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MEMORANDUM

This document has been digitally signed and sealed by James M. Taylor, P.E. on the date adjacent to the seal.

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2024.10.11 16:04:59 -04'00'

To: Veronica M Figueroa-Chanza, P.E
Brevard County, FL

From: James Taylor, P.E.
Kimley-Horn and Associates, Inc.

Date: November 30, 2023 Revised: October 8,2024

Subject: Traffic Operational Technical Memorandum – City Point PUD

Purpose

The following is a Traffic Operational Technical Memorandum for the above-referenced project in support of the Brevard County permit review. This report follows the 2023 Brevard County *Guidelines on Minimum Requirements for Traffic Impact Analysis* procedures for a Type C.2.A (Small Project). The technical memorandum evaluates the traffic operations for the above-referenced project at the project driveways and the unsignalized intersection of US 1 & Roundtree Drive during the AM and PM peak hours. The buildout year for the project is 2025.

Project Description

The proposed City Point PUD development consists of 11 townhomes, 8 single-family residences, a 28-space RV storage facility, and park with walking path. The site is generally located in the southeast quadrant of the intersection of US 1 & Roundtree Drive (parcel 24-36-08-00-514) in Brevard County, FL. The subject property is currently vacant and bounded by residential developments to the north and south. Access to the site will be provided via one (1) right-in/right-out (RIRO) driveway on US 1, one (1) full access driveway on Roundtree Drive, and one (1) full access driveway on Indian River Drive. The access points are shown on the site plan provided in **Attachment A**.

Study Area

The study area was determined in accordance with Brevard County's 2023 *Guidelines on Minimum Requirements for Traffic Impact Analyses* document. Therefore, the following intersections were included in the study area, as shown in **Figure 1**:

Study Area Intersections

1. US 1 & Project Driveway #1 (*Two way Stop Control*)
2. US 1 & Roundtree Drive (*Two way Stop Control*)
3. Roundtree Drive & Project Driveway #2 (*Two way Stop Control*)
4. Indian River Drive & Project Driveway #3(*Two way Stop Control*)

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At the request of the county, the following segments were included in the study area:

Study Area Segments

1. US 1 from SR 528 to Canaveral Groves Boulevard
2. Roundtree Drive from US 1 to Chester Drive
3. Indian River Drive from City Point Road to S Twin Lakes Road

Figure 1: Location Map and Study Area

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Phone: (407)-898-1511

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Existing Volumes

AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak period turning movement counts (TMCs) were collected at the intersection of US 1 & Roundtree Drive and along Indian River Drive on Wednesday, October 18, 2023. Raw TMC data is provided in **Attachment B**. Volumes were seasonally adjusted using the FDOT Florida Traffic Online (FTO) seasonal factor as shown in **Attachment C**. Volume development worksheets are provided in **Attachment D**. Summaries of the AM and PM peak hour intersection level of service (LOS), and maximum volume-to-capacity (v/c) ratios under existing conditions are provided in **Tables 1 and 2**, respectively. Synchro outputs are provided in **Attachment E**.

Table 1: Existing AM Peak Hour Analysis Summary

Intersection	Control Type	Approach	AM Peak Hour		
			Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
US 1 & Roundtree Drive	TWSC	EB	A	-	-
		WB	B	WBR	0.02
		NB	D	NBL	0.15
		SB	B	SBL	0.01
		Overall	**-**	**NBL**	**0.15**

Table 2: Existing PM Peak Hour Analysis Summary

Intersection	Control Type	Approach	PM Peak Hour		
			Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
US 1 & Roundtree Drive	TWSC	EB	B	EBT/R	0.03
		WB	C	WBR	0.06
		NB	C	NBL	0.04
		SB	C	SBL	0.04
		Overall	**-**	**WBR**	**0.06**

As shown in the tables above, all intersection approaches are anticipated to operate at an acceptable level of service (LOS) with a volume-to-capacity (v/c) ratio of less than one (1.0) during the existing AM and PM peak hours.

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Trip Generation

Trip generation for the proposed residential uses was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The Land Use Codes (LUCs) 210 – Single Family Detached Housing and 215 – Single Family Attached Housing were used for the proposed site. Conservative assumption were used for the RV parking and walking path and park. **Table 3** provides the Daily, AM peak hour, and PM peak hour trip generation summary for the project.

Table 3: Trip Generation Summary

	ITE LUC[1]	Land Use	Size	Units	ITE Trip Rate[1]	Daily[1]				
						Total	In[1]		Out[1]	
Daily	210	Single-Family Detached Housing	**11.0**	DU	12.04	132	*50%*	66	*50%*	66
	215	Single-Family Attached Housing	**8.0**	DU	1.31	10	*50%*	5	*50%*	5
	Trailer Parking[2]		28	*Spaces*	-	*28*	*50%*	*14*	*50%*	*14*
	Walking Path Parking[3]		*4*	*Spaces*	-	*40*	*50%*	*20*	*50%*	*20*
	Total Generated Trips					**210**	**105**		**105**	
	ITE LUC[1]	**Land Use**	**Size**	**Units**	**ITE Trip Rate[1]**	**AM Peak Hour[1]**				
						Total	**In**		**Out**	
AM Peak Hour	210	Single-Family Detached Housing	**11.0**	DU	0.91	10	*25%*	3	*75%*	7
	150	Single-Family Attached Housing	**8.0**	KSF	0.48	4	*25%*	1	*75%*	3
	Trailer Parking[2]					*14*	*50%*	*7*	*50%*	*7*
	Walking Path Parking[3]					*4*	*50%*	*2*	*50%*	*2*
	Total Generated Trips					**32**	**13**		**19**	
	ITE LUC[1]	**Land Use**	**Size**	**Units**	**ITE Trip Rate[1]**	**PM Peak Hour[1]**				
						Total	**In**		**Out**	
PM Peak Hour	210	Single-Family Detached Housing	**11.0**	DU	1.13	12	*63%*	8	*37%*	4
	215	Single-Family Attached Housing	**8.0**	DU	0.57	5	*59%*	3	*41%*	2
	Trailer Parking[2]					*14*	*50%*	*7*	*50%*	*7*
	Walking Path Parking[3]					*4*	*50%*	*2*	*50%*	*2*
	Total Generated Trips					**35**	**20**		**15**	

Notes: [1] *Vehicle trip rates and directional splits per ITE Trip Generation, 11th Edition*

[2] *Trailer Parking Trip Generation was assumed at max generation(28 trips) for daily and half (14) for the AM & PM Peak Hours*

[3] *Walking Path Trip Gen was assumed at maximum generation (4 Trips) for AM &PM Peak hours. The daily trip generation was developed under the assumption that the peak hour generation was 10% of daily trips.*

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Trip Distribution and Trip Assignment

The projected traffic demand of project trips on study area roadways was derived with use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Central Florida Regional Planning Model (CFRPM v7) model set and was situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing percent of daily project distribution is provided in **Attachment F**. The proposed trip distribution by use is displayed in **Figure 2A**. At the request of the county, a total project distribution can be found in **Figure 2B.**

The proposed AM and PM peak hour trip assignments by use are displayed in **Figure 3A**. The total AM and PM peak hour trip assignments by use are displayed in **Figure 3B**.

