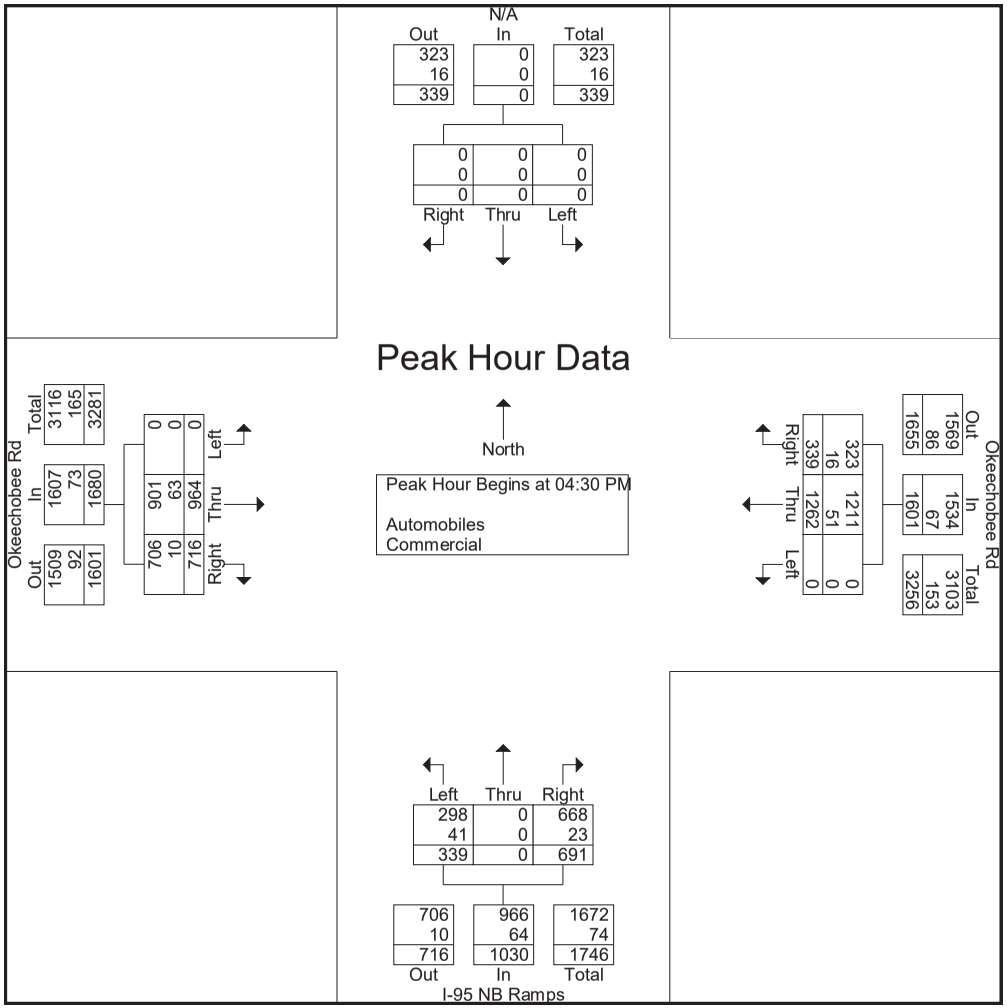
File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 4

	N/A Southbound				Okeechobee Rd Westbound				I-95 NB Ramps Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	345	84	429	81	0	164	245	0	238	179	417	1091
04:45 PM	0	0	0	0	0	274	87	361	101	0	184	285	0	222	170	392	1038
05:00 PM	0	0	0	0	0	323	79	402	86	0	161	247	0	251	188	439	1088
05:15 PM	0	0	0	0	0	320	89	409	71	0	182	253	0	253	179	432	1094
Total Volume	0	0	0	0	0	1262	339	1601	339	0	691	1030	0	964	716	1680	4311
% App. Total	0	0	0		0	78.8	21.2		32.9	0	67.1		0	57.4	42.6		
PHF	.000	.000	.000	.000	.000	.914	.952	.933	.839	.000	.939	.904	.000	.953	.952	.957	.985
Automobiles	0	0	0	0	0	1211	323	1534	298	0	668	966	0	901	706	1607	4107
% Automobiles	0	0	0	0	0	96.0	95.3	95.8	87.9	0	96.7	93.8	0	93.5	98.6	95.7	95.3
Commercial	0	0	0	0	0	51	16	67	41	0	23	64	0	63	10	73	204
% Commercial	0	0	0	0	0	4.0	4.7	4.2	12.1	0	3.3	6.2	0	6.5	1.4	4.3	4.7

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 6

Groups Printed- Peds

	N/A Southbound					Okeechobee Rd Westbound					I-95 NB Ramps Northbound					Okeechobee Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



NB Approach



EB Approach



WB Approach

de traffic	I-95 NB Ramp at Okeechobee Rd (SR 70)	St. Lucie County
	detraffic.com	Project Number: O25-16 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 1

Groups Printed- Automobiles - Commercial

	Peters Rd Southbound				Graham Rd Westbound				Peters Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	36	3	39	0	0	0	0	0	33	2	35	76
07:15 AM	1	0	4	5	0	48	2	50	0	0	1	1	0	28	4	32	88
07:30 AM	0	0	0	0	0	49	0	49	1	0	0	1	1	43	3	47	97
07:45 AM	2	1	2	5	2	50	1	53	2	0	2	4	0	52	2	54	116
Total	3	1	8	12	2	183	6	191	3	0	3	6	1	156	11	168	377
08:00 AM	1	0	1	2	1	52	0	53	0	1	1	2	2	52	2	56	113
08:15 AM	0	0	3	3	0	56	1	57	1	0	1	2	0	57	1	58	120
08:30 AM	2	0	3	5	2	56	0	58	2	1	0	3	1	50	2	53	119
08:45 AM	1	0	3	4	1	54	0	55	1	0	2	3	0	43	0	43	105
Total	4	0	10	14	4	218	1	223	4	2	4	10	3	202	5	210	457
04:00 PM	1	0	2	3	1	62	0	63	2	0	1	3	1	50	2	53	122
04:15 PM	0	1	1	2	2	62	2	66	1	0	0	1	0	53	0	53	122
04:30 PM	3	0	0	3	1	65	0	66	3	0	0	3	2	73	2	77	149
04:45 PM	0	2	5	7	2	61	1	64	4	0	1	5	1	57	0	58	134
Total	4	3	8	15	6	250	3	259	10	0	2	12	4	233	4	241	527
05:00 PM	0	0	0	0	0	75	0	75	2	1	0	3	0	54	4	58	136
05:15 PM	0	0	3	3	1	73	2	76	2	0	2	4	2	54	2	58	141
05:30 PM	1	0	1	2	3	86	1	90	2	0	1	3	1	58	0	59	154
05:45 PM	0	0	0	0	0	61	0	61	1	0	0	1	0	49	0	49	111
Total	1	0	4	5	4	295	3	302	7	1	3	11	3	215	6	224	542
Grand Total	12	4	30	46	16	946	13	975	24	3	12	39	11	806	26	843	1903
Apprch %	26.1	8.7	65.2		1.6	97	1.3		61.5	7.7	30.8		1.3	95.6	3.1		
Total %	0.6	0.2	1.6	2.4	0.8	49.7	0.7	51.2	1.3	0.2	0.6	2	0.6	42.4	1.4	44.3	
Automobiles	11	4	27	42	16	906	13	935	24	3	12	39	10	777	21	808	1824
% Automobiles	91.7	100	90	91.3	100	95.8	100	95.9	100	100	100	100	90.9	96.4	80.8	95.8	95.8
Commercial	1	0	3	4	0	40	0	40	0	0	0	0	1	29	5	35	79
% Commercial	8.3	0	10	8.7	0	4.2	0	4.1	0	0	0	0	9.1	3.6	19.2	4.2	4.2

DE TRAFFIC

detraffic.com
(386) 341-4186
Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 2

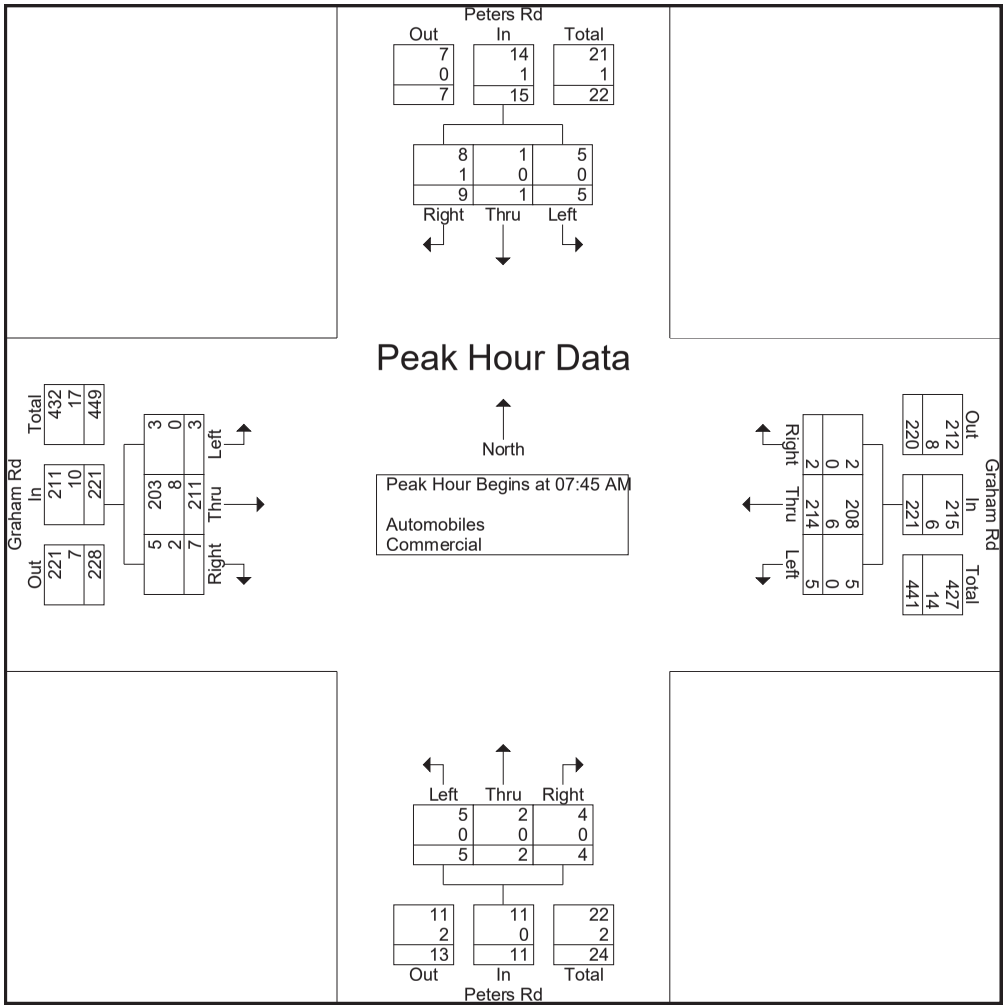
	Peters Rd Southbound				Graham Rd Westbound				Peters Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	1	2	5	2	50	1	53	2	0	2	4	0	52	2	54	116
08:00 AM	1	0	1	2	1	52	0	53	0	1	1	2	2	52	2	56	113
08:15 AM	0	0	3	3	0	56	1	57	1	0	1	2	0	57	1	58	120
08:30 AM	2	0	3	5	2	56	0	58	2	1	0	3	1	50	2	53	119
Total Volume	5	1	9	15	5	214	2	221	5	2	4	11	3	211	7	221	468
% App. Total	33.3	6.7	60		2.3	96.8	0.9		45.5	18.2	36.4		1.4	95.5	3.2		
PHF	.625	.250	.750	.750	.625	.955	.500	.953	.625	.500	.500	.688	.375	.925	.875	.953	.975
Automobiles	5	1	8	14	5	208	2	215	5	2	4	11	3	203	5	211	451
% Automobiles	100	100	88.9	93.3	100	97.2	100	97.3	100	100	100	100	100	96.2	71.4	95.5	96.4
Commercial	0	0	1	1	0	6	0	6	0	0	0	0	0	8	2	10	17
% Commercial	0	0	11.1	6.7	0	2.8	0	2.7	0	0	0	0	0	3.8	28.6	4.5	3.6

DE TRAFFIC

detraffic.com
(386) 341-4186

Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 4

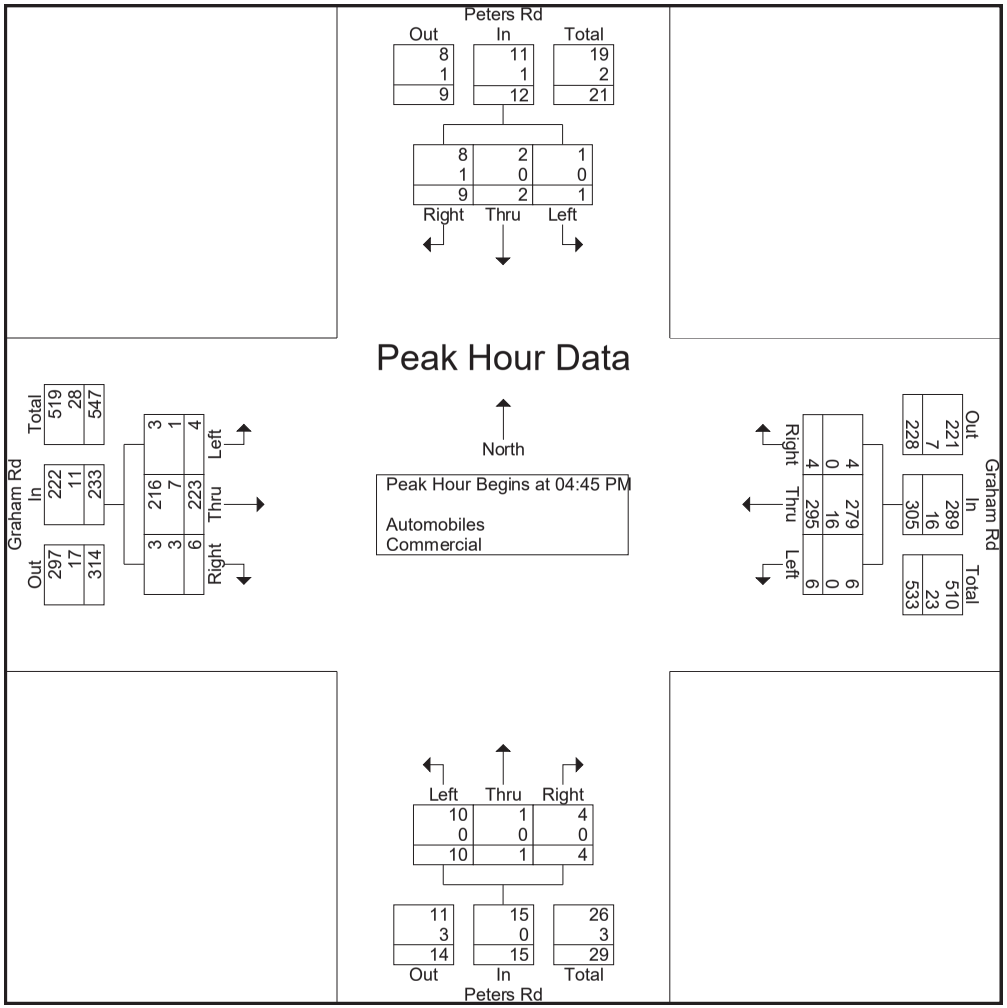
	Peters Rd Southbound				Graham Rd Westbound				Peters Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	5	7	2	61	1	64	4	0	1	5	1	57	0	58	134
05:00 PM	0	0	0	0	0	75	0	75	2	1	0	3	0	54	4	58	136
05:15 PM	0	0	3	3	1	73	2	76	2	0	2	4	2	54	2	58	141
05:30 PM	1	0	1	2	3	86	1	90	2	0	1	3	1	58	0	59	154
Total Volume	1	2	9	12	6	295	4	305	10	1	4	15	4	223	6	233	565
% App. Total	8.3	16.7	75		2	96.7	1.3		66.7	6.7	26.7		1.7	95.7	2.6		
PHF	.250	.250	.450	.429	.500	.858	.500	.847	.625	.250	.500	.750	.500	.961	.375	.987	.917
Automobiles	1	2	8	11	6	279	4	289	10	1	4	15	3	216	3	222	537
% Automobiles	100	100	88.9	91.7	100	94.6	100	94.8	100	100	100	100	75.0	96.9	50.0	95.3	95.0
Commercial	0	0	1	1	0	16	0	16	0	0	0	0	1	7	3	11	28
% Commercial	0	0	11.1	8.3	0	5.4	0	5.2	0	0	0	0	25.0	3.1	50.0	4.7	5.0

DE TRAFFIC

detraffic.com
(386) 341-4186

Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 6

Groups Printed- Peds

	Peters Rd Southbound					Graham Rd Westbound					Peters Rd Northbound					Graham Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



NB Approach



SB Approach



EB Approach



WB Approach

de traffic	Peters Rd at Graham Rd	St. Lucie County
	detraffic.com	Project Number: O26-02 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 1

Groups Printed- Automobiles - Commercial

	Jenkins Rd Southbound				N/A Westbound				Jenkins Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	44	26	70	0	0	0	0	11	54	0	65	17	0	15	32	167
07:15 AM	0	56	28	84	0	0	0	0	19	59	0	78	15	0	20	35	197
07:30 AM	0	68	29	97	0	0	0	0	19	62	0	81	20	0	25	45	223
07:45 AM	0	76	29	105	0	0	0	0	20	67	0	87	21	0	33	54	246
Total	0	244	112	356	0	0	0	0	69	242	0	311	73	0	93	166	833
08:00 AM	0	85	30	115	0	0	0	0	21	72	0	93	26	0	27	53	261
08:15 AM	0	80	34	114	0	0	0	0	21	55	0	76	28	0	27	55	245
08:30 AM	0	68	36	104	0	0	0	0	19	46	0	65	24	0	24	48	217
08:45 AM	0	55	35	90	0	0	0	0	17	39	0	56	20	0	20	40	186
Total	0	288	135	423	0	0	0	0	78	212	0	290	98	0	98	196	909
04:00 PM	0	73	23	96	0	0	0	0	40	78	0	118	18	0	29	47	261
04:15 PM	0	69	27	96	0	0	0	0	42	85	0	127	21	0	35	56	279
04:30 PM	0	72	31	103	0	0	0	0	36	80	0	116	26	0	42	68	287
04:45 PM	0	77	30	107	0	0	0	0	28	78	0	106	20	0	34	54	267
Total	0	291	111	402	0	0	0	0	146	321	0	467	85	0	140	225	1094
05:00 PM	0	86	36	122	0	0	0	0	37	86	0	123	26	0	28	54	299
05:15 PM	0	101	39	140	0	0	0	0	43	69	0	112	24	0	25	49	301
05:30 PM	0	81	45	126	0	0	0	0	39	59	0	98	24	0	29	53	277
05:45 PM	0	67	28	95	0	0	0	0	31	67	0	98	21	0	24	45	238
Total	0	335	148	483	0	0	0	0	150	281	0	431	95	0	106	201	1115
Grand Total	0	1158	506	1664	0	0	0	0	443	1056	0	1499	351	0	437	788	3951
Apprch %	0	69.6	30.4		0	0	0		29.6	70.4	0		44.5	0	55.5		
Total %	0	29.3	12.8	42.1	0	0	0	0	11.2	26.7	0	37.9	8.9	0	11.1	19.9	
Automobiles	0	1087	495	1582	0	0	0	0	414	996	0	1410	341	0	425	766	3758
% Automobiles	0	93.9	97.8	95.1	0	0	0	0	93.5	94.3	0	94.1	97.2	0	97.3	97.2	95.1
Commercial	0	71	11	82	0	0	0	0	29	60	0	89	10	0	12	22	193
% Commercial	0	6.1	2.2	4.9	0	0	0	0	6.5	5.7	0	5.9	2.8	0	2.7	2.8	4.9

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

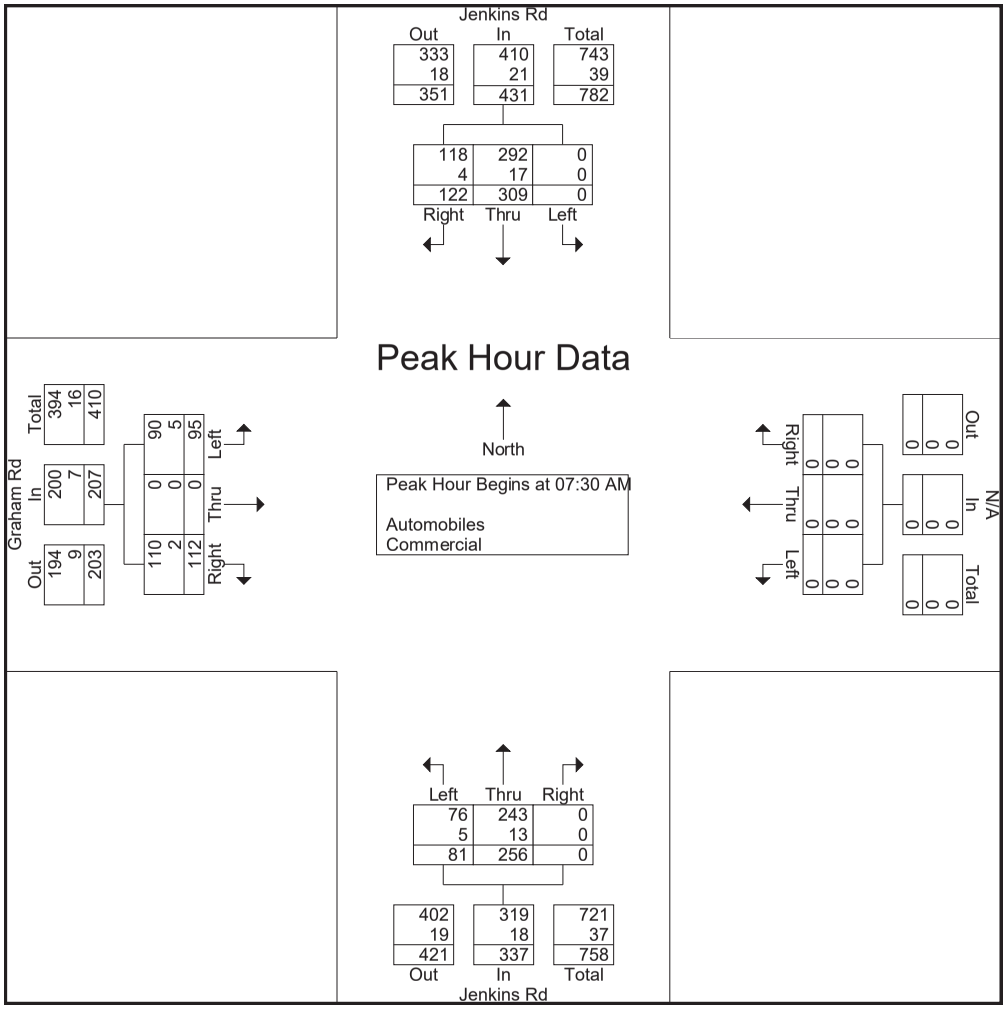
File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 2

	Jenkins Rd Southbound				N/A Westbound				Jenkins Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	68	29	97	0	0	0	0	19	62	0	81	20	0	25	45	223
07:45 AM	0	76	29	105	0	0	0	0	20	67	0	87	21	0	33	54	246
08:00 AM	0	85	30	115	0	0	0	0	21	72	0	93	26	0	27	53	261
08:15 AM	0	80	34	114	0	0	0	0	21	55	0	76	28	0	27	55	245
Total Volume	0	309	122	431	0	0	0	0	81	256	0	337	95	0	112	207	975
% App. Total	0	71.7	28.3		0	0	0		24	76	0		45.9	0	54.1		
PHF	.000	.909	.897	.937	.000	.000	.000	.000	.964	.889	.000	.906	.848	.000	.848	.941	.934
Automobiles	0	292	118	410	0	0	0	0	76	243	0	319	90	0	110	200	929
% Automobiles	0	94.5	96.7	95.1	0	0	0	0	93.8	94.9	0	94.7	94.7	0	98.2	96.6	95.3
Commercial	0	17	4	21	0	0	0	0	5	13	0	18	5	0	2	7	46
% Commercial	0	5.5	3.3	4.9	0	0	0	0	6.2	5.1	0	5.3	5.3	0	1.8	3.4	4.7

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

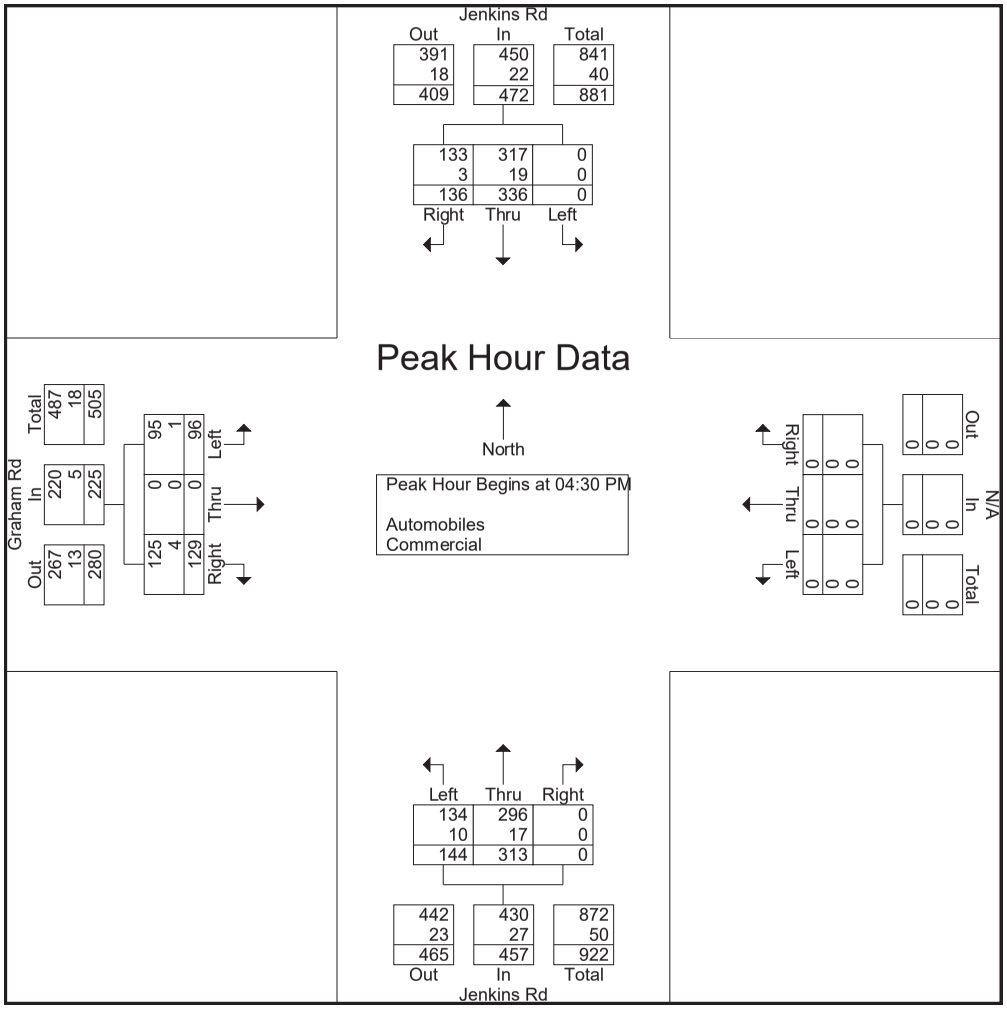
File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 4

	Jenkins Rd Southbound				N/A Westbound				Jenkins Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	72	31	103	0	0	0	0	36	80	0	116	26	0	42	68	287
04:45 PM	0	77	30	107	0	0	0	0	28	78	0	106	20	0	34	54	267
05:00 PM	0	86	36	122	0	0	0	0	37	86	0	123	26	0	28	54	299
05:15 PM	0	101	39	140	0	0	0	0	43	69	0	112	24	0	25	49	301
Total Volume	0	336	136	472	0	0	0	0	144	313	0	457	96	0	129	225	1154
% App. Total	0	71.2	28.8		0	0	0		31.5	68.5	0		42.7	0	57.3		
PHF	.000	.832	.872	.843	.000	.000	.000	.000	.837	.910	.000	.929	.923	.000	.768	.827	.958
Automobiles	0	317	133	450	0	0	0	0	134	296	0	430	95	0	125	220	1100
% Automobiles	0	94.3	97.8	95.3	0	0	0	0	93.1	94.6	0	94.1	99.0	0	96.9	97.8	95.3
Commercial	0	19	3	22	0	0	0	0	10	17	0	27	1	0	4	5	54
% Commercial	0	5.7	2.2	4.7	0	0	0	0	6.9	5.4	0	5.9	1.0	0	3.1	2.2	4.7

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 6

Groups Printed- Peds

	Jenkins Rd Southbound					N/A Westbound					Jenkins Rd Northbound					Graham Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



NB Approach



SB Approach



EB Approach

detraffic	Jenkins Rd at Graham Rd	St. Lucie County
	detraffic.com	Project Number: O26-02 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Jenkins Rd Southbound				Okeechobee Rd Westbound				Jenkins Rd Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	20	12	41	14	142	10	166	58	13	11	82	18	304	25	347	636
07:15 AM	12	26	20	58	16	165	13	194	69	18	19	106	21	330	24	375	733
07:30 AM	19	34	25	78	20	194	22	236	80	22	19	121	20	328	51	399	834
07:45 AM	19	43	36	98	24	237	23	284	96	26	21	143	23	354	63	440	965
Total	59	123	93	275	74	738	68	880	303	79	70	452	82	1316	163	1561	3168
08:00 AM	21	35	44	100	36	232	22	290	88	20	22	130	19	346	57	422	942
08:15 AM	24	28	37	89	13	158	24	195	66	20	22	108	19	273	62	354	746
08:30 AM	20	17	35	72	17	132	30	179	98	19	21	138	19	279	66	364	753
08:45 AM	25	25	31	81	17	160	32	209	85	17	17	119	22	251	53	326	735
Total	90	105	147	342	83	682	108	873	337	76	82	495	79	1149	238	1466	3176
04:00 PM	30	30	23	83	21	257	23	301	69	22	11	102	18	236	37	291	777
04:15 PM	35	39	22	96	19	283	25	327	70	25	12	107	26	270	46	342	872
04:30 PM	42	43	30	115	25	350	35	410	79	21	15	115	36	273	53	362	1002
04:45 PM	52	45	46	143	36	252	44	332	82	25	23	130	34	285	80	399	1004
Total	159	157	121	437	101	1142	127	1370	300	93	61	454	114	1064	216	1394	3655
05:00 PM	45	33	37	115	30	346	35	411	62	27	22	111	28	322	68	418	1055
05:15 PM	35	26	28	89	23	303	44	370	95	21	18	134	27	263	81	371	964
05:30 PM	31	34	35	100	21	239	36	296	61	19	14	94	40	242	69	351	841
05:45 PM	35	27	29	91	18	209	28	255	71	19	17	107	28	223	45	296	749
Total	146	120	129	395	92	1097	143	1332	289	86	71	446	123	1050	263	1436	3609
Grand Total	454	505	490	1449	350	3659	446	4455	1229	334	284	1847	398	4579	880	5857	13608
Apprch %	31.3	34.9	33.8		7.9	82.1	10		66.5	18.1	15.4		6.8	78.2	15		
Total %	3.3	3.7	3.6	10.6	2.6	26.9	3.3	32.7	9	2.5	2.1	13.6	2.9	33.6	6.5	43	
Automobiles	432	481	449	1362	329	3522	398	4249	1170	300	255	1725	360	4480	841	5681	13017
% Automobiles	95.2	95.2	91.6	94	94	96.3	89.2	95.4	95.2	89.8	89.8	93.4	90.5	97.8	95.6	97	95.7
Commercial	22	24	41	87	21	137	48	206	59	34	29	122	38	99	39	176	591
% Commercial	4.8	4.8	8.4	6	6	3.7	10.8	4.6	4.8	10.2	10.2	6.6	9.5	2.2	4.4	3	4.3

DE TRAFFIC

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Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

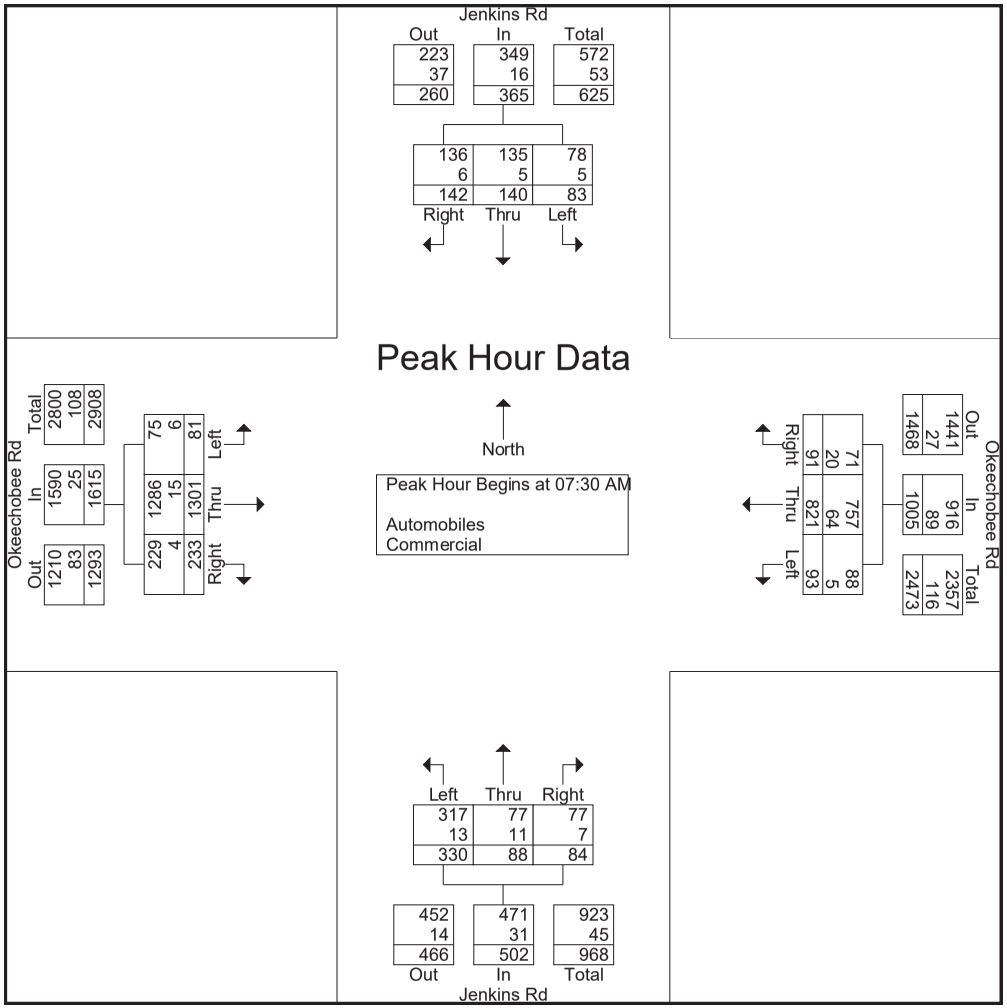
File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 2

	Jenkins Rd Southbound				Okeechobee Rd Westbound				Jenkins Rd Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	19	34	25	78	20	194	22	236	80	22	19	121	20	328	51	399	834
07:45 AM	19	43	36	98	24	237	23	284	96	26	21	143	23	354	63	440	965
08:00 AM	21	35	44	100	36	232	22	290	88	20	22	130	19	346	57	422	942
08:15 AM	24	28	37	89	13	158	24	195	66	20	22	108	19	273	62	354	746
Total Volume	83	140	142	365	93	821	91	1005	330	88	84	502	81	1301	233	1615	3487
% App. Total	22.7	38.4	38.9		9.3	81.7	9.1		65.7	17.5	16.7		5	80.6	14.4		
PHF	.865	.814	.807	.913	.646	.866	.948	.866	.859	.846	.955	.878	.880	.919	.925	.918	.903
Automobiles	78	135	136	349	88	757	71	916	317	77	77	471	75	1286	229	1590	3326
% Automobiles	94.0	96.4	95.8	95.6	94.6	92.2	78.0	91.1	96.1	87.5	91.7	93.8	92.6	98.8	98.3	98.5	95.4
Commercial	5	5	6	16	5	64	20	89	13	11	7	31	6	15	4	25	161
% Commercial	6.0	3.6	4.2	4.4	5.4	7.8	22.0	8.9	3.9	12.5	8.3	6.2	7.4	1.2	1.7	1.5	4.6

DE TRAFFIC

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Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 3



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Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

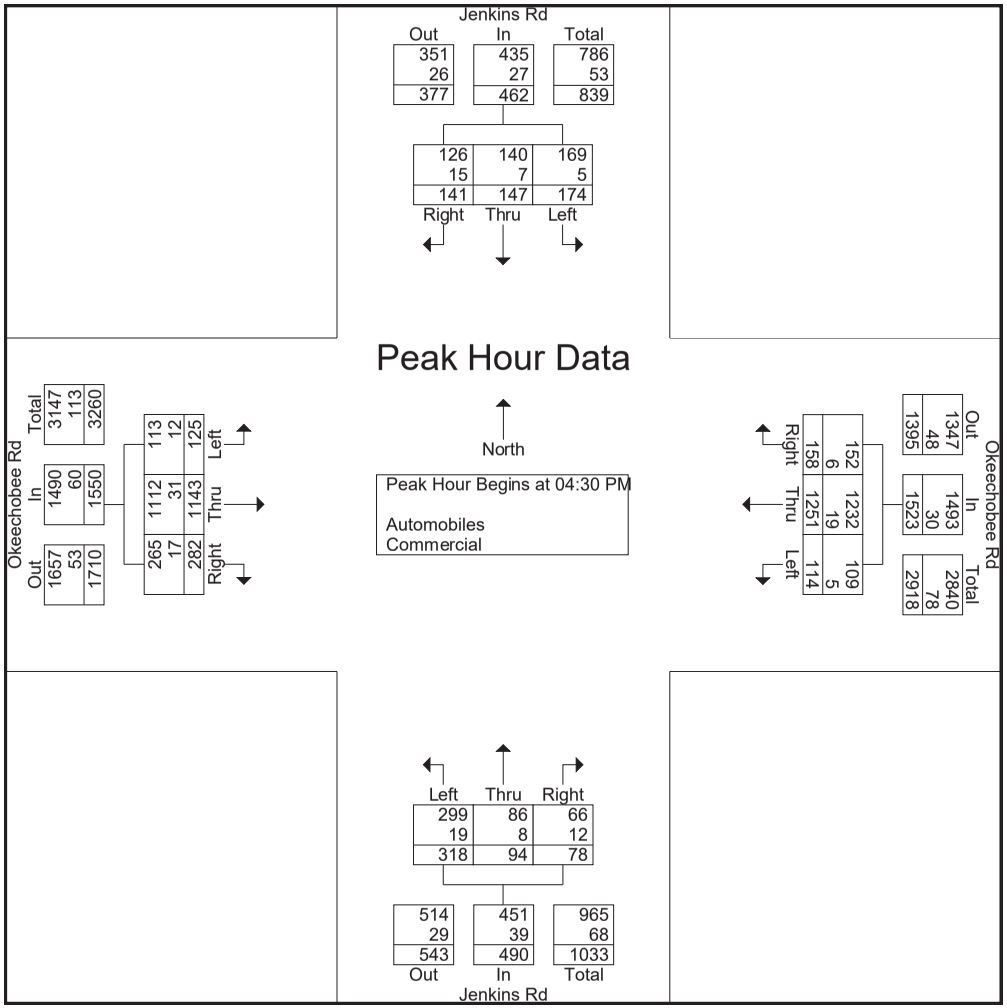
File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 4

	Jenkins Rd Southbound				Okeechobee Rd Westbound				Jenkins Rd Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	42	43	30	115	25	350	35	410	79	21	15	115	36	273	53	362	1002
04:45 PM	52	45	46	143	36	252	44	332	82	25	23	130	34	285	80	399	1004
05:00 PM	45	33	37	115	30	346	35	411	62	27	22	111	28	322	68	418	1055
05:15 PM	35	26	28	89	23	303	44	370	95	21	18	134	27	263	81	371	964
Total Volume	174	147	141	462	114	1251	158	1523	318	94	78	490	125	1143	282	1550	4025
% App. Total	37.7	31.8	30.5		7.5	82.1	10.4		64.9	19.2	15.9		8.1	73.7	18.2		
PHF	.837	.817	.766	.808	.792	.894	.898	.926	.837	.870	.848	.914	.868	.887	.870	.927	.954
Automobiles	169	140	126	435	109	1232	152	1493	299	86	66	451	113	1112	265	1490	3869
% Automobiles	97.1	95.2	89.4	94.2	95.6	98.5	96.2	98.0	94.0	91.5	84.6	92.0	90.4	97.3	94.0	96.1	96.1
Commercial	5	7	15	27	5	19	6	30	19	8	12	39	12	31	17	60	156
% Commercial	2.9	4.8	10.6	5.8	4.4	1.5	3.8	2.0	6.0	8.5	15.4	8.0	9.6	2.7	6.0	3.9	3.9

DE TRAFFIC

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Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 5



DE TRAFFIC

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Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 6

Groups Printed- Peds

	Jenkins Rd Southbound					Okeechobee Rd Westbound					Jenkins Rd Northbound					Okeechobee Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
Grand Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	2	2	6
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	66.7	66.7	0	0	0	0	0	0	0	0	33.3	33.3	

DE TRAFFIC

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Jenkins Rd at Edward Rd
St. Lucie County, Fl

File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 1

Groups Printed- Autmobiles - Commercial

	Jenkins Rd Southbound				Edward Rd Westbound				Jenkins Rd Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	59	2	0	61	1	0	93	94	0	2	1	3	0	0	0	0	158
07:15 AM	79	3	0	82	4	0	79	83	0	5	3	8	0	0	0	0	173
07:30 AM	91	4	0	95	1	0	90	91	0	4	0	4	0	0	0	0	190
07:45 AM	118	2	0	120	2	0	128	130	0	5	2	7	0	0	0	0	257
Total	347	11	0	358	8	0	390	398	0	16	6	22	0	0	0	0	778
08:00 AM	116	3	0	119	1	0	117	118	0	4	1	5	0	0	0	0	242
08:15 AM	84	5	0	89	3	0	114	117	0	6	2	8	0	0	0	0	214
08:30 AM	79	5	0	84	1	0	155	156	0	4	1	5	0	0	0	0	245
08:45 AM	80	4	0	84	2	0	135	137	0	3	2	5	0	0	0	0	226
Total	359	17	0	376	7	0	521	528	0	17	6	23	0	0	0	0	927
04:00 PM	84	6	0	90	6	0	110	116	0	4	3	7	0	0	0	0	213
04:15 PM	97	4	0	101	4	0	106	110	0	8	2	10	0	0	0	0	221
04:30 PM	136	8	0	144	5	0	102	107	0	9	4	13	0	0	0	0	264
04:45 PM	147	4	0	151	3	0	86	89	0	11	2	13	0	0	0	0	253
Total	464	22	0	486	18	0	404	422	0	32	11	43	0	0	0	0	951
05:00 PM	119	5	0	124	6	0	119	125	0	8	1	9	0	0	0	0	258
05:15 PM	111	6	0	117	4	0	129	133	0	7	2	9	0	0	0	0	259
05:30 PM	110	4	0	114	5	0	111	116	0	9	0	9	0	0	0	0	239
05:45 PM	103	5	0	108	4	0	103	107	0	7	2	9	0	0	0	0	224
Total	443	20	0	463	19	0	462	481	0	31	5	36	0	0	0	0	980
Grand Total	1613	70	0	1683	52	0	1777	1829	0	96	28	124	0	0	0	0	3636
Apprch %	95.8	4.2	0		2.8	0	97.2		0	77.4	22.6		0	0	0		
Total %	44.4	1.9	0	46.3	1.4	0	48.9	50.3	0	2.6	0.8	3.4	0	0	0	0	
Autmobiles	1546	69	0	1615	50	0	1701	1751	0	96	27	123	0	0	0	0	3489
% Autmobiles	95.8	98.6	0	96	96.2	0	95.7	95.7	0	100	96.4	99.2	0	0	0	0	96
Commercial	67	1	0	68	2	0	76	78	0	0	1	1	0	0	0	0	147
% Commercial	4.2	1.4	0	4	3.8	0	4.3	4.3	0	0	3.6	0.8	0	0	0	0	4

DE TRAFFIC

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Jenkins Rd at Edward Rd
St. Lucie County, Fl

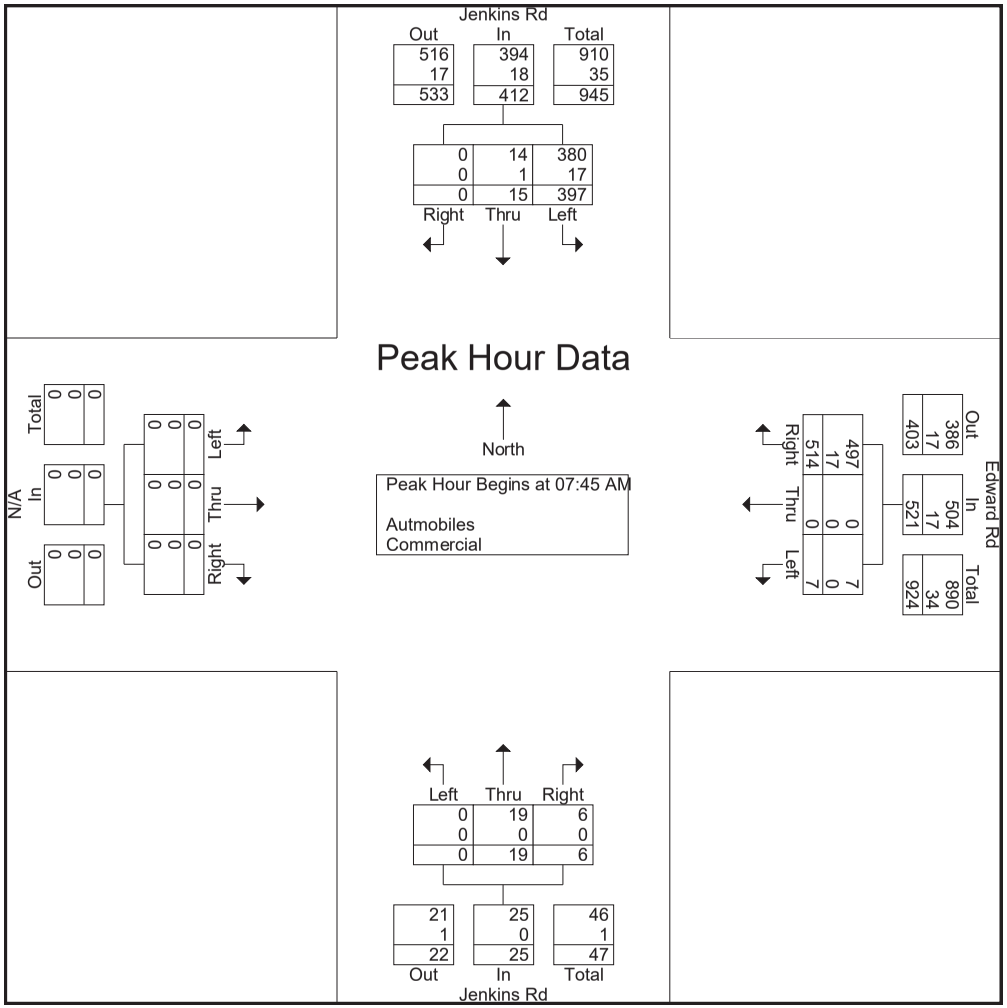
File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 2

	Jenkins Rd Southbound				Edward Rd Westbound				Jenkins Rd Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	118	2	0	120	2	0	128	130	0	5	2	7	0	0	0	0	257
08:00 AM	116	3	0	119	1	0	117	118	0	4	1	5	0	0	0	0	242
08:15 AM	84	5	0	89	3	0	114	117	0	6	2	8	0	0	0	0	214
08:30 AM	79	5	0	84	1	0	155	156	0	4	1	5	0	0	0	0	245
Total Volume	397	15	0	412	7	0	514	521	0	19	6	25	0	0	0	0	958
% App. Total	96.4	3.6	0		1.3	0	98.7		0	76	24		0	0	0		
PHF	.841	.750	.000	.858	.583	.000	.829	.835	.000	.792	.750	.781	.000	.000	.000	.000	.932
Autmobiles	380	14	0	394	7	0	497	504	0	19	6	25	0	0	0	0	923
% Autmobiles	95.7	93.3	0	95.6	100	0	96.7	96.7	0	100	100	100	0	0	0	0	96.3
Commercial	17	1	0	18	0	0	17	17	0	0	0	0	0	0	0	0	35
% Commercial	4.3	6.7	0	4.4	0	0	3.3	3.3	0	0	0	0	0	0	0	0	3.7

DE TRAFFIC

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(386)341-4186
Jenkins Rd at Edward Rd
St. Lucie County, Fl

File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 3



DE TRAFFIC

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St. Lucie County, Fl

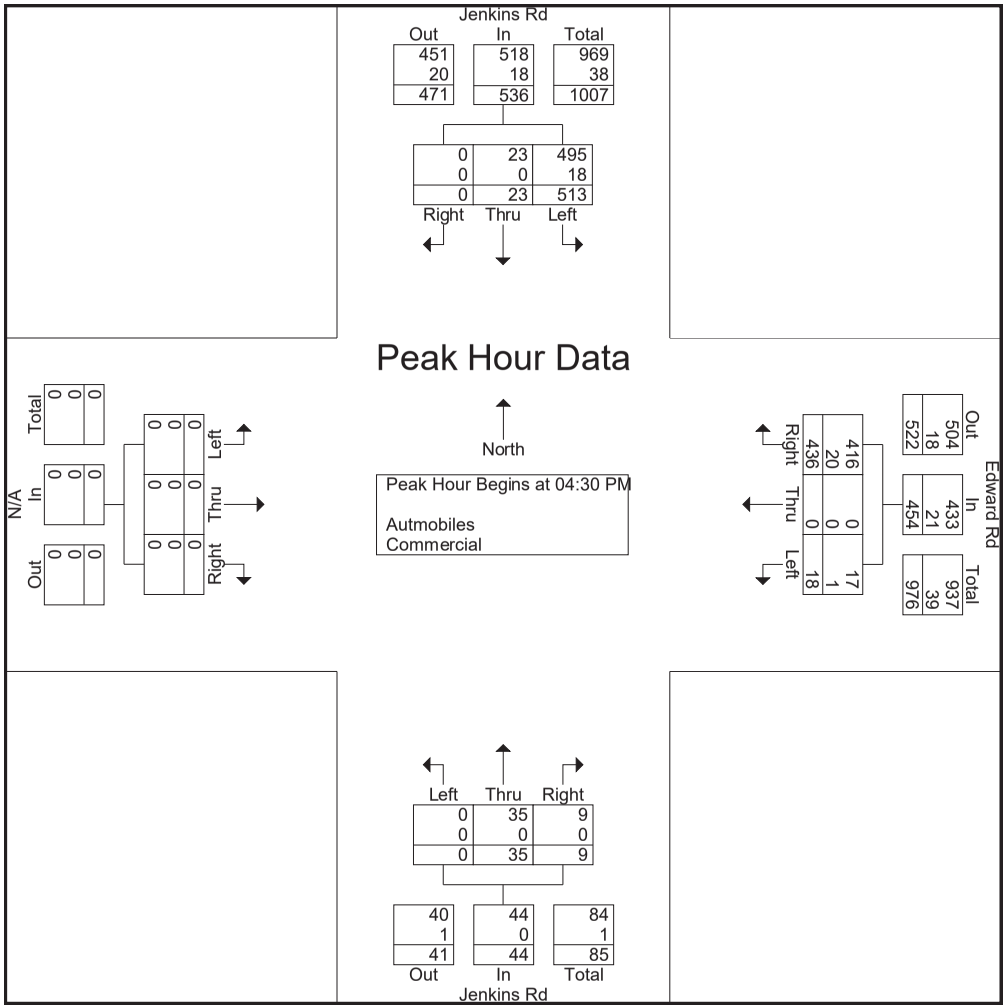
File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 4

	Jenkins Rd Southbound				Edward Rd Westbound				Jenkins Rd Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	136	8	0	144	5	0	102	107	0	9	4	13	0	0	0	0	264
04:45 PM	147	4	0	151	3	0	86	89	0	11	2	13	0	0	0	0	253
05:00 PM	119	5	0	124	6	0	119	125	0	8	1	9	0	0	0	0	258
05:15 PM	111	6	0	117	4	0	129	133	0	7	2	9	0	0	0	0	259
Total Volume	513	23	0	536	18	0	436	454	0	35	9	44	0	0	0	0	1034
% App. Total	95.7	4.3	0		4	0	96		0	79.5	20.5		0	0	0		
PHF	.872	.719	.000	.887	.750	.000	.845	.853	.000	.795	.563	.846	.000	.000	.000	.000	.979
Autmobiles	495	23	0	518	17	0	416	433	0	35	9	44	0	0	0	0	995
% Autmobiles	96.5	100	0	96.6	94.4	0	95.4	95.4	0	100	100	100	0	0	0	0	96.2
Commercial	18	0	0	18	1	0	20	21	0	0	0	0	0	0	0	0	39
% Commercial	3.5	0	0	3.4	5.6	0	4.6	4.6	0	0	0	0	0	0	0	0	3.8

DE TRAFFIC

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Jenkins Rd at Edward Rd
St. Lucie County, Fl

File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 5



DE TRAFFIC

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Jenkins Rd at Edward Rd
St. Lucie County, Fl

File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 6

Groups Printed- Peds

	Jenkins Rd Southbound					Edward Rd Westbound					Jenkins Rd Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	Jenkins Rd at Okeechobee Rd	St. Lucie County
	detraffic.com	Project Number: O25-13 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



WB Approach

detraffic	Jenkins Rd at Edwards Rd	St. Lucie County
	detraffic.com	Project Number: O25-13 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

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(386) 341-4186
Jenkins Rd at Orange Ave
St. Lucie County, Fl

File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Jenkins Rd Southbound				Orange Ave Westbound				Jenkins Rd Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	1	4	8	14	154	8	176	11	2	20	33	5	178	16	199	416
07:15 AM	5	2	5	12	21	180	6	207	19	6	17	42	4	188	19	211	472
07:30 AM	5	1	5	11	20	193	7	220	20	4	20	44	5	196	21	222	497
07:45 AM	6	5	5	16	24	181	12	217	27	8	25	60	5	187	28	220	513
Total	19	9	19	47	79	708	33	820	77	20	82	179	19	749	84	852	1898
08:00 AM	6	2	8	16	32	161	18	211	30	5	30	65	3	173	21	197	489
08:15 AM	4	4	10	18	32	149	16	197	26	8	25	59	5	170	18	193	467
08:30 AM	3	2	4	9	28	132	19	179	19	4	34	57	6	152	20	178	423
08:45 AM	3	2	5	10	25	143	9	177	24	9	31	64	7	143	14	164	415
Total	16	10	27	53	117	585	62	764	99	26	120	245	21	638	73	732	1794
04:00 PM	5	3	5	13	24	200	7	231	13	3	15	31	7	153	23	183	458
04:15 PM	1	2	6	9	20	197	11	228	20	5	21	46	4	167	22	193	476
04:30 PM	5	4	4	13	26	220	10	256	26	5	29	60	6	167	30	203	532
04:45 PM	5	3	7	15	40	222	15	277	37	5	31	73	2	172	32	206	571
Total	16	12	22	50	110	839	43	992	96	18	96	210	19	659	107	785	2037
05:00 PM	2	4	5	11	43	234	10	287	46	6	25	77	7	193	27	227	602
05:15 PM	6	2	5	13	31	174	12	217	53	6	30	89	7	157	28	192	511
05:30 PM	5	3	6	14	27	161	9	197	45	4	22	71	6	139	32	177	459
05:45 PM	4	2	4	10	32	151	9	192	39	3	22	64	6	104	29	139	405
Total	17	11	20	48	133	720	40	893	183	19	99	301	26	593	116	735	1977
Grand Total	68	42	88	198	439	2852	178	3469	455	83	397	935	85	2639	380	3104	7706
Apprch %	34.3	21.2	44.4		12.7	82.2	5.1		48.7	8.9	42.5		2.7	85	12.2		
Total %	0.9	0.5	1.1	2.6	5.7	37	2.3	45	5.9	1.1	5.2	12.1	1.1	34.2	4.9	40.3	
Automobiles	56	37	65	158	412	2587	157	3156	432	67	371	870	69	2446	319	2834	7018
% Automobiles	82.4	88.1	73.9	79.8	93.8	90.7	88.2	91	94.9	80.7	93.5	93	81.2	92.7	83.9	91.3	91.1
Commercial	12	5	23	40	27	265	21	313	23	16	26	65	16	193	61	270	688
% Commercial	17.6	11.9	26.1	20.2	6.2	9.3	11.8	9	5.1	19.3	6.5	7	18.8	7.3	16.1	8.7	8.9

