Sherwood Golf Club PUD

Traffic Impact Analysis

Brevard County, FL

May 2024

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

Sherwood Golf Club PUD

Brevard County, FL

Prepared by:

Kimley-Horn and Associates, Inc.

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1.0 INTRODUCTION

Kimley-Horn has been retained to analyze and document the traffic impacts associated with the development of the Sherwood Golf Club Planned Unit Development (PUD). The proposed development is located in the southwest quadrant of Interstate 95 and State Road 46 off Carpenter Road in Brevard County.

Sherwood Golf Club is an existing residential development that includes a ±136.46-acre golf course that is no longer in use. This traffic study will evaluate a proposal to redevelop the golf course with the addition of the following:

- 228 Townhomes (Pod 1)
- 41 Single-family homes (Pod 3)
- 158 Townhomes (Pod 4)
- 178 Apartment Units (Pod 5)

The Methodology Statement used to guide this transportation analysis and is provided in **Appendix A,** along with County Staff's comments on the methodology. These comments were addressed in this analysis.

Access to the site will be provided via three (3) intersections on London Fog Road (labeled A, B, C), one (1) access point on Arnold Palmer Drive (labeled D), one (1) access point on Long Bow Drive (labeled Ingress/Egress #5), and three (3) connections to Carpenter Road (labeled Ingress/Egress #1, #2, #4). The conceptual site plan provided in **Appendix B**.

Pod 1 is anticipated for buildout in 2026. Pods 3, 4, and 5 are anticipated for buildout in 2030.

1.1 STUDY AREA

The study area, determined using the Brevard County *Guidelines on Minimum Requirements for Traffic Impact Analyses* (2022), was discussed and approved as part of the Traffic Impact Analysis Methodology (**Appendix A**). The agreed-upon study area roadway segments and intersections are listed below and displayed on **Figure 1**.

Study Area Roadway Segments

- 183 N Carpenter Rd from Dairy to SR-46
- 184 N Carpenter Rd from Garden to Dairy
- 188 N Carpenter Rd from Fox Lake to Garden
- 185 Dairy Rd from Carpenter to Holder
- 523 Dairy Rd from Holder to Singleton
- 186 Dairy Rd from Singleton to Old Dixie
- 199 SR 46 from I-95 to US 1
- 200 SR 46 from Fawn Lake to I-95
- 201 SR 46 from Volusia County to Fawn Lake
- 202 SR 406 (Garden Street) from I-95 to Singleton
- 203 SR 406 (Garden Street) from Singleton to Park
- 595 SR 406 (Garden Street) from Carpenter to I-95
- 240 Old Dixie from Dairy to Parker
- 241 Parrish from Singleton to US 1
- 242 Parrish from Holder to Singleton

- London Town from Arnold Palmer to Carpenter Rd

Study Area Intersections

- Study Intersection #1: N Carpenter Rd & London Town Rd
- Study Intersection #2: N Carpenter Rd & SR 46
- Study Intersection #3: N Carpenter Rd & Dairy Rd
- Study Intersection #4: SR 46 & I-95 NB Off-Ramp
- Study Intersection #5: SR 46 & I-95 SB On-Ramp
- Study Intersection #6: N Carpenter Rd & Longbow Rd
- Driveway #1: N Carpenter Rd & Ingress/Egress #1
- Driveway #2: N Carpenter Rd & Ingress/Egress #2
- Driveway #4: N Carpenter Rd & Ingress/Egress #4
- Driveway #5: Longbow Rd & Ingress/Egress #5
- Driveway A: London Tower Rd & Pod 1 Connection
- Driveway B: London Tower Rd & Pod 4 Connection
- Driveway C: London Tower Rd & Pod 1/Pod 4 Connection
- Driveway D: Arnold Palmer Dr & Pod 3 Connection

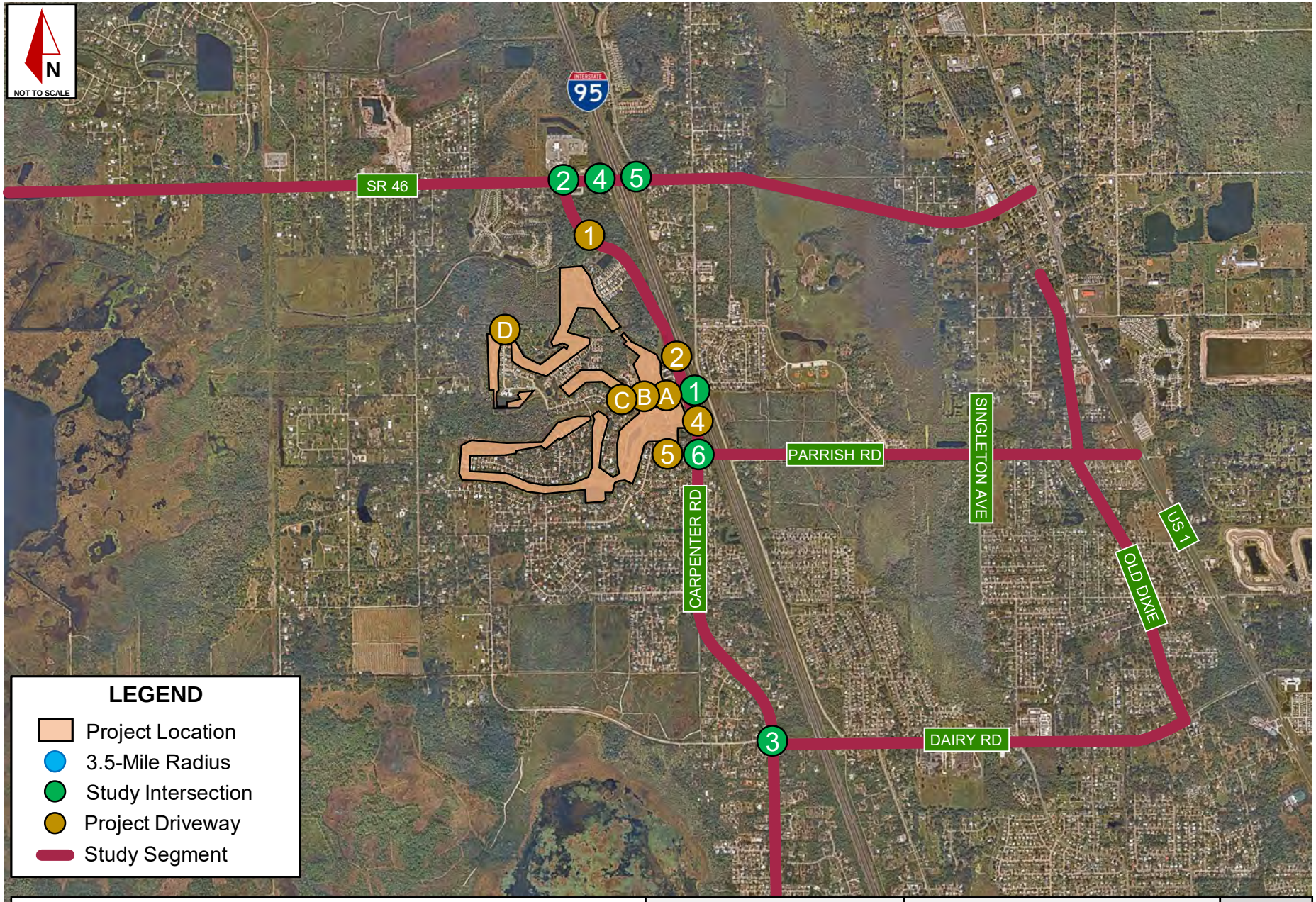

Figure 1: Project Location & Study Area

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Aerial imagery provided by: nearmap

2.0 EXISTING CONDITIONS ANALYSIS (2024)

2.1 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) were collected at the study intersections on Wednesday, May 8, 2024 and are provided in **Appendix C.** Data was collected during the AM Peak Period (7:00 AM to 9:00 AM) and PM Peak Period (4:00 PM to 6:00 PM) at the study area intersections.

Turning movement volumes were adjusted by a seasonal factor (SF) based on data from FDOT's Florida Traffic Online (FTO) database, as shown in **Appendix D**. Turning movement volume worksheets for all intersections can be found in **Appendix E.**

Existing traffic signal timings were obtained from Brevard County and are provided in **Appendix F.**

2.2 EXISTING ROADWAY SEGMENT CONDITIONS

A roadway segment analysis was performed within the study area to determine existing Daily and PM peak hour conditions. The Daily analysis was conducted by comparing the 2024 Average Annual Daily Traffic (AADT) segment volumes to the TPO's Daily Maximum Service Volumes (MSV) corresponding to the adopted Level of Service (LOS) standard for each roadway segment. 2022 AADTs were obtained from the latest Space Coast Transportation Planning Organization (TPO) Traffic Count publication and grown to existing year 2024 using a 2% annual growth rate. The Space Coast TPO Traffic Count publication is provided in **Appendix G**.

Additionally, a PM peak hour roadway segment analysis was conducted by comparing peak hour two-way volumes to the peak hour two-way MSV corresponding to the adopted Level of Service (LOS) standard for each roadway segment. Existing peak hour two-way roadway segment volumes were obtained from the Space Coast TPO's most recent data collection. The FDOT Q/LOS Handbook was used to determine of each segment's peak hour two-way service volume. Excerpts from the Space Coast TPO Data Management System are provided in **Appendix F.**

Per County Comments, service volumes for SR 46 and SR 406 were determined using the 2023 Q/LOS handbook, assuming segments #199, #200, #202, #203, and #595 are classified as C3C. Segment #201 is classified as C3R. The state level of service standard for urban roadways is LOS D and LOS C for rural roadways.

Additionally, the County requested that London Town Road be included in the analysis. This segment is not included in the Space Coast TPO count document. Existing PM peak hour volumes were determined from the field collected data. A daily AADT for this segment was calculated by dividing the peak hour volume by the standard k-factor (0.09).

The existing roadway segment data is included in **Tables 1 and 2** for Daily and PM peak hour conditions, respectively. As shown in the tables, the analysis identifies no roadway segment capacity deficiencies within the study area under existing Daily and PM peak hour conditions.

Table 1: Existing Roadway Segment Analysis (Daily)

Roadway			Roadway Attributes					Daily - Existing (2024)				
Link ID	From	To	Functional Classification [1]	Number of Lanes	Speed Limit	Adopted LOS[1]	Daily MSV[1]	2022 AADT[1]	Growth Rate	Existing 2024 AADT[2]	V/C Ratio	Existing Deficiency?
Carpenter												
183	Dairy	SR-46	Urban Major Collector	2	40	E	15,600	4,740	2%	4,931	0.32	No
184	Garden	Dairy	Urban Major Collector	2	30	E	15,600	5,420	2%	5,639	0.36	No
188	Fox Lake	Garden	Urban Major Collector	2	30	E	15,600	3,670	2%	3,818	0.24	No
Dairy												
185	Carpenter	Holder [3]	Urban Major Collector	2	30	E	15,600	5,180	2%	5,497	0.35	No
523	Holder	Singleton	Urban Major Collector	2	30	E	15,600	6,160	2%	6,409	0.41	No
186	Singleton	Old Dixie [3]	Urban Major Collector	2	30	E	15,600	6,650	2%	7,057	0.45	No
SR 46												
199	I-95	US 1	Urban Principal Arterial-Other	2	45	D	21,700	12,500	2%	13,005	0.60	No
200	Fawn Lake	I-95	Urban Principal Arterial-Other	2	55	D	21,700	10,540	2%	10,966	0.51	No
201	Volusia County	Fawn Lake	Rural Principal Arterial-Other	2	55	C	19,600	6,750	2%	7,023	0.36	No
SR 406 (Garden Street)												
202	I-95	Singleton	Urban Principal Arterial-Other	4	40	D	36,600	16,130	2%	16,782	0.46	No
203	Singleton	Park	Urban Principal Arterial-Other	4	40	D	36,600	16,240	2%	16,896	0.46	No
595	Carpenter	I-95	Urban Major Collector	2	35	D	21,700	7,440	2%	7,741	0.36	No
Old Dixie												
240	Dairy	Parker [3]	Urban Major Collector	2	35	E	15,600	890	2%	944	0.06	No
Parrish												
241	Singleton	US 1 [3]	Urban Major Collector	2	25	E	15,600	690	2%	747	0.05	No
242	Holder	Singleton [3]	Urban Major Collector	2	25	E	15,600	1,120	2%	1,189	0.08	No
London Town												
-	Arnold Palmer	Carpenter	Local	2	25	E	15,600	-	2%	1,550	0.10	No

Notes

1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.

2. Existing (2024) AADT developed by applying the calculated growth rates as agreed upon in the TIA Methodology.

3. A 2022 AADT was not provided in the SCTPO Traffic Count Document for this segment. Therefore, the most recent count was used and growth rate was applied for the appropriate number of years.

Table 2: Existing Roadway Segment Analysis (PM Peak Hour)

Roadway			Roadway Attributes					Peak Hour - Existing (2024)				
Link ID	From	To	Functional Classification	Number of Lanes	Speed Limit	Adopted LOS [1]	Peak Hour Two-Way MSV [1]	Latest Peak Hour Two-Way Volume [2]	Growth Rate	Existing 2024 Peak Hour Two-Way Volume [3]	V/C Ratio	Existing Deficiency?
Carpenter												
183	Dairy	SR-46	Urban Major Collector	2	30	E	1,410	466	2%	475	0.33	No
184	Garden	Dairy	Urban Major Collector	2	30	E	1,410	539	2%	550	0.38	No
188	Fox Lake	Garden	Urban Major Collector	2	30	E	1,410	364	2%	371	0.26	No
Dairy												
185	Carpenter	Holder	Urban Major Collector	2	30	E	1,410	523	2%	533	0.37	No
523	Holder	Singleton [3]	Urban Major Collector	2	30	E	1,410	664	2%	691	0.47	No
186	Singleton	Old Dixie	Urban Major Collector	2	30	E	1,410	700	2%	714	0.5	No
SR 46												
199	I-95	US 1	Urban Principal Arterial-Other	2	45	D	1,950	1,097	2%	1119	0.56	No
200	Fawn Lake	I-95	Urban Principal Arterial-Other	2	55	D	1,950	1,018	2%	1038	0.52	No
201	Volusia County	Fawn Lake	Rural Principal Arterial-Other	2	55	C	1,760	636	2%	649	0.36	No
SR 406 (Garden Street)												
202	I-95	Singleton	Urban Principal Arterial-Other	4	40	D	3,290	1,408	2%	1436	0.43	No
203	Singleton	Park	Urban Principal Arterial-Other	4	40	D	3,290	1,447	2%	1476	0.44	No
595	Carpenter	I-95 [3]	Urban Major Collector	2	35	D	1,950	777	2%	808	0.4	No
Old Dixie												
240	Dairy	Parker	Urban Major Collector	2	35	E	1,410	88	2%	90	0.06	No
Parrish												
241	Singleton	US 1	Urban Major Collector	2	25	E	1,410	113	2%	115	0.08	No
242	Holder	Singleton [3]	Urban Major Collector	2	25	E	1,410	74	2%	80	0.05	No
London Town												
-	Arnold Palmer	Carpenter	Local	2	25	E	1,410	139	2%	150	0.10	No

Notes

1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.

2. Existing (2024) volume developed by applying the appropriate seaonal factor and calculated growth rates as agreed upon in the TIA Methodology.

3. A 2023 volume was not provided in the SCTPO Traffic Count database for this segment. Therefore, the most recent count was used and growth rate was applied for the appropriate number of years.

2.3 EXISTING INTERSECTION CONDITIONS

An intersection operational analysis was performed for existing conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 6th Edition* with Synchro (v11) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour existing conditions are provided in **Tables 3 and 4**. Synchro outputs are provided in **Appendix G**.

As shown in **Tables 3 and 4**, all study area intersections currently operate with acceptable overall LOS and with v/c ratios less than one (1.0) under existing (2024) AM and PM peak hour conditions with the exception of the northbound approach at SR 46 & I-95 NB Ramp, which operates with LOS F during both AM and PM peak hour conditions but has an acceptable v/c ratio during both analysis periods.

Table 3: Existing Intersection Conditions (AM Peak Hour)

Existing Condition - 2024						
Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	A	0.11	EBL/R
			WB	-	-	-
			NB(L)	A	0.01	NBL
			SB (L)	-	-	-
			Overall	**-**	**0.11**	**EBL/R**
2	Carpenter Rd & SR 46	Signalized	EB	C	0.87	EBT/R
			WB	B	0.45	WBT
			NB	D	0.73	NBT/R
			SB	C	0.52	SBL
			Overall	**C (25.7 s)**	**0.87**	**EBT/R**
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.08	EBL/T/R
			WB	B	0.30	WBL/T
			NB	A	0.27	NBL/T/R
			SB	B	0.45	SBL/T/R
			Overall	**-**	**0.45**	**SBL/T/R**
4	SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB (L)	-	-	-
			WB(L)	A	0.28	WBL
			NB	-	-	-
			SB	C	0.17	SBL
			Overall	**-**	**0.28**	**WBL**
5	SR 46 & I-95 NB Ramp	Signalized	EB	A	0.24	EBT
			WB	B	0.25	WBT
			NB	F	0.93	NBL
			SB	-	-	-
			Overall	**C (26.7 s)**	**0.93**	**NBL**
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	A	0.04	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.00	NBL
			SB (L)	A	0.00	SBL/T/R
			Overall	**-**	**0.04**	**EBL/T/R**

Table 4: Existing Intersection Conditions (PM Peak Hour)

Existing Condition - 2024						
Intersection		Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.08	EBL/R
			WB	-	-	-
			NB(L)	A	0.04	NBL
			SB (L)	-	-	-
			Overall	**-**	**0.08**	**EBL/R**
2	Carpenter Rd & SR 46	Signalized	EB	C	0.70	EBT/R
			WB	C	0.86	WBT
			NB	C	0.57	NBT/R
			SB	C	0.45	SBL
			Overall	**C (23.8 s)**	**0.86**	**WBT**
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.05	EBL/T/R
			WB	A	0.23	WBL/T
			NB	B	0.37	NBL/T/R
			SB	B	0.29	SBL/T/R
			Overall	**-**	**0.37**	**NBL/T/R**
4	SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB (L)	-	-	-
			WB(L)	A	0.13	WBL
			NB	-	-	-
			SB	C	0.25	SBR
			Overall	**-**	**0.25**	**SBR**
5	SR 46 & I-95 NB Ramp	Signalized	EB	B	0.21	EBT
			WB	C	0.24	WBT
			NB	F	0.95	NBL
			SB	-	-	-
			Overall	**D (43.5 s)**	**0.95**	**NBL**
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.03	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.00	NBL
			SB (L)	A	0.00	SBL
			Overall	**-**	**0.03**	**EBL/T/R**

3.0 POD 1 DEVELOPMENT TRAFFIC

Pod 1 of the Sherwood Gold Club PUD development is proposed to consist of 228 townhomes. Buildout of Pod 1 is anticipated in 2026. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout. The adopted regional travel demand model was used to forecast the distribution of trips throughout the study area.

3.1 TRIP GENERATION

Trip generation for the proposed project was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The following Land Use Code (LUCs) was used for the proposed development: ITE LUC 215 – Single-Family Attached Housing

Relevant excerpts from the *Trip Generation Manual* are included in **Appendix H.**

Table 5 provides the Daily, AM peak hour, and PM peak hour trip generation summary for Pod 1. The proposed development is anticipated to generate 1,687 daily trips, 113 AM peak hour trips (28 inbound and 85 outbound), and 133 PM peak hour trips (78 inbound and 55 outbound).

3.2 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived with use of the most recent adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the latest Central Florida Regional Planning Model set and 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 build-out year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing the percent of daily project distribution is provided in **Appendix I**.

Daily model project distribution was referenced to manually assign project distribution at the study area intersections and driveways in general accordance with the model output. **Figure 2** shows the intersection movement project distribution within the study area for use in forecasting project trips.