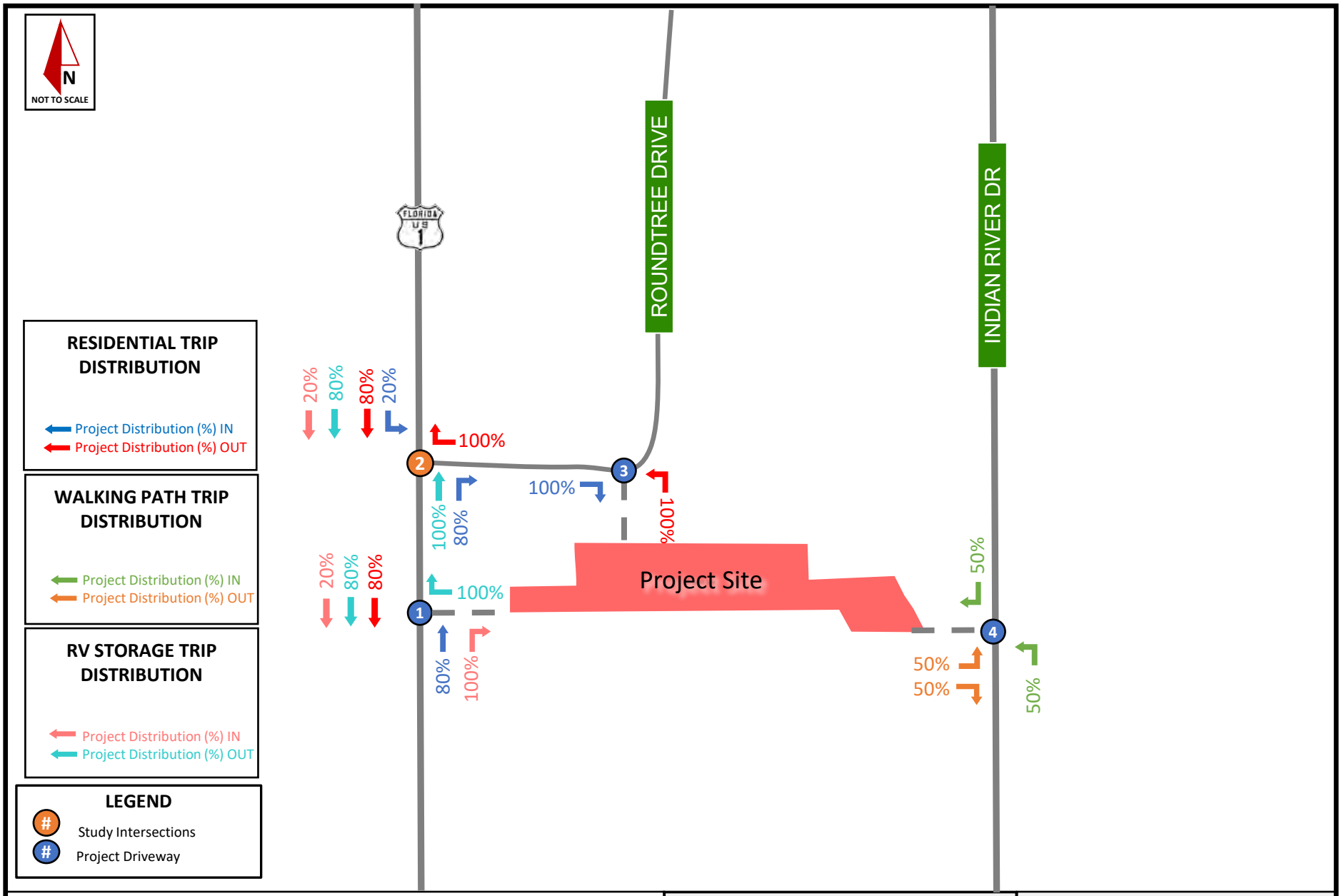

Figure 2A: Project Trip Distribution

City Point PUD | Brevard County, FL

Project No: 249474000

October 2024

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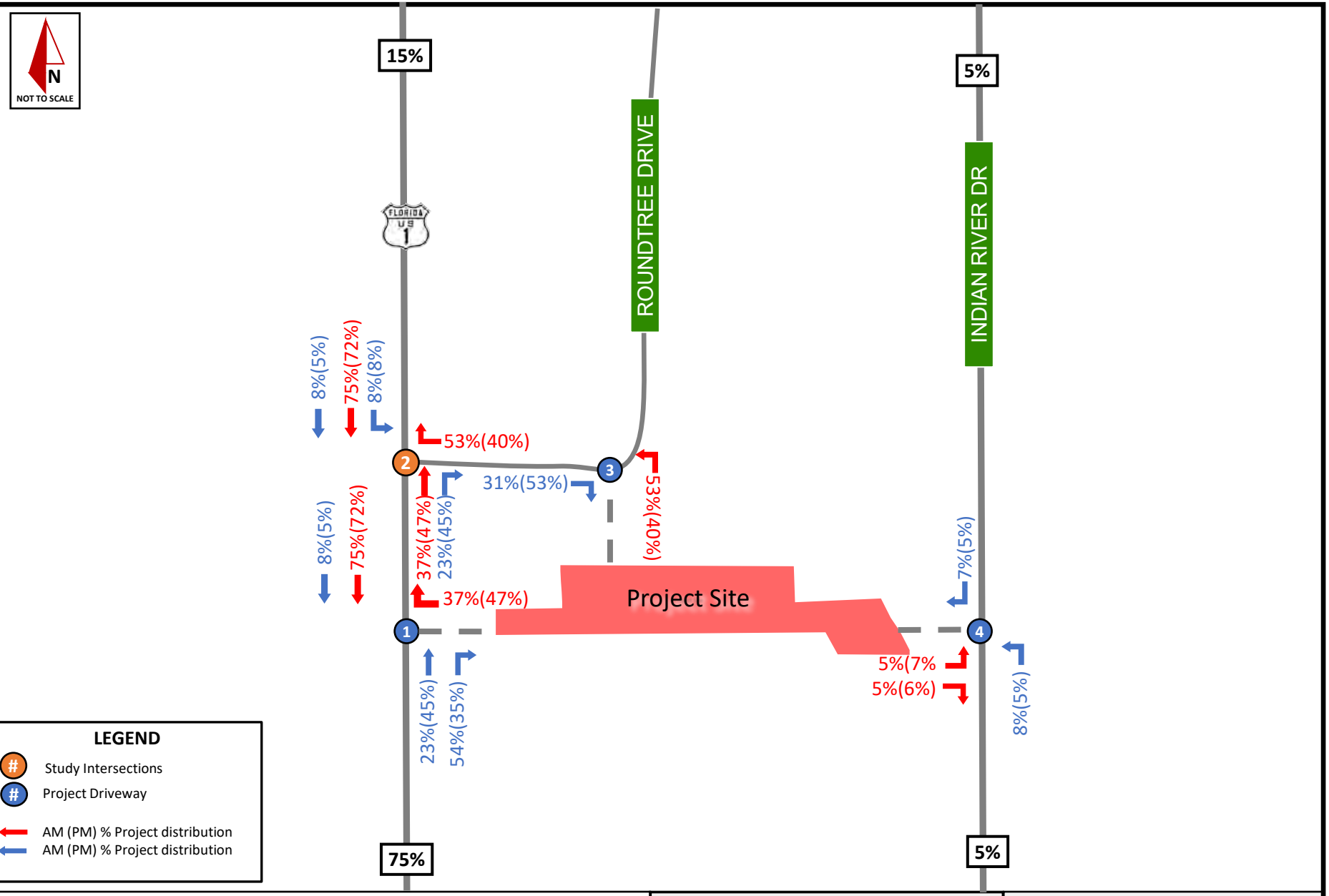

Figure 2B: Total Development Trip Distribution

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Project No: 249474000

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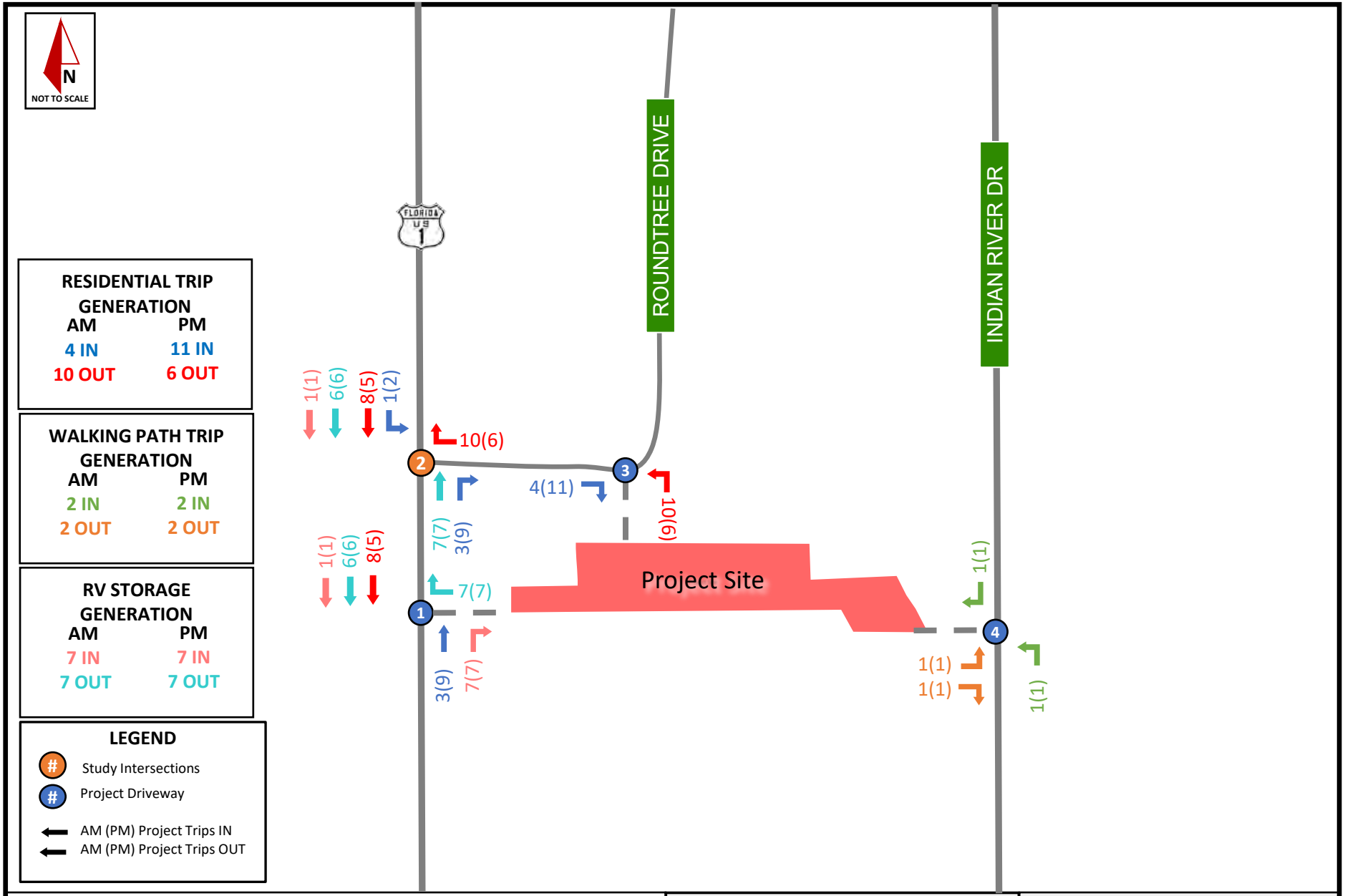

Figure 3A: Project Trip Assignment

City Point PUD | Brevard County, FL

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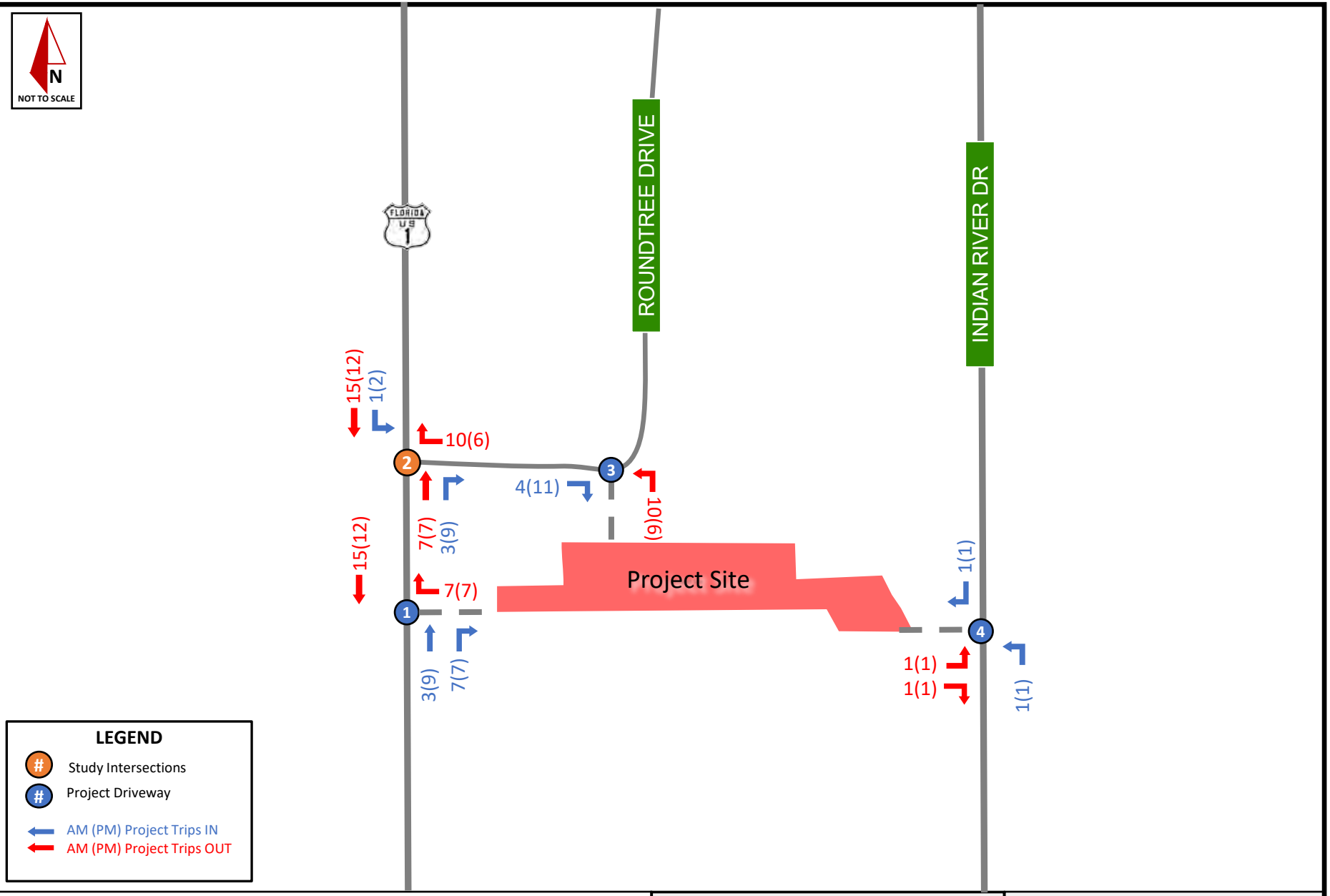

Figure 3B: Total Development Trip Assignment

City Point PUD | Brevard County, FL

Project No: 249474000

October 2024

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Background Operational Analysis

Background traffic volumes were developed by applying a 2.00% annual growth rate to existing (2023) volumes, as shown in the volume development worksheets provided in **Attachment D**. The growth rate was calculated using historical AADT data. Growth rate calculations are included in **Attachment G**. Summaries of AM and PM peak hour intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios under background conditions are provided in **Tables 4 and 5**, respectively. Synchro outputs are provided in **Attachment E**.