DE TRAFFIC

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Jenkins Rd at Orange Ave
St. Lucie County, Fl

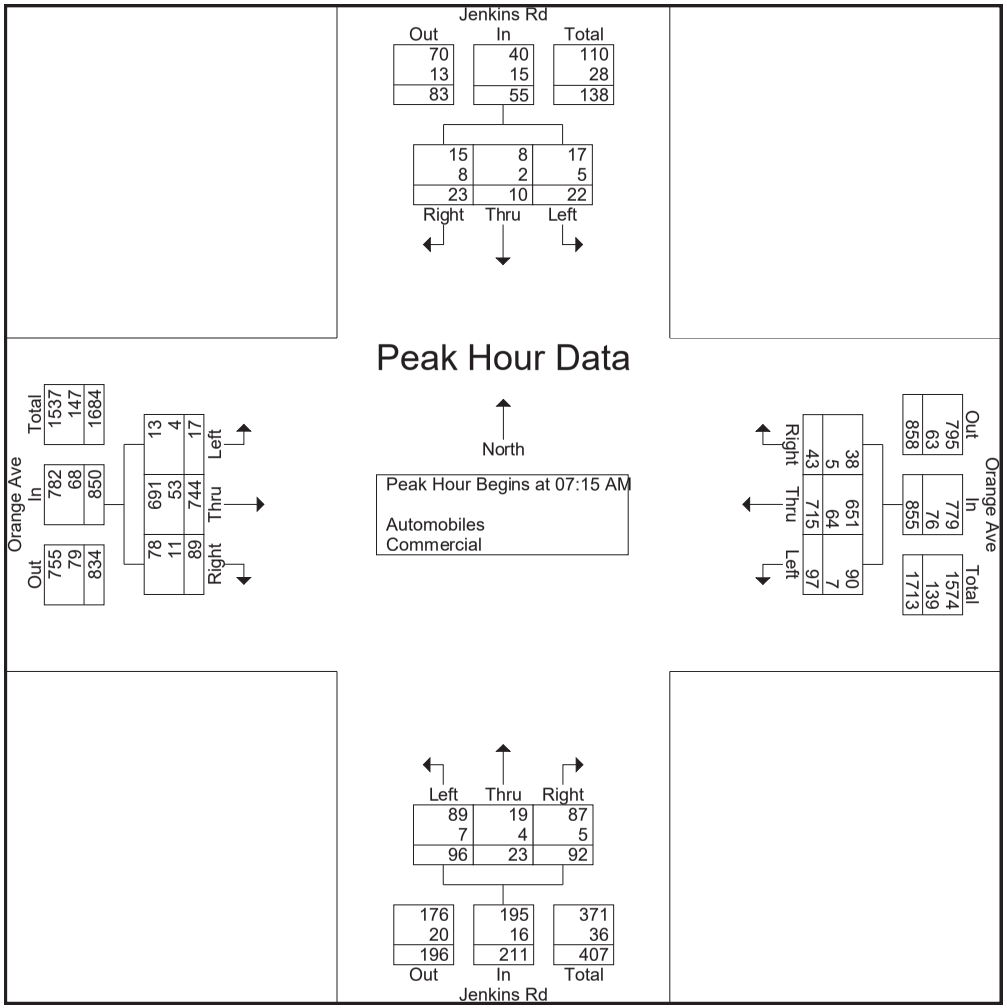
File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
Page No : 2

	Jenkins Rd Southbound				Orange Ave Westbound				Jenkins Rd Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	2	5	12	21	180	6	207	19	6	17	42	4	188	19	211	472
07:30 AM	5	1	5	11	20	193	7	220	20	4	20	44	5	196	21	222	497
07:45 AM	6	5	5	16	24	181	12	217	27	8	25	60	5	187	28	220	513
08:00 AM	6	2	8	16	32	161	18	211	30	5	30	65	3	173	21	197	489
Total Volume	22	10	23	55	97	715	43	855	96	23	92	211	17	744	89	850	1971
% App. Total	40	18.2	41.8		11.3	83.6	5		45.5	10.9	43.6		2	87.5	10.5		
PHF	.917	.500	.719	.859	.758	.926	.597	.972	.800	.719	.767	.812	.850	.949	.795	.957	.961
Automobiles	17	8	15	40	90	651	38	779	89	19	87	195	13	691	78	782	1796
% Automobiles	77.3	80.0	65.2	72.7	92.8	91.0	88.4	91.1	92.7	82.6	94.6	92.4	76.5	92.9	87.6	92.0	91.1
Commercial	5	2	8	15	7	64	5	76	7	4	5	16	4	53	11	68	175
% Commercial	22.7	20.0	34.8	27.3	7.2	9.0	11.6	8.9	7.3	17.4	5.4	7.6	23.5	7.1	12.4	8.0	8.9

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Orange Ave
St. Lucie County, Fl

File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
Page No : 3



DE TRAFFIC

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(386) 341-4186
Jenkins Rd at Orange Ave
St. Lucie County, Fl

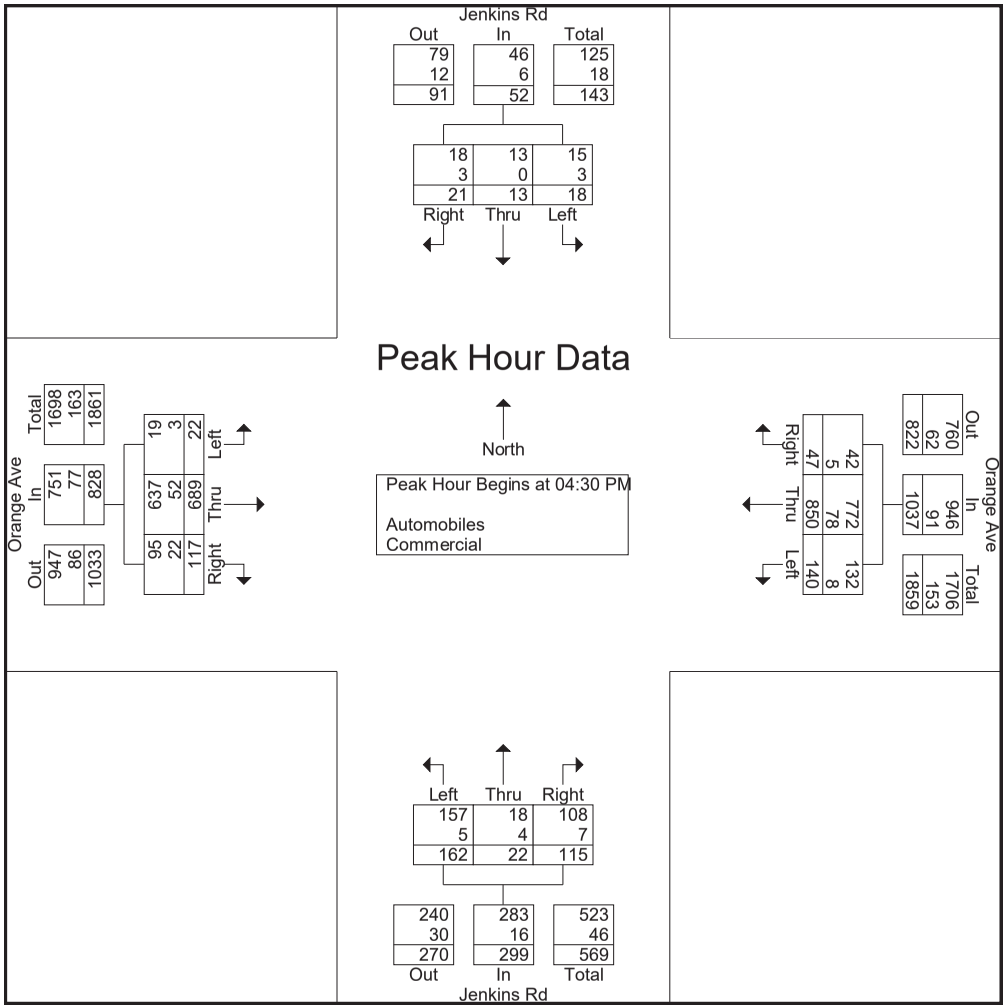
File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
Page No : 4

	Jenkins Rd Southbound				Orange Ave Westbound				Jenkins Rd Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	4	4	13	26	220	10	256	26	5	29	60	6	167	30	203	532
04:45 PM	5	3	7	15	40	222	15	277	37	5	31	73	2	172	32	206	571
05:00 PM	2	4	5	11	43	234	10	287	46	6	25	77	7	193	27	227	602
05:15 PM	6	2	5	13	31	174	12	217	53	6	30	89	7	157	28	192	511
Total Volume	18	13	21	52	140	850	47	1037	162	22	115	299	22	689	117	828	2216
% App. Total	34.6	25	40.4		13.5	82	4.5		54.2	7.4	38.5		2.7	83.2	14.1		
PHF	.750	.813	.750	.867	.814	.908	.783	.903	.764	.917	.927	.840	.786	.892	.914	.912	.920
Automobiles	15	13	18	46	132	772	42	946	157	18	108	283	19	637	95	751	2026
% Automobiles	83.3	100	85.7	88.5	94.3	90.8	89.4	91.2	96.9	81.8	93.9	94.6	86.4	92.5	81.2	90.7	91.4
Commercial	3	0	3	6	8	78	5	91	5	4	7	16	3	52	22	77	190
% Commercial	16.7	0	14.3	11.5	5.7	9.2	10.6	8.8	3.1	18.2	6.1	5.4	13.6	7.5	18.8	9.3	8.6

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Orange Ave
St. Lucie County, Fl

File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
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DE TRAFFIC

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(386) 341-4186
Jenkins Rd at Orange Ave
St. Lucie County, Fl

File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
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Groups Printed- Peds

	Jenkins Rd Southbound					Orange Ave Westbound					Jenkins Rd Northbound					Orange Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	Jenkins Rd at Orange Ave	St. Lucie County
	detraffic.com	Project Number: O25-29 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.00	1.09
2	01/08/2023 - 01/14/2023	0.99	1.08
3	01/15/2023 - 01/21/2023	0.98	1.07
* 4	01/22/2023 - 01/28/2023	0.96	1.04
* 5	01/29/2023 - 02/04/2023	0.93	1.01
* 6	02/05/2023 - 02/11/2023	0.90	0.98
* 7	02/12/2023 - 02/18/2023	0.87	0.95
* 8	02/19/2023 - 02/25/2023	0.88	0.96
* 9	02/26/2023 - 03/04/2023	0.89	0.97
*10	03/05/2023 - 03/11/2023	0.91	0.99
*11	03/12/2023 - 03/18/2023	0.92	1.00
*12	03/19/2023 - 03/25/2023	0.93	1.01
*13	03/26/2023 - 04/01/2023	0.94	1.02
*14	04/02/2023 - 04/08/2023	0.95	1.03
*15	04/09/2023 - 04/15/2023	0.96	1.04
*16	04/16/2023 - 04/22/2023	0.97	1.05
17	04/23/2023 - 04/29/2023	0.98	1.07
18	04/30/2023 - 05/06/2023	0.99	1.08
19	05/07/2023 - 05/13/2023	1.00	1.09
20	05/14/2023 - 05/20/2023	1.01	1.10
21	05/21/2023 - 05/27/2023	1.03	1.12
22	05/28/2023 - 06/03/2023	1.04	1.13
23	06/04/2023 - 06/10/2023	1.06	1.15
24	06/11/2023 - 06/17/2023	1.07	1.16
25	06/18/2023 - 06/24/2023	1.08	1.17
26	06/25/2023 - 07/01/2023	1.10	1.20
27	07/02/2023 - 07/08/2023	1.11	1.21
28	07/09/2023 - 07/15/2023	1.12	1.22
29	07/16/2023 - 07/22/2023	1.11	1.21
30	07/23/2023 - 07/29/2023	1.10	1.20
31	07/30/2023 - 08/05/2023	1.10	1.20
32	08/06/2023 - 08/12/2023	1.09	1.18
33	08/13/2023 - 08/19/2023	1.08	1.17
34	08/20/2023 - 08/26/2023	1.08	1.17
35	08/27/2023 - 09/02/2023	1.08	1.17
36	09/03/2023 - 09/09/2023	1.09	1.18
37	09/10/2023 - 09/16/2023	1.09	1.18
38	09/17/2023 - 09/23/2023	1.08	1.17
39	09/24/2023 - 09/30/2023	1.06	1.15
40	10/01/2023 - 10/07/2023	1.05	1.14
41	10/08/2023 - 10/14/2023	1.04	1.13
42	10/15/2023 - 10/21/2023	1.03	1.12
43	10/22/2023 - 10/28/2023	1.02	1.11
44	10/29/2023 - 11/04/2023	1.01	1.10
45	11/05/2023 - 11/11/2023	0.99	1.08
46	11/12/2023 - 11/18/2023	0.98	1.07
47	11/19/2023 - 11/25/2023	0.99	1.08
48	11/26/2023 - 12/02/2023	0.99	1.08
49	12/03/2023 - 12/09/2023	1.00	1.09
50	12/10/2023 - 12/16/2023	1.00	1.09
51	12/17/2023 - 12/23/2023	0.99	1.08
52	12/24/2023 - 12/30/2023	0.99	1.08
53	12/31/2023 - 12/31/2023	0.98	1.07

* PEAK SEASON

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.00	1.05
2	01/07/2024 - 01/13/2024	0.99	1.04
3	01/14/2024 - 01/20/2024	0.97	1.02
* 4	01/21/2024 - 01/27/2024	0.96	1.01
* 5	01/28/2024 - 02/03/2024	0.95	1.00
* 6	02/04/2024 - 02/10/2024	0.94	0.99
* 7	02/11/2024 - 02/17/2024	0.93	0.98
* 8	02/18/2024 - 02/24/2024	0.93	0.98
* 9	02/25/2024 - 03/02/2024	0.94	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.95	1.00
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.01
*16	04/14/2024 - 04/20/2024	0.96	1.01
17	04/21/2024 - 04/27/2024	0.98	1.03
18	04/28/2024 - 05/04/2024	1.00	1.05
19	05/05/2024 - 05/11/2024	1.01	1.06
20	05/12/2024 - 05/18/2024	1.03	1.08
21	05/19/2024 - 05/25/2024	1.04	1.09
22	05/26/2024 - 06/01/2024	1.04	1.09
23	06/02/2024 - 06/08/2024	1.05	1.11
24	06/09/2024 - 06/15/2024	1.05	1.11
25	06/16/2024 - 06/22/2024	1.06	1.12
26	06/23/2024 - 06/29/2024	1.06	1.12
27	06/30/2024 - 07/06/2024	1.07	1.13
28	07/07/2024 - 07/13/2024	1.07	1.13
29	07/14/2024 - 07/20/2024	1.08	1.14
30	07/21/2024 - 07/27/2024	1.07	1.13
31	07/28/2024 - 08/03/2024	1.07	1.13
32	08/04/2024 - 08/10/2024	1.06	1.12
33	08/11/2024 - 08/17/2024	1.05	1.11
34	08/18/2024 - 08/24/2024	1.05	1.11
35	08/25/2024 - 08/31/2024	1.05	1.11
36	09/01/2024 - 09/07/2024	1.05	1.11
37	09/08/2024 - 09/14/2024	1.05	1.11
38	09/15/2024 - 09/21/2024	1.05	1.11
39	09/22/2024 - 09/28/2024	1.04	1.09
40	09/29/2024 - 10/05/2024	1.03	1.08
41	10/06/2024 - 10/12/2024	1.01	1.06
42	10/13/2024 - 10/19/2024	1.00	1.05
43	10/20/2024 - 10/26/2024	1.00	1.05
44	10/27/2024 - 11/02/2024	1.00	1.05
45	11/03/2024 - 11/09/2024	1.00	1.05
46	11/10/2024 - 11/16/2024	1.00	1.05
47	11/17/2024 - 11/23/2024	1.00	1.05
48	11/24/2024 - 11/30/2024	1.00	1.05
49	12/01/2024 - 12/07/2024	1.00	1.05
50	12/08/2024 - 12/14/2024	1.00	1.05
51	12/15/2024 - 12/21/2024	1.00	1.05
52	12/22/2024 - 12/28/2024	0.99	1.04
53	12/29/2024 - 12/31/2024	0.97	1.02

* PEAK SEASON

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & Kings Hwy (SR713) - Cobalt [redacted] - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - "" NE-L/NW-T/SE-L/N-T/W-L/E-T/NW-L/S-T/

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	~~NW-L~~	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & Crossroads/Peters Rd - ASC3 [redacted] - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	SE-L	N-T	W-L	E-T	NW-L	S-T								
Min Green	5	12	8	9	5	12	8	8	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	5	0	7	0	5	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	35	0	30	0	35	0	30	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	60	20	30	20	60	20	30	20	60	20	30	20	60	20	30
Max2	40	40	40	40	40	40	40	40	25	60	25	35	25	60	25	35
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.8	4.8	4.0	4.0	4.8	4.8	4.0	4.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00018 - KINGS HWY @ ORANGE AVE - Kings Hwy @ Orange Ave. - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Q-Inuse 1-8

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	10	15	10	15	10	15	10	15	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	38	0	42	0	38	0	42	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	8.0	8.0	8.0	8.0	5.0	5.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	50	35	45	25	50	25	45	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.1	4.8	4.8	5.1	5.1	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & I95 SB Ramps - ASC3 [redacted] - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		WB				EB		SBLT								
Min Green	5	5	5	5	5	5	5	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	0	0	16	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	40	0	0	0	40	0	40	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.5	3.0	3.0	3.0	4.5	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.5	1.0	1.0	1.0	2.5	1.0	2.8	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	2.5	0.0	0.0	0.0	2.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & I95 SB Ramps - ASC3 [redacted] - Econolite Type - ASC/3

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & I95 SB Ramps - ASC3 [redacted] - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	130	Std (COS)	9	Offsets In	Seconds
Offset Value	71s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB				EB		SBLT								
Splits (Split Pat 1)	0	80	0	0	0	80	0	50	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	130s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	130	Std (COS)	17	Offsets In	Seconds
Offset Value	30s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB				EB		SBLT								
Splits (Split Pat 2)	0	80	0	0	0	80	0	50	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	130s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	130	Std (COS)	25	Offsets In	Seconds
Offset Value	105s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB				EB		SBLT								
Splits (Split Pat 3)	0	80	0	0	0	80	0	50	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	130s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	100	Std (COS)	33	Offsets In	Seconds
Offset Value	5s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	4		
Max Select	None	Force Off	Float		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB				EB		SBLT								
Splits (Split Pat 4)	0	60	0	0	0	60	0	40	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	60s	100s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	41	Offsets In	Seconds
Offset Value	54s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	5		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB				EB		SBLT								
Splits (Split Pat 5)	0	70	0	0	0	70	0	50	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR 70 & I95 NB Ramp - ASC3[redacted] - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		WB		WBLT		EB										
Min Green	5	5	5	7	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	40	0	40	0	40	0	0	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.8	3.0	4.0	3.0	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.5	1.0	3.0	1.0	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR 70 & I95 NB Ramp - ASC3 [redacted] - Econolite Type - ASC/3

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR 70 & I95 NB Ramp - ASC3 [redacted] - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	130	Std (COS)	9	Offsets In	Seconds
Offset Value	118s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	1		
Max Select	None	Force Off	Float		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB		WBLT		EB										
Splits (Split Pat 1)	0	75	0	55	0	75	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	75s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	130	Std (COS)	17	Offsets In	Seconds
Offset Value	80s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB		WBLT		EB										
Splits (Split Pat 2)	0	80	0	50	0	80	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	80s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	130	Std (COS)	25	Offsets In	Seconds
Offset Value	19s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB		WBLT		EB										
Splits (Split Pat 3)	0	80	0	50	0	80	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	80s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	100	Std (COS)	33	Offsets In	Seconds
Offset Value	35s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	4		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB		WBLT		EB										
Splits (Split Pat 4)	0	60	0	40	0	60	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	60s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	41	Offsets In	Seconds
Offset Value	10s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	5		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB		WBLT		EB										
Splits (Split Pat 5)	0	75	0	45	0	75	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	75s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00032 - ORANGE AVE @ JENKINS RD - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

8 - in use 1-8

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	7	11	7	12	7	11	6	12	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	27	0	15	0	26	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	12	45	12	18	12	45	12	18	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & Jenkins Rd - Cobalt [redacted] - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	SE-L	N-T	W-L	E-T	NW-L	S-T	N	N	N	N	N	N	N	N
Min Green	7	12	7	7	7	12	7	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	5	0	5	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	34	0	47	0	26	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	3.0	3.0	8.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	25	50	25	25	25	50	25	25	35	35	35	35	35	35	35	35
Max2	25	58	25	25	25	50	25	25	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

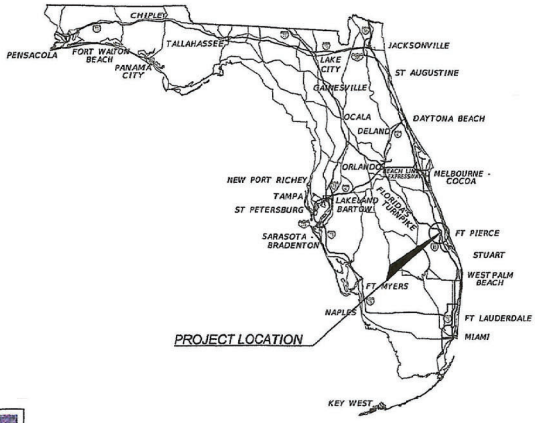
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

STATE OF FLORIDA

ST. LUCIE COUNTY

SIGNALIZATION PLANS

KINGS HWY & WHITE RD
FORT PIERCE, FL, 34945

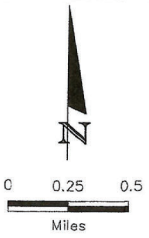


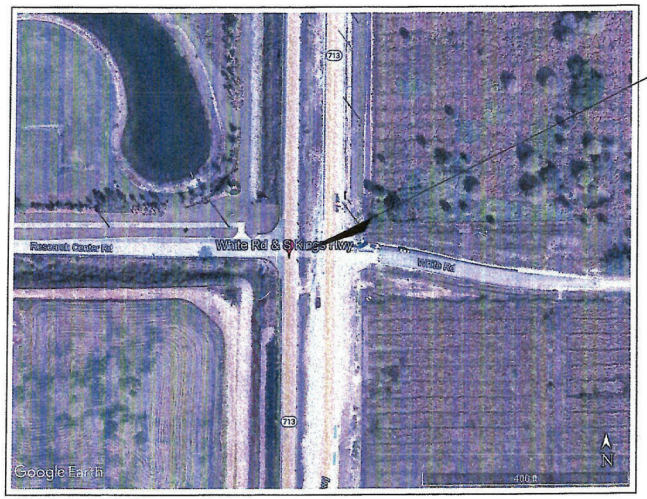
INDEX OF SIGNALIZATION PLANS

SHEET NO.	SHEET DESCRIPTION
T-1	KEY SHEET
T-2	TABULATION OF QUANTITIES
T-3a	GENERAL NOTES
T-3b	GENERAL NOTES
T-3c	GENERAL NOTES
T-4	SIGNALIZATION PLAN
T-5	MAST ARM TABULATION
T-6	STANDARD MAST ARM ASSEMBLIES
T-7	INTERCONNECT PLAN (TBP)
T-8	SOIL BORING RESULTS - SIGNED AND SEALED BY ALLAN G. ABUBAKAR

ATTACHMENT TO PLAN:

A - STRUCTURAL DESIGN CALCULATIONS
MAST ARM FOUNDATION DESIGN
SIGNED AND SEALED BY STRUCTURAL ENGINEER OF RECORD, MARK NIEDERMANN





PROJECT LOCATION

Signalization Shop Drawings
To Be Submitted To:

Susan E. O'Rourke, PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994

2/20/23

SIGNALIZATION PLANS
ENGINEER OF RECORD:

Susan E. O'Rourke, PE #42684

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
Cert of Authorization No. 26869

GOVERNING STANDARDS AND SPECIFICATIONS:

Florida Department of Transportation, 2022-2023 Standard Plans (Design Standard Drawings) and Florida Department of Transportion Standard Specifications for Road and Bridge Construction July 2022.
FDOT Index 102 Series (Maintenance of Traffic)
Florida Traffic Engineering Manual 2022
Manual On Uniform Traffic Control Devices (FHWA) 2009 Rev 1 & 2, May 2012

For FDOT Standard Plans 2022-2023 (Design Standards) click on link to the following web site:
https://www.fdot.gov/design/standardplans/current/default.shtm

For FDOT Standard Specifications for Road and Bridge Construction 2022 click on the link:
https://www.fdot.gov/programmanagement/implemented/specbooks/july2022/7-21ebook.pdf

For St. Lucie County Standards:
https://www.stlucie.gov/departments-and-services/public-works/engineering-division

FISCAL YEAR	SHEET NO.
22	T-1

TABULATION OF QUANTITIES

KINGS HIGHWAY AND WHITE ROAD

PAY ITEM NO	DESCRIPTION	UNIT	SHEET NUMBERS								TOTAL THIS SHEET		GRAND TOTAL		REF SHEET
			T-4												
			PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	
													1		
101-1	MOBILIZATION	LS	1										1		
102-1	MAINTENANCE OF TRAFFIC	LS	1												
													30		
630-2-11	CONDUIT, FURNISH & INSTALL, UNDERGROUND	LF	30										440		
630-2-12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	440												
													1		
632-7-1	SIGNAL CABLE NEW OR RECONSTRUCTED INTERSECTION, F & I	PI	1												
													18		
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24" COVER SIZE	EA	18												
													1		
639-1-121	ELECTRICAL POWER SERVICE, F&I	AS	1										0		
639-2-1	ELECTRIC SERVICE WIRE FURNISH & INSTALL	LF	0										1		
639-3-11	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT	EA	1										1		
641-2-12	PRESTRESSED CONC POLE, F&I, TYPE P-11 SERVICE POLE	EA	1												
													3		
646-1-11	ALUMINUM SIGNALS POLE, F & I, PEDESTAL	EA	3												
649-21-1	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30'	EA	1										2		
649-21-10	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'	EA	2										1		
649-21-15	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 70'	EA	1										6		
650-1-34	TRAFFIC SIGNAL, F&I, POLYCARBONATE, 3-SECTION, 1-WAY	AS	6										4		
650-1-39	TRAFFIC SIGNAL, F&I, POLYCARBONATE, 5-SECTION CLUSTER, 1-WAY	AS	4												
													4		
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 1 WAY	AS	4										2		
653-1-12	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 2 WAYS	AS	2												
													1		
660-4-11	VEHICLE DETECTION SYSTEM - VIDEO, F&I CABINET EQUIPMENT	EA	1										4		
660-4-12	VEHICLE DETECTION SYSTEM - VIDEO, F&I ABOVE GROUND EQUIPMENT	EA	4												
													8		
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	EA	8												
													1		
670-5-110	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA	EA	1												
													1		
682-1-113	ITS CCTV CAMERA,F&I, DOME PTZ ENCLOSURE-PRESSURIZED, IP, HIGH DEFINITION	EA	1												
													4		
700-5-21	INTERNALLY ILLUMINATED SIGN, F&I OH MOUNT, UP TO 12 SF	EA	4												
													4		
715-5-31	LUMINAIRE & BRACKET ARM - F&I NEW LUMINAIRE AND ARM ON NEW/EXISTING POLE	EA	4												

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Susan E. O'Rourke, PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
772-781-7918
Cert of Auth: 26869

Susan E. O'Rourke 2/20/23

ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST LUCIE	

TABULATION OF QUANTITIES

SHEET NO. T-2

2/20/2023 11:38:37 AM D:\Dropbox\atArchiDraft\Projects\atAD-20014-ORourkeEng-General\Kings Highway\King Highway-White Rd Signal Plans_T01-T02-T03-T05-T06_02.16.23.dwg

GENERAL NOTES:

1. TRAFFIC SHALL BE NOTIFIED AT (772) 462-2874 AT LEAST TWO (2) FULL BUSINESS DAYS PRIOR TO ANY WORK BEING PERFORMED AT A SIGNALIZED LOCATION IN ORDER TO PROPERLY TRANSFER MAINTENANCE RESPONSIBILITIES.

2. THE CONTRACTOR SHALL DELIVER ALL REMOVED TRAFFIC SIGNAL EQUIPMENT, EXCEPT CONCRETE STRAIN POLES, TO ROAD AND BRIDGE LOCATED AT 3071 OLEANDER AVE, FORT PIERCE FL. 34982. THE COST OF DELIVERY SHALL BE INCLUDED IN THE REMOVAL OF THE RELATED PAY ITEM. THE CONTRACTOR SHALL CONTACT SEVEN (7) FULL BUSINESS DAYS PRIOR TO THE DELIVERY OF ANY REMOVED EQUIPMENT. CONTRACTOR IS RESPONSIBLE FOR CONCRETE STRAIN POLE DISPOSAL AT THE CONTRACTOR'S EXPENSE.

3. THE CONTRACTOR SHALL BE ADVISED THAT OTHER PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT AND THAT COORDINATION EFFORTS MAY BE NECESSARY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE CONSTRUCTION SCHEDULE AND FOR THE AMOUNT OF COORDINATION REQUIRED.

4. THE CONTRACTOR SHALL CALL SUNSHINE STATE ONE-CALL AT 1-800-432-4770 FOR LOCATIONS OF UTILITIES WITHIN THE AREA(S) OF CONSTRUCTION FOR THIS PROJECT A MINIMUM OF TWO (2) FULL BUSINESS DAYS PRIOR TO ANY DIGGING OR EXCAVATION ACTIVITIES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE TO CONTACT ANY UTILITY OWNER(S) THAT MAY NOT BE A "SUNSHINE" MEMBER.

5. EXISTING UTILITIES ARE TO REMAIN IN PLACE UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE LOCATION AND PROTECTION, REPAIR AND/OR REPLACMENT OF ALL UTILITIES THAT MAY BE AFFECTED BY THE CONSTRUCTION OF THIS PROJECT. EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE DURING CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE UTILITY OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ANY REQUIRED UTILITY RELOCATIONS.

6. THE CONTRACTOR SHALL NOTIFY ALL INVOLVED UTILITIES TWO (2) FULL BUSINESS DAYS IN ADVANCE, BEFORE SETTING TRAFFIC SIGNAL POLES OR PERFORMING ANY DIGGING OR OTHER EXCAVATION WORK, SO THAT A COMPANY REPRESENTATIVE CAN BE PRESENT. THE LOCATION OF THE UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE ONLY. THE EXACT LOCATION SHALL BE DETERMINED BY THE CONTRACTOR. KNOWN UTILITY COMPANIES INCLUDE:

COMPANY	FACILITIES	TELEPHONE NUMBER
AT&T	TELEPHONE	(877) 648-4734
CITY GAS COMPANY	GAS	(877) 945-7891
FLORIDA POWER & LIGHT	ELECTRIC	(772) 462-0555
FORT PIERCE UTILITIES (FPUA)	ELECTRIC, GAS, TELEPHONE	(772) 466-1600

7. ELECTRICAL
   a. THE CONTRACTOR SHALL COORDINATE AND FIELD VERIFY LOCATION(S) OF THE ELECTRIC SERVICE POINT PRIOR TO INSTALLING CONDUIT, DISCONNECT SWITCH, AND PULL BOXES.
   b. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTRACTING THE COMPANY PROVIDING ELECTRICAL POWER TO DETERMINE IF A SERVICE PROCESSING FEE IS REQUIRED. IF REQUIRED, FEE SHALL BE REFLECTED IN THE CONTRACTOR'S BID UNIT PRICE FOR ELECTRICAL POWER SERVICE ASSEMBLY.
   c. (IF APPLICABLE) IT SHOULD BE NOTED THAT NO TEST BORINGS WERE MADE WHERE CONDUIT RUNS ARE TO BE INSTALLED BY JACKING OR TRENCHING. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS IN ACCORDANCE WITH SECTION 2-4 OF THE FDOT SPECIFICATIONS
   d. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH ALL AGENCIES REQUIRED FOR APPROVAL OF THE COMPLETED INSTALLATION. THE LATESTS FDOT STANDARD PLANS INDEX NO. 639-002 (AS APPLICABLE) SHALL APPLY.
   e. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SIZING THE CONDUCTORS FOR THE POWER SERVICE.

8. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE APPLICABLE GUIDELINES SET FORTH IN FDOT DESIGN STANDARD INDEXES 600 THROUGH 660; THE MUTCD; AND SECTION 102 OF THE STANDARD SPECIFICATIONS.

9. THE CONSTACTOR SHALL MAKE ALL VIDEO DETECTORS INSTALLED AS PART OF THE PROJECT FULLY OPERATIONAL IN ACCORDANCE WITH THEIR ASSOCIATED ISOLATED INTERSECTION SIGNAL TIMING CHART PRIOR TO THE ACTIVATION OF THE SIGNAL WITHIN 24 HOURS.

10. THE CONTRACTOR SHALL VERIFY ALL SIGNAL POLE ELEVATIONS AND LOCATIONS INCLUDING POSSIBLE UTILITY CONFLICTS PRIOR TO PROCURMENT. THE CONTRACTOR SHALL VERIFY THAT ALL SIGNAL POLE ELEVATIONS WILL MEET MUTCD, FDOT AND ST LUCIE COUNTY REQUIREMENTS FOR LOW POINT OF CLEARANCE. ALL SIGNAL ASSEMBLIES SHALL HAVE A VERTICAL CLEARANCE OF 17.5 FEET MINIMUM AND 19 FEET MAXIMUM FROM THE BOTTOM OF THE ASSEMBLY TO THE ROAD.

11. UNDER NO CIRCUMSTANCES SHALL ENERGIZED CABLE BE PLACED IN THE SAME CONDUIT OR PULL BOX AS VIDEO DETECTION CABLE.

12. ALL FIELD WIRING SHALL BE NEATLY BUNDLED AND CLEARLY IDENTIFIED WITH PERMANENT LEGIBLE, WEATHERPROOF TAGS THAT ARE SECURELY ATTACHED TO EACH CABLE. THE TAGGING SYSTEM PROPOSED SHALL BE SUBMITTED FOR APPROVAL WITH THE OTHER EQUIPMENT SUBMITTALS REQUIRED FOR THIS PROJECT.

13. THE CABINET DOOR SHALL OPEN AWAY FROM THE INTERSECTION UNLESS SPECIFIED OTHERWISE

14. TRAFFIC SIGNAL ACCEPTANCE TESTING PROCEDURES SHALL BE IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

15. THERE WILL BE A 90 DAY WARRANTY PERIOD SUBJECT TO THE REQUIREMENTS CONTAINED IN ARTICLE (SECTIONS 611-5 THROUGH 611-7.3) "CONTRACTOR'S WARRANTY PERIOD FOR SIGNAL INSTALLATIONS" AS FOUND IN FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

16. THE CONTRACTOR SHALL PROVIDE FOUR COPIES OF MARKED-UP (AS-BUILT) CONSTRUCTION PLANS, AND ONE CAD FILE OF SUCH, COPY OF SHOW DRAWING AND A COPY OF MAST ARM SPECIFICATION AND ANY/ALL APPROVED SHOW DRAWINGS AT THE TIME OF THE SIGNAL CONDITIONAL ACCEPTANCE INSPECTION BY THE MAINTAINED AGENCY.

17. ALL SUBMITTALS AND SHOW DRAWINGS SHALL BE PROVIDED TO THE ST. LUCIE COUNTY TRAFFIC FOR REVIEW IN ACCORDANCE WITH SECTION 603 OF THE STANDARD SPECIFICATIONS.

18. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN FOUR (4) PORTABLE CHANGEABLE (VARIABLE) MESSAGE SIGNS (PCMS) FOR A PERIOD OF TWO WEEKS. THE PCMS WILL BE LOCATED AT AN APPROPRIATE DISTANCE IN ADVANCE OF THE APPROACHES TO THE NEW SIGNALIZED INTERSECTION AS SPECIFIED BY THE MAINTAINING AGENCY'S SLCT. THE PCMS WILL BE PROVIDED ONE (1) WEEK PRIOR TO THE SCHEDULED ACTIVATION TO FULL COLOR OPERATION AND SHALL REMAIN IN PLACE FOR ONE (1) WEEK FOLLOWING ACTIVATION. COST OF FURNISHING PCMS TO BE INCLUDED UNDER PAY ITEM NO. 102-1 – MAINTENANCE OF TRAFFIC.

PRIOR TO ACTIVATION THE PCMS SIGN SHALL BE:
(PANEL ONE – LINE 1) "TRAFFIC"
(PANEL ONE – LINE 2) "SIGNAL"
(PANEL ONE – LINE 3) "WILL BE"
(PANEL TWO – LINE 1) "ACTIVE"
(PANEL TWO – LINE 2) "ON DAY"
(PANEL TWO – LINE 3) "MONTH XX"

REVISIONS			
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Susan E. O'Rourke, PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
772-781-7918
Cert of Auth: 26869

ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST. LUCIE	

GENERAL NOTES

SHEET NO.
T-3a

GENERAL NOTES:

SUBSTITUTION FOR THE WORD "DAY" SHALL BE AS FOLLOWS:
- SUNDAY AS "SUN"
- MONDAY AS "MON"
- TUESDAY AS "TUES"
- WEDNESDAY AS "WED"
- THURSDAY AS "THUR"
- FRIDAY AS "FRI"
- SATURDAY AS "SAT"

SUBSTITUTION FOR THE WORD "MONTH" SHALL BE AS FOLLOWS:
- JANUARY AS "JAN"
- FEBRUARY AS "FEB"
- MARCH AS "MAR"
- APRIL AS "APR"
- MAY AS "MAY"
- JUNE AS "JUN"
- JULY AS "JUL"
- AUGUST AS "AUG"
- SEPTEMBER AS "SEP"
- OCTOBER AS "OCT"
- NOVEMBER AS "NOV"
- DECEMBER AS "DEC"

SUBSTITUTION FOR THE WORD "XX" SHALL BE AS FOLLOWS:
THE NUMERICAL DAY OF THE MONTH, FROM ONE (1) TO THIRTY-ONE (31). THE DATES LESS THAN TEN (10) SHALL BE PROCEDED BY A ZERO (0); EXAMPLE: "JAN 03" FOR JANUARY 3RD.

AFTER THE TURN-ON, THE PCMS SHALL BE CHANGED TO:
- (PANEL ONE – LINE 1) "TRAFFIC"
- (PANEL ONE – LINE 2) "SIGNAL"
- (PANEL TWO – LINE 1) "NOW"
- (PANEL TWO – LINE 2) "ACTIVE"

PANEL TWO, LINE AND LINE 2, SHALL FLASH THREE (3) TIMES BEFORE REVERTING BACK TO PANEL ONE.

PRIOR TO SIGNAL ACTIVATION

PANEL 1

T	R	A	F	F	I	C	
	S	I	G	N	A	L	
W	I	L	L		B	E	

PANEL 2

	A	C	T	I	V	E	
	O	N		D	A	Y	
M	O	N	T	H		X	X

AFTER SIGNAL ACTIVATION

PANEL 1

T	R	A	F	F	I	C	
	S	I	G	N	A	L	

PANEL 2

		N	O	W			
	A	C	T	I	V	E	

19. THE CONTRACTOR SHALL SUBMIT IN WRITING A REQUEST FOR SIGNAL ACTIVATION (TURN-ON) TO THE MAINTAINING AGENCY. THE MAINTAINING AGENCY WILL SCHEDULE THE SIGNAL ACTIVATION A MINIMUM OF SEVEN (7) DAYS AFTER NOTIFICATION THAT THE SIGNAL HAS BEEN PLACED FLASHING MODE AND INSPECTIONS BY MAINTAINING AGENCY FORCES HAVE BEEN COMPLETED.

20. THE CONTRACTOR SHALL BE PRESENT AND SHALL CONDUCT THE TURN-ON TO FULL COLOR OPERATION IN THE PRESENCE OF THE MAINTAINING AGENCY. NO ACTIVATIONS SHALL BE SCHEDULED ON MONDAYS, FRIDAYS OR WEEKENDS UNLESS OTHERWISE APPROVED BY THE MAINTAINING AGENCY. ANY PROPOSED OR NECESSARY SCHEDULE CHANGE DURING THE SEVEN (7) DAYS PRIOR TO SCHEDULED TURN-ON WILL BE AT THE DETERMINATION AND DISCRETION OF THE ST. LUCIE COUNTY.

21. UPON COMPLETION AND FINAL ACCEPTANCE OF THE PERMANENT TRAFFIC SIGNAL INSTALLATION BY ST LUCIE COUNTY, THE SIGNALS AND EQUIPMENT SHALL BE MAINTAINED BY ST. LUCIE COUNTY.

22. POWER SERVICE
    - a POWER SERVICES SHALL FOLLOW THE LATEST FDOT STANDARD PLANS INDEX NO. 639-002
    - b POWER SERVICES ARE TO BE 120/240 VAC WITH TRIPLEX SERVICE DROP WIRE
    - c POWER SUPPLIED INSTALLATIONS REQUIRE A METER CAN
    - d MAST ARM POWER SERVICES SHALL BE MOUNTED ON A STUB POLE
    - e CONCRETE STRAIN POLE INSTALLATIONS SHALL HAVE THE POWER SERVICE MOUNTED ON THE STRAIN POLE.

23. CONTROLLER ASSEMBLY
    - a ECONOLITE V-TS2-T1 "PLUG-N-GO" TRAFFIC CABINET ASSEMBLY, SIZE 7 CABINET (72"Hx44"Wx24"D) WITH (3) THREE SHELVES 16 PHASE (4 PED AND 4 O/L)
    - b INTEGRATED DRAWER/COMPUTER SHELF
    - c ECONOLITE COBALT TS-2, TYPE 2 (WITH ABC CONNECTORS) CONTROLLER
    - d SDLC COMMUNICATION PANEL
    - e MALFUNCTION MANAGEMENT UNIT_ECONOLITE (OR) EDI MMU2-16LEIP
    - f CONFIGURATION #4, 16 LOAD BAY MAIN PANEL (SOP10) (PHASE 1-8, OVERLAPS A, B, C, D AND PED 2, 4, 6, 8)
    - g CONFIGURATION #2, 16 DETECTOR RACK
    - h LED CABINET LIGHTING SYSTEM DOOR MOUNTED FLEXIBLE LIGHT (GOOSE NECK)
    - i MOXA SWITCH (MOXA EDR-810 FOR COMMUNICATION
    - j MOXA MODERN (MOXA UC-8100-ME-T SERIES) FOR COMMUNICATION
    - k MOXA SFP-1G SERIES ADAPTOR
    - l PULS MINILINE -2 ML 15.241
    - m PREEMTION PANEL/RELAY REQUIRED
    - n VISION COMM MANAGER, ACP PRIMARY MODEL AVCM
    - o ALL RELAYS IN CABINET SHALL BE SOCKET MOUNTED
    - p GENERATOR TRANSFER SWITCH BUILT INTO CABINET

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Susan E. O'Rourke, PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
772-781-7918
Cert of Auth: 26869

ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST. LUCIE	

GENERAL NOTES

SHEET NO. T-3b

GENERAL NOTES:

24. PAN, TILT, & ZOOM (PTZ) CAMERA
    a ECONOLITE WTI-VIPER H.264 HD30L – REQUIRED AT INTERSECTIONS

25. VEHICLE DETECTION SYSTEM
    a ECONOLITE AUTOSCOPE VISION

26. GENERATOR
    a HONDA EU3000IS GENERATOR

27. SCHOOL ZONE FLASHERS
    a TCS SIGNAL CABINETS W/CELLULAR CONNECTIVITY

28. MAST ARMS
    a ALL MAST ARMS SHALL BE GALVANIZED. THE COST OF ALL SUBSURFACE ANALYSIS AND STRUCTURAL ENGINEERING TO ENSURE THE PROPER DESIGN AND SIZING OF THE MAST ARM FOUNDATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCLUDED IN THE UNIT PRICE FOR EACH MAST ARM ASSEMBLY. ALL CERTIFIED REPORTS AND DESIGN CRITERIA SHALL BE SUBMITTED FOR THE OWNER'S RECORDS.
    b THE CONTRACTOR WILL BE ISSUED A PURCHASE ORDER FOR THE MAST ARMS PRIOR TO THE BEGINNING OF A PROJECT DUE TO THE EXCESSIVE LEAD-TIME ASSOCIATED WITH THIS PRODUCT. THE CONTRACTOR WILL NOT BE REIMBURSED FOR THE STORAGE OF THESE MAST ARMS PRIOR TO THEIR INSTALLATION. THE COSTS FOR STORAGE WILL BE INCLUDED IN THE BID ITEMS FOR MAST ARMS.
    c THE CONTRACTOR IS REQUIRED TO ORDER MAST ARMS WITHIN TEN (10) DAYS OF RECEIPT OF PURCHASE ORDER UNLESS OTHERWISE DIRECTED BY THE COUNTY. FAILURE OF THE CONTRACTOR TO FULFILL THE OBLIGATIONS OF THIS CONTRACT COULD CONSTITUTE GROUNDS FOR CANCELING THE CONTRACT.
    d ALL MAST ARM FOUNDATIONS SHALL BE DESIGNED FOR THE ABILITY TO RECONFIGURE AND INSTALL ADDITIONAL SIGNAL HEADS AND SIGNS IN THE FUTURE. THE FOUNDATIONS SHALL BE DESIGNED FOR THE MAXIMUM ALLOWABLE NUMBER OF SIGNAL HEADS ON THE DESIGNATED SEGMENT LENGTH OF THE MAST ARM AND THE ADDITION OF A SIGN.
    e MAST ARMS SHALL FOLLOW THE LATEST FDOT STANDARD PLANS INDEX NO. 649-030 AND 649-631
    f ALL MAST ARM POLES SHALL HAVE LED STREET LIGHTS 120-V 250-W.
    g MAST ARM POLES ARE TO HAVE A TERMINAL COMPARTMENT IN PLACE OF A HAND HOLE, PER FDOT STANDARD INDEX NO 17745
    h MAST ARM MOUNTING HEIGHT (MEASUREMENT UB INDEX NO. 649-030) SHALL BE 19-FEET FOR HORIZONTAL AND 20-FEET FOR VERTICAL MOUNTED SIGNALS, IN THE ABSENCES OF GEOMETRIC ABNORMALITIES.
    i MAST ARMS ARE TO HAVE LED INTERNALLY-ILLUMINATED SINGLE-SIDED STREET NAME SIGNS WITH LOCAL STREET NAMES AND 1" WHITE. BORDER. THE STREET NAME SIGNS ARE TO BE MOUNTED WITH FIXED BRACKETS ON THE ARM BETWEEN THE POLE AND THE FIRST TRAFFIC SIGNAL.

29. TRAFFIC SIGNAL POLES & SPAN WIRE
    a POLES SHALL FOLLOW THE LATEST FDOT STANDARD PLANS INDEX NO.641-010
    b STRAIN POLES SHALL HAVE LED LUMINARIES, BARRING OBSTRUCTIONS OR DESIGN.
    c BOTH UPPER AND LOWER SPAN SHALL BE 7/16-INCH CABLE WIRE.
    d THE SIGNAL CABLE SHALL BE ATTACHED TO THE MESSENGER WIRE BY LASHING RODS.

30. TRAFFIC SIGNAL HEADS
    a TRAFFIC SIGNALS MOUNTED ON SPAN CABLE ARE TO BE LIGHTWEIGHT, (RED SECTION TO BE ALUMINUM AND ALL OTHER SECTIONS TO BE POLY PASTIC), 12 INCH INDICATIONS.
    b TRAFFIC SIGNALS MOUNTED ON MAST SUPPORTS ARE TO BE POLYCARBONATE 12-INCH INDICATIONS. THE STANDARD MOUNTING SHALL BE VERTICAL USING PELCO ASTRO BRAC OR SLC-APPROVED EQUIVALENT. SPAN MOUNT SIGNALS ARE TO BE MOUNTED VERTICAL. ALL VEHICLE SIGNAL HEADS ARE TO HAVE RETRO-REFLECTIVE BACK PLATES.
    c TRAFFIC SIGNALS ARE TO BE SUPPLED WITH ALL LED INDICATIONS, INCLUDING ALL ARROWS AND YELLOWS.
    d TRAFFIC SIGNALS ARE TO BE SUPPLIED WITH TUNNEL VISORS
    e PEDESTRIAN SIGNALS ARE TO BE COUNT DOWN PEDESTRIAN SIGNALS WITH INTERNATIONAL-STYLE HAND/PERSON FULL SYMBOLS.

31. TRAFFIC SIGNAL COMMUNICATIONS INTERCONNECT
    a TWO 2" CONDUITS SHALL BE INSTALLED WITH ALL INTERCONNECT/FIBER RUNS
    b PULL BOXES CONTAINING INTERCONNECT ARE TO BE INSTALLED AT NO MORE THAN 1000 FOOT INTERVALS MARKED (THE LATEST FDOT STANDARD PLANS INDEX NO. 635-001).
    c FIBER OPTIC INTERCONNECT RUNS SHALL HAVE A SLACK/SPLICE BOX AT ALL SIGNALIZED INTERSECTIONS MARKED "FIBER OPTICS". SLACK/SPLICE BOXES SHALL CONTAIN A MINIMUM OF 100 FEET OF FIBER OPTIC CABLE SLACK (THE LATEST FDOT STANDARD PLANS INDEX NO. 635-001) AND SHALL BE LOCATED AT NO MORE THAN 1/2-MILE INTERVALS.
    d FIBER OPTIC CABLE SHALL BE 96-FIBER SINGLE MODE. A #14 AWG (OR SLC-APPROVED ALTERNATIVE) TRACE WIRE SHALL BE INSTALLED WITH THE FIBER RUN.
    e THE CONNECTION FROM THE SLACK/SPLICE BOX TO THE SIGNAL CABINET (PIG TAIL) SHALL BE A 12-FIBER SINGLE MODE CABLE. FIBER IN THE CABINET SHALL BE TERMINATED IN A FIBER OPTIC TERMINAL PANEL.

32. SIGNAL CONDUCTOR
    a SHALL BE INSTALLED PER THE LATEST FDOT STANDARD PLANS INDEX NO. 635-001, AS APPLICABLE. THREE SPARE CONDUCTORS PER SIGNAL CABLE ARE REQUIRED. SPARES SHALL BE GROUNDED TO THE BUS GROUNDING FACILITY IN THE CONTROLLER CABINET. THE CONTRACTOR SHALL VEIFY COLOR CODES ST. LUCIE COUNTY TRAFFIC FOR THE SIGNAL CONDUCTORS PRIOR TO ORDERING.

REVISIONS			
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Susan E. O'Rourke, PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
772-781-7918
Cert of Auth: 26869

2/20/23

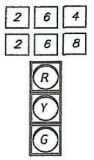
ST LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST. LUCIE	

GENERAL NOTES

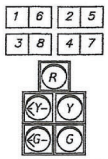
SHEET NO.
T-3c

SIGNAL HEAD DETAILS



3-SECT., 1-WAY

6 AS
650-1-34



5-SECT., 1-WAY

4 AS
650-1-39



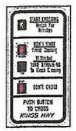
PED. SIGNAL COUNT-DOWN 2-SECT., 1-WAY

4 AS
653-1-11

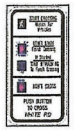


PED. SIGNAL COUNT-DOWN 2-SECT., 2-WAY

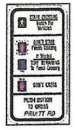
2 AS
653-1-12



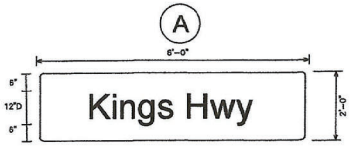
KINGS HWY (4EA) FTP-68B-06 TO BE PAID UNDER PAY ITEM 665-1-11



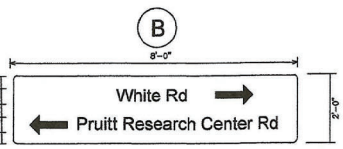
WHITE RD (2EA) FTP-68B-06 TO BE PAID UNDER PAY ITEM 665-1-11



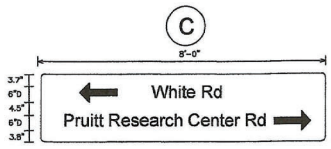
PRUITT RD (2EA) FTP-68B-06 TO BE PAID UNDER PAY ITEM 665-1-11



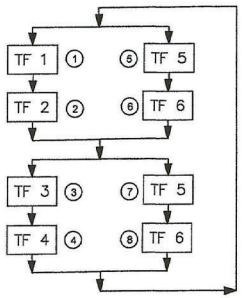
700-5-21 2 EA



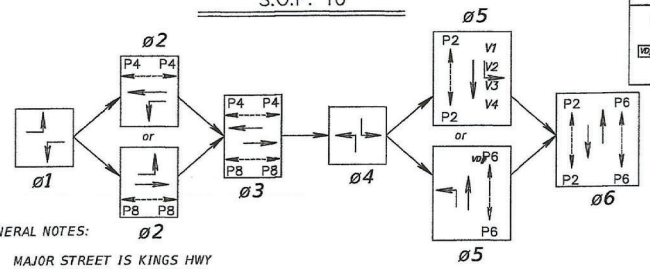
700-5-21 1 EA



700-5-21 1 EA



S.O.P. 10



GENERAL NOTES:

1. MAJOR STREET IS KINGS HWY
   MINOR STREET IS WHITE RD
2. MOVEMENT 2 AND 6 TO FLASH YELLOW AND ALL OTHERS TO FLASH RED DURING FLASHING OPERATION.
3. SIGNAL TIMINGS TO BE PROVIDED BY ST. LUCIE COUNTY TRAFFIC
4. SPEED LIMIT IS 50 MPH ON KINGS HWY
5. THE SPARE CONDUIT RUN IN EACH DIRECTIONAL BORE TO BE TEMINATED IN A SPARE PULL BOX AND PLACED AT THE BASE OF EACH MAST ARM POLE
6. THE VIDEO DETECTION ZONE WILL BE SET 60 FEET FROM THE STOP BAR.