3.3 TRIP ASSIGNMENT

The project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 3** shows the anticipated project trip assignment at the study area intersections during the AM and PM peak hours.

Table 5: Pod 1 Trip Generation

	POD	Land Use	ITE LUC[1]	Size	Units	Trip Generation Equation	Daily				
							Total	In[1]		Out[1]	
Daily	1	Single-Family Attached Housing	215	**228**	DU	T = 7.62 * X - 50.48	1,687	*50%*	843	*50%*	844
	Total Generated Trips						**1,687**	**843**		**844**	
	POD	**Land Use**	**ITE LUC[1]**	**Size**	**Units**	**Trip Generation Equation**	**AM Peak Hour**				
							Total	**In[1]**		**Out[1]**	
AM Peak Hour	1	Single-Family Attached Housing	215	**228**	DU	T = 0.52 * X - 5.70	113	*25%*	28	*75%*	85
	Total Generated Trips						**113**	**28**		**85**	
	POD	**Land Use**	**ITE LUC[1]**	**Size**	**Units**	**Trip Generation Equation**	**PM Peak Hour**				
							Total	**In[1]**		**Out[1]**	
PM Peak Hour	1	Single-Family Attached Housing	215	**228**	DU	T = 0.60 * X - 3.93	133	*59%*	78	*41%*	55
	Total Generated Trips						**133**	**78**		**55**	

Note: [1] Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition

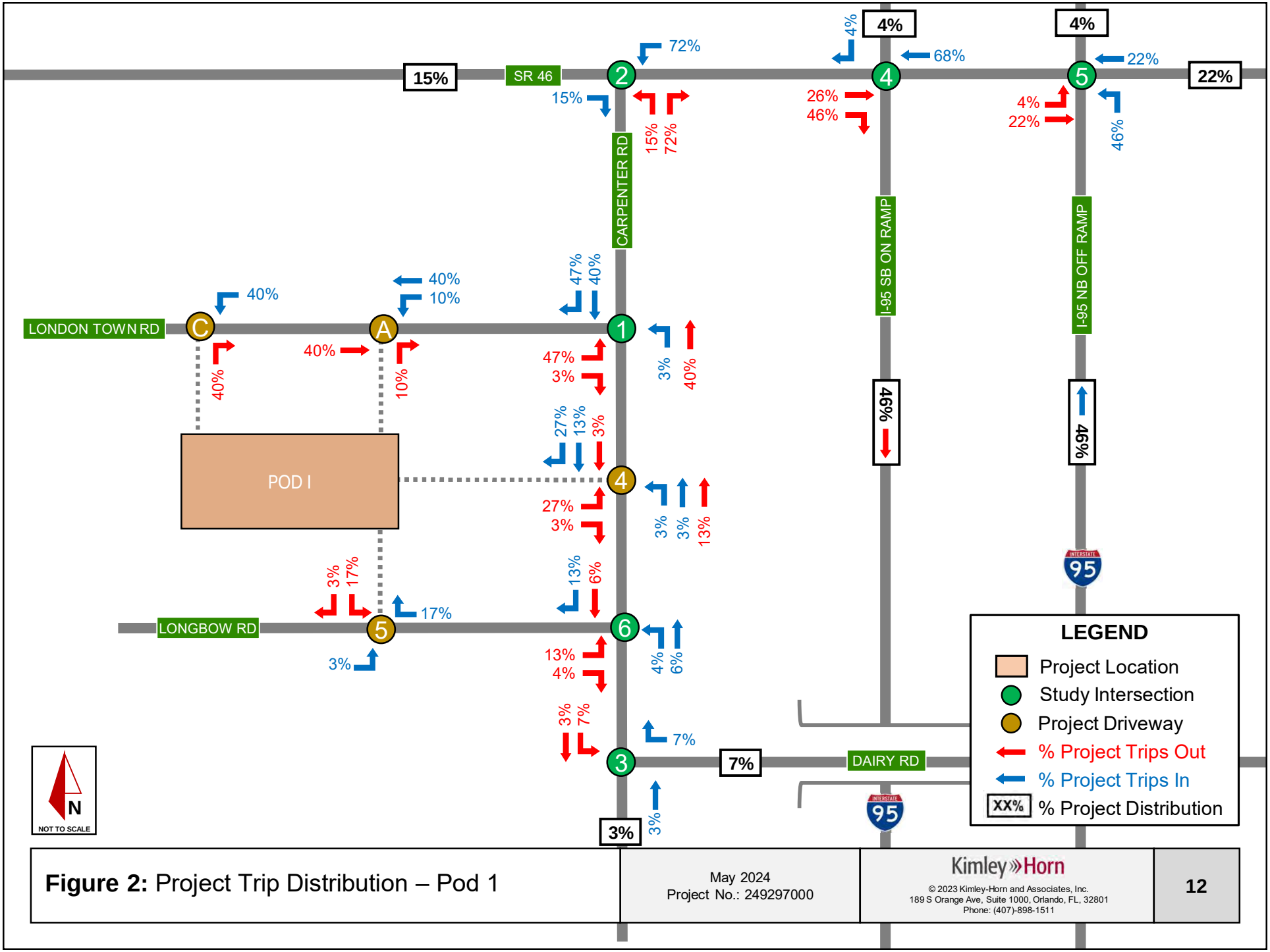

Figure 2: Project Trip Distribution – Pod 1

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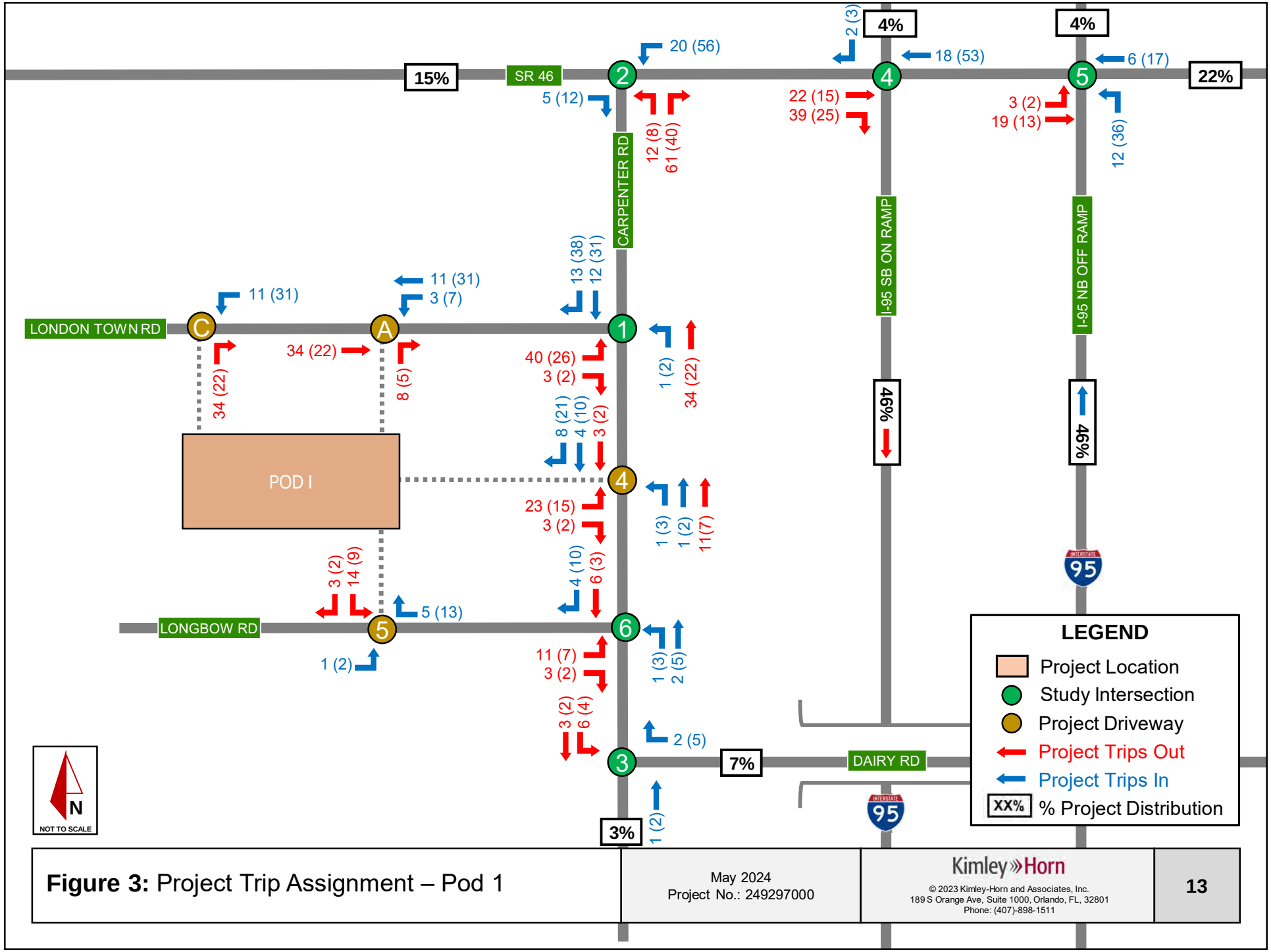

Figure 3: Project Trip Assignment – Pod 1

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4.0 POD 1 BACKGROUND AND BUILDOUT OPERATIONS (2026)

4.1 BACKGROUND AND BUILDOUT TRAFFIC

Traffic conditions were evaluated for year 2026 background conditions, without the impact of project trips on the roadway network. Per County Comments, the applied annual growth rate was determined by applying the minimum growth factor or calculating the annual growth rate, whichever is greater. The minimum growth factor was calculated using the latest Bureau of Economic and Business Research (BEBR) Projections of Florida population by county. The calculated annual growth rate for Brevard between 2023 and 2030 is 1.2%. Roadway segment growth rates were low. Therefore, to provide a conservative analysis, a 2% annual growth rate was applied.

Buildout volumes were developed by adding anticipated project trips to background volumes.

Adjusted turning movement volume worksheets for all intersections can be found in **Appendix E.**

Figures 4 and 5 illustrate turning movement buildout 2026 volumes at the study intersections for the AM and PM peak hour, respectively.

4.2 2026 ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was performed within the study area to determine background and buildout Daily and PM peak hour conditions. The analysis was conducted by comparing the projected 2026 background and buildout AADT and PM peak hour two-way segment volumes to the segment's Maximum Service Volumes (MSV).

The background and buildout 2026 roadway segment data is included in **Tables 6 and 7** for Daily and PM peak hour conditions, respectively. As shown in the tables, the analysis identifies no capacity deficiencies under 2026 conditions.

Table 6: 2026 Roadway Segment Analysis (Daily)

Roadway			Roadway Attributes					Daily - Background (2026)					Daily - Pod 1 Buildout (2026)					
													Project Trips		Buildout			
Link ID	From	To	Functional Classification [1]	Number of Lanes	Speed Limit	Adopted LOS [1]	Daily MSV [1]	Existing 2024 AADT	Growth Rate	2026 AADT[2]	V/C Ratio	Background Deficiency?	% Assign [3]	Project Trips	2026 AADT [4]	V/C Ratio	Buildout Deficiency?
Carpenter																	
183	Dairy	SR-46	Urban Major Collector	2	40	E	15,600	4,931	2%	5,131	0.33	No	87%	1,468	6,599	0.42	No
184	Garden	Dairy	Urban Major Collector	2	30	E	15,600	5,639	2%	5,867	0.38	No	3%	51	5,918	0.38	No
188	Fox Lake	Garden	Urban Major Collector	2	30	E	15,600	3,818	2%	3,973	0.25	No	1%	17	3,990	0.26	No
Dairy																	
185	Carpenter	Holder	Urban Major Collector	2	30	E	15,600	5,497	2%	5,719	0.37	No	7%	118	5,837	0.37	No
523	Holder	Singleton	Urban Major Collector	2	30	E	15,600	6,409	2%	6,668	0.43	No	6%	101	6,769	0.43	No
186	Singleton	Old Dixie	Urban Major Collector	2	30	E	15,600	7,057	2%	7,342	0.47	No	2%	34	7,376	0.47	No
SR 46																	
199	I-95	US 1	Urban Principal Arterial-Other	2	45	D	21,700	13,005	2%	13,530	0.62	No	22%	371	13,901	0.64	No
200	Fawn Lake	I-95	Urban Principal Arterial-Other	2	55	D	21,700	10,966	2%	11,409	0.53	No	72%	1,215	12,624	0.58	No
201	Volusia County	Fawn Lake	Rural Principal Arterial-Other	2	55	C	19,600	7,023	2%	7,306	0.37	No	14%	236	7,542	0.38	No
SR 406 (Garden Street)																	
202	I-95	Singleton	Urban Principal Arterial-Other	4	40	D	36,600	16,782	2%	17,460	0.48	No	14%	236	17,696	0.48	No
203	Singleton	Park	Urban Principal Arterial-Other	4	40	D	36,600	16,896	2%	17,579	0.48	No	6%	101	17,680	0.48	No
595	Carpenter	I-95	Urban Major Collector	2	35	D	21,700	7,741	2%	8,053	0.37	No	0%	0	8,053	0.37	No
Old Dixie																	
240	Dairy	Parker	Urban Major Collector	2	35	E	15,600	944	2%	983	0.06	No	0%	0	983	0.06	No
Parrish																	
241	Singleton	US 1	Urban Major Collector	2	25	E	15,600	747	2%	777	0.05	No	0%	0	777	0.05	No
242	Holder	Singleton	Urban Major Collector	2	25	E	15,600	1,189	2%	1,237	0.08	No	0%	0	1,237	0.08	No
London Town																	
-	Arnold Palmer	Carpenter	Local	2	25	E	15,600	1,550	2%	1,613	0.10	No	50%	843	2,456	0.16	No

Notes

1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.

2. Backgorund (2026) AADT developed by applying the calculated growth rates as agreed upon in the TIA Methodology.

3. Percent assigned as the highest percent across the segment.

4. Buildout (2026) AADT developed by adding project trips to background (2026) volumes.

Table 7: 2026 Roadway Segment Analysis (PM Peak Hour)

Roadway			Roadway Attributes					Peak Hour - Background (2026)					Peak Hour - Pod 1 Buildout (2026)				
													Project Trips				
Link ID	From	To	Functional Classification	Number of Lanes	Speed Limit	Adopted LOS[1]	Peak Hour Two-Way MSV[1]	Existing 2024 Peak Hour Two-Way Volume	Growth Rate	Background 2026 Peak Hour Two-Way Volume[2]	V/C Ratio	Background Deficiency?	% Assign[3]	Project Trips	Buildout 2026 Peak Hour Two-Way Volume[4]	V/C Ratio	Buildout Deficiency?
Carpenter																	
183	Dairy	SR-46	Urban Major Collector	2	30	E	1,410	475	2%	546	0.39	No	87%	116	662	0.47	No
184	Garden	Dairy	Urban Major Collector	2	30	E	1,410	550	2%	632	0.45	No	3%	4	636	0.45	No
188	Fox Lake	Garden	Urban Major Collector	2	30	E	1,410	371	2%	426	0.30	No	1%	1	427	0.30	No
Dairy																	
185	Carpenter	Holder	Urban Major Collector	2	30	E	1,410	533	2%	612	0.43	No	7%	9	621	0.44	No
523	Holder	Singleton	Urban Major Collector	2	30	E	1,410	691	2%	794	0.56	No	6%	8	802	0.57	No
186	Singleton	Old Dixie	Urban Major Collector	2	30	E	1,410	714	2%	820	0.58	No	2%	3	823	0.58	No
SR 46																	
199	I-95	US 1	Urban Principal Arterial-Other	2	45	D	1,950	1,119	2%	1,285	0.66	No	22%	29	1,314	0.67	No
200	Fawn Lake	I-95	Urban Principal Arterial-Other	2	55	D	1,950	1,038	2%	1,192	0.61	No	72%	96	1,288	0.66	No
201	Volusia County	Fawn Lake	Rural Principal Arterial-Other	2	55	C	1,210	649	2%	745	0.62	No	14%	19	764	0.63	No
SR 406 (Garden Street)																	
202	I-95	Singleton	Urban Principal Arterial-Other	4	40	D	3,290	1,436	2%	1,650	0.50	No	14%	19	1,669	0.51	No
203	Singleton	Park	Urban Principal Arterial-Other	4	40	D	3,290	1,476	2%	1,695	0.52	No	6%	8	1,703	0.52	No
595	Carpenter	I-95	Urban Major Collector	2	35	D	1,950	808	2%	928	0.48	No	0%	0	928	0.48	No
Old Dixie																	
240	Dairy	Parker	Urban Major Collector	2	35	E	1,410	90	2%	103	0.07	No	0%	0	103	0.07	No
Parrish																	
241	Singleton	US 1	Urban Major Collector	2	25	E	1,410	115	2%	132	0.09	No	0%	0	132	0.09	No
242	Holder	Singleton	Urban Major Collector	2	25	E	1,410	80	2%	92	0.07	No	0%	0	92	0.07	No
London Town																	
-	Arnold Palmer	Carpenter	Local	2	25	E	1,410	150	2%	159	0.11	No	50%	66	225	0.16	No

Notes

1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.