Table 4: Background AM Peak Hour Analysis Summary

Intersection	Control Type	Approach	AM Peak Hour		
			Level of Service (*overall delay*)	Max V/C Movement	Max V/C Ratio
US 1 & Roundtree Drive	TWSC	EB	A	-	-
		WB	B	WBR	0.02
		NB	D	NBL	0.16
		SB	B	SBL	0.01
		Overall	**-**	**NBL**	**0.16**

Table 5: Background PM Peak Hour Analysis Summary

Intersection	Control Type	Approach	PM Peak Hour		
			Level of Service (*overall delay*)	Max V/C Movement	Max V/C Ratio
US 1 & Roundtree Drive	TWSC	EB	C	EBT/R	0.03
		WB	C	WBR	0.07
		NB	C	NBL	0.04
		SB	C	SBL	0.04
		Overall	**-**	**WBR**	**0.07**

As shown in the tables above, all intersection approaches are anticipated to operate at an acceptable level of service (LOS) with a volume-to-capacity (v/c) ratio of less than one (1.0) during the background AM and PM peak hours.

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Buildout Operational Analysis

Buildout traffic volumes were developed by adding project trips to background traffic volumes as shown in the volume development worksheets provided in **Attachment D**. **Figures 4 and 5** show buildout intersection volumes during the AM and PM peak hours, respectively. Summaries of AM and PM peak hour intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios under buildout conditions are provided in **Tables 6 and 7**, respectively. Synchro outputs are provided in **Attachment E**.

Table 6: Buildout AM Peak Hour Analysis Summary

Intersection	Control Type	Approach	AM Peak Hour		
			Level of Service (*overall delay*)	Max V/C Movement	Max V/C Ratio
US 1 & Project Driveway #1	TWSC	EB	-	-	-
		WB	B	WBR	0.02
		NB	-	-	-
		SB	-	-	-
		Overall	**-**	**WBR**	**0.02**
US 1 & Roundtree Drive	TWSC	EB	A	-	-
		WB	B	WBR	0.04
		NB	D	NBL	0.17
		SB	B	SBL	0.01
		Overall	**-**	**NBL**	**0.17**
Roundtree Drive & Project Driveway #2	TWSC	EB	-	-	-
		WB	A	-	-
		NB	A	NBL/R	0.01
			-	-	-
		Overall	**-**	**NBL/R**	**0.01**
Indian River Dr & Project Driveway #3	TWSC	EB	A	EBL/R	0.01
		WB	-	-	-
		NB	A	NBL	0.01
		SB	-	-	-
		Overall	**-**	**EBL/R**	**0.01**

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Table 7: Buildout PM Peak Hour Analysis Summary

Intersection	Control Type	Approach	PM Peak Hour		
			Level of Service (*overall delay*)	Max V/C Movement	Max V/C Ratio
US 1 & Project Driveway #1	TWSC	EB	-	-	-
		WB	C	WBR	0.04
		NB	-	-	-
		SB	-	-	-
		Overall	**-**	**WBR**	**0.04**
US 1 & Roundtree Drive	TWSC	EB	C	EBT/R	0.03
		WB	C	WBR	0.10
		NB	C	NBL	0.04
		SB	C	SBL	0.05
		Overall	**-**	**WBR**	**0.10**
Roundtree Drive & Project Driveway #2	TWSC	EB	-	-	-
		WB	A	-	-
		NB	A	NBL/R	0.01
		SB	-	-	-
		Overall	**-**	**NBL/R**	**0.01**
Indian River Dr & Project Driveway #3	TWSC	EB	A	EBL/R	0.01
		WB	-	-	-
		NB	A	NBL	0.01
		SB	-	-	-
		Overall	**-**	**EBL/R**	**0.01**

As shown in **Tables 6 and 7,** all intersection approaches and project driveways operate at an acceptable LOS with a v/c ratio of less than one (1.0) during the buildout AM and PM peak hours.

No deficiencies were identified as a result of project traffic.

Figure 4: Buildout Volume AM Peak Hour

Figure 5: Buildout Volume PM Peak Hour

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Roadway Segment Analysis

A Daily & PM peak hour roadway segment analysis was performed for existing (2024), background (2025), and buildout (2025) conditions. Roadway data was obtained from the 2023 Space Coast TPO Annual Count Spreadsheet and is provided in **Attachment H**. Background growth was developed by forecasting Year 2023 to future year 2025 conditions using a two percent (2%) annual growth rate. Buildout volumes were developed by adding anticipated project trips to background volumes. **Tables 8 and 9** provide the daily and Pm peak hour analysis, respectively. As shown in **Tables 8 and 9**, all roadway segments within the study area are expected to operate within capacity under buildout daily and PM peak hour conditions. No roadway segment deficiencies were identified as a result of project traffic.

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Table 8 : Daily Segment Analysis

Roadway Segment	Maximum Allowable Volume (MAV)[1]	No. of Lanes	Adopted LOS[1]	2023 AADT	Existing Deficiency?	Growth Rate	2025 Background Volume[3]	2025 Background Deficiency?	Project Distribution[3]	Daily Project Trips	2025 Buildout Volume	2025 Buildout Deficiency?
US 1												
SR 528 to Canveral Groves Blvd	41,790	4	D	26,900	No	2.00%	27,987	No	90%	189	28,176	No
Roundtree Drive												
US 1 to Chester Dr [2]	15,600	2	D	467	No	2.00%	495	No	68%	142	637	No
Indian River Drive												
City Point Rd to S Twin Lakes Rd [2]	15,600	2	D	1,178	No	2.00%	1,250	No	10%	21	1,271	No

Notes:

1. Data obtained from the Space Coast TPO Traffic Counts Report
2. Year 2023 AADTs were not reported by Space Coast TPO, therefore a standard k-factor of .09 was applied to traffic counts
3. Percent distribution determined as highest along the segment in accordance with the model output.

Table 9 : PM peak hour Segment Analysis

Roadway Segment	Maximum Allowable Volume (MAV)[1]	No. of Lanes	Adopted LOS[1]	2023 PM Peak Hour Volume [2]	Existing Deficiency?	Growth Rate	2025 Background Volume[3]	2025 Background Deficiency?	Project Distribution[3]	PM peak hour Project Trips	2025 Buildout Volume	2025 Buildout Deficiency?
US 1												
SR 528 to Canveral Groves Blvd	3,580	4	D	2,245	No	2.00%	2,336	No	90%	32	2,368	No
Roundtree Drive												
US 1 to Chester Dr	1,410	2	D	42	No	2.00%	45	No	68%	23	68	No
Indian River Drive												
City Point Rd to S Twin Lakes Rd	1,410	2	D	106	No	2.00%	112	No	10%	4	116	No

Notes:

1. Peak hour Maximum Allowable Volumes (MAVs) assigned using the FDOT 2020 Q/LOS Handbook.
2. Year 2023 PM peak hour volumes were determined using turning movement counts collected on 10/18/2023
3. Percent distribution determined as highest along the segment in accordance with the model output.

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Access Management Evaluation

Per FDOT standards, the segment of US 1 north of SR 528 is an Access Class 3 roadway and has a posted speed limit of 45 mph. A minimum connection (driveway) spacing of 440 feet is required for an Access Class 3 roadway. The proposed driveway along US 1 only serves 28 RV parking stalls. The trip generation for RV parking is very low (14 in and 14 out per day). Although the proposed driveway does not meet the access spacing requirement, operations of the driveway are not anticipated to negatively impact the surrounding intersections and roadway network. The owner's frontage along US 1 is only ±160 feet wide, making it unfeasible to meet access spacing standards.

Turn Lane Assessment

A turn lane assessment was performed at the intersection of US 1 & Roundtree Drive under Peak hour buildout conditions. The results of the assessment are provided in **Table 10**.

Table 10: Turn Lane Assessment

Lane	Existing Turn Lane Length (ft.)	95th Percentile Queue (ft.)	Required Decel. Length (ft.)*	Required Turn Lane Length (ft.)	Additional Turn Lane Length (ft.)	Queue Length Exceeded?
SBL	330	5	290	295	0	N
**Required Decel. Length is based on FDOT standards for a 50-mph roadway*						

As shown in **Table 8**, the turn lanes provide sufficient storage to stack the 95th percentile queue and provide the required deceleration length per FDOT standards.

The need for an exclusive eastbound ingress right-turn lane at the project driveway on US 1 was evaluated using the FDOT Access Management Guidebook. The FDOT Access Management Guidebook recommends ingress right-turn lanes at driveways if the right turning volume exceeds 35 vehicles per hour for roadways with a posted speed greater than 45 MPH. As shown in **Figure 5 and 6**, this right-turn threshold is not exceeded. Therefore, a right-turn lane is not warranted at the project driveway on US 1.