ELECTRIC SERVICE TBD

630-2-11	XX LF
635-2-11	2 EA
639-1-121	1 AS
639-2-1	XX LF
639-3-11	1 EA
641-2-12	1 EA

VIDEO DETECTION CHART

DETECTOR	MOVEMENT	ZONE
V1	4,7	VD4, VD7
V2	3,8	VD3, VD8
V3	2,5	VD2, VD5
V4	1,6	VD1, VD6

INDICATES VIDEO DETECTION DEVICE

VD# DEPICTS THE APPROXIMATE LIMITS OF VIDEO DETECTION ZONE SEE NOTE 6

PROPOSED MAST ARM STA 57+ 27 (80.7' LT)

635-2-11	2 EA
649-21-1	1 EA
660-4-12	1 EA
715-5-31	1 EA

630-2-11 10 LF
UNDERGROUND INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

PROPOSED PED SIGNAL STA 57 + 35.7 (65.8' LT)

635-2-11	2 EA
646-1-11	1 EA
665-1-11	2 EA

630-2-11	5 LF
632-7-1	1 PI
635-2-11	5 EA
670-5-110	1 EA

PROPOSED MAST ARM STA 57 + 38.7 (68.9' LT)

635-2-11	2 EA
649-21-10	1 EA
660-4-12	1 EA
665-1-11	2 EA
715-5-31	1 EA

682-1-13 1 EA

630-2-12 135 LF
DIRECTIONAL BORE INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

630-2-12 65 LF
DIRECTIONAL BORE INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

630-2-12 95 LF
DIRECTIONAL BORE INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

630-2-12 145 LF
DIRECTIONAL BORE INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

630-2-12 148 LF

PROPOSED MAST ARM STA 56 + 55.5 (69.3' LT)

635-2-11	2 EA
649-21-15	1 EA
660-4-12	1 EA
665-1-11	1 EA
715-5-31	1 EA

630-2-11 15 LF
UNDERGROUND INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

PROPOSED MAST ARM STA 56 + 36 (83.9' LT)

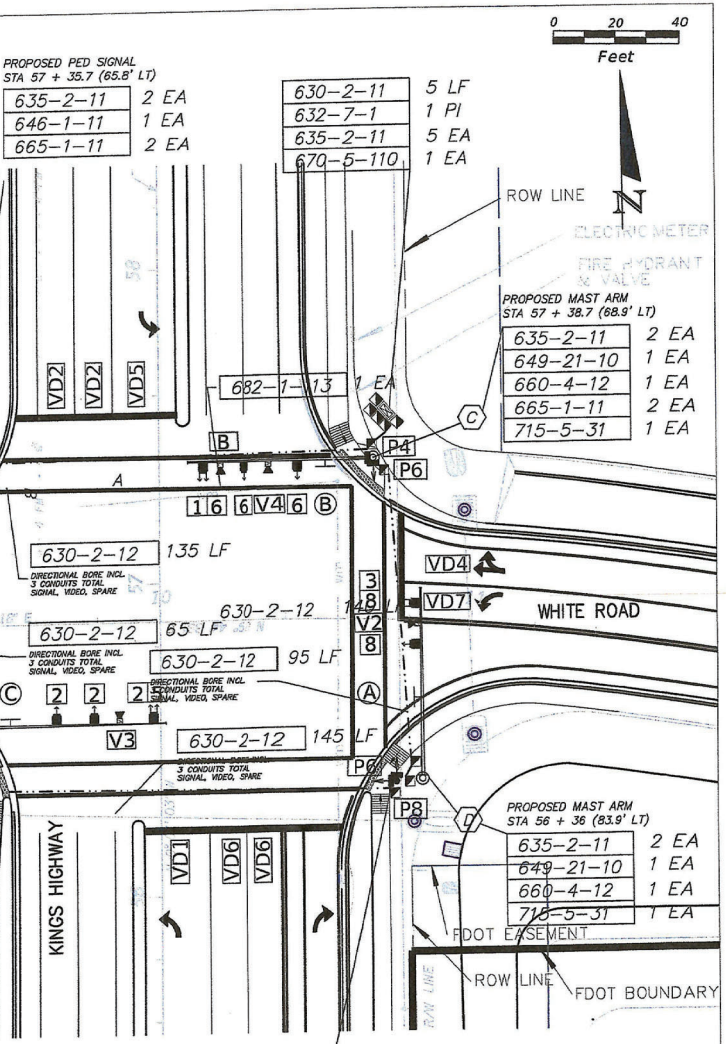
635-2-11	2 EA
649-21-10	1 EA
660-4-12	1 EA
715-5-31	1 EA

PROPOSED PED SIGNAL STA 56 + 37.3 (65.7' LT)

635-2-11	2 EA
646-1-11	1 EA
665-1-11	1 EA

PROPOSED PED SIGNAL STA 56 + 35.4 (75.5' LT)

635-2-11	2 EA
646-1-11	1 EA
665-1-11	2 EA



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Susan E. O'Rourke PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
772-781-7918
Cert of Auth: 26869

ST. LUCIE COUNTY, FL
TRAFFIC ENGINEERING DIVISION

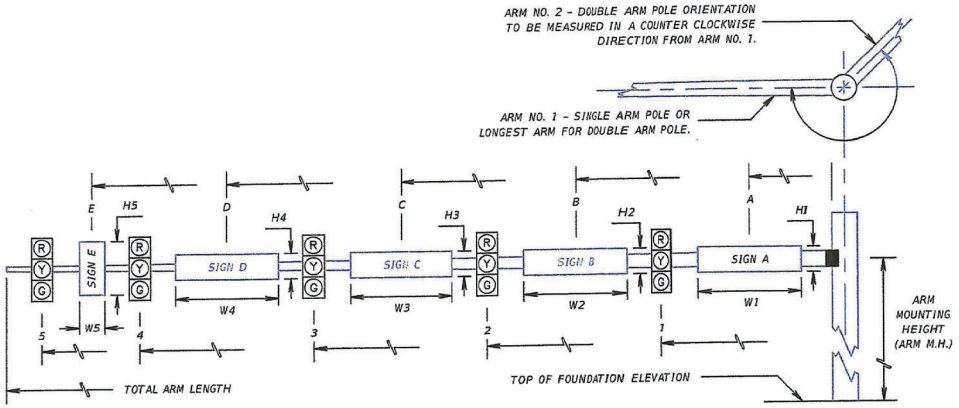
ROAD NO.	COUNTY	FINANCIAL PROJECT ID

SIGNALIZATION PLAN

SHEET NO. T-4

1/27/2023 2:01:05 PM D:\Dropbox\atArchiDraft\Projects\atAD-20014-ORourkeEng-General\Kings Highway\King Highway-White Rd Signal Plans_T04_01.27.23.dwg

SPECIAL INSTRUCTIONS					
ID NO.	PED. BUTTON		PED. SIGNALS		HANDHOLE LOCATION



*DENOTES NUMBER OF SECTIONS IN SIGNAL HEAD ASSEMBLY

ID NO.	SHEET NO.	LOCATION BY STA.	TOP OF FOUNDATION ELEVATION	RDWY ARM NO.	CROWN ELEVATION	SIGNAL V/H	BACK PLATES Y/N	FED SIGNAL Y/N	SIGNAL DATA: DISTANCE FROM POLE 1	*	2	*	3	*	4	*	5	*	TOTAL ARM LENGTH	ARM M/H	BETWEEN DUAL ARMS	SIGN DATA: DISTANCE FROM POLE / HEIGHT AND WIDTH OF SIGN A	HI	WI	B	H2	W2	C	H3	W3	D	H4	W4	E	H5	W5	PAINT COLOR
A	T-4	56 + 55.50	18.9	1	20.2	V	Y	Y	35.0	3	47.0	3	66.0	5					70.0	20.0		20.0	2.0	6.0															GALVANIZED
				2																																		
B	T-4	57 + 27.00	19.1	1	18.7	V	Y	N	18.0	3	27.0	5							30.0	20.0		7.0	2.0	6.0															GALVANIZED
				2																																		
C	T-4	57 + 38.70	19.7	1	20.2	V	Y	Y	24.0	3	40.0	3	55.0	5					60.0	20.0		14.0	2.0	6.0															GALVANIZED
				2																																		
D	T-4	56 + 36.00	17.5	1	19.4	V	Y	N	42.0	3	55.0	5							60.0	20.0		25.0	2.0	6.0															GALVANIZED
				2																																		

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Susan E. O'Rourke, PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
772-781-7918
Cert of Auth: 26869

S. O'Rourke 4/20/23

ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST. LUCIE	

MAST ARM TABULATION

SHEET NO. T-5

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STANDARD MAST ARM ASSEMBLIES DATA TABLE											
STRUCTURE ID NUMBER	DESIGNATION	FIRST ARM		SECOND ARM		UF (deg)	LL (deg)	POLE			DRILLED SHAFT ID
		ARM ID	FAA (ft.)	ARM ID	FAA (ft.)			POLE ID	UAA (ft.)	UB (ft.)	
A	A70/S-P5/S/L	A70/S						P5/S/L		21.5	DS/20/5.0
B	A30/S-P1/S/L	A30/S						P1/S/L		20.0	DS/14/4.5
C	A60/S-P4/S/L	A60/S						P4/S/L		20.5	DS/18/5.0
D	A60/S-P4/S/L	A60/S						P4/S/L		22.0	DS/18/5.0

NOTES [Notes Date 09-01-20]

1. If an entry appears in column FAA, a shorter arm is required. This is obtained by removing length from the arm tip and the arm length shortened from FA to FAA. SAA Similar.

2. If an entry appears in column UAA, a shorter pole is required. This is obtained by removing length from the pole tip and the pole height shortened from UA to UAA. SAA Similar.

3. Work this sheet with the Signal Designer's "Mast Arm Tabulation". See "Mast Arm Tabulation" for special instructions that include non-standard Handhole location, paint color, terminal compartment requirement, and pedestrian features.

4. Work with Indexes 649-030 and 649-031.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
01/23/23	Revised Pole UB And Drill Shaft ID		

Susan E. O'Rourke, PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
772-781-7918
Cert of Auth: 26869

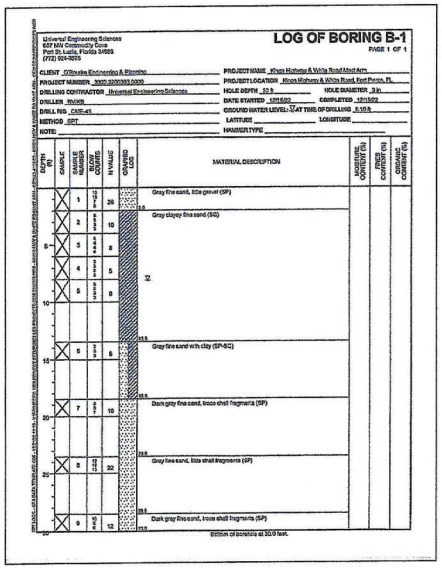
S. E. O'Rourke 2/20/23

ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST. LUCIE	

STANDARD MAST ARM ASSEMBLIES

SHEET NO.
T-6



Universal Engineering Sciences
607 NW Commodity Cove
Port St. Lucie, Florida 34986
(772) 924-3275

LOG OF BORING B-1

PAGE 1 OF 1

CLIENT: O'Rourke Engineering & Planning — PROJECT NAME: Kings Highway & White Road Mast Arm
PROJECT NUMBER: 3330.2200303.0000 — PROJECT LOCATION: Kings Highway & White Road, Fort Pierce, FL
DRILLING CONTRACTOR: Universal Engineering Sciences — HOLE DEPTH: 30 ft — HOLE DIAMETER: 3 in
DRILLER: BS/MS — DATE STARTED: 12/6/22 — COMPLETED: 12/15/22
DRILL RIG: CME-45 — GROUND WATER LEVEL: AT TIME OF DRILLING: 5.10 ft
METHOD: SPT — LATITUDE: — LONGITUDE:
NOTE: — HAMMER TYPE:

DEPTH (ft)	SAMPLE	SAMPLE NUMBER / COUNTS	BLOW COUNTS	N-VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
0						Gray fine sand, little gravel (SP)			
		1	9-12-14	26					
5		2	4-5-5	10		Gray clayey fine sand (SC)			
		3	3-3-3	6					
		4	3-3-2	5					
		5	4-4-5	9					
10									
		6	3-3-3	6		Gray fine sand with clay (SP-SC)			
15									
		7	5-7-8	15		Dark gray fine sand, trace shell fragments (SP)			
20									
		8	11-12-20	32		Gray fine sand, little shell fragments (SP)			
25									
		9	4-5-5	12		Dark gray fine sand, trace shell fragments (SP)			
30									

Bottom of borehole at 30.0 feet.

NOTES RELATED TO BORING RECORDS AND GENERALIZED SUBSURFACE PROFILES

1. Groundwater levels (if encountered) were recorded either during or following the boring completion on the date indicated. Fluctuations in groundwater levels are common – see the report text for a discussion.
2. The boring locations were identified in the field by estimated distances and offsets from existing reference marks and/or other site landmarks.
3. The completed boreholes were backfilled to adjacent site grade using drilling spoils and patched with asphalt cold mix in pavement areas.
4. The Log of Boring records represent our interpretation of soil conditions based on visual classification of the soil samples recovered from the borings.
5. The Log of Boring records are subject to the limitations, conclusions, and recommendations presented in the report text.
6. The Standard Penetration Test (SPT) N-values contained on the Log of Boring records refer to the total blow counts of a 140-pound drop hammer falling 30 inches required to drive a split-barrel sampler a total distance of 12 inches into soil strata at specific depth intervals.
7. The Hand Cone Penetrometer (HCP) values contained on Log of Boring records and the Cone Penetration Test (CPT) values contained on the Cone Penetration Sounding logs refer to the cone tip resistance recorded when pushing the cone tip into the soil strata at specific depth intervals.
8. The soil and/or rock strata interfaces shown on the Log of Boring records are approximate and may vary from those shown on the logs. The soil and/or rock descriptions shown on the Log of Boring records refer to conditions at the specific location tested. Bedrock conditions may vary between test locations.
9. Relative density for coarse-grained soils (sands/gravels) and consistency for fine-grained soils (silts/clays) are described as follows:

Coarse Grained Soils (Sands and Gravels)				Fine Grained Soils (Silts and Clays)			
SPT N-Value	HCP Value (kg/cm²)	CPT Value (tsf)	Relative Density	SPT N-Value	HCP Value (kg/cm²)	CPT Value (tsf)	Consistency
0-4	0-16	0-30	Very Loose	0-2	0-20	0-3	Very Soft
5-10	17-35	31-60	Loose	3-4	21-35	4-5	Soft
11-30	36-119	61-150	Med. Dense	5-8	>35	7-15	Firm
31-50	117-169	151-200	Dense	9-15		12-25	Stiff
>50	> 169	>200	Very Dense	16-30		26-50	Very Stiff
				>30		>50	Hard

10. Grain size descriptions are as follows:

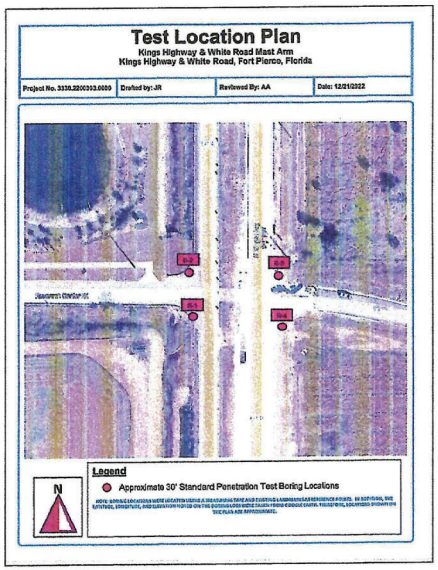
Description	Particle Size Limits
Boulder	Greater than 12 inches
Cobble	3 to 12 inches
Coarse Gravel	¾ to 3 inches
Fine Gravel	No. 4 sieve to ¾ inch
Coarse Sand	No. 10 to No. 4 sieve
Medium Sand	No. 40 to No. 10 sieve
Fine Sand	No. 200 to No. 40 sieve
Fines (Silt/Clay)	Smaller than No. 200 sieve

11. Definitions for modifiers used in soil/rock descriptions:

Proportion	Modifier	Approximate Root Diameter	Modifier
<5%	Trace	Less than ¼"	Fine roots
5% to 12%	Little	¼" to ¾"	Small roots
13% to 35%	Some	¾" to 1"	Medium roots
36% to 50%	And	Greater than 1"	Large roots

Organic Soils: Soils containing vegetative tissue in various stages of decomposition having a fibrous to amorphous texture. Usually having a dark brown to black color and an organic odor.
Organic Content Modifiers: <25%: Slightly to Highly Organic; 25% to 75%: Muck; >75%: Peat

UNIVERSAL ENGINEERING SCIENCES



Test Location Plan

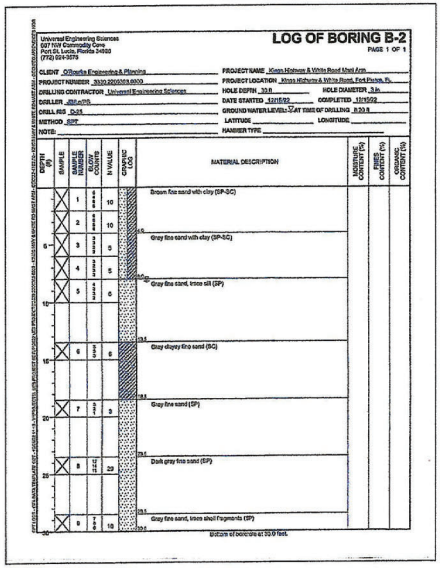
Kings Highway & White Road Mast Arm
Kings Highway & White Road, Fort Pierce, Florida

Project No. 3330.2200303.0000	Drafted by: JR	Reviewed By: AA	Date: 12/21/2022

Legend
- Approximate 30' Standard Penetration Test Boring Locations

N

NOTE: BORING LOCATIONS WERE LOCATED USING A GRID AERIAL TAPE AND FLEXIBLE MEASUREMENT REFERENCE POINTS. AS SUCH, THE LOCATIONS, DESCRIPTIONS, AND ELEVATIONS NOTED ON THE BORING LOGS ARE TAKEN FROM APPROXIMATE LOCATIONS, AND SHOULD BE CONSIDERED ACCORDINGLY.



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Port St. Lucie, Florida 34986
(772) 924-3275

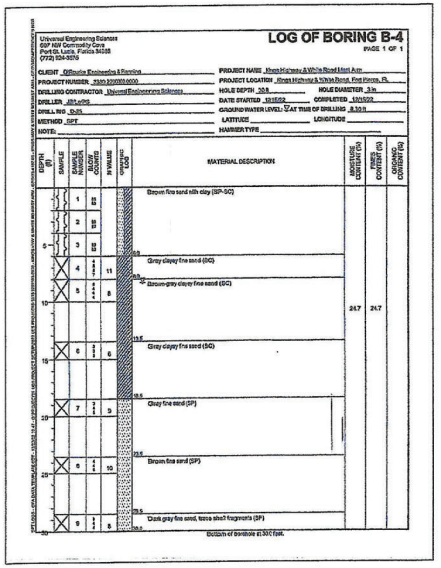
LOG OF BORING B-2

PAGE 1 OF 1

CLIENT: O'Rourke Engineering & Planning — PROJECT NAME: Kings Highway & White Road Mast Arm
PROJECT NUMBER: 3330.2200303.0000 — PROJECT LOCATION: Kings Highway & White Road, Fort Pierce, FL
DRILLING CONTRACTOR: Universal Engineering Sciences — HOLE DEPTH: 30 ft — HOLE DIAMETER: 3 in
DRILLER: BS/MS — DATE STARTED: 12/6/22 — COMPLETED: 12/15/22
DRILL RIG: D-50 — GROUND WATER LEVEL: AT TIME OF DRILLING: 5.33 ft
METHOD: SPT — LATITUDE: — LONGITUDE:
NOTE: — HAMMER TYPE:

DEPTH (ft)	SAMPLE	SAMPLE NUMBER / COUNTS	BLOW COUNTS	N-VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
0						Brown fine sand with clay (SP-SC)			
		1	4-5-5	10					
5		2	4-5-5	10		Gray fine sand with clay (SP-SC)			
		3	3-3-2	5					
		4	3-3-3	6					
		5	3-3-3	6		Gray fine sand, trace silt (SP)			
10									
		6	3-3-3	6		Gray clayey fine sand (SC)			
15									
		7	4-4-5	9		Gray fine sand (SP)			
20									
		8	11-12-17	29		Dark gray fine sand (SP)			
25									
		9	4-5-5	10		Gray fine sand, trace shell fragments (SP)			
30									

Bottom of borehole at 30.0 feet.



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607 NW Commodity Cove
Port St. Lucie, Florida 34986
(772) 924-3275

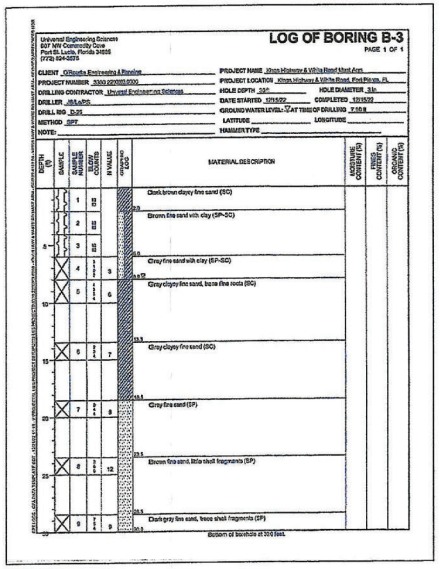
LOG OF BORING B-4

PAGE 1 OF 1

CLIENT: O'Rourke Engineering & Planning — PROJECT NAME: Kings Highway & White Road Mast Arm
PROJECT NUMBER: 3330.2200303.0000 — PROJECT LOCATION: Kings Highway & White Road, Fort Pierce, FL
DRILLING CONTRACTOR: Universal Engineering Sciences — HOLE DEPTH: 30 ft — HOLE DIAMETER: 3 in
DRILLER: JS/LeRS — DATE STARTED: 12/6/22 — COMPLETED: 12/15/22
DRILL RIG: D-50 — GROUND WATER LEVEL: AT TIME OF DRILLING: 5.33 ft
METHOD: SPT — LATITUDE: — LONGITUDE:
NOTE: — HAMMER TYPE:

DEPTH (ft)	SAMPLE	SAMPLE NUMBER / COUNTS	BLOW COUNTS	N-VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
0						Brown fine sand with clay (SP-SC)			
		1	3-3-3	6					
5		2	3-3-3	6					
		3	3-3-3	6					
		4	5-6-5	11		Gray fine sand (SC)			
		5	3-4-4	8		Brown-gray clayey fine sand (SC)	24.7	24.7	
10									
		6	3-3-3	6		Gray clayey fine sand (SC)			
15									
		7	4-4-5	9		Gray fine sand (SP)			
20									
		8	4-5-5	10		Brown fine sand (SP)			
25									
		9	3-4-4	8		Dark gray fine sand, trace shell fragments (SP)			
30									

Bottom of borehole at 30.0 feet.



Universal Engineering Sciences
607 NW Commodity Cove
Port St. Lucie, Florida 34986
(772) 924-3275

LOG OF BORING B-3

PAGE 1 OF 1

CLIENT: O'Rourke Engineering & Planning — PROJECT NAME: Kings Highway & White Road Mast Arm
PROJECT NUMBER: 3330.2200303.0000 — PROJECT LOCATION: Kings Highway & White Road, Fort Pierce, FL
DRILLING CONTRACTOR: Universal Engineering Sciences — HOLE DEPTH: 30 ft — HOLE DIAMETER: 3 in
DRILLER: JS/LeRS — DATE STARTED: 12/6/22 — COMPLETED: 12/15/22
DRILL RIG: D-50 — GROUND WATER LEVEL: AT TIME OF DRILLING: 7.00 ft
METHOD: SPT — LATITUDE: — LONGITUDE:
NOTE: — HAMMER TYPE:

DEPTH (ft)	SAMPLE	SAMPLE NUMBER / COUNTS	BLOW COUNTS	N-VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
0						Dark brown clayey fine sand (SC)			
		1	2-3-3	6		Brown fine sand with clay (SP-SC)			
5		2	3-3-2	5					
		3	3-3-2	5					
		4	3-3-3	6		Gray fine sand with clay (SP-SC)			
		5	3-3-3	6		Gray clayey fine sand, trace fine roots (SC)			
10									
		6	3-3-4	7		Gray clayey fine sand (SC)			
15									
		7	4-4-5	9		Gray fine sand (SP)			
20									
		8	5-6-6	12		Brown fine sand, little shell fragments (SP)			
25									
		9	4-4-5	9		Dark gray fine sand, trace shell fragments (SP)			
30									

Bottom of borehole at 30.0 feet.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Allan G Abubakar, P.E. #69952
Universal Engineering Sciences
607 NW Commodity Cove
Port St. Lucie, FL 34986
Cert of Auth: 4930

ALLAN G. ABUBAKAR LICENSE No. 69952 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Allan G Abubakar
Date: 2023.02.20 10:56:07 -05'00'

ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID

KINGS HIGHWAY AND WHITE ROAD
SOIL BORING RESULTS

SHEET NO.
T-8

Appendix G
Projected Intersection Volumes

Project No. 25300.02.03
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	1.08	1.00%	5	128	70	Backg'd + {Vested} + (Project) = Total

Intersection: Okeechobee Rd (SR-70) & Kings Highway — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Volumes
	L	1	50	1.08	**54**	1.05		0	57	**57**	0%	0%	**0**	**57**	57
NB	T	1	248	1.08	**268**	1.05		185	281	**466**	5%	0%	**6**	**472**	281 + {185} + (6) = 472
	R	2	545	1.08	**589**	1.05		2	618	**620**	0%	0%	**0**	**620**	618 + {2} = 620
	L	2	126	1.08	**136**	1.05		85	143	**228**	0%	35%	**25**	**253**	143 + {85} + (25) = 253
SB	T	2	174	1.08	**188**	1.05		147	197	**344**	0%	5%	**4**	**348**	197 + {147} + (4) = 348
	R	0	92	1.08	**99**	1.05		30	104	**134**	0%	5%	**4**	**138**	104 + {30} + (4) = 138
	L	1	98	1.08	**106**	1.05		57	111	**168**	5%	0%	**6**	**174**	111 + {57} + (6) = 174
EB	T	3	384	1.08	**415**	1.05		9	436	**445**	0%	0%	**0**	**445**	436 + {9} = 445
	R	1	82	1.08	**89**	1.05		0	93	**93**	0%	0%	**0**	**93**	93
	L	2	423	1.08	**457**	1.05		1	480	**481**	0%	0%	**0**	**481**	480 + {1} = 481
WB	T	2	241	1.08	**260**	1.05		23	273	**296**	0%	0%	**0**	**296**	273 + {23} = 296
	R	1	135	1.08	**146**	1.05		130	153	**283**	35%	0%	**45**	**328**	153 + {130} + (45) = 328

Intersection: Kings Highway & White Road — 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	10	1.08	11	1.05		0	12	**12**	-	-	**23**	**35**	12 + (23) = 35
NB	T	2	675	1.08	729	1.05		272	765	**1037**	-	-	**24**	**1061**	765 + {272} + (24) = 1061
	R	0	2	1.08	2	1.05		29	2	**31**	-	-	**3**	**34**	2 + {29} + (3) = 34
	L	1	0	1.08	0	1.05		9	0	**9**	-	-	**10**	**19**	{9} + (10) = 19
SB	T	2	442	1.08	477	1.05		218	501	**719**	-	-	**55**	**774**	501 + {218} + (55) = 774
	R	0	21	1.08	23	1.05		0	24	**24**	-	-	**0**	**24**	24
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	0	0	1.08	0	1.05		2	0	**2**	-	-	**0**	**2**	{2}
	R	1	16	1.08	17	1.05		0	18	**18**	-	-	**0**	**18**	18
	L	0	0	1.08	0	1.05		7	0	**7**	-	-	**9**	**16**	{7} + (9) = 16
WB	T	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R	1	1	1.08	1	1.05		2	1	**3**	-	-	**11**	**14**	1 + {2} + (11) = 14

Intersection: Orange Avenue & Kings Highway — 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	101	1.08	109	1.05		100	114	**214**	0%	2%	**1**	**215**	114 + {100} + (1) = 215
NB	T	2	381	1.08	411	1.05		169	432	**601**	0%	15%	**11**	**612**	432 + {169} + (11) = 612
	R	1	212	1.08	229	1.05		118	240	**358**	0%	5%	**4**	**362**	240 + {118} + (4) = 362
	L	1	214	1.08	231	1.05		59	243	**302**	0%	0%	**0**	**302**	243 + {59} = 302
SB	T	2	140	1.08	151	1.05		126	159	**285**	15%	0%	**19**	**304**	159 + {126} + (19) = 304
	R	1	77	1.08	83	1.05		33	87	**120**	0%	0%	**0**	**120**	87 + {33} = 120
	L	2	33	1.08	36	1.05		41	38	**79**	0%	0%	**0**	**79**	38 + {41} = 79
EB	T	2	132	1.08	143	1.05		150	150	**300**	0%	0%	**0**	**300**	150 + {150} = 300
	R	1	114	1.08	123	1.05		118	129	**247**	2%	0%	**3**	**250**	129 + {118} + (3) = 250
	L	2	175	1.08	189	1.05		208	198	**406**	5%	0%	**6**	**412**	198 + {208} + (6) = 412
WB	T	2	200	1.08	216	1.05		230	227	**457**	0%	0%	**0**	**457**	227 + {230} = 457
	R	1	345	1.08	373	1.05		178	392	**570**	0%	0%	**0**	**570**	392 + {178} = 570

Intersection: Okeechobee Rd (SR-70) & Crossroads Parkway — 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	16	1.08	17	1.05		0	18	**18**	0%	0%	**0**	**18**	18
NB	T	1	8	1.08	9	1.05		0	9	**9**	0%	0%	**0**	**9**	9
	R	1	59	1.08	64	1.05		0	67	**67**	0%	0%	**0**	**67**	67
	L	1	72	1.08	78	1.05		8	82	**90**	0%	5%	**4**	**94**	82 + {8} + (4) = 94
SB	T	1	10	1.08	11	1.05		0	12	**12**	0%	0%	**0**	**12**	12
	R	1	35	1.08	38	1.05		1	40	**41**	0%	0%	**0**	**41**	40 + {1} = 41
	L	1	35	1.08	38	1.05		4	40	**44**	0%	0%	**0**	**44**	40 + {4} = 44
EB	T	3	1042	1.08	1,125	1.05		106	1181	**1287**	0%	35%	**25**	**1312**	1181 + {106} + (25) = 1312
	R	1	26	1.08	28	1.05		0	29	**29**	0%	0%	**0**	**29**	29
	L	2	78	1.08	84	1.05		0	88	**88**	0%	0%	**0**	**88**	88
WB	T	3	792	1.08	855	1.05		153	898	**1051**	35%	0%	**45**	**1096**	898 + {153} + (45) = 1096
	R	1	116	1.08	125	1.05		24	131	**155**	5%	0%	**6**	**161**	131 + {24} + (6) = 161

Intersection: Kings Highway & Driveway 1 — 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
NB	T	2	687	1.08	742	1.05		302	779	**1081**	-	-	**44**	**1125**	779 + {302} + (44) = 1125
	R	1	0	1.08	0	1.05			0	**0**	-	-	**15**	**15**	(15)
	L	1	0	1.08	0	1.05			0	**0**	-	-	**55**	**55**	(55)
SB	T	2	458	1.08	495	1.05		224	520	**744**	-	-	**32**	**776**	520 + {224} + (32) = 776
	R	0	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
EB	T		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
WB	T		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R	1	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	

Intersection: White Road & Driveway 2 — 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05		0	0	**0**	-	-	**18**	**18**	(18)
NB	T	1		1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	1		1.08	0	1.05		40	0	**40**	-	-	**13**	**53**	{40} + (13) = 53
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
WB	T	1	3	1.08	3	1.05		9	3	**12**	-	-	**2**	**14**	3 + {9} + (2) = 14
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	

Project No. 25300.02.03
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	1.08	1.00%	5	128	70	Backg'd + {Vested} + (Project) = Total

Intersection: Kings Highway & Driveway 3 — *7*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
NB	T	2	687	1.08	742	1.05		302	779	**1081**	-	-	**3**	**1084**	779 + {302} + (3) = 1084
	R	1	0	1.08	0	1.05		0	0	**0**	-	-	**81**	**81**	(81)
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T	2	458	1.08	495	1.05		224	520	**744**	-	-	**32**	**776**	520 + {224} + (32) = 776
	R	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
WB	T		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R	1	0	1.08	0	1.05		0	0	**0**	-	-	**47**	**47**	(47)

Intersection: Peters Road & Driveway 4 — *8*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05			0	**0**	-	-	**6**	**6**	(6)
NB	T	1	43	1.08	46	1.05		4	48	**52**	-	-	**1**	**53**	48 + {4} + (1) = 53
	R			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
SB	T	1	27	1.08	29	1.05		1	30	**31**	-	-	**9**	**40**	30 + {1} + (9) = 40
	R			1.08	0	1.05			0	**0**	-	-	**10**	**10**	(10)
	L			1.08	0	1.05			0	**0**	-	-	**2**	**2**	(2)
EB	T	1		1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05			0	**0**	-	-	**1**	**1**	(1)
	L			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
WB	T			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05			0	**0**	-	-	**0**	**0**	

Intersection: Peters Road & Driveway 5 — *9*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05			0	**0**	-	-	**6**	**6**	(6)
NB	T	1	43	1.08	46	1.05		4	48	**52**	-	-	**6**	**58**	48 + {4} + (6) = 58
	R			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
SB	T	1	27	1.08	29	1.05		1	30	**31**	-	-	**1**	**32**	30 + {1} + (1) = 32
	R			1.08	0	1.05			0	**0**	-	-	**9**	**9**	(9)
	L			1.08	0	1.05			0	**0**	-	-	**1**	**1**	(1)
EB	T	1		1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05			0	**0**	-	-	**1**	**1**	(1)
	L			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
WB	T			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05			0	**0**	-	-	**0**	**0**	

Intersection: SR-70 & I-95 SB — *10*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	L	3	335	1.13	379	1.05		0	397	**397**	0%	0%	**0**	**397**	397
SB	T	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	3	398	1.13	450	1.05		0	472	**472**	0%	0%	**0**	**472**	472
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
EB	T	3	1034	1.13	1,168	1.05		106	1226	**1332**	0%	30%	**21**	**1353**	1226 + {106} + (21) = 1353
	R	2	169	1.13	191	1.05		10	200	**210**	0%	10%	**7**	**217**	200 + {10} + (7) = 217
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
WB	T	3	725	1.13	819	1.05		179	860	**1039**	40%	0%	**51**	**1090**	860 + {179} + (51) = 1090
	R	1	622	1.13	703	1.05		0	738	**738**	0%	0%	**0**	**738**	738

Intersection: SR-70 & I-95 NB — *11*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	3	288	1.09	314	1.05		39	330	**369**	10%	0%	**13**	**382**	330 + {39} + (13) = 382
NB	T	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	3	793	1.09	864	1.05		0	908	**908**	0%	0%	**0**	**908**	908
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
SB	T	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
EB	T	3	820	1.09	894	1.05		106	938	**1044**	0%	30%	**21**	**1065**	938 + {106} + (21) = 1065
	R	1	547	1.09	596	1.05		0	626	**626**	0%	0%	**0**	**626**	626
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
WB	T	3	1065	1.09	1,161	1.05		140	1219	**1359**	30%	0%	**38**	**1397**	1219 + {140} + (38) = 1397
	R	1	289	1.09	315	1.05		0	331	**331**	0%	0%	**0**	**331**	331

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Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	1.08	1.00%	5	128	70	Backg'd + {Vested} + (Project) = Total

Intersection: Graham Road & Peters Road — 12

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	5	1.10	6	1.05			6	**6**	0%	0%	**0**	**6**	6
NB	T	1	2	1.10	2	1.05			2	**2**	0%	0%	**0**	**2**	2
	R	0	4	1.10	4	1.05			5	**4**	0%	10%	**7**	**12**	5 + (7) = 12
	L	0	5	1.10	6	1.05			6	**6**	0%	0%	**0**	**6**	6
SB	T	1	1	1.10	1	1.05			1	**1**	0%	0%	**0**	**1**	1
	R	0	9	1.10	10	1.05			11	**11**	0%	0%	**0**	**11**	11
	L	0	3	1.10	3	1.05			3	**3**	0%	0%	**0**	**3**	3
EB	T	1	211	1.10	232	1.05		3	243	**247**	0%	10%	**7**	**253**	243 + {3} + (7) = 253
	R	0	7	1.10	8	1.05			8	**8**	0%	0%	**0**	**8**	8
	L	0	5	1.10	6	1.05			6	**6**	10%	0%	**13**	**19**	6 + (13) = 19
WB	T	1	214	1.10	235	1.05		10	247	**257**	10%	0%	**13**	**270**	247 + {10} + (13) = 270
	R	0	2	1.10	2	1.05			2	**2**	0%	0%	**0**	**2**	2

Intersection: Jenkins Road & Graham Road — 13

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	81	1.04	84	1.05			88	**88**	5%	0%	**6**	**94**	88 + (6) = 94
NB	T	1	256	1.04	266	1.05		65	279	**344**	0%	0%	**0**	**344**	279 + {65} = 344
	R	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
SB	T	1	309	1.04	321	1.05		120	337	**457**	0%	0%	**0**	**457**	337 + {120} = 457
	R	0	122	1.04	127	1.05		10	133	**143**	15%	0%	**19**	**162**	133 + {10} + (19) = 162
	L	0	95	1.04	99	1.05		3	104	**107**	0%	15%	**11**	**118**	104 + {3} + (11) = 118
EB	T	1	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	112	1.04	116	1.05			122	**122**	0%	5%	**4**	**126**	122 + (4) = 126
	L	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
WB	T	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	

Intersection: Jenkins Road & Okeechobee Road — 14

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	2	330	1.01	333	1.05		78	350	**428**	10%	0%	**13**	**441**	350 + {78} + (13) = 441
NB	T	2	88	1.01	89	1.05		18	93	**111**	0%	0%	**0**	**111**	93 + {18} = 111
	R	0	84	1.01	85	1.05		31	89	**120**	0%	0%	**0**	**120**	89 + {31} = 120
	L	2	83	1.01	84	1.05		24	88	**112**	0%	0%	**0**	**112**	88 + {24} = 112
SB	T	2	140	1.01	141	1.05		6	148	**154**	0%	0%	**0**	**154**	148 + {6} = 154
	R	1	142	1.01	143	1.05		63	150	**213**	0%	0%	**0**	**213**	150 + {63} = 213
	L	2	81	1.01	82	1.05		40	86	**126**	0%	0%	**0**	**126**	86 + {40} = 126
EB	T	4	1301	1.01	1,314	1.05		160	1380	**1540**	0%	20%	**14**	**1554**	1380 + {160} + (14) = 1554
	R	1	233	1.01	235	1.05		43	247	**290**	0%	10%	**7**	**297**	247 + {43} + (7) = 297
	L	1	93	1.01	94	1.05		10	99	**109**	0%	0%	**0**	**109**	99 + {10} = 109
WB	T	4	821	1.01	829	1.05		119	870	**989**	20%	0%	**26**	**1015**	870 + {119} + (26) = 1015
	R	1	91	1.01	92	1.05		8	97	**105**	0%	0%	**0**	**105**	97 + {8} = 105

Intersection: Jenkins Road & Edwards Road — 15

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
NB	T	1	19	1.01	19	1.05		4	20	**24**	0%	0%	**0**	**24**	20 + {4} = 24
	R	0	6	1.01	6	1.05			6	**6**	0%	0%	**0**	**6**	6
	L	0	397	1.01	401	1.05		73	421	**494**	0%	10%	**7**	**501**	421 + {73} + (7) = 501
SB	T	1	15	1.01	15	1.05		11	16	**27**	0%	0%	**0**	**27**	16 + {11} = 27
	R	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
EB	T	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	7	1.01	7	1.05			7	**7**	0%	0%	**0**	**7**	7
WB	T	1	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	514	1.01	519	1.05		87	545	**632**	10%	0%	**13**	**645**	545 + {87} + (13) = 645

Intersection: Orange Avenue & Jenkins Road — 16

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	96	1.03	99	1.05		156	104	**260**	0%	0%	**0**	**260**	104 + {156} = 260
NB	T	1	23	1.03	24	1.05		13	25	**38**	0%	0%	**0**	**38**	25 + {13} = 38
	R	1	92	1.03	95	1.05		25	100	**125**	0%	10%	**7**	**132**	100 + {25} + (7) = 132
	L	1	22	1.03	23	1.05		4	24	**28**	0%	0%	**0**	**28**	24 + {4} = 28
SB	T	1	10	1.03	10	1.05		3	11	**14**	0%	0%	**0**	**14**	11 + {3} = 14
	R	1	23	1.03	24	1.05			25	**25**	0%	0%	**0**	**25**	25
	L	1	17	1.03	18	1.05			19	**19**	0%	0%	**0**	**19**	19
EB	T	2	744	1.03	766	1.05		99	804	**903**	0%	0%	**0**	**903**	804 + {99} = 903
	R	1	89	1.03	92	1.05		61	97	**158**	0%	0%	**0**	**158**	97 + {61} = 158
	L	1	97	1.03	100	1.05		15	105	**120**	10%	0%	**13**	**133**	105 + {15} + (13) = 133
WB	T	2	715	1.03	736	1.05		214	773	**987**	0%	0%	**0**	**987**	773 + {214} = 987
	R	1	43	1.03	44	1.05		20	46	**66**	0%	0%	**0**	**66**	46 + {20} = 66

Project No. 25300.02.03
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	1.08	1.00%	5	110	144	Backg'd + {Vested} + (Project) = Total

Intersection: Okeechobee Rd (SR-70) & Kings Highway — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	74	1.08	80	1.05		0	84	**84**	0%	0%	**0**	**84**	84
NB	T	1	168	1.08	181	1.05		195	190	**385**	5%	0%	**6**	**391**	190 + {195} + (6) = 391
	R	2	530	1.08	572	1.05		1	601	**602**	0%	0%	**0**	**602**	601 + {1} = 602
	L	2	143	1.08	154	1.05		143	162	**305**	0%	35%	**50**	**355**	162 + {143} + (50) = 355
SB	T	2	180	1.08	194	1.05		227	204	**431**	0%	5%	**7**	**438**	204 + {227} + (7) = 438
	R	0	72	1.08	78	1.05		59	82	**141**	0%	5%	**7**	**148**	82 + {59} + (7) = 148
	L	1	73	1.08	79	1.05		36	83	**119**	5%	0%	**6**	**125**	83 + {36} + (6) = 125
EB	T	3	307	1.08	332	1.05		25	349	**374**	0%	0%	**0**	**374**	349 + {25} = 374
	R	1	32	1.08	35	1.05		0	37	**37**	0%	0%	**0**	**37**	37
	L	2	406	1.08	438	1.05		2	460	**462**	0%	0%	**0**	**462**	460 + {2} = 462
WB	T	2	407	1.08	440	1.05		16	462	**478**	0%	0%	**0**	**478**	462 + {16} = 478
	R	1	103	1.08	111	1.05		106	117	**223**	35%	0%	**39**	**262**	117 + {106} + (39) = 262

Intersection: Kings Highway & White Road — 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	3	1.08	3	1.05		0	3	**3**	-	-	**50**	**53**	3 + (50) = 53
NB	T	2	474	1.08	512	1.05		288	538	**826**	-	-	**51**	**877**	538 + {288} + (51) = 877
	R	0	3	1.08	3	1.05		9	3	**12**	-	-	**2**	**14**	3 + {9} + (2) = 14
	L	1	7	1.08	8	1.05		3	8	**11**	-	-	**5**	**16**	8 + {3} + (5) = 16
SB	T	2	640	1.08	691	1.05		207	726	**933**	-	-	**51**	**984**	726 + {207} + (51) = 984
	R	0	8	1.08	9	1.05		0	9	**9**	-	-	**0**	**9**	9
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	0	0	1.08	0	1.05		1	0	**1**	-	-	**0**	**1**	{1}
	R	1	12	1.08	13	1.05		0	14	**14**	-	-	**0**	**14**	14
	L	0	0	1.08	0	1.05		29	0	**29**	-	-	**16**	**45**	{29} + (16) = 45
WB	T	0	0	1.08	0	1.05		2	0	**2**	-	-	**0**	**2**	{2}
	R	1	3	1.08	3	1.05		9	3	**12**	-	-	**25**	**37**	3 + {9} + (25) = 37

Intersection: Orange Avenue & Kings Highway — 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	103	1.08	111	1.05		103	117	**220**	0%	2%	**3**	**223**	117 + {103} + (3) = 223
NB	T	2	191	1.08	206	1.05		103	216	**319**	0%	15%	**22**	**341**	216 + {103} + (22) = 341
	R	1	219	1.08	237	1.05		158	249	**407**	0%	5%	**7**	**414**	249 + {158} + (7) = 414
	L	1	294	1.08	318	1.05		176	334	**510**	0%	0%	**0**	**510**	334 + {176} = 510
SB	T	2	369	1.08	399	1.05		195	419	**614**	15%	0%	**17**	**631**	419 + {195} + (17) = 631
	R	1	22	1.08	24	1.05		28	25	**53**	0%	0%	**0**	**53**	25 + {28} = 53
	L	2	82	1.08	89	1.05		66	93	**159**	0%	0%	**0**	**159**	93 + {66} = 159
EB	T	2	309	1.08	334	1.05		290	351	**641**	0%	0%	**0**	**641**	351 + {290} = 641
	R	1	108	1.08	117	1.05		184	123	**307**	2%	0%	**2**	**309**	123 + {184} + (2) = 309
	L	2	168	1.08	181	1.05		172	190	**362**	5%	0%	**6**	**368**	190 + {172} + (6) = 368
WB	T	2	258	1.08	279	1.05		132	293	**425**	0%	0%	**0**	**425**	293 + {132} = 425
	R	1	269	1.08	291	1.05		75	306	**381**	0%	0%	**0**	**381**	306 + {75} = 381

Intersection: Okeechobee Rd (SR-70) & Crossroads Parkway — 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	15	1.08	16	1.05		0	17	**17**	0%	0%	**0**	**17**	17
NB	T	1	16	1.08	17	1.05		0	18	**18**	0%	0%	**0**	**18**	18
	R	1	80	1.08	86	1.05		0	90	**90**	0%	0%	**0**	**90**	90
	L	1	110	1.08	119	1.05		25	125	**150**	0%	5%	**7**	**157**	125 + {25} + (7) = 157
SB	T	1	9	1.08	10	1.05		0	11	**11**	0%	0%	**0**	**11**	11
	R	1	43	1.08	46	1.05		4	48	**52**	0%	0%	**0**	**52**	48 + {4} = 52
	L	1	33	1.08	36	1.05		2	38	**40**	0%	0%	**0**	**40**	38 + {2} = 40
EB	T	3	1016	1.08	1,097	1.05		155	1152	**1307**	0%	35%	**50**	**1357**	1152 + {155} + (50) = 1357
	R	1	27	1.08	29	1.05		0	30	**30**	0%	0%	**0**	**30**	30
	L	2	73	1.08	79	1.05		0	83	**83**	0%	0%	**0**	**83**	83
WB	T	3	926	1.08	1,000	1.05		120	1050	**1170**	35%	0%	**39**	**1209**	1050 + {120} + (39) = 1209
	R	1	111	1.08	120	1.05		14	126	**140**	5%	0%	**6**	**146**	126 + {14} + (6) = 146

Intersection: Kings Highway & Driveway 1 — 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
NB	T	2	480	1.08	518	1.05		296	544	**840**	-	-	**43**	**883**	544 + {296} + (43) = 883
	R	1	0	1.08	0	1.05			0	**0**	-	-	**10**	**10**	(10)
	L	1	0	1.08	0	1.05			0	**0**	-	-	**51**	**51**	(51)
SB	T	2	652	1.08	704	1.05		236	739	**975**	-	-	**66**	**1041**	739 + {236} + (66) = 1041
	R	0	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
EB	T		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
WB	T		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R	1	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	

Intersection: White Road & Driveway 2 — 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05		0	0	**0**	-	-	**24**	**24**	(24)
NB	T	1		1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	1	5	1.08	5	1.05		12	5	**17**	-	-	**7**	**24**	5 + {12} + (7) = 24
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
WB	T	1	3	1.08	3	1.05		39	3	**42**	-	-	**17**	**59**	3 + {39} + (17) = 59
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	

Project No. 25300.02.03
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	1.08	1.00%	5	110	144	Backg'd + {Vested} + (Project) = Total

Intersection: Kings Highway & Driveway 3 — *7*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
NB	T	2	480	1.08	518	1.05		296	544	**840**	-	-	**2**	**842**	544 + {296} + (2) = 842
	R	1	0	1.08	0	1.05		0	0	**0**	-	-	**82**	**82**	(82)
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T	2	652	1.08	704	1.05		236	739	**975**	-	-	**66**	**1041**	739 + {236} + (66) = 1041
	R	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
WB	T		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R	1	0	1.08	0	1.05		0	0	**0**	-	-	**101**	**101**	(101)

Intersection: Peters Road & Driveway 4 — *8*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05		0	0	**0**	-	-	**4**	**4**	(4)
NB	T	1	41	1.08	44	1.05		1	46	**47**	-	-	**12**	**59**	46 + {1} + (12) = 59
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T	1	47	1.08	51	1.05		4	54	**58**	-	-	**5**	**63**	54 + {4} + (5) = 63
	R			1.08	0	1.05		0	0	**0**	-	-	**6**	**6**	(6)
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	1		1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**13**	**13**	(13)
WB	T			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**8**	**8**	(8)

Intersection: Peters Road & Driveway 5 — *9*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05		0	0	**0**	-	-	**4**	**4**	(4)
NB	T	1	41	1.08	44	1.05		1	46	**47**	-	-	**4**	**51**	46 + {1} + (4) = 51
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T	1	47	1.08	51	1.05		4	54	**58**	-	-	**8**	**66**	54 + {4} + (8) = 66
	R			1.08	0	1.05		0	0	**0**	-	-	**5**	**5**	(5)
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	1		1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**12**	**12**	(12)
WB	T			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**8**	**8**	(8)

Intersection: SR-70 & I-95 SB — *10*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	L	3	364	1.13	411	1.05		0	432	**432**	0%	0%	**0**	**432**	432
SB	T	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	3	409	1.13	462	1.05		0	485	**485**	0%	0%	**0**	**485**	485
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
EB	T	3	1112	1.13	1,257	1.05		148	1319	**1467**	0%	30%	**43**	**1510**	1319 + {148} + (43) = 1510
	R	2	181	1.13	205	1.05		34	215	**249**	0%	10%	**14**	**263**	215 + {34} + (14) = 263
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
WB	T	3	757	1.13	855	1.05		138	898	**1036**	40%	0%	**44**	**1080**	898 + {138} + (44) = 1080
	R	1	649	1.13	733	1.05		0	770	**770**	0%	0%	**0**	**770**	770

Intersection: SR-70 & I-95 NB — *11*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	3	305	1.09	332	1.05		13	349	**362**	10%	0%	**11**	**373**	349 + {13} + (11) = 373
NB	T	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	3	639	1.09	697	1.05		0	731	**731**	0%	0%	**0**	**731**	731
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
SB	T	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
EB	T	3	883	1.09	962	1.05		147	1011	**1158**	0%	30%	**43**	**1201**	1011 + {147} + (43) = 1201
	R	1	662	1.09	722	1.05		0	758	**758**	0%	0%	**0**	**758**	758
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
WB	T	3	1080	1.09	1,177	1.05		125	1236	**1361**	30%	0%	**33**	**1394**	1236 + {125} + (33) = 1394
	R	1	325	1.09	354	1.05		0	372	**372**	0%	0%	**0**	**372**	372

Project No. 25300.02.03
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	1.08	1.00%	5	110	144	Backg'd + {Vested} + (Project) = Total

Intersection: Graham Road & Peters Road — 12

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	10	1.10	11	1.05			12	**12**	0%	0%	**0**	**12**	12
NB	T	1	1	1.10	1	1.05			1	**1**	0%	0%	**0**	**1**	1
	R	0	4	1.10	4	1.05			4	**4**	0%	10%	**14**	**18**	4 + (14) = 18
	L	0	1	1.10	1	1.05			1	**1**	0%	0%	**0**	**1**	1
SB	T	1	2	1.10	2	1.05			2	**2**	0%	0%	**0**	**2**	2
	R	0	9	1.10	10	1.05			11	**11**	0%	0%	**0**	**11**	11
	L	0	4	1.10	4	1.05			4	**4**	0%	0%	**0**	**4**	4
EB	T	1	223	1.10	245	1.05		10	257	**267**	0%	10%	**14**	**281**	257 + {10} + (14) = 281
	R	0	6	1.10	7	1.05			7	**7**	0%	0%	**0**	**7**	7
	L	0	6	1.10	7	1.05			7	**7**	10%	0%	**11**	**18**	7 + (11) = 18
WB	T	1	295	1.10	325	1.05		5	341	**346**	10%	0%	**11**	**357**	341 + {5} + (11) = 357
	R	0	4	1.10	4	1.05			4	**4**	0%	0%	**0**	**4**	4

Intersection: Jenkins Road & Graham Road — 13

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	144	1.04	150	1.05			158	**158**	5%	0%	**6**	**164**	158 + (6) = 164
NB	T	1	313	1.04	326	1.05		128	342	**470**	0%	0%	**0**	**470**	342 + {128} = 470
	R	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
SB	T	1	336	1.04	349	1.05		96	366	**462**	0%	0%	**0**	**462**	366 + {96} = 462
	R	0	136	1.04	141	1.05		5	148	**153**	15%	0%	**17**	**170**	148 + {5} + (17) = 170
	L	0	96	1.04	100	1.05		10	105	**115**	0%	15%	**22**	**137**	105 + {10} + (22) = 137
EB	T	1	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	129	1.04	134	1.05			141	**141**	0%	5%	**7**	**148**	141 + (7) = 148
	L	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
WB	T	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	

Intersection: Jenkins Road & Okeechobee Road — 14

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	2	318	1.01	321	1.05		65	337	**402**	10%	0%	**11**	**413**	337 + {65} + (11) = 413
NB	T	2	94	1.01	95	1.05		11	100	**111**	0%	0%	**0**	**111**	100 + {11} = 111
	R	0	78	1.01	79	1.05		19	83	**102**	0%	0%	**0**	**102**	83 + {19} = 102
	L	2	174	1.01	176	1.05		16	185	**201**	0%	0%	**0**	**201**	185 + {16} = 201
SB	T	2	147	1.01	148	1.05		18	155	**173**	0%	0%	**0**	**173**	155 + {18} = 173
	R	1	141	1.01	142	1.05		57	149	**206**	0%	0%	**0**	**206**	149 + {57} = 206
	L	2	125	1.01	126	1.05		74	132	**206**	0%	0%	**0**	**206**	132 + {74} = 206
EB	T	4	1143	1.01	1,154	1.05		138	1212	**1350**	0%	20%	**29**	**1379**	1212 + {138} + (29) = 1379
	R	1	282	1.01	285	1.05		84	299	**383**	0%	10%	**14**	**397**	299 + {84} + (14) = 397
	L	1	114	1.01	115	1.05		32	121	**153**	0%	0%	**0**	**153**	121 + {32} = 153
WB	T	4	1251	1.01	1,264	1.05		173	1327	**1500**	20%	0%	**22**	**1522**	1327 + {173} + (22) = 1522
	R	1	158	1.01	160	1.05		25	168	**193**	0%	0%	**0**	**193**	168 + {25} = 193

Intersection: Jenkins Road & Edwards Road — 15

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
NB	T	1	35	1.01	35	1.05		11	37	**48**	0%	0%	**0**	**48**	37 + {11} = 48
	R	0	9	1.01	9	1.05			9	**9**	0%	0%	**0**	**9**	9
	L	0	513	1.01	518	1.05		101	544	**645**	0%	10%	**14**	**659**	544 + {101} + (14) = 659
SB	T	1	23	1.01	23	1.05		6	24	**30**	0%	0%	**0**	**30**	24 + {6} = 30
	R	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
EB	T	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	18	1.01	18	1.05			19	**19**	0%	0%	**0**	**19**	19
WB	T	1	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	436	1.01	440	1.05		96	462	**558**	10%	0%	**11**	**569**	462 + {96} + (11) = 569

Intersection: Orange Avenue & Jenkins Road — 16

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	162	1.03	167	1.05		108	175	**283**	0%	0%	**0**	**283**	175 + {108} = 283
NB	T	1	22	1.03	23	1.05		4	24	**28**	0%	0%	**0**	**28**	24 + {4} = 28
	R	1	115	1.03	118	1.05		22	124	**146**	0%	10%	**14**	**160**	124 + {22} + (14) = 160
	L	1	18	1.03	19	1.05		19	20	**39**	0%	0%	**0**	**39**	20 + {19} = 39
SB	T	1	13	1.03	13	1.05		13	14	**27**	0%	0%	**0**	**27**	14 + {13} = 27
	R	1	21	1.03	22	1.05			23	**23**	0%	0%	**0**	**23**	23
	L	1	22	1.03	23	1.05			24	**24**	0%	0%	**0**	**24**	24
EB	T	2	689	1.03	710	1.05		228	746	**974**	0%	0%	**0**	**974**	746 + {228} = 974
	R	1	117	1.03	121	1.05		162	127	**289**	0%	0%	**0**	**289**	127 + {162} = 289
	L	1	140	1.03	144	1.05		28	151	**179**	10%	0%	**11**	**190**	151 + {28} + (11) = 190
WB	T	2	850	1.03	876	1.05		129	920	**1049**	0%	0%	**0**	**1049**	920 + {129} = 1049
	R	1	47	1.03	48	1.05		5	50	**55**	0%	0%	**0**	**55**	50 + {5} = 55