2. Backgorund (2026) volume developed by applying the calculated growth rates as agreed upon in the TIA Methodology.

3. Percent assigned as the highest percent across the segment.

4. Buildout (2026) volume developed by adding project trips to background (2026) volumes.

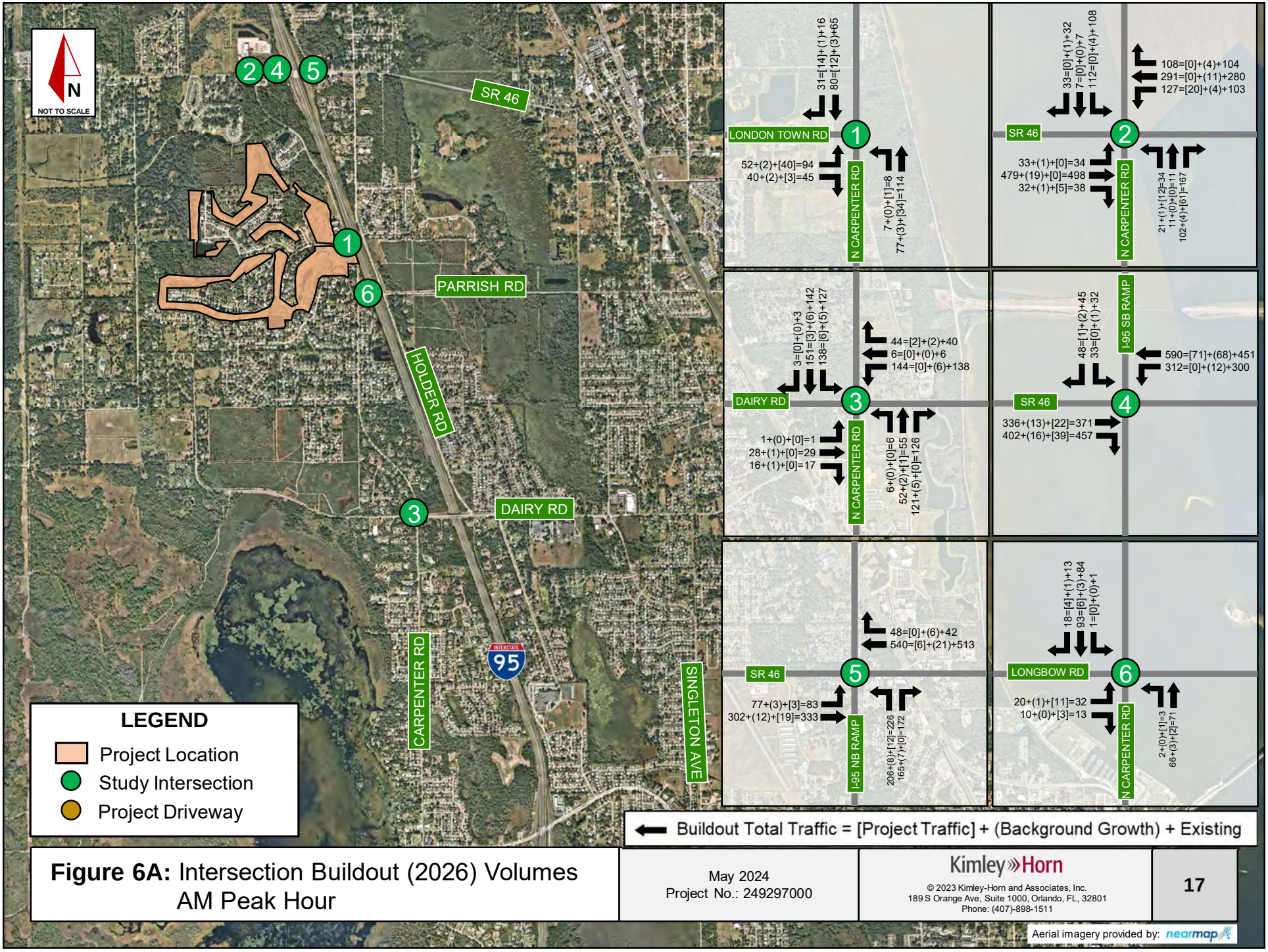

Figure 6A: Intersection Buildout (2026) Volumes
AM Peak Hour

May 2024
Project No.: 249297000

Kimley»Horn

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Aerial imagery provided by: nearmap

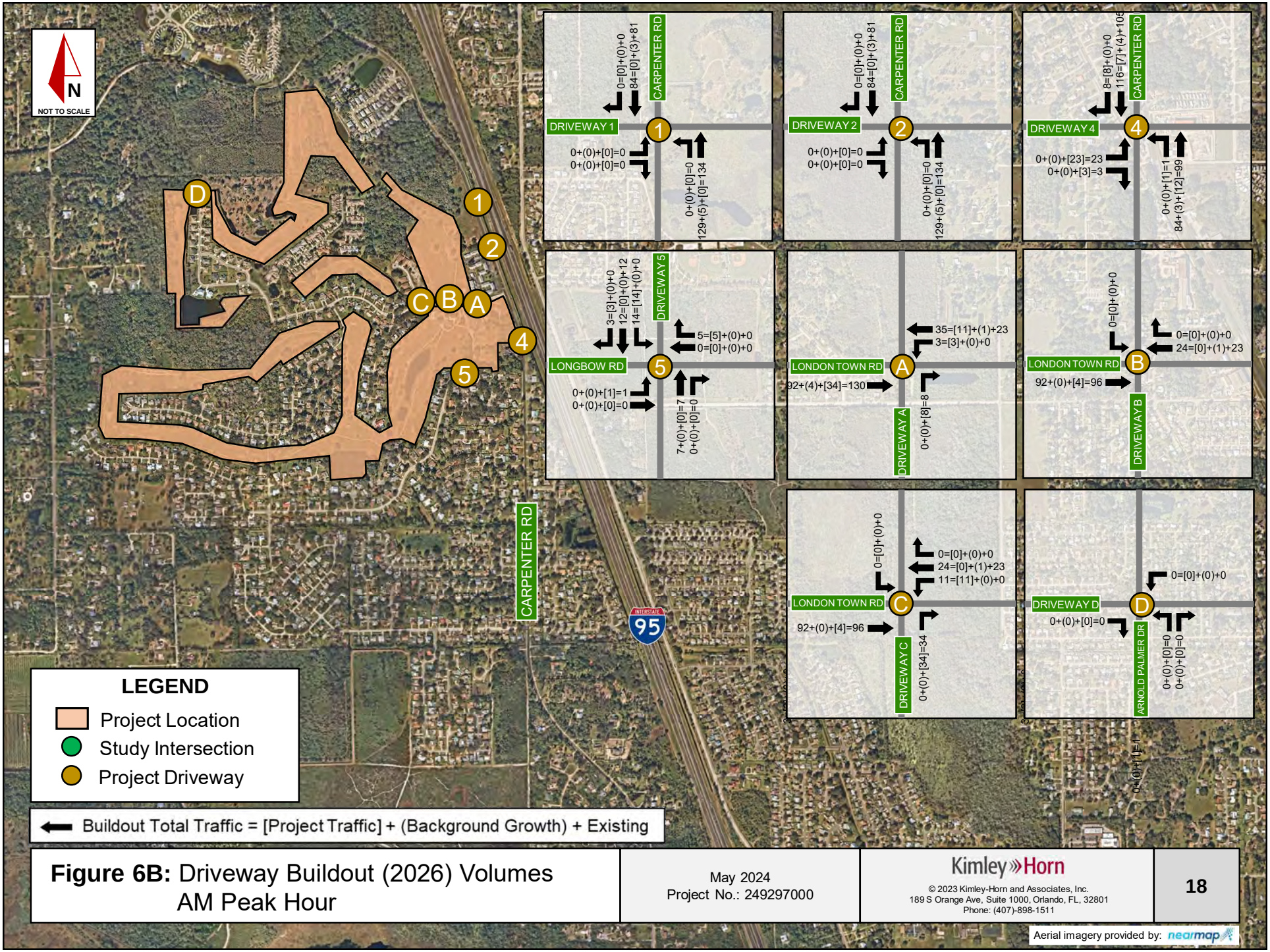

Figure 6B: Driveway Buildout (2026) Volumes
AM Peak Hour

May 2024
Project No.: 249297000

Kimley»Horn

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Aerial imagery provided by: nearmap

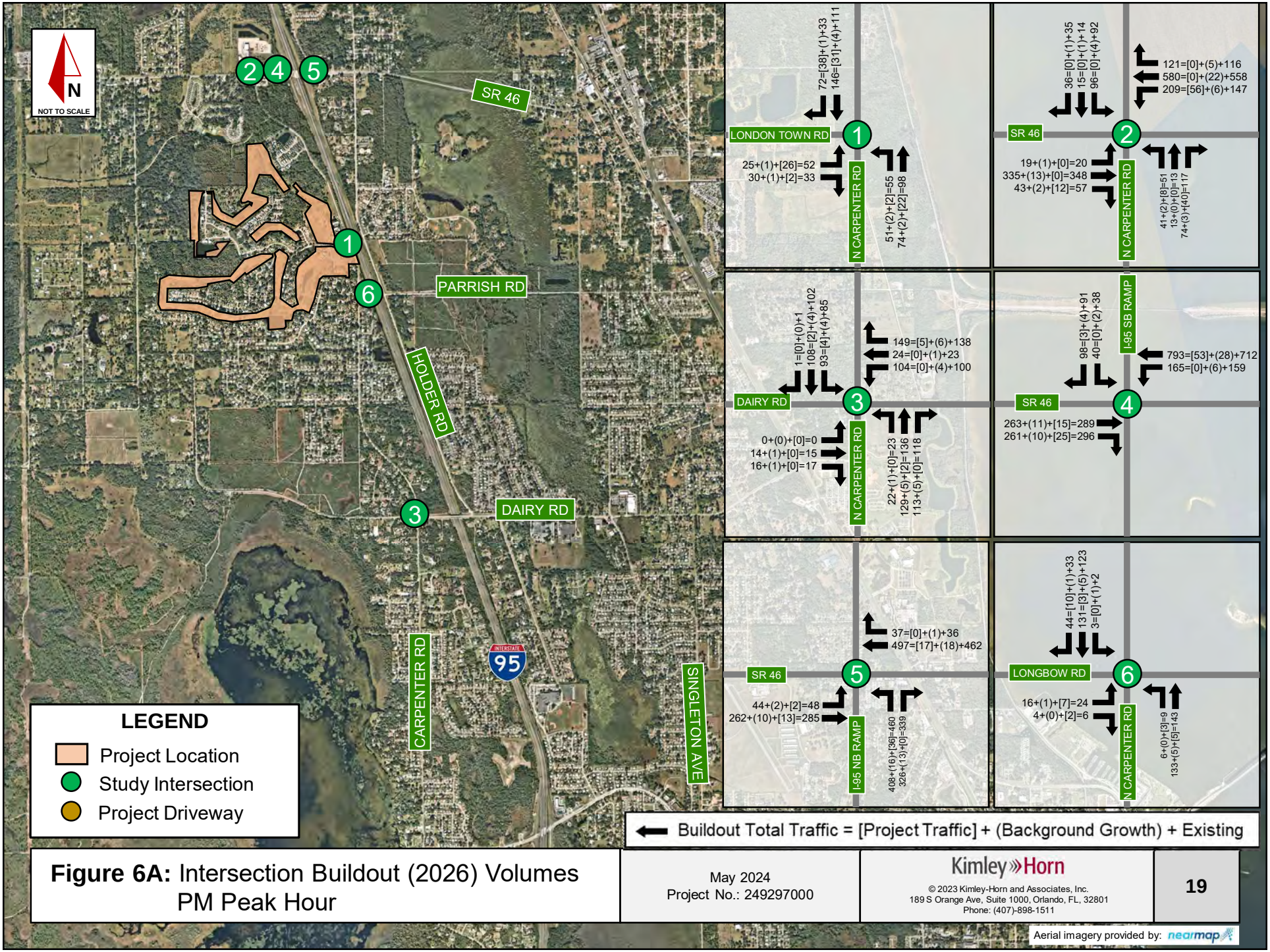

Figure 6A: Intersection Buildout (2026) Volumes
PM Peak Hour

May 2024
Project No.: 249297000

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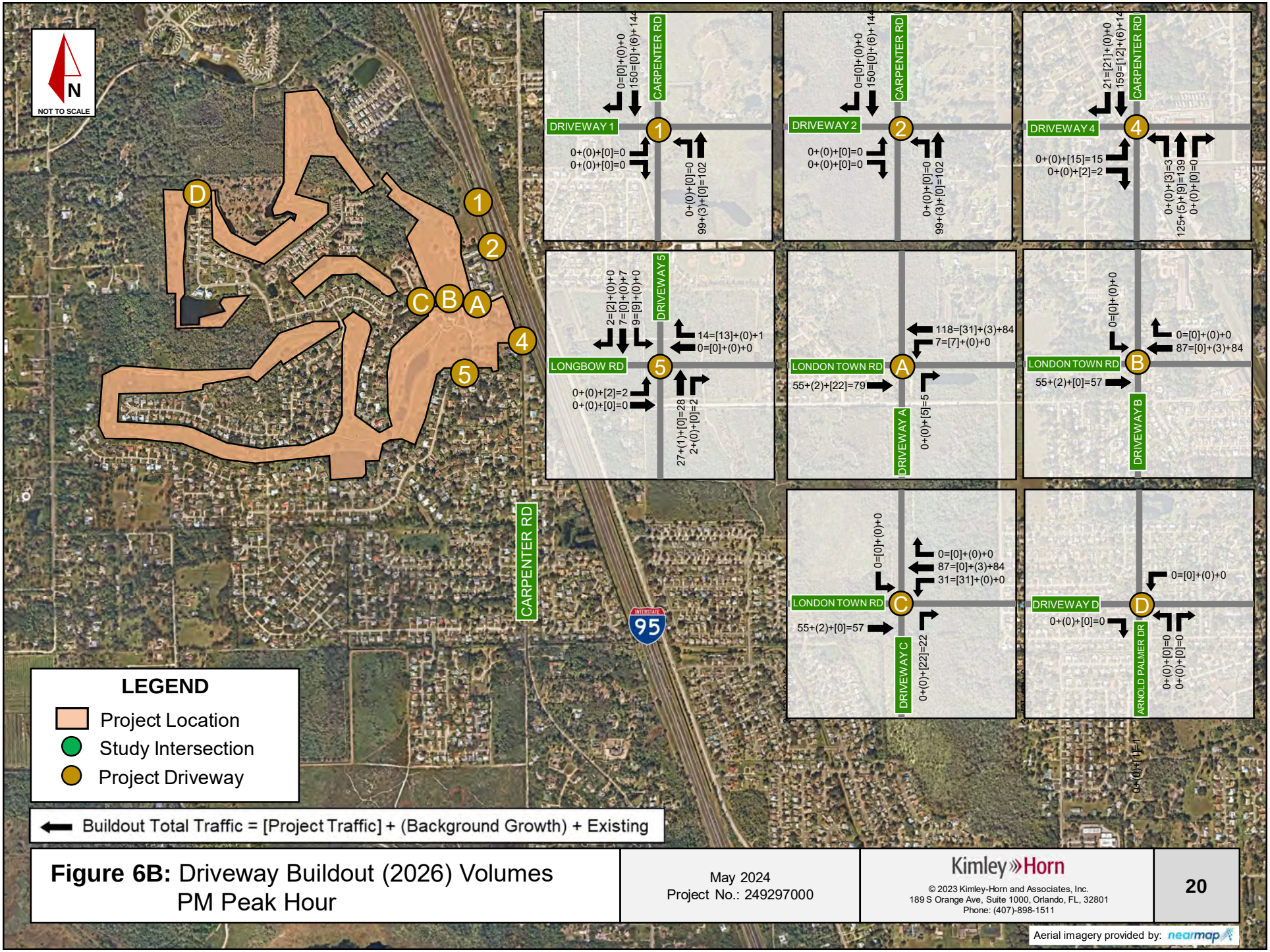

Figure 6B: Driveway Buildout (2026) Volumes
PM Peak Hour

May 2024
Project No.: 249297000

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Aerial imagery provided by: nearmap

4.3 BACKGROUND (2026) INTERSECTION ANALYSIS

An intersection operational analysis was performed for background conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 6th Edition* with Synchro (v11) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour background conditions are provided in **Tables 8 and 9**. Synchro outputs are provided in **Appendix G**.

As shown in **Tables 8 and 9**, all study area intersections are expected to operate at an acceptable LOS overall and v/c ratio in the background (2026) AM and PM peak hour with the exception of the existing deficiencies at the northbound approach at SR 46 & I-95 NB Ramp during both the AM and PM Peak Hour. As the movement continues to operate with acceptable v/c ratios under background (2026) conditions, no improvements are recommended at this intersection.

4.4 BUILDOUT (2026) INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2026 buildout conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 6th Edition* with Synchro (v11) software. Intersection level of service (LOS), delay, and maximum volume to capacity (v/c) ratios for the AM and PM peak hour buildout conditions are provided in **Tables 10 and 11**. Synchro outputs are provided in **Appendix H**.

As shown in the tables below, all study area intersections operate at an acceptable LOS and v/c ratio in the buildout AM and PM peak hour with the exception of the existing and background deficiency.

Table 8: Background (2026) Intersection Conditions (AM Peak Hour)

Background Condition - 2026						
Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	A	0.12	EBL/R
			WB	-	-	-
			NB(L)	A	0.01	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.12**	**EBL/R**
2	Carpenter Rd & SR 46	Signalized	EB	C	0.62	EBT/R
			WB	B	0.33	WBT
			NB	E	0.80	NBT/R
			SB	D	0.72	SBL
			Overall	**C (26.1 s)**	**0.80**	**NBT/R**
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.09	EBL/T/R
			WB	B	0.31	WBL/T
			NB	A	0.29	NBL/T/R
			SB	B	0.47	SBL/T/R
			Overall	**-**	**0.47**	**SBL/T/R**
4	SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.29	WBL
			NB	-	-	-
			SB	C	0.18	SBL
			Overall	**-**	**0.29**	**WBL**
5	SR 46 & I-95 NB Ramp	Signalized	EB	A	0.25	EBL
			WB	B	0.26	WBT
			NB	F	0.93	NBL
			SB	-	-	-
			Overall	**C (27.0 s)**	**0.93**	**NBL**
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	A	0.04	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.00	NBL
			SB (L)	A	0.00	SBL/T/R
			Overall	**-**	**0.04**	**EBL/T/R**

Table 9: Background (2026) Intersection Conditions (PM Peak Hour)

Background Condition - 2026						
Intersection		Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.08	EBL/R
			WB	-	-	-
			NB(L)	A	0.04	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.08**	**EBL/R**
2	Carpenter Rd & SR 46	Signalized	EB	B	0.42	EBT/R
			WB	B	0.58	WBT
			NB	E	0.75	NBT/R
			SB	D	0.66	SBL
			Overall	**C (22.8 s)**	**0.75**	**NBT/R**
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.05	EBL/T/R
			WB	A	0.24	WBL/T
			NB	B	0.39	NBL/T/R
			SB	B	0.31	SBL/T/R
			Overall	**-**	**0.39**	**NBL/T/R**
4	SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.13	WBL
			NB	-	-	-
			SB	C	0.24	SBR
			Overall	**-**	**0.24**	**SBR**
5	SR 46 & I-95 NB Ramp	Signalized	EB	B	0.23	EBT
			WB	C	0.25	WBT
			NB	F	0.95	NBL
			SB	-	-	-
			Overall	**D (44.2 s)**	**0.95**	**NBL**
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.11	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.01	NBL
			SB (L)	A	0.00	SBL
			Overall	**-**	**0.11**	**EBL/T/R**

Table 10: Buildout (2026) Intersection Conditions (AM Peak Hour)

Buildout Condition - 2026						
Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.19	EBL/R
			WB	-	-	-
			NB(L)	A	0.01	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.19**	**EBL/R**
2	Carpenter Rd & SR 46	Signalized	EB	C	0.68	EBT/R
			WB	B	0.33	WBT
			NB	E	0.87	NBT/R
			SB	D	0.72	SBL
			Overall	**C (31.6 s)**	**0.87**	**NBT/R**
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.09	EBL/T/R
			WB	B	0.32	WBL/T
			NB	A	0.29	NBL/T/R
			SB	B	0.49	SBL/T/R
			Overall	**-**	**0.49**	**SBL/T/R**
4	SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.30	WBL
			NB	-	-	-
			SB	C	0.18	SBL
			Overall	**-**	**0.30**	**WBL**
5	SR 46 & I-95 NB Ramp	Signalized	EB	A	0.27	EBT
			WB	B	0.27	WBT
			NB	F	0.93	NBL
			SB	-	-	-
			Overall	**C (27.6s)**	**0.93**	**NBL**
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	A	0.06	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.00	NBL
			SB (L)	A	0.00	SBL/T/R
			Overall	**-**	**0.06**	**EBL/T/R**
Driveway #4	Ingress/Egress #4 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.04	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.04**	**EBL/R**
Driveway #5	Longbow Rd & Ingress/Egress #4	Unsignalized (TWSC)	EB(L)	A	0.00	EBL/T/R
			WB(L)	A	0.00	WBL
			NB	-	-	-
			SB	A	0.03	SBL/T/R
			Overall	**-**	**0.03**	**SBL/T/R**
Driveway A	London Tower Rd & Pod 1 Connection	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	0.00	WBL
			NB	A	0.01	NBL/R
			SB	-	-	-
			Overall	**-**	**0.01**	**NBL/R**
Driveway C	London Tower Rd & Pod 1/Pod 4 Connection	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.01	WBL
			NB(L)	A	0.04	NBL/R
			SB(L)	-	-	-
			Overall	**-**	**0.04**	**NBL/R**

Table 11: Buildout (2026) Intersection Conditions (PM Peak Hour)

Buildout Condition - 2026						
Intersection		Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.14	EBL/R
			WB	-	-	-
			NB(L)	A	0.05	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.14**	**EBL/R**
2	Carpenter Rd & SR 46	Signalized	EB	B	0.46	EBT/R
			WB	B	0.61	WBT
			NB	E	0.81	NBT/R
			SB	D	0.66	SBL
			Overall	**C (25.1 s)**	**0.81**	**NBT/R**
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.05	EBL/T/R
			WB	B	0.24	WBL/T
			NB	B	0.40	NBL/T/R
			SB	B	0.32	SBL/T/R
			Overall	**-**	**0.40**	**NBL/T/R**
4	SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.14	WBL
			NB	-	-	-
			SB	C	0.26	SBR
			Overall	**-**	**0.26**	**SBR**
5	SR 46 & I-95 NB Ramp	Signalized	EB	B	0.24	EBT
			WB	C	0.27	WBT
			NB	F	0.96	NBL
			SB	-	-	-
			Overall	**D (46.2s)**	**0.96**	**NBL**
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.05	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.01	NBL
			SB (L)	A	0.00	SBL
			Overall	**-**	**0.05**	**EBL/T/R**
Driveway #4	Ingress/Egress #4 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.03	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	0
			SB(L)	-	-	-
			Overall	**-**	**0.03**	**EBL/R**
Driveway #5	Longbow Rd & Ingress/Egress #4	Unsignalized (TWSC)	EB	A	0.00	EBL/R
			WB	A	0.00	WBL
			NB(L)	-	-	-
			SB(L)	A	0.02	SBL/T/R
			Overall	**-**	**0.02**	**SBL/T/R**
Driveway A	London Tower Rd & Pod 1 Connection	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.01	WBL
			NB(L)	A	0.01	NBL/R
			SB(L)	-	-	-
			Overall	**-**	**0.01**	**NBL/R**
Driveway C	London Tower Rd & Pod 1/Pod 4 Connection	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.02	WBL
			NB(L)	A	0.02	NBL/R
			SB(L)	-	-	-
			Overall	**-**	**0.02**	**NBL/R**

5.0 PODS 3, 4 & 5 DEVELOPMENT TRAFFIC

Pods 3, 4, and 5 of the Sherwood Gold Club PUD development is proposed to consist of the following:

- 41 Single-family homes (Pod 3)
- 158 Townhomes (Pod 4)
- 178 Apartment Units (Pod 5)

Buildout of these pods is anticipated in 2030. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout. The adopted regional travel demand model was used to forecast the distribution of trips throughout the study area.