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Conclusion

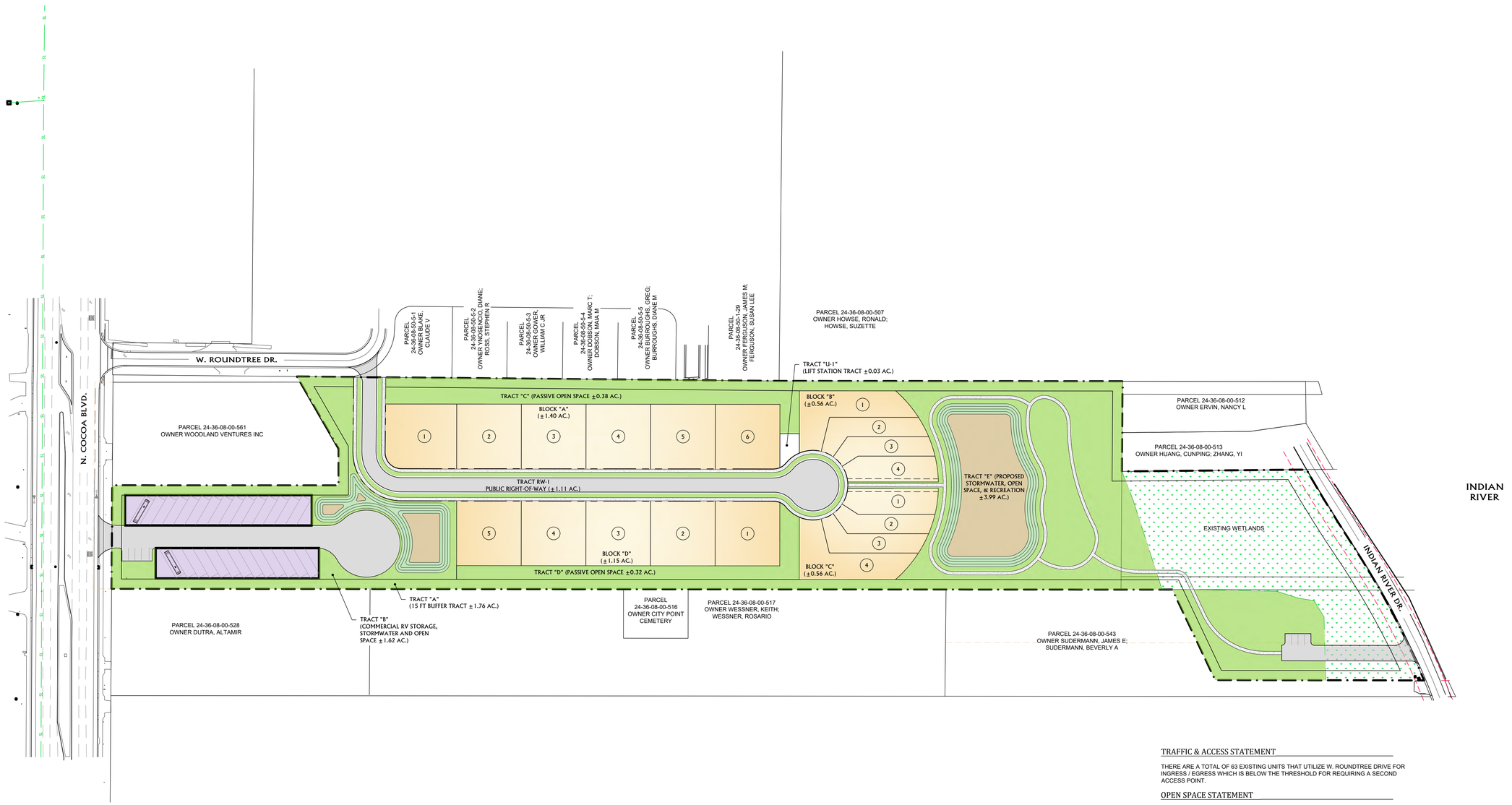
This traffic impact analysis was performed to support site and access permit review for the proposed development located southeast of the intersection of US 1 & Roundtree Drive. The proposed development is estimated to generate a total of 210 daily trips, 32 AM peak hour trips (13 inbound and 19 outbound), and 35 PM peak hour trips (20 inbound and 15 outbound).

The operational analyses show that all project driveways and the study intersection of US 1 & Roundtree Drive are anticipated to operate at an acceptable LOS and v/c ratios of less than one (1.0) during the existing, background, and buildout conditions. No deficiencies are anticipated as a result of the project traffic.

A Daily & PM peak hour roadway segment analysis was performed for existing (2024), background (2025), and buildout (2025) conditions. all roadway segments within the study area are expected to operate within capacity under buildout daily and PM peak hour conditions. No roadway segment deficiencies were identified as a result of project traffic.

ATTACHMENT A

Site Plan



TRAFFIC & ACCESS STATEMENT

THERE ARE A TOTAL OF 63 EXISTING UNITS THAT UTILIZE W. ROUNDTREE DRIVE FOR INGRESS / EGRESS WHICH IS BELOW THE THRESHOLD FOR REQUIRING A SECOND ACCESS POINT.

OPEN SPACE STATEMENT

ALL INFRASTRUCTURE AND OPEN SPACE AMENITIES MUST BE PROVIDED CONCURRENTLY WITH THE DEVELOPMENT OF EACH PHASE (IF MULTIPLE) OF DEVELOPMENT. PHASES MAY BE OUT OF SEQUENTIAL ORDER SUCH THAT THE OPEN SPACE, ACCESS, AND OTHER APPLICABLE CRITERIA ARE MET FOR EACH PHASE.

PROJECT DATA

TOTAL SITE: ±12.87 AC

ROAD R/W:	1.11 AC.
RESIDENTIAL:	3.67 AC.
STORMWATER:	1.06 AC. (INCLUDED WITHIN OPEN SPACE)
OPEN SPACE:	6.45 AC.
UTILITIES:	0.03 AC.
COMMERCIAL:	1.62 AC.

N

SCALE 1" = 80'

CITY POINT PUD

TRACTS & OPEN SPACE EXHIBIT

MBV ENGINEERING, INC.
MOIA BOWLES VILLAMIZAR & ASSOCIATES
CIVIL ▪ STRUCTURAL ▪ SURVEYING ▪ ENVIRONMENTAL

ATTACHMENT B

Raw Turning Movement Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 1/N Cocoa Blvd & Roundtree Dr
City: Cocoa
Control: 1-Way Stop(WB)

Project ID: 23-130291-001
Date: 10/18/2023

Data - Total

NS/EW Streets:	US 1/N Cocoa Blvd				US 1/N Cocoa Blvd				Roundtree Dr				Roundtree Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	176	1	1	0	271	0	0	0	0	0	0	0	0	4	0	454
7:15 AM	0	222	1	2	0	330	0	0	0	0	0	0	0	0	2	0	557
7:30 AM	0	207	0	7	0	450	2	2	0	0	0	0	0	0	4	0	672
7:45 AM	2	232	0	1	0	419	3	0	0	0	0	0	0	0	2	0	659
8:00 AM	0	227	1	3	2	326	1	2	0	0	0	0	0	0	1	0	563
8:15 AM	0	192	3	3	3	349	0	0	0	0	0	0	0	0	4	0	554
8:30 AM	0	263	2	1	0	329	0	0	0	0	0	0	0	0	3	0	598
8:45 AM	1	187	2	3	1	279	0	1	0	0	0	0	0	0	2	0	476
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	1706	10	21	6	2753	6	5	0	0	0	0	0	0	22	0	4533
APPROACH %'s :	0.23%	97.99%	0.57%	1.21%	0.22%	99.39%	0.22%	0.18%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	888	2	13	2	1525	6	4	0	0	0	0	0	0	9	0	2451
PEAK HR FACTOR :	0.250	0.957	0.500	0.464	0.250	0.847	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.912
	0.963				0.846				0.000				0.563				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	343	4	1	1	295	1	1	0	0	0	0	0	0	6	0	653
4:15 PM	1	411	6	0	3	278	0	1	0	0	0	0	0	0	4	0	704
4:30 PM	2	413	6	0	2	275	1	1	0	0	2	0	0	0	4	0	706
4:45 PM	2	393	5	1	3	282	0	0	0	0	1	0	0	0	2	0	689
5:00 PM	2	383	3	4	2	245	0	0	0	0	4	0	0	0	4	0	647
5:15 PM	0	485	4	0	2	279	0	1	0	0	3	0	0	0	5	0	779
5:30 PM	0	388	2	3	1	288	0	0	0	0	4	0	0	0	1	0	687
5:45 PM	4	317	2	1	3	264	0	1	0	0	0	0	0	0	4	0	596
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	3133	32	10	17	2206	2	5	0	0	14	0	0	0	30	0	5461
APPROACH %'s :	0.38%	98.31%	1.00%	0.31%	0.76%	98.92%	0.09%	0.22%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	6	1674	18	5	9	1081	1	2	0	0	10	0	0	0	15	0	2821
PEAK HR FACTOR :	0.750	0.863	0.750	0.313	0.750	0.958	0.250	0.500	0.000	0.000	0.625	0.000	0.000	0.000	0.750	0.000	0.905
	0.871				0.959				0.625				0.750				

Prepared by National Data & Surveying Services

VOLUME

CR 515/Indian River Dr N/O City Point Rd

Day: Wednesday
Date: 10/18/2023

City: Cocoa
Project #: FL23_130292_001

DAILY TOTALS	NB	SB	EB	WB	Total
	525	521	0	0	1,046

DAILY TOTALS

15-Minutes Interval

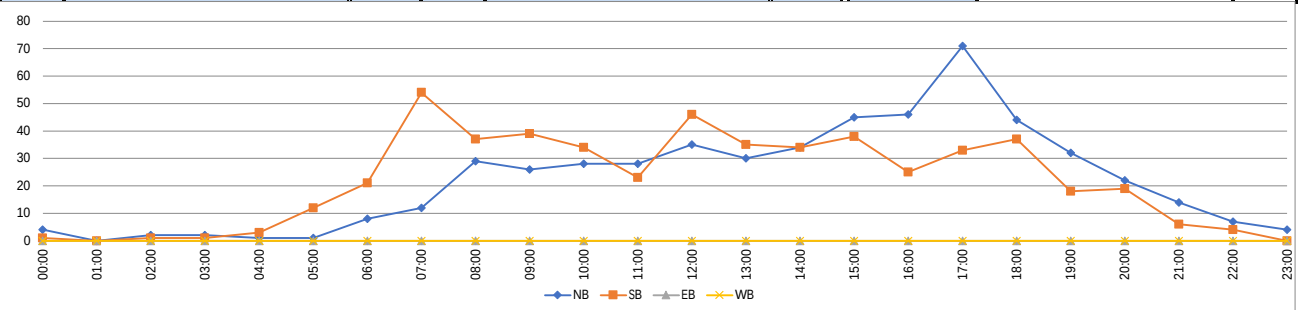
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	1	1			2	12:00	9	11			20
00:15	1	0			1	12:15	7	11			18
00:30	0	0			0	12:30	14	8			22
00:45	2	0			2	12:45	5	16			21
01:00	0	0			0	13:00	10	9			19
01:15	0	0			0	13:15	10	11			21
01:30	0	0			0	13:30	7	11			18
01:45	0	0			0	13:45	3	4			7
02:00	1	0			1	14:00	8	6			14
02:15	0	0			0	14:15	4	9			13
02:30	0	0			0	14:30	11	9			20
02:45	1	1			2	14:45	11	10			21
03:00	1	0			1	15:00	7	9			16
03:15	1	0			1	15:15	11	14			25
03:30	0	1			1	15:30	12	8			20
03:45	0	0			0	15:45	15	7			22
04:00	0	0			0	16:00	10	2			12
04:15	0	0			0	16:15	13	7			20
04:30	0	3			3	16:30	11	10			21
04:45	1	0			1	16:45	12	6			18
05:00	0	1			1	17:00	21	8			29
05:15	1	2			3	17:15	19	11			30
05:30	0	2			2	17:30	14	10			24
05:45	0	7			7	17:45	17	4			21
06:00	2	4			6	18:00	14	8			22
06:15	1	5			6	18:15	7	14			21
06:30	1	4			5	18:30	10	5			15
06:45	4	8			12	18:45	13	10			23
07:00	4	11			15	19:00	7	3			10
07:15	2	12			14	19:15	11	8			19
07:30	2	16			18	19:30	10	5			15
07:45	4	15			19	19:45	4	2			6
08:00	3	10			13	20:00	5	2			7
08:15	5	7			12	20:15	5	7			12
08:30	9	8			17	20:30	6	3			9
08:45	12	12			24	20:45	6	7			13
09:00	2	10			12	21:00	3	1			4
09:15	9	11			20	21:15	2	1			3
09:30	7	10			17	21:30	4	3			7
09:45	8	8			16	21:45	5	1			6
10:00	7	10			17	22:00	1	0			1
10:15	9	3			12	22:15	4	3			7
10:30	5	11			16	22:30	2	1			3
10:45	7	10			17	22:45	0	0			0
11:00	5	4			9	23:00	0	0			0
11:15	10	4			14	23:15	3	0			3
11:30	8	7			15	23:30	0	0			0
11:45	5	8			13	23:45	1	0			1
TOTALS	141	226	0	0	367	TOTALS	384	295	0	0	679
SPLIT %	38%	62%	0%	0%	35%	SPLIT %	57%	43%	0%	0%	65%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	4	1			5
01:00	02:00	0	0			0
02:00	03:00	2	1			3
03:00	04:00	2	1			3
04:00	05:00	1	3			4
05:00	06:00	1	12			13
06:00	07:00	8	21			29
07:00	08:00	12	54			66
08:00	09:00	29	37			66
09:00	10:00	26	39			65
10:00	11:00	28	34			62
11:00	12:00	28	23			51
12:00	13:00	35	46			81
13:00	14:00	30	35			65
14:00	15:00	34	34			68
15:00	16:00	45	38			83
16:00	17:00	46	25			71
17:00	18:00	71	33			104
18:00	19:00	44	37			81
19:00	20:00	32	18			50
20:00	21:00	22	19			41
21:00	22:00	14	6			20
22:00	23:00	7	4			11
23:00	00:00	4	0			4