TURNING MOVEMENT VOLUME COUNTS

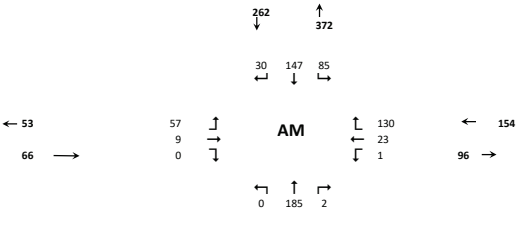
N/S STREET: Kings Highway **EW STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME:

COUNT DATE: **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: **ANALYSIS YEAR:** 2030 Committed Trips

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

148 / 187

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5

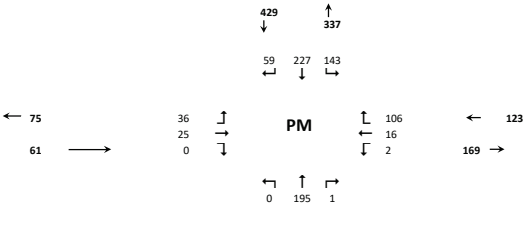
Trips In 0 **Trips Out** 0

Other Projects														**Project Name**	**Trips In**	**Trips Out**
Percentage	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%	0%	KRE	393	117
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
PROJECT	0	31	0	6	9	6	20	0	0	0	0	20	0			
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%				
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		Sunnyland		
Volume	0	0	0	22	0	0	0	0	0	0	0	8	0		75	223
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Project Hunt		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0		45	167
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0		62	186
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Wawa Kings		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0		63	64
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Warehouse		
Volume	0	127	0	38	126	14	14	0	0	0	0	38	0		342	341
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Commerce Park		
Volume	0	7	0	6	2	1	4	0	0	0	0	27	0		89	20
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		Walsh Crossroads		
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0		7	5
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Project Hurricane		
Volume	0	0	2	0	0	0	0	2	0	1	1	0	0		36	12
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0		30	96
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Stonemont		
Volume	0	10	0	3	3	3	10	0	0	0	0	10	0		203	56
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		7-11 Angle Road		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	0		45	46

Subtotal	0	185	2	85	147	30	57	9	0	1	23	130	0
Total	0	185	2	85	147	30	57	9	0	1	23	130	0

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15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

229 / 196

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5

Trips In **Trips Out**

Other Projects															**Trips In**	**Trips Out**
%	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5.0%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		KRE	151	389
PROJECT	0	12	0	19	31	19	8	0	0	0	0	8	97			
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%				
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		Sunnyland		
Volume	0	0	0	15	0	0	0	0	0	0	0	26	42		261	154
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Project Hunt		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	30		19	57
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		52	196
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13		172	94
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15		193	113
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Wawa Kings		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	17		57	58
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Warehouse		
Volume	0	169	0	50	169	18	18	0	0	0	0	50	476		458	216
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Commerce Park		
Volume	0	2	0	26	7	4	1	0	0	0	0	8	49		26	87
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		Walsh Crossroads		
Volume	0	2	0	0	2	0	0	1	0	0	1	0	5		10	11
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Project Hurricane		
Volume	0	0	1	0	0	0	0	1	0	2	2	0	6		23	37
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8		100	57
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Stonemont		
Volume	0	4	0	10	10	10	4	0	0	0	0	4	39		70	192
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		7-11 Angle Road		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	12		40	40

Subtotal	0	195	1	143	227	59	36	25	0	2	16	106	810
Total	0	195	1	143	227	59	36	25	0	2	16	106	810

TURNING MOVEMENT VOLUME COUNTS

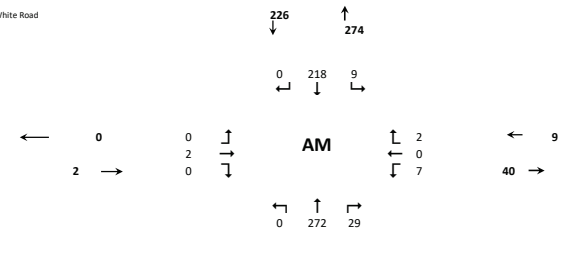
N/S STREET: Kings Highway **E/W STREET**: White Road **CONTROL**: TWSC

FILENAME:

COUNT DATE: **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Kings Highway & White Road

REPORT DATE: **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

	Trips In	Trips Out
	0	0

SUBPROJECTS

%	0%	10%	33%	10%	10%	0%	0%	2%	0%	33%	2%	10%			
In/Out	-	IN	IN	IN	OUT	-	-	IN	-	OUT	OUT	OUT			
Volume	0	9	29	9	2	0	0	2	0	7	0	2	60	Kings Highway Commerce Park	89	20
%		30.0%			30.0%										
In/Out		IN			OUT										
Volume	0	42	0	0	9	0	0	0	0	0	0	0	52	St Lucie Commerce Center (25%)	141	31
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	3	0	0	0	0	0	0	0	4	Whispering Oaks	45	167
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	4	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	9	0	0	10	0	0	0	0	0	0	0	19	Wawa Kings	63	64
%		52.0%			52.0%										
In/Out		IN			OUT										
Volume	0	178	0	0	177	0	0	0	0	0	0	0	355	Kings Highway Warehouse	342	341
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	30	0	0	8	0	0	0	0	0	0	0	38	Stonemont	197	55
%		30.0%			30.0%										
In/Out		OUT			IN										
Volume	0	2	0	0	2	0	0	0	0	0	0	0	4	Walsh Crossroads	7	5
%															
In/Out															
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	2	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	30	96
Subtotal	0	272	29	9	218	0	0	2	0	7	0	2	539			
Total	0	272	29	9	218	0	0	2	0	7	0	2	539			

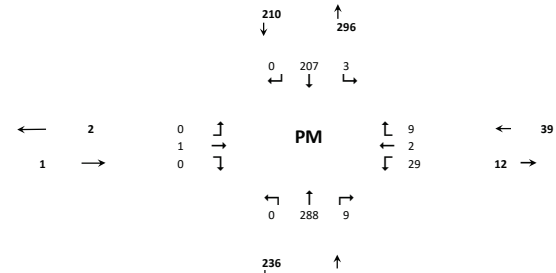
N/S STREET: Kings Highway **E/W STREET**: White Road **CONTROL**: TWSC

FILENAME:

COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce

REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

	Trips In	Trips Out
	0	0

SUBPROJECTS

%	0.0%	10.0%	33.0%	10.0%	10.0%	0.0%	0.0%	2.0%	0.0%	33.0%	2.0%	10.0%			
In/Out	-	IN	IN	IN	OUT	-	-	IN	-	OUT	OUT	OUT			
Volume	0	3	9	3	9	0	0	1	0	29	2	9	62	Kings Highway Commerce Park	26	87
%		30.0%			30.0%										
In/Out		IN			OUT										
Volume	0	16	0	0	59	0	0	0	0	0	0	0	74	St Lucie Commerce Center (25%)	52	196
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	3	0	0	2	0	0	0	0	0	0	0	5	Whispering Oaks	172	94
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6	Bent Creek (50%)	193	113
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	9	0	0	9	0	0	0	0	0	0	0	17	Wawa Kings	57	58
%		52.0%			52.0%										
In/Out		IN			OUT										
Volume	0	238	0	0	112	0	0	0	0	0	0	0	350	Kings Highway Warehouse	458	216
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	10	0	0	10	0	0	0	0	0	0	0	20	Stonemont	68	186
%		30.0%			30.0%										
In/Out		OUT			IN										
Volume	0	3	0	0	3	0	0	0	0	0	0	0	6	Walsh Crossroads	10	11
%															
In/Out															
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	2	0	0	1	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	100	57
Subtotal	0	288	9	3	207	0	0	1	0	29	2	9	546			
Total	0	288	9	3	207	0	0	1	0	29	2	9	546			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 1/8/2025 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 1/10/2025 **ANALYSIS YEAR:** 2030 Committed Trips

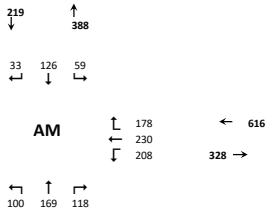
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	

AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

Other Projects																
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%			**Trips In**	**Trips Out**
Volume	0	90	0	47	27	2	8	0	0	0	0	157	332	KRE	393	117
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	30	0	0	0	0	3	9	67	89	0	23	0	221	Sunnyland	75	223
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	40	Hunt	76	17
%	30%	0%	0%	0%	0%	10%	10%	50%	30%	0%	50%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	42	0	0	0	0	14	3	16	9	0	70	0	155	St. Lucie Commerce Center (25%)	141	31
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	5%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	3	8	5	21	Whispering Oaks	45	167
%	0%	0%	3%	2%	0%	0%	0%	0%	0%	3%	0%	2%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)	62	186
%	20%	0%	0%	0%	10%	10%	20%	55%	0%	30%	25%	0%				
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-				
Volume	13	0	0	0	6	6	13	35	0	19	16	0	108	Wawa Kings	63	64
%	4%	18%	26%	0%	18%	0%	0%	0%	4%	26%	0%	0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	328	Kings Highway Warehouse	342	341
%	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Kings Highway Commerce Park		
Volume	0	0	6	0	0	0	0	0	2	27	0	0	35		89	20
%	0%	0%	30%	0%	0%	0%	0%	0%	0%	30%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	2	0	0	0	0	0	0	2	0	0	4	Walsh Crossroads	7	5
%	5%	0%	10%	0%	0%	0%	0%	0%	5%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	7	Project Hurricane	36	12
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	8%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	0%	10%	18%	0%	10%	3%	13%	52%	0%	13%	52%	0%				
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT				
Volume	0	6	10	0	20	6	7	29	0	26	106	0	210	Stonemont	203	56
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Volume	0	12	0	9	11	1	1	0	0	0	0	9	43	7-11 Angle	45	46
Subtotal	100	169	118	59	126	33	41	150	118	208	230	178	1530			
Total	100	169	118	59	126	33	41	150	118	208	230	178	1530			



Kings Hwy / Orange Ave - PM
Committed Trips

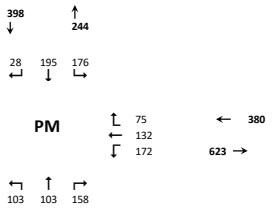
15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	

PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

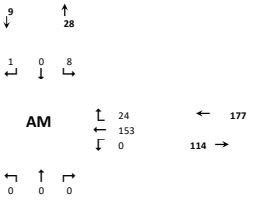
Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

Other Projects																
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%			**Trips In**	**Trips Out**
Volume	0	35	0	156	89	8	3	0	0	0	0	60	351	KRE	151	389
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	62	0	0	0	0	6	6	46	104	0	46	0	271	Sunnyland	261	154
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	33	Hunt	19	57
%	30%	0%	0%	0%	0%	10%	10%	50%	30%	0%	50%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	16	0	0	0	0	5	20	98	59	0	26		223	St. Lucie Commerce Center (25%)	52	196
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	5%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	3	5	0	0	0	9	0	2	5	3	27	Whispering Oaks	172	94
%	0%	0%	3%	2%	0%	0%	0%	0%	0%	3%	0%	2%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	Bent Creek (50%)	193	113
%	20%	0%	0%	0%	10%	10%	20%	55%	0%	30%	25%	0%				
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-				
Volume	11	0	0	0	6	6	12	32	0	17	14	0	98	Wawa Kings	57	58
%	4%	18%	26%	0%	18%	0%	0%	0%	4%	26%	0%	0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	324	Kings Highway Warehouse	458	216
%	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	26	0	0	0	0	0	1	8	0	0	36	Kings Highway Commerce Park	26	87
%	0%	0%	30%	0%	0%	0%	0%	0%	0%	30%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	6	Walsh Crossroads	10	11
%	5%	0%	10%	0%	0%	0%	0%	0%	5%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	9	Project Hurricane	23	37
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	8%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	Celebration Pointe (25%)	100	57
%	0%	10%	18%	0%	10%	3%	13%	52%	0%	13%	52%	0%				
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT				
Volume	0	19	35	0	7	2	25	100	0	9	36	0	233	Stonemont	70	192
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Volume	0	10	0	8	10	1	1	0	0	0	0	8	38	7-11 Angle	40	40
Subtotal	103	103	158	176	195	28	66	290	184	172	132	75	1680			
Total	103	103	158	176	195	28	66	290	184	172	132	75	1680			



TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Crossroads Pkwy
E/W STREET: Okeechobee Rd (SR-70)
CONTROL: Signalized
FILENAME:
COUNT DATE: 1/8/2025
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/10/2025
ANALYSIS YEAR: 2030
Committed Trips

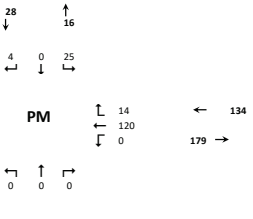


15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:				8:00AM TO 9:00AM										
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other Projects														
Percentage	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		
PROJECT	0	0	0	0	0	0	0	20	0	0	20	0	0	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	22	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	5	0	0	23	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	0	
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	38	0	0	38	0	0	
%	0%	0%	0%	5%	0%	0%	0%	30%	0%	0%	30%	5%		
In/Out	-	-	-	OUT	-	-	-	OUT	-	-	IN	IN		
Volume	0	0	0	1	0	0	0	6	0	0	27	4	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	55%	0%	10%	10%	0%	0%	0%	0%	55%		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		
Volume	0	0	0	7	0	1	4	0	0	0	0	20	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	0	
Subtotal	0	0	0	8	0	1	4	106	0	0	153	24	0	
Total	0	0	0	8	0	1	4	106	0	0	153	24	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
Trips In 0 **Trips Out** 0

Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	89	20
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle Road	45	46

Okeechobee Rd & Crossroads Pkwy
Committed Trips



15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:				5:00PM TO 6:00PM										
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other Projects														
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0.0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		
PROJECT	0	0	0	0	0	0	0	8	0	0	8	0	15	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	15	0	0	26	0	42	
%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	17	0	0	6	0	23	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	6	
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	50	0	0	50	0	101	
%	0%	0%	0%	5%	0%	0%	0%	30%	0%	0%	30%	5%		
In/Out	-	-	-	OUT	-	-	-	OUT	-	-	IN	IN		
Volume	0	0	0	4	0	0	0	26	0	0	8	1	40	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	1	0	0	1	0	1	
%	0%	0%	0%	55%	0%	10%	10%	0%	0%	0%	0%	55%		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		
Volume	0	0	0	20	0	4	2	0	0	0	0	13	39	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	4	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4	
Subtotal	0	0	0	25	0	4	2	155	0	0	120	14	319	
Total	0	0	0	25	0	4	2	155	0	0	120	14	319	

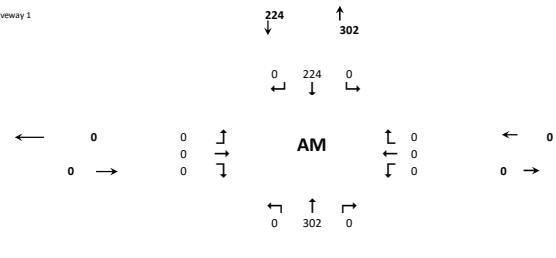
Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
Trips In **Trips Out**

Project Name	Trips In	Trips Out
KRE	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	26	87
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway **E/W STREET**: Driveway 1 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Kings Highway & Driveway 1
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

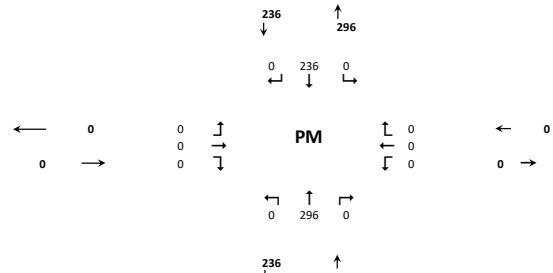
	Trips In	Trips Out
	0	0

SUBPROJECTS

%	0%	43%	0%	0%	43%	0%	0%	0%	0%	0%	0%	0%			
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-			
Volume	0	38	0	0	9	0	0	0	0	0	0	0	47	Kings & White	89	20
%		30.0%			30.0%										
In/Out		IN			OUT										
Volume	0	42	0	0	9	0	0	0	0	0	0	0	52	St Lucie Commerce Center (25%)	141	31
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	3	0	0	0	0	0	0	0	4	Whispering Oaks	45	167
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	4	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	9	0	0	10	0	0	0	0	0	0	0	19	Wawa Kings	63	64
%		52.0%			52.0%										
In/Out		IN			OUT										
Volume	0	178	0	0	177	0	0	0	0	0	0	0	355	Kings Highway Warehouse	342	341
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	30	0	0	8	0	0	0	0	0	0	0	38	Stonemont	197	55
%		30.0%			30.0%										
In/Out		OUT			IN										
Volume	0	2	0	0	2	0	0	0	0	0	0	0	4	Walsh Crossroads	7	5
%															
In/Out															
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	2	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	30	96
Subtotal	0	302	0	0	224	0	0	0	0	0	0	0	526			
Total	0	302	0	0	224	0	0	0	0	0	0	0	526			

N/S STREET: Kings Highway **E/W STREET**: Driveway 1 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

	Trips In	Trips Out
	0	0

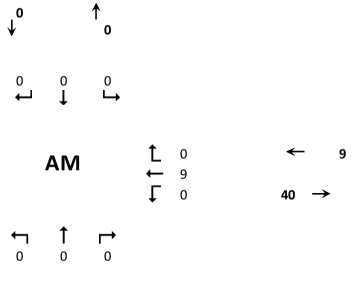
SUBPROJECTS

%	0.0%	43.0%	0.0%	0.0%	43.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-			
Volume	0	11	0	0	37	0	0	0	0	0	0	0	49	Kings & White	26	87
%		30.0%			30.0%										
In/Out		IN			OUT										
Volume	0	16	0	0	59	0	0	0	0	0	0	0	74	St Lucie Commerce Center (25%)	52	196
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	3	0	0	2	0	0	0	0	0	0	0	5	Whispering Oaks	172	94
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6	Bent Creek (50%)	193	113
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	9	0	0	9	0	0	0	0	0	0	0	17	Wawa Kings	57	58
%		52.0%			52.0%										
In/Out		IN			OUT										
Volume	0	238	0	0	112	0	0	0	0	0	0	0	350	Kings Highway Warehouse	458	216
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	10	0	0	10	0	0	0	0	0	0	0	20	Stonemont	68	186
%		30.0%			30.0%										
In/Out		OUT			IN										
Volume	0	3	0	0	3	0	0	0	0	0	0	0	6	Walsh Crossroads	10	11
%															
In/Out															
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	2	0	0	1	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	100	57
Subtotal	0	296	0	0	236	0	0	0	0	0	0	0	532			
Total	0	296	0	0	236	0	0	0	0	0	0	0	532			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Driveway 2 **E/W STREET**: White Road **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Driveway 2 & White Road
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

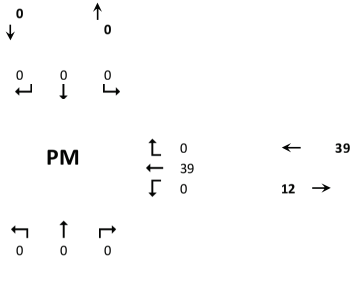
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0%	0%	0%	0%	0%	0%	0%	45%	0%	0%	45%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	40	0	0	9	0	49
Subtotal	0	0	0	0	0	0	0	40	0	0	9	0	49
Total	0	0	0	0	0	0	0	40	0	0	9	0	49

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

	Trips In	Trips Out
	0	0
Kings Highway Commerce Park	89	20

N/S STREET: Driveway 2 **E/W STREET**: White Road **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Without Project**

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.0%	0.0%	0.0%	45.0%	0.0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	12	0	0	39	0	51
Subtotal	0	0	0	0	0	0	0	12	0	0	39	0	51
Total	0	0	0	0	0	0	0	12	0	0	39	0	51

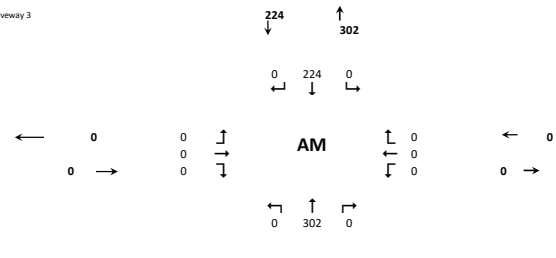
Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

	Trips In	Trips Out
	0	0
Kings Highway Commerce Park	26	87

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway **E/W STREET**: Driveway 3 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Kings Highway & Driveway 3
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

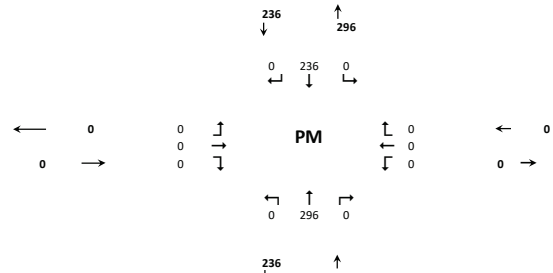
Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

SUBPROJECTS

															Trips In	Trips Out
%	0%	43%	0%	0%	43%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-				
Volume	0	38	0	0	9	0	0	0	0	0	0	0	47	Kings & White	89	20
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	42	0	0	9	0	0	0	0	0	0	0	52	St Lucie Commerce Center (25%)	141	31
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	3	0	0	0	0	0	0	0	4	Whispering Oaks	45	167
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	4	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	10	0	0	0	0	0	0	0	19	Wawa Kings	63	64
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	178	0	0	177	0	0	0	0	0	0	0	355	Kings Highway Warehouse	342	341
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	30	0	0	8	0	0	0	0	0	0	0	38	Stonemont	197	55
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	2	0	0	2	0	0	0	0	0	0	0	4	Walsh Crossroads	7	5
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	2	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	30	96
Subtotal	0	302	0	0	224	0	0	0	0	0	0	0	526			
Total	0	302	0	0	224	0	0	0	0	0	0	0	526			

N/S STREET: Kings Highway **E/W STREET**: Driveway 3 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

SUBPROJECTS

															Trips In	Trips Out
%	0.0%	43.0%	0.0%	0.0%	43.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-				
Volume	0	11	0	0	37	0	0	0	0	0	0	0	49	Kings & White	26	87
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	16	0	0	59	0	0	0	0	0	0	0	74	St Lucie Commerce Center (25%)	52	196
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	3	0	0	2	0	0	0	0	0	0	0	5	Whispering Oaks	172	94
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6	Bent Creek (50%)	193	113
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	9	0	0	0	0	0	0	0	17	Wawa Kings	57	58
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	238	0	0	112	0	0	0	0	0	0	0	350	Kings Highway Warehouse	458	216
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	10	0	0	10	0	0	0	0	0	0	0	20	Stonemont	68	186
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	3	0	0	3	0	0	0	0	0	0	0	6	Walsh Crossroads	10	11
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	1	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	100	57
Subtotal	0	296	0	0	236	0	0	0	0	0	0	0	532			
Total	0	296	0	0	236	0	0	0	0	0	0	0	532			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Peters Road **E/W STREET**: Driveway 4 **CONTROL**: TWSC

FILENAME:

COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Peters Road & Driveway 4

REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	

AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

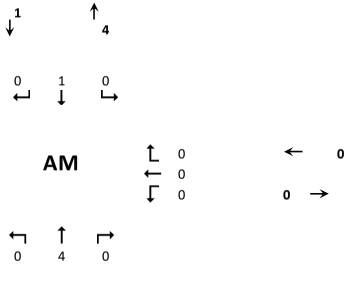
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-	
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5
Subtotal	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	0	4	0	0	1	0	0	0	0	0	0	0	5

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

Kings Highway Commerce Park

	Trips In	Trips Out
	0	0
Kings Highway Commerce Park	89	20

Effective Growth Rate: #DIV/0!



N/S STREET: Peters Road **E/W STREET**: Driveway 4 **CONTROL**: TWSC

FILENAME:

COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce

REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	

PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

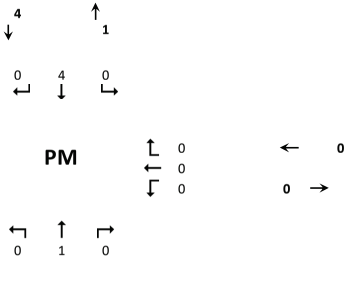
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-	
Volume	0	1	0	0	4	0	0	0	0	0	0	0	6
Subtotal	0	1	0	0	4	0	0	0	0	0	0	0	6
Total	0	1	0	0	4	0	0	0	0	0	0	0	6

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

Kings Highway Commerce Park

	Trips In	Trips Out
	0	0
Kings Highway Commerce Park	26	87

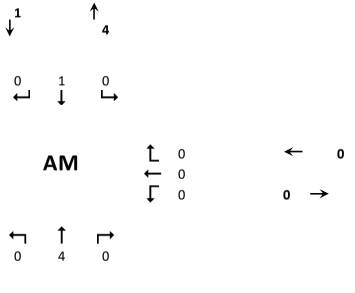
Effective Growth Rate: #DIV/0!



TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Peters Road **E/W STREET**: Driveway 5 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Peters Road & Driveway 5
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-	
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5
Subtotal	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	0	4	0	0	1	0	0	0	0	0	0	0	5

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

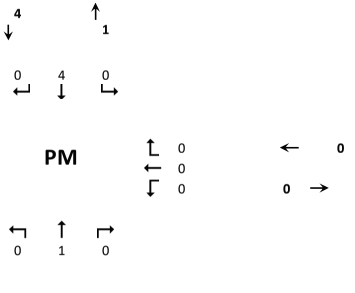
Kings Highway Commerce Park

	Trips In	Trips Out
PROJECT	0	0
Kings Highway Commerce Park	89	20

Effective Growth Rate: #DIV/0!

N/S STREET: Peters Road **E/W STREET**: Driveway 5 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-	
Volume	0	1	0	0	4	0	0	0	0	0	0	0	6
Subtotal	0	1	0	0	4	0	0	0	0	0	0	0	6
Total	0	1	0	0	4	0	0	0	0	0	0	0	6

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

Kings Highway Commerce Park

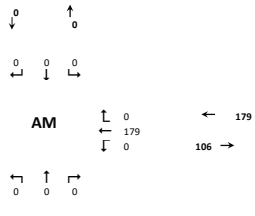
	Trips In	Trips Out
PROJECT	0	0
Kings Highway Commerce Park	26	87

Effective Growth Rate: #DIV/0!

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 SB
EW STREET: Okeechobee Rd (SR-70)
CONTROL: Signalized
FILENAME:
COUNT DATE: 5/28/2025
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 6/5/2025
ANALYSIS YEAR: 2030
Committed Trips

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

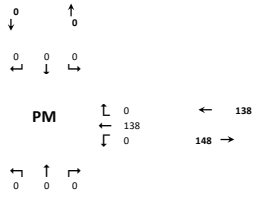
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.13
Growth Rate: 1.00%
Years Grown: 5
Trips In 0 **Trips Out** 0

Other Projects														**Project Name**	**Trips In**	**Trips Out**
Percentage	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	0%	KRE	393	117
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-				
PROJECT	0	0	0	0	0	0	0	20	0	0	20	0	0			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	0	0	22	0	0	8	0	0		75	223
%	0%	0%	0%	0%	0%	0%	0%	10%	20%	0%	30%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	0	2	3	0	23	0	0		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0		45	167
%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	7%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	4	0	0	13	0	0		62	186
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	0		63	64
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	38	0	0	38	0	0		342	341
%	0%	0%	0%	0%	0%	0%	0%	10%	20%	0%	30%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	0	0	2	4	0	27	0	0		89	20
%	0%	0%	0%	0%	0%	0%	0%	35%	10%	0%	45%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Walsh Crossroads		
Volume	0	0	0	0	0	0	0	2	1	0	3	0	0		7	5
%	0%	0%	0%	0%	0%	0%	0%	40%	15%	0%	55%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Project Hurricane		
Volume	0	0	0	0	0	0	0	5	2	0	20	0	0		36	12
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0		30	96
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0		203	56
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		7-11 Angle Road		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	0		45	46
Subtotal	0	0	0	0	0	0	0	106	10	0	179	0	0			
Total	0	0	0	0	0	0	0	106	10	0	179	0	0			

Okeechobee Rd & I-95 SB
Committed Trips

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.13
Growth Rate: 1.00%
Years Grown: 5
Trips In **Trips Out**

Other Projects														**Project Name**	**Trips In**	**Trips Out**
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0.0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		KRE	151	389
PROJECT	0	0	0	0	0	0	0	8	0	0	8	0	15			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	0	0	15	0	0	26	0	42		261	154
%	0%	0%	0%	0%	0%	0%	0%	10%	20%	0%	30%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	0	6	11	0	6	0	23		19	57
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		52	196
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13		172	94
%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	7%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	14	0	0	8	0	21		193	113
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	6		57	58
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	50	0	0	50	0	101		458	216
%	0%	0%	0%	0%	0%	0%	0%	10%	20%	0%	30%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	0	0	9	17	0	8	0	34		26	87
%	0%	0%	0%	0%	0%	0%	0%	35%	10%	0%	45%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Walsh Crossroads		
Volume	0	0	0	0	0	0	0	4	1	0	5	0	9		10	11
%	0%	0%	0%	0%	0%	0%	0%	40%	15%	0%	55%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Project Hurricane		
Volume	0	0	0	0	0	0	0	15	6	0	13	0	33		23	37
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8		100	57
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	0	0	10	0	0	4	0	13		70	192
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		7-11 Angle Road		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4		40	40
Subtotal	0	0	0	0	0	0	0	148	34	0	138	0	322			
Total	0	0	0	0	0	0	0	148	34	0	138	0	322			

TURNING MOVEMENT VOLUME COUNTS

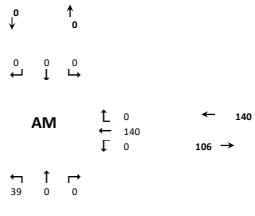
N/S STREET: I-95 NB **E/W STREET:** Okeechobee Rd (SR-70) **CONTROL:** Signalized

FILENAME:

COUNT DATE: 5/28/2025 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 6/5/2025 **ANALYSIS YEAR:** 2030 Committed Trips

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.09
Growth Rate: 1.00%
Years Grown: 5

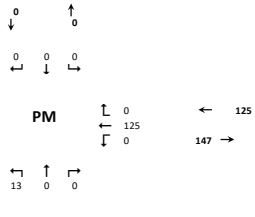
Trips In	Trips Out
0	0



Other Projects														Project Name	Trips In	Trips Out
Percentage	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	0%			
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		KRE	393	117
PROJECT	0	0	0	0	0	0	0	20	0	0	20	0	0			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	0	0	22	0	0	8	0	0		75	223
%	20%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hunt		
Volume	15	0	0	0	0	0	0	2	0	0	8	0	0		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0		45	167
%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	7%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	4	0	0	13	0	0		62	186
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	0		63	64
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	38	0	0	38	0	0		342	341
%	20%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	18	0	0	0	0	0	0	2	0	0	9	0	0		89	20
%	10%	0%	0%	0%	0%	0%	0%	35%	0%	0%	35%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Walsh Crossroads		
Volume	1	0	0	0	0	0	0	2	0	0	2	0	0		7	5
%	15%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hurricane		
Volume	5	0	0	0	0	0	0	5	0	0	14	0	0		36	12
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0		30	96
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0		203	56
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		7-11 Angle Road		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	0		45	46
Subtotal	39	0	0	0	0	0	0	106	0	0	140	0	0			
Total	39	0	0	0	0	0	0	106	0	0	140	0	0			

Okeechobee Rd & I-95 NB
Committed Trips

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.09
Growth Rate: 1.00%
Years Grown: 5

Trips In	Trips Out
0	0



Other Projects														Trips In	Trips Out
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0.0%			
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		KRE	151	389
PROJECT	0	0	0	0	0	0	0	8	0	0	8	0	15			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	0	0	15	0	0	26	0	42		261	154
%	20%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hunt		
Volume	4	0	0	0	0	0	0	6	0	0	2	0	11		19	57
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		52	196
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13		172	94
%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	7%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	14	0	0	8	0	21		193	113
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	6		57	58
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	50	0	0	50	0	101		458	216
%	20%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	5	0	0	0	0	0	0	9	0	0	3	0	17		26	87
%	10%	0%	0%	0%	0%	0%	0%	35%	0%	0%	35%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Walsh Crossroads		
Volume	1	0	0	0	0	0	0	4	0	0	4	0	8		10	11
%	15%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hurricane		
Volume	3	0	0	0	0	0	0	15	0	0	9	0	27		23	37
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8		100	57
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	0	0	10	0	0	4	0	13		70	192
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		7-11 Angle Road		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4		40	40
Subtotal	13	0	0	0	0	0	0	147	0	0	125	0	286			
Total	13	0	0	0	0	0	0	147	0	0	125	0	286			

TURNING MOVEMENT VOLUME COUNTS

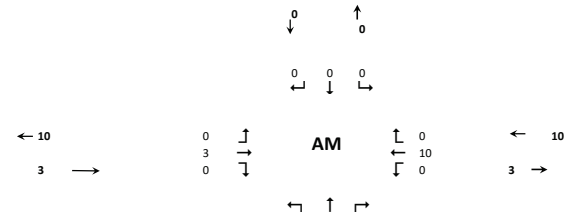
N/S STREET: Peters Rd **E/W STREET**: Graham Rd **CONTROL**: TWSC

FILENAME:

COUNT DATE: **DAY**: **CITY**: St Lucie

REPORT DATE: **ANALYSIS YEAR**: Committed Trips

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM												
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Projects													
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	1	0	0	4	0	0
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0
Subtotal	0	0	0	0	0	0	0	3	0	0	10	0	0
Total	0	0	0	0	0	0	0	3	0	0	10	0	0

Seasonal Factor:

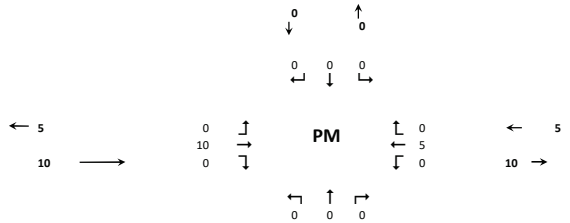
Growth rate to 2022:
Years Grown to 2022: 1
Growth Rate 2022+: 1
Years Grown: 1

Trips In	Trips Out
0	0

Project Name	Trips In	Trips Out
Pineapple Grove	66	199
Kings Highway Commerce Park	89	20
Project Hurricane	36	12

Graham & Peters
Committed Trips

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM												
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Projects													
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	4	0	0	1	0	6
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	6	0	0	3	0	9

Seasonal Factor:

Growth rate to 2022: 1
Years Grown to 2022: 1
Growth Rate: 1
Years Grown: 1

Trips In	Trips Out

Project Name	Trips In	Trips Out
Pineapple Grove	232	137
Kings Highway Commerce Park	26	87
Project Hurricane	23	37

TURNING MOVEMENT VOLUME COUNTS

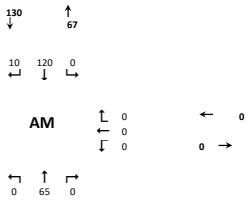
N/S STREET: Jenkins Ave **EW STREET:** Graham Rd **CONTROL:** TWSC

FILENAME:

COUNT DATE: **DAY:** **CITY:** St Lucie

REPORT DATE: **ANALYSIS YEAR:** Committed Trips

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor:

Growth rate to 2022:

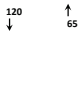
Years Grown to 2022: 1

Growth Rate 2022+: 1

Years Grown: 1

Trips In **Trips Out**

0 0



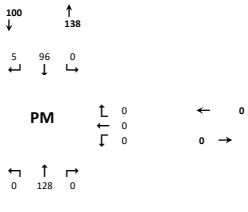
Other Projects														
Percentage	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
PROJECT	0	1	0	0	4	0	0	0	0	0	0	0	0	
%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	6	0	0	18	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	40%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	18	0	0	67	0	0	0	0	0	0	0	0	
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	1	0	0	4	0	0	0	0	0	0	0	0	
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	6	0	0	6	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Volume	0	0	0	0	0	4	1	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	15%	15%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Volume	0	0	0	0	0	5	2	0	0	0	0	0	0	
%	0%	15%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	5	0	0	14	0	0	0	0	0	0	0	0	
%	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	6	0	0	2	0	0	0	0	0	0	0	0	
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	8	0	0	2	0	0	0	0	0	0	0	0	
%	0%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	13	0	0	3	0	0	0	0	0	0	0	0	

Project Name	**Trips In**	**Trips Out**
Pineapple Grove	66	199
Sunnyland	75	223
Project Hunt	84	17
Whispering Oaks	45	167
Bent Creek (50%)	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	89	20
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point (25%)	30	96
Stonemont	203	56
KRE	393	117
Orange 95 - Parcels D & E	111	22

Subtotal	0	65	0	0	120	10	3	0	0	0	0	0	0	
Total	0	65	0	0	120	10	3	0	0	0	0	0	0	

Graham & Jenkins
Committed Trips

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor:

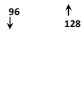
Growth rate to 2022: 1

Years Grown to 2022: 1

Growth Rate: 1

Years Grown: 1

Trips In **Trips Out**



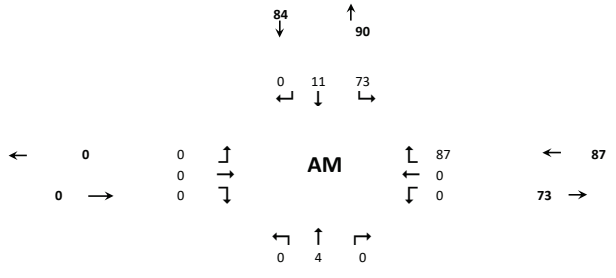
Other Projects														
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0.0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
PROJECT	0	5	0	0	3	0	0	0	0	0	0	0	7	
%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	21	0	0	12	0	0	0	0	0	0	0	33	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	40%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	69	0	0	38	0	0	0	0	0	0	0	106	
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6	
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Volume	0	0	0	0	0	1	4	0	0	0	0	0	6	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	15%	15%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Volume	0	0	0	0	0	3	6	0	0	0	0	0	9	
%	0%	15%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	15	0	0	9	0	0	0	0	0	0	0	24	
%	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		

Project Name	**Trips In**	**Trips Out**
Pineapple Grove	232	137
Sunnyland	261	154
Project Hunt	29	85
Whispering Oaks	172	94
Bent Creek (50%)	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	26	87
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point (25%)	100	57
Stonemont		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd **E/W STREET**: Edwards Rd **CONTROL**: Signalized
FILENAME:
COUNT DATE: 5/6/2025 **DAY**: Tuesday **CITY**: St. Lucie
REPORT DATE: 5/7/2025 Committed Trips

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

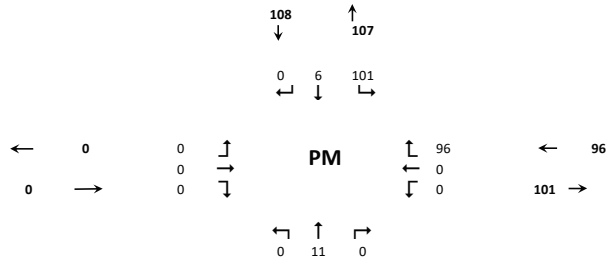
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0		
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0		
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0		
In/Out															
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0		
SUBPROJECTS															
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%			
In/Out				OUT								IN			
Volume	0	0	0	19	0	0	0	0	0	0	0	6	0	Celebration Pointe - 25%	128	383
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%			
In/Out		IN		OUT	OUT							IN			
Volume	0	4	0	11	11	0	0	0	0	0	0	4	0	Creekside	143	421
%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%			
In/Out				IN								OUT			
Volume	0	0	0	8	0	0	0	0	0	0	0	24	0	4945 Edwards Road	13	40
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%			
In/Out				IN								OUT			
Volume	0	0	0	15	0	0	0	0	0	0	0	46	0	Viva at Treasure Coast East	21	66
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%			
In/Out				OUT								IN			
Volume	0	0	0	21	0	0	0	0	0	0	0	7	0	Viva at Treasure Coast West	22	70
Subtotal	0	4	0	73	11	0	0	0	0	0	0	87	0			
Total	0	4	0	73	11	0	0	0	0	0	0	87	0			

Seasonal Factor: 1.06
Growth Rate: 1.01
Years Grown: 2

	Trips In	Trips Out
	0	0

N/S STREET: Jenkins Rd **E/W STREET**: Edwards Rd **CONTROL**: Signalized
FILENAME:
COUNT DATE: 5/6/2025 **DAY**: Tuesday **CITY**: St. Lucie
REPORT DATE: 5/7/2025 Committed Trips

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0		
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0		
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0		
In/Out															
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0		
SUBPROJECTS															
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%			
In/Out				OUT								IN			
Volume	0	0	0	11	0	0	0	0	0	0	0	20	0	Celebration Pointe - 25%	405	228
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0%	0%	0.0%	0.0%	0.0%	2.5%			
In/Out		IN		OUT	OUT							IN			
Volume	0	11	0	6	6	0	0	0	0	0	0	11	0	Creekside	426	256
%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	0			
In/Out				IN								OUT				
Volume	0	0	0	22	0	0	0	0	0	0	0	16	0	4945 Edwards Road	37	26
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%			
In/Out				IN								OUT			
Volume	0	0	0	48	0	0	0	0	0	0	0	28	0	Viva at Treasure Coast East	69	40
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	30.0%			
In/Out				OUT								IN			
Volume	0	0	0	13	0	0	0	0	0	0	0	22	0	Viva at Treasure Coast West	73	43
Subtotal	0	11	0	101	6	0	0	0	0	0	0	96	0			
Total	0	11	0	101	6	0	0	0	0	0	0	96	0			

Seasonal Factor: 1.06
Growth Rate: 1.01
Years Grown: 2

	Trips In	Trips Out
	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd **E/W STREET**: Okeechobee Rd **CONTROL**: Signalized

FILENAME:

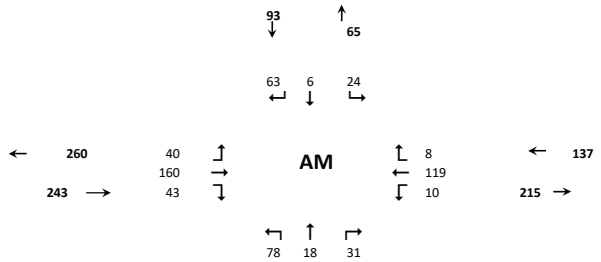
COUNT DATE: 5/6/2025 **DAY**: Tuesday **CITY**: St. Lucie

REPORT DATE: 5/7/2025 Committed Trips

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	

AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out													
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	11	0	0	46	0	0
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	30.0%	5.0%	0.0%	30.0%	0.0%	
In/Out	IN					IN	OUT	OUT	OUT		IN		
Volume	7	0	0	0	0	7	21	126	21	0	43	0	0
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%	
In/Out				OUT		OUT	IN					IN	
Volume	0	0	0	8	0	18	6	0	0	0	0	2	0
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	28	7	14	0	2	0	0	0	9	4	0	0	0
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	26	7	13	0	2	0	0	0	8	4	0	0	0
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%	
In/Out				OUT				OUT			IN		
Volume	0	0	0	1	0	0	0	2	0	0	9	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	20	0	0	21	0	0
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%	
In/Out				OUT		OUT	IN					IN	
Volume	0	0	0	16	0	37	13	0	0	0	0	5	0
%	40.0%	10.0%	10.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	10.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	16	4	4	0	1	0	0	0	5	1	0	0	0
Subtotal	78	18	31	24	6	63	40	160	43	10	119	8	0
Total	78	18	31	24	6	63	40	160	43	10	119	8	0



	Seasonal Factor: 1.06	Growth Rate: 1.01	Years Grown: 2		Trips In	Trips Out
				0	0	0
Kings Highway Commerce Park					463	114
Creekside					143	421
Hillpointe					24	77
Viva at Treasure Coast West					22	70
Viva at Treasure Coast East					21	66
Project Hunt					84	17
Kings Highway Warehouse					342	341
Jenkins Waypoint					53	156
4945 Edwards Road					13	40

N/S STREET: Jenkins Rd **E/W STREET**: Okeechobee Rd **CONTROL**: Signalized

FILENAME:

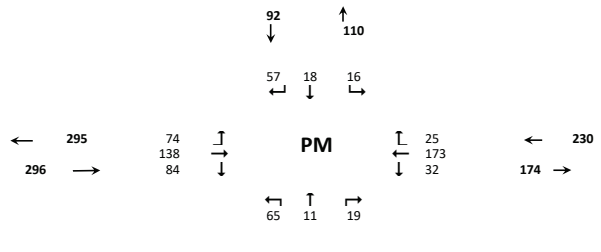
COUNT DATE: 5/6/2025 **DAY**: Tuesday **CITY**: St Lucie

REPORT DATE: 5/7/2025 Committed Trips

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	

PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out													
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	46	0	0	14	0	0
%	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0.0%	
In/Out	IN					IN	OUT	OUT	OUT		IN		
Volume	21	0	0	0	0	21	13	77	13	0	128	0	0
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%	
In/Out				OUT		OUT	IN					IN	
Volume	0	0	0	5	0	12	19	0	0	0	0	8	0
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	17	4	9	0	7	0	0	0	29	15	0	0	0
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	16	4	8	0	7	0	0	0	28	14	0	0	0
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%	
In/Out				OUT				OUT			IN		
Volume	0	0	0	1	0	0	0	3	0	0	3	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	13	0	0	27	0	0
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%	
In/Out				OUT		OUT	IN					IN	
Volume	0	0	0	10	0	24	41	0	0	0	0	17	0
%	40.0%	10.0%	10.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	10.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	10	3	3	0	4	0	0	0	15	4	0	0	0
Subtotal	65	11	19	16	18	57	74	138	84	32	173	25	0
Total	65	11	19	16	18	57	74	138	84	32	173	25	0



	Seasonal Factor: 1.06	Growth Rate: 1.01	Years Grown: 2		Trips In	Trips Out
				0	0	0
Kings Highway Commerce Park					142	458
Creekside					426	256
Hillpointe					81	48
Viva at Treasure Coast West					73	43
Viva at Treasure Coast East					69	40
Project Hunt					29	85
Kings Highway Warehouse					458	216
Jenkins Waypoint					172	102
4945 Edwards Road					37	26

TURNING MOVEMENT VOLUME COUNTS

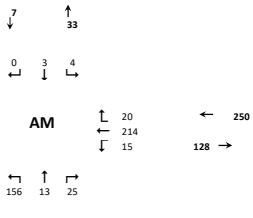
N/S STREET: Jenkins Ave **EW STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: **DAY:** **CITY:** St Lucie

REPORT DATE: **ANALYSIS YEAR:** Committed Trips

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor:

Growth rate to 2022:

Years Grown to 2022: 1

Growth Rate 2022+: 1

Years Grown: 1

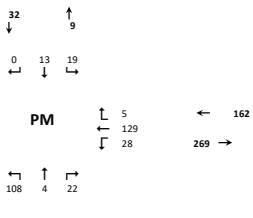
Trips In	Trips Out
0	0

Other Projects

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	Project Name	Trips In	Trips Out
Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%	0%			
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Pineapple Grove	66	199
PROJECT	1	0	0	0	0	0	0	16	4	0	5	0	0			
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Sunnyland		
Volume	6	0	0	0	0	0	0	16	11	0	5	0	0		75	223
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	0	3	0	0	15	0	0		84	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Jenkins Waypoint / Resurrection Life		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		53	156
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Whispering Oaks		
Volume	100	0	17	0	0	0	0	0	27	5	0	0	0		45	167
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Bent Creek (50%)		
Volume	0	0	1	0	0	0	0	12	0	4	37	0	0		62	186
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Wawa Kings		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	0		63	64
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	10	0	0	10	0	0		342	341
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	0	0	21	0	0	83	0	0		463	114
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Walsh Crossroads		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		7	5
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		Project Hurricane		
Volume	0	0	2	0	0	0	0	0	0	5	0	0	0		36	12
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Celebration Point (25%)		
Volume	24	0	5	0	0	0	0	0	8	2	0	0	0		30	96
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Stonemont		
Volume	10	0	0	0	0	0	0	6	3	0	20	0	0		203	56
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		KRE		
Volume	8	0	0	0	0	0	0	9	2	0	31	0	0		393	117
%	0%	12%	0%	18%	12%	0%	0%	0%	0%	0%	0%	18%				
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		Orange 95 - Parcels D & E		
Volume	0	13	0	4	3	0	0	0	0	0	0	20	0		111	22
Subtotal	156	13	25	4	3	0	0	99	61	15	214	20	0			
Total	156	13	25	4	3	0	0	99	61	15	214	20	0			

Orange & Jenkins
Committed Trips

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor:

Growth rate to 2022: 1

Years Grown to 2022: 1

Growth Rate: 1

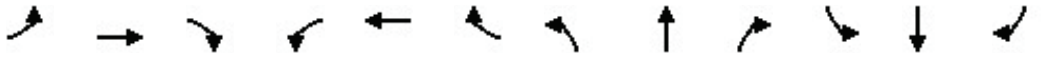
Years Grown: 1

Trips In	Trips Out

Other Projects

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	Project Name	Trips In	Trips Out
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0.0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Pineapple Grove		
PROJECT	5	0	0	0	0	0	0	11	3	0	19	0	37		232	137
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Sunnyland		
Volume	21	0	0	0	0	0	0	11	8	0	18	0	58		261	154
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	0	15	0	0	5	0	21		29	85
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Jenkins Waypoint / Resurrection Life		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		172	94
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Whispering Oaks		
Volume	56	0	9	0	0	0	0	0	103	17	0	0	186		172	94
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Bent Creek (50%)		
Volume	0	0	4	0	0	0	0	39	0	2	23	0	67		193	113
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Wawa Kings		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	23		57	58
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	14	0	0	14	0	27		458	216
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	0	0	82	0	0	26	0	108		142	458
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Walsh Crossroads		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		10	11
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		Project Hurricane		
Volume	0	0	6	0	0	0	0	0	0	3	0	0	9		23	37
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Celebration Point (25%)		
Volume	14	0	3	0	0	0	0	0	25	5	0	0	47		100	57
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Stonemont		

Appendix H
HCM Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	415	89	457	260	146	54	268	589	136	188	99
Future Volume (veh/h)	106	415	89	457	260	146	54	268	589	136	188	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	112	437	94	481	274	154	57	282	620	143	198	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Cap, veh/h	138	1634	474	563	1415	679	67	345	1129	198	400	201
Arrive On Green	0.09	0.34	0.34	0.20	0.44	0.44	0.05	0.24	0.24	0.08	0.26	0.26
Sat Flow, veh/h	1541	4863	1409	2853	3188	1309	1273	1426	2569	2634	1508	760
Grp Volume(v), veh/h	112	437	94	481	274	154	57	282	620	143	152	150
Grp Sat Flow(s),veh/h/ln	1541	1621	1409	1427	1594	1309	1273	1426	1284	1317	1171	1096
Q Serve(g_s), s	7.6	7.0	5.1	17.4	5.6	6.9	4.8	20.0	19.1	5.7	11.7	12.5
Cycle Q Clear(g_c), s	7.6	7.0	5.1	17.4	5.6	6.9	4.8	20.0	19.1	5.7	11.7	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	138	1634	474	563	1415	679	67	345	1129	198	310	290
V/C Ratio(X)	0.81	0.27	0.20	0.85	0.19	0.23	0.85	0.82	0.55	0.72	0.49	0.52
Avail Cap(c_a), veh/h	518	1634	474	959	1415	679	428	479	1370	885	394	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	25.9	25.3	41.5	18.1	14.0	50.3	38.3	22.2	48.4	33.3	33.5
Incr Delay (d2), s/veh	10.8	0.4	0.9	3.9	0.3	0.8	24.5	7.5	0.4	4.9	1.2	1.4
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	6.0	5.0	3.3	10.5	3.8	3.8	3.5	12.2	9.6	3.6	6.1	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.7	26.3	26.2	45.4	18.4	14.8	74.8	45.9	22.6	53.3	34.5	35.0
LnGrp LOS	E	C	C	D	B	B	E	D	C	D	C	C
Approach Vol, veh/h		643			909			959			445	
Approach Delay, s/veh		32.0			32.1			32.6			40.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	51.5	12.1	30.0	25.1	40.0	9.6	32.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	9.6	8.9	7.7	22.0	19.4	9.0	6.8	14.5
Green Ext Time (p_c), s	0.3	2.4	0.5	3.9	1.7	3.5	0.1	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	33.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	415	89	457	260	146	54	268	589	136	188	99
Future Volume (veh/h)	106	415	89	457	260	146	54	268	589	136	188	99
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	112	437	94	481	274	154	57	282	620	143	198	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	138	1634	474	563	1415	679	67	345	1129	198	400	201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.34	0.34	0.20	0.44	0.44	0.05	0.24	0.24	0.08	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.7	26.3	26.2	45.4	18.4	14.8	74.8	45.9	22.6	53.3	34.5	35.0
Ln Grp LOS	E	C	C	D	B	B	E	D	C	D	C	C
Approach Vol, veh/h		643			909			959			445	
Approach Delay, s/veh		32.0			32.1			32.6			40.7	
Approach LOS		C			C			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	13.6	51.5	12.1	30.0	25.1	40.0	9.6	32.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	4.9	3.9	4.5	3.9	5.1	3.9	5.5
Max Q Clear (g_c+I1), s	9.6	8.9	7.7	22.0	19.4	9.0	6.8	14.5
Green Ext Time (g_e), s	0.3	2.4	0.5	3.9	1.7	3.5	0.1	1.8
Prob of Phs Call (p_c)	0.96	1.00	0.99	1.00	1.00	1.00	0.82	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1541		2634		2853		1273	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3188		1426		4863		1508

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1309		2569		1409		760

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Future Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	177	468	98	506	312	298	60	491	653	240	362	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Cap, veh/h	203	1369	397	572	1117	604	71	401	1238	293	558	214
Arrive On Green	0.13	0.28	0.28	0.20	0.35	0.35	0.06	0.28	0.28	0.11	0.34	0.34
Sat Flow, veh/h	1541	4863	1409	2853	3188	1309	1273	1426	2569	2634	1655	635
Grp Volume(v), veh/h	177	468	98	506	312	298	60	491	653	240	255	248
Grp Sat Flow(s),veh/h/ln	1541	1621	1409	1427	1594	1309	1273	1426	1284	1317	1171	1119
Q Serve(g_s), s	14.4	9.8	6.9	22.0	9.0	20.3	6.0	36.0	22.6	11.4	23.5	24.2
Cycle Q Clear(g_c), s	14.4	9.8	6.9	22.0	9.0	20.3	6.0	36.0	22.6	11.4	23.5	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	203	1369	397	572	1117	604	71	401	1238	293	395	377
V/C Ratio(X)	0.87	0.34	0.25	0.88	0.28	0.49	0.84	1.22	0.53	0.82	0.64	0.66
Avail Cap(c_a), veh/h	434	1369	397	803	1117	604	359	401	1238	742	395	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	36.5	35.5	49.7	29.9	24.0	59.8	45.9	23.0	55.6	35.9	36.1
Incr Delay (d2), s/veh	11.0	0.7	1.5	8.7	0.6	2.9	22.3	120.8	0.4	5.6	3.6	4.2
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	10.3	7.2	4.6	13.3	6.5	11.0	4.3	38.7	11.2	7.2	11.5	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.4	37.2	36.9	58.4	30.5	26.9	82.1	166.7	23.4	61.2	39.5	40.3
LnGrp LOS	E	D	D	E	C	C	F	F	C	E	D	D
Approach Vol, veh/h		743			1116			1204			743	
Approach Delay, s/veh		43.9			42.2			84.8			46.8	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	48.8	18.2	40.0	29.6	40.0	11.1	47.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	16.4	22.3	13.4	38.0	24.0	11.8	8.0	26.2
Green Ext Time (p_c), s	0.5	2.7	0.8	0.0	1.6	3.7	0.1	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	56.9
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Future Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	177	468	98	506	312	298	60	491	653	240	362	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	203	1369	397	572	1117	604	71	401	1238	293	558	214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.28	0.28	0.20	0.35	0.35	0.06	0.28	0.28	0.11	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	65.4	37.2	36.9	58.4	30.5	26.9	82.1	166.7	23.4	61.2	39.5	40.3
Ln Grp LOS	E	D	D	E	C	C	F	F	C	E	D	D
Approach Vol, veh/h		743			1116			1204			743	
Approach Delay, s/veh		43.9			42.2			84.8			46.8	
Approach LOS		D			D			F			D	