5.1 TRIP GENERATION

Trip generation for the proposed project was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The following Land Use Codes (LUCs) were used for the proposed development.

- ITE LUC 210 – Single-Family Detached Housing
- ITE LUC 215 – Single-Family Attached Housing
- ITE LUC 220 – Multifamily Housing (Low-Rise)

Relevant excerpts from the *Trip Generation Manual* are included in **Appendix H.**

Table 12 provides the Daily, AM peak hour, and PM peak hour trip generation summary for the project. The proposed site is anticipated to generate 2,814 daily trips, 187 AM peak hour trips (46 inbound and 141 outbound), and 231 PM peak hour trips (142 inbound and 89 outbound).

5.2 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived with use of the most recent adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the latest Central Florida Regional Planning Model set and 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 build-out year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing the percent of daily project distribution is provided in **Appendix I**.

Daily model project distribution was referenced to manually assign project distribution at the study area intersections and driveways in general accordance with the model output. **Figure 6** shows the intersection movement project distribution within the study area for use in forecasting project trips.

5.3 TRIP ASSIGNMENT

The project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 7** shows the anticipated project trip assignment at the study area intersections during the AM and PM peak hours.

Table 12: Trip Generation

	POD	Land Use	ITE LUC[1]	Size	Units	Trip Generation Equation	Daily				
							Total	In[1]		Out[1]	
Daily	3	Single-Family Detached Housing	210	41	DU	Ln (T) = 0.92 * Ln (X) + 2.68	444	50%	222	50%	222
	4	Single-Family Attached Housing	215	158	DU	T = 7.62 * X - 50.48	1,154	50%	577	50%	577
	5	Multifamily Housing (Low-Rise)	220	178	DU	T = 6.41 * X + 75.31	1,216	50%	608	50%	608
	Total Generated Trips						**2,814**	**1,407**		**1,407**	
	POD	**Land Use**	**ITE LUC[1]**	**Size**	**Units**	**Trip Generation Equation**	**AM Peak Hour**				
							Total	**In[1]**		**Out[1]**	
AM Peak Hour	3	Single-Family Detached Housing	210	41	DU	Ln (T) = 0.91 * Ln (X) +0.12	33	25%	8	75%	25
	4	Single-Family Attached Housing	215	158	DU	T = 0.52 * X - 5.70	76	25%	19	75%	57
	5	Multifamily Housing (Low-Rise)	220	178	DU	T = 0.31 * X +22.85	78	24%	19	76%	59
	Total Generated Trips						**187**	**46**		**141**	
	POD	**Land Use**	**ITE LUC[1]**	**Size**	**Units**	**Trip Generation Equation**	**PM Peak Hour**				
							Total	**In[1]**		**Out[1]**	
PM Peak Hour	3	Single-Family Detached Housing	210	41	DU	Ln (T) = 0.94 * Ln (X) + 0.28	43	63%	27	37%	16
	4	Single-Family Attached Housing	215	158	DU	T = 0.60 * X - 3.93	91	59%	54	41%	37
	5	Multifamily Housing (Low-Rise)	220	178	DU	T = 0.43 * X + 20.55	97	63%	61	37%	36
	Total Generated Trips						**231**	**142**		**89**	

Note: [1] Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition

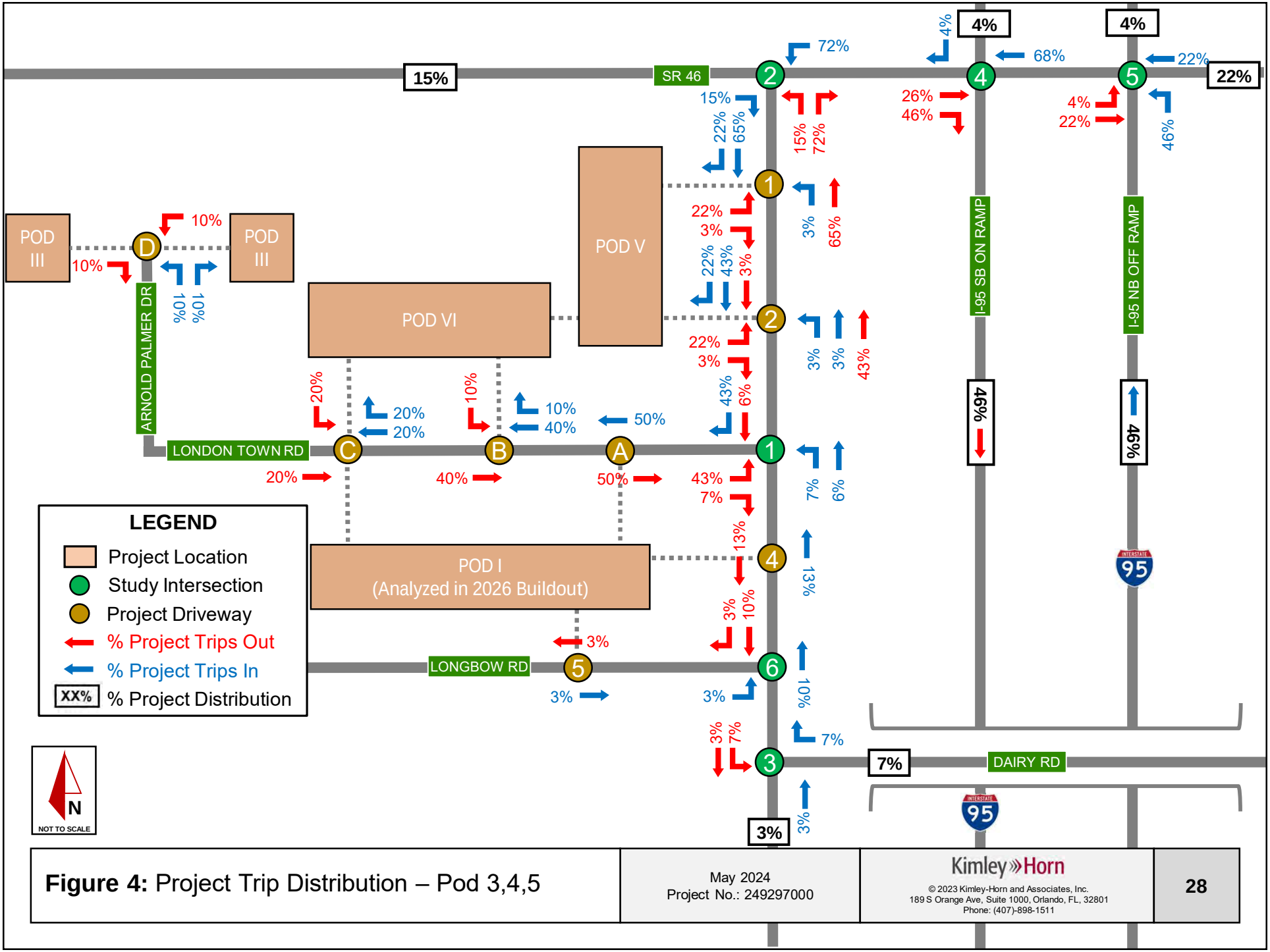

Figure 4: Project Trip Distribution – Pod 3,4,5

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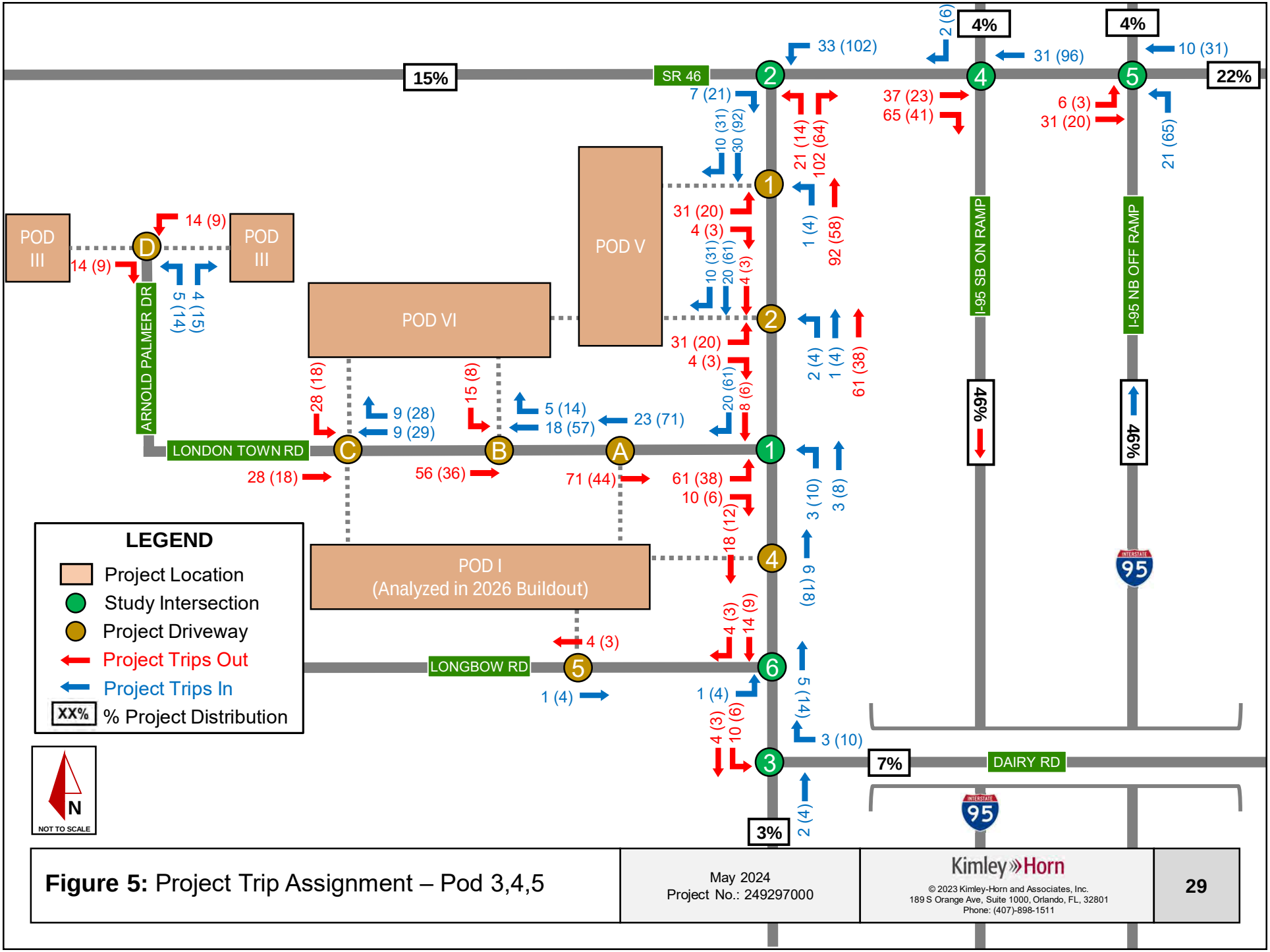

Figure 5: Project Trip Assignment – Pod 3,4,5

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6.0 POD 3, 4 & 5 FUTURE OPERATIONS (2030)

6.1 BACKGROUND AND BUILDOUT TRAFFIC

Traffic conditions were evaluated for year 2020 background conditions, without the impact of project trips from Pods 3, 4, or 5 on the roadway network. Background (2030) volumes on study area roadway segments and intersections were derived by applying a 2% annual growth rate over 4 year (2026 to 2030) to the buildout 2026 volumes.

Buildout 2030 volumes were developed by adding anticipated project trips to background 2030 volumes.

Adjusted turning movement volume worksheets for all intersections can be found in **Appendix E.**

Figures 8 and 9 illustrate turning movement buildout 2030 volumes at the study intersections for the AM and PM peak hour, respectively.

6.2 2030 ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was performed within the study area to determine background and buildout Daily and PM peak hour conditions. The analysis was conducted by comparing the projected 2026 background and buildout AADT and PM peak hour two-way segment volumes to the segment's Maximum Service Volumes (MSV).

The background and buildout 2030 roadway segment data is included in **Tables 13 and 14** for Daily and PM peak hour conditions, respectively. As shown in the tables, the analysis identifies no capacity deficiencies under 2030 conditions.

Table 13: 2030 Roadway Segment Analysis (Daily)

Roadway			Roadway Attributes					Daily - Background (2030)					Daily - Ultimate Buildout (2030)				
													Project Trips		Buildout		
Link ID	From	To	Functional Classification	Number of Lanes	Speed Limit	Adopted LOS [1]	Daily MSV [1]	Buildout 2026 AADT	Growth Rate	2030 AADT[2]	V/C Ratio	Background Deficiency?	% Assign [3]	Project Trips	2030 AADT [4]	V/C Ratio	Buildout Deficiency?
Carpenter																	
183	Dairy	SR-46	Urban Major Collector	2	40	E	15,600	6,599	2%	7,143	0.46	No	87%	2,448	9,591	0.61	No
184	Garden	Dairy	Urban Major Collector	2	30	E	15,600	5,918	2%	6,406	0.41	No	3%	84	6,490	0.42	No
188	Fox Lake	Garden	Urban Major Collector	2	30	E	15,600	3,990	2%	4,318	0.28	No	1%	28	4,346	0.28	No
Dairy																	
185	Carpenter	Holder	Urban Major Collector	2	30	E	15,600	5,837	2%	6,318	0.41	No	7%	197	6,515	0.42	No
523	Holder	Singleton	Urban Major Collector	2	30	E	15,600	6,769	2%	7,327	0.47	No	6%	169	7,496	0.48	No
186	Singleton	Old Dixie	Urban Major Collector	2	30	E	15,600	7,376	2%	7,984	0.51	No	2%	56	8,040	0.52	No
SR 46																	
199	I-95	US 1	Urban Principal Arterial-Other	2	45	D	21,700	13,901	2%	15,047	0.69	No	22%	619	15,666	0.72	No
200	Fawn Lake	I-95	Urban Principal Arterial-Other	2	55	D	21,700	12,624	2%	13,664	0.63	No	72%	2,026	15,690	0.72	No
201	Volusia County	Fawn Lake	Rural Principal Arterial-Other	2	55	C	19,600	7,542	2%	8,164	0.42	No	14%	394	8,558	0.44	No
SR 406 (Garden Street)																	
202	I-95	Singleton	Urban Principal Arterial-Other	4	40	D	36,600	17,696	2%	19,154	0.52	No	14%	394	19,548	0.53	No
203	Singleton	Park	Urban Principal Arterial-Other	4	40	D	36,600	17,680	2%	19,137	0.52	No	6%	169	19,306	0.53	No
595	Carpenter	I-95	Urban Major Collector	2	35	D	21,700	8,053	2%	8,717	0.40	No	0%	0	8,717	0.4	No
Old Dixie																	
240	Dairy	Parker	Urban Major Collector	2	35	E	15,600	983	2%	1,064	0.07	No	0%	0	1,064	0.07	No
Parrish																	
241	Singleton	US 1	Urban Major Collector	2	25	E	15,600	777	2%	841	0.05	No	0%	0	841	0.05	No
242	Holder	Singleton	Urban Major Collector	2	25	E	15,600	1,237	2%	1,339	0.09	No	0%	0	1,339	0.09	No
London Town																	
-	Arnold Palmer	Carpenter	Local	2	25	E	15,600	2,456	2%	2,658	0.17	No	50%	1,407	4,065	0.26	No

Notes

1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.

2. Backgorund (2030) AADT developed by applying the calculated growth rates as agreed upon in the TIA Methodology.

3. Percent assigned as the highest percent across the segment.

4. Buildout (2030) AADT developed by adding project trips to background (2030) volumes.

Table 14: 2030 Roadway Segment Analysis (PM Peak Hour)

Roadway			Roadway Attributes					Peak Hour - Background (2030)					Peak Hour - Buildout (2030)				
													Project Trips		Buildout 2030		
Link ID	From	To	Functional Classification	Number of Lanes	Speed Limit	Adopted LOS[1]	Peak Hour Two-Way MSV[1]	Buildout 2026 Peak Hour Two-Way Volume	Growth Rate	Background 2030 Peak Hour Two-Way Volume[2]	V/C Ratio	Background Deficiency?	% Assign[3]	Project Trips	Peak Hour Two-way Volume[4]	V/C Ratio	Buildout Deficiency?
Carpenter																	
183	Dairy	SR-46	Urban Major Collector	2	30	E	1,410	662	2%	717	0.51	No	87%	201	918	0.65	No
184	Garden	Dairy	Urban Major Collector	2	30	E	1,410	636	2%	688	0.49	No	3%	7	695	0.49	No
188	Fox Lake	Garden	Urban Major Collector	2	30	E	1,410	427	2%	462	0.33	No	1%	2	464	0.33	No
Dairy																	
185	Carpenter	Holder	Urban Major Collector	2	30	E	1,410	621	2%	672	0.48	No	7%	16	688	0.49	No
523	Holder	Singleton	Urban Major Collector	2	30	E	1,410	802	2%	868	0.62	No	6%	14	882	0.63	No
186	Singleton	Old Dixie	Urban Major Collector	2	30	E	1,410	823	2%	891	0.63	No	2%	5	896	0.64	No
SR 46																	
199	I-95	US 1	Urban Principal Arterial-Other	2	45	D	1,600	1,314	2%	1,422	0.89	No	22%	51	1,473	0.92	No
200	Fawn Lake	I-95	Urban Principal Arterial-Other	2	55	D	1,600	1,288	2%	1,394	0.87	No	72%	166	1,560	0.98	No
201	Volusia County	Fawn Lake	Rural Principal Arterial-Other	2	55	C	1,210	764	2%	827	0.68	No	14%	32	859	0.71	No
SR 406 (Garden Street)																	
202	I-95	Singleton	Urban Principal Arterial-Other	4	40	D	3,290	1,669	2%	1,807	0.55	No	14%	32	1,839	0.56	No
203	Singleton	Park	Urban Principal Arterial-Other	4	40	D	3,290	1,703	2%	1,843	0.56	No	6%	14	1,857	0.56	No
595	Carpenter	I-95	Urban Major Collector	2	35	D	1,950	928	2%	1,004	0.51	No	0%	0	1,004	0.51	No
Old Dixie																	
240	Dairy	Parker	Urban Major Collector	2	35	E	1,410	103	2%	111	0.08	No	0%	0	111	0.08	No
Parrish																	
241	Singleton	US 1	Urban Major Collector	2	25	E	1,410	132	2%	143	0.10	No	0%	0	143	0.10	No
242	Holder	Singleton	Urban Major Collector	2	25	E	1,410	92	2%	100	0.07	No	0%	0	100	0.07	No
London Town																	
-	Arnold Palmer	Carpenter	Local	2	25	E	1,410	225	2%	244	0.17	No	50%	115	359	0.25	No

Notes

1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.