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	141	226			367
Peak Hour	8:30	7:00			8:30
Peak Volume	32	54			73
Peak Hour Factor	0.667	0.844			0.760
Peak Period	12:00	to	00:00		
Volume	384	295			679
Peak Hour	17:00	12:45			17:00
Peak Volume	71	47			104
Peak Hour Factor	0.845	0.734			0.867
Peak Period	07:00	to	09:00		
Volume	41	91			132
Peak Hour	8:00	7:00			7:00
Peak Volume	29	54			66
Peak Hour Factor	0.604	0.844			0.868
Peak Period	16:00	to	18:00		
Volume	117	58			175
Peak Hour	17:00	16:30			17:00
Peak Volume	71	35			104
Peak Hour Factor	0.845	0.795			0.867



ATTACHMENT C

FTO Seasonal Factor

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 7000 BREVARD COUNTYWIDE

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.03	1.11
2	01/02/2022 - 01/08/2022	1.02	1.10
3	01/09/2022 - 01/15/2022	1.01	1.09
4	01/16/2022 - 01/22/2022	0.99	1.06
5	01/23/2022 - 01/29/2022	0.98	1.05
* 6	01/30/2022 - 02/05/2022	0.96	1.03
* 7	02/06/2022 - 02/12/2022	0.94	1.01
* 8	02/13/2022 - 02/19/2022	0.92	0.99
* 9	02/20/2022 - 02/26/2022	0.92	0.99
*10	02/27/2022 - 03/05/2022	0.91	0.98
*11	03/06/2022 - 03/12/2022	0.91	0.98
*12	03/13/2022 - 03/19/2022	0.90	0.97
*13	03/20/2022 - 03/26/2022	0.91	0.98
*14	03/27/2022 - 04/02/2022	0.92	0.99
*15	04/03/2022 - 04/09/2022	0.93	1.00
*16	04/10/2022 - 04/16/2022	0.94	1.01
*17	04/17/2022 - 04/23/2022	0.95	1.02
*18	04/24/2022 - 04/30/2022	0.96	1.03
19	05/01/2022 - 05/07/2022	0.97	1.04
20	05/08/2022 - 05/14/2022	0.98	1.05
21	05/15/2022 - 05/21/2022	0.99	1.06
22	05/22/2022 - 05/28/2022	1.00	1.08
23	05/29/2022 - 06/04/2022	1.02	1.10
24	06/05/2022 - 06/11/2022	1.04	1.12
25	06/12/2022 - 06/18/2022	1.05	1.13
26	06/19/2022 - 06/25/2022	1.05	1.13
27	06/26/2022 - 07/02/2022	1.05	1.13
28	07/03/2022 - 07/09/2022	1.05	1.13
29	07/10/2022 - 07/16/2022	1.05	1.13
30	07/17/2022 - 07/23/2022	1.04	1.12
31	07/24/2022 - 07/30/2022	1.04	1.12
32	07/31/2022 - 08/06/2022	1.04	1.12
33	08/07/2022 - 08/13/2022	1.04	1.12
34	08/14/2022 - 08/20/2022	1.04	1.12
35	08/21/2022 - 08/27/2022	1.05	1.13
36	08/28/2022 - 09/03/2022	1.06	1.14
37	09/04/2022 - 09/10/2022	1.07	1.15
38	09/11/2022 - 09/17/2022	1.08	1.16
39	09/18/2022 - 09/24/2022	1.06	1.14
40	09/25/2022 - 10/01/2022	1.04	1.12
41	10/02/2022 - 10/08/2022	1.02	1.10
42	10/09/2022 - 10/15/2022	1.00	1.08
43	10/16/2022 - 10/22/2022	1.02	1.10
44	10/23/2022 - 10/29/2022	1.03	1.11
45	10/30/2022 - 11/05/2022	1.04	1.12
46	11/06/2022 - 11/12/2022	1.05	1.13
47	11/13/2022 - 11/19/2022	1.06	1.14
48	11/20/2022 - 11/26/2022	1.05	1.13
49	11/27/2022 - 12/03/2022	1.05	1.13
50	12/04/2022 - 12/10/2022	1.04	1.12
51	12/11/2022 - 12/17/2022	1.03	1.11
52	12/18/2022 - 12/24/2022	1.02	1.10
53	12/25/2022 - 12/31/2022	1.01	1.09

* PEAK SEASON

ATTACHMENT D

Intersection Volume Worksheets

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	1		***Existing Year:***	2023	***TMC Year:*** 2023
Major Street:	US 1	N/S	***Buildout Year:***	2025	
Minor Street:	Project Drwy #1	E/W	***Seasonal Factor:***	1.02	
			Annual Growth (%):	2.00%	

Residential AM Peak Hour Trips:	**IN =**	4	**OUT =**	10
RV Storage AM Peak Hour Trips:	**IN =**	7	**OUT =**	7
Walking Path AM Peak Hour Trips:	**IN =**	2	**OUT =**	2

PHF = 0.92

Weekday AM Peak Hour	US 1								Project Drwy #1							
	Northbound				Southbound				Eastbound				Westbound			
07:30 AM - 08:30 AM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2023)	0	0	924	0	0	0	1,537	0	0	0	0	0	0	0	0	0
Seasonal Factor			1.02				1.02				1.02				1.02	
Heavy Vehicle	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Existing (2023)	**0**	**0**	**942**	**0**	**0**	**0**	**1,568**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Factor			1.04				1.04				1.04				1.04	
Background (2025)	**0**	**0**	**980**	**0**	**0**	**0**	**1,631**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Residential																
Ingress			80%													
Egress							80%									
Project Trips	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0
RV Storage																
Ingress				100%			20%									
Egress							80%									100%
Project Trips	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	7
Walking Path																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	3	7	0	0	15	0	0	0	0	0	0	0	0	7
Project Buildout	**0**	**0**	**983**	**7**	**0**	**0**	**1646**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**

Residential PM Peak Hour Trips:	**IN =**	11	**OUT =**	6
RV Storage PM Peak Hour Trips :	**IN =**	7	**OUT =**	7
Walking Path PM Peak Hour Trips :	**IN =**	2	**OUT =**	2

PHF = 0.92

Weekday PM Peak Hour	US 1								Project Drwy #1							
	Northbound				Southbound				Eastbound				Westbound			
04:45 PM - 05:45 PM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2023)	0	0	1,703	0	0	0	1,093	0	0	0	0	0	0	0	0	0
Seasonal Factor			1.02				1.02				1.02				1.02	
Heavy Vehicle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Existing (2023)	**0**	**0**	**1,737**	**0**	**0**	**0**	**1,115**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Factor			1.04				1.04				1.04				1.04	
Background (2025)	**0**	**0**	**1,806**	**0**	**0**	**0**	**1,160**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Multifamily																
Ingress			80%													
Egress							80%									
Project Trips	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0
RV Storage																
Ingress				100%			20%									
Egress							80%									100%
Project Trips	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	7
Walking Path																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	9	7	0	0	12	0	0	0	0	0	0	0	0	7
Project Buildout	**0**	**0**	**1815**	**7**	**0**	**0**	**1172**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	2		***Existing Year:***	2023	***TMC Year:*** 2023
Major Street:	US 1	N/S	***Buildout Year:***	2025	
Minor Street:	Roundtree Dr	E/W	***Seasonal Factor:***	1.02	
			Annual Growth (%):	2.00%	

Residential AM Peak Hour Trips:	**IN =**	4	**OUT =**	10
RV Storage AM Peak Hour Trips:	**IN =**	7	**OUT =**	7
Walking Path AM Peak Hour Trips:	**IN =**	2	**OUT =**	2

PHF = 0.91

Weekday AM Peak Hour	US 1								Roundtree Dr							
	Northbound				Southbound				Eastbound				Westbound			
07:15 AM - 08:15 AM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2023)	21	2	888	13	4	2	1,525	6	0	0	0	0	0	0	0	9
Seasonal Factor			1.02				1.02				1.02				1.02	
Heavy Vehicle	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Existing (2023)	**21**	**2**	**906**	**13**	**4**	**2**	**1,556**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
Growth Factor			1.04				1.04				1.04				1.04	
Background (2025)	**22**	**2**	**942**	**14**	**4**	**2**	**1,618**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
Project Assignment																
Residential																
Ingress				80%		20%										
Egress							80%									100%
Project Trips	0	0	0	3	0	1	8	0	0	0	0	0	0	0	0	10
RV Storage																
Ingress							20%									
Egress			100%				80%									
Project Trips	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0
Walking Path																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	7	3	0	1	15	0	0	0	0	0	0	0	0	10
Project Buildout	**22**	**2**	**949**	**17**	**4**	**3**	**1633**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**

Residential PM Peak Hour Trips:	**IN =**	11	**OUT =**	6
RV Storage PM Peak Hour Trips :	**IN =**	7	**OUT =**	7
Walking Path PM Peak Hour Trips :	**IN =**	2	**OUT =**	2