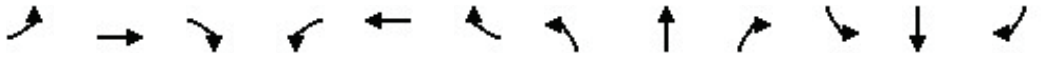
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	20.8	48.8	18.2	40.0	29.6	40.0	11.1	47.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	4.7	3.9	4.7	3.9	5.1	3.9	5.5
Max Q Clear (g_c+I1), s	16.4	22.3	13.4	38.0	24.0	11.8	8.0	26.2
Green Ext Time (g_e), s	0.5	2.7	0.8	0.0	1.6	3.7	0.1	2.3
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	1.00	0.02	0.00	0.00	0.37

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1541		2634		2853		1273	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3188		1426		4863		1655

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1309		2569		1409		635

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Future Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	177	468	98	506	312	272	60	491	653	240	362	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Cap, veh/h	205	954	276	514	775	461	69	505	1373	288	677	260
Arrive On Green	0.13	0.20	0.20	0.18	0.24	0.24	0.05	0.35	0.35	0.11	0.41	0.41
Sat Flow, veh/h	1541	4863	1409	2853	3188	1309	1273	1426	2569	2634	1655	635
Grp Volume(v), veh/h	177	468	98	506	312	272	60	491	653	240	255	248
Grp Sat Flow(s),veh/h/ln	1541	1621	1409	1427	1594	1309	1273	1426	1284	1317	1171	1119
Q Serve(g_s), s	11.2	8.6	6.0	17.7	8.2	17.0	4.7	33.9	15.9	8.9	16.4	16.9
Cycle Q Clear(g_c), s	11.2	8.6	6.0	17.7	8.2	17.0	4.7	33.9	15.9	8.9	16.4	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	205	954	276	514	775	461	69	505	1373	288	479	458
V/C Ratio(X)	0.86	0.49	0.35	0.98	0.40	0.59	0.86	0.97	0.48	0.83	0.53	0.54
Avail Cap(c_a), veh/h	262	954	276	514	775	461	150	505	1373	290	479	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	35.7	34.7	40.8	31.7	26.4	46.9	31.8	14.5	43.6	22.3	22.4
Incr Delay (d2), s/veh	20.3	1.8	3.5	35.5	1.6	5.4	25.3	32.8	0.3	18.4	1.1	1.3
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	9.2	6.3	0.5	13.5	5.9	9.8	3.5	22.4	7.9	6.5	8.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	37.5	38.2	76.4	33.3	31.9	72.2	64.6	14.8	62.0	23.4	23.7
LnGrp LOS	E	D	D	E	C	C	E	E	B	E	C	C
Approach Vol, veh/h		743			1090			1204			743	
Approach Delay, s/veh		43.6			52.9			37.9			36.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	28.3	14.9	39.4	22.0	23.6	9.4	44.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	20.6	11.0	35.4	18.0	19.6	11.8	34.6
Max Q Clear Time (g_c+I1), s	13.2	19.0	10.9	35.9	19.7	10.6	6.7	18.9
Green Ext Time (p_c), s	0.2	0.5	0.0	0.0	0.0	2.4	0.0	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	43.0
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Future Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	177	468	98	506	312	272	60	491	653	240	362	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	205	954	276	514	775	461	69	505	1373	288	677	260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.20	0.20	0.18	0.24	0.24	0.05	0.35	0.35	0.11	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	62.7	37.5	38.2	76.4	33.3	31.9	72.2	64.6	14.8	62.0	23.4	23.7
Ln Grp LOS	E	D	D	E	C	C	E	E	B	E	C	C
Approach Vol, veh/h		743			1090			1204			743	
Approach Delay, s/veh		43.6			52.9			37.9			36.0	
Approach LOS		D			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	17.3	28.3	14.9	39.4	22.0	23.6	9.4	44.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	17.0	20.6	11.0	35.4	18.0	19.6	11.8	34.6
Max Allow Headway (MAH), s	3.9	4.7	3.9	4.7	3.9	5.1	3.9	5.5
Max Q Clear (g_c+I1), s	13.2	19.0	10.9	35.9	19.7	10.6	6.7	18.9
Green Ext Time (g_e), s	0.2	0.5	0.0	0.0	0.0	2.4	0.0	2.9
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	0.81	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	0.24	0.09

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1541		2634		2853		1273	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3188		1426		4863		1655

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1309		2569		1409		635

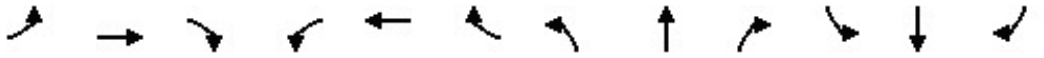
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Future Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	183	468	98	506	312	345	60	497	653	266	366	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Cap, veh/h	209	1350	391	571	1091	607	71	396	1227	319	565	220
Arrive On Green	0.14	0.28	0.28	0.20	0.34	0.34	0.06	0.28	0.28	0.12	0.34	0.34
Sat Flow, veh/h	1541	4863	1409	2853	3188	1309	1273	1426	2569	2634	1646	642
Grp Volume(v), veh/h	183	468	98	506	312	345	60	497	653	266	259	252
Grp Sat Flow(s),veh/h/ln	1541	1621	1409	1427	1594	1309	1273	1426	1284	1317	1171	1117
Q Serve(g_s), s	15.1	10.0	7.0	22.4	9.3	24.9	6.1	36.0	23.1	12.8	24.2	24.8
Cycle Q Clear(g_c), s	15.1	10.0	7.0	22.4	9.3	24.9	6.1	36.0	23.1	12.8	24.2	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	209	1350	391	571	1091	607	71	396	1227	319	402	383
V/C Ratio(X)	0.88	0.35	0.25	0.89	0.29	0.57	0.84	1.26	0.53	0.83	0.64	0.66
Avail Cap(c_a), veh/h	428	1350	391	792	1091	607	354	396	1227	731	402	383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	37.4	36.4	50.4	31.1	25.3	60.6	46.8	23.7	55.7	35.9	36.1
Incr Delay (d2), s/veh	11.1	0.7	1.5	9.1	0.7	3.8	22.3	134.1	0.4	5.6	3.5	4.1
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	10.7	7.3	4.7	13.5	6.7	13.1	4.3	40.9	11.4	8.0	11.7	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.1	38.1	37.9	59.5	31.7	29.2	82.9	180.9	24.2	61.3	39.4	40.2
LnGrp LOS	E	D	D	E	C	C	F	F	C	E	D	D
Approach Vol, veh/h		749			1163			1210			777	
Approach Delay, s/veh		44.9			43.1			91.5			47.2	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	48.4	19.7	40.0	29.9	40.0	11.2	48.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	17.1	26.9	14.8	38.0	24.4	12.0	8.1	26.8
Green Ext Time (p_c), s	0.5	2.3	0.9	0.0	1.6	3.6	0.1	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	59.3
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Future Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	183	468	98	506	312	345	60	497	653	266	366	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	209	1350	391	571	1091	607	71	396	1227	319	565	220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.14	0.28	0.28	0.20	0.34	0.34	0.06	0.28	0.28	0.12	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	66.1	38.1	37.9	59.5	31.7	29.2	82.9	180.9	24.2	61.3	39.4	40.2
Ln Grp LOS	E	D	D	E	C	C	F	F	C	E	D	D
Approach Vol, veh/h		749			1163			1210			777	
Approach Delay, s/veh		44.9			43.1			91.5			47.2	
Approach LOS		D			D			F			D	

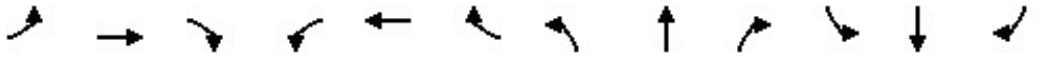
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	21.6	48.4	19.7	40.0	29.9	40.0	11.2	48.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	4.7	3.9	4.7	3.9	5.1	3.9	5.5
Max Q Clear (g_c+I1), s	17.1	26.9	14.8	38.0	24.4	12.0	8.1	26.8
Green Ext Time (g_e), s	0.5	2.3	0.9	0.0	1.6	3.6	0.1	2.2
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	1.00	0.03	0.00	0.00	0.43

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1541		2634		2853		1273	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3188		1426		4863		1646

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1309		2569		1409		642

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



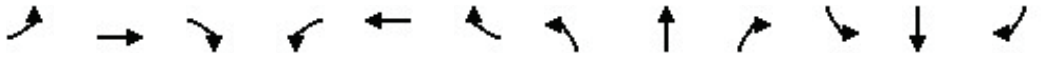
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Future Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	183	468	98	506	312	319	60	497	653	266	366	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Cap, veh/h	207	906	262	548	777	471	70	527	1443	307	710	277
Arrive On Green	0.13	0.19	0.19	0.19	0.24	0.24	0.06	0.37	0.37	0.12	0.43	0.43
Sat Flow, veh/h	1541	4863	1409	2853	3188	1309	1273	1426	2569	2634	1646	642
Grp Volume(v), veh/h	183	468	98	506	312	319	60	497	653	266	259	252
Grp Sat Flow(s),veh/h/ln	1541	1621	1409	1427	1594	1309	1273	1426	1284	1317	1171	1117
Q Serve(g_s), s	13.8	10.2	7.2	20.6	9.7	24.4	5.5	39.8	17.6	11.7	19.1	19.6
Cycle Q Clear(g_c), s	13.8	10.2	7.2	20.6	9.7	24.4	5.5	39.8	17.6	11.7	19.1	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	207	906	262	548	777	471	70	527	1443	307	505	482
V/C Ratio(X)	0.88	0.52	0.37	0.92	0.40	0.68	0.86	0.94	0.45	0.87	0.51	0.52
Avail Cap(c_a), veh/h	248	906	262	556	777	471	137	543	1472	312	505	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	43.3	42.0	46.9	37.4	32.0	55.3	36.0	15.2	51.3	24.5	24.7
Incr Delay (d2), s/veh	25.9	2.1	4.0	21.1	1.5	7.6	24.0	24.8	0.2	21.6	0.9	1.0
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	11.1	7.7	5.0	13.8	7.1	13.4	4.0	24.0	8.8	8.4	9.2	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.1	45.4	46.1	68.0	39.0	39.6	79.3	60.8	15.4	72.9	25.4	25.7
LnGrp LOS	E	D	D	E	D	D	E	E	B	E	C	C
Approach Vol, veh/h		749			1137			1210			777	
Approach Delay, s/veh		53.0			52.1			37.2			41.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	32.8	17.7	47.7	26.7	26.0	10.5	54.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	26.0	14.0	45.0	23.0	22.0	12.7	46.3
Max Q Clear Time (g_c+I1), s	15.8	26.4	13.7	41.8	22.6	12.2	7.5	21.6
Green Ext Time (p_c), s	0.2	0.0	0.0	1.9	0.1	2.5	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	45.5
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Future Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	183	468	98	506	312	319	60	497	653	266	366	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	207	906	262	548	777	471	70	527	1443	307	710	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.19	0.19	0.19	0.24	0.24	0.06	0.37	0.37	0.12	0.43	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	76.1	45.4	46.1	68.0	39.0	39.6	79.3	60.8	15.4	72.9	25.4	25.7
Ln Grp LOS	E	D	D	E	D	D	E	E	B	E	C	C
Approach Vol, veh/h		749			1137			1210			777	
Approach Delay, s/veh		53.0			52.1			37.2			41.8	
Approach LOS		D			D			D			D	

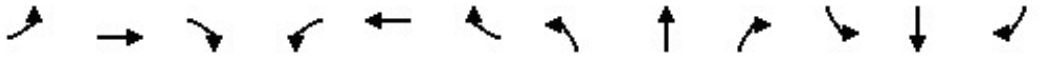
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	19.9	32.8	17.7	47.7	26.7	26.0	10.5	54.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	19.0	26.0	14.0	45.0	23.0	22.0	12.7	46.3
Max Allow Headway (MAH), s	3.9	4.7	3.9	4.7	3.9	5.1	3.9	5.5
Max Q Clear (g_c+I1), s	15.8	26.4	13.7	41.8	22.6	12.2	7.5	21.6
Green Ext Time (g_e), s	0.2	0.0	0.0	1.9	0.1	2.5	0.0	3.5
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	0.22	0.01

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1541		2634		2853		1273	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3188		1426		4863		1646

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1309		2569		1409		642

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	332	35	438	440	111	80	181	572	154	194	78
Future Volume (veh/h)	79	332	35	438	440	111	80	181	572	154	194	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	84	353	37	466	468	118	85	193	609	164	206	83
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Cap, veh/h	105	1591	489	554	1519	672	105	292	1027	230	466	181
Arrive On Green	0.07	0.34	0.34	0.18	0.46	0.46	0.07	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	1527	4661	1434	3018	3328	1259	1485	1189	2392	2963	1845	719
Grp Volume(v), veh/h	84	353	37	466	468	118	85	193	609	164	144	145
Grp Sat Flow(s),veh/h/ln	1527	1554	1434	1509	1664	1259	1485	1189	1196	1481	1312	1252
Q Serve(g_s), s	5.7	5.7	1.8	15.7	9.4	5.1	6.0	15.4	20.6	5.7	9.8	10.3
Cycle Q Clear(g_c), s	5.7	5.7	1.8	15.7	9.4	5.1	6.0	15.4	20.6	5.7	9.8	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	105	1591	489	554	1519	672	105	292	1027	230	331	316
V/C Ratio(X)	0.80	0.22	0.08	0.84	0.31	0.18	0.81	0.66	0.59	0.71	0.44	0.46
Avail Cap(c_a), veh/h	521	1591	489	1030	1519	672	507	406	1256	1011	448	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	24.8	23.5	41.6	18.1	12.6	48.3	35.8	23.0	47.5	33.1	33.3
Incr Delay (d2), s/veh	13.0	0.3	0.3	3.5	0.5	0.6	13.3	2.6	0.6	4.1	0.9	1.0
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	4.6	3.8	1.2	10.1	6.6	2.7	4.7	8.2	9.7	4.0	5.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	25.1	23.8	45.1	18.7	13.2	61.6	38.4	23.6	51.6	34.0	34.4
LnGrp LOS	E	C	C	D	B	B	E	D	C	D	C	C
Approach Vol, veh/h		474			1052			887			453	
Approach Delay, s/veh		31.4			29.8			30.5			40.5	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	52.1	12.2	29.9	23.4	40.0	11.5	30.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	7.7	11.4	7.7	22.6	17.7	7.7	8.0	12.3
Green Ext Time (p_c), s	0.2	3.7	0.6	3.4	1.7	2.7	0.2	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	31.9
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	332	35	438	440	111	80	181	572	154	194	78
Future Volume (veh/h)	79	332	35	438	440	111	80	181	572	154	194	78
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	84	353	37	466	468	118	85	193	609	164	206	83
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	105	1591	489	554	1519	672	105	292	1027	230	466	181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.34	0.34	0.18	0.46	0.46	0.07	0.25	0.25	0.08	0.25	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh	61.4	25.1	23.8	45.1	18.7	13.2	61.6	38.4	23.6	51.6	34.0	34.4
Ln Grp LOS	E	C	C	D	B	B	E	D	C	D	C	C
Approach Vol, veh/h		474			1052			887			453	
Approach Delay, s/veh		31.4			29.8			30.5			40.5	
Approach LOS		C			C			C			D	

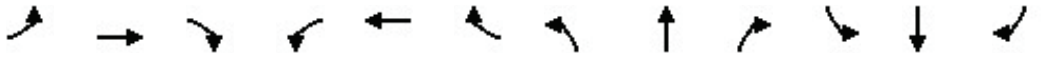
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	11.3	52.1	12.2	29.9	23.4	40.0	11.5	30.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	5.0	3.9	4.4	3.9	5.2	3.9	5.5
Max Q Clear (g_c+I1), s	7.7	11.4	7.7	22.6	17.7	7.7	8.0	12.3
Green Ext Time (g_e), s	0.2	3.7	0.6	3.4	1.7	2.7	0.2	1.8
Prob of Phs Call (p_c)	0.91	1.00	0.99	1.00	1.00	1.00	0.92	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1527		2963		3018		1485	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3328		1189		4661		1845

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1259		2392		1434		719

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Future Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	127	398	39	491	509	237	89	410	640	324	459	150
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Cap, veh/h	151	1302	401	562	1221	626	109	332	1113	388	657	213
Arrive On Green	0.10	0.28	0.28	0.19	0.37	0.37	0.07	0.28	0.28	0.13	0.34	0.34
Sat Flow, veh/h	1527	4661	1434	3018	3328	1259	1485	1189	2392	2963	1948	632
Grp Volume(v), veh/h	127	398	39	491	509	237	89	410	640	324	308	301
Grp Sat Flow(s),veh/h/ln	1527	1554	1434	1509	1664	1259	1485	1189	1196	1481	1312	1268
Q Serve(g_s), s	10.5	8.7	2.6	20.4	14.7	15.0	7.6	36.0	25.2	13.7	26.2	26.6
Cycle Q Clear(g_c), s	10.5	8.7	2.6	20.4	14.7	15.0	7.6	36.0	25.2	13.7	26.2	26.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	151	1302	401	562	1221	626	109	332	1113	388	442	427
V/C Ratio(X)	0.84	0.31	0.10	0.87	0.42	0.38	0.82	1.23	0.57	0.84	0.70	0.70
Avail Cap(c_a), veh/h	427	1302	401	843	1221	626	415	332	1113	828	442	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	36.6	34.4	51.0	30.5	20.0	58.9	46.4	25.1	54.6	37.0	37.1
Incr Delay (d2), s/veh	11.8	0.6	0.5	6.9	1.1	1.7	13.8	128.9	0.7	4.8	4.7	5.2
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	8.1	6.1	1.8	12.9	10.2	8.3	5.9	33.9	11.6	9.2	13.9	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.9	37.2	34.9	57.8	31.6	21.8	72.7	175.3	25.9	59.4	41.7	42.3
LnGrp LOS	E	D	C	E	C	C	E	F	C	E	D	D
Approach Vol, veh/h		564			1237			1139			933	
Approach Delay, s/veh		44.2			40.1			83.3			48.0	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	51.3	20.9	40.0	28.0	40.0	13.4	47.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	12.5	17.0	15.7	38.0	22.4	10.7	9.6	28.6
Green Ext Time (p_c), s	0.3	4.2	1.1	0.0	1.6	2.9	0.2	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	55.3
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Future Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	127	398	39	491	509	237	89	410	640	324	459	150
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	1302	401	562	1221	626	109	332	1113	388	657	213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.10	0.28	0.28	0.19	0.37	0.37	0.07	0.28	0.28	0.13	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.9	37.2	34.9	57.8	31.6	21.8	72.7	175.3	25.9	59.4	41.7	42.3
Ln Grp LOS	E	D	C	E	C	C	E	F	C	E	D	D
Approach Vol, veh/h		564			1237			1139			933	
Approach Delay, s/veh		44.2			40.1			83.3			48.0	
Approach LOS		D			D			F			D	

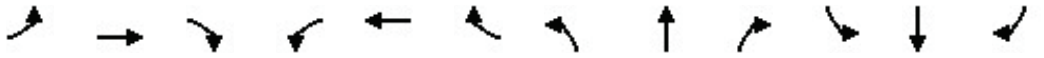
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.7	51.3	20.9	40.0	28.0	40.0	13.4	47.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	4.9	3.9	4.6	3.9	5.2	3.9	5.5
Max Q Clear (g_c+I1), s	12.5	17.0	15.7	38.0	22.4	10.7	9.6	28.6
Green Ext Time (g_e), s	0.3	4.2	1.1	0.0	1.6	2.9	0.2	2.3
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	1.00	0.01	0.00	0.00	0.68

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1527		2963		3018		1485	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3328		1189		4661		1948

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1259		2392		1434		632

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Future Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	127	398	39	491	509	237	89	410	640	324	459	150
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Cap, veh/h	149	810	249	557	868	492	108	457	1362	386	862	280
Arrive On Green	0.10	0.17	0.17	0.18	0.26	0.26	0.07	0.38	0.38	0.13	0.44	0.44
Sat Flow, veh/h	1527	4661	1434	3018	3328	1259	1485	1189	2392	2963	1948	632
Grp Volume(v), veh/h	127	398	39	491	509	237	89	410	640	324	308	301
Grp Sat Flow(s),veh/h/ln	1527	1554	1434	1509	1664	1259	1485	1189	1196	1481	1312	1268
Q Serve(g_s), s	10.4	9.8	2.9	20.0	16.9	17.9	7.5	41.0	19.9	13.5	21.6	22.0
Cycle Q Clear(g_c), s	10.4	9.8	2.9	20.0	16.9	17.9	7.5	41.0	19.9	13.5	21.6	22.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	149	810	249	557	868	492	108	457	1362	386	581	561
V/C Ratio(X)	0.85	0.49	0.16	0.88	0.59	0.48	0.83	0.90	0.47	0.84	0.53	0.54
Avail Cap(c_a), veh/h	229	810	249	739	868	492	218	592	1632	679	761	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	47.2	44.4	50.2	40.8	28.9	57.9	36.6	16.0	53.7	25.7	25.8
Incr Delay (d2), s/veh	16.6	2.1	1.3	9.6	2.9	3.3	14.5	13.7	0.3	4.9	0.8	0.8
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	8.2	7.1	2.1	13.0	11.7	9.8	5.8	19.5	9.2	9.1	11.1	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.7	49.3	45.7	59.8	43.7	32.2	72.4	50.2	16.3	58.7	26.5	26.6
LnGrp LOS	E	D	D	E	D	C	E	D	B	E	C	C
Approach Vol, veh/h		564			1237			1139			933	
Approach Delay, s/veh		54.4			47.9			32.9			37.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	37.0	20.5	52.7	27.4	26.0	13.2	60.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	29.0	63.0	31.0	21.0	18.6	73.4
Max Q Clear Time (g_c+I1), s	12.4	19.9	15.5	43.0	22.0	11.8	9.5	24.0
Green Ext Time (p_c), s	0.2	3.6	1.0	5.7	1.3	1.9	0.1	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	42.0
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Future Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	127	398	39	491	509	237	89	410	640	324	459	150
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	149	810	249	557	868	492	108	457	1362	386	862	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.10	0.17	0.17	0.18	0.26	0.26	0.07	0.38	0.38	0.13	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	72.7	49.3	45.7	59.8	43.7	32.2	72.4	50.2	16.3	58.7	26.5	26.6
Ln Grp LOS	E	D	D	E	D	C	E	D	B	E	C	C
Approach Vol, veh/h		564			1237			1139			933	
Approach Delay, s/veh		54.4			47.9			32.9			37.7	
Approach LOS		D			D			C			D	

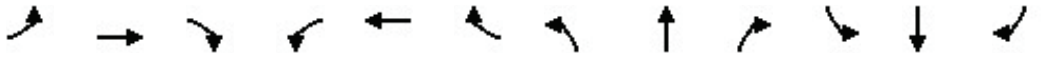
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.4	37.0	20.5	52.7	27.4	26.0	13.2	60.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	19.0	33.0	29.0	63.0	31.0	21.0	18.6	73.4
Max Allow Headway (MAH), s	3.9	4.9	3.9	4.6	3.9	5.2	3.9	5.5
Max Q Clear (g_c+I1), s	12.4	19.9	15.5	43.0	22.0	11.8	9.5	24.0
Green Ext Time (g_e), s	0.2	3.6	1.0	5.7	1.3	1.9	0.1	4.6
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Prob of Max Out (p_x)	0.07	0.00	0.00	0.10	0.09	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1527		2963		3018		1485	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3328		1189		4661		1948

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1259		2392		1434		632

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Future Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	133	398	39	491	509	279	89	416	640	378	466	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Cap, veh/h	157	1269	390	559	1182	635	108	324	1094	442	673	225
Arrive On Green	0.10	0.27	0.27	0.19	0.35	0.35	0.07	0.27	0.27	0.15	0.35	0.35
Sat Flow, veh/h	1527	4661	1434	3018	3328	1259	1485	1189	2392	2963	1931	646
Grp Volume(v), veh/h	133	398	39	491	509	279	89	416	640	378	315	308
Grp Sat Flow(s),veh/h/ln	1527	1554	1434	1509	1664	1259	1485	1189	1196	1481	1312	1265
Q Serve(g_s), s	11.3	9.0	2.7	20.9	15.4	18.7	7.8	36.0	26.2	16.5	27.3	27.7
Cycle Q Clear(g_c), s	11.3	9.0	2.7	20.9	15.4	18.7	7.8	36.0	26.2	16.5	27.3	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	157	1269	390	559	1182	635	108	324	1094	442	457	441
V/C Ratio(X)	0.85	0.31	0.10	0.88	0.43	0.44	0.82	1.29	0.58	0.85	0.69	0.70
Avail Cap(c_a), veh/h	416	1269	390	821	1182	635	404	324	1094	807	457	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	38.3	36.0	52.4	32.5	20.9	60.4	48.1	26.6	54.9	37.0	37.1
Incr Delay (d2), s/veh	11.9	0.6	0.5	7.5	1.1	2.2	14.0	150.0	0.8	4.8	4.4	4.8
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	8.5	6.4	1.8	13.3	10.6	9.9	6.1	36.7	12.1	10.6	14.3	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.2	38.9	36.5	59.9	33.6	23.1	74.5	198.2	27.4	59.7	41.3	41.9
LnGrp LOS	E	D	D	E	C	C	E	F	C	E	D	D
Approach Vol, veh/h		570			1279			1145			1001	
Approach Delay, s/veh		46.1			41.4			93.1			48.4	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	50.9	23.7	40.0	28.5	40.0	13.7	50.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	13.3	20.7	18.5	38.0	22.9	11.0	9.8	29.7
Green Ext Time (p_c), s	0.3	4.0	1.3	0.0	1.6	2.9	0.2	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	58.6
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Future Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	133	398	39	491	509	279	89	416	640	378	466	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	157	1269	390	559	1182	635	108	324	1094	442	673	225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.10	0.27	0.27	0.19	0.35	0.35	0.07	0.27	0.27	0.15	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.2	38.9	36.5	59.9	33.6	23.1	74.5	198.2	27.4	59.7	41.3	41.9
Ln Grp LOS	E	D	D	E	C	C	E	F	C	E	D	D
Approach Vol, veh/h		570			1279			1145			1001	
Approach Delay, s/veh		46.1			41.4			93.1			48.4	
Approach LOS		D			D			F			D	

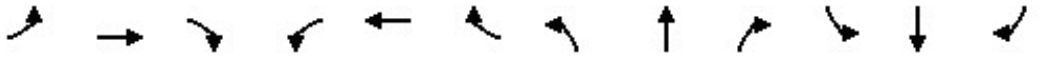
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	17.6	50.9	23.7	40.0	28.5	40.0	13.7	50.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	4.9	3.9	4.6	3.9	5.2	3.9	5.5
Max Q Clear (g_c+I1), s	13.3	20.7	18.5	38.0	22.9	11.0	9.8	29.7
Green Ext Time (g_e), s	0.3	4.0	1.3	0.0	1.6	2.9	0.2	2.1
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	1.00	0.01	0.00	0.00	0.85

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1527		2963		3018		1485	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3328		1189		4661		1931

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1259		2392		1434		646

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Future Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	133	398	39	491	509	279	89	416	640	378	466	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Cap, veh/h	155	782	241	552	829	502	107	449	1340	444	879	294
Arrive On Green	0.10	0.17	0.17	0.18	0.25	0.25	0.07	0.38	0.38	0.15	0.45	0.45
Sat Flow, veh/h	1527	4661	1434	3018	3328	1259	1485	1189	2392	2963	1931	646
Grp Volume(v), veh/h	133	398	39	491	509	279	89	416	640	378	315	308
Grp Sat Flow(s),veh/h/ln	1527	1554	1434	1509	1664	1259	1485	1189	1196	1481	1312	1265
Q Serve(g_s), s	11.2	10.2	3.0	20.8	17.8	22.4	7.8	43.9	21.1	16.3	22.6	22.9
Cycle Q Clear(g_c), s	11.2	10.2	3.0	20.8	17.8	22.4	7.8	43.9	21.1	16.3	22.6	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	155	782	241	552	829	502	107	449	1340	444	597	576
V/C Ratio(X)	0.86	0.51	0.16	0.89	0.61	0.56	0.83	0.93	0.48	0.85	0.53	0.53
Avail Cap(c_a), veh/h	233	782	241	690	829	502	211	490	1423	859	735	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	49.6	46.7	52.3	43.6	30.4	60.0	39.1	17.3	54.3	25.6	25.7
Incr Delay (d2), s/veh	18.0	2.4	1.4	11.7	3.4	4.4	14.7	22.9	0.3	4.7	0.7	0.8
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	8.8	7.5	2.2	13.6	12.3	11.9	6.1	22.0	9.7	10.5	11.6	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.9	52.0	48.1	63.9	47.0	34.8	74.7	62.0	17.6	59.0	26.4	26.5
LnGrp LOS	E	D	D	E	D	C	E	E	B	E	C	C
Approach Vol, veh/h		570			1279			1145			1001	
Approach Delay, s/veh		57.3			50.8			38.1			38.7	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	36.7	23.6	53.5	28.0	26.0	13.5	63.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	32.0	38.0	54.0	30.0	22.0	18.6	73.4
Max Q Clear Time (g_c+I1), s	13.2	24.4	18.3	45.9	22.8	12.2	9.8	24.9
Green Ext Time (p_c), s	0.2	2.7	1.3	3.6	1.2	2.0	0.1	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	45.1
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Future Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	133	398	39	491	509	279	89	416	640	378	466	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	155	782	241	552	829	502	107	449	1340	444	879	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.10	0.17	0.17	0.18	0.25	0.25	0.07	0.38	0.38	0.15	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	75.9	52.0	48.1	63.9	47.0	34.8	74.7	62.0	17.6	59.0	26.4	26.5
Ln Grp LOS	E	D	D	E	D	C	E	E	B	E	C	C
Approach Vol, veh/h		570			1279			1145			1001	
Approach Delay, s/veh		57.3			50.8			38.1			38.7	
Approach LOS		E			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	17.3	36.7	23.6	53.5	28.0	26.0	13.5	63.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	20.0	32.0	38.0	54.0	30.0	22.0	18.6	73.4
Max Allow Headway (MAH), s	3.9	4.9	3.9	4.6	3.9	5.2	3.9	5.5
Max Q Clear (g_c+I1), s	13.2	24.4	18.3	45.9	22.8	12.2	9.8	24.9
Green Ext Time (g_e), s	0.2	2.7	1.3	3.6	1.2	2.0	0.1	4.7
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Prob of Max Out (p_x)	0.07	0.00	0.00	0.61	0.21	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1527		2963		3018		1485	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3328		1189		4661		1931

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1259		2392		1434		646

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	17	0	0	1	11	729	2	0	477	23
Future Vol, veh/h	0	0	17	0	0	1	11	729	2	0	477	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	6	0	0	0	10	19	50	0	32	14
Mvmt Flow	0	0	18	0	0	1	11	752	2	0	492	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	258	-	-	377	515	0	0	754	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	-	-	6.9	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	-	-	3.3	2.3	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	729	0	0	627	993	-	-	866	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	729	-	-	627	993	-	-	866	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.06	10.75	0.13	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	993	-	-	729	627	866	-	-
HCM Lane V/C Ratio	0.011	-	-	0.024	0.002	-	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	10.1	10.8	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	0	0	10	12	1037	31	9	719	24
Future Vol, veh/h	0	0	20	0	0	10	12	1037	31	9	719	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	6	50	50	50	10	19	50	2	32	14
Mvmt Flow	0	0	21	0	0	11	13	1092	33	9	757	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	391	-	-	562	782	0	0	1124	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	-	-	7.9	4.3	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	-	-	3.8	2.3	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	597	0	0	366	781	-	-	617	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	597	-	-	366	781	-	-	617	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.26	15.13	0.11	0.13
HCM LOS	B	C		

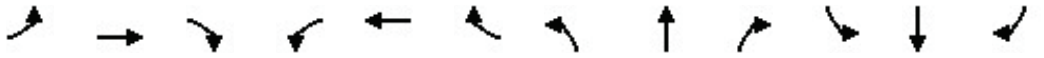
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	781	-	-	597	366	617	-	-
HCM Lane V/C Ratio	0.016	-	-	0.035	0.029	0.015	-	-
HCM Ctrl Dly (s/v)	9.7	-	-	11.3	15.1	10.9	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	18	7	0	3	12	1037	31	9	719	24
Future Volume (veh/h)	0	2	18	7	0	3	12	1037	31	9	719	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1811	1159	1159	1159	1752	1618	1159	1870	1426	1693
Adj Flow Rate, veh/h	0	2	19	7	0	3	12	1069	32	9	741	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	6	50	50	50	10	19	50	2	32	14
Cap, veh/h	226	4	43	204	0	148	405	1538	491	321	1327	45
Arrive On Green	0.00	0.03	0.03	0.01	0.00	0.15	0.02	0.50	0.50	0.01	0.50	0.50
Sat Flow, veh/h	1781	153	1455	1104	0	982	1668	3075	982	1781	2674	90
Grp Volume(v), veh/h	0	0	21	7	0	3	12	1069	32	9	375	391
Grp Sat Flow(s),veh/h/ln	1781	0	1608	1104	0	982	1668	1537	982	1781	1354	1410
Q Serve(g_s), s	0.0	0.0	0.5	0.2	0.0	0.1	0.1	10.7	0.7	0.1	7.7	7.7
Cycle Q Clear(g_c), s	0.0	0.0	0.5	0.2	0.0	0.1	0.1	10.7	0.7	0.1	7.7	7.7
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	226	0	47	204	0	148	405	1538	491	321	672	700
V/C Ratio(X)	0.00	0.00	0.45	0.03	0.00	0.02	0.03	0.70	0.07	0.03	0.56	0.56
Avail Cap(c_a), veh/h	443	0	723	332	0	441	587	2226	711	522	981	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	19.1	16.8	0.0	14.5	5.6	7.7	5.2	6.3	7.0	7.0
Incr Delay (d2), s/veh	0.0	0.0	6.5	0.1	0.0	0.1	0.0	0.6	0.1	0.0	0.7	0.7
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.5	0.1	0.0	0.0	0.1	4.2	0.2	0.0	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	25.6	16.9	0.0	14.5	5.6	8.2	5.2	6.3	7.8	7.7
LnGrp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		21			10			1113			775	
Approach Delay, s/veh		25.6			16.2			8.1			7.7	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	24.5	4.9	5.7	5.1	24.4	0.0	10.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	29.0	5.0	18.0	5.0	29.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.1	12.7	2.2	2.5	2.1	9.7	0.0	2.1
Green Ext Time (p_c), s	0.0	7.4	0.0	0.0	0.0	4.9	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.2
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	18	7	0	3	12	1037	31	9	719	24
Future Volume (veh/h)	0	2	18	7	0	3	12	1037	31	9	719	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1811	1159	1159	1159	1752	1618	1159	1870	1426	1693
Adj Flow Rate, veh/h	0	2	19	7	0	3	12	1069	32	9	741	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	6	50	50	50	10	19	50	2	32	14
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	226	4	43	204	0	148	405	1538	491	321	1327	45
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.03	0.03	0.01	0.00	0.15	0.02	0.50	0.50	0.01	0.50	0.50
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	25.6	16.9	0.0	14.5	5.6	8.2	5.2	6.3	7.8	7.7
Ln Grp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		21			10			1113			775	
Approach Delay, s/veh		25.6			16.2			8.1			7.7	
Approach LOS		C			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.0	24.5	4.9	5.7	5.1	24.4	0.0	10.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	29.0	5.0	18.0	5.0	29.0	5.0	18.0
Max Allow Headway (MAH), s	3.8	5.3	4.0	5.5	3.8	5.4	0.0	5.8
Max Q Clear (g_c+I1), s	2.1	12.7	2.2	2.5	2.1	9.7	0.0	2.1
Green Ext Time (g_e), s	0.0	7.4	0.0	0.0	0.0	4.9	0.0	0.0
Prob of Phs Call (p_c)	0.10	1.00	0.07	0.23	0.12	1.00	0.00	0.29
Prob of Max Out (p_x)	1.00	0.34	1.00	0.00	1.00	0.12	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1104		1668		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3075		153		2674		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		982		1455		90		982

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	0	0	30	35	1061	33	14	774	24
Future Vol, veh/h	0	0	20	0	0	30	35	1061	33	14	774	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	6	50	50	50	10	19	50	2	32	14
Mvmt Flow	0	0	21	0	0	32	37	1117	35	15	815	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	420	-	-	576	840	0	0	1152	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	-	-	7.9	4.3	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	-	-	3.8	2.3	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	571	0	0	357	742	-	-	602	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	571	-	-	357	742	-	-	602	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.55	16.05	0.31	0.19
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	742	-	-	571	357	602	-	-
HCM Lane V/C Ratio	0.05	-	-	0.037	0.088	0.024	-	-
HCM Ctrl Dly (s/v)	10.1	-	-	11.5	16	11.1	-	-
HCM Lane LOS	B	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.3	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	18	16	0	14	35	1061	33	14	774	24
Future Volume (veh/h)	0	2	18	16	0	14	35	1061	33	14	774	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1811	1159	1159	1159	1752	1618	1159	1870	1426	1693
Adj Flow Rate, veh/h	0	2	19	17	0	15	37	1117	35	15	815	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	50	50	50	10	19	50	2	32	14
Cap, veh/h	222	6	59	209	0	160	397	1582	505	312	1321	41
Arrive On Green	0.00	0.04	0.04	0.02	0.00	0.16	0.04	0.51	0.51	0.02	0.49	0.49
Sat Flow, veh/h	1781	153	1455	1104	0	982	1668	3075	982	1781	2683	82
Grp Volume(v), veh/h	0	0	21	17	0	15	37	1117	35	15	411	429
Grp Sat Flow(s),veh/h/ln	1781	0	1608	1104	0	982	1668	1537	982	1781	1354	1411
Q Serve(g_s), s	0.0	0.0	0.6	0.6	0.0	0.6	0.5	12.3	0.8	0.2	9.8	9.9
Cycle Q Clear(g_c), s	0.0	0.0	0.6	0.6	0.0	0.6	0.5	12.3	0.8	0.2	9.8	9.9
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	222	0	65	209	0	160	397	1582	505	312	667	695
V/C Ratio(X)	0.00	0.00	0.32	0.08	0.00	0.09	0.09	0.71	0.07	0.05	0.62	0.62
Avail Cap(c_a), veh/h	419	0	651	310	0	398	516	2351	751	478	1036	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	20.7	18.1	0.0	15.8	6.1	8.2	5.4	6.8	8.2	8.2
Incr Delay (d2), s/veh	0.0	0.0	2.8	0.2	0.0	0.3	0.1	0.6	0.1	0.1	0.9	0.9
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.4	0.3	0.0	0.2	0.2	5.1	0.2	0.1	3.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	23.6	18.3	0.0	16.1	6.2	8.8	5.5	6.9	9.2	9.1
LnGrp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		21			32			1189			855	
Approach Delay, s/veh		23.6			17.2			8.6			9.1	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	27.4	5.4	6.3	6.3	26.4	0.0	11.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	34.0	5.0	18.0	5.0	34.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	14.3	2.6	2.6	2.5	11.9	0.0	2.6
Green Ext Time (p_c), s	0.0	8.6	0.0	0.0	0.0	5.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	18	16	0	14	35	1061	33	14	774	24
Future Volume (veh/h)	0	2	18	16	0	14	35	1061	33	14	774	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1811	1159	1159	1159	1752	1618	1159	1870	1426	1693
Adj Flow Rate, veh/h	0	2	19	17	0	15	37	1117	35	15	815	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	50	50	50	10	19	50	2	32	14
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	222	6	59	209	0	160	397	1582	505	312	1321	41
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.04	0.04	0.02	0.00	0.16	0.04	0.51	0.51	0.02	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	23.6	18.3	0.0	16.1	6.2	8.8	5.5	6.9	9.2	9.1
Ln Grp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		21			32			1189			855	
Approach Delay, s/veh		23.6			17.2			8.6			9.1	
Approach LOS		C			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.3	27.4	5.4	6.3	6.3	26.4	0.0	11.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	34.0	5.0	18.0	5.0	34.0	5.0	18.0
Max Allow Headway (MAH), s	3.8	5.3	4.0	5.5	3.8	5.4	0.0	5.8
Max Q Clear (g_c+I1), s	2.2	14.3	2.6	2.6	2.5	11.9	0.0	2.6
Green Ext Time (g_e), s	0.0	8.6	0.0	0.0	0.0	5.8	0.0	0.0
Prob of Phs Call (p_c)	0.17	1.00	0.19	0.36	0.37	1.00	0.00	0.48
Prob of Max Out (p_x)	1.00	0.27	1.00	0.00	1.00	0.10	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1104		1668		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3075		153		2683		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		982		1455		82		982

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	13	0	0	3	3	512	3	8	691	9
Future Vol, veh/h	0	0	13	0	0	3	3	512	3	8	691	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	25	0	0	0	0	30	0	0	24	13
Mvmt Flow	0	0	14	0	0	3	3	533	3	8	720	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	365	-	-	268	729	0	0	536	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.4	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.55	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	571	0	0	736	884	-	-	1042	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	571	-	-	736	884	-	-	1042	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.46	9.91	0.05	0.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	571	736	1042	-	-
HCM Lane V/C Ratio	0.004	-	-	0.024	0.004	0.008	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	11.5	9.9	8.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	0	0	43	3	826	12	11	933	9
Future Vol, veh/h	0	0	15	0	0	43	3	826	12	11	933	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	25	2	2	50	2	30	2	2	24	13
Mvmt Flow	0	0	16	0	0	45	3	869	13	12	982	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	496	-	-	441	992	0	0	882	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.4	-	-	7.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.55	-	-	3.8	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	463	0	0	450	693	-	-	762	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	463	-	-	450	693	-	-	762	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.05	13.89	0.04	0.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	693	-	-	463	450	762	-	-
HCM Lane V/C Ratio	0.005	-	-	0.034	0.101	0.015	-	-
HCM Ctrl Dly (s/v)	10.2	-	-	13.1	13.9	9.8	-	-
HCM Lane LOS	B	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	14	29	2	12	3	826	12	11	933	9
Future Volume (veh/h)	0	1	14	29	2	12	3	826	12	11	933	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1530	1159	1159	1159	1870	1455	1870	1870	1544	1707
Adj Flow Rate, veh/h	0	1	15	31	2	13	3	869	13	12	982	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	25	50	50	50	2	30	2	2	24	13
Cap, veh/h	237	4	55	245	25	162	307	1263	724	341	1395	13
Arrive On Green	0.00	0.04	0.04	0.04	0.19	0.19	0.00	0.46	0.46	0.02	0.47	0.47
Sat Flow, veh/h	1781	100	1500	1104	134	869	1781	2765	1585	1781	2979	27
Grp Volume(v), veh/h	0	0	16	31	0	15	3	869	13	12	484	507
Grp Sat Flow(s),veh/h/ln	1781	0	1600	1104	0	1003	1781	1383	1585	1781	1467	1539
Q Serve(g_s), s	0.0	0.0	0.4	1.0	0.0	0.5	0.0	9.9	0.2	0.1	10.4	10.4
Cycle Q Clear(g_c), s	0.0	0.0	0.4	1.0	0.0	0.5	0.0	9.9	0.2	0.1	10.4	10.4
Prop In Lane	1.00		0.94	1.00		0.87	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	237	0	58	245	0	187	307	1263	724	341	687	721
V/C Ratio(X)	0.00	0.00	0.27	0.13	0.00	0.08	0.01	0.69	0.02	0.04	0.70	0.70
Avail Cap(c_a), veh/h	458	0	727	347	0	458	524	2018	1157	538	1071	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	18.6	15.7	0.0	13.3	7.0	8.5	5.9	6.8	8.3	8.3
Incr Delay (d2), s/veh	0.0	0.0	2.5	0.2	0.0	0.2	0.0	0.7	0.0	0.0	1.3	1.3
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.3	0.4	0.0	0.2	0.0	3.8	0.1	0.1	4.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	21.1	16.0	0.0	13.5	7.0	9.2	5.9	6.8	9.7	9.6
LnGrp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		16			46			885			1003	
Approach Delay, s/veh		21.1			15.1			9.1			9.6	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	22.6	5.9	5.9	4.7	23.0	0.0	11.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	28.9	5.1	18.0	5.0	28.9	5.0	18.1
Max Q Clear Time (g_c+I1), s	2.1	11.9	3.0	2.4	2.0	12.4	0.0	2.5
Green Ext Time (p_c), s	0.0	6.0	0.0	0.0	0.0	6.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.6
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	14	29	2	12	3	826	12	11	933	9
Future Volume (veh/h)	0	1	14	29	2	12	3	826	12	11	933	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1530	1159	1159	1159	1870	1455	1870	1870	1544	1707
Adj Flow Rate, veh/h	0	1	15	31	2	13	3	869	13	12	982	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	25	50	50	50	2	30	2	2	24	13
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	237	4	55	245	25	162	307	1263	724	341	1395	13
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.04	0.04	0.04	0.19	0.19	0.00	0.46	0.46	0.02	0.47	0.47
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	21.1	16.0	0.0	13.5	7.0	9.2	5.9	6.8	9.7	9.6
Ln Grp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		16			46			885			1003	
Approach Delay, s/veh		21.1			15.1			9.1			9.6	
Approach LOS		C			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.1	22.6	5.9	5.9	4.7	23.0	0.0	11.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	28.9	5.1	18.0	5.0	28.9	5.0	18.1
Max Allow Headway (MAH), s	3.8	5.3	4.0	5.6	3.8	5.3	0.0	5.7
Max Q Clear (g_c+I1), s	2.1	11.9	3.0	2.4	2.0	12.4	0.0	2.5
Green Ext Time (g_e), s	0.0	6.0	0.0	0.0	0.0	6.2	0.0	0.0
Prob of Phs Call (p_c)	0.12	1.00	0.29	0.29	0.03	1.00	0.00	0.49
Prob of Max Out (p_x)	1.00	0.20	1.00	0.00	1.00	0.30	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1104		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2765		100		2979		134

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1500		27		869

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	0	0	74	53	877	13	13	984	9
Future Vol, veh/h	0	0	15	0	0	74	53	877	13	13	984	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	25	2	2	50	2	30	2	2	24	13
Mvmt Flow	0	0	16	0	0	78	56	923	14	14	1036	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	523	-	-	468	1045	0	0	937	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.4	-	-	7.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.55	-	-	3.8	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	443	0	0	430	661	-	-	727	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	443	-	-	430	661	-	-	727	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.42	15.23	0.62	0.13
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	661	-	-	443	430	727	-	-
HCM Lane V/C Ratio	0.084	-	-	0.036	0.181	0.019	-	-
HCM Ctrl Dly (s/v)	10.9	-	-	13.4	15.2	10	-	-
HCM Lane LOS	B	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0.7	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	14	43	2	29	53	877	13	13	984	9
Future Volume (veh/h)	0	1	14	43	2	29	53	877	13	13	984	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1530	1159	1159	1159	1870	1455	1870	1870	1544	1707
Adj Flow Rate, veh/h	0	1	15	45	2	31	56	923	14	14	1036	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	25	50	50	50	2	30	2	2	24	13
Cap, veh/h	225	5	76	238	12	178	350	1403	804	338	1402	12
Arrive On Green	0.00	0.05	0.05	0.05	0.19	0.19	0.05	0.51	0.51	0.02	0.47	0.47
Sat Flow, veh/h	1810	102	1524	1104	60	931	1781	2765	1585	1781	2981	26
Grp Volume(v), veh/h	0	0	16	45	0	33	56	923	14	14	510	535
Grp Sat Flow(s),veh/h/ln	1810	0	1626	1104	0	991	1781	1383	1585	1781	1467	1540
Q Serve(g_s), s	0.0	0.0	0.5	1.7	0.0	1.3	0.7	11.8	0.2	0.2	13.4	13.4
Cycle Q Clear(g_c), s	0.0	0.0	0.5	1.7	0.0	1.3	0.7	11.8	0.2	0.2	13.4	13.4
Prop In Lane	1.00		0.94	1.00		0.94	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	225	0	81	238	0	190	350	1403	804	338	690	724
V/C Ratio(X)	0.00	0.00	0.20	0.19	0.00	0.17	0.16	0.66	0.02	0.04	0.74	0.74
Avail Cap(c_a), veh/h	411	0	614	304	0	376	439	1967	1127	494	1044	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.7	18.5	0.0	16.1	7.7	8.7	5.8	7.4	10.3	10.3
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.4	0.0	0.4	0.2	0.5	0.0	0.0	1.6	1.5
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.3	0.8	0.0	0.5	0.4	4.7	0.1	0.1	6.4	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	22.9	18.9	0.0	16.5	7.9	9.2	5.8	7.4	11.8	11.8
LnGrp LOS			C	B		B	A	A	A	A	B	B
Approach Vol, veh/h		16			78			993			1059	
Approach Delay, s/veh		22.9			17.9			9.1			11.7	
Approach LOS		C			B			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	28.7	6.7	6.9	7.1	26.9	0.0	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	33.9	5.1	18.0	5.0	33.9	5.0	18.1
Max Q Clear Time (g_c+I1), s	2.2	13.8	3.7	2.5	2.7	15.4	0.0	3.3
Green Ext Time (p_c), s	0.0	7.0	0.0	0.0	0.0	7.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	14	43	2	29	53	877	13	13	984	9
Future Volume (veh/h)	0	1	14	43	2	29	53	877	13	13	984	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1530	1159	1159	1159	1870	1455	1870	1870	1544	1707
Adj Flow Rate, veh/h	0	1	15	45	2	31	56	923	14	14	1036	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	25	50	50	50	2	30	2	2	24	13
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	225	5	76	238	12	178	350	1403	804	338	1402	12
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.05	0.05	0.05	0.19	0.19	0.05	0.51	0.51	0.02	0.47	0.47
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	22.9	18.9	0.0	16.5	7.9	9.2	5.8	7.4	11.8	11.8
Ln Grp LOS			C	B		B	A	A	A	A	B	B
Approach Vol, veh/h		16			78			993			1059	
Approach Delay, s/veh		22.9			17.9			9.1			11.7	
Approach LOS		C			B			A			B	

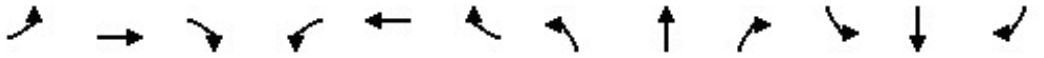
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.3	28.7	6.7	6.9	7.1	26.9	0.0	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	33.9	5.1	18.0	5.0	33.9	5.0	18.1
Max Allow Headway (MAH), s	3.8	5.3	4.0	5.6	3.8	5.3	0.0	5.7
Max Q Clear (g_c+I1), s	2.2	13.8	3.7	2.5	2.7	15.4	0.0	3.3
Green Ext Time (g_e), s	0.0	7.0	0.0	0.0	0.0	7.0	0.0	0.1
Prob of Phs Call (p_c)	0.17	1.00	0.45	0.48	0.52	1.00	0.00	0.71
Prob of Max Out (p_x)	1.00	0.16	1.00	0.00	1.00	0.28	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1104		1781		1810	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2765		102		2981		60

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1524		26		931

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	143	123	189	216	373	109	411	229	231	151	83
Future Volume (veh/h)	36	143	123	189	216	373	109	411	229	231	151	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	38	151	129	199	227	393	115	433	241	243	159	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Cap, veh/h	166	754	440	247	793	594	137	1169	488	261	1375	733
Arrive On Green	0.05	0.22	0.22	0.08	0.25	0.25	0.08	0.34	0.34	0.17	0.43	0.43
Sat Flow, veh/h	3100	3385	1459	3018	3159	1422	1739	3441	1158	1570	3216	1522
Grp Volume(v), veh/h	38	151	129	199	227	393	115	433	241	243	159	87
Grp Sat Flow(s),veh/h/ln	1550	1692	1459	1509	1580	1422	1739	1721	1158	1570	1608	1522
Q Serve(g_s), s	1.7	5.3	10.0	9.5	8.5	32.7	9.6	14.0	22.4	22.5	4.4	4.6
Cycle Q Clear(g_c), s	1.7	5.3	10.0	9.5	8.5	32.7	9.6	14.0	22.4	22.5	4.4	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	754	440	247	793	594	137	1169	488	261	1375	733
V/C Ratio(X)	0.23	0.20	0.29	0.80	0.29	0.66	0.84	0.37	0.49	0.93	0.12	0.12
Avail Cap(c_a), veh/h	737	1035	561	513	966	672	177	1169	488	267	1375	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	46.5	39.4	66.4	44.5	34.5	66.9	36.7	31.1	60.5	25.3	21.0
Incr Delay (d2), s/veh	0.7	0.1	0.4	6.0	0.2	2.0	23.5	0.9	3.5	36.4	0.2	0.3
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	1.3	4.1	6.6	7.0	6.1	17.3	8.9	10.2	11.1	17.2	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.4	46.7	39.8	72.4	44.6	36.5	90.4	37.6	34.6	96.9	25.5	21.3
LnGrp LOS	E	D	D	E	D	D	F	D	C	F	C	C
Approach Vol, veh/h		318			819			789			489	
Approach Delay, s/veh		46.3			47.5			44.4			60.2	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	70.0	14.7	43.8	31.6	57.1	18.9	39.6
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	11.6	6.6	3.7	34.7	24.5	24.4	11.5	12.0
Green Ext Time (p_c), s	0.1	1.4	0.1	2.2	0.0	4.0	0.5	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	48.9
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	143	123	189	216	373	109	411	229	231	151	83
Future Volume (veh/h)	36	143	123	189	216	373	109	411	229	231	151	83
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	38	151	129	199	227	393	115	433	241	243	159	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	166	754	440	247	793	594	137	1169	488	261	1375	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	0.22	0.22	0.08	0.25	0.25	0.08	0.34	0.34	0.17	0.43	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	67.4	46.7	39.8	72.4	44.6	36.5	90.4	37.6	34.6	96.9	25.5	21.3
Ln Grp LOS	E	D	D	E	D	D	F	D	C	F	C	C
Approach Vol, veh/h		318			819			789			489	
Approach Delay, s/veh		46.3			47.5			44.4			60.2	
Approach LOS		D			D			D			E	

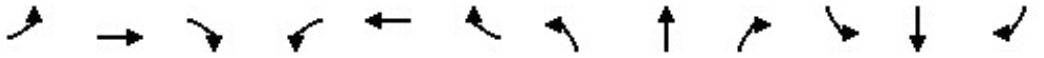
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	18.7	70.0	14.7	43.8	31.6	57.1	18.9	39.6
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	4.9	3.9	4.5	3.9	4.9	3.9	4.7
Max Q Clear (g_c+I1), s	11.6	6.6	3.7	34.7	24.5	24.4	11.5	12.0
Green Ext Time (g_e), s	0.1	1.4	0.1	2.2	0.0	4.0	0.5	1.4
Prob of Phs Call (p_c)	0.99	1.00	0.79	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	0.20	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		3100		1570		3018	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3216		3159		3441		3385