2. Backgorund (2030) volume developed by applying the calculated growth rates as agreed upon in the TIA Methodology.

3. Percent assigned as the highest percent across the segment.

4. Buildout (2030) volume developed by adding project trips to background (2030) volumes.

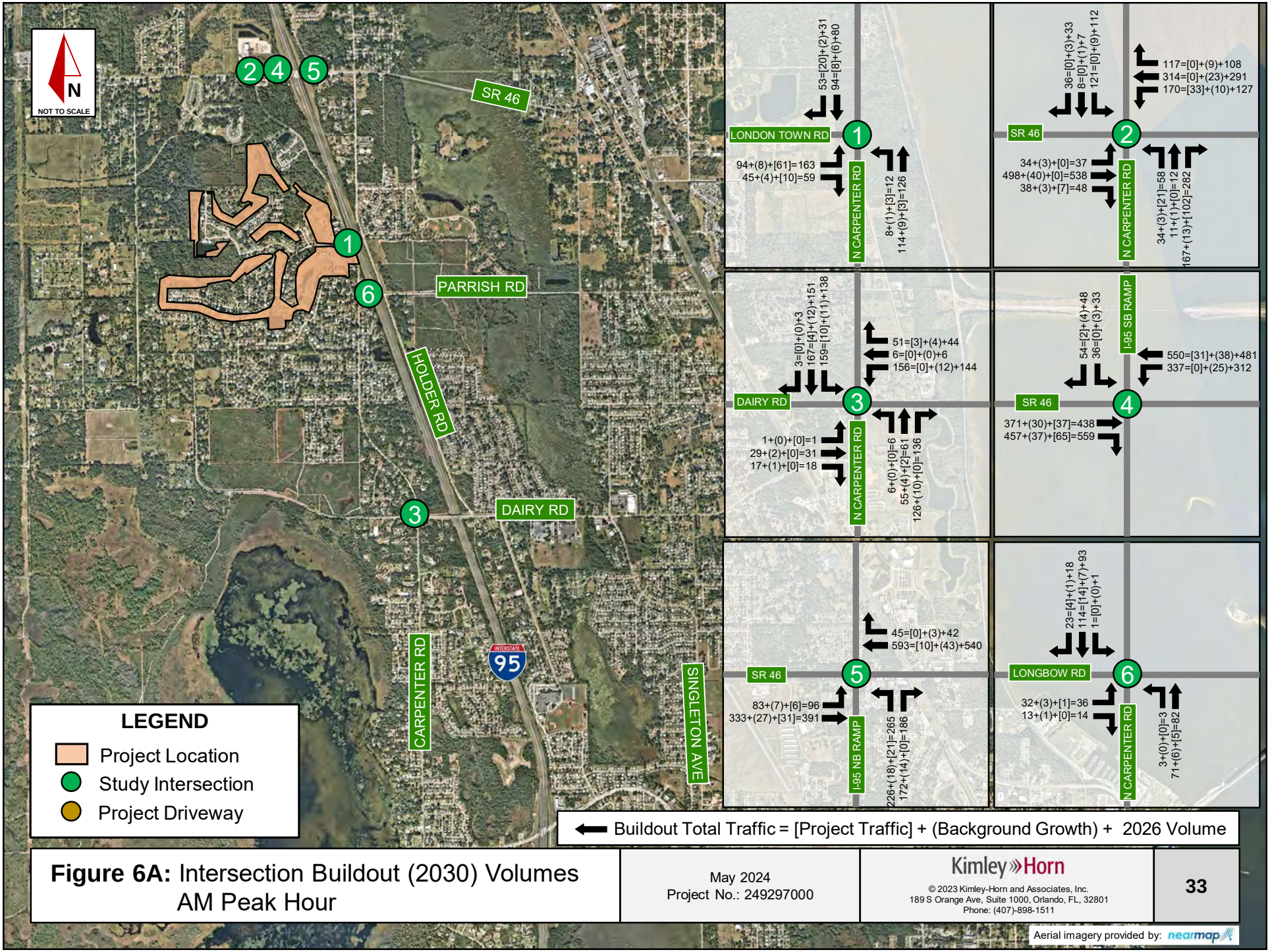


Figure 6A: Intersection Buildout (2030) Volumes
AM Peak Hour

May 2024
Project No.: 249297000

Kimley»Horn

189 S Orange Ave, Suite 1000, Orlando, FL, 32801
Phone: (407)-898-1511

Aerial imagery provided by: nearmap

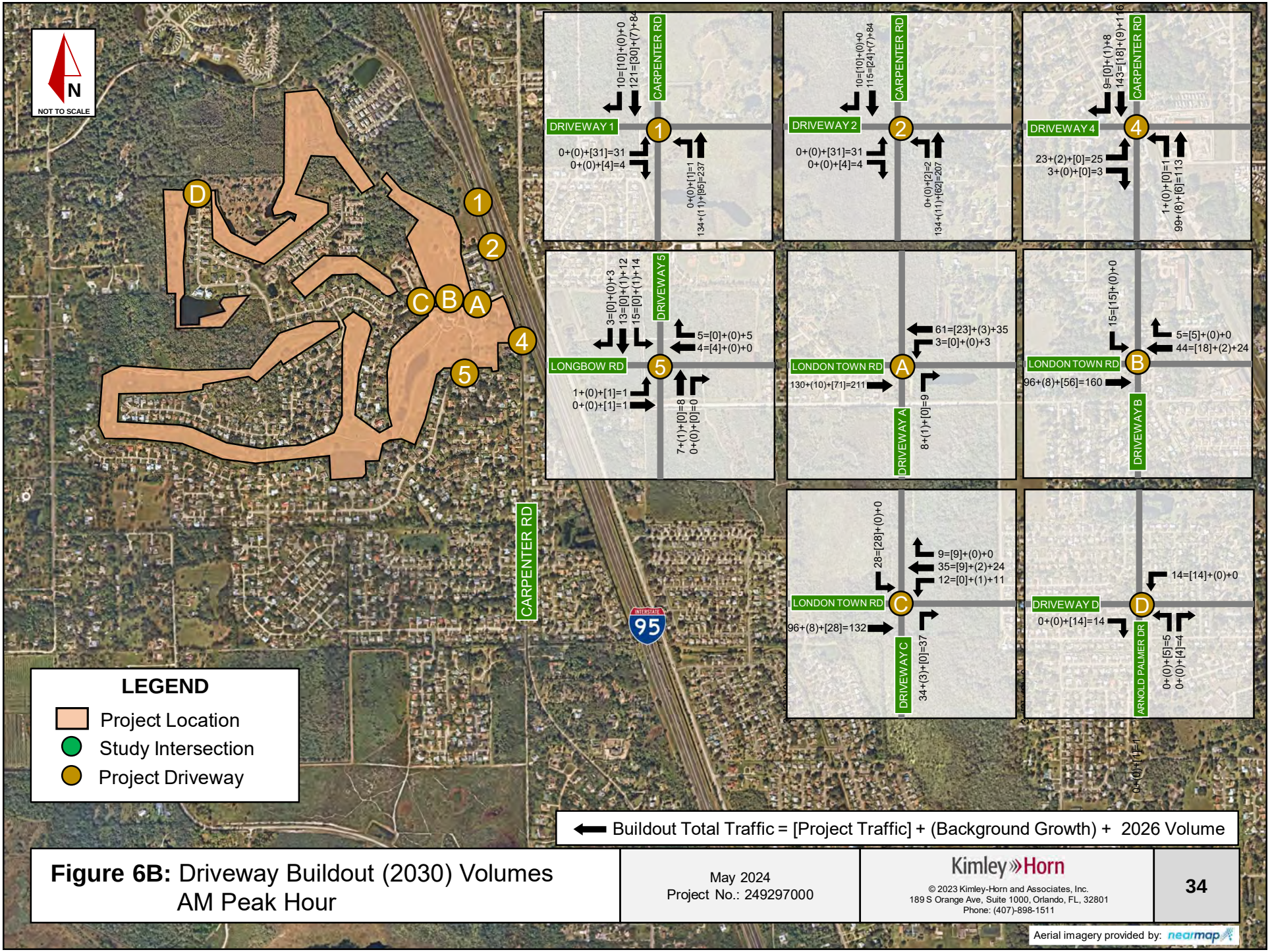


Figure 6B: Driveway Buildout (2030) Volumes
AM Peak Hour

May 2024
Project No.: 249297000

Kimley»Horn

189 S Orange Ave, Suite 1000, Orlando, FL, 32801
Phone: (407)-898-1511

Aerial imagery provided by: nearmap

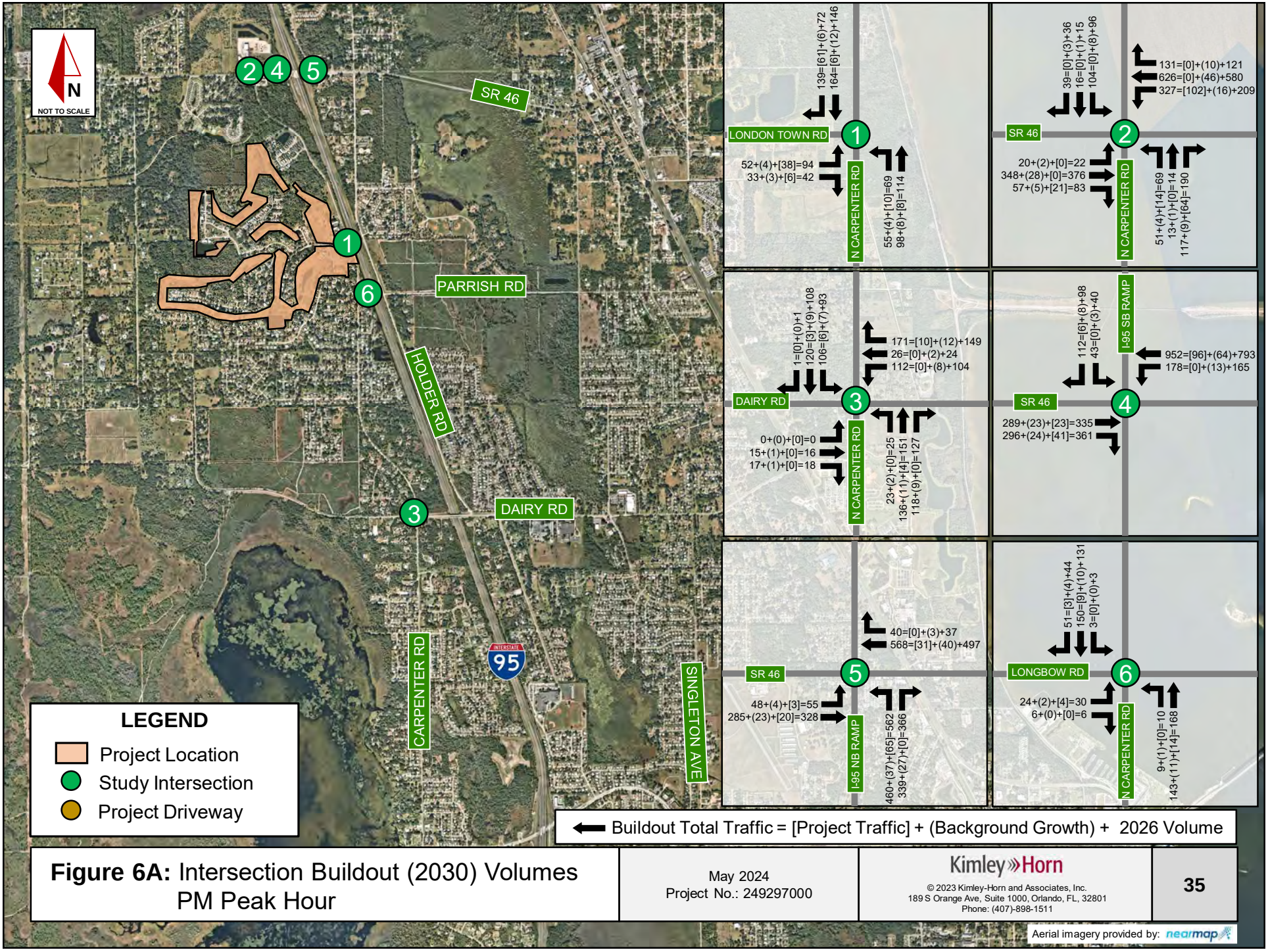


Figure 6A: Intersection Buildout (2030) Volumes
PM Peak Hour

May 2024
Project No.: 249297000

Kimley»Horn

189 S Orange Ave, Suite 1000, Orlando, FL, 32801
Phone: (407)-898-1511

Aerial imagery provided by: nearmap

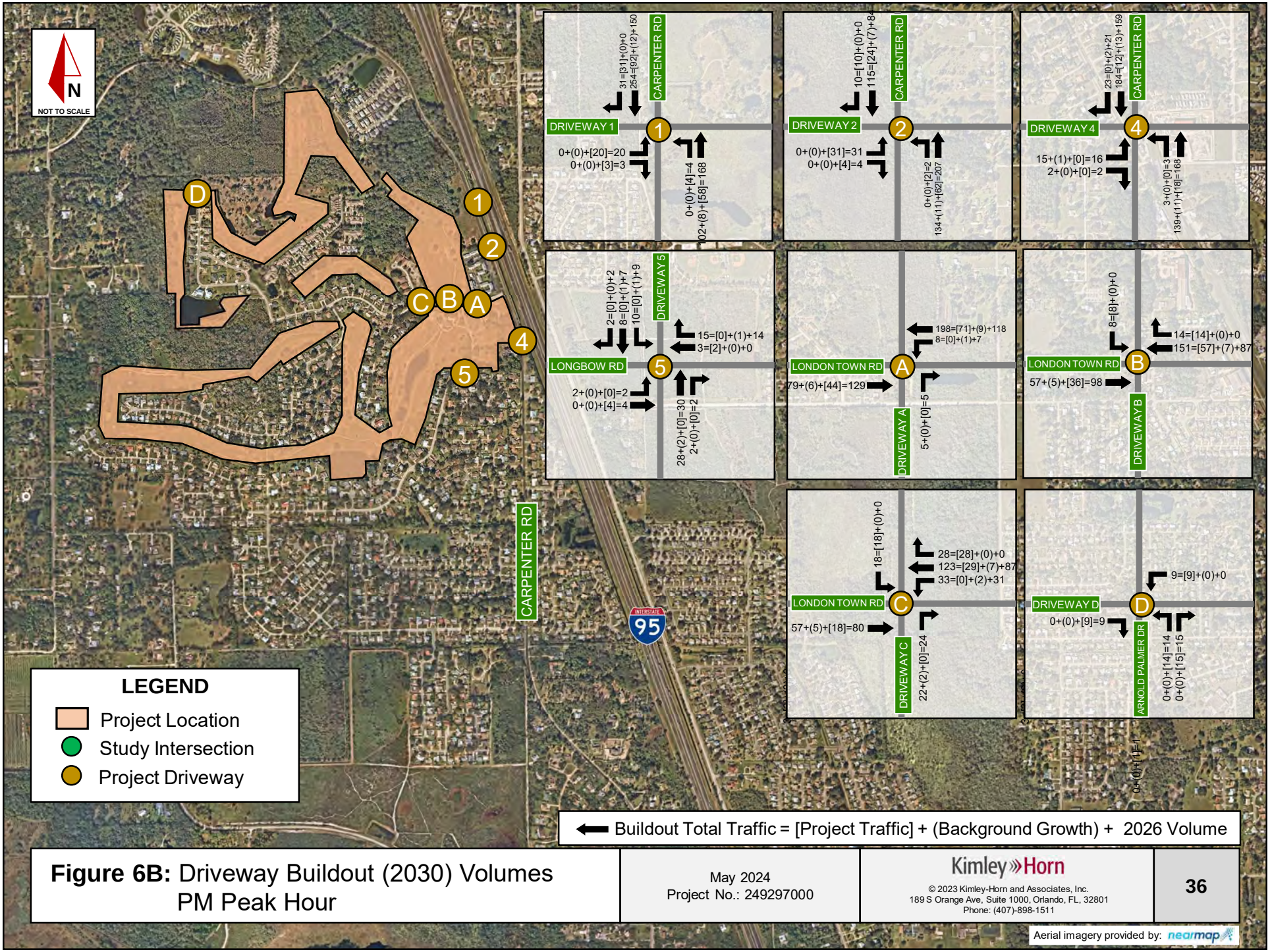


Figure 6B: Driveway Buildout (2030) Volumes
PM Peak Hour

May 2024
Project No.: 249297000

Kimley»Horn

189 S Orange Ave, Suite 1000, Orlando, FL, 32801
Phone: (407)-898-1511

Aerial imagery provided by: nearmap

6.3 BACKGROUND (2030) INTERSECTION ANALYSIS

An intersection operational analysis was performed for background conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 6th Edition* with Synchro (v11) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour background conditions are provided in **Tables 15 and 16**. Synchro outputs are provided in **Appendix G**.

As shown in **Tables 15 and 16**, all study area intersections are expected to operate at an acceptable LOS overall and v/c ratio in the background (2030) AM and PM peak hour with the exception of the existing and 2026 deficiencies at the northbound approach at SR 46 & I-95 NB Ramp during both the AM and PM Peak Hour. As the movement continues to operate with acceptable v/c ratios under background (2030) conditions, no improvements are recommended at this intersection.

6.4 BUILDOUT (2030) INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2026 buildout conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 6th Edition* with Synchro (v11) software. Intersection level of service (LOS), delay, and maximum volume to capacity (v/c) ratios for the AM and PM peak hour buildout conditions are provided in **Tables 17 and 18**. Synchro outputs are provided in **Appendix H**.

As shown in the tables below, all study area intersections operate at an acceptable LOS and v/c ratio in the buildout AM and PM peak hour with the exception of the existing and background deficiency and the following buildout deficiency:

- The shared northbound through/right-turn movement at the Carpenter Road & SR 46 intersection operates at LOS F with a v/c of over one (1.0) during the AM Peak Hour.

6.5 IMPROVED BUILDOUT INTERSECTION ANALYSIS

To mitigate this buildout deficiency at the intersection of SR 46 & N Carpenter Road, signal timings adjustments during the AM peak hour are recommended at this intersection. **Table 19** provides the improved intersection's LOS and maximum volume to capacity (v/c) ratios for the AM peak hour. With the recommended improvements, all intersections are anticipated to operate within capacity under buildout AM and PM peak hour conditions. Synchro outputs for improved buildout conditions are provided in **Appendix H.**

Without the signal timing improvements, the northbound through/right movement capacity is 274 vehicles. Under background 2030 conditions, a total of 192 vehicles (12 straight + 180 right) are anticipated to complete the through/right movement. Therefore, the remaining capacity for project trips (without signal timing adjustments) is 82 vehicles. 102 trips are assigned to the right movement and 0 project trips are assigned to the through movement. Therefore, the signal timings adjustments are needed when buildout of Pods 3, 4, and 5 is 80% (= 82/102) complete.