PHF = 0.91

Weekday PM Peak Hour	US 1								Roundtree Dr							
	Northbound				Southbound				Eastbound				Westbound			
04:30 PM - 05:30 PM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2023)	5	6	1,674	18	2	9	1,081	1	0	0	0	10	0	0	0	15
Seasonal Factor			1.02				1.02				1.02				1.02	
Heavy Vehicle	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Existing (2023)	**5**	**6**	**1,707**	**18**	**2**	**9**	**1,103**	**1**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**15**
Growth Factor			1.04				1.04				1.04				1.04	
Background (2025)	**5**	**6**	**1,775**	**19**	**2**	**9**	**1,147**	**1**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**16**
Multifamily																
Ingress				80%		20%										
Egress							80%									100%
Project Trips	0	0	0	9	0	2	5	0	0	0	0	0	0	0	0	6
RV Storage																
Ingress							20%									
Egress			100%				80%									
Project Trips	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0
Walking Path																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	7	9	0	2	12	0	0	0	0	0	0	0	0	6
Project Buildout	**5**	**6**	**1782**	**28**	**2**	**11**	**1159**	**1**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**22**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	3		***Existing Year:***	2023	***TMC Year:*** 2023
Major Street:	Roundtree Drive	E/W	***Buildout Year:***	2025	
Minor Street:	Project Drwy #2	N/S	***Seasonal Factor:***	1.02	
			Annual Growth (%):	2.00%	

Residential AM Peak Hour Trips:	**IN =**	4	**OUT =**	10
RV Storage AM Peak Hour Trips:	**IN =**	7	**OUT =**	7
Walking Path AM Peak Hour Trips:	**IN =**	2	**OUT =**	2

PHF = 0.92

Weekday AM Peak Hour	Project Drwy #2								Roundtree Drive							
	Northbound				Southbound				Eastbound				Westbound			
07:30 AM - 08:30 AM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2023)	0	0	0	0	0	0	0	0	0	0	15	0	0	0	9	0
Seasonal Factor		1.02				1.02				1.02				1.02		
Heavy Vehicle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%
Existing (2023)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**9**	**0**
Growth Factor		1.04				1.04				1.04				1.04		
Background (2025)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**10**	**0**
Project Assignment																
Residential																
Ingress												100%				
Egress		100%														
Project Trips	0	10	0	0	0	0	0	0	0	0	0	4	0	0	0	0
RV Storage																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walking Path																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	10	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Project Buildout	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**4**	**0**	**0**	**10**	**0**

Residential PM Peak Hour Trips:	**IN =**	11	**OUT =**	6
RV Storage PM Peak Hour Trips :	**IN =**	7	**OUT =**	7
Walking Path PM Peak Hour Trips :	**IN =**	2	**OUT =**	2

PHF = 0.92

Weekday PM Peak Hour	Project Drwy #2								Roundtree Drive							
	Northbound				Southbound				Eastbound				Westbound			
04:45 PM - 05:45 PM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2023)	0	0	0	0	0	0	0	0	0	0	18	0	0	0	15	0
Seasonal Factor		1.02				1.02				1.02				1.02		
Heavy Vehicle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Existing (2023)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**15**	**0**
Growth Factor		1.04				1.04				1.04				1.04		
Background (2025)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**15**	**0**
Multifamily																
Ingress												100%				
Egress		100%														
Project Trips	0	6	0	0	0	0	0	0	0	0	0	11	0	0	0	0
RV Storage																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walking Path																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	0	0	0	0	0	0	0	0	0	11	0	0	0	0
Project Buildout	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**11**	**0**	**0**	**15**	**0**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	4		***Existing Year:***	2023	***TMC Year:*** 2023
Major Street:	Indian River Drive	N/S	***Buildout Year:***	2025	
Minor Street:	Project Drwy #3	E/W	***Seasonal Factor:***	1.02	
			Annual Growth (%):	2.00%	

Residential AM Peak Hour Trips:	IN =	4	OUT =	10
RV Storage AM Peak Hour Trips:	IN =	7	OUT =	7
Walking Path AM Peak Hour Trips:	IN =	2	OUT =	2

PHF = 0.92

Weekday AM Peak Hour	Indian River Drive								Project Drwy #3							
	Northbound				Southbound				Eastbound				Westbound			
07:30 AM - 08:30 AM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2023)	0	0	29	0	0	0	37	0	0	0	0	0	0	0	0	0
Seasonal Factor			1.02				1.02				1.02				1.02	
Heavy Vehicle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Existing (2023)	**0**	**0**	**30**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Factor			1.04				1.04				1.04				1.04	
Background (2025)	**0**	**0**	**31**	**0**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Residential																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RV Storage																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walking Path																
Ingress		50%						50%								
Egress										50%		50%				
Project Trips	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Total Project Trips	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Project Buildout	**0**	**1**	**31**	**0**	**0**	**0**	**40**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**

Residential PM Peak Hour Trips:	IN =	11	OUT =	6
RV Storage PM Peak Hour Trips :	IN =	7	OUT =	7
Walking Path PM Peak Hour Trips :	IN =	2	OUT =	2

PHF = 0.92

Weekday PM Peak Hour	Indian River Drive								Project Drwy #3							
	Northbound				Southbound				Eastbound				Westbound			
05:00 PM - 06:00 PM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2023)	0	0	71	0	0	0	33	0	0	0	0	0	0	0	0	0
Seasonal Factor			1.02				1.02				1.02				1.02	
Heavy Vehicle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Existing (2023)	**0**	**0**	**72**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Factor			1.04				1.04				1.04				1.04	
Background (2025)	**0**	**0**	**75**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Multifamily																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RV Storage																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walking Path																
Ingress		50%						50%								
Egress										50%		50%				
Project Trips	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Total Project Trips	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0
Project Buildout	**0**	**1**	**75**	**0**	**0**	**0**	**35**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**

ATTACHMENT E
Synchro Outputs

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	0	0	0	9	24	942	14	6	1618	6
Future Vol, veh/h	0	0	0	0	0	9	24	942	14	6	1618	6
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	350	-	-	330	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	10	26	1035	15	7	1778	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2898	893	-	-	525	1785	0	0	1050	0	0
Stage 1	-	1796	-	-	-	-	-	-	-	-	-	-
Stage 2	-	1102	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	-	-	6.94	5.34	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	-	-	3.32	3.12	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	16	244	0	0	497	161	-	-	659	-	-
Stage 1	0	131	-	0	0	-	-	-	-	-	-	-
Stage 2	0	286	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	13	244	-	-	497	161	-	-	659	-	-
Mov Cap-2 Maneuver	-	13	-	-	-	-	-	-	-	-	-	-
Stage 1	-	130	-	-	-	-	-	-	-	-	-	-
Stage 2	-	240	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12.4	0.8	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	161	-	-	-	497	659	-	-
HCM Lane V/C Ratio	0.164	-	-	-	0.02	0.01	-	-
HCM Control Delay (s)	31.7	-	-	0	12.4	10.5	-	-
HCM Lane LOS	D	-	-	A	B	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-	0.1	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	10	0	0	16	11	1775	19	11	1147	1
Future Vol, veh/h	0	0	10	0	0	16	11	1775	19	11	1147	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	350	-	-	330	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	18	12	1951	21	12	1260	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	3281	631	-	-	986	1261	0	0	1972	0	0
Stage 1	-	1285	-	-	-	-	-	-	-	-	-	-
Stage 2	-	1996	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	-	-	6.94	5.34	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	-	-	3.32	3.12	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	9	363	0	0	247	292	-	-	290	-	-
Stage 1	0	233	-	0	0	-	-	-	-	-	-	-
Stage 2	0	104	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	8	363	-	-	247	292	-	-	290	-	-
Mov Cap-2 Maneuver	-	8	-	-	-	-	-	-	-	-	-	-
Stage 1	-	223	-	-	-	-	-	-	-	-	-	-
Stage 2	-	100	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.2	20.7	0.1	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	292	-	-	363	247	290	-	-
HCM Lane V/C Ratio	0.041	-	-	0.03	0.071	0.042	-	-
HCM Control Delay (s)	17.9	-	-	15.2	20.7	18	-	-
HCM Lane LOS	C	-	-	C	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	983	7	0	1646
Future Vol, veh/h	0	7	983	7	0	1646
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	0	8	1068	8	0	1789

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	538	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	417	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	417	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	417	-
HCM Lane V/C Ratio	-	-	0.018	-
HCM Control Delay (s)	-	-	13.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	19	24	949	17	7	1633	6
Future Vol, veh/h	0	0	0	0	0	19	24	949	17	7	1633	6
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	350	-	-	330	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	21	26	1043	19	8	1795	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2929	901	-	-	531	1802	0	0	1062	0	0
Stage 1	-	1815	-	-	-	-	-	-	-	-	-	-
Stage 2	-	1114	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	-	-	6.94	5.34	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	-	-	3.32	3.12	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	15	241	0	0	493	157	-	-	652	-	-
Stage 1	0	128	-	0	0	-	-	-	-	-	-	-
Stage 2	0	282	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	12	241	-	-	493	157	-	-	652	-	-
Mov Cap-2 Maneuver	-	12	-	-	-	-	-	-	-	-	-	-
Stage 1	-	126	-	-	-	-	-	-	-	-	-	-
Stage 2	-	235	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12.6	0.8	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	157	-	-	-	493	652	-	-
HCM Lane V/C Ratio	0.168	-	-	-	0.042	0.012	-	-
HCM Control Delay (s)	32.5	-	-	0	12.6	10.6	-	-
HCM Lane LOS	D	-	-	A	B	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	4	0	10	10	0
Future Vol, veh/h	16	4	0	10	10	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	2	2
Mvmt Flow	17	4	0	11	11	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	21	0	30	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1595	-	984	1059
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1595	-	984	1059
Mov Cap-2 Maneuver	-	-	-	-	984	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	984	-	-	1595	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	31	40	1
Future Vol, veh/h	1	1	1	31	40	1
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	1	34	43	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	80	44	44	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	922	1026	1564	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	921	1026	1564	-	-	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	971	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	1815	7	0	1172
Future Vol, veh/h	0	7	1815	7	0	1172
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	0	8	1973	8	0	1274

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	991	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	210	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	210	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	210	-
HCM Lane V/C Ratio	-	-	0.036	-
HCM Control Delay (s)	-	-	22.8	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