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1522		1422		1158		1459

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Future Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	260	427	481	600	225	633	377	318	300	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Cap, veh/h	192	657	422	463	903	632	166	1092	545	249	1225	674
Arrive On Green	0.06	0.19	0.19	0.15	0.29	0.29	0.10	0.32	0.32	0.16	0.38	0.38
Sat Flow, veh/h	3100	3385	1459	3018	3159	1422	1739	3441	1158	1570	3216	1522
Grp Volume(v), veh/h	83	316	260	427	481	600	225	633	377	318	300	126
Grp Sat Flow(s),veh/h/ln	1550	1692	1459	1509	1580	1422	1739	1721	1158	1570	1608	1522
Q Serve(g_s), s	4.1	13.1	24.3	22.0	20.2	45.0	15.0	24.2	40.2	25.0	10.0	7.9
Cycle Q Clear(g_c), s	4.1	13.1	24.3	22.0	20.2	45.0	15.0	24.2	40.2	25.0	10.0	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	657	422	463	903	632	166	1092	545	249	1225	674
V/C Ratio(X)	0.43	0.48	0.62	0.92	0.53	0.95	1.36	0.58	0.69	1.28	0.24	0.19
Avail Cap(c_a), veh/h	689	967	556	479	903	632	166	1092	545	249	1225	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	56.4	48.4	65.7	47.4	42.1	71.3	45.0	32.7	66.3	33.3	26.7
Incr Delay (d2), s/veh	1.5	0.5	1.5	23.0	0.6	24.0	195.5	2.2	7.0	151.8	0.5	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	3.0	9.6	14.0	15.2	12.8	34.9	24.7	16.2	18.2	31.2	7.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.8	57.0	49.9	88.8	48.0	66.1	266.8	47.2	39.7	218.1	33.8	27.3
LnGrp LOS	E	E	D	F	D	E	F	D	D	F	C	C
Approach Vol, veh/h		659			1508			1235			744	
Approach Delay, s/veh		56.2			66.8			84.9			111.5	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	67.1	16.5	51.8	32.1	57.1	31.0	37.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	17.0	12.0	6.1	47.0	27.0	42.2	24.0	26.3
Green Ext Time (p_c), s	0.0	2.6	0.2	0.0	0.0	3.5	0.2	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	78.5
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Future Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	260	427	481	600	225	633	377	318	300	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	192	657	422	463	903	632	166	1092	545	249	1225	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.19	0.19	0.15	0.29	0.29	0.10	0.32	0.32	0.16	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	72.8	57.0	49.9	88.8	48.0	66.1	266.8	47.2	39.7	218.1	33.8	27.3
Ln Grp LOS	E	E	D	F	D	E	F	D	D	F	C	C
Approach Vol, veh/h		659			1508			1235			744	
Approach Delay, s/veh		56.2			66.8			84.9			111.5	
Approach LOS		E			E			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.1	67.1	16.5	51.8	32.1	57.1	31.0	37.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	4.9	3.9	4.6	3.9	4.8	3.9	4.7
Max Q Clear (g_c+I1), s	17.0	12.0	6.1	47.0	27.0	42.2	24.0	26.3
Green Ext Time (g_e), s	0.0	2.6	0.2	0.0	0.0	3.5	0.2	2.9
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.02

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		3100		1570		3018	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3216		3159		3441		3385

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1522		1422		1158		1459

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Future Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	260	427	481	568	225	633	377	318	300	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Cap, veh/h	277	693	515	496	883	576	258	790	456	383	666	452
Arrive On Green	0.09	0.20	0.20	0.16	0.28	0.28	0.15	0.23	0.23	0.13	0.21	0.21
Sat Flow, veh/h	3100	3385	1459	3018	3159	1422	1739	3441	1158	3045	3216	1522
Grp Volume(v), veh/h	83	316	260	427	481	568	225	633	377	318	300	126
Grp Sat Flow(s),veh/h/ln	1550	1692	1459	1509	1580	1422	1739	1721	1158	1522	1608	1522
Q Serve(g_s), s	2.5	8.3	14.1	13.9	13.0	28.2	12.8	17.5	23.2	10.3	8.2	6.4
Cycle Q Clear(g_c), s	2.5	8.3	14.1	13.9	13.0	28.2	12.8	17.5	23.2	10.3	8.2	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	693	515	496	883	576	258	790	456	383	666	452
V/C Ratio(X)	0.30	0.46	0.50	0.86	0.54	0.99	0.87	0.80	0.83	0.83	0.45	0.28
Avail Cap(c_a), veh/h	307	693	515	604	883	576	312	790	456	480	666	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	35.2	25.7	41.0	30.9	29.7	42.0	36.7	27.5	43.0	35.0	27.2
Incr Delay (d2), s/veh	0.6	0.5	0.8	10.4	0.7	33.7	20.0	8.4	15.7	9.6	2.2	1.5
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	1.8	6.2	8.6	9.8	8.7	25.4	11.2	12.9	15.0	7.8	6.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.6	35.7	26.5	51.4	31.6	63.4	62.1	45.1	43.1	52.6	37.2	28.7
LnGrp LOS	D	D	C	D	C	E	E	D	D	D	D	C
Approach Vol, veh/h		659			1476			1235			744	
Approach Delay, s/veh		33.0			49.6			47.6			42.4	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	28.0	15.8	35.0	19.8	30.3	23.4	27.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	18.1	20.9	10.0	28.2	15.9	23.1	20.2	18.0
Max Q Clear Time (g_c+I1), s	14.8	10.2	4.5	30.2	12.3	25.2	15.9	16.1
Green Ext Time (p_c), s	0.2	1.7	0.1	0.0	0.4	0.0	0.7	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	45.0
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Future Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	260	427	481	568	225	633	377	318	300	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	277	693	515	496	883	576	258	790	456	383	666	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.20	0.20	0.16	0.28	0.28	0.15	0.23	0.23	0.13	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.6	35.7	26.5	51.4	31.6	63.4	62.1	45.1	43.1	52.6	37.2	28.7
Ln Grp LOS	D	D	C	D	C	E	E	D	D	D	D	C
Approach Vol, veh/h		659			1476			1235			744	
Approach Delay, s/veh		33.0			49.6			47.6			42.4	
Approach LOS		C			D			D			D	

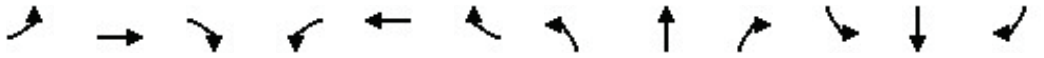
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.0	28.0	15.8	35.0	19.8	30.3	23.4	27.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	18.1	20.9	10.0	28.2	15.9	23.1	20.2	18.0
Max Allow Headway (MAH), s	3.8	4.9	3.9	4.6	3.9	4.8	3.9	4.7
Max Q Clear (g_c+I1), s	14.8	10.2	4.5	30.2	12.3	25.2	15.9	16.1
Green Ext Time (g_e), s	0.2	1.7	0.1	0.0	0.4	0.0	0.7	0.6
Prob of Phs Call (p_c)	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.14	1.00	1.00	0.00	0.79	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		3100		3045		3018	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3216		3159		3441		3385

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1522		1422		1158		1459

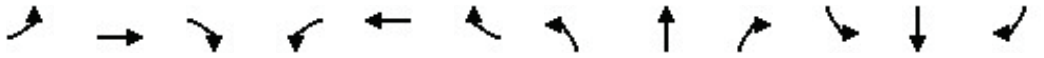
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Future Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	263	434	481	600	226	644	381	318	320	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Cap, veh/h	192	650	419	469	903	632	166	1092	548	249	1225	674
Arrive On Green	0.06	0.19	0.19	0.16	0.29	0.29	0.10	0.32	0.32	0.16	0.38	0.38
Sat Flow, veh/h	3100	3385	1459	3018	3159	1422	1739	3441	1158	1570	3216	1522
Grp Volume(v), veh/h	83	316	263	434	481	600	226	644	381	318	320	126
Grp Sat Flow(s),veh/h/ln	1550	1692	1459	1509	1580	1422	1739	1721	1158	1570	1608	1522
Q Serve(g_s), s	4.1	13.1	24.7	22.4	20.2	45.0	15.0	24.8	40.7	25.0	10.8	7.9
Cycle Q Clear(g_c), s	4.1	13.1	24.7	22.4	20.2	45.0	15.0	24.8	40.7	25.0	10.8	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	650	419	469	903	632	166	1092	548	249	1225	674
V/C Ratio(X)	0.43	0.49	0.63	0.93	0.53	0.95	1.36	0.59	0.70	1.28	0.26	0.19
Avail Cap(c_a), veh/h	689	967	556	479	903	632	166	1092	548	249	1225	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	56.7	48.8	65.6	47.4	42.1	71.3	45.2	32.6	66.3	33.5	26.7
Incr Delay (d2), s/veh	1.5	0.6	1.5	23.8	0.6	24.0	197.9	2.3	7.1	151.8	0.5	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	3.0	9.6	14.2	15.4	12.8	34.9	24.9	16.5	18.4	31.2	7.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.8	57.3	50.4	89.4	48.0	66.1	269.2	47.5	39.8	218.1	34.0	27.3
LnGrp LOS	E	E	D	F	D	E	F	D	D	F	C	C
Approach Vol, veh/h		662			1515			1251			764	
Approach Delay, s/veh		56.5			67.0			85.2			109.5	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	67.1	16.5	51.8	32.1	57.1	31.3	37.1
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	17.0	12.8	6.1	47.0	27.0	42.7	24.4	26.7
Green Ext Time (p_c), s	0.0	2.7	0.2	0.0	0.0	3.4	0.1	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	78.5
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Future Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	263	434	481	600	226	644	381	318	320	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	192	650	419	469	903	632	166	1092	548	249	1225	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.19	0.19	0.16	0.29	0.29	0.10	0.32	0.32	0.16	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	72.8	57.3	50.4	89.4	48.0	66.1	269.2	47.5	39.8	218.1	34.0	27.3
Ln Grp LOS	E	E	D	F	D	E	F	D	D	F	C	C
Approach Vol, veh/h		662			1515			1251			764	
Approach Delay, s/veh		56.5			67.0			85.2			109.5	
Approach LOS		E			E			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.1	67.1	16.5	51.8	32.1	57.1	31.3	37.1
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	4.9	3.9	4.6	3.9	4.9	3.9	4.7
Max Q Clear (g_c+I1), s	17.0	12.8	6.1	47.0	27.0	42.7	24.4	26.7
Green Ext Time (g_e), s	0.0	2.7	0.2	0.0	0.0	3.4	0.1	2.9
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.02

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		3100		1570		3018	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3216		3159		3441		3385

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1522		1422		1158		1459

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Future Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	263	434	481	568	226	644	381	318	320	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Cap, veh/h	277	677	511	501	875	579	262	787	457	396	671	453
Arrive On Green	0.09	0.20	0.20	0.17	0.28	0.28	0.15	0.23	0.23	0.13	0.21	0.21
Sat Flow, veh/h	3100	3385	1459	3018	3159	1422	1739	3441	1158	3045	3216	1522
Grp Volume(v), veh/h	83	316	263	434	481	568	226	644	381	318	320	126
Grp Sat Flow(s),veh/h/ln	1550	1692	1459	1509	1580	1422	1739	1721	1158	1522	1608	1522
Q Serve(g_s), s	2.5	8.3	14.4	14.2	13.1	28.0	12.8	18.0	23.1	10.3	8.8	6.4
Cycle Q Clear(g_c), s	2.5	8.3	14.4	14.2	13.1	28.0	12.8	18.0	23.1	10.3	8.8	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	677	511	501	875	579	262	787	457	396	671	453
V/C Ratio(X)	0.30	0.47	0.51	0.87	0.55	0.98	0.86	0.82	0.83	0.80	0.48	0.28
Avail Cap(c_a), veh/h	306	677	511	597	875	579	397	787	457	738	671	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	35.7	26.0	41.1	31.2	29.6	42.0	37.0	27.6	42.7	35.2	27.2
Incr Delay (d2), s/veh	0.6	0.5	0.9	11.2	0.7	32.6	11.9	9.2	16.2	3.8	2.4	1.5
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	1.8	6.2	8.7	10.0	8.7	25.3	10.4	13.2	15.3	7.3	6.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	36.2	26.9	52.2	31.9	62.2	53.8	46.2	43.7	46.5	37.6	28.7
LnGrp LOS	D	D	C	D	C	E	D	D	D	D	D	C
Approach Vol, veh/h		662			1483			1251			764	
Approach Delay, s/veh		33.5			49.5			46.8			39.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.3	28.2	15.8	34.8	20.3	30.2	23.6	27.0
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	23.1	21.1	10.0	28.0	24.5	19.7	20.0	18.0
Max Q Clear Time (g_c+I1), s	14.8	10.8	4.5	30.0	12.3	25.1	16.2	16.4
Green Ext Time (p_c), s	0.4	1.8	0.1	0.0	0.9	0.0	0.6	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	44.4
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Future Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	263	434	481	568	226	644	381	318	320	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	277	677	511	501	875	579	262	787	457	396	671	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.20	0.20	0.17	0.28	0.28	0.15	0.23	0.23	0.13	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.7	36.2	26.9	52.2	31.9	62.2	53.8	46.2	43.7	46.5	37.6	28.7
Ln Grp LOS	D	D	C	D	C	E	D	D	D	D	D	C
Approach Vol, veh/h		662			1483			1251			764	
Approach Delay, s/veh		33.5			49.5			46.8			39.8	
Approach LOS		C			D			D			D	

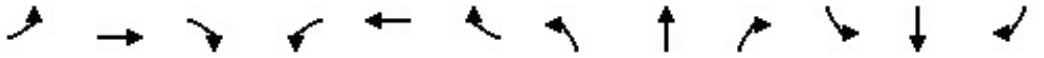
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.3	28.2	15.8	34.8	20.3	30.2	23.6	27.0
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	23.1	21.1	10.0	28.0	24.5	19.7	20.0	18.0
Max Allow Headway (MAH), s	3.8	4.9	3.9	4.6	3.9	4.9	3.9	4.7
Max Q Clear (g_c+I1), s	14.8	10.8	4.5	30.0	12.3	25.1	16.2	16.4
Green Ext Time (g_e), s	0.4	1.8	0.1	0.0	0.9	0.0	0.6	0.5
Prob of Phs Call (p_c)	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.04	0.00	0.14	1.00	0.00	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		3100		3045		3018	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3216		3159		3441		3385

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1522		1422		1158		1459

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	334	117	181	279	291	111	206	237	318	399	24
Future Volume (veh/h)	89	334	117	181	279	291	111	206	237	318	399	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	92	344	121	187	288	300	114	212	244	328	411	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Cap, veh/h	214	715	417	230	751	494	134	1109	503	278	1473	696
Arrive On Green	0.07	0.21	0.21	0.08	0.22	0.22	0.08	0.34	0.34	0.17	0.44	0.44
Sat Flow, veh/h	3182	3469	1447	2716	3357	1246	1640	3216	1171	1612	3385	1384
Grp Volume(v), veh/h	92	344	121	187	288	300	114	212	244	328	411	25
Grp Sat Flow(s),veh/h/ln	1591	1735	1447	1358	1678	1246	1640	1608	1171	1612	1692	1384
Q Serve(g_s), s	4.0	12.7	9.4	9.8	10.6	27.8	9.9	6.7	21.8	25.0	11.3	1.3
Cycle Q Clear(g_c), s	4.0	12.7	9.4	9.8	10.6	27.8	9.9	6.7	21.8	25.0	11.3	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	715	417	230	751	494	134	1109	503	278	1473	696
V/C Ratio(X)	0.43	0.48	0.29	0.81	0.38	0.61	0.85	0.19	0.49	1.18	0.28	0.04
Avail Cap(c_a), veh/h	768	1077	568	468	1042	601	170	1109	503	278	1473	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	50.7	40.1	65.2	47.8	34.8	65.7	33.3	29.8	60.0	26.3	18.3
Incr Delay (d2), s/veh	1.4	0.5	0.4	6.7	0.3	1.2	26.2	0.4	3.3	111.8	0.5	0.1
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	3.0	9.5	6.2	6.5	8.0	13.4	8.9	4.9	10.9	28.1	8.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.3	51.2	40.5	71.9	48.1	36.0	91.8	33.7	33.1	171.8	26.8	18.4
LnGrp LOS	E	D	D	E	D	D	F	C	C	F	C	B
Approach Vol, veh/h		557			775			570			764	
Approach Delay, s/veh		51.4			49.2			45.1			88.8	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	70.2	16.6	39.2	32.1	57.1	19.1	36.7
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	11.9	13.3	6.0	29.8	27.0	23.8	11.8	14.7
Green Ext Time (p_c), s	0.1	3.1	0.3	2.7	0.0	2.3	0.5	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	60.1
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	334	117	181	279	291	111	206	237	318	399	24
Future Volume (veh/h)	89	334	117	181	279	291	111	206	237	318	399	24
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	92	344	121	187	288	300	114	212	244	328	411	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	214	715	417	230	751	494	134	1109	503	278	1473	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.21	0.21	0.08	0.22	0.22	0.08	0.34	0.34	0.17	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	66.3	51.2	40.5	71.9	48.1	36.0	91.8	33.7	33.1	171.8	26.8	18.4
Ln Grp LOS	E	D	D	E	D	D	F	C	C	F	C	B
Approach Vol, veh/h		557			775			570			764	
Approach Delay, s/veh		51.4			49.2			45.1			88.8	
Approach LOS		D			D			D			F	

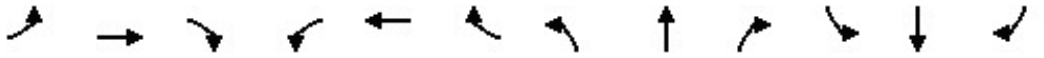
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	19.0	70.2	16.6	39.2	32.1	57.1	19.1	36.7
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.7	3.9	4.7	3.9	5.0
Max Q Clear (g_c+I1), s	11.9	13.3	6.0	29.8	27.0	23.8	11.8	14.7
Green Ext Time (g_e), s	0.1	3.1	0.3	2.7	0.0	2.3	0.5	2.8
Prob of Phs Call (p_c)	0.99	1.00	0.98	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	0.05	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1640		3182		1612		2716	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3385		3357		3216		3469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1384		1246		1171		1447

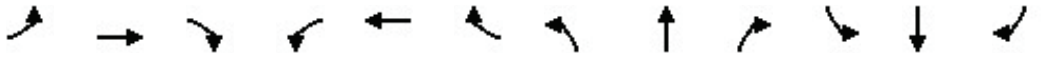
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Future Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	323	381	447	401	232	336	428	537	646	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Cap, veh/h	213	807	467	408	1060	580	148	966	527	242	1220	591
Arrive On Green	0.07	0.23	0.23	0.15	0.32	0.32	0.09	0.30	0.30	0.15	0.36	0.36
Sat Flow, veh/h	3182	3469	1447	2716	3357	1246	1640	3216	1171	1612	3385	1384
Grp Volume(v), veh/h	167	675	323	381	447	401	232	336	428	537	646	56
Grp Sat Flow(s),veh/h/ln	1591	1735	1447	1358	1678	1246	1640	1608	1171	1612	1692	1384
Q Serve(g_s), s	8.6	30.9	32.4	23.1	17.5	42.2	15.0	13.6	50.0	25.0	25.1	4.0
Cycle Q Clear(g_c), s	8.6	30.9	32.4	23.1	17.5	42.2	15.0	13.6	50.0	25.0	25.1	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	807	467	408	1060	580	148	966	527	242	1220	591
V/C Ratio(X)	0.78	0.84	0.69	0.93	0.42	0.69	1.57	0.35	0.81	2.22	0.53	0.09
Avail Cap(c_a), veh/h	669	937	521	408	1060	580	148	966	527	242	1220	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.5	60.9	49.2	70.0	45.0	35.0	75.8	45.5	39.7	70.8	42.1	28.5
Incr Delay (d2), s/veh	6.2	5.9	3.4	28.6	0.3	3.5	286.7	1.0	12.8	561.8	1.6	0.3
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	6.7	20.5	18.0	14.8	11.9	19.5	28.9	9.6	23.8	75.4	16.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.8	66.8	52.6	98.6	45.2	38.5	362.5	46.5	52.4	632.6	43.8	28.8
LnGrp LOS	F	E	D	F	D	D	F	D	D	F	D	C
Approach Vol, veh/h		1165			1229			996			1239	
Approach Delay, s/veh		65.2			59.6			122.7			298.3	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	67.1	17.9	59.4	32.1	57.1	31.8	45.5
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	17.0	27.1	10.6	44.2	27.0	52.0	25.1	34.4
Green Ext Time (p_c), s	0.0	4.8	0.5	0.4	0.0	0.0	0.0	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	138.4
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Future Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	323	381	447	401	232	336	428	537	646	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	213	807	467	408	1060	580	148	966	527	242	1220	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.23	0.23	0.15	0.32	0.32	0.09	0.30	0.30	0.15	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	82.8	66.8	52.6	98.6	45.2	38.5	362.5	46.5	52.4	632.6	43.8	28.8
Ln Grp LOS	F	E	D	F	D	D	F	D	D	F	D	C
Approach Vol, veh/h		1165			1229			996			1239	
Approach Delay, s/veh		65.2			59.6			122.7			298.3	
Approach LOS		E			E			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.1	67.1	17.9	59.4	32.1	57.1	31.8	45.5
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.7	3.9	4.6	3.9	4.9
Max Q Clear (g_c+I1), s	17.0	27.1	10.6	44.2	27.0	52.0	25.1	34.4
Green Ext Time (g_e), s	0.0	4.8	0.5	0.4	0.0	0.0	0.0	4.3
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.44

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1640		3182		1612		2716	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3385		3357		3216		3469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1384		1246		1171		1447

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Future Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	323	381	447	401	232	336	407	537	646	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Cap, veh/h	284	737	534	436	953	587	257	612	411	585	747	429
Arrive On Green	0.09	0.21	0.21	0.16	0.28	0.28	0.16	0.19	0.19	0.19	0.22	0.22
Sat Flow, veh/h	3182	3469	1447	2716	3357	1246	1640	3216	1171	3127	3385	1384
Grp Volume(v), veh/h	167	675	323	381	447	401	232	336	407	537	646	56
Grp Sat Flow(s),veh/h/ln	1591	1735	1447	1358	1678	1246	1640	1608	1171	1564	1692	1384
Q Serve(g_s), s	5.6	21.2	20.2	15.3	12.3	28.0	15.5	10.5	21.2	18.8	20.5	3.2
Cycle Q Clear(g_c), s	5.6	21.2	20.2	15.3	12.3	28.0	15.5	10.5	21.2	18.8	20.5	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	737	534	436	953	587	257	612	411	585	747	429
V/C Ratio(X)	0.59	0.92	0.60	0.87	0.47	0.68	0.90	0.55	0.99	0.92	0.86	0.13
Avail Cap(c_a), veh/h	320	737	534	536	1018	611	259	612	411	592	747	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	42.9	28.5	45.7	33.0	23.0	46.2	40.8	36.0	44.5	41.8	27.7
Incr Delay (d2), s/veh	2.3	16.2	1.9	12.7	0.4	3.0	31.5	3.5	42.1	19.2	12.8	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	4.2	16.0	11.6	9.9	8.7	13.2	13.3	7.9	22.0	13.7	14.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.0	59.1	30.5	58.3	33.3	26.0	77.6	44.3	78.1	63.7	54.6	28.3
LnGrp LOS	D	E	C	E	C	C	E	D	E	E	D	C
Approach Vol, veh/h		1165			1229			975			1239	
Approach Delay, s/veh		50.0			38.7			66.4			57.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.6	31.7	16.7	38.5	28.0	28.3	24.7	30.5
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	17.5	24.6	11.2	33.8	21.1	21.1	22.0	23.0
Max Q Clear Time (g_c+I1), s	17.5	22.5	7.6	30.0	20.8	23.2	17.3	23.2
Green Ext Time (p_c), s	0.0	1.0	0.2	1.7	0.1	0.0	0.6	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	52.4
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Future Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	323	381	447	401	232	336	407	537	646	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	284	737	534	436	953	587	257	612	411	585	747	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.21	0.21	0.16	0.28	0.28	0.16	0.19	0.19	0.19	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.0	59.1	30.5	58.3	33.3	26.0	77.6	44.3	78.1	63.7	54.6	28.3
Ln Grp LOS	D	E	C	E	C	C	E	D	E	E	D	C
Approach Vol, veh/h		1165			1229			975			1239	
Approach Delay, s/veh		50.0			38.7			66.4			57.3	
Approach LOS		D			D			E			E	

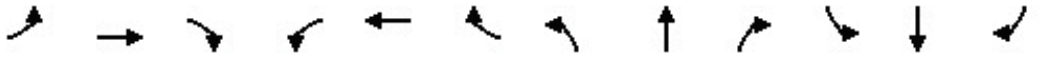
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	24.6	31.7	16.7	38.5	28.0	28.3	24.7	30.5
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	17.6	24.6	11.2	33.8	21.1	21.1	22.0	23.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.7	3.9	4.7	3.9	4.9
Max Q Clear (g_c+I1), s	17.5	22.5	7.6	30.0	20.8	23.2	17.3	23.2
Green Ext Time (g_e), s	0.0	1.0	0.2	1.7	0.1	0.0	0.6	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	0.63	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1640		3182		3127		2716	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3385		3357		3216		3469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1384		1246		1171		1447

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Future Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	325	387	447	401	235	359	436	537	664	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Cap, veh/h	213	810	468	407	1062	581	148	964	527	242	1218	591
Arrive On Green	0.07	0.23	0.23	0.15	0.32	0.32	0.09	0.30	0.30	0.15	0.36	0.36
Sat Flow, veh/h	3182	3469	1447	2716	3357	1246	1640	3216	1171	1612	3385	1384
Grp Volume(v), veh/h	167	675	325	387	447	401	235	359	436	537	664	56
Grp Sat Flow(s),veh/h/ln	1591	1735	1447	1358	1678	1246	1640	1608	1171	1612	1692	1384
Q Serve(g_s), s	8.6	30.9	32.7	23.5	17.5	42.2	15.0	14.7	50.0	25.0	26.0	4.0
Cycle Q Clear(g_c), s	8.6	30.9	32.7	23.5	17.5	42.2	15.0	14.7	50.0	25.0	26.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	810	468	407	1062	581	148	964	527	242	1218	591
V/C Ratio(X)	0.78	0.83	0.69	0.95	0.42	0.69	1.59	0.37	0.83	2.22	0.55	0.09
Avail Cap(c_a), veh/h	668	936	521	407	1062	581	148	964	527	242	1218	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.6	60.8	49.2	70.2	44.9	35.0	75.9	46.0	40.2	70.9	42.5	28.5
Incr Delay (d2), s/veh	6.3	5.8	3.5	32.0	0.3	3.5	296.2	1.1	13.9	563.0	1.8	0.3
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	6.7	20.5	18.1	15.2	11.9	19.5	29.5	10.2	24.6	75.4	16.9	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.9	66.6	52.7	102.2	45.2	38.4	372.0	47.1	54.2	633.9	44.3	28.9
LnGrp LOS	F	E	D	F	D	D	F	D	D	F	D	C
Approach Vol, veh/h		1167			1235			1030			1257	
Approach Delay, s/veh		65.1			60.9			124.2			295.5	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	67.1	18.0	59.6	32.1	57.1	31.8	45.7
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	17.0	28.0	10.6	44.2	27.0	52.0	25.5	34.7
Green Ext Time (p_c), s	0.0	4.9	0.5	0.4	0.0	0.0	0.0	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	138.7
HCM 7th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Future Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	325	387	447	401	235	359	436	537	664	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	213	810	468	407	1062	581	148	964	527	242	1218	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.23	0.23	0.15	0.32	0.32	0.09	0.30	0.30	0.15	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	82.9	66.6	52.7	102.2	45.2	38.4	372.0	47.1	54.2	633.9	44.3	28.9
Ln Grp LOS	F	E	D	F	D	D	F	D	D	F	D	C
Approach Vol, veh/h		1167			1235			1030			1257	
Approach Delay, s/veh		65.1			60.9			124.2			295.5	
Approach LOS		E			E			F			F	

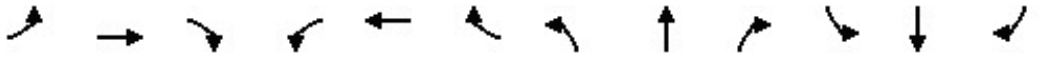
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.1	67.1	18.0	59.6	32.1	57.1	31.8	45.7
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.7	3.9	4.7	3.9	4.9
Max Q Clear (g_c+I1), s	17.0	28.0	10.6	44.2	27.0	52.0	25.5	34.7
Green Ext Time (g_e), s	0.0	4.9	0.5	0.4	0.0	0.0	0.0	4.3
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.46

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1640		3182		1612		2716	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3385		3357		3216		3469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1384		1246		1171		1447

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Future Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	325	387	447	401	235	359	410	537	664	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Cap, veh/h	297	706	516	445	918	567	252	609	413	568	736	431
Arrive On Green	0.09	0.20	0.20	0.16	0.27	0.27	0.15	0.19	0.19	0.18	0.22	0.22
Sat Flow, veh/h	3182	3469	1447	2716	3357	1246	1640	3216	1171	3127	3385	1384
Grp Volume(v), veh/h	167	675	325	387	447	401	235	359	410	537	664	56
Grp Sat Flow(s),veh/h/ln	1591	1735	1447	1358	1678	1246	1640	1608	1171	1564	1692	1384
Q Serve(g_s), s	5.3	20.4	19.8	14.8	11.8	27.4	15.0	10.8	20.1	18.0	20.3	3.1
Cycle Q Clear(g_c), s	5.3	20.4	19.8	14.8	11.8	27.4	15.0	10.8	20.1	18.0	20.3	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	706	516	445	918	567	252	609	413	568	736	431
V/C Ratio(X)	0.56	0.96	0.63	0.87	0.49	0.71	0.93	0.59	0.99	0.94	0.90	0.13
Avail Cap(c_a), veh/h	321	706	516	542	918	567	252	609	413	568	736	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	41.8	28.3	43.3	32.3	23.2	44.4	39.3	34.2	42.9	40.4	26.3
Incr Delay (d2), s/veh	1.9	23.7	2.4	12.3	0.4	4.0	39.0	4.2	42.4	24.8	16.4	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	3.9	16.4	11.4	9.6	8.4	13.2	13.6	8.1	21.4	13.7	15.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	65.5	30.8	55.6	32.7	27.2	83.4	43.4	76.6	67.7	56.8	26.9
LnGrp LOS	D	E	C	E	C	C	F	D	E	E	E	C
Approach Vol, veh/h		1167			1235			1004			1257	
Approach Delay, s/veh		53.3			38.1			66.3			60.1	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	30.2	16.7	35.9	26.4	27.2	24.2	28.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	16.3	23.1	10.7	22.1	19.3	20.1	21.2	21.6
Max Q Clear Time (g_c+I1), s	17.0	22.3	7.3	29.4	20.0	22.1	16.8	22.4
Green Ext Time (p_c), s	0.0	0.4	0.2	0.0	0.0	0.0	0.6	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.9
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Future Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	325	387	447	401	235	359	410	537	664	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	297	706	516	445	918	567	252	609	413	568	736	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.20	0.20	0.16	0.27	0.27	0.15	0.19	0.19	0.18	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	48.0	65.5	30.8	55.6	32.7	27.2	83.4	43.4	76.6	67.7	56.8	26.9
Ln Grp LOS	D	E	C	E	C	C	F	D	E	E	E	C
Approach Vol, veh/h		1167			1235			1004			1257	
Approach Delay, s/veh		53.3			38.1			66.3			60.1	
Approach LOS		D			D			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	23.4	30.2	16.7	35.9	26.4	27.2	24.2	28.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	16.3	23.1	10.7	22.1	19.3	20.1	21.2	21.6
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.7	3.9	4.7	3.9	4.9
Max Q Clear (g_c+I1), s	17.0	22.3	7.3	29.4	20.0	22.1	16.8	22.4
Green Ext Time (g_e), s	0.0	0.4	0.2	0.0	0.0	0.0	0.6	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	0.74	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1640		3182		3127		2716	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3385		3357		3216		3469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1384		1246		1171		1447

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1125	28	84	855	125	17	9	64	78	11	38
Future Volume (veh/h)	38	1125	28	84	855	125	17	9	64	78	11	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	40	1184	29	88	900	132	18	9	67	82	12	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Cap, veh/h	50	2394	673	142	2241	774	354	316	438	470	396	391
Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Sat Flow, veh/h	1682	4701	1321	3374	4297	1485	1372	1337	1572	1697	1455	1434
Grp Volume(v), veh/h	40	1184	29	88	900	132	18	9	67	82	12	40
Grp Sat Flow(s),veh/h/ln	1682	1567	1321	1687	1432	1485	1372	1337	1572	1697	1455	1434
Q Serve(g_s), s	2.6	18.2	1.2	2.8	13.9	5.1	1.1	0.6	3.5	3.8	0.7	2.3
Cycle Q Clear(g_c), s	2.6	18.2	1.2	2.8	13.9	5.1	1.1	0.6	3.5	3.8	0.7	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	2394	673	142	2241	774	354	316	438	470	396	391
V/C Ratio(X)	0.80	0.49	0.04	0.62	0.40	0.17	0.05	0.03	0.15	0.17	0.03	0.10
Avail Cap(c_a), veh/h	245	2394	673	491	2241	774	511	316	438	604	396	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	17.7	13.5	51.8	15.9	13.8	29.9	32.3	29.9	26.7	29.4	29.9
Incr Delay (d2), s/veh	24.3	0.7	0.1	4.3	0.5	0.5	0.1	0.2	0.7	0.2	0.1	0.5
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	2.6	10.7	0.7	2.3	8.1	3.2	0.7	0.4	2.6	2.8	0.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.4	18.4	13.7	56.1	16.5	14.3	30.0	32.4	30.6	26.8	29.5	30.5
LnGrp LOS	E	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1253			1120			94			134	
Approach Delay, s/veh		20.2			19.3			30.7			28.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	61.4	11.3	30.0	8.6	60.0	7.4	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	4.6	15.9	5.8	5.5	4.8	20.2	3.1	4.3
Green Ext Time (p_c), s	0.0	8.6	0.1	0.2	0.2	11.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1125	28	84	855	125	17	9	64	78	11	38
Future Volume (veh/h)	38	1125	28	84	855	125	17	9	64	78	11	38
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	40	1184	29	88	900	132	18	9	67	82	12	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	50	2394	673	142	2241	774	354	316	438	470	396	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	77.4	18.4	13.7	56.1	16.5	14.3	30.0	32.4	30.6	26.8	29.5	30.5
Ln Grp LOS	E	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1253			1120			94			134	
Approach Delay, s/veh		20.2			19.3			30.7			28.2	
Approach LOS		C			B			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.3	61.4	11.3	30.0	8.6	60.0	7.4	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.2	3.8	5.3	3.9	4.4
Max Q Clear (g_c+I1), s	4.6	15.9	5.8	5.5	4.8	20.2	3.1	4.3
Green Ext Time (g_e), s	0.0	8.6	0.1	0.2	0.2	11.2	0.0	0.1
Prob of Phs Call (p_c)	0.71	1.00	0.92	1.00	0.93	1.00	0.42	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1682		1697		3374		1372	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4297		1337		4701		1455

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1485		1572		1321		1434

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1287	29	88	1051	155	18	9	67	90	12	41
Future Volume (veh/h)	44	1287	29	88	1051	155	18	9	67	90	12	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	46	1355	31	93	1106	163	19	9	71	95	13	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Cap, veh/h	58	2384	670	149	2220	767	353	315	439	471	396	390
Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Sat Flow, veh/h	1682	4701	1321	3374	4297	1485	1372	1337	1572	1697	1455	1434
Grp Volume(v), veh/h	46	1355	31	93	1106	163	19	9	71	95	13	43
Grp Sat Flow(s),veh/h/ln	1682	1567	1321	1687	1432	1485	1372	1337	1572	1697	1455	1434
Q Serve(g_s), s	3.0	22.0	1.3	3.0	18.5	6.6	1.1	0.6	3.8	4.4	0.7	2.5
Cycle Q Clear(g_c), s	3.0	22.0	1.3	3.0	18.5	6.6	1.1	0.6	3.8	4.4	0.7	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	2384	670	149	2220	767	353	315	439	471	396	390
V/C Ratio(X)	0.79	0.57	0.05	0.63	0.50	0.21	0.05	0.03	0.16	0.20	0.03	0.11
Avail Cap(c_a), veh/h	244	2384	670	489	2220	767	508	315	439	600	396	390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	18.8	13.7	51.9	17.4	14.5	30.0	32.5	30.0	26.9	29.5	30.2
Incr Delay (d2), s/veh	20.8	1.0	0.1	4.3	0.8	0.6	0.1	0.2	0.8	0.2	0.2	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	2.9	12.6	0.7	2.4	10.1	0.2	0.7	0.4	2.7	3.3	0.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.7	19.8	13.9	56.2	18.2	15.1	30.1	32.7	30.8	27.1	29.7	30.7
LnGrp LOS	E	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1432			1362			99			151	
Approach Delay, s/veh		21.4			20.4			30.8			28.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	61.0	11.6	30.0	8.9	60.0	7.5	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.0	20.5	6.4	5.8	5.0	24.0	3.1	4.5
Green Ext Time (p_c), s	0.0	11.1	0.1	0.2	0.2	12.9	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1287	29	88	1051	155	18	9	67	90	12	41
Future Volume (veh/h)	44	1287	29	88	1051	155	18	9	67	90	12	41
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	46	1355	31	93	1106	163	19	9	71	95	13	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	58	2384	670	149	2220	767	353	315	439	471	396	390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	73.7	19.8	13.9	56.2	18.2	15.1	30.1	32.7	30.8	27.1	29.7	30.7
Ln Grp LOS	E	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1432			1362			99			151	
Approach Delay, s/veh		21.4			20.4			30.8			28.4	
Approach LOS		C			C			C			C	

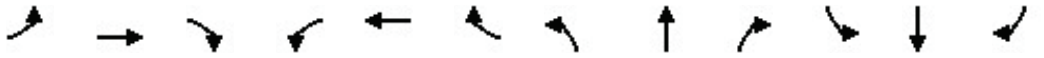
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.8	61.0	11.6	30.0	8.9	60.0	7.5	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.2	3.8	5.3	3.9	4.4
Max Q Clear (g_c+I1), s	5.0	20.5	6.4	5.8	5.0	24.0	3.1	4.5
Green Ext Time (g_e), s	0.0	11.1	0.1	0.2	0.2	12.9	0.0	0.1
Prob of Phs Call (p_c)	0.76	1.00	0.95	1.00	0.94	1.00	0.44	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1682		1697		3374		1372	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4297		1337		4701		1455

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1485		1572		1321		1434

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1312	29	88	1096	161	18	9	67	94	12	41
Future Volume (veh/h)	44	1312	29	88	1096	161	18	9	67	94	12	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	46	1381	31	93	1154	169	19	9	71	99	13	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Cap, veh/h	58	2383	670	148	2219	767	353	315	439	471	396	391
Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Sat Flow, veh/h	1682	4701	1321	3374	4297	1485	1372	1337	1572	1697	1455	1434
Grp Volume(v), veh/h	46	1381	31	93	1154	169	19	9	71	99	13	43
Grp Sat Flow(s),veh/h/ln	1682	1567	1321	1687	1432	1485	1372	1337	1572	1697	1455	1434
Q Serve(g_s), s	3.0	22.7	1.3	3.0	19.6	6.9	1.1	0.6	3.8	4.6	0.7	2.5
Cycle Q Clear(g_c), s	3.0	22.7	1.3	3.0	19.6	6.9	1.1	0.6	3.8	4.6	0.7	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	2383	670	148	2219	767	353	315	439	471	396	391
V/C Ratio(X)	0.79	0.58	0.05	0.63	0.52	0.22	0.05	0.03	0.16	0.21	0.03	0.11
Avail Cap(c_a), veh/h	244	2383	670	489	2219	767	508	315	439	600	396	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	19.0	13.8	51.9	17.7	14.6	30.1	32.5	30.0	27.0	29.5	30.2
Incr Delay (d2), s/veh	20.8	1.0	0.1	4.3	0.9	0.7	0.1	0.2	0.8	0.2	0.2	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	2.9	12.9	0.7	2.4	10.6	4.4	0.7	0.4	2.7	3.4	0.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.7	20.1	13.9	56.2	18.5	15.2	30.1	32.7	30.8	27.2	29.7	30.7
LnGrp LOS	E	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1458			1416			99			155	
Approach Delay, s/veh		21.6			20.6			30.9			28.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	61.0	11.6	30.0	8.9	60.0	7.5	34.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.0	21.6	6.6	5.8	5.0	24.7	3.1	4.5
Green Ext Time (p_c), s	0.0	11.6	0.1	0.2	0.2	13.1	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1312	29	88	1096	161	18	9	67	94	12	41
Future Volume (veh/h)	44	1312	29	88	1096	161	18	9	67	94	12	41
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	46	1381	31	93	1154	169	19	9	71	99	13	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	58	2383	670	148	2219	767	353	315	439	471	396	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	73.7	20.1	13.9	56.2	18.5	15.2	30.1	32.7	30.8	27.2	29.7	30.7
Ln Grp LOS	E	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1458			1416			99			155	
Approach Delay, s/veh		21.6			20.6			30.9			28.4	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.8	61.0	11.6	30.0	8.9	60.0	7.5	34.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.2	3.8	5.3	3.9	4.4
Max Q Clear (g_c+I1), s	5.0	21.6	6.6	5.8	5.0	24.7	3.1	4.5
Green Ext Time (g_e), s	0.0	11.6	0.1	0.2	0.2	13.1	0.0	0.1
Prob of Phs Call (p_c)	0.76	1.00	0.95	1.00	0.94	1.00	0.44	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1682		1697		3374		1372	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4297		1337		4701		1455

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1485		1572		1321		1434

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1097	29	79	1000	120	16	17	86	119	10	46
Future Volume (veh/h)	36	1097	29	79	1000	120	16	17	86	119	10	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	38	1167	31	84	1064	128	17	18	91	127	11	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Cap, veh/h	45	2278	663	134	2373	756	366	398	418	469	425	409
Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.28	0.28
Sat Flow, veh/h	1513	4499	1309	3209	4580	1459	1457	1693	1510	1711	1530	1472
Grp Volume(v), veh/h	38	1167	31	84	1064	128	17	18	91	127	11	49
Grp Sat Flow(s),veh/h/ln	1513	1500	1309	1605	1527	1459	1457	1693	1510	1711	1530	1472
Q Serve(g_s), s	2.8	19.1	1.3	2.8	16.1	5.1	1.0	0.9	5.1	6.0	0.6	2.8
Cycle Q Clear(g_c), s	2.8	19.1	1.3	2.8	16.1	5.1	1.0	0.9	5.1	6.0	0.6	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	2278	663	134	2373	756	366	398	418	469	425	409
V/C Ratio(X)	0.84	0.51	0.05	0.63	0.45	0.17	0.05	0.05	0.22	0.27	0.03	0.12
Avail Cap(c_a), veh/h	219	2278	663	464	2373	756	534	398	418	592	425	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	18.2	13.8	52.2	16.7	14.1	30.3	32.7	30.8	27.2	29.0	29.8
Incr Delay (d2), s/veh	31.4	0.8	0.1	4.7	0.6	0.5	0.1	0.2	1.2	0.3	0.1	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	2.6	10.9	0.7	2.2	9.6	3.2	0.6	0.7	3.6	4.5	0.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.8	19.0	13.9	56.9	17.3	14.6	30.3	32.9	32.0	27.5	29.2	30.4
LnGrp LOS	F	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1236			1276			126			187	
Approach Delay, s/veh		20.9			19.7			31.9			28.4	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	61.3	12.0	30.0	8.6	60.0	7.3	34.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	4.8	18.1	8.0	7.1	4.8	21.1	3.0	4.8
Green Ext Time (p_c), s	0.0	10.4	0.2	0.3	0.1	11.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.3
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1097	29	79	1000	120	16	17	86	119	10	46
Future Volume (veh/h)	36	1097	29	79	1000	120	16	17	86	119	10	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	38	1167	31	84	1064	128	17	18	91	127	11	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	45	2278	663	134	2373	756	366	398	418	469	425	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	84.8	19.0	13.9	56.9	17.3	14.6	30.3	32.9	32.0	27.5	29.2	30.4
Ln Grp LOS	F	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1236			1276			126			187	
Approach Delay, s/veh		20.9			19.7			31.9			28.4	
Approach LOS		C			B			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.3	61.3	12.0	30.0	8.6	60.0	7.3	34.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.9	5.2	3.8	4.3	3.8	5.3	3.9	4.3
Max Q Clear (g_c+I1), s	4.8	18.1	8.0	7.1	4.8	21.1	3.0	4.8
Green Ext Time (g_e), s	0.0	10.4	0.2	0.3	0.1	11.0	0.0	0.1
Prob of Phs Call (p_c)	0.69	1.00	0.98	1.00	0.92	1.00	0.41	1.00
Prob of Max Out (p_x)	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1513		1711		3209		1457	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4580		1693		4499		1530

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1459		1510		1309		1472

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1307	30	83	1170	140	17	18	90	150	11	52
Future Volume (veh/h)	40	1307	30	83	1170	140	17	18	90	150	11	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	43	1390	32	88	1245	149	18	19	96	160	12	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Cap, veh/h	52	2235	650	139	2316	738	360	390	413	486	440	423
Arrive On Green	0.03	0.50	0.50	0.04	0.51	0.51	0.03	0.23	0.23	0.09	0.29	0.29
Sat Flow, veh/h	1513	4499	1309	3209	4580	1459	1457	1693	1510	1711	1530	1472
Grp Volume(v), veh/h	43	1390	32	88	1245	149	18	19	96	160	12	55
Grp Sat Flow(s),veh/h/ln	1513	1500	1309	1605	1527	1459	1457	1693	1510	1711	1530	1472
Q Serve(g_s), s	3.2	25.4	1.4	3.0	20.8	6.3	1.0	1.0	5.6	7.7	0.6	3.1
Cycle Q Clear(g_c), s	3.2	25.4	1.4	3.0	20.8	6.3	1.0	1.0	5.6	7.7	0.6	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	2235	650	139	2316	738	360	390	413	486	440	423
V/C Ratio(X)	0.83	0.62	0.05	0.64	0.54	0.20	0.05	0.05	0.23	0.33	0.03	0.13
Avail Cap(c_a), veh/h	215	2235	650	455	2316	738	522	390	413	579	440	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	20.7	14.6	53.1	18.9	15.3	31.1	33.7	31.7	27.5	28.8	29.7
Incr Delay (d2), s/veh	26.8	1.3	0.1	4.8	0.9	0.6	0.1	0.2	1.3	0.4	0.1	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	2.9	13.8	0.8	2.4	11.8	4.0	0.7	0.8	3.9	5.8	0.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.9	22.0	14.8	57.8	19.8	16.0	31.2	34.0	33.1	27.9	28.9	30.4
LnGrp LOS	F	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1465			1482			133			227	
Approach Delay, s/veh		23.5			21.7			32.9			28.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	61.0	13.9	30.0	8.9	60.0	7.4	36.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.2	22.8	9.7	7.6	5.0	27.4	3.0	5.1
Green Ext Time (p_c), s	0.0	12.4	0.2	0.3	0.2	12.8	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1307	30	83	1170	140	17	18	90	150	11	52
Future Volume (veh/h)	40	1307	30	83	1170	140	17	18	90	150	11	52
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	43	1390	32	88	1245	149	18	19	96	160	12	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	52	2235	650	139	2316	738	360	390	413	486	440	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.50	0.50	0.04	0.51	0.51	0.03	0.23	0.23	0.09	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	80.9	22.0	14.8	57.8	19.8	16.0	31.2	34.0	33.1	27.9	28.9	30.4
Ln Grp LOS	F	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1465			1482			133			227	
Approach Delay, s/veh		23.5			21.7			32.9			28.5	
Approach LOS		C			C			C			C	

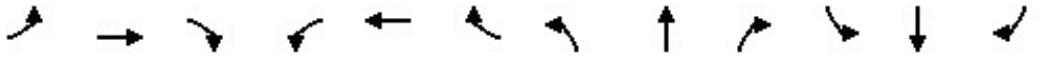
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.9	61.0	13.9	30.0	8.9	60.0	7.4	36.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.9	5.2	3.8	4.3	3.8	5.3	3.9	4.3
Max Q Clear (g_c+I1), s	5.2	22.8	9.7	7.6	5.0	27.4	3.0	5.1
Green Ext Time (g_e), s	0.0	12.4	0.2	0.3	0.2	12.8	0.0	0.2
Prob of Phs Call (p_c)	0.74	1.00	0.99	1.00	0.94	1.00	0.43	1.00
Prob of Max Out (p_x)	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1513		1711		3209		1457	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4580		1693		4499		1530

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1459		1510		1309		1472

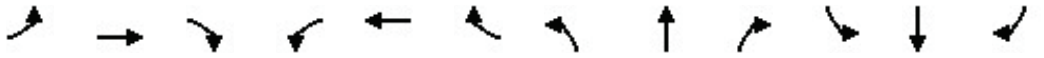
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1357	30	83	1209	146	17	18	90	157	11	52
Future Volume (veh/h)	40	1357	30	83	1209	146	17	18	90	157	11	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	43	1444	32	88	1286	155	18	19	96	167	12	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Cap, veh/h	52	2227	648	138	2307	735	359	389	412	490	443	427
Arrive On Green	0.03	0.49	0.49	0.04	0.50	0.50	0.03	0.23	0.23	0.09	0.29	0.29
Sat Flow, veh/h	1513	4499	1309	3209	4580	1459	1457	1693	1510	1711	1530	1472
Grp Volume(v), veh/h	43	1444	32	88	1286	155	18	19	96	167	12	55
Grp Sat Flow(s),veh/h/ln	1513	1500	1309	1605	1527	1459	1457	1693	1510	1711	1530	1472
Q Serve(g_s), s	3.2	27.0	1.4	3.1	21.9	6.7	1.0	1.0	5.6	8.1	0.6	3.1
Cycle Q Clear(g_c), s	3.2	27.0	1.4	3.1	21.9	6.7	1.0	1.0	5.6	8.1	0.6	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	2227	648	138	2307	735	359	389	412	490	443	427
V/C Ratio(X)	0.83	0.65	0.05	0.64	0.56	0.21	0.05	0.05	0.23	0.34	0.03	0.13
Avail Cap(c_a), veh/h	214	2227	648	454	2307	735	520	389	412	577	443	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	21.2	14.8	53.3	19.4	15.6	31.3	33.9	31.9	27.5	28.7	29.6
Incr Delay (d2), s/veh	26.8	1.5	0.1	4.8	1.0	0.7	0.1	0.2	1.3	0.4	0.1	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	2.9	14.6	0.8	2.4	12.4	4.2	0.7	0.8	3.9	6.1	0.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.1	22.7	14.9	58.0	20.3	16.2	31.4	34.2	33.3	27.9	28.9	30.3
LnGrp LOS	F	C	B	E	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1519			1529			133			234	
Approach Delay, s/veh		24.2			22.1			33.1			28.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	61.0	14.3	30.0	8.9	60.0	7.5	36.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.2	23.9	10.1	7.6	5.1	29.0	3.0	5.1
Green Ext Time (p_c), s	0.0	12.8	0.2	0.3	0.2	13.1	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1357	30	83	1209	146	17	18	90	157	11	52
Future Volume (veh/h)	40	1357	30	83	1209	146	17	18	90	157	11	52
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	43	1444	32	88	1286	155	18	19	96	167	12	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	52	2227	648	138	2307	735	359	389	412	490	443	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.49	0.49	0.04	0.50	0.50	0.03	0.23	0.23	0.09	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	81.1	22.7	14.9	58.0	20.3	16.2	31.4	34.2	33.3	27.9	28.9	30.3
Ln Grp LOS	F	C	B	E	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1519			1529			133			234	
Approach Delay, s/veh		24.2			22.1			33.1			28.5	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.9	61.0	14.3	30.0	8.9	60.0	7.5	36.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.9	5.2	3.8	4.3	3.8	5.3	3.9	4.3
Max Q Clear (g_c+I1), s	5.2	23.9	10.1	7.6	5.1	29.0	3.0	5.1
Green Ext Time (g_e), s	0.0	12.8	0.2	0.3	0.2	13.1	0.0	0.2
Prob of Phs Call (p_c)	0.74	1.00	0.99	1.00	0.94	1.00	0.43	1.00
Prob of Max Out (p_x)	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1513		1711		3209		1457	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4580		1693		4499		1530

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1459		1510		1309		1472

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1124	15	55	776
Future Vol, veh/h	0	0	1124	15	55	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	350	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	100	27	2
Mvmt Flow	0	0	1222	16	60	843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	611	0	0	1238	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.64	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.47	-
Pot Cap-1 Maneuver	0	437	-	-	439	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	437	-	-	439	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.96
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	439	-
HCM Lane V/C Ratio	-	-	-	0.136	-
HCM Ctrl Dly (s/v)	-	-	0	14.5	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	882	10	51	1039
Future Vol, veh/h	0	0	882	10	51	1039
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	350	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	100	20	2
Mvmt Flow	0	0	959	11	55	1129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	479	0	0	970	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.5	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.4	-
Pot Cap-1 Maneuver	0	532	-	-	606	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	532	-	-	606	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	606	-
HCM Lane V/C Ratio	-	-	-	0.091	-
HCM Ctrl Dly (s/v)	-	-	0	11.5	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0.3	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	0	0	14	18	0
Future Vol, veh/h	47	0	0	14	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	100	2
Mvmt Flow	51	0	0	15	20	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	66	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	-	-	4.12	-	7.4	6.22
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.218	-	4.4	3.318
Pot Cap-1 Maneuver	-	-	1555	-	743	1017
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1555	-	743	1017
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.97
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	743	-	-	1555	-
HCM Lane V/C Ratio	0.026	-	-	-	-
HCM Ctrl Dly (s/v)	10	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	49	24	0
Future Vol, veh/h	20	0	0	49	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	100	2
Mvmt Flow	22	0	0	53	26	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	75	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	-	-	4.12	-	7.4	6.22
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.218	-	4.4	3.318
Pot Cap-1 Maneuver	-	-	1594	-	734	1055
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1594	-	734	1055
Mov Cap-2 Maneuver	-	-	-	-	734	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	734	-	-	1594	-
HCM Lane V/C Ratio	0.036	-	-	-	-
HCM Ctrl Dly (s/v)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	47	1083	81	0	776
Future Vol, veh/h	0	47	1083	81	0	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	51	1177	88	0	843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	589	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	452	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	452	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.98	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	452	-
HCM Lane V/C Ratio	-	-	0.113	-
HCM Ctrl Dly (s/v)	-	-	14	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	47	1083	81	0	776
Future Vol, veh/h	0	47	1083	81	0	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	51	1177	88	0	843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	589	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	452	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	452	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.98	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	452	-
HCM Lane V/C Ratio	-	-	0.113	-
HCM Ctrl Dly (s/v)	-	-	14	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	3	53	36	5
Future Vol, veh/h	2	1	3	53	36	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	3	58	39	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	106	42	45	0	-	0
Stage 1	42	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	892	1029	1564	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	890	1029	1564	-	-	-
Mov Cap-2 Maneuver	890	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.88	0.39	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	96	-	932	-	-
HCM Lane V/C Ratio	0.002	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	1	52	60	3
Future Vol, veh/h	6	4	1	52	60	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	4	1	57	65	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	126	67	68	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	869	997	1533	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	869	997	1533	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.98	0.14	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	34	-	916	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Ctrl Dly (s/v)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	4	55	32	5
Future Vol, veh/h	1	1	4	55	32	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	4	60	35	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	106	38	40	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	892	1035	1569	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	1035	1569	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	954	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.77	0.49	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	122	-	956	-	-
HCM Lane V/C Ratio	0.003	-	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

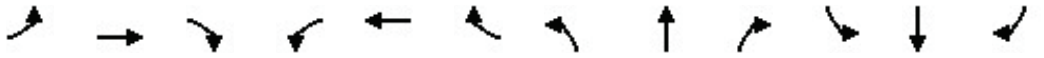
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	2	48	62	2
Future Vol, veh/h	5	4	2	48	62	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	2	52	67	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	125	68	70	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	870	995	1531	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	869	995	1531	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.95	0.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	72	-	920	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Ctrl Dly (s/v)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