Table 15: Background (2030) Intersection Conditions (AM Peak Hour)

Background Condition - 2030						
Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.21	EBL/R
			WB	-	-	-
			NB(L)	A	0.01	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.21**	**EBL/R**
2	Carpenter Rd & SR 46	Signalized	EB	C	0.76	EBR
			WB	B	0.40	WBL
			NB	E	0.88	NBT/R
			SB	D	0.73	SBL
			Overall	**C (33.9 s)**	**0.88**	**NBT/R**
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.10	EBL/T/R
			WB	B	0.35	WBL/T
			NB	B	0.33	NBL/T/R
			SB	B	0.54	SBL/T/R
			Overall	**-**	**0.54**	**SBL/T/R**
4	SR 46 & I-95 SB Ramp	Signalized	EB	-	-	-
			WB	A	0.33	WBL
			NB	-	-	-
			SB	C	0.23	SBL
			Overall	**-**	**0.33**	**WBL**
5	SR 46 & I-95 NB Ramp	Signalized	EB	A	0.29	EBT
			WB	B	0.29	WBT
			NB	F	0.94	NBL
			SB	-	-	-
			Overall	**C (28.3 s)**	**0.94**	**NBL**
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	A	0.07	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.00	NBL
			SB (L)	A	0.00	SBL/T/R
			Overall	**-**	**0.07**	**EBL/T/R**

Table 16: Background (2030) Intersection Conditions (PM Peak Hour)

Background Condition - 2030						
Intersection		Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.16	EBL/R
			WB	-	-	-
			NB(L)	A	0.05	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.16**	**EBL/R**
2	Carpenter Rd & SR 46	Signalized	EB	C	0.50	EBT/R
			WB	B	0.67	WBT
			NB	E	0.82	NBT/R
			SB	D	0.71	SBL
			Overall	**C (26.7 s)**	**0.82**	**NBT/R**
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.06	EBL/T/R
			WB	B	0.26	WBL/T
			NB	B	0.44	NBL/T/R
			SB	B	0.35	SBL/T/R
			Overall	**-**	**0.44**	**NBL/T/R**
4	SR 46 & I-95 SB Ramp	Signalized	EB	-	-	-
			WB	A	0.15	WBT
			NB	-	-	-
			SB	C	0.30	SBR
			Overall	**-**	**0.30**	**SBR**
5	SR 46 & I-95 NB Ramp	Signalized	EB	B	0.27	EBT
			WB	C	0.31	WBT
			NB	F	0.96	NBL
			SB	-	-	-
			Overall	**D (47.8 s)**	**0.96**	**NBL**
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.05	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.01	NBL
			SB (L)	A	0.00	SBL/T/R
			Overall	**-**	**0.05**	**EBL/T/R**

Table 17: Buildout (2030) Intersection Conditions (AM Peak Hour)

Buildout Condition - 2030						
Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.32	EBL/R
			WB	-	-	-
			NB(L)	A	0.01	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.32**	**EBL/R**
2	Carpenter Rd & SR 46	Signalized	EB	C	0.81	EBT/L
			WB	C	0.53	WBT
			NB	F	1.17	NBT/R
			SB	D	0.73	SBL
			Overall	**D (53.1 s)**	**1.17**	**NBT/R**
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.10	EBL/T/R
			WB	B	0.35	WBL/T
			NB	B	0.33	NBL/T/R
			SB	C	0.57	SBL/T/R
			Overall	**-**	**0.57**	**SBL/T/R**
4	SR 46 & I-95 SB Ramp	Signalized	EB	-	-	-
			WB	B	0.35	WBL
			NB	-	-	-
			SB	C	0.25	SBL
			Overall	**-**	**0.35**	**WBL**
5	SR 46 & I-95 NB Ramp	Signalized	EB	A	0.32	EBT
			WB	B	0.31	WBT
			NB	F	0.94	NBL
			SB	-	-	-
			Overall	**C (29.5s)**	**0.94**	**NBL**
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.07	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.00	NBL/T/R
			SB (L)	A	0.00	SBL/T/R
			Overall	**-**	**0.07**	**EBL/T/R**
Driveway #1	Ingress/Egress #1 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.06	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.06**	**EBL/R**
Driveway #2	Ingress/Egress #2 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.06	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	NBL/T
			SB(L)	-	-	-
			Overall	**-**	**0.06**	**EBL/R**
Driveway #4	Ingress/Egress #4 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.04	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.04**	**EBL/R**
Driveway #5	Longbow Rd & Ingress/Egress #4	Unsignalized (TWSC)	EB	A	0.00	EBL/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.00	NBL
			SB(L)	A	0.04	SBL/T/R
			Overall	**-**	**0.04**	**SBL/T/R**
Driveway A	London Tower Rd & Pod 1 Connection	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.00	WBL/T
			NB(L)	A	0.01	NBL/R
			SB(L)	-	-	-
			Overall	**-**	**0.01**	**NBL/R**
Driveway B	London Tower Rd & Pod 4 Connection	Unsignalized (TWSC)	EB	A	0.00	EBL/T
			WB	-	-	-
			NB(L)	-	-	-
			SB(L)	A	0.02	SBL/R
			Overall	**-**	**0.02**	**SBL/R**
Driveway C	London Tower Rd & Pod 1/Pod 4 Connection	Unsignalized (TWSC)	EB	A	0.00	EBL/T/R
			WB	A	0.01	WBL/T/R
			NB(L)	A	0.04	NBL/T/R
			SB(L)	B	0.04	SBL/T/R
			Overall	**-**	**0.04**	**NBL/T/R**
Driveway D	Pod 3 Connection & Arnold Palmer Dr	Unsignalized (TWSC)	EB	A	0.12	EBT/R
			WB	A	0.02	WBL/T
			NB(L)	-	-	-
			SB(L)	-	-	-
			Overall	**-**	**0.12**	**EBT/R**

Table 18: Buildout (2030) Intersection Conditions (PM Peak Hour)

Buildout Condition - 2030						
Intersection		Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.27	EBL/R
			WB	-	-	-
			NB(L)	A	0.06	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.27**	**EBL/R**
2	Carpenter Rd & SR 46	Signalized	EB	C	0.58	EBT/R
			WB	C	0.76	WBL
			NB	E	0.88	NBT/R
			SB	D	0.71	SBL
			Overall	**C (33.9 s)**	**0.88**	**NBT/R**
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.06	EBL/T/R
			WB	B	0.27	WBL/T
			NB	B	0.45	NBL/T/R
			SB	B	0.36	SBL/T/R
			Overall	**-**	**0.45**	**NBL/T/R**
4	SR 46 & I-95 SB Ramp	Signalized	EB	-	-	-
			WB	A	0.15	WBL
			NB	-	-	-
			SB	C	0.37	SBR
			Overall	**-**	**0.37**	**SBR**
5	SR 46 & I-95 NB Ramp	Signalized	EB	C	0.31	EBT
			WB	C	0.35	WBT
			NB	F	0.97	NBL
			SB	-	-	-
			Overall	**D (51.4 s)**	**0.97**	**NBL**
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.06	EBL/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.01	NBL
			SB (L)	A	0.00	SBL/T/R
			Overall	**-**	**0.06**	**EBL/R**
Driveway #1	Ingress/Egress #1 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.05	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.05**	**EBL/R**
Driveway #2	Ingress/Egress #2 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.04	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.04**	**EBL/R**
Driveway #4	Ingress/Egress #4 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.03	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	NBL
			SB(L)	-	-	-
			Overall	**-**	**0.03**	**EBL/R**
Driveway #5	Longbow Rd & Ingress/Egress #4	Unsignalized (TWSC)	EB	A	0.00	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.04	NBL/T/R
			SB(L)	A	0.02	SBL/T/R
			Overall	**-**	**0.04**	**NBL/T/R**
Driveway A	London Tower Rd & Pod 1 Connection	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.01	WBL/T
			NB(L)	A	0.01	NBL/R
			SB(L)	-	-	-
			Overall	**-**	**0.01**	**WBL/T**
Driveway B	London Tower Rd & Pod 4 Connection	Unsignalized (TWSC)	EB	A	0.00	EBL/T
			WB	-	-	-
			NB(L)	-	-	-
			SB(L)	B	0.01	SBL/R
			Overall	**-**	**0.01**	**SBL/R**
Driveway C	London Tower Rd & Pod 1/Pod 4 Connection	Unsignalized (TWSC)	EB	A	0.00	EBL/T/R
			WB	A	0.02	WBL/T/R
			NB(L)	A	0.03	NBL
			SB(L)	B	0.03	SBL/T/R
			Overall	**-**	**0.03**	**SBL/T/R**
Driveway D	Pod 3 Connection & Arnold Palmer Dr	Unsignalized (TWSC)	EB	A	0.01	EBT/R
			WB	A	0.01	WBL/T
			NB(L)	-	-	-
			SB(L)	-	-	-
			Overall	**-**	**0.01**	**WBL/T**

Table 19: Buildout with Improvement (2030) Intersection Conditions (AM Peak Hour)

Buildout with Improvements Condition - 2030							
Intersection		Control Type	Improvement	Approach	AM Peak Hour		
					Max Level of Service	Max V/C Ratio	Max V/C Movement
2	Carpenter Rd & SR 46	Signalized	Signal timing adjustments	EB	D	0.91	EBT/R
				WB	C	0.64	WBL
				NB	E	0.93	NBT/R
				SB	D	0.74	SBL
				Overall	**D (45.2 s)**	**0.93**	**NBT/R**

7.0 DRIVEWAY TURN LANE ANALYSIS

The need for exclusive ingress left-turn and right-turn lanes at the proposed study intersections on N Carpenter Road were evaluated using the National Cooperative Highway Research Program (NCHRP) Report 457 thresholds.

- Study Intersection #1: N Carpenter Rd & London Town Rd
- Driveway #1: N Carpenter Rd & Ingress/Egress #1
- Driveway #2: N Carpenter Rd & Ingress/Egress #2
- Driveway #4: N Carpenter Rd & Ingress/Egress #4

The need for exclusive right-turn lanes at the four (4) full access intersections on N Carpenter Road was determined by comparing the right turning volumes with the approach volumes. Based on the project volumes shown in **Figures 8 and 9** and thresholds specified by the NCHRP Report 457, a right turn is not warranted by any of the intersections along N Carpenter Road.

The need for exclusive left-turn lanes at the four (4) full access intersections on N Carpenter Road was determined by comparing the percent left turning volume with the advancing and opposing volumes. Based on the project volumes shown in **Figures 8 and 9** and thresholds specified by the NCHRP Report 457, a left turn is not warranted by any of the intersections along N Carpenter Road.

NCHRP outputs are provided in **Appendix J**.

8.0 CONCLUSION

This traffic impact analysis was performed to analyze and document the transportation impacts associated with the buildout of the proposed Sherwood Golf Club PUD development located in the southwest quadrant of Interstate 95 and State Road 46 in Brevard County. The development will consist of the following:

- 228 Townhomes (Pod 1)
- 41 Single-family homes (Pod 3)
- 158 Townhomes (Pod 4)
- 178 Apartment Units (Pod 5)

Pod 1 is proposed for buildout in 2026, with the remaining Pods proposed for buildout in 2030. Access to the site will be provided via intersections on London Fog Road, Arnold Palmer Drive, Long Bow Drive, and Carpenter Road.

The proposed development is anticipated to generate a total of 4,501 daily trips, 300 AM peak hour trips (74 inbound and 226 outbound), and 364 PM peak hour trips (220 inbound and 144 outbound) based on data from the ITE *Trip Generation Manual*. Project trips were distributed onto the surrounding roadway network using the adopted regional travel demand model and manual assignment at the study area intersections.

A roadway segment capacity analysis was performed for the study area roadway segments for existing, background, and buildout conditions. All study area roadway segments are anticipated to operate within their maximum service volume under existing, background, and buildout conditions. No roadway segment capacity deficiencies were identified.

An operational analysis for existing and background conditions was performed at the study area intersections. Under existing (2024) and background (2026 and 2030) AM and PM peak hour conditions, all intersections are expected to operate at an acceptable LOS with acceptable v/c ratios with the exception of the northbound approach of SR 46 & I-95 NB Ramp, which operates at LOS F but with acceptable v/c ratios. Therefore, improvements are not recommended at this intersection.

Under buildout (2026) AM and PM peak hour conditions, all study area intersections operate at an acceptable LOS and v/c ratio. No deficiencies were identified as a result of the proposed Pod 1 development under buildout (2026) conditions.

Under buildout (2030) AM and PM peak hour conditions, all study area intersections operate at an acceptable LOS and v/c ratio, with the exception of the new deficiency at the intersection of N Carpenter Road & SR 46. To mitigate this deficiency, signal timing adjustments are recommended at this intersection during the AM peak hour. With the proposed improvement, no additional new deficiencies were identified as a result of the proposed development. The signal timings adjustments are needed when buildout of Pods 3, 4, and 5 is 80% (= 82/102) complete.

The need for exclusive ingress right-turn lanes and left-turn lanes at the full access project driveways on N Carpenter Road was evaluated based on the National Cooperative Highway Research Program (NCHRP) Report 457 thresholds. No turn lanes are warranted at any project driveways.

APPENDIX A
Methodology Statement

Miller, Erika (Shellenberger)

From:	Figueroa-Chanza, Veronica <Veronica.Figueroa-Chanza@brevardfl.gov>
Sent:	Wednesday, May 15, 2024 12:00 PM
To:	Miller, Erika (Shellenberger)
Cc:	Gumm, Corrina; Taylor, James; Johnson, William; Swanson, Devin A; Gilliam, Trina; Hill, Brian K
Subject:	RE: Sherwood PUD 23SP00016 [Traffic Impact Analysis Methodology]
Attachments:	Sherwood PUD-TIA Methodology BCTO Comments(2024.05.15).pdf
Categories:	External

Erika,

Brevard County has completed the review of the Sherwood PUD Traffic Impact Analysis (TIA) Methodology and provided comments in the attached letter.

Please let me know if you have any questions.

Regards,
Verónica

Verónica M. Figueroa-Chanza, PE
Transportation Engineer
Traffic Operations | Brevard County Public Works
321-455-1440 | veronica.figueroa-chanza@brevardfl.gov

From: Miller, Erika (Shellenberger) <Erika.Miller@kimley-horn.com>
Sent: Wednesday, May 8, 2024 4:50 PM
To: Figueroa-Chanza, Veronica <Veronica.Figueroa-Chanza@brevardfl.gov>
Cc: Gumm, Corrina <corrina.gumm@brevardfl.gov>; Taylor, James <James.Taylor@kimley-horn.com>
Subject: RE: Sherwood PUD 23SP00016

Veronica,

Based on your recommendation to have the County review the TIA Methodology again, see below the updated TIA Methodology for the Sherwood PUD development. The development program has been significantly reduced (from 796 units to 605 units) and the site plan has been modified to address County comments and local feedback. In addition, County traffic comments (dated 10.19.23) were incorporated into this methodology and will be resolved in the forthcoming TIA.

Land Use and Access

The proposed Sherwood PUD development (latest site plan attached) is anticipated to consist of the following:

- Pod 1 – 228 Townhomes
- Pod 2 – Open Space
- Pod 3 – 41 Single-Family Homes

- Pod 4 – 158 Townhomes
- Pod 5 – 178 Apartments
- Total = 605 Residential Units
- In the previously submitted TIA (dated September 2023), 796 residential units were proposed.

Access to each Pod is proposed in the following locations (latest site plan attached):

- Pod 1
  - Direct Access to Carpenter Road (#4 on site plan)
  - Two (2) Direct Access Points to London Town Road
  - Direct Access to Tamworth Street (#5 on site plan)
- Pod 2
  - None
- Pod 3
  - Direct Access to Arnold Palmer Drive
- Pod 4
  - Two (2) Direct Access Points to London Town Road
  - Cross Access to Carpenter Road (#2 on site plan)
- Pod 5
  - Two (2) Direct Access Points to Carpenter Road (#1 and #2 on site plan)

Trip Generation

The table below provides the daily, AM peak hour, and PM peak hour trip generation summary for the project. The proposed development is anticipated to generate 4,501 daily trips, 300 AM peak hour trips (74 in, 226 out), and 364 PM peak hour trips (220 in, 144 out). This is a significant reduction compared to the trip generation for the previously completed analysis.

	POD	Land Use	ITE LUC[1]	Size	Units	Trip Generation Equation	Daily				
							Total	In[1]		Out[1]	
Daily	1	Single-Family Attached Housing	215	228	DU	T = 7.62 * X - 50.48	1,687	50%	843	50%	844
	3	Single-Family Detached Housing	210	41	DU	Ln (T) = 0.92 * Ln (X) + 2.68	444	50%	222	50%	222
	4	Single-Family Attached Housing	215	158	DU	T = 7.62 * X - 50.48	1154	50%	577	50%	577
	5	Multifamily Housing (Low-Rise)	220	178	DU	T = 6.41 * X + 75.31	1216	50%	608	50%	608
		Total Generated Trips					4,501	2,250		2,251	
	POD	Land Use	ITE LUC[1]	Size	Units	Trip Generation Equation	AM Peak Hour				
							Total	In[1]		Out[1]	
AM Peak Hour	1	Single-Family Attached Housing	215	228	DU	T = 0.52 * X - 5.70	113	25%	28	75%	85
	3	Single-Family Detached Housing	210	41	DU	Ln (T) = 0.91 * Ln (X) +0.12	33	25%	8	75%	25
	4	Single-Family Attached Housing	215	158	DU	T = 0.52 * X - 5.70	76	25%	19	75%	57
	5	Multifamily Housing (Low-Rise)	220	178	DU	T = 0.31 * X +22.85	78	24%	19	76%	59
		Total Generated Trips					300	74		226	
	POD	Land Use	ITE LUC[1]	Size	Units	Trip Generation Equation	PM Peak Hour				
							Total	In[1]		Out[1]	
PM Peak Hour	1	Single-Family Attached Housing	215	228	DU	T = 0.60 * X - 3.93	133	59%	78	41%	55
	3	Single-Family Detached Housing	210	41	DU	Ln (T) = 0.94 * Ln (X) + 0.28	43	63%	27	37%	16
	4	Single-Family Attached Housing	215	158	DU	T = 0.60 * X - 3.93	91	59%	54	41%	37
	5	Multifamily Housing (Low-Rise)	220	178	DU	T = 0.43 * X + 20.55	97	63%	61	37%	36
		Total Generated Trips					364	220		144	

Note: [1] Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition

Trip Distribution (no change from the previously approved TIA Methodology)

Projected traffic demand of project trips on study roadways and intersections will be derived with use of the previously used adopted regional travel demand model. The distribution internal to the site will be modified to reflect the new land use and access, but the general distribution will not be modified, as shown below. The trip distribution figure included in the TIA will include all driveway connections.