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	10	0	0	22	11	1782	28	13	1159	1
Future Vol, veh/h	0	0	10	0	0	22	11	1782	28	13	1159	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	350	-	-	330	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	24	12	1958	31	14	1274	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	3316	638	-	-	995	1275	0	0	1989	0	0
Stage 1	-	1303	-	-	-	-	-	-	-	-	-	-
Stage 2	-	2013	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	-	-	6.94	5.34	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	-	-	3.32	3.12	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	8	359	0	0	243	288	-	-	286	-	-
Stage 1	0	229	-	0	0	-	-	-	-	-	-	-
Stage 2	0	102	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	7	359	-	-	243	288	-	-	286	-	-
Mov Cap-2 Maneuver	-	7	-	-	-	-	-	-	-	-	-	-
Stage 1	-	218	-	-	-	-	-	-	-	-	-	-
Stage 2	-	98	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	21.4	0.1	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	288	-	-	359	243	286	-	-
HCM Lane V/C Ratio	0.042	-	-	0.031	0.099	0.05	-	-
HCM Control Delay (s)	18	-	-	15.3	21.4	18.2	-	-
HCM Lane LOS	C	-	-	C	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	11	0	15	6	0
Future Vol, veh/h	18	11	0	15	6	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	2	2
Mvmt Flow	20	12	0	16	7	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	42	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1581	-	969	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1581	-	969	1050
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	1006	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	8.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	969	-	-	1581	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s/veh)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	75	35	1
Future Vol, veh/h	1	1	1	75	35	1
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	1	82	38	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	123	39	39	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	84	-	-	-	-	-
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	872	1033	1571	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	871	1033	1571	-	-	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	945	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	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	0	0	0	9	23	906	13	6	1556	6
Future Vol, veh/h	0	0	0	0	0	9	23	906	13	6	1556	6
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	350	-	-	330	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	10	25	996	14	7	1710	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2788	859	-	-	505	1717	0	0	1010	0	0
Stage 1	-	1728	-	-	-	-	-	-	-	-	-	-
Stage 2	-	1060	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	-	-	6.94	5.34	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	-	-	3.32	3.12	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	18	257	0	0	512	174	-	-	682	-	-
Stage 1	0	142	-	0	0	-	-	-	-	-	-	-
Stage 2	0	299	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	15	257	-	-	512	174	-	-	682	-	-
Mov Cap-2 Maneuver	-	15	-	-	-	-	-	-	-	-	-	-
Stage 1	-	141	-	-	-	-	-	-	-	-	-	-
Stage 2	-	256	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12.2	0.7	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	174	-	-	-	512	682	-	-
HCM Lane V/C Ratio	0.145	-	-	-	0.019	0.01	-	-
HCM Control Delay (s)	29.2	-	-	0	12.2	10.3	-	-
HCM Lane LOS	D	-	-	A	B	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1	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	10	0	0	15	11	1708	18	11	1103	1
Future Vol, veh/h	0	0	10	0	0	15	11	1708	18	11	1103	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	350	-	-	330	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	16	12	1877	20	12	1212	1

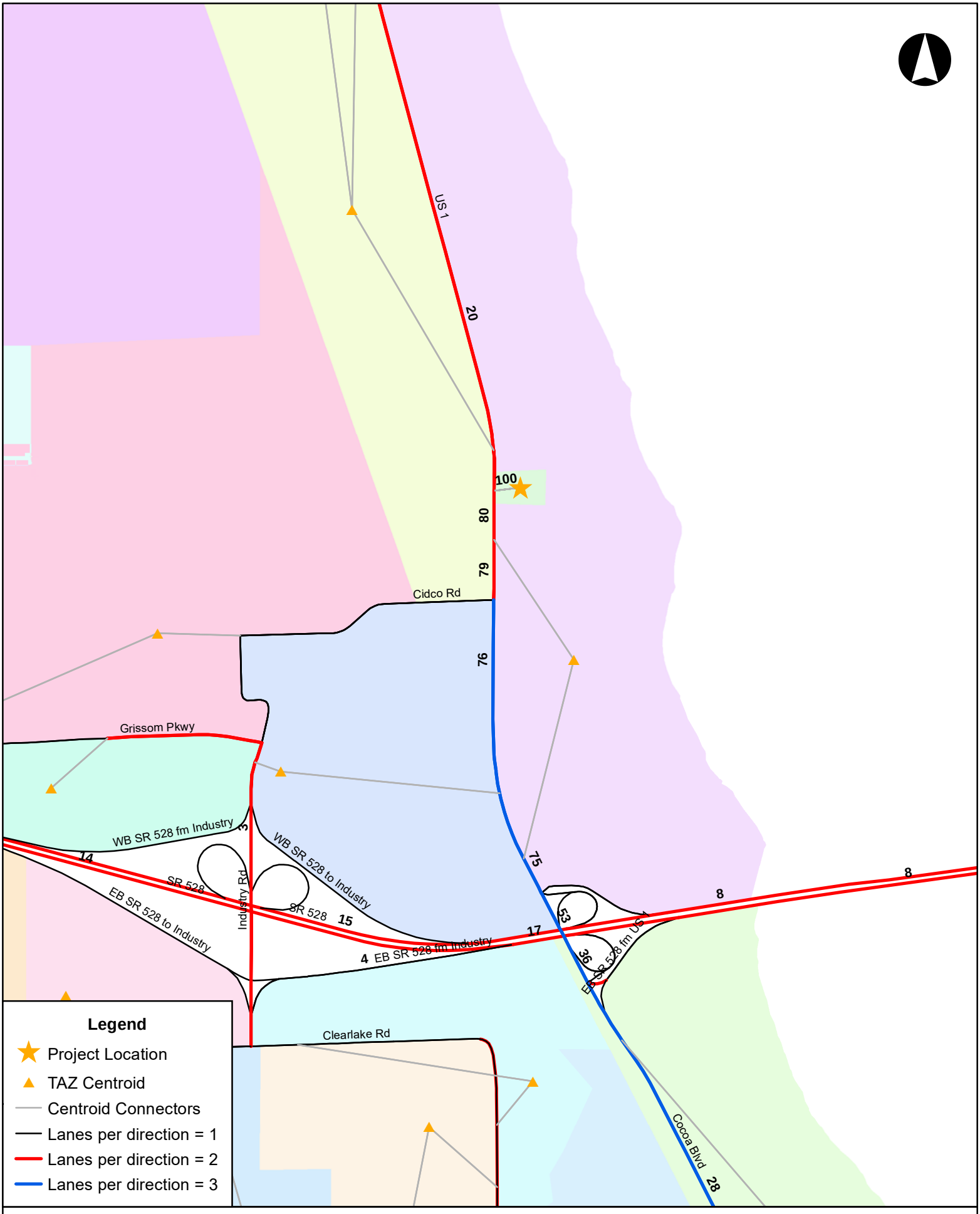
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	3158	607	-	-	949	1213	0	0	1897	0	0
Stage 1	-	1237	-	-	-	-	-	-	-	-	-	-
Stage 2	-	1921	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	-	-	6.94	5.34	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	-	-	3.32	3.12	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	10	377	0	0	261	308	-	-	310	-	-
Stage 1	0	246	-	0	0	-	-	-	-	-	-	-
Stage 2	0	113	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	9	377	-	-	261	308	-	-	310	-	-
Mov Cap-2 Maneuver	-	9	-	-	-	-	-	-	-	-	-	-
Stage 1	-	236	-	-	-	-	-	-	-	-	-	-
Stage 2	-	109	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	19.7	0.1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	308	-	-	377	261	310	-	-
HCM Lane V/C Ratio	0.039	-	-	0.029	0.063	0.039	-	-
HCM Control Delay (s)	17.2	-	-	14.8	19.7	17.1	-	-
HCM Lane LOS	C	-	-	B	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.1	-	-

ATTACHMENT F

CFRPM v7 Model Plot



Project Distribution - City Point PUD
CFRPMv7 - 2025 - 11/13/2023

ATTACHMENT G

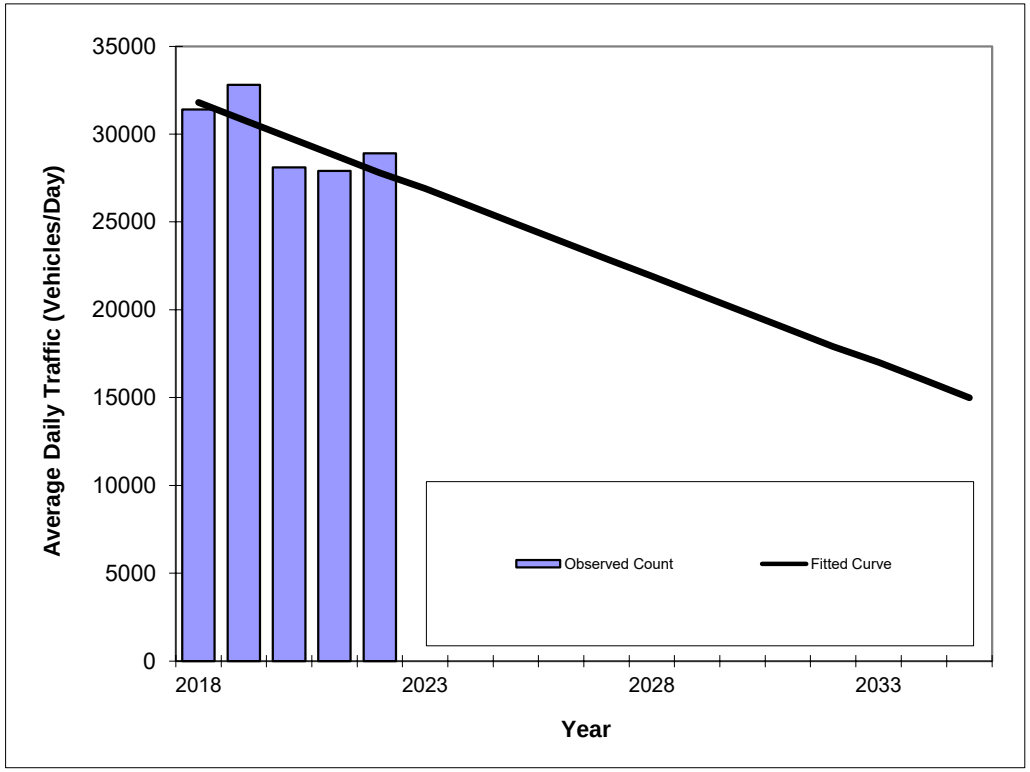
Growth Rate Calculations

Traffic Trends - V2.0

US 1 -- 528 to Canevral Groves

PIN#	0
Location	1

County:	Brevard (70)
Station #:	0
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2018	31400	31800
2019	20500	30800
2020	28100	29800
2021	27900	28800
2022	28900	27800
2023 Opening Year Trend		
2023	N/A	26900
2024 Mid-Year Trend		
2024	N/A	25900
2025 Design Year Trend		
2025	N/A	24900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-990
Trend R-squared:	51.95%
Trend Annual Historic Growth Rate:	**-3.14%**
Trend Growth Rate (2022 to Design Year):	-3.48%
Printed:	29-Nov-23