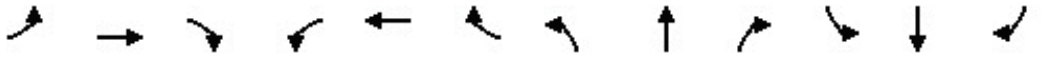
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1168	191	0	819	703	0	0	0	379	0	450
Future Volume (veh/h)	0	1168	191	0	819	703	0	0	0	379	0	450
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1327	0	0	931	799				431	0	511
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Cap, veh/h	0	3362		0	2149	1001				1013	0	687
Arrive On Green	0.00	0.69	0.00	0.00	1.00	1.00				0.21	0.00	0.21
Sat Flow, veh/h	0	5065	2679	0	3289	1459				4864	0	3299
Grp Volume(v), veh/h	0	1327	0	0	931	799				431	0	511
Grp Sat Flow(s),veh/h/ln	0	1635	1340	0	1567	1459				1621	0	1100
Q Serve(g_s), s	0.0	15.2	0.0	0.0	0.0	0.0				10.0	0.0	18.9
Cycle Q Clear(g_c), s	0.0	15.2	0.0	0.0	0.0	0.0				10.0	0.0	18.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3362		0	2149	1001				1013	0	687
V/C Ratio(X)	0.00	0.39		0.00	0.43	0.80				0.43	0.00	0.74
Avail Cap(c_a), veh/h	0	3362		0	2149	1001				1616	0	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.00	0.00	0.93	0.93				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.8	0.0	0.0	0.0	0.0				44.7	0.0	48.2
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.6	6.2				0.4	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.7	0.0	0.0	0.3	3.1				7.4	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	8.9	0.0	0.0	0.6	6.2				45.1	0.0	50.5
LnGrp LOS		A			A	A				D		D
Approach Vol, veh/h		1327			1730						942	
Approach Delay, s/veh		8.9			3.2						48.0	
Approach LOS		A			A						D	

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		96.1				96.1		33.9				
Change Period (Y+Rc), s		7.0				7.0		6.8				
Max Green Setting (Gmax), s		73.0				73.0		43.2				
Max Q Clear Time (g_c+I1), s		2.0				17.2		20.9				
Green Ext Time (p_c), s		48.2				28.2		6.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.7
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1168	191	0	819	703	0	0	0	379	0	450
Future Volume (veh/h)	0	1168	191	0	819	703	0	0	0	379	0	450
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1327	0	0	931	799				431	0	511
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3362		0	2149	1001				1013	0	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.69	0.00	0.00	1.00	1.00				0.21	0.00	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	8.9	0.0	0.0	0.6	6.2				45.1	0.0	50.5
Ln Grp LOS		A			A	A				D		D
Approach Vol, veh/h		1327			1730						942	
Approach Delay, s/veh		8.9			3.2						48.0	
Approach LOS		A			A						D	

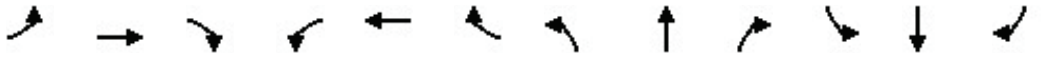
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		96.1	33.9			96.1		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		2.0	20.9			17.2		
Green Ext Time (g_e), s		48.2	6.2			28.2		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.53	0.07			0.25		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4864			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3289	0			5065		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1459	3299			2679		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



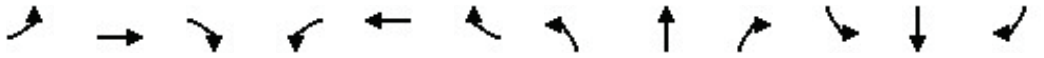
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1332	210	0	1039	738	0	0	0	397	0	472
Future Volume (veh/h)	0	1332	210	0	1039	738	0	0	0	397	0	472
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1514	0	0	1181	839				451	0	536
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Cap, veh/h	0	3320		0	2122	988				1055	0	716
Arrive On Green	0.00	0.68	0.00	0.00	0.90	0.90				0.22	0.00	0.22
Sat Flow, veh/h	0	5065	2679	0	3289	1459				4864	0	3299
Grp Volume(v), veh/h	0	1514	0	0	1181	839				451	0	536
Grp Sat Flow(s),veh/h/ln	0	1635	1340	0	1567	1459				1621	0	1100
Q Serve(g_s), s	0.0	18.8	0.0	0.0	9.8	31.6				10.4	0.0	19.7
Cycle Q Clear(g_c), s	0.0	18.8	0.0	0.0	9.8	31.6				10.4	0.0	19.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3320		0	2122	988				1055	0	716
V/C Ratio(X)	0.00	0.46		0.00	0.56	0.85				0.43	0.00	0.75
Avail Cap(c_a), veh/h	0	3320		0	2122	988				1616	0	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.00	0.90	0.90				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.8	0.0	0.0	2.6	3.7				43.9	0.0	47.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	1.0	8.2				0.4	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.2	0.0	0.0	3.8	8.5				7.6	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	0.0	0.0	3.5	11.9				44.3	0.0	49.9
LnGrp LOS		A			A	B				D		D
Approach Vol, veh/h		1514			2020						987	
Approach Delay, s/veh		10.0			7.0						47.3	
Approach LOS		A			A						D	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	95.0				95.0		35.0					
Change Period (Y+Rc), s	7.0				7.0		6.8					
Max Green Setting (Gmax), s	73.0				73.0		43.2					
Max Q Clear Time (g_c+I1), s	33.6				20.8		21.7					
Green Ext Time (p_c), s	34.4				32.3		6.4					

Intersection Summary												
HCM 7th Control Delay, s/veh		16.8										
HCM 7th LOS		B										

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1332	210	0	1039	738	0	0	0	397	0	472
Future Volume (veh/h)	0	1332	210	0	1039	738	0	0	0	397	0	472
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1514	0	0	1181	839				451	0	536
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3320		0	2122	988				1055	0	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.68	0.00	0.00	0.90	0.90				0.22	0.00	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	10.0	0.0	0.0	3.5	11.9				44.3	0.0	49.9
Ln Grp LOS		A			A	B				D		D
Approach Vol, veh/h		1514			2020						987	
Approach Delay, s/veh		10.0			7.0						47.3	
Approach LOS		A			A						D	

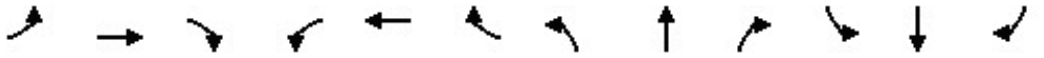
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		95.0	35.0			95.0		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		33.6	21.7			20.8		
Green Ext Time (g_e), s		34.4	6.4			32.3		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.84	0.09			0.41		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4864			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3289	0			5065		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1459	3299			2679		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



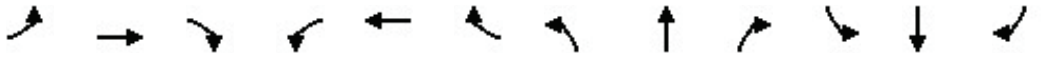
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1353	217	0	1096	738	0	0	0	397	0	472
Future Volume (veh/h)	0	1353	217	0	1096	738	0	0	0	397	0	472
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1538	0	0	1245	839				451	0	536
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Cap, veh/h	0	3320		0	2122	988				1055	0	716
Arrive On Green	0.00	0.68	0.00	0.00	0.90	0.90				0.22	0.00	0.22
Sat Flow, veh/h	0	5065	2679	0	3289	1459				4864	0	3299
Grp Volume(v), veh/h	0	1538	0	0	1245	839				451	0	536
Grp Sat Flow(s),veh/h/ln	0	1635	1340	0	1567	1459				1621	0	1100
Q Serve(g_s), s	0.0	19.2	0.0	0.0	10.9	31.6				10.4	0.0	19.7
Cycle Q Clear(g_c), s	0.0	19.2	0.0	0.0	10.9	31.6				10.4	0.0	19.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3320		0	2122	988				1055	0	716
V/C Ratio(X)	0.00	0.46		0.00	0.59	0.85				0.43	0.00	0.75
Avail Cap(c_a), veh/h	0	3320		0	2122	988				1616	0	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.79	0.00	0.00	0.89	0.89				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.9	0.0	0.0	2.6	3.7				43.9	0.0	47.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	1.1	8.2				0.4	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.3	0.0	0.0	4.0	8.5				7.6	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.1	0.0	0.0	3.7	11.8				44.3	0.0	49.9
LnGrp LOS		B			A	B				D		D
Approach Vol, veh/h		1538			2084						987	
Approach Delay, s/veh		10.1			7.0						47.3	
Approach LOS		B			A						D	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	95.0				95.0		35.0					
Change Period (Y+Rc), s	7.0				7.0		6.8					
Max Green Setting (Gmax), s	73.0				73.0		43.2					
Max Q Clear Time (g_c+I1), s	33.6				21.2		21.7					
Green Ext Time (p_c), s	34.9				32.8		6.4					

Intersection Summary												
HCM 7th Control Delay, s/veh		16.6										
HCM 7th LOS		B										

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1353	217	0	1096	738	0	0	0	397	0	472
Future Volume (veh/h)	0	1353	217	0	1096	738	0	0	0	397	0	472
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1538	0	0	1245	839				451	0	536
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3320		0	2122	988				1055	0	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.68	0.00	0.00	0.90	0.90				0.22	0.00	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	10.1	0.0	0.0	3.7	11.8				44.3	0.0	49.9
Ln Grp LOS		B			A	B				D		D
Approach Vol, veh/h		1538			2084						987	
Approach Delay, s/veh		10.1			7.0						47.3	
Approach LOS		B			A						D	

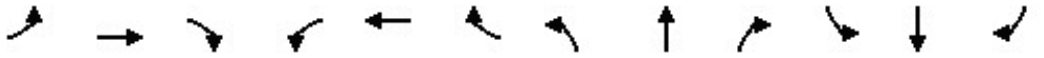
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		95.0	35.0			95.0		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		33.6	21.7			21.2		
Green Ext Time (g_e), s		34.9	6.4			32.8		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.86	0.09			0.43		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4864			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3289	0			5065		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1459	3299			2679		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1257	205	0	855	733	0	0	0	411	0	462
Future Volume (veh/h)	0	1257	205	0	855	733	0	0	0	411	0	462
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1323	0	0	900	772				433	0	486
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Cap, veh/h	0	3467		0	2218	1033				949	0	666
Arrive On Green	0.00	0.70	0.00	0.00	1.00	1.00				0.20	0.00	0.20
Sat Flow, veh/h	0	5149	2701	0	3346	1485				4784	0	3356
Grp Volume(v), veh/h	0	1323	0	0	900	772				433	0	486
Grp Sat Flow(s),veh/h/ln	0	1662	1351	0	1594	1485				1595	0	1119
Q Serve(g_s), s	0.0	14.3	0.0	0.0	0.0	0.0				10.4	0.0	17.6
Cycle Q Clear(g_c), s	0.0	14.3	0.0	0.0	0.0	0.0				10.4	0.0	17.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3467		0	2218	1033				949	0	666
V/C Ratio(X)	0.00	0.38		0.00	0.41	0.75				0.46	0.00	0.73
Avail Cap(c_a), veh/h	0	3467		0	2218	1033				1590	0	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.86	0.00	0.00	0.95	0.95				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.2	0.0	0.0	0.0	0.0				45.9	0.0	48.9
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.5	4.7				0.5	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.3	0.0	0.0	0.3	2.4				7.5	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	8.3	0.0	0.0	0.5	4.7				46.4	0.0	51.1
LnGrp LOS		A			A	A				D		D
Approach Vol, veh/h		1323			1672						919	
Approach Delay, s/veh		8.3			2.5						48.9	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	97.4	97.4	32.6
Change Period (Y+Rc), s	7.0	7.0	6.8
Max Green Setting (Gmax), s	73.0	73.0	43.2
Max Q Clear Time (g_c+I1), s	2.0	16.3	19.6
Green Ext Time (p_c), s	45.9	28.3	6.1

Intersection Summary	
HCM 7th Control Delay, s/veh	15.3
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1257	205	0	855	733	0	0	0	411	0	462
Future Volume (veh/h)	0	1257	205	0	855	733	0	0	0	411	0	462
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1323	0	0	900	772				433	0	486
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3467		0	2218	1033				949	0	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.70	0.00	0.00	1.00	1.00				0.20	0.00	0.20
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	8.3	0.0	0.0	0.5	4.7				46.4	0.0	51.1
Ln Grp LOS		A			A	A				D		D
Approach Vol, veh/h		1323			1672						919	
Approach Delay, s/veh		8.3			2.5						48.9	
Approach LOS		A			A						D	

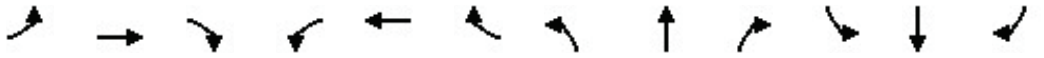
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		97.4	32.6			97.4		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		2.0	19.6			16.3		
Green Ext Time (g_e), s		45.9	6.1			28.3		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.48	0.05			0.24		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4784			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3346	0			5149		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1485	3356			2701		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



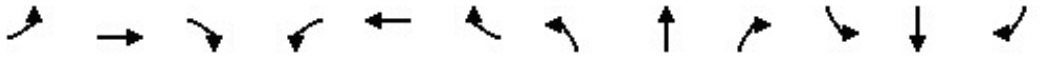
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1467	249	0	1036	770	0	0	0	432	0	485
Future Volume (veh/h)	0	1467	249	0	1036	770	0	0	0	432	0	485
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1544	0	0	1091	811				455	0	511
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Cap, veh/h	0	3423		0	2190	1020				991	0	695
Arrive On Green	0.00	0.69	0.00	0.00	0.91	0.91				0.21	0.00	0.21
Sat Flow, veh/h	0	5149	2701	0	3346	1485				4784	0	3356
Grp Volume(v), veh/h	0	1544	0	0	1091	811				455	0	511
Grp Sat Flow(s),veh/h/ln	0	1662	1351	0	1594	1485				1595	0	1119
Q Serve(g_s), s	0.0	18.3	0.0	0.0	7.1	22.5				10.8	0.0	18.5
Cycle Q Clear(g_c), s	0.0	18.3	0.0	0.0	7.1	22.5				10.8	0.0	18.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3423		0	2190	1020				991	0	695
V/C Ratio(X)	0.00	0.45		0.00	0.50	0.80				0.46	0.00	0.74
Avail Cap(c_a), veh/h	0	3423		0	2190	1020				1590	0	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.00	0.00	0.92	0.92				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.2	0.0	0.0	2.1	2.7				45.2	0.0	48.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.7	5.9				0.5	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	9.9	0.0	0.0	2.9	7.0				7.8	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	9.4	0.0	0.0	2.8	8.7				45.6	0.0	50.4
LnGrp LOS		A			A	A				D		D
Approach Vol, veh/h		1544			1902						966	
Approach Delay, s/veh		9.4			5.3						48.1	
Approach LOS		A			A						D	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	96.3				96.3		33.7					
Change Period (Y+Rc), s	7.0				7.0		6.8					
Max Green Setting (Gmax), s	73.0				73.0		43.2					
Max Q Clear Time (g_c+I1), s	24.5				20.3		20.5					
Green Ext Time (p_c), s	39.5				33.2		6.4					

Intersection Summary												
HCM 7th Control Delay, s/veh		16.1										
HCM 7th LOS		B										

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1467	249	0	1036	770	0	0	0	432	0	485
Future Volume (veh/h)	0	1467	249	0	1036	770	0	0	0	432	0	485
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1544	0	0	1091	811				455	0	511
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3423		0	2190	1020				991	0	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.69	0.00	0.00	0.91	0.91				0.21	0.00	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	9.4	0.0	0.0	2.8	8.7				45.6	0.0	50.4
Ln Grp LOS		A			A	A				D		D
Approach Vol, veh/h		1544			1902						966	
Approach Delay, s/veh		9.4			5.3						48.1	
Approach LOS		A			A						D	

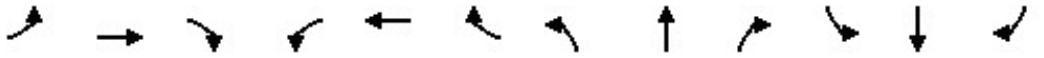
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		96.3	33.7			96.3		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		24.5	20.5			20.3		
Green Ext Time (g_e), s		39.5	6.4			33.2		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.75	0.07			0.43		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4784			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3346	0			5149		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1485	3356			2701		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



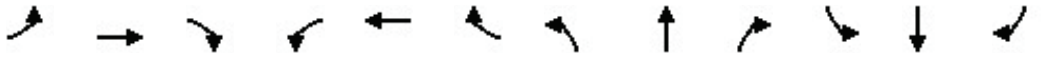
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱↱		↑↑↑					↰↰↰		↱↱↱
Traffic Volume (veh/h)	0	1510	263	0	1080	770	0	0	0	432	0	485
Future Volume (veh/h)	0	1510	263	0	1080	770	0	0	0	432	0	485
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1589	0	0	1137	811				455	0	511
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Cap, veh/h	0	3423		0	2190	1020				991	0	695
Arrive On Green	0.00	0.69	0.00	0.00	0.91	0.91				0.21	0.00	0.21
Sat Flow, veh/h	0	5149	2701	0	3346	1485				4784	0	3356
Grp Volume(v), veh/h	0	1589	0	0	1137	811				455	0	511
Grp Sat Flow(s),veh/h/ln	0	1662	1351	0	1594	1485				1595	0	1119
Q Serve(g_s), s	0.0	19.1	0.0	0.0	7.6	22.5				10.8	0.0	18.5
Cycle Q Clear(g_c), s	0.0	19.1	0.0	0.0	7.6	22.5				10.8	0.0	18.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3423		0	2190	1020				991	0	695
V/C Ratio(X)	0.00	0.46		0.00	0.52	0.80				0.46	0.00	0.74
Avail Cap(c_a), veh/h	0	3423		0	2190	1020				1590	0	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.73	0.00	0.00	0.91	0.91				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.4	0.0	0.0	2.1	2.7				45.2	0.0	48.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.8	5.9				0.5	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.2	0.0	0.0	3.1	7.0				7.8	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	9.5	0.0	0.0	2.9	8.6				45.6	0.0	50.4
LnGrp LOS		A			A	A				D		D
Approach Vol, veh/h		1589			1948						966	
Approach Delay, s/veh		9.5			5.3						48.1	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	96.3	96.3	33.7
Change Period (Y+Rc), s	7.0	7.0	6.8
Max Green Setting (Gmax), s	73.0	73.0	43.2
Max Q Clear Time (g_c+I1), s	24.5	21.1	20.5
Green Ext Time (p_c), s	40.1	34.1	6.4

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1510	263	0	1080	770	0	0	0	432	0	485
Future Volume (veh/h)	0	1510	263	0	1080	770	0	0	0	432	0	485
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1589	0	0	1137	811				455	0	511
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3423		0	2190	1020				991	0	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.69	0.00	0.00	0.91	0.91				0.21	0.00	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	9.5	0.0	0.0	2.9	8.6				45.6	0.0	50.4
Ln Grp LOS		A			A	A				D		D
Approach Vol, veh/h		1589			1948						966	
Approach Delay, s/veh		9.5			5.3						48.1	
Approach LOS		A			A						D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		96.3	33.7			96.3		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		24.5	20.5			21.1		
Green Ext Time (g_e), s		40.1	6.4			34.1		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.77	0.07			0.46		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4784			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3346	0			5149		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1485	3356			2701		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	894	596	0	1161	315	314	0	864	0	0	0
Future Volume (veh/h)	0	894	596	0	1161	315	314	0	864	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	951	634	0	1235	0	334	0	919			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Cap, veh/h	0	2051	955	0	3102		1392	0	1069			
Arrive On Green	0.00	0.63	0.63	0.00	0.63	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	0	3403	1510	0	5065	1560	4665	0	3585			
Grp Volume(v), veh/h	0	951	634	0	1235	0	334	0	919			
Grp Sat Flow(s),veh/h/ln	0	1621	1510	0	1635	1560	1555	0	1195			
Q Serve(g_s), s	0.0	19.8	34.6	0.0	16.1	0.0	7.0	0.0	31.4			
Cycle Q Clear(g_c), s	0.0	19.8	34.6	0.0	16.1	0.0	7.0	0.0	31.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2051	955	0	3102		1392	0	1069			
V/C Ratio(X)	0.00	0.46	0.66	0.00	0.40		0.24	0.00	0.86			
Avail Cap(c_a), veh/h	0	2051	955	0	3102		1812	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.92	0.92	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	12.4	15.1	0.0	11.7	0.0	34.5	0.0	43.0			
Incr Delay (d2), s/veh	0.0	0.2	1.6	0.0	0.4	0.0	0.1	0.0	4.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	11.2	17.2	0.0	9.8	0.0	4.9	0.0	14.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	12.6	16.7	0.0	12.1	0.0	34.6	0.0	47.5			
LnGrp LOS		B	B		B		C		D			
Approach Vol, veh/h		1585			1235			1253				
Approach Delay, s/veh		14.2			12.1			44.1				
Approach LOS		B			B			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	86.7	43.3	86.7
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	18.1	33.4	36.6
Green Ext Time (p_c), s	12.6	5.3	15.9

Intersection Summary	
HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	894	596	0	1161	315	314	0	864	0	0	0
Future Volume (veh/h)	0	894	596	0	1161	315	314	0	864	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	951	634	0	1235	0	334	0	919			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2051	955	0	3102		1392	0	1069			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.63	0.63	0.00	0.63	0.00	0.30	0.00	0.30			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	12.6	16.7	0.0	12.1	0.0	34.6	0.0	47.5			
Ln Grp LOS		B	B		B		C		D			
Approach Vol, veh/h		1585			1235			1253				
Approach Delay, s/veh		14.2			12.1			44.1				
Approach LOS		B			B			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		86.7		43.3		86.7		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.3		4.0		5.4		
Max Q Clear (g_c+I1), s		18.1		33.4		36.6		
Green Ext Time (g_e), s		12.6		5.3		15.9		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.02		0.10		0.28		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4665		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5065		0		3403		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1560		3585		1510		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0



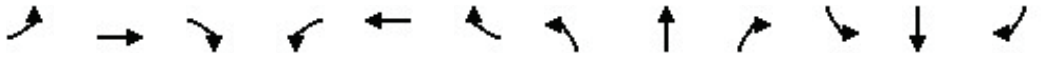
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1044	626	0	1359	331	369	0	908	0	0	0
Future Volume (veh/h)	0	1044	626	0	1359	331	369	0	908	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	1111	666	0	1446	0	393	0	966			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Cap, veh/h	0	2006	934	0	3034		1456	0	1119			
Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	0	3403	1510	0	5065	1560	4665	0	3585			
Grp Volume(v), veh/h	0	1111	666	0	1446	0	393	0	966			
Grp Sat Flow(s),veh/h/ln	0	1621	1510	0	1635	1560	1555	0	1195			
Q Serve(g_s), s	0.0	25.8	39.1	0.0	20.7	0.0	8.2	0.0	33.0			
Cycle Q Clear(g_c), s	0.0	25.8	39.1	0.0	20.7	0.0	8.2	0.0	33.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2006	934	0	3034		1456	0	1119			
V/C Ratio(X)	0.00	0.55	0.71	0.00	0.48		0.27	0.00	0.86			
Avail Cap(c_a), veh/h	0	2006	934	0	3034		1812	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.89	0.89	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	14.4	16.9	0.0	13.4	0.0	33.6	0.0	42.1			
Incr Delay (d2), s/veh	0.0	0.3	2.3	0.0	0.5	0.0	0.1	0.0	4.9			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	14.0	19.3	0.0	12.1	0.0	5.7	0.0	15.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	14.7	19.2	0.0	13.9	0.0	33.7	0.0	47.0			
LnGrp LOS		B	B		B		C		D			
Approach Vol, veh/h		1777			1446			1359				
Approach Delay, s/veh		16.4			13.9			43.1				
Approach LOS		B			B			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	84.9	45.1	84.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	22.7	35.0	41.1
Green Ext Time (p_c), s	15.9	5.6	17.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1044	626	0	1359	331	369	0	908	0	0	0
Future Volume (veh/h)	0	1044	626	0	1359	331	369	0	908	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	1111	666	0	1446	0	393	0	966			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2006	934	0	3034		1456	0	1119			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.00	0.31	0.00	0.31			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	14.7	19.2	0.0	13.9	0.0	33.7	0.0	47.0			
Ln Grp LOS		B	B		B		C		D			
Approach Vol, veh/h		1777			1446			1359				
Approach Delay, s/veh		16.4			13.9			43.1				
Approach LOS		B			B			D				

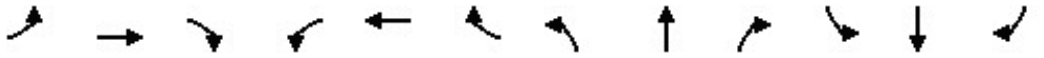
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		84.9		45.1		84.9		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.3		4.0		5.4		
Max Q Clear (g_c+I1), s		22.7		35.0		41.1		
Green Ext Time (g_e), s		15.9		5.6		17.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.07		0.17		0.44		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4665		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5065		0		3403		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1560		3585		1510		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1065	626	0	1397	331	382	0	908	0	0	0
Future Volume (veh/h)	0	1065	626	0	1397	331	382	0	908	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	1133	666	0	1486	0	406	0	966			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Cap, veh/h	0	2005	933	0	3032		1458	0	1120			
Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	0	3403	1510	0	5065	1560	4665	0	3585			
Grp Volume(v), veh/h	0	1133	666	0	1486	0	406	0	966			
Grp Sat Flow(s),veh/h/ln	0	1621	1510	0	1635	1560	1555	0	1195			
Q Serve(g_s), s	0.0	26.7	39.2	0.0	21.6	0.0	8.5	0.0	33.0			
Cycle Q Clear(g_c), s	0.0	26.7	39.2	0.0	21.6	0.0	8.5	0.0	33.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2005	933	0	3032		1458	0	1120			
V/C Ratio(X)	0.00	0.57	0.71	0.00	0.49		0.28	0.00	0.86			
Avail Cap(c_a), veh/h	0	2005	933	0	3032		1812	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.88	0.88	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	14.6	16.9	0.0	13.6	0.0	33.7	0.0	42.1			
Incr Delay (d2), s/veh	0.0	0.3	2.3	0.0	0.6	0.0	0.1	0.0	4.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	14.4	19.3	0.0	12.5	0.0	5.9	0.0	15.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	14.9	19.2	0.0	14.2	0.0	33.8	0.0	46.9			
LnGrp LOS		B	B		B		C		D			
Approach Vol, veh/h		1799			1486			1372				
Approach Delay, s/veh		16.5			14.2			43.0				
Approach LOS		B			B			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	84.9	45.1	84.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	23.6	35.0	41.2
Green Ext Time (p_c), s	16.5	5.7	17.3

Intersection Summary	
HCM 7th Control Delay, s/veh	23.6
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1065	626	0	1397	331	382	0	908	0	0	0
Future Volume (veh/h)	0	1065	626	0	1397	331	382	0	908	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	1133	666	0	1486	0	406	0	966			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2005	933	0	3032		1458	0	1120			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.00	0.31	0.00	0.31			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	14.9	19.2	0.0	14.2	0.0	33.8	0.0	46.9			
Ln Grp LOS		B	B		B		C		D			
Approach Vol, veh/h		1799			1486			1372				
Approach Delay, s/veh		16.5			14.2			43.0				
Approach LOS		B			B			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		84.9		45.1		84.9		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.3		4.0		5.4		
Max Q Clear (g_c+I1), s		23.6		35.0		41.2		
Green Ext Time (g_e), s		16.5		5.7		17.3		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.08		0.17		0.46		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4665		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5065		0		3403		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1560		3585		1510		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0



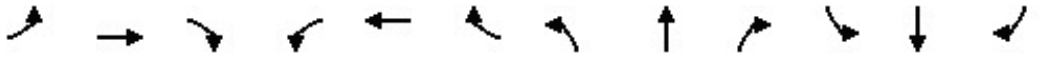
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	962	722	0	1177	354	332	0	697	0	0	0
Future Volume (veh/h)	0	962	722	0	1177	354	332	0	697	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	972	729	0	1189	0	335	0	704			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Cap, veh/h	0	2265	1055	0	3482		1100	0	853			
Arrive On Green	0.00	0.69	0.69	0.00	0.69	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	0	3431	1522	0	5191	1547	4625	0	3585			
Grp Volume(v), veh/h	0	972	729	0	1189	0	335	0	704			
Grp Sat Flow(s),veh/h/ln	0	1635	1522	0	1675	1547	1542	0	1195			
Q Serve(g_s), s	0.0	16.9	36.7	0.0	12.4	0.0	7.7	0.0	24.2			
Cycle Q Clear(g_c), s	0.0	16.9	36.7	0.0	12.4	0.0	7.7	0.0	24.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2265	1055	0	3482		1100	0	853			
V/C Ratio(X)	0.00	0.43	0.69	0.00	0.34		0.30	0.00	0.83			
Avail Cap(c_a), veh/h	0	2265	1055	0	3482		1797	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.92	0.92	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.7	11.8	0.0	8.0	0.0	40.7	0.0	47.0			
Incr Delay (d2), s/veh	0.0	0.1	1.8	0.0	0.3	0.0	0.2	0.0	2.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	9.5	17.5	0.0	7.8	0.0	5.4	0.0	11.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	8.8	13.5	0.0	8.3	0.0	40.9	0.0	49.2			
LnGrp LOS		A	B		A		D		D			
Approach Vol, veh/h		1701			1189			1039				
Approach Delay, s/veh		10.9			8.3			46.5				
Approach LOS		B			A			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	94.6	35.4	94.6
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	14.4	26.2	38.7
Green Ext Time (p_c), s	12.0	4.7	17.1

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	962	722	0	1177	354	332	0	697	0	0	0
Future Volume (veh/h)	0	962	722	0	1177	354	332	0	697	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	972	729	0	1189	0	335	0	704			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2265	1055	0	3482		1100	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.69	0.69	0.00	0.69	0.00	0.24	0.00	0.24			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	8.8	13.5	0.0	8.3	0.0	40.9	0.0	49.2			
Ln Grp LOS		A	B		A		D		D			
Approach Vol, veh/h		1701			1189			1039				
Approach Delay, s/veh		10.9			8.3			46.5				
Approach LOS		B			A			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		94.6		35.4		94.6		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.2		4.0		5.4		
Max Q Clear (g_c+I1), s		14.4		26.2		38.7		
Green Ext Time (g_e), s		12.0		4.7		17.1		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.01		0.01		0.38		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4625		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5191		0		3431		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1547		3585		1522		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0



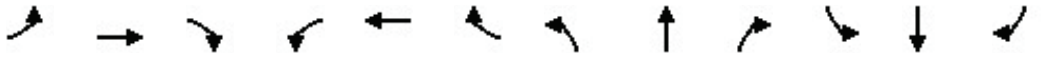
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1158	758	0	1361	372	362	0	731	0	0	0
Future Volume (veh/h)	0	1158	758	0	1361	372	362	0	731	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	1219	798	0	1433	0	381	0	769			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Cap, veh/h	0	2200	1024	0	3381		1193	0	925			
Arrive On Green	0.00	0.67	0.67	0.00	0.67	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	0	3431	1522	0	5191	1547	4625	0	3585			
Grp Volume(v), veh/h	0	1219	798	0	1433	0	381	0	769			
Grp Sat Flow(s),veh/h/ln	0	1635	1522	0	1675	1547	1542	0	1195			
Q Serve(g_s), s	0.0	25.3	46.9	0.0	17.0	0.0	8.7	0.0	26.3			
Cycle Q Clear(g_c), s	0.0	25.3	46.9	0.0	17.0	0.0	8.7	0.0	26.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2200	1024	0	3381		1193	0	925			
V/C Ratio(X)	0.00	0.55	0.78	0.00	0.42		0.32	0.00	0.83			
Avail Cap(c_a), veh/h	0	2200	1024	0	3381		1797	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.89	0.89	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	11.1	14.6	0.0	9.7	0.0	39.0	0.0	45.6			
Incr Delay (d2), s/veh	0.0	0.3	3.5	0.0	0.4	0.0	0.2	0.0	2.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	13.3	22.2	0.0	10.1	0.0	6.0	0.0	12.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	11.4	18.1	0.0	10.1	0.0	39.2	0.0	48.3			
LnGrp LOS		B	B		B		D		D			
Approach Vol, veh/h		2017			1433			1150				
Approach Delay, s/veh		14.0			10.1			45.3				
Approach LOS		B			B			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	92.0	38.0	92.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	19.0	28.3	48.9
Green Ext Time (p_c), s	15.9	5.2	15.9

Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1158	758	0	1361	372	362	0	731	0	0	0
Future Volume (veh/h)	0	1158	758	0	1361	372	362	0	731	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	1219	798	0	1433	0	381	0	769			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2200	1024	0	3381		1193	0	925			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.67	0.67	0.00	0.67	0.00	0.26	0.00	0.26			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	11.4	18.1	0.0	10.1	0.0	39.2	0.0	48.3			
Ln Grp LOS		B	B		B		D		D			
Approach Vol, veh/h		2017			1433			1150				
Approach Delay, s/veh		14.0			10.1			45.3				
Approach LOS		B			B			D				

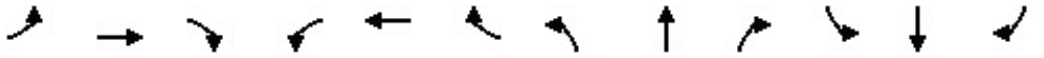
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		92.0		38.0		92.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.2		4.0		5.4		
Max Q Clear (g_c+I1), s		19.0		28.3		48.9		
Green Ext Time (g_e), s		15.9		5.2		15.9		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.05		0.03		0.69		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4625		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5191		0		3431		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1547		3585		1522		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0



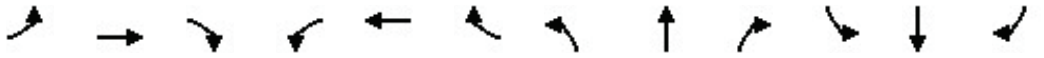
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1201	758	0	1394	372	373	0	731	0	0	0
Future Volume (veh/h)	0	1201	758	0	1394	372	373	0	731	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	1264	798	0	1467	0	393	0	769			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Cap, veh/h	0	2199	1024	0	3379		1195	0	926			
Arrive On Green	0.00	0.67	0.67	0.00	0.67	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	0	3431	1522	0	5191	1547	4625	0	3585			
Grp Volume(v), veh/h	0	1264	798	0	1467	0	393	0	769			
Grp Sat Flow(s),veh/h/ln	0	1635	1522	0	1675	1547	1542	0	1195			
Q Serve(g_s), s	0.0	26.8	46.9	0.0	17.6	0.0	9.0	0.0	26.3			
Cycle Q Clear(g_c), s	0.0	26.8	46.9	0.0	17.6	0.0	9.0	0.0	26.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2199	1024	0	3379		1195	0	926			
V/C Ratio(X)	0.00	0.57	0.78	0.00	0.43		0.33	0.00	0.83			
Avail Cap(c_a), veh/h	0	2199	1024	0	3379		1797	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.88	0.88	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	11.4	14.7	0.0	9.8	0.0	39.1	0.0	45.5			
Incr Delay (d2), s/veh	0.0	0.3	3.5	0.0	0.4	0.0	0.2	0.0	2.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	14.0	22.1	0.0	10.4	0.0	6.2	0.0	12.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	11.7	18.1	0.0	10.3	0.0	39.2	0.0	48.3			
LnGrp LOS		B	B		B		D		D			
Approach Vol, veh/h		2062			1467			1162				
Approach Delay, s/veh		14.2			10.3			45.2				
Approach LOS		B			B			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	91.9	38.1	91.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	19.6	28.3	48.9
Green Ext Time (p_c), s	16.4	5.2	16.1

Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1201	758	0	1394	372	373	0	731	0	0	0
Future Volume (veh/h)	0	1201	758	0	1394	372	373	0	731	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	1264	798	0	1467	0	393	0	769			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2199	1024	0	3379		1195	0	926			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.67	0.67	0.00	0.67	0.00	0.26	0.00	0.26			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	11.7	18.1	0.0	10.3	0.0	39.2	0.0	48.3			
Ln Grp LOS		B	B		B		D		D			
Approach Vol, veh/h		2062			1467			1162				
Approach Delay, s/veh		14.2			10.3			45.2				
Approach LOS		B			B			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		91.9		38.1		91.9		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.2		4.0		5.4		
Max Q Clear (g_c+I1), s		19.6		28.3		48.9		
Green Ext Time (g_e), s		16.4		5.2		16.1		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.06		0.03		0.71		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4625		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5191		0		3431		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1547		3585		1522		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	232	8	6	235	2	6	2	4	6	1	10
Future Vol, veh/h	3	232	8	6	235	2	6	2	4	6	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	4	29	0	3	0	0	0	0	0	0	11
Mvmt Flow	3	237	8	6	240	2	6	2	4	6	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	245	0	0	499	501	241	497	504	241
Stage 1	-	-	-	-	-	-	247	247	-	253	253	-
Stage 2	-	-	-	-	-	-	253	254	-	244	251	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1336	-	-	1333	-	-	485	475	803	487	473	776
Stage 1	-	-	-	-	-	-	761	706	-	756	701	-
Stage 2	-	-	-	-	-	-	756	701	-	764	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1336	-	-	1333	-	-	474	471	803	478	469	776
Mov Cap-2 Maneuver	-	-	-	-	-	-	474	471	-	478	469	-
Stage 1	-	-	-	-	-	-	759	704	-	752	698	-
Stage 2	-	-	-	-	-	-	741	697	-	756	701	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.19	11.72	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	548	22	-	-	44	-	-	617
HCM Lane V/C Ratio	0.022	0.002	-	-	0.005	-	-	0.028
HCM Ctrl Dly (s/v)	11.7	7.7	0	-	7.7	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	247	8	6	257	2	6	2	4	6	1	11
Future Vol, veh/h	3	247	8	6	257	2	6	2	4	6	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	4	29	0	3	0	0	0	0	0	0	11
Mvmt Flow	3	260	8	6	271	2	6	2	4	6	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	268	0	0	554	556	264	552	559	272
Stage 1	-	-	-	-	-	-	271	271	-	284	284	-
Stage 2	-	-	-	-	-	-	284	285	-	267	275	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1302	-	-	1307	-	-	446	442	779	448	440	746
Stage 1	-	-	-	-	-	-	740	689	-	727	680	-
Stage 2	-	-	-	-	-	-	728	679	-	743	686	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1307	-	-	434	438	779	439	437	746
Mov Cap-2 Maneuver	-	-	-	-	-	-	434	438	-	439	437	-
Stage 1	-	-	-	-	-	-	738	687	-	723	676	-
Stage 2	-	-	-	-	-	-	711	675	-	734	684	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.18	12.23	11.34
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	510	21	-	-	41	-	-	587
HCM Lane V/C Ratio	0.025	0.002	-	-	0.005	-	-	0.032
HCM Ctrl Dly (s/v)	12.2	7.8	0	-	7.8	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	253	8	19	270	2	6	2	12	6	1	11
Future Vol, veh/h	3	253	8	19	270	2	6	2	12	6	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	4	29	0	3	0	0	0	0	0	0	11
Mvmt Flow	3	266	8	20	284	2	6	2	13	6	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	286	0	0	275	0	0	602	603	271	599	606	285
Stage 1	-	-	-	-	-	-	277	277	-	325	325	-
Stage 2	-	-	-	-	-	-	325	326	-	274	281	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1287	-	-	1300	-	-	415	416	773	416	414	733
Stage 1	-	-	-	-	-	-	734	685	-	691	652	-
Stage 2	-	-	-	-	-	-	692	652	-	737	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1287	-	-	1300	-	-	399	407	773	399	405	733
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	407	-	399	405	-
Stage 1	-	-	-	-	-	-	732	683	-	679	641	-
Stage 2	-	-	-	-	-	-	667	640	-	720	680	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.51	11.64	11.73
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	563	20	-	-	117	-	-	554
HCM Lane V/C Ratio	0.037	0.002	-	-	0.015	-	-	0.034
HCM Ctrl Dly (s/v)	11.6	7.8	0	-	7.8	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	245	7	7	325	4	11	1	4	1	2	10
Future Vol, veh/h	4	245	7	7	325	4	11	1	4	1	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	25	3	50	0	5	0	0	0	0	0	0	11
Mvmt Flow	4	266	8	8	353	4	12	1	4	1	2	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	274	0	0	648	652	270	646	653	355
Stage 1	-	-	-	-	-	-	279	279	-	371	371	-
Stage 2	-	-	-	-	-	-	370	373	-	276	283	-
Critical Hdwy	4.35	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1084	-	-	1301	-	-	386	390	773	387	389	669
Stage 1	-	-	-	-	-	-	732	684	-	654	623	-
Stage 2	-	-	-	-	-	-	655	622	-	735	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	1301	-	-	373	385	773	379	384	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	385	-	379	384	-
Stage 1	-	-	-	-	-	-	729	680	-	649	619	-
Stage 2	-	-	-	-	-	-	637	617	-	726	678	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.16	13.73	11.47
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	28	-	-	37	-	-	570
HCM Lane V/C Ratio	0.04	0.004	-	-	0.006	-	-	0.025
HCM Ctrl Dly (s/v)	13.7	8.3	0	-	7.8	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	267	7	7	346	4	12	1	4	1	2	11
Future Vol, veh/h	4	267	7	7	346	4	12	1	4	1	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	25	3	50	0	5	0	0	0	0	0	0	11
Mvmt Flow	4	290	8	8	376	4	13	1	4	1	2	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	380	0	0	298	0	0	695	698	294	693	700	378
Stage 1	-	-	-	-	-	-	303	303	-	393	393	-
Stage 2	-	-	-	-	-	-	392	396	-	299	307	-
Critical Hdwy	4.35	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1063	-	-	1275	-	-	359	367	750	360	366	649
Stage 1	-	-	-	-	-	-	711	667	-	635	609	-
Stage 2	-	-	-	-	-	-	636	608	-	714	665	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1063	-	-	1275	-	-	346	362	750	353	361	649
Mov Cap-2 Maneuver	-	-	-	-	-	-	346	362	-	353	361	-
Stage 1	-	-	-	-	-	-	707	664	-	631	604	-
Stage 2	-	-	-	-	-	-	618	603	-	705	662	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	0.15	14.5	11.69
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	26	-	-	35	-	-	553
HCM Lane V/C Ratio	0.046	0.004	-	-	0.006	-	-	0.028
HCM Ctrl Dly (s/v)	14.5	8.4	0	-	7.8	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	282	7	18	357	4	12	1	18	1	2	11
Future Vol, veh/h	4	282	7	18	357	4	12	1	18	1	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	25	3	50	0	5	0	0	0	0	0	0	11
Mvmt Flow	4	307	8	20	388	4	13	1	20	1	2	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	392	0	0	314	0	0	747	751	310	745	752	390
Stage 1	-	-	-	-	-	-	319	319	-	429	429	-
Stage 2	-	-	-	-	-	-	428	432	-	316	323	-
Critical Hdwy	4.35	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1051	-	-	1258	-	-	331	342	734	333	341	639
Stage 1	-	-	-	-	-	-	697	657	-	608	587	-
Stage 2	-	-	-	-	-	-	609	586	-	700	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1258	-	-	315	334	734	315	333	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	334	-	315	333	-
Stage 1	-	-	-	-	-	-	693	653	-	596	576	-
Stage 2	-	-	-	-	-	-	583	574	-	676	651	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	0.38	13.2	11.99
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	473	24	-	-	85	-	-	530
HCM Lane V/C Ratio	0.071	0.004	-	-	0.016	-	-	0.029
HCM Ctrl Dly (s/v)	13.2	8.4	0	-	7.9	0	-	12
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	116	84	266	321	127
Future Vol, veh/h	99	116	84	266	321	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	2	6	5	6	3
Mvmt Flow	106	125	90	286	345	137

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	880	413	482	0	-	0
Stage 1	413	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	314	639	1060	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	639	1060	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	25.22	2.09	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	432	-	404	-	-
HCM Lane V/C Ratio	0.085	-	0.573	-	-
HCM Ctrl Dly (s/v)	8.7	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	3.5	-	-

Intersection	
Int Delay, s/veh	11.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	107	122	88	344	457	143
Future Vol, veh/h	107	122	88	344	457	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	2	6	5	6	3
Mvmt Flow	115	131	95	370	491	154

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1127	568	645	0	-	0
Stage 1	568	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	223	522	921	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	194	522	921	-	-	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	59.09	1.91	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	367	-	292	-	-
HCM Lane V/C Ratio	0.103	-	0.844	-	-
HCM Ctrl Dly (s/v)	9.4	0	59.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	7.2	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	107	122	88	344	457	143
Future Vol, veh/h	107	122	88	344	457	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	2	6	5	6	3
Mvmt Flow	115	131	95	370	491	154

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1051	491	645	0	-	0
Stage 1	491	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	248	577	921	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	223	577	921	-	-	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.26	1.91	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	921	-	355	577	-	-
HCM Lane V/C Ratio	0.103	-	0.324	0.227	-	-
HCM Ctrl Dly (s/v)	9.4	-	19.9	13.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.4	0.9	-	-

Intersection	
Int Delay, s/veh	15.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	118	126	94	344	457	162
Future Vol, veh/h	118	126	94	344	457	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	2	6	5	6	3
Mvmt Flow	127	135	101	370	491	174

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1151	578	666	0	-	0
Stage 1	578	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	216	515	905	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	186	515	905	-	-	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	81.27	2.03	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	386	-	277	-	-
HCM Lane V/C Ratio	0.112	-	0.946	-	-
HCM Ctrl Dly (s/v)	9.5	0	81.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	9	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	118	126	94	344	457	162
Future Vol, veh/h	118	126	94	344	457	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	2	6	5	6	3
Mvmt Flow	127	135	101	370	491	174

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1063	491	666	0	-	0
Stage 1	491	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	244	577	905	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	217	577	905	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.96	2.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	905	-	350	577	-	-
HCM Lane V/C Ratio	0.112	-	0.363	0.235	-	-
HCM Ctrl Dly (s/v)	9.5	-	21	13.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.6	0.9	-	-

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	134	150	326	349	141
Future Vol, veh/h	100	134	150	326	349	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	3	7	5	6	2
Mvmt Flow	104	140	156	340	364	147

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1089	437	510	0	-	0
Stage 1	437	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Critical Hdwy	6.41	6.23	4.17	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	239	617	1030	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	195	617	1030	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	44.59	2.87	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	567	-	320	-	-
HCM Lane V/C Ratio	0.152	-	0.761	-	-
HCM Ctrl Dly (s/v)	9.1	0	44.6	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.5	-	5.9	-	-

Intersection	
Int Delay, s/veh	38.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	141	158	470	462	153
Future Vol, veh/h	115	141	158	470	462	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	7	5	6	2
Mvmt Flow	121	148	166	495	486	161

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1394	567	647	0	-	0
Stage 1	567	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.41	6.23	4.17	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	157	521	915	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 117	521	915	-	-	-
Mov Cap-2 Maneuver	~ 117	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	217.83	2.47	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	453	-	205	-	-
HCM Lane V/C Ratio	0.182	-	1.316	-	-
HCM Ctrl Dly (s/v)	9.8	0	217.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.7	-	14.9	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	141	158	470	462	153
Future Vol, veh/h	115	141	158	470	462	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	7	5	6	2
Mvmt Flow	121	148	166	495	486	161

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1314	486	647	0	-	0
Stage 1	486	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.41	6.23	4.17	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	175	579	915	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	579	915	-	-	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.76	2.47	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	915	-	278	579	-	-
HCM Lane V/C Ratio	0.182	-	0.436	0.256	-	-
HCM Ctrl Dly (s/v)	9.8	-	27.6	13.3	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.7	-	2.1	1	-	-

Intersection	
Int Delay, s/veh	62.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	137	148	164	470	462	170
Future Vol, veh/h	137	148	164	470	462	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	7	5	6	2
Mvmt Flow	144	156	173	495	486	179

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1416	576	665	0	-	0
Stage 1	576	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Critical Hdwy	6.41	6.23	4.17	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	152	515	901	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 112	515	901	-	-	-
Mov Cap-2 Maneuver	~ 112	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 334.32	2.57	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	466	-	189	-	-
HCM Lane V/C Ratio	0.192	-	1.591	-	-
HCM Ctrl Dly (s/v)	9.9	0	$ 334.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.7	-	19.7	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	137	148	164	470	462	170
Future Vol, veh/h	137	148	164	470	462	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	7	5	6	2
Mvmt Flow	144	156	173	495	486	179

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1326	486	665	0	-	0
Stage 1	486	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Critical Hdwy	6.41	6.23	4.17	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	172	579	901	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 139	579	901	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.41	2.57	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	901	-	273	579	-	-
HCM Lane V/C Ratio	0.192	-	0.528	0.269	-	-
HCM Ctrl Dly (s/v)	9.9	-	32	13.5	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.7	-	2.9	1.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

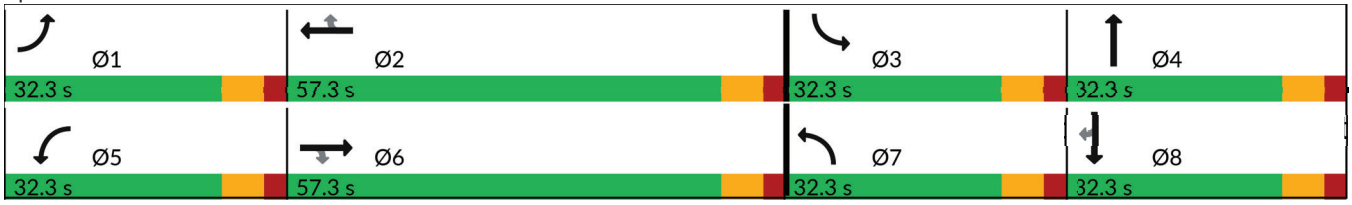
Timings

14: Jenkins Road & Okeechobee Road — Existing - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	1314	235	94	829	92	333	89	85	84	141	143
Future Volume (vph)	82	1314	235	94	829	92	333	89	85	84	141	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	1%	2%	5%	8%	22%	4%	13%	8%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 122.6	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1314	235	94	829	92	333	89	85	84	141	143
Future Volume (veh/h)	82	1314	235	94	829	92	333	89	85	84	141	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1826	1781	1574	1841	1707	1781	1811	1841	1841
Adj Flow Rate, veh/h	91	1460	0	104	921	102	370	99	94	93	157	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	1	2	5	8	22	4	13	8	6	4	4
Cap, veh/h	186	2736		130	2701	588	446	331	285	188	439	196
Arrive On Green	0.06	0.42	0.00	0.07	0.44	0.44	0.13	0.20	0.20	0.06	0.13	0.13
Sat Flow, veh/h	3319	6485	1585	1739	6128	1334	3401	1653	1421	3346	3497	1560
Grp Volume(v), veh/h	91	1460	0	104	921	102	370	97	96	93	157	159
Grp Sat Flow(s),veh/h/ln	1659	1621	1585	1739	1532	1334	1700	1622	1452	1673	1749	1560
Q Serve(g_s), s	3.2	19.9	0.0	7.0	11.7	5.5	12.6	6.0	6.7	3.2	4.9	11.8
Cycle Q Clear(g_c), s	3.2	19.9	0.0	7.0	11.7	5.5	12.6	6.0	6.7	3.2	4.9	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	186	2736		130	2701	588	446	325	291	188	439	196
V/C Ratio(X)	0.49	0.53		0.80	0.34	0.17	0.83	0.30	0.33	0.49	0.36	0.81
Avail Cap(c_a), veh/h	700	2736		367	2701	588	717	342	306	706	738	329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	25.6	0.0	53.9	21.8	20.1	50.2	40.3	40.6	54.3	47.4	50.5
Incr Delay (d2), s/veh	2.0	0.8	0.0	10.6	0.3	0.6	4.4	0.5	0.7	2.0	0.5	7.9
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	2.5	12.3	0.0	6.2	7.7	3.3	9.5	4.4	4.4	2.5	3.9	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	26.3	0.0	64.5	22.2	20.7	54.6	40.8	41.2	56.3	47.9	58.3
LnGrp LOS	E	C		E	C	C	D	D	D	E	D	E
Approach Vol, veh/h		1551			1127			563			409	
Approach Delay, s/veh		28.1			25.9			50.0			53.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	59.5	14.0	31.1	16.2	57.3	22.9	22.2
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	5.2	13.7	5.2	8.7	9.0	21.9	14.6	13.8
Green Ext Time (p_c), s	0.2	8.4	0.2	0.9	0.2	13.1	1.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

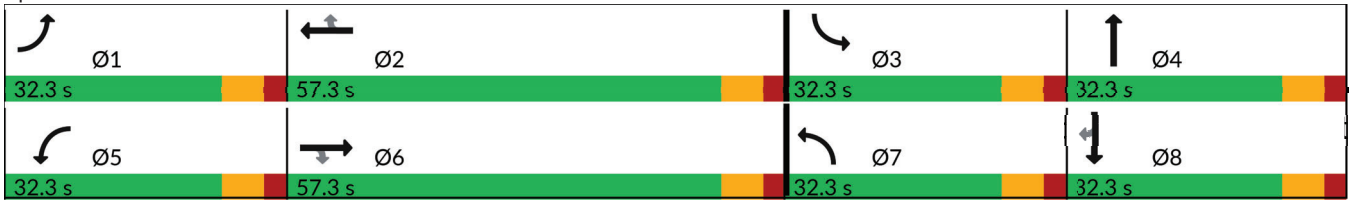
Timings

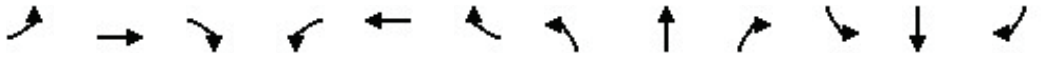
14: Jenkins Road & Okeechobee Road — Background - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1540	290	109	989	105	428	111	120	112	154	213
Future Volume (vph)	126	1540	290	109	989	105	428	111	120	112	154	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	1%	2%	5%	8%	22%	4%	13%	8%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 128.8	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1540	290	109	989	105	428	111	120	112	154	213
Future Volume (veh/h)	126	1540	290	109	989	105	428	111	120	112	154	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1826	1781	1574	1841	1707	1781	1811	1841	1841
Adj Flow Rate, veh/h	140	1711	0	121	1099	117	476	123	133	124	171	237
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	1	2	5	8	22	4	13	8	6	4	4
Cap, veh/h	195	2414		146	2437	530	537	443	395	178	588	262
Arrive On Green	0.06	0.37	0.00	0.08	0.40	0.40	0.16	0.27	0.27	0.05	0.17	0.17
Sat Flow, veh/h	3319	6485	1585	1739	6128	1334	3401	1622	1447	3346	3497	1560
Grp Volume(v), veh/h	140	1711	0	121	1099	117	476	123	133	124	171	237
Grp Sat Flow(s),veh/h/ln	1659	1621	1585	1739	1532	1334	1700	1622	1447	1673	1749	1560
Q Serve(g_s), s	5.6	30.2	0.0	9.2	17.7	7.8	18.4	8.0	9.9	4.9	5.7	20.0
Cycle Q Clear(g_c), s	5.6	30.2	0.0	9.2	17.7	7.8	18.4	8.0	9.9	4.9	5.7	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	2414		146	2437	530	537	443	395	178	588	262
V/C Ratio(X)	0.72	0.71		0.83	0.45	0.22	0.89	0.28	0.34	0.70	0.29	0.90
Avail Cap(c_a), veh/h	618	2414		324	2437	530	633	443	395	623	651	290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	35.9	0.0	60.5	29.7	26.7	55.4	38.4	39.1	62.5	48.9	54.8
Incr Delay (d2), s/veh	4.9	1.8	0.0	11.1	0.6	1.0	12.8	0.3	0.5	4.8	0.3	27.9
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	4.5	17.9	0.0	8.0	10.9	4.8	13.7	5.9	6.5	4.0	4.6	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.0	37.7	0.0	71.6	30.3	27.7	68.1	38.8	39.6	67.3	49.1	82.6
LnGrp LOS	E	D		E	C	C	E	D	D	E	D	F
Approach Vol, veh/h		1851			1337			732			532	
Approach Delay, s/veh		39.9			33.8			58.0			68.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	60.7	14.5	43.9	18.6	57.3	28.5	29.9
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	7.6	19.7	6.9	11.9	11.2	32.2	20.4	22.0
Green Ext Time (p_c), s	0.4	10.1	0.3	1.2	0.2	11.8	0.8	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	44.5
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