Study Area (no change from the previous TIA, w/additional intersections noted below to address TIA comments)
To provide a conservative and consistent analysis, the study area for this analysis will remain the same as in the previously completed TIA. Under buildout conditions, all driveway connections to County right-of-way will be analyzed. The study area segments and intersections are outlined below:

Study Area Roadway Segments

- 183 N Carpenter Rd from Dairy to SR-46
- 184 N Carpenter Rd from Garden to Dairy
- 188 N Carpenter Rd from Fox Lake to Garden
- 185 Dairy Rd from Carpenter to Holder
- 523 Dairy Rd from Holder to Singleton
- 186 Dairy Rd from Singleton to Old Dixie
- 199 SR 46 from I-95 to US 1
- 200 SR 46 from Fawn Lake to I-95
- 201 SR 46 from Volusia County to Fawn Lake
- 202 SR 406 (Garden Street) from I-95 to Singleton
- 203 SR 406 (Garden Street) from Singleton to Park
- 595 SR 406 (Garden Street) from Carpenter to I-95
- 240 Old Dixie from Dairy to Parker
- 241 Parrish from Singleton to US 1
- 242 Parrish from Holder to Singleton

Study Area Intersections

- N Carpenter Rd & London Town Rd (Ingress/Egress #3 on site plan)
- N Carpenter Rd & SR 46
- N Carpenter Rd & Dairy Rd
- SR 46 & I-95 NB Ramp
- SR 46 & I-95 SB Ramp
- N Carpenter Rd & Ingress/Egress #1
- N Carpenter Rd & Ingress/Egress #2
- N Carpenter Rd & Ingress/Egress #4
- Tamworth & Longbow (Ingress/Egress #5) – ADDED SINCE PREVIOUS TIA

- N Carpenter Rd & Longbow Dr – ADDED SINCE PREVIOUS TIA
- London Tower Rd & Pod 1/Pod 4 Connection
- Arnold Palmer Dr & Pod 3 Connection – ADDED SINCE PREVIOUS TIA

Analysis Periods (no change from the previous TIA, except buildout year of Pod 1 updated to 2026 and phase analysis updated to staff preference to address TIA comments)
Similar to the previously completed TIA, the segment analysis will be completed for daily and PM peak hour conditions. The intersection analysis will be completed for AM and PM peak hour conditions. Existing conditions will be analyzed for 2024, the year the traffic counts will be collected. A background and buildout (2026) condition will be analyzed for Pod 1, as Pod 1 is anticipated for buildout in 2026. The specifics and timing of buildout of the other pods is unknown at this time, but buildout of the total development is anticipated in 2030. So, an ultimate background and buildout (2030) scenario will be analyzed. The Pod 1 trips will be considered as vested trips in the background in the 2030 analysis. As determined in the previously completed methodology and analysis, a 2% annual growth rate will be used to determine future year volumes.

All analysis and findings will be documented in a report to be provided to Brevard County for review. Any operational deficiencies will be identified. If necessary, mitigating measures for any operational deficiencies identified due to project traffic impact will be recommended in the TIA. A volume threshold or percentage of total buildout will be specified if any improvements are warranted.

Please let us know if you have any comments or need to discuss further. Otherwise, we will proceed with the TIA as documented above. Thank you!

Erika (Shellenberger) Miller, P.E.
Kimley-Horn | 200 South Orange Ave, Suite 600, Orlando, FL 32801
Direct: 689 206 9002

From: Miller, Erika (Shellenberger)
Sent: Tuesday, April 23, 2024 2:56 PM
To: Figueroa-Chanza, Veronica <Veronica.Figueroa-Chanza@brevardfl.gov>
Cc: Gumm, Corrina <corrina.gumm@brevardfl.gov>; Taylor, James <James.Taylor@kimley-horn.com>
Subject: RE: Sherwood PUD 23SP00016

Veronica,

Understood. When we revise the Sherwood analysis, we will use counts collected no more than one year prior to the analysis. In addition, we will coordinate with the County prior to proceeding with the analysis.

Thank you for coordinating with us on this!

Erika (Shellenberger) Miller, E.I.
Kimley-Horn | 200 South Orange Ave, Suite 600, Orlando, FL 32801
Direct: 689 206 9002

From: Figueroa-Chanza, Veronica <Veronica.Figueroa-Chanza@brevardfl.gov>
Sent: Tuesday, April 23, 2024 8:50 AM
To: Miller, Erika (Shellenberger) <Erika.Miller@kimley-horn.com>
Cc: Gumm, Corrina <corrina.gumm@brevardfl.gov>
Subject: Sherwood PUD 23SP00016

Good morning Erika,

I'm returning your call regarding Sherwood. Please use counts collected no more than one year prior to the analysis.

I understand that the site plan has changed. The County strongly encourages a revised methodology letter to facilitate concurrence between the Engineer and the Review Engineer on trip generation, trip distribution, analysis extent, analysis periods, and other items applicable to the development prior to proceeding with the analysis.

Regards,
Verónica

Verónica M. Figueroa-Chanza, PE
Transportation Engineer
Traffic Operations | Brevard County Public Works
321-455-1440 | veronica.figueroa-chanza@brevardfl.gov

BOARD OF COUNTY COMMISSIONERS

Public Works Department
Traffic Operations Program
2725 Judge Fran Jamieson Way
Building A, Room 211

May 15, 2024

James M. Taylor, PE
Kimley-Horn, Inc.
189 S Orange Ave, Suite 1000
Orlando, FL 32901
Via Email: james.taylor@kimley-horn.com

Re: 23SP00016 Sherwood Golf Club PUD – Traffic Impact Analysis Methodology

Dear Mr. Taylor:

Brevard County Traffic Engineering is in receipt of the updated Sherwood Golf Club PUD Park Traffic Impact Analysis (TIA) methodology received on May 8, 2024. In response to this submittal, County review comments are provided below:

Land Use and Access

1) Coordinate with Fire and confirm that staff has agreed to the number and location of proposed project driveways.
2) Coordinate with William Johnson, PE regarding the number and location of proposed project driveways along County right-of-way. Connection spacing shall meet Florida Statutes.

Trip Generation and Distribution

3) Provide a phased trip generation.
4) Provide a diagram that shows the project trip distribution as a percentage of total daily project traffic for each movement at all proposed driveways with the methodology once the number and location of the access points have been finalized.

Study Area

5) Analyze London Town Rd.
6) County agrees that all driveway connections to County right-of-way must be analyzed under buildout conditions. Existing driveways (e.g., London Town Rd & Pod 1 Connection to the west appears to be existing) must be analyzed under existing conditions. Any driveways planned for the background year must be analyzed under background and buildout conditions.
7) Additional segments and intersections may be required to be analyzed based on comments #1, #2, and #4.

Analysis Periods

8) Per Brevard County Guidelines on Minimum Requirements for Traffic Impact Analyses, “studies for multi-phased developments, which fall under section III.C.2.b, will provide analyses for the

completion year of each major phase of development assuming full build-out and occupancy. Each analysis will be provided as a separate section of the report."

Growth Rates

9) As this is a new analysis, background traffic shall be developed using Annual Growth Rates by either applying a minimum growth factor or calculating the annual growth rate of the roadway, or adjacent roadway, using TPO historical count data, whichever is greater. The minimum growth factor shall be calculated using the latest Bureau of Economic and Business Research Projections of Florida Population by County and based on the proposed build-out year using the "Medium" series of projections.

Should you have any questions, please contact me at 321-633-2077.

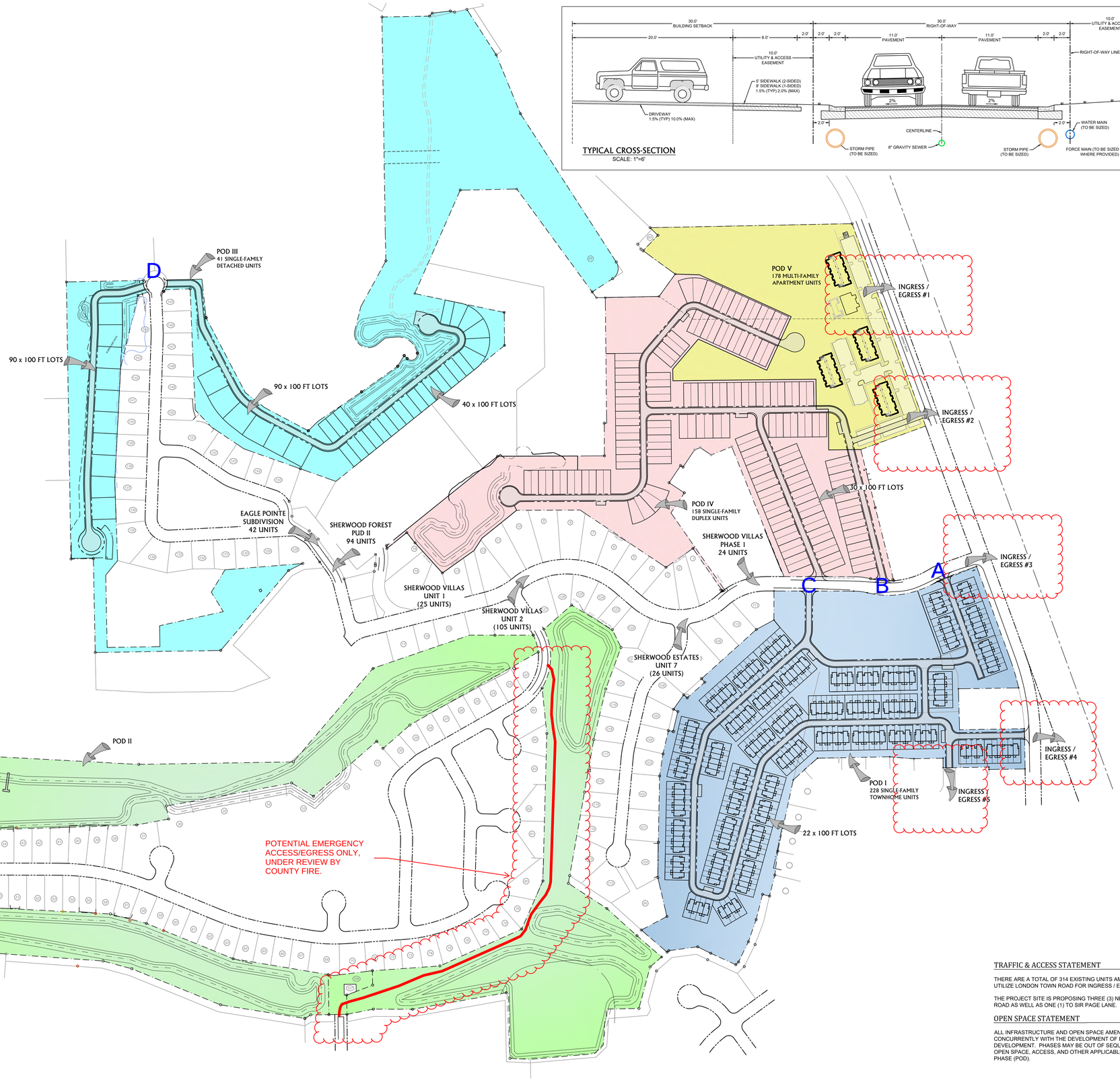
Best regards,

Verónica M. Figueroa-Chanza

Verónica M. Figueroa-Chanza, PE
Transportation Engineer

Cc: Corrina Gumm, PE, Traffic Operations Manager
Devin Swanson, Engineer II
William Johnson, PE, Engineer III
Trina Gilliam, MSURP, Senior Planner
Brian K. Hill, Assistant Fire Marshal

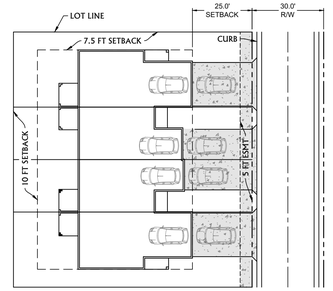
APPENDIX B
Concept Site Plan



TYPICAL CROSS-SECTION
SCALE: 1"=6'

MINIMUM LOT AREA, FRONTAGE & SETBACK

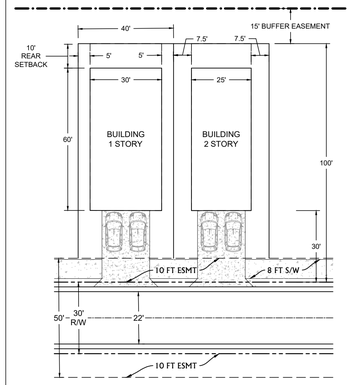
MIN. LOT AREA = 3,150 (END UNIT)
= 2,200 (INTERIOR UNIT)
MIN. LOT SIZE = 22' x 100'
SETBACKS: FRONT = 25' FROM R/W
SIDE = 7.5'
REAR = 10' FROM PL



TYPICAL TOWNHOME LAYOUT
SCALE: 1"=30'

MINIMUM LOT AREA, FRONTAGE & SETBACK

MIN. LOT AREA = 4,000 (SINGLE FAMILY DETACHED)
MIN. LOT SIZE = 40' x 100' (SINGLE FAMILY DETACHED)
SETBACKS: FRONT = 20' FROM R/W
SIDE = 5' (UNLESS 2-STORY)
REAR = 10' FROM PL



TYPICAL BUILDING LAYOUT
SCALE: 1"=30'
(SINGLE SIDED SIDEWALK SHOWN)

POD DATA

TOTAL SITE: ±136.46 AC

POD 1: ±28.28 AC
ROAD R/W: 3.36 AC
RESIDENTIAL: 13.44 AC
OPEN SPACE: 11.48 AC

POD 2: ±39.21 AC
STORMWATER: 21.29 AC
OPEN SPACE: 17.92AC

POD 3: ±31.62 AC
ROAD R/W: 2.47 AC
RESIDENTIAL: 5.80 AC
STORMWATER: 1.40 AC
OPEN SPACE: 21.95 AC

POD 4: ±24.81 AC
ROAD R/W: 2.76 AC
RESIDENTIAL: 11.13 AC
STORMWATER: 1.86 AC
OPEN SPACE: 9.06 AC

POD 5: ±12.18 AC

N
SCALE 1" = 200'

TRAFFIC & ACCESS STATEMENT

THERE ARE A TOTAL OF 314 EXISTING UNITS AMONGST 5 DEVELOPMENTS THAT UTILIZE LONDON TOWN ROAD FOR INGRESS / EGRESS.

THE PROJECT SITE IS PROPOSING THREE (3) NEW ACCESSES TO CARPENTER ROAD AS WELL AS ONE (1) TO SIR PAGE LANE.

OPEN SPACE STATEMENT

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

SHERWOOD GOLF CLUB PUD

SITE DIVISION EXHIBIT

May 10, 2024

MBV ENGINEERING, INC.
MOIA·BOWLES·VILLAMIZAR & ASSOCIATES
CIVIL ▪ STRUCTURAL ▪ SURVEYING ▪ ENVIRONMENTAL
1250 W. EAU GALLIE BLVD, SUITE H CA#3728
MELBOURNE, FLORIDA 32935
P: 321-253-1510 F:321-253-0911
ALSO WITH OFFICES IN:
VERO: 772-569-0035, FT PIERCE: 772-468-9055, PALM CITY: 772-426-9959

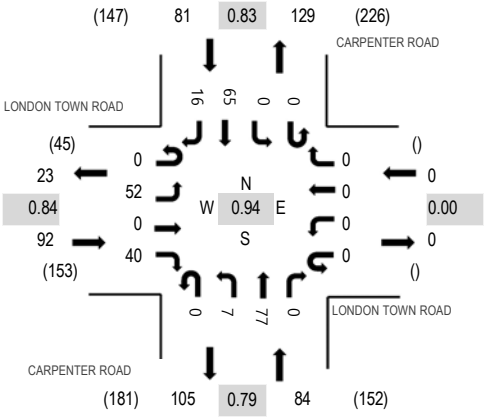
BALLARENA GROUP CORP

APPENDIX C
Turning Movement Counts

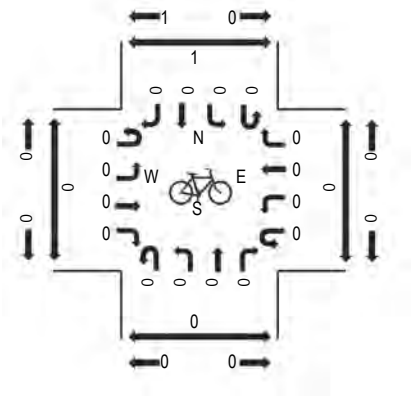
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CARPENTER ROAD & LONDON TOWN ROAD AM
Date: Wednesday, May 8, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

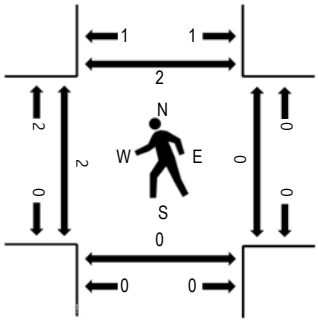
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONDON TOWN ROAD Eastbound				LONDON TOWN ROAD Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	14	0	6	0	0	0	0	0	0	22	0	0	0	8	3	53	248	0	0	0	0
7:15 AM	0	17	0	11	0	0	0	0	0	2	23	0	0	0	12	1	66	257	1	0	0	1
7:30 AM	0	16	0	13	0	0	0	0	0	1	10	0	0	0	16	5	61	236	0	0	0	0
7:45 AM	0	13	0	7	0	0	0	0	0	2	25	0	0	0	16	5	68	225	1	0	0	1
8:00 AM	0	6	0	9	0	0	0	0	0	2	19	0	0	0	21	5	62	204	0	0	0	0
8:15 AM	0	9	0	6	0	0	0	0	0	0	12	0	0	0	14	4	45		1	0	0	0
8:30 AM	0	7	0	4	0	0	0	0	0	4	20	0	0	0	12	3	50		0	0	0	0
8:45 AM	0	6	0	9	0	0	0	0	0	3	7	0	0	0	17	5	47		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Lights	0	49	0	38	0	0	0	0	0	7	76	0	0	0	64	14	248
Mediums	0	2	0	2	0	0	0	0	0	0	1	0	0	0	0	1	6
Total	0	52	0	40	0	0	0	0	0	7	77	0	0	0	65	16	257

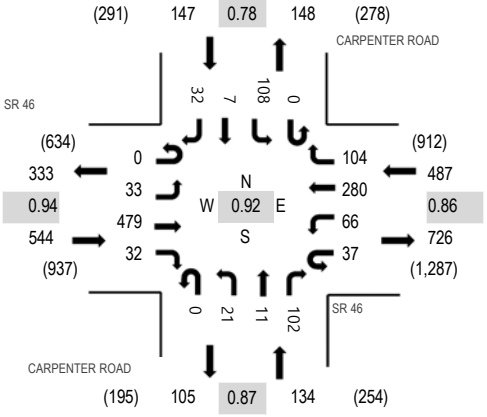
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.4%				0.0%				1.2%				3.7%			3.5%
Heavy Vehicle %	0.0%	5.8%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	1.5%	12.5%	3.5%
Peak Hour Factor		0.84				0.00				0.79				0.83			0.94
Peak Hour Factor	0.00	0.88	0.00	0.77	0.00	0.00	0.00	0.00	0.00	0.56	0.80	0.00	0.00	0.00	0.80	0.95	0.94

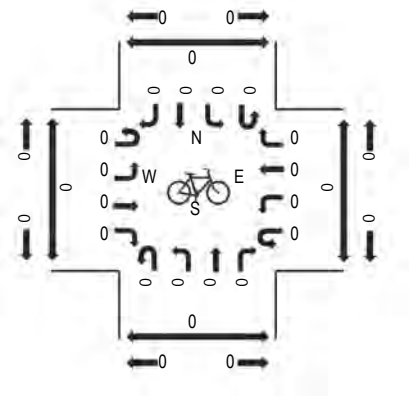
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 CARPENTER ROAD & SR 46 AM
Date: Wednesday, May 8, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

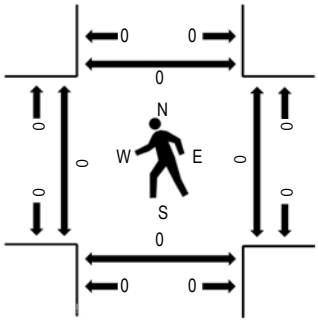
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	91	4	5	12	61	22	0	8	3	30	0	27	4	5	276	1,273	0	0	0	0
7:15 AM	0	4	130	7	9	9	60	21	0	3	2	31	0	24	2	6	308	1,312	0	0	0	0
7:30 AM	0	6	133	6	9	14	81	24	0	5	2	23	0	22	2	7	334	1,275	0	0	0	0
7:45 AM	0	10	116	9	10	21	79	34	0	5	5	33	0	25	1	7	355	1,211	0	0	0	0
8:00 AM	0	13	100	10	9	22	60	25	0	8	2	15	0	37	2	12	315	1,121	0	0	0	0
8:15 AM	0	5	95	5	7	16	60	26	0	6	1	16	0	21	2	11	271		2	0	1	0
8:30 AM	0	10	64	10	6	9	75	27	0	5	2	25	0	28	4	5	270		1	0	1	0
8:45 AM	0	5	89	11	9	12	55	23	0	3	2	19	0	29	1	7	265		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	5	0	0	3	7	21	0	0	0	1	0	28	0	2	70
Lights	0	28	451	29	37	59	255	72	0	21	11	98	0	72	7	25	1,165
Mediums	0	2	23	3	0	4	18	11	0	0	0	3	0	8	0	5	77
Total	0	33	479	32	37	66	280	104	0	21	11	102	0	108	7	32	1,312