Straight Line Growth Option

*Axle-Adjusted

ATTACHMENT H

Space Coast TPO Historical Traffic Volumes
2014-2023

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2014 - 2023

ID	ROAD	FROM	TO	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	2023 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: NORTH																
	SR 50	I-95	US 1	18,487	21,715	20,268	21,568	24,043	23,148	20,598	21,908	22,328	20,938			
232	SR 50	I-95	SR 405	UC	27,980	23,810	30,320	34,830	31,190	29,760	29,350	31,490	29,480	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
164	SR 50	SR 405	BARNA AVE.	NC	24,080	NC	23,350	NC	23,940	NC	22,460	NC	20,520	41,790	09/26/23-09/27/23	Urban Minor Arterial
163	SR 50	BARNA AVE.	SISSON RD.	20,800	NC	21,360	NC	23,450	NC	18,740	NC	21,920	NC	41,790	11/28/22-11/29/22	Urban Minor Arterial
162	SR 50	SISSON RD.	HOPKINS AVE.	20,460	20,240	20,900	16,660	21,580	21,500	20,170	20,610	21,370	19,240	34,020	09/26/23-09/27/23	Urban Minor Arterial
161	SR 50	HOPKINS AVE.	US 1	14,200	14,560	15,000	15,940	16,310	15,960	13,720	15,210	14,530	14,510	34,020	09/26/23-09/27/23	Urban Minor Arterial
	SR 405 (COLUMBIA BLVD.)	SR 50	US 1	16,710	17,004	17,604	18,292	19,163	19,590	16,258	17,396	17,992	17,352			
218	SR 405 (COLUMBIA BLVD.)	SR 50	BARNA AVE.	19,070	19,500	19,110	20,210	20,330	20,540	18,790	21,070	21,540	18,520	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
219	SR 405 (COLUMBIA BLVD.)	BARNA AVE.	SR 407	16,850	17,740	17,950	18,510	19,530	19,870	17,220	17,800	18,500	19,060	41,790	11/14/23-11/15/23	Urban Principal Arterial-Other
220	SR 405 (COLUMBIA BLVD.)	SR 407	GRISSOM PKWY.	19,730	20,020	21,110	21,370	22,430	23,250	19,140	20,140	21,610	19,210	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
221	SR 405 (COLUMBIA BLVD.)	GRISSOM PKWY.	SISSON RD.	16,080	15,730	17,140	17,060	NC	18,920	14,940	15,970	14,640	17,510	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
222	SR 405 (COLUMBIA BLVD.)	SISSON RD.	US 1	11,820	12,030	12,710	14,310	14,360	15,370	11,200	12,000	13,670	12,460	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
	SR 405 (SOUTH ST.)	SR 50	SINGLETON AVE.	15,095	14,265	15,690	16,130	16,110	16,075	14,770	15,690	16,015	15,355			
217	SR 405 (SOUTH ST.)	SR 50	FOX LAKE RD.	17,720	16,910	18,210	18,840	18,770	18,950	17,070	18,480	19,160	18,790	18,590	10/18/23-10/19/23	Urban Minor Arterial
216	SR 405 (SOUTH ST.)	FOX LAKE RD.	SINGLETON AVE.	12,470	11,620	13,170	13,420	13,450	13,200	12,470	12,900	12,870	11,920	17,700	09/20/23-09/21/23	Urban Minor Arterial
	SR 405 (SOUTH ST.)	SINGLETON AVE.	WASHINGTON AVE.	6,070	6,930	6,480	6,630	6,240	6,800	5,610	6,350	5,990	6,350			
215	SR 405 (SOUTH ST.)	SINGLETON AVE.	PARK AVE.	6,660	6,930	6,960	6,630	7,010	6,800	6,300	6,350	6,590	6,350	37,810	09/26/23-09/27/23	Urban Minor Arterial
214	SR 405 (SOUTH ST.)	PARK AVE.	WASHINGTON AVE.	5,290	NC	5,520	NC	5,470	NC	4,920	NC	5,390	NC	34,020	11/28/22-11/29/22	Urban Minor Arterial
595	SR 406 (GARDEN ST.)	CARPENTER RD.	I-95	6,260	NC	6,960	NC	7,290	NC	7,240	NC	7,440	NC	15,600	11/28/22-11/29/22	Urban Major Collector
	SR 406 (GARDEN ST.)	I-95	WASHINGTON AVE.	11,890	12,833	13,613	13,243	13,763	14,050	12,443	12,913	13,745	13,035			
202	SR 406 (GARDEN ST.)	I-95	SINGLETON AVE.	12,800	13,850	14,510	14,730	16,310	15,700	14,820	15,300	16,130	15,220	41,790	09/27/23-09/28/23	Urban Principal Arterial-Other
203	SR 406 (GARDEN ST.)	SINGLETON AVE.	PARK AVE.	15,690	18,060	16,180	16,930	17,390	17,230	14,980	15,810	16,240	15,900	39,800	10/10/23-10/11/23	Urban Principal Arterial-Other
204	SR 406 (GARDEN ST.)	PARK AVE.	HOPKINS AVE.	10,960	10,940	13,780	10,930	11,480	12,910	11,210	11,380	11,890	11,550	39,800	09/27/23-09/28/23	Urban Principal Arterial-Other
205	SR 406 (GARDEN ST.)	HOPKINS AVE.	WASHINGTON AVE.	8,110	8,480	9,980	10,380	9,870	10,360	8,760	9,160	10,720	9,470	32,400	10/31/23-11/01/23	Urban Principal Arterial-Other
233	A. MAX BREWER MEMORIAL PKWY.	WASHINGTON AVE.	MAX BREWER MEMORIAL PKWY. (SR 402)	4,030	4,900	5,960	5,290	6,120	6,530	4,980	5,360	6,080	5,800	14,800	09/27/23-09/28/23	Urban Principal Arterial-Other
	SR 407	SR 528	SR 405	6,833	7,210	8,550	8,693	9,433	12,110	8,023	8,050	8,720	8,813			
225	SR 407	SR 528	I-95	6,830	7,220	8,750	9,150	9,970	12,640	7,520	6,860	7,270	5,710	8,820	10/18/23-10/19/23	Rural Principal Arterial - Freeways & Expressways
548	SR 407	I-95	SHEPARD DR.	7,460	7,660	9,190	8,980	10,090	12,850	9,370	9,690	10,470	11,230	24,200	11/14/23-11/15/23	Urban Principal Arterial - Freeways & Expressways
224	SR 407	SHEPARD DR.	SR 405	6,210	6,750	7,710	7,950	8,240	10,840	7,180	7,600	8,420	9,500	24,200	11/27/23-11/28/23	Urban Principal Arterial - Freeways & Expressways
	US 1	SR 528	SR 405	24,064	24,543	22,713	22,772	27,963	29,667	26,237	26,770	27,692	25,468			
226	US 1	SR 528	CANAVERAL GROVES BLVD.	UC	NC	29,100	31,820	31,420	32,820	28,080	27,850	28,860	26,900	41,790	11/14/23-11/15/23	Urban Principal Arterial-Other
159	US 1	CANAVERAL GROVES BLVD.	CAMP RD.	25,690	NC	28,610	25,590	29,950	30,880	26,290	26,840	27,670	30,420	41,790	11/27/23-11/28/23	Urban Principal Arterial-Other
160	US 1	CAMP RD.	BROADWAY BLVD.	24,890	24,300	28,130	29,170	29,210	30,290	26,300	25,880	27,230	24,270	41,790	11/14/23-11/15/23	Urban Principal Arterial-Other
227	US 1	BROADWAY BLVD.	FAY BLVD.	25,530	27,110	27,820	29,560	28,470	30,310	28,420	29,590	30,080	25,350	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
228	US 1	FAY BLVD.	KINGS HWY.	23,960	25,870	27,610	27,240	25,040	28,810	26,570	28,200	28,930	23,210	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
230	US 1	KINGS HWY.	SR 405	20,250	20,890	22,830	22,810	23,690	24,890	21,760	22,260	23,380	22,660	41,790	10/18/23-10/19/23	Urban Principal Arterial-Other
	US 1	SR 405	GRACE ST.	23,092	24,818	24,770	24,682	26,710	26,468	24,838	24,100	26,292	24,262			
169	US 1	SR 405	SR 50	19,670	20,130	21,390	20,310	23,280	23,550	21,000	21,210	22,790	21,210	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
170	US 1	SR 50	KNOX MCRAE DR.	23,660	26,210	25,030	25,130	28,180	27,110	25,500	24,410	25,910	25,750	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
172	US 1	KNOX MCRAE DR.	COUNTRY CLUB DR.	23,980	26,150	26,640	27,580	28,320	28,210	26,690	25,610	30,810	26,340	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
173	US 1	COUNTRY CLUB DR.	HARRISON ST.	24,930	26,420	26,680	26,700	28,120	27,920	26,450	25,210	26,110	24,520	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
174	US 1	HARRISON ST.	GRACE ST.	23,220	25,180	24,110	23,690	25,650	25,550	24,550	24,060	25,840	23,490	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
	US 1 (NB WASHINGTON AVE.)	GRACE ST.	GARDEN ST.	11,457	11,100	12,477	12,230	12,487	12,825	11,063	11,800	12,420	11,020			
182	US 1 (NB WASHINGTON AVE.)	GRACE ST.	SOUTH ST.	12,300	NC	13,780	13,230	13,330	13,770	10,930	12,540	12,960	12,150	23,880	09/26/23-09/27/23	Urban Principal Arterial-Other
181	US 1 (NB WASHINGTON AVE.)	SOUTH ST.	MAIN ST.	11,480	NC	12,310	NC	12,530	NC	11,510	NC	12,620	NC	19,440	12/01/22-12/02/22	Urban Principal Arterial-Other
179	US 1 (NB WASHINGTON AVE.)	MAIN ST.	GARDEN ST.	10,590	11,100	11,340	11,230	11,600	11,880	10,750	11,060	11,680	9,890	19,440	10/31/23-11/01/23	Urban Principal Arterial-Other
	US 1 (SB HOPKINS AVE.)	GARDEN ST.	GRACE ST.	11,183	10,925	12,040	12,740	12,587	13,085	11,507	12,345	13,137	12,090			
178	US 1 (SB HOPKINS AVE.)	GARDEN ST.	MAIN ST.	9,870	8,900	11,110	11,970	11,680	12,090	10,850	11,450	12,120	11,650	19,440	10/18/23-10/19/23	Urban Principal Arterial-Other
176	US 1 (SB HOPKINS AVE.)	MAIN ST.	SOUTH ST.	11,060	NC	11,600	NC	12,260	NC	11,210	NC	12,350	NC	23,880	12/01/22-12/02/22	Urban Principal Arterial-Other
175	US 1 (SB HOPKINS AVE.)	SOUTH ST.	GRACE ST.	12,620	12,950	13,410	13,510	13,820	14,080	12,460	13,240	14,940	12,530	23,880	09/26/23-09/27/23	Urban Principal Arterial-Other
	US 1	GARDEN ST.	SR 46	18,010		19,300	17,930	19,710	20,010	18,370	17,985	19,485	18,590			
165	US 1	GARDEN ST.	DAIRY RD.	21,900	NC	22,490	20,270	22,680	23,060	21,240	20,400	21,630	21,670	41,790	10/10/23-10/11/23	Urban Principal Arterial-Other
166	US 1	DAIRY RD.	SR 46	14,120	NC	16,110	15,590	16,740	16,960	15,500	15,570	17,340	15,510	41,790	09/27/23-09/28/23	Urban Principal Arterial-Other
	US 1	SR 46	VOLUSIA CO.	7,583		8,010	8,123	8,217	8,390	7,943	7,980	8,763	8,047			
167	US 1	SR 46	LIONEL RD.	10,030	NC	10,370	10,310	10,810	11,010	10,400	10,420	11,400	10,800	41,790	10/18/23-10/19/23	Urban Principal Arterial-Other
168	US 1	LIONEL RD.	BURKHOLM RD.	9,040	NC	9,810	10,220	9,600	9,870	9,330	9,460	10,440	9,600	40,300	10/18/23-10/19/23	Urban Principal Arterial-Other
527	US 1	BURKHOLM RD.	VOLUSIA CO.	3,680	NC	3,850	3,840	4,240	4,290	4,100	4,060	4,450	3,740	40,300	10/18/23-10/19/23	Rural Principal Arterial Other

**Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts.*
NC=Not Counted; UC=Under Construction