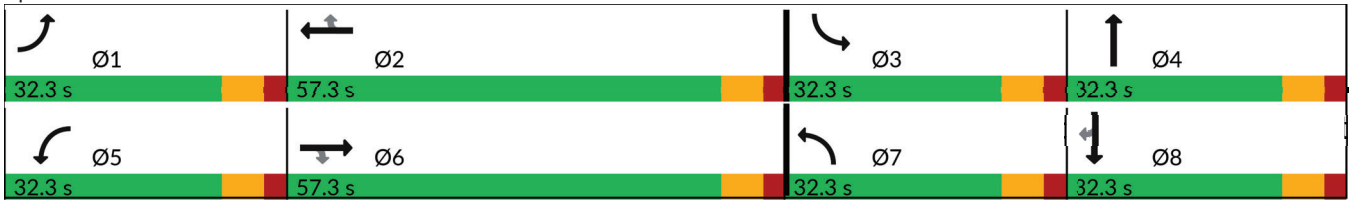
Timings

14: Jenkins Road & Okeechobee Road — Buildout - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1554	297	109	1015	105	441	111	120	112	154	213
Future Volume (vph)	126	1554	297	109	1015	105	441	111	120	112	154	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	1%	2%	5%	8%	22%	4%	13%	8%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

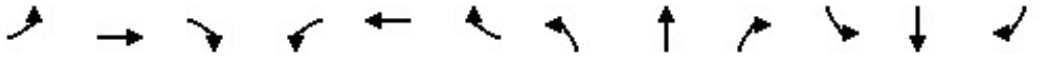
Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 129.4	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road



HCM 7th Signalized Intersection Summary
14: Jenkins Road & Okeechobee Road

Buildout - AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1554	297	109	1015	105	441	111	120	112	154	213
Future Volume (veh/h)	126	1554	297	109	1015	105	441	111	120	112	154	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1826	1781	1574	1841	1707	1781	1811	1841	1841
Adj Flow Rate, veh/h	140	1727	0	121	1128	117	490	123	133	124	171	237
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	1	2	5	8	22	4	13	8	6	4	4
Cap, veh/h	195	2401		146	2424	528	549	448	400	178	587	262
Arrive On Green	0.06	0.37	0.00	0.08	0.40	0.40	0.16	0.28	0.28	0.05	0.17	0.17
Sat Flow, veh/h	3319	6485	1585	1739	6128	1334	3401	1622	1447	3346	3497	1560
Grp Volume(v), veh/h	140	1727	0	121	1128	117	490	123	133	124	171	237
Grp Sat Flow(s),veh/h/ln	1659	1621	1585	1739	1532	1334	1700	1622	1447	1673	1749	1560
Q Serve(g_s), s	5.6	30.9	0.0	9.2	18.4	7.8	19.1	8.0	9.9	4.9	5.8	20.1
Cycle Q Clear(g_c), s	5.6	30.9	0.0	9.2	18.4	7.8	19.1	8.0	9.9	4.9	5.8	20.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	2401		146	2424	528	549	448	400	178	587	262
V/C Ratio(X)	0.72	0.72		0.83	0.47	0.22	0.89	0.27	0.33	0.70	0.29	0.90
Avail Cap(c_a), veh/h	614	2401		322	2424	528	630	448	400	619	647	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	36.5	0.0	60.9	30.2	27.0	55.5	38.3	39.0	62.9	49.1	55.1
Incr Delay (d2), s/veh	4.9	1.9	0.0	11.1	0.6	1.0	13.8	0.3	0.5	4.9	0.3	28.2
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	4.5	18.3	0.0	8.0	11.3	4.8	14.2	5.9	6.5	4.0	4.6	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.3	38.4	0.0	72.0	30.9	28.0	69.3	38.6	39.4	67.7	49.4	83.4
LnGrp LOS	E	D		E	C	C	E	D	D	E	D	F
Approach Vol, veh/h		1867			1366			746			532	
Approach Delay, s/veh		40.6			34.3			58.9			68.8	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	60.7	14.5	44.6	18.7	57.3	29.1	30.0
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	7.6	20.4	6.9	11.9	11.2	32.9	21.1	22.1
Green Ext Time (p_c), s	0.4	10.3	0.3	1.2	0.2	11.6	0.7	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	45.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

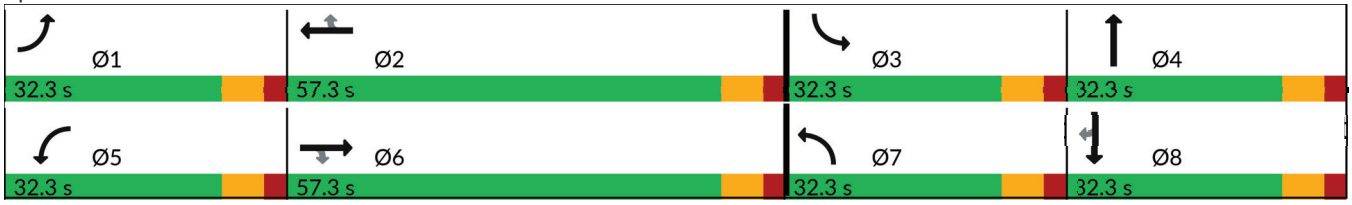
Timings

14: Jenkins Road & Okeechobee Road — Existing - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1154	285	115	1264	160	321	95	79	176	148	142
Future Volume (vph)	126	1154	285	115	1264	160	321	95	79	176	148	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	3%	6%	4%	2%	4%	6%	9%	15%	3%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 122.8	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1154	285	115	1264	160	321	95	79	176	148	142
Future Volume (veh/h)	126	1154	285	115	1264	160	321	95	79	176	148	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1856	1811	1841	1870	1841	1811	1767	1678	1856	1826	1737
Adj Flow Rate, veh/h	133	1215	0	121	1331	168	338	100	83	185	156	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	3	6	4	2	4	6	9	15	3	5	11
Cap, veh/h	193	2688		149	2875	697	412	316	240	253	432	183
Arrive On Green	0.06	0.42	0.00	0.09	0.45	0.45	0.12	0.17	0.17	0.07	0.12	0.12
Sat Flow, veh/h	3237	6383	1535	1753	6434	1560	3346	1817	1379	3428	3469	1472
Grp Volume(v), veh/h	133	1215	0	121	1331	168	338	92	91	185	156	149
Grp Sat Flow(s),veh/h/ln	1618	1596	1535	1753	1609	1560	1673	1678	1518	1714	1735	1472
Q Serve(g_s), s	4.8	16.2	0.0	8.1	17.1	7.9	11.7	5.7	6.3	6.3	4.9	11.7
Cycle Q Clear(g_c), s	4.8	16.2	0.0	8.1	17.1	7.9	11.7	5.7	6.3	6.3	4.9	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	1.00		1.00
Lane Grp Cap(c), veh/h	193	2688		149	2875	697	412	292	264	253	432	183
V/C Ratio(X)	0.69	0.45		0.81	0.46	0.24	0.82	0.31	0.35	0.73	0.36	0.81
Avail Cap(c_a), veh/h	682	2688		369	2875	697	705	353	320	722	731	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	24.6	0.0	53.4	22.9	20.4	50.8	42.9	43.1	53.8	47.6	50.6
Incr Delay (d2), s/veh	4.4	0.6	0.0	10.0	0.5	0.8	4.1	0.6	0.8	4.0	0.5	8.4
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	3.7	10.3	0.0	7.1	10.7	5.5	8.8	4.3	4.4	5.1	3.9	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.1	25.1	0.0	63.4	23.4	21.2	54.9	43.5	43.9	57.8	48.1	59.0
LnGrp LOS	E	C		E	C	C	D	D	D	E	D	E
Approach Vol, veh/h		1348			1620			521			490	
Approach Delay, s/veh		28.5			26.2			50.9			55.1	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	60.3	16.1	27.9	17.4	57.3	21.9	22.1
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	6.8	19.1	8.3	8.3	10.1	18.2	13.7	13.7
Green Ext Time (p_c), s	0.4	13.0	0.5	0.9	0.2	10.9	0.9	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

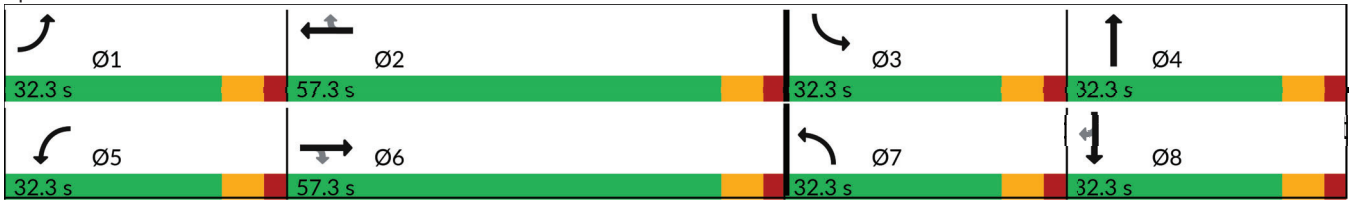
Timings

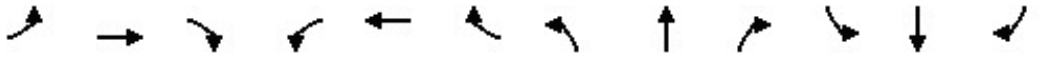
14: Jenkins Road & Okeechobee Road — Background - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	1350	383	153	1500	193	402	111	102	201	173	206
Future Volume (vph)	206	1350	383	153	1500	193	402	111	102	201	173	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	3%	6%	4%	2%	4%	6%	9%	15%	3%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 131.4	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	1350	383	153	1500	193	402	111	102	201	173	206
Future Volume (veh/h)	206	1350	383	153	1500	193	402	111	102	201	173	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1856	1811	1841	1870	1841	1811	1767	1678	1856	1826	1737
Adj Flow Rate, veh/h	217	1421	0	161	1579	203	423	117	107	212	182	217
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	3	6	4	2	4	6	9	15	3	5	11
Cap, veh/h	275	2354		188	2515	610	485	397	332	273	569	241
Arrive On Green	0.08	0.37	0.00	0.11	0.39	0.39	0.14	0.23	0.23	0.08	0.16	0.16
Sat Flow, veh/h	3237	6383	1535	1753	6434	1560	3346	1733	1451	3428	3469	1472
Grp Volume(v), veh/h	217	1421	0	161	1579	203	423	113	111	212	182	217
Grp Sat Flow(s),veh/h/ln	1618	1596	1535	1753	1609	1560	1673	1678	1506	1714	1735	1472
Q Serve(g_s), s	8.9	24.5	0.0	12.2	26.9	12.4	16.8	7.5	8.3	8.2	6.3	19.6
Cycle Q Clear(g_c), s	8.9	24.5	0.0	12.2	26.9	12.4	16.8	7.5	8.3	8.2	6.3	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	275	2354		188	2515	610	485	385	345	273	569	241
V/C Ratio(X)	0.79	0.60		0.86	0.63	0.33	0.87	0.29	0.32	0.78	0.32	0.90
Avail Cap(c_a), veh/h	597	2354		323	2515	610	617	385	345	632	640	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.8	34.7	0.0	59.5	33.3	28.9	56.7	43.2	43.5	61.2	50.0	55.6
Incr Delay (d2), s/veh	5.0	1.2	0.0	10.7	1.2	1.5	10.8	0.4	0.5	4.7	0.3	28.1
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	7.0	14.8	0.0	10.0	16.1	8.6	12.4	5.8	5.7	6.8	5.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.9	35.9	0.0	70.3	34.5	30.4	67.6	43.6	44.0	65.9	50.3	83.7
LnGrp LOS	E	D		E	C	C	E	D	D	E	D	F
Approach Vol, veh/h		1638			1943			647			611	
Approach Delay, s/veh		39.9			37.1			59.4			67.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	60.3	18.1	38.4	21.8	57.3	26.9	29.5
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	10.9	28.9	10.2	10.3	14.2	26.5	18.8	21.6
Green Ext Time (p_c), s	0.6	13.0	0.6	1.1	0.3	11.6	0.9	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	44.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

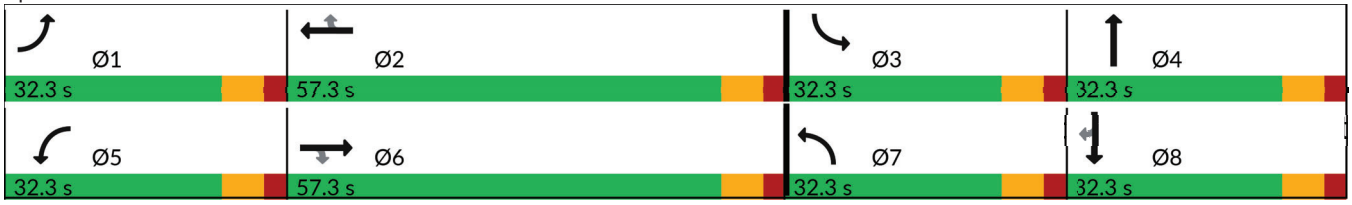
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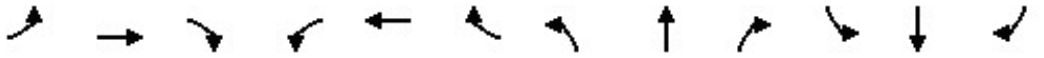
14: Jenkins Road & Okeechobee Road — Buildout - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	1379	397	153	1522	193	413	111	102	201	173	206
Future Volume (vph)	206	1379	397	153	1522	193	413	111	102	201	173	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	3%	6%	4%	2%	4%	6%	9%	15%	3%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 131.9	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	1379	397	153	1522	193	413	111	102	201	173	206
Future Volume (veh/h)	206	1379	397	153	1522	193	413	111	102	201	173	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1856	1811	1841	1870	1841	1811	1767	1678	1856	1826	1737
Adj Flow Rate, veh/h	217	1452	0	161	1602	203	435	117	107	212	182	217
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	3	6	4	2	4	6	9	15	3	5	11
Cap, veh/h	275	2342		187	2503	607	496	403	337	273	568	241
Arrive On Green	0.08	0.37	0.00	0.11	0.39	0.39	0.15	0.23	0.23	0.08	0.16	0.16
Sat Flow, veh/h	3237	6383	1535	1753	6434	1560	3346	1733	1451	3428	3469	1472
Grp Volume(v), veh/h	217	1452	0	161	1602	203	435	113	111	212	182	217
Grp Sat Flow(s),veh/h/ln	1618	1596	1535	1753	1609	1560	1673	1678	1506	1714	1735	1472
Q Serve(g_s), s	9.0	25.4	0.0	12.3	27.6	12.5	17.3	7.5	8.3	8.3	6.3	19.7
Cycle Q Clear(g_c), s	9.0	25.4	0.0	12.3	27.6	12.5	17.3	7.5	8.3	8.3	6.3	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	275	2342		187	2503	607	496	390	350	273	568	241
V/C Ratio(X)	0.79	0.62		0.86	0.64	0.33	0.88	0.29	0.32	0.78	0.32	0.90
Avail Cap(c_a), veh/h	594	2342		322	2503	607	614	390	350	629	636	270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.2	35.4	0.0	59.8	33.9	29.2	56.8	43.1	43.4	61.5	50.3	55.9
Incr Delay (d2), s/veh	5.1	1.2	0.0	10.8	1.3	1.5	11.7	0.4	0.5	4.7	0.3	28.5
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	7.0	15.3	0.0	10.1	16.5	8.6	12.8	5.8	5.7	6.8	5.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.2	36.6	0.0	70.7	35.1	30.7	68.5	43.5	43.9	66.3	50.6	84.4
LnGrp LOS	E	D		E	D	C	E	D	D	E	D	F
Approach Vol, veh/h		1669			1966			659			611	
Approach Delay, s/veh		40.5			37.6			60.1			68.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	60.3	18.2	39.0	21.9	57.3	27.5	29.6
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	11.0	29.6	10.3	10.3	14.3	27.4	19.3	21.7
Green Ext Time (p_c), s	0.6	12.9	0.6	1.1	0.3	11.6	0.8	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	45.4
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	10.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	519	19	6	401	15
Future Vol, veh/h	7	519	19	6	401	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	4	7
Mvmt Flow	8	558	20	6	431	16

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	902	24	0	0	27	0
Stage 1	24	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.236	-
Pot Cap-1 Maneuver	311	1050	-	-	1574	-
Stage 1	1004	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	225	1050	-	-	1574	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	296	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.16	0	7.85
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1001	1560	-
HCM Lane V/C Ratio	-	-	0.565	0.274	-
HCM Ctrl Dly (s/v)	-	-	13.2	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	3.7	1.1	-

Timings

15: Jenkins Road & Edwards Road — Background - AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	632	24	6	494	27
Future Volume (vph)	7	632	24	6	494	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	2544		1091			3808
Travel Time (s)	57.8		24.8			86.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	4%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.5	10.5	23.5		10.5	23.5
Total Split (s)	23.5	18.0	23.5		18.0	41.5
Total Split (%)	36.2%	27.7%	36.2%		27.7%	63.8%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max		None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 43.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: Jenkins Road & Edwards Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	632	24	6	494	27
Future Volume (veh/h)	7	632	24	6	494	27
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1841	1796
Adj Flow Rate, veh/h	8	680	26	6	531	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	0	0	4	7
Cap, veh/h	501	738	414	95	806	995
Arrive On Green	0.28	0.28	0.28	0.28	0.19	0.55
Sat Flow, veh/h	1810	1572	1493	345	1753	1796
Grp Volume(v), veh/h	8	680	0	32	531	29
Grp Sat Flow(s),veh/h/ln	1810	1572	0	1838	1753	1796
Q Serve(g_s), s	0.2	18.0	0.0	0.8	12.5	0.5
Cycle Q Clear(g_c), s	0.2	18.0	0.0	0.8	12.5	0.5
Prop In Lane	1.00	1.00		0.19	1.00	
Lane Grp Cap(c), veh/h	501	738	0	509	806	995
V/C Ratio(X)	0.02	0.92	0.00	0.06	0.66	0.03
Avail Cap(c_a), veh/h	501	738	0	509	806	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	16.1	0.0	17.3	12.0	6.6
Incr Delay (d2), s/veh	0.0	17.0	0.0	0.2	2.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	17.0	0.0	0.7	8.8	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	33.1	0.0	17.5	14.0	6.6
LnGrp LOS	B	C		B	B	A
Approach Vol, veh/h	688		32			560
Approach Delay, s/veh	32.9		17.5			13.6
Approach LOS	C		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.0	23.5				41.5	23.5
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	12.5	18.0				36.0	18.0
Max Q Clear Time (g_c+I1), s	14.5	2.8				2.5	20.0
Green Ext Time (p_c), s	0.0	0.1				0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.1
HCM 7th LOS	C

Timings

15: Jenkins Road & Edwards Road — Buildout - AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	645	24	6	501	27
Future Volume (vph)	7	645	24	6	501	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	2544		1091			3808
Travel Time (s)	57.8		24.8			86.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	4%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.5	10.5	23.5		10.5	23.5
Total Split (s)	23.5	18.0	23.5		18.0	41.5
Total Split (%)	36.2%	27.7%	36.2%		27.7%	63.8%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max		None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 43.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: Jenkins Road & Edwards Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	645	24	6	501	27
Future Volume (veh/h)	7	645	24	6	501	27
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1841	1796
Adj Flow Rate, veh/h	8	694	26	6	539	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	0	0	4	7
Cap, veh/h	501	738	414	95	806	995
Arrive On Green	0.28	0.28	0.28	0.28	0.19	0.55
Sat Flow, veh/h	1810	1572	1493	345	1753	1796
Grp Volume(v), veh/h	8	694	0	32	539	29
Grp Sat Flow(s),veh/h/ln	1810	1572	0	1838	1753	1796
Q Serve(g_s), s	0.2	18.0	0.0	0.8	12.5	0.5
Cycle Q Clear(g_c), s	0.2	18.0	0.0	0.8	12.5	0.5
Prop In Lane	1.00	1.00		0.19	1.00	
Lane Grp Cap(c), veh/h	501	738	0	509	806	995
V/C Ratio(X)	0.02	0.94	0.00	0.06	0.67	0.03
Avail Cap(c_a), veh/h	501	738	0	509	806	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	16.4	0.0	17.3	12.2	6.6
Incr Delay (d2), s/veh	0.0	20.0	0.0	0.2	2.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	18.2	0.0	0.7	9.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	36.4	0.0	17.5	14.3	6.6
LnGrp LOS	B	D		B	B	A
Approach Vol, veh/h	702		32			568
Approach Delay, s/veh	36.2		17.5			13.9
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.0	23.5				41.5	23.5
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	12.5	18.0				36.0	18.0
Max Q Clear Time (g_c+I1), s	14.5	2.8				2.5	20.0
Green Ext Time (p_c), s	0.0	0.1				0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	10.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	440	35	9	518	23
Future Vol, veh/h	18	440	35	9	518	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	6	5	0	0	4	0
Mvmt Flow	18	449	36	9	529	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1121	40	0	0	45	0
Stage 1	40	-	-	-	-	-
Stage 2	1081	-	-	-	-	-
Critical Hdwy	6.46	6.25	-	-	4.14	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	-	-	2.236	-
Pot Cap-1 Maneuver	224	1022	-	-	1550	-
Stage 1	972	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	147	1022	-	-	1550	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	209	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.83	0	8.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	828	1530	-
HCM Lane V/C Ratio	-	-	0.564	0.341	-
HCM Ctrl Dly (s/v)	-	-	14.8	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	3.6	1.5	-

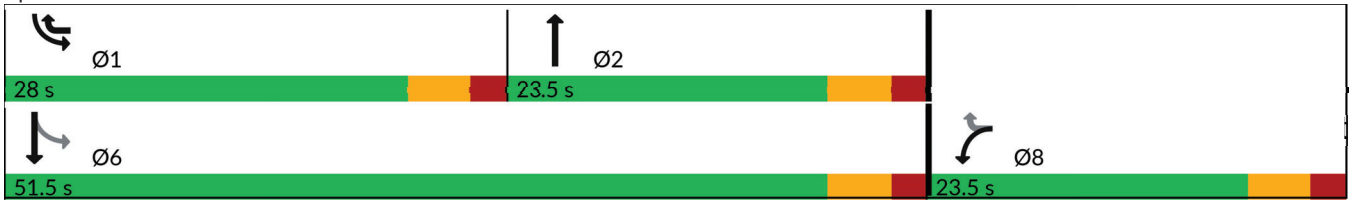
Timings

15: Jenkins Road & Edwards Road — Background - PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	558	48	9	645	30
Future Volume (vph)	19	558	48	9	645	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	2544		1091			3808
Travel Time (s)	57.8		24.8			86.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	5%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.5	10.5	23.5		10.5	23.5
Total Split (s)	23.5	28.0	23.5		28.0	51.5
Total Split (%)	31.3%	37.3%	31.3%		37.3%	68.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max		None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 54.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: Jenkins Road & Edwards Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	558	48	9	645	30
Future Volume (veh/h)	19	558	48	9	645	30
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1826	1900	1900	1841	1900
Adj Flow Rate, veh/h	20	587	51	9	679	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	5	0	0	4	0
Cap, veh/h	414	836	377	67	905	1165
Arrive On Green	0.24	0.24	0.24	0.24	0.30	0.61
Sat Flow, veh/h	1725	1547	1573	278	1753	1900
Grp Volume(v), veh/h	20	587	0	60	679	32
Grp Sat Flow(s),veh/h/ln	1725	1547	0	1850	1753	1900
Q Serve(g_s), s	0.7	18.0	0.0	1.9	20.5	0.5
Cycle Q Clear(g_c), s	0.7	18.0	0.0	1.9	20.5	0.5
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	414	836	0	444	905	1165
V/C Ratio(X)	0.05	0.70	0.00	0.14	0.75	0.03
Avail Cap(c_a), veh/h	414	836	0	444	905	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	12.8	0.0	22.4	11.7	5.7
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.6	3.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	11.3	0.0	1.6	12.2	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.0	15.4	0.0	23.0	15.2	5.7
LnGrp LOS	C	B		C	B	A
Approach Vol, veh/h	607		60			711
Approach Delay, s/veh	15.7		23.0			14.8
Approach LOS	B		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	28.0	23.5			51.5	23.5
Change Period (Y+Rc), s	5.5	5.5			5.5	5.5
Max Green Setting (Gmax), s	22.5	18.0			46.0	18.0
Max Q Clear Time (g_c+I1), s	22.5	3.9			2.5	20.0
Green Ext Time (p_c), s	0.0	0.2			0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B

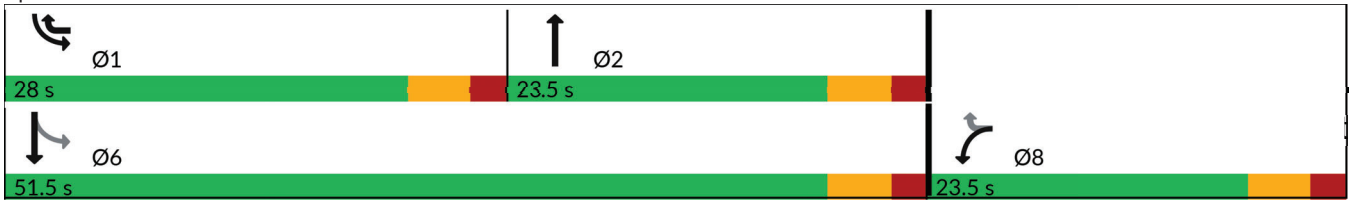
Timings

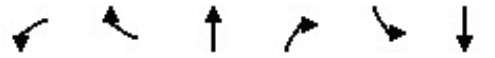
15: Jenkins Road & Edwards Road — Buildout - PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	569	48	9	659	30
Future Volume (vph)	19	569	48	9	659	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	2544		1091			3808
Travel Time (s)	57.8		24.8			86.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	5%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.5	10.5	23.5		10.5	23.5
Total Split (s)	23.5	28.0	23.5		28.0	51.5
Total Split (%)	31.3%	37.3%	31.3%		37.3%	68.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max		None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 54.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: Jenkins Road & Edwards Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	569	48	9	659	30
Future Volume (veh/h)	19	569	48	9	659	30
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1826	1900	1900	1841	1900
Adj Flow Rate, veh/h	20	599	51	9	694	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	5	0	0	4	0
Cap, veh/h	414	836	377	67	905	1165
Arrive On Green	0.24	0.24	0.24	0.24	0.30	0.61
Sat Flow, veh/h	1725	1547	1573	278	1753	1900
Grp Volume(v), veh/h	20	599	0	60	694	32
Grp Sat Flow(s),veh/h/ln	1725	1547	0	1850	1753	1900
Q Serve(g_s), s	0.7	18.0	0.0	1.9	21.3	0.5
Cycle Q Clear(g_c), s	0.7	18.0	0.0	1.9	21.3	0.5
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	414	836	0	444	905	1165
V/C Ratio(X)	0.05	0.72	0.00	0.14	0.77	0.03
Avail Cap(c_a), veh/h	414	836	0	444	905	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	12.9	0.0	22.4	11.9	5.7
Incr Delay (d2), s/veh	0.0	3.0	0.0	0.6	4.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	11.6	0.0	1.6	12.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.0	15.9	0.0	23.0	15.9	5.7
LnGrp LOS	C	B		C	B	A
Approach Vol, veh/h	619		60			726
Approach Delay, s/veh	16.1		23.0			15.4
Approach LOS	B		C			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	28.0	23.5				51.5	23.5
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	22.5	18.0				46.0	18.0
Max Q Clear Time (g_c+I1), s	23.3	3.9				2.5	20.0
Green Ext Time (p_c), s	0.0	0.2				0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Timings

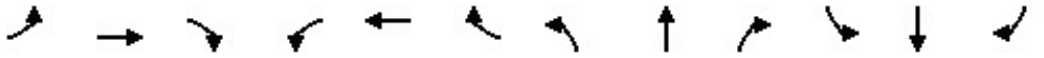
16: Jenkins Rd & Orange Ave — Existing - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	766	92	100	736	44	99	24	95	23	10	24
Future Volume (vph)	18	766	92	100	736	44	99	24	95	23	10	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2091			1008			698			518	
Travel Time (s)		31.7			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	24%	7%	12%	7%	9%	12%	7%	17%	5%	23%	20%	35%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 85.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	766	92	100	736	44	99	24	95	23	10	24
Future Volume (veh/h)	18	766	92	100	736	44	99	24	95	23	10	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1544	1796	1722	1796	1767	1722	1796	1648	1826	1559	1604	1381
Adj Flow Rate, veh/h	19	798	96	104	767	46	103	25	99	24	10	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	24	7	12	7	9	12	7	17	5	23	20	35
Cap, veh/h	345	1691	723	406	1805	785	362	271	255	269	210	153
Arrive On Green	0.03	0.50	0.50	0.07	0.54	0.54	0.07	0.16	0.16	0.04	0.13	0.13
Sat Flow, veh/h	1471	3413	1459	1711	3357	1459	1711	1648	1547	1485	1604	1171
Grp Volume(v), veh/h	19	798	96	104	767	46	103	25	99	24	10	25
Grp Sat Flow(s),veh/h/ln	1471	1706	1459	1711	1678	1459	1711	1648	1547	1485	1604	1171
Q Serve(g_s), s	0.6	14.0	3.2	2.5	12.4	1.4	4.7	1.2	5.2	1.2	0.5	1.7
Cycle Q Clear(g_c), s	0.6	14.0	3.2	2.5	12.4	1.4	4.7	1.2	5.2	1.2	0.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	1691	723	406	1805	785	362	271	255	269	210	153
V/C Ratio(X)	0.06	0.47	0.13	0.26	0.42	0.06	0.28	0.09	0.39	0.09	0.05	0.16
Avail Cap(c_a), veh/h	496	1691	723	510	1805	785	452	327	307	414	318	232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	15.1	12.4	10.2	12.6	10.0	31.0	32.2	33.9	32.1	34.5	35.0
Incr Delay (d2), s/veh	0.1	0.9	0.4	0.3	0.7	0.1	0.4	0.1	1.0	0.1	0.1	0.5
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	0.3	8.7	2.0	1.5	7.6	0.8	3.5	0.9	3.6	0.8	0.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.9	16.0	12.7	10.6	13.3	10.2	31.4	32.3	34.8	32.3	34.6	35.5
LnGrp LOS	B	B	B	B	B	B	C	C	C	C	C	D
Approach Vol, veh/h		913			917			227			59	
Approach Delay, s/veh		15.6			12.8			33.0			34.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	54.1	8.5	20.2	11.8	50.3	11.5	17.2
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.6	14.4	3.2	7.2	4.5	16.0	6.7	3.7
Green Ext Time (p_c), s	0.0	5.5	0.0	0.3	0.1	5.9	0.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

Timings

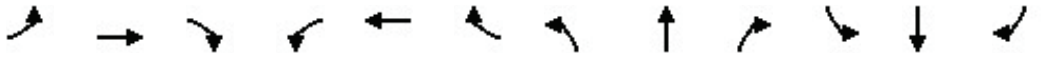
16: Jenkins Rd & Orange Ave — Background - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	903	158	120	987	66	260	38	125	28	14	25
Future Volume (vph)	19	903	158	120	987	66	260	38	125	28	14	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		646			1008			698			518	
Travel Time (s)		9.8			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	24%	7%	12%	7%	9%	12%	7%	17%	5%	23%	20%	35%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 91.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	903	158	120	987	66	260	38	125	28	14	25
Future Volume (veh/h)	19	903	158	120	987	66	260	38	125	28	14	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1544	1796	1722	1796	1767	1722	1796	1648	1826	1559	1604	1381
Adj Flow Rate, veh/h	20	951	166	126	1039	69	274	40	132	29	15	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	24	7	12	7	9	12	7	17	5	23	20	35
Cap, veh/h	241	1601	685	323	1710	743	424	330	310	260	200	146
Arrive On Green	0.03	0.47	0.47	0.07	0.51	0.51	0.11	0.20	0.20	0.04	0.12	0.12
Sat Flow, veh/h	1471	3413	1459	1711	3357	1459	1711	1648	1547	1485	1604	1171
Grp Volume(v), veh/h	20	951	166	126	1039	69	274	40	132	29	15	26
Grp Sat Flow(s),veh/h/ln	1471	1706	1459	1711	1678	1459	1711	1648	1547	1485	1604	1171
Q Serve(g_s), s	0.7	19.7	6.5	3.5	21.1	2.3	11.0	1.9	7.2	1.6	0.8	1.9
Cycle Q Clear(g_c), s	0.7	19.7	6.5	3.5	21.1	2.3	11.0	1.9	7.2	1.6	0.8	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1601	685	323	1710	743	424	330	310	260	200	146
V/C Ratio(X)	0.08	0.59	0.24	0.39	0.61	0.09	0.65	0.12	0.43	0.11	0.07	0.18
Avail Cap(c_a), veh/h	381	1601	685	417	1710	743	424	330	310	387	301	220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	18.7	15.3	13.6	16.7	12.1	31.9	31.4	33.5	34.2	37.1	37.6
Incr Delay (d2), s/veh	0.1	1.6	0.8	0.8	1.6	0.2	3.4	0.2	0.9	0.2	0.2	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	0.4	11.8	4.1	2.2	12.0	1.4	10.2	1.4	4.9	1.1	0.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.0	20.4	16.1	14.4	18.3	12.4	35.2	31.6	34.5	34.4	37.2	38.1
LnGrp LOS	B	C	B	B	B	B	D	C	C	C	D	D
Approach Vol, veh/h		1137			1234			446			70	
Approach Delay, s/veh		19.6			17.6			34.7			36.4	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	54.2	9.1	24.5	12.1	50.3	16.3	17.3
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.7	23.1	3.6	9.2	5.5	21.7	13.0	3.9
Green Ext Time (p_c), s	0.0	7.4	0.0	0.4	0.1	7.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

Timings

16: Jenkins Rd & Orange Ave — Buildout - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	903	158	133	987	66	260	38	132	28	14	25
Future Volume (vph)	19	903	158	133	987	66	260	38	132	28	14	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		646			1008			698			518	
Travel Time (s)		9.8			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	24%	7%	12%	7%	9%	12%	7%	17%	5%	23%	20%	35%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 92.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	903	158	133	987	66	260	38	132	28	14	25
Future Volume (veh/h)	19	903	158	133	987	66	260	38	132	28	14	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1544	1796	1722	1796	1767	1722	1796	1648	1826	1559	1604	1381
Adj Flow Rate, veh/h	20	951	166	140	1039	69	274	40	139	29	15	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	24	7	12	7	9	12	7	17	5	23	20	35
Cap, veh/h	241	1600	684	324	1711	744	424	330	310	259	200	146
Arrive On Green	0.03	0.47	0.47	0.07	0.51	0.51	0.11	0.20	0.20	0.04	0.12	0.12
Sat Flow, veh/h	1471	3413	1459	1711	3357	1459	1711	1648	1547	1485	1604	1171
Grp Volume(v), veh/h	20	951	166	140	1039	69	274	40	139	29	15	26
Grp Sat Flow(s),veh/h/ln	1471	1706	1459	1711	1678	1459	1711	1648	1547	1485	1604	1171
Q Serve(g_s), s	0.7	19.7	6.5	3.9	21.1	2.3	11.0	1.9	7.6	1.6	0.8	1.9
Cycle Q Clear(g_c), s	0.7	19.7	6.5	3.9	21.1	2.3	11.0	1.9	7.6	1.6	0.8	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1600	684	324	1711	744	424	330	310	259	200	146
V/C Ratio(X)	0.08	0.59	0.24	0.43	0.61	0.09	0.65	0.12	0.45	0.11	0.07	0.18
Avail Cap(c_a), veh/h	381	1600	684	416	1711	744	424	330	310	386	301	219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	18.8	15.3	13.8	16.7	12.1	31.9	31.5	33.7	34.2	37.1	37.6
Incr Delay (d2), s/veh	0.1	1.6	0.8	0.9	1.6	0.2	3.4	0.2	1.0	0.2	0.2	0.6
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	0.4	11.8	0.3	2.5	12.0	1.4	10.2	1.4	5.2	1.1	0.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.0	20.4	16.1	14.7	18.3	12.4	35.3	31.6	34.8	34.4	37.3	38.2
LnGrp LOS	B	C	B	B	B	B	D	C	C	C	D	D
Approach Vol, veh/h		1137			1248			453			70	
Approach Delay, s/veh		19.7			17.6			34.8			36.4	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	54.2	9.1	24.5	12.1	50.3	16.3	17.3
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.7	23.1	3.6	9.6	5.9	21.7	13.0	3.9
Green Ext Time (p_c), s	0.0	7.4	0.0	0.4	0.2	7.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

Timings

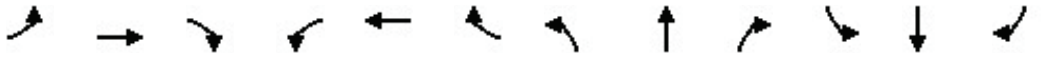
16: Jenkins Rd & Orange Ave — Existing - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	710	121	144	876	48	167	23	118	19	13	22
Future Volume (vph)	23	710	121	144	876	48	167	23	118	19	13	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		646			1008			698			518	
Travel Time (s)		9.8			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	8%	19%	6%	9%	11%	3%	18%	6%	17%	0%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 92.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	710	121	144	876	48	167	23	118	19	13	22
Future Volume (veh/h)	23	710	121	144	876	48	167	23	118	19	13	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1781	1618	1811	1767	1737	1856	1633	1811	1648	1900	1693
Adj Flow Rate, veh/h	25	772	132	157	952	52	182	25	128	21	14	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	14	8	19	6	9	11	3	18	6	17	0	14
Cap, veh/h	293	1600	649	390	1711	750	425	328	308	261	239	180
Arrive On Green	0.04	0.47	0.47	0.07	0.51	0.51	0.11	0.20	0.20	0.03	0.13	0.13
Sat Flow, veh/h	1612	3385	1372	1725	3357	1472	1767	1633	1535	1570	1900	1434
Grp Volume(v), veh/h	25	772	132	157	952	52	182	25	128	21	14	24
Grp Sat Flow(s),veh/h/ln	1612	1692	1372	1725	1678	1472	1767	1633	1535	1570	1900	1434
Q Serve(g_s), s	0.7	14.8	5.3	4.3	18.5	1.7	8.2	1.2	6.9	1.1	0.6	1.4
Cycle Q Clear(g_c), s	0.7	14.8	5.3	4.3	18.5	1.7	8.2	1.2	6.9	1.1	0.6	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	1600	649	390	1711	750	425	328	308	261	239	180
V/C Ratio(X)	0.09	0.48	0.20	0.40	0.56	0.07	0.43	0.08	0.42	0.08	0.06	0.13
Avail Cap(c_a), veh/h	439	1600	649	482	1711	750	442	328	308	410	359	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	17.1	14.6	12.3	16.0	11.9	29.6	30.9	33.2	34.3	36.6	37.0
Incr Delay (d2), s/veh	0.1	1.0	0.7	0.7	1.3	0.2	0.7	0.1	0.9	0.1	0.1	0.3
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	0.4	9.2	3.1	2.7	10.8	1.0	6.3	0.8	4.7	0.8	0.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.0	18.2	15.3	13.0	17.3	12.0	30.3	31.0	34.1	34.4	36.7	37.3
LnGrp LOS	B	B	B	B	B	B	C	C	C	C	D	D
Approach Vol, veh/h		929			1161			335			59	
Approach Delay, s/veh		17.6			16.5			31.8			36.2	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	53.8	8.3	24.4	12.2	50.3	15.4	17.3
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.7	20.5	3.1	8.9	6.3	16.8	10.2	3.4
Green Ext Time (p_c), s	0.0	6.9	0.0	0.3	0.2	5.8	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Timings

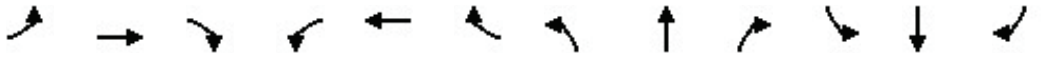
16: Jenkins Rd & Orange Ave — Background - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	974	289	179	1049	55	283	28	146	39	27	23
Future Volume (vph)	24	974	289	179	1049	55	283	28	146	39	27	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		646			1008			698			518	
Travel Time (s)		9.8			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	8%	19%	6%	9%	11%	3%	18%	6%	17%	0%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 93.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	974	289	179	1049	55	283	28	146	39	27	23
Future Volume (veh/h)	24	974	289	179	1049	55	283	28	146	39	27	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1781	1618	1811	1767	1737	1856	1633	1811	1648	1900	1693
Adj Flow Rate, veh/h	26	1059	314	195	1140	60	308	30	159	42	29	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	14	8	19	6	9	11	3	18	6	17	0	14
Cap, veh/h	240	1572	637	296	1703	747	423	308	289	281	235	178
Arrive On Green	0.04	0.46	0.46	0.08	0.51	0.51	0.11	0.19	0.19	0.05	0.12	0.12
Sat Flow, veh/h	1612	3385	1372	1725	3357	1472	1767	1633	1535	1570	1900	1434
Grp Volume(v), veh/h	26	1059	314	195	1140	60	308	30	159	42	29	25
Grp Sat Flow(s),veh/h/ln	1612	1692	1372	1725	1678	1472	1767	1633	1535	1570	1900	1434
Q Serve(g_s), s	0.8	23.6	15.4	5.5	24.5	2.0	11.0	1.5	9.1	2.2	1.3	1.5
Cycle Q Clear(g_c), s	0.8	23.6	15.4	5.5	24.5	2.0	11.0	1.5	9.1	2.2	1.3	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	1572	637	296	1703	747	423	308	289	281	235	178
V/C Ratio(X)	0.11	0.67	0.49	0.66	0.67	0.08	0.73	0.10	0.55	0.15	0.12	0.14
Avail Cap(c_a), veh/h	381	1572	637	372	1703	747	423	308	289	399	353	267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	20.2	18.0	17.2	17.8	12.3	33.4	32.5	35.6	34.1	37.8	37.8
Incr Delay (d2), s/veh	0.2	2.3	2.7	2.9	2.1	0.2	6.3	0.1	2.2	0.2	0.2	0.4
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	0.5	13.8	8.9	3.8	13.8	1.2	3.9	1.1	6.4	1.5	1.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	22.5	20.7	20.1	19.9	12.5	39.7	32.6	37.8	34.3	38.0	38.2
LnGrp LOS	B	C	C	C	B	B	D	C	D	C	D	D
Approach Vol, veh/h		1399			1395			497			96	
Approach Delay, s/veh		22.0			19.6			38.7			36.4	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	54.5	10.0	23.6	13.0	50.3	16.3	17.3
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.8	26.5	4.2	11.1	7.5	25.6	13.0	3.5
Green Ext Time (p_c), s	0.0	7.6	0.0	0.3	0.2	8.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Timings

16: Jenkins Rd & Orange Ave — Buildout - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	974	289	190	1049	55	283	28	160	39	27	23
Future Volume (vph)	24	974	289	190	1049	55	283	28	160	39	27	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1546			1008			698			518	
Travel Time (s)		23.4			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	8%	19%	6%	9%	11%	3%	18%	6%	17%	0%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 93.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	974	289	190	1049	55	283	28	160	39	27	23
Future Volume (veh/h)	24	974	289	190	1049	55	283	28	160	39	27	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1781	1618	1811	1767	1737	1856	1633	1811	1648	1900	1693
Adj Flow Rate, veh/h	26	1059	314	207	1140	60	308	30	174	42	29	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	14	8	19	6	9	11	3	18	6	17	0	14
Cap, veh/h	241	1566	635	300	1709	749	421	307	288	279	234	177
Arrive On Green	0.04	0.46	0.46	0.08	0.51	0.51	0.11	0.19	0.19	0.05	0.12	0.12
Sat Flow, veh/h	1612	3385	1372	1725	3357	1472	1767	1633	1535	1570	1900	1434
Grp Volume(v), veh/h	26	1059	314	207	1140	60	308	30	174	42	29	25
Grp Sat Flow(s),veh/h/ln	1612	1692	1372	1725	1678	1472	1767	1633	1535	1570	1900	1434
Q Serve(g_s), s	0.8	23.8	15.5	5.9	24.5	2.0	11.0	1.5	10.1	2.2	1.3	1.5
Cycle Q Clear(g_c), s	0.8	23.8	15.5	5.9	24.5	2.0	11.0	1.5	10.1	2.2	1.3	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1566	635	300	1709	749	421	307	288	279	234	177
V/C Ratio(X)	0.11	0.68	0.49	0.69	0.67	0.08	0.73	0.10	0.60	0.15	0.12	0.14
Avail Cap(c_a), veh/h	381	1566	635	370	1709	749	421	307	288	396	352	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	20.4	18.2	17.5	17.7	12.2	33.6	32.7	36.2	34.2	37.9	38.0
Incr Delay (d2), s/veh	0.2	2.4	2.7	4.0	2.1	0.2	6.4	0.1	3.5	0.2	0.2	0.4
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	0.5	13.8	9.0	4.1	13.8	1.2	4.0	1.1	7.2	1.5	1.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	22.8	20.9	21.5	19.8	12.4	40.1	32.8	39.7	34.5	38.2	38.4
LnGrp LOS	B	C	C	C	B	B	D	C	D	C	D	D
Approach Vol, veh/h		1399			1407			512			96	
Approach Delay, s/veh		22.2			19.8			39.5			36.6	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	54.8	10.0	23.5	13.3	50.3	16.3	17.3
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.8	26.5	4.2	12.1	7.9	25.8	13.0	3.5
Green Ext Time (p_c), s	0.0	7.6	0.0	0.3	0.2	8.1	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	24.2
HCM 7th LOS	C

Appendix I
Turn Lane Analysis

Driveway 1
Right Turn Lane Warrant

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	1139
Right-turn volume, veh/h:	15

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	18
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

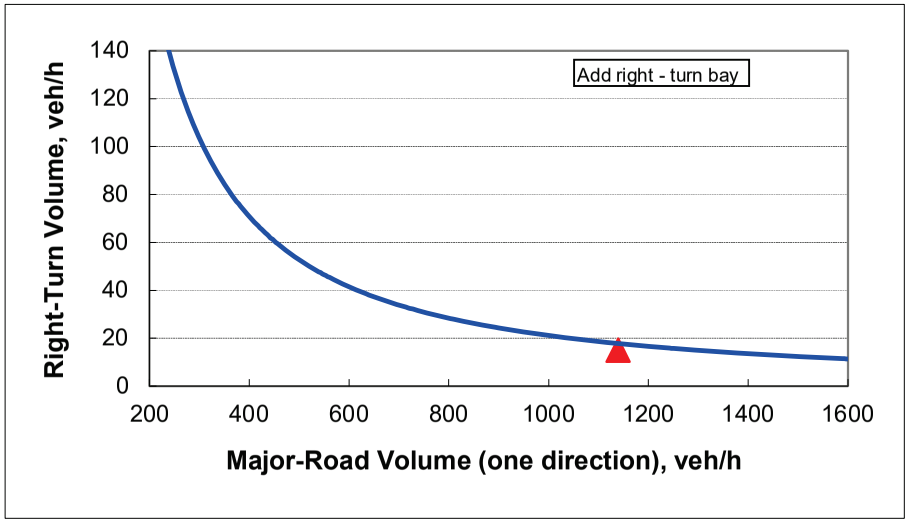


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

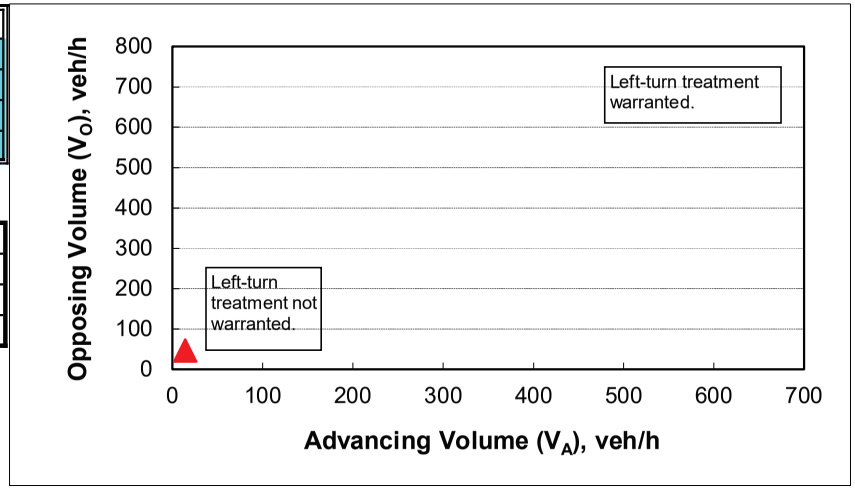
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	14
Opposing volume (V_O), veh/h:	47

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1751
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Driveway 2
Right Turn Lane Warrant

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

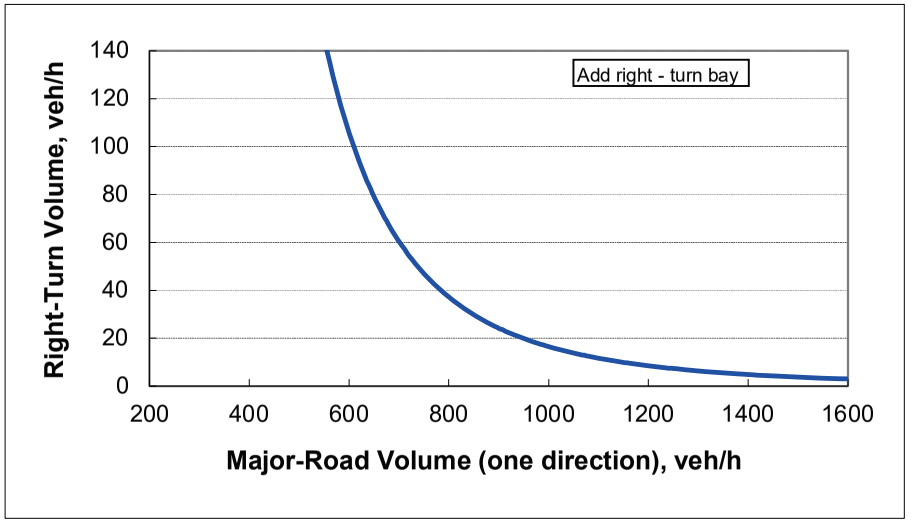
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	47
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1113846
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Driveway 3
Right Turn Lane Warrant

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	1164
Right-turn volume, veh/h:	81

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	17
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	

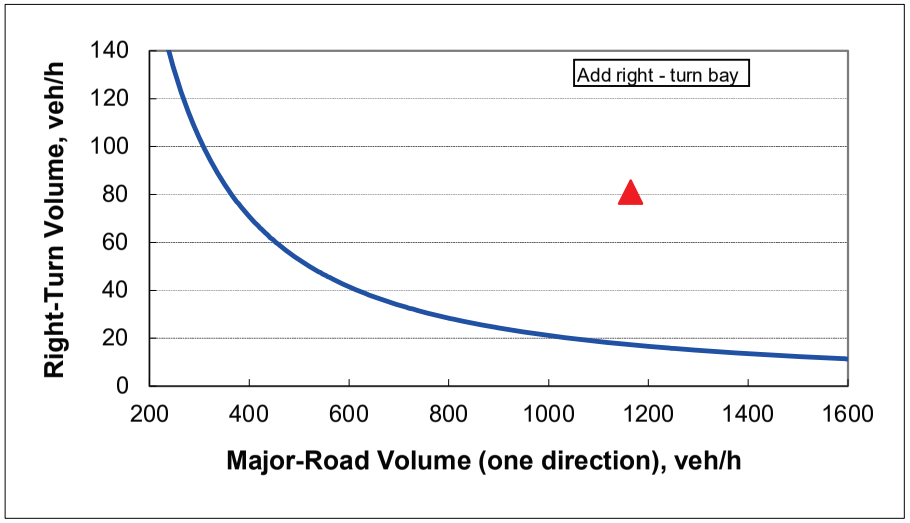


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

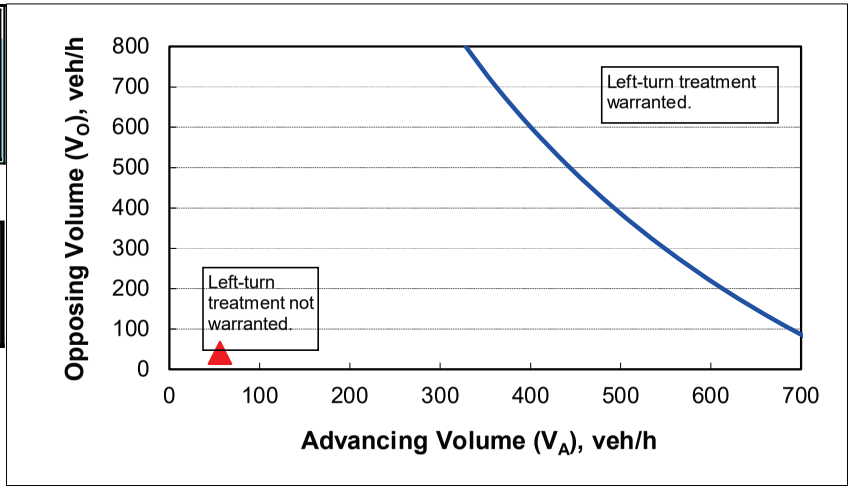
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	56
Opposing volume (V_O), veh/h:	41

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	739
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Driveway 4
Right Turn Lane Warrant

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	41
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1830232
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

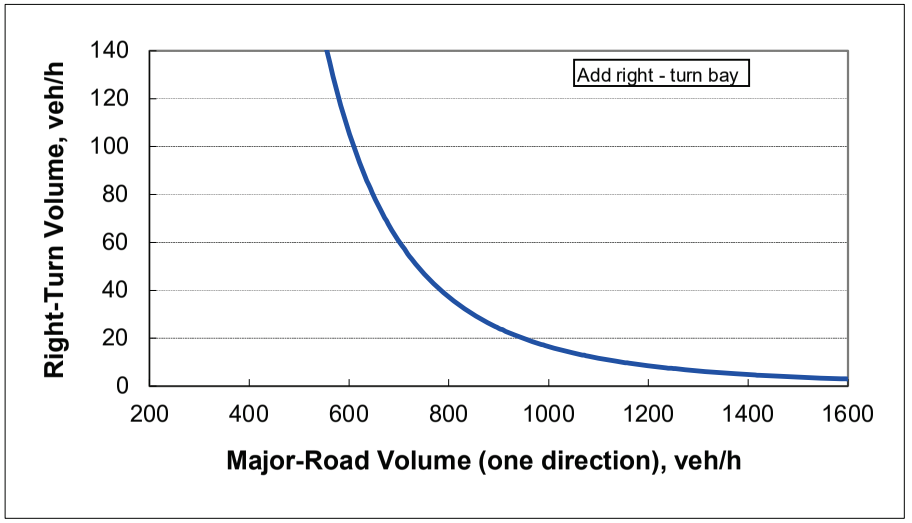


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

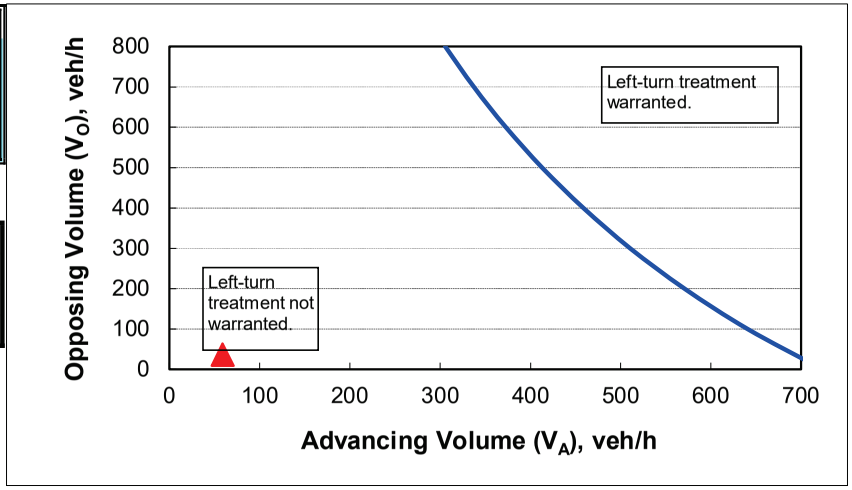
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	59
Opposing volume (V_O), veh/h:	37

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	691
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	37
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2658389
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