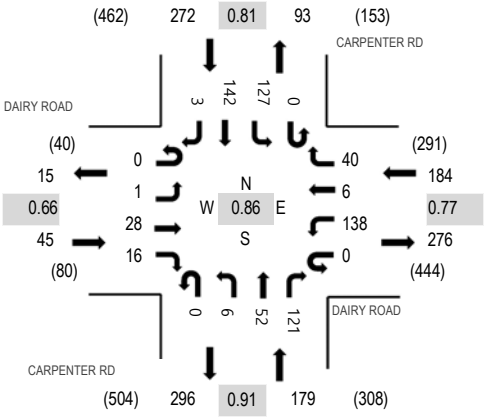
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.6%				13.1%				3.0%				29.3%			11.2%
Heavy Vehicle %	0.0%	15.2%	5.8%	9.4%	0.0%	10.6%	8.9%	30.8%	0.0%	0.0%	0.0%	3.9%	0.0%	33.3%	0.0%	21.9%	11.2%
Peak Hour Factor		0.94				0.86				0.87				0.78			0.92
Peak Hour Factor	0.00	0.73	0.90	0.82	0.93	0.83	0.87	0.82	0.00	0.75	0.60	0.89	0.00	0.78	0.56	0.77	0.92

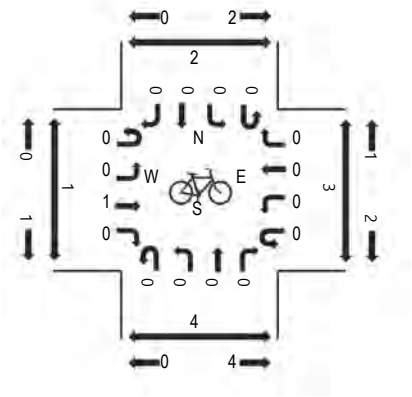
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CARPENTER RD & DAIRY ROAD AM
Date: Wednesday, May 8, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

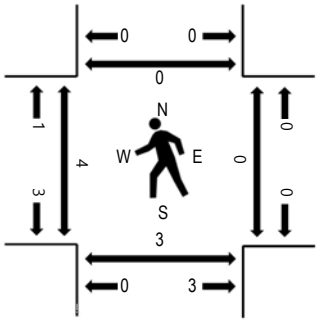
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAIRY ROAD Eastbound				DAIRY ROAD Westbound				CARPENTER RD Northbound				CARPENTER RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	1	4	0	16	3	4	0	0	6	15	0	15	33	0	98	633	0	0	2	0
7:15 AM	0	0	6	8	0	21	3	3	0	2	8	32	0	28	32	0	143	665	0	0	0	0
7:30 AM	0	0	8	6	0	49	4	7	0	1	8	40	0	26	46	0	195	680	4	0	2	0
7:45 AM	0	0	4	5	0	40	1	12	0	1	17	31	0	35	51	0	197	600	0	0	1	0
8:00 AM	0	1	3	1	0	15	0	12	0	2	18	18	0	33	25	2	130	508	0	0	0	0
8:15 AM	0	0	13	4	0	34	1	9	0	2	9	32	0	33	20	1	158		0	0	0	0
8:30 AM	0	0	3	2	0	19	5	8	0	4	13	19	0	12	29	1	115		0	0	0	0
8:45 AM	0	0	3	7	0	15	4	6	0	3	11	16	0	18	22	0	105		0	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	1	28	16	0	135	5	39	0	6	52	120	0	124	141	3	670
Mediums	0	0	0	0	0	3	1	1	0	0	0	1	0	3	0	0	9
Total	0	1	28	16	0	138	6	40	0	6	52	121	0	127	142	3	680

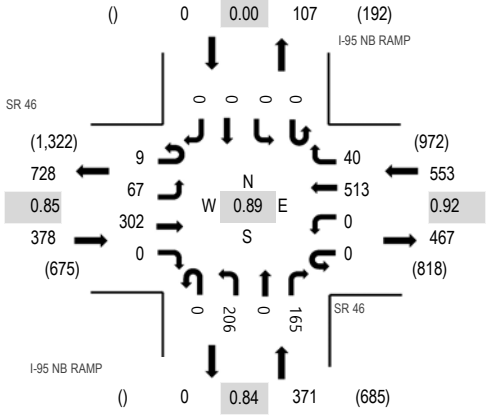
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				2.7%				0.6%				1.5%			1.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	16.7%	2.5%	0.0%	0.0%	0.0%	0.8%	0.0%	2.4%	0.7%	0.0%	1.5%
Peak Hour Factor		0.66				0.77				0.91				0.81			0.86
Peak Hour Factor	0.00	0.25	0.54	0.72	0.00	0.70	0.69	0.85	0.00	0.69	0.79	0.76	0.00	0.91	0.79	0.50	0.86

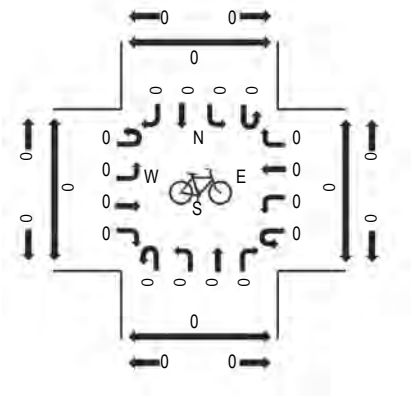
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 I-95 NB RAMP & SR 46 AM
Date: Wednesday, May 8, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

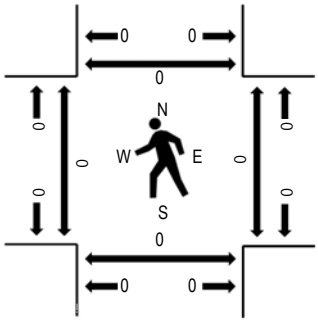
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	2	16	66	0	0	0	129	8	0	45	0	46	0	0	0	0	312	1,302	0	0	0	0
7:15 AM	4	23	84	0	0	0	125	13	0	41	0	32	0	0	0	0	322	1,268	0	0	0	0
7:30 AM	1	16	62	0	0	0	116	11	0	62	0	35	0	0	0	0	303	1,198	0	0	0	0
7:45 AM	2	12	90	0	0	0	143	8	0	58	0	52	0	0	0	0	365	1,141	0	0	0	0
8:00 AM	5	19	55	0	0	0	115	8	0	48	0	28	0	0	0	0	278	1,030	0	0	0	0
8:15 AM	1	9	66	0	0	0	96	5	0	48	0	27	0	0	0	0	252		0	0	0	0
8:30 AM	1	11	49	0	0	0	93	8	0	51	1	32	0	0	0	0	246		0	0	0	0
8:45 AM	1	18	62	0	0	0	88	6	0	47	0	32	0	0	0	0	254		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	11	3	0	0	0	6	4	0	18	0	4	0	0	0	0	46
Lights	9	54	291	0	0	0	482	36	0	175	0	150	0	0	0	0	1,197
Mediums	0	2	8	0	0	0	25	0	0	13	0	11	0	0	0	0	59
Total	9	67	302	0	0	0	513	40	0	206	0	165	0	0	0	0	1,302

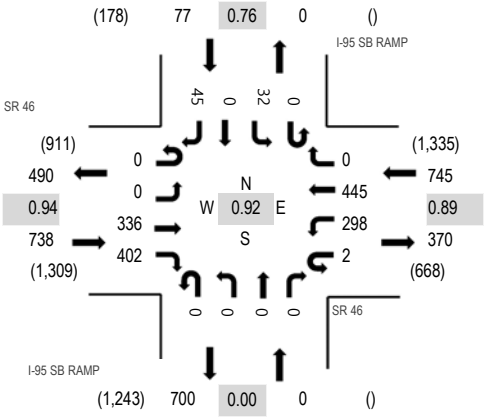
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.3%				6.3%				12.4%				0.0%			8.1%
Heavy Vehicle %	0.0%	19.4%	3.6%	0.0%	0.0%	0.0%	6.0%	10.0%	0.0%	15.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	8.1%
Peak Hour Factor		0.85				0.92				0.84				0.00			0.89
Peak Hour Factor	0.60	0.76	0.84	0.00	0.00	0.00	0.90	0.77	0.00	0.87	0.25	0.79	0.00	0.00	0.00	0.00	0.89

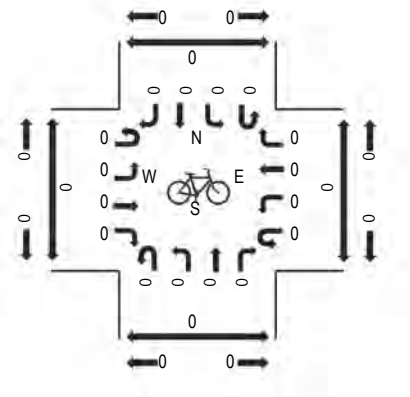
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 I-95 SB RAMP & SR 46 AM
Date: Wednesday, May 8, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

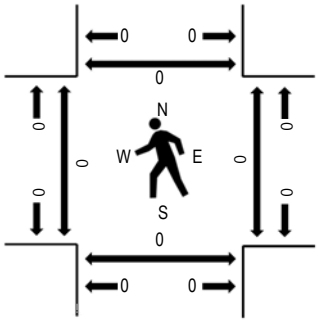
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				I-95 SB RAMP Northbound				I-95 SB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	71	83	1	79	86	0	0	0	0	0	0	10	0	14	344	1,553	0	0	0	0
7:15 AM	0	0	100	97	1	85	91	0	0	0	0	0	0	9	0	7	390	1,560	0	0	0	0
7:30 AM	0	0	70	117	0	64	119	0	0	0	0	0	0	9	0	18	397	1,487	0	0	0	0
7:45 AM	0	0	92	98	0	88	121	0	0	0	0	0	0	9	0	14	422	1,390	0	0	0	0
8:00 AM	0	0	74	90	1	61	114	0	0	0	0	0	0	5	0	6	351	1,269	0	0	0	0
8:15 AM	0	0	64	76	0	57	89	0	0	0	0	0	0	10	0	21	317		0	0	0	0
8:30 AM	0	0	49	78	0	47	94	0	0	0	0	0	0	12	0	20	300		0	0	0	0
8:45 AM	0	0	74	76	2	47	88	0	0	0	0	0	0	5	0	9	301		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	12	23	0	3	19	0	0	0	0	0	0	2	0	12	71
Lights	0	0	311	357	2	282	400	0	0	0	0	0	0	30	0	29	1,411
Mediums	0	0	13	22	0	13	26	0	0	0	0	0	0	0	0	4	78
Total	0	0	336	402	2	298	445	0	0	0	0	0	0	32	0	45	1,560

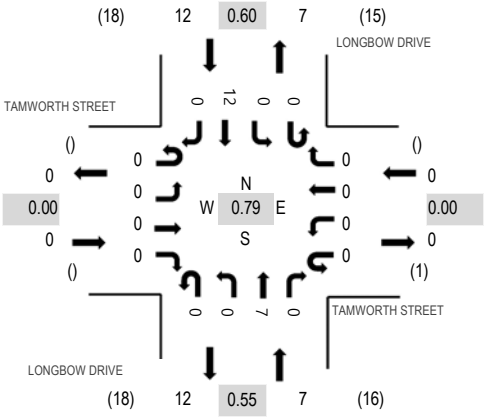
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		9.5%				8.2%				0.0%				23.4%			9.6%
Heavy Vehicle %	0.0%	0.0%	7.4%	11.2%	0.0%	5.4%	10.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	35.6%	9.6%
Peak Hour Factor		0.94				0.89				0.00				0.76			0.92
Peak Hour Factor	0.00	0.00	0.84	0.86	0.38	0.90	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.00	0.73	0.92

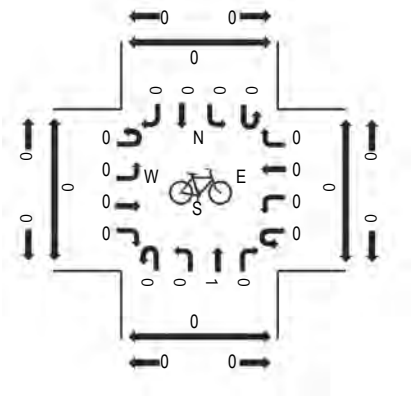
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 LONGBOW DRIVE & TAMWORTH STREET AM
Date: Wednesday, May 8, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

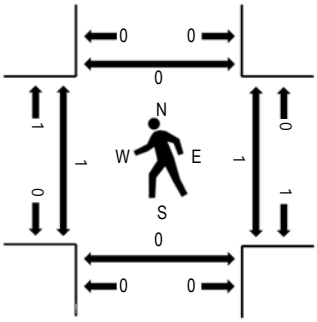
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAMWORTH STREET Eastbound				TAMWORTH STREET Westbound				LONGBOW DRIVE Northbound				LONGBOW DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	15	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	17	1	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6	19	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	15	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	19	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4		1	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0	7		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	0	18
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	19

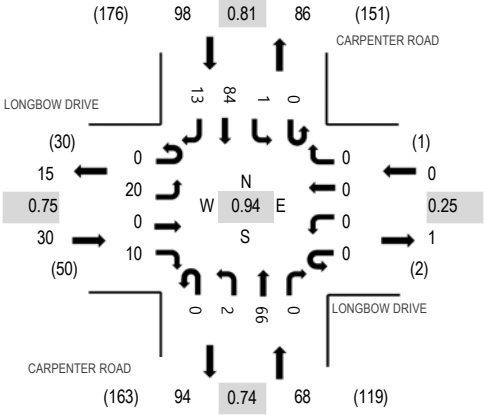
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				14.3%				0.0%			5.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%
Peak Hour Factor		0.00				0.00				0.55				0.60			0.79
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.25	0.00	0.00	0.60	0.00	0.79

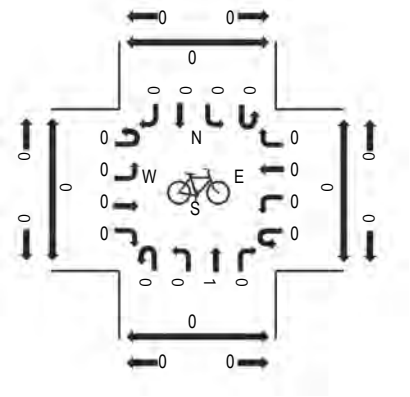
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 CARPENTER ROAD & LONGBOW DRIVE AM
Date: Wednesday, May 8, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

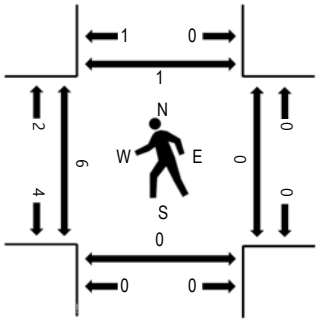
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONGBOW DRIVE Eastbound				LONGBOW DRIVE Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	6	0	1	0	0	0	0	0	0	15	0	0	0	14	1	37	182	0	0	0	0
7:15 AM	0	5	0	0	0	0	0	0	0	0	21	0	0	1	16	3	46	196	0	0	0	1
7:30 AM	0	3	0	5	0	0	0	0	0	0	8	0	0	0	29	2	47	187	4	0	0	0
7:45 AM	0	6	0	1	0	0	0	0	0	2	21	0	0	0	20	2	52	179	2	0	0	0
8:00 AM	0	6	0	4	0	0	0	0	0	0	16	0	0	0	19	6	51	164	0	0	0	0
8:15 AM	0	1	0	3	0	0	0	0	0	1	9	0	0	0	18	5	37		0	0	0	0
8:30 AM	0	6	0	0	0	0	0	1	0	0	17	0	0	0	13	2	39		1	0	0	0
8:45 AM	0	2	0	1	0	0	0	0	0	1	8	0	0	1	19	5	37		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	19	0	10	0	0	0	0	0	2	66	0	0	1	83	11	192
Mediums	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Total	0	20	0	10	0	0	0	0	0	2	66	0	0	1	84	13	196

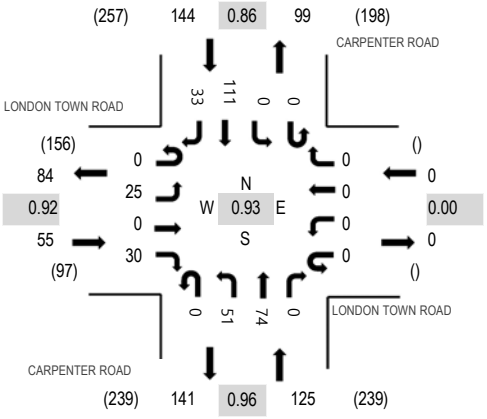
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.3%				0.0%				0.0%				3.1%			2.0%
Heavy Vehicle %	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	15.4%	2.0%
Peak Hour Factor		0.75				0.25				0.74				0.81			0.94
Peak Hour Factor	0.00	0.83	0.00	0.65	0.00	0.00	0.00	0.25	0.00	0.38	0.79	0.00	0.00	0.25	0.74	0.75	0.94

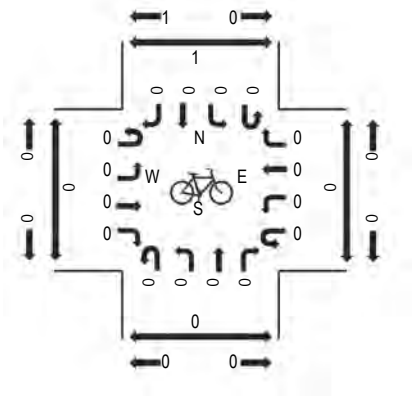
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CARPENTER ROAD & LONDON TOWN ROAD PM
Date: Wednesday, May 8, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

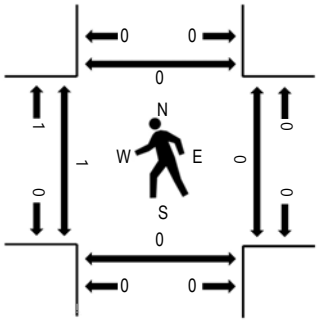
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONDON TOWN ROAD Eastbound				LONDON TOWN ROAD Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	6	0	6	0	0	0	0	0	8	20	0	0	0	21	7	68	279	0	0	0	0
4:15 PM	0	4	0	5	0	0	0	0	0	6	16	0	0	0	12	8	51	284	0	0	0	0
4:30 PM	0	5	0	7	0	0	0	0	0	11	19	0	0	0	22	12	76	320	0	0	0	0
4:45 PM	0	5	0	8	0	0	0	0	0	16	18	0	0	0	29	8	84	324	0	0	0	0
5:00 PM	0	8	0	6	0	0	0	0	0	17	16	0	0	0	22	4	73	314	0	0	0	0
5:15 PM	0	9	0	6	0	0	0	0	0	8	25	0	0	0	29	10	87		1	0	0	0
5:30 PM	0	3	0	10	0	0	0	0	0	10	15	0	0	0	31	11	80		0	0	0	0
5:45 PM	0	5	0	4	0	0	0	0	0	10	24	0	0	0	21	10	74		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	25	0	28	0	0	0	0	0	49	72	0	0	0	109	32	315
Mediums	0	0	0	2	0	0	0	0	0	2	2	0	0	0	2	1	9
Total	0	25	0	30	0	0	0	0	0	51	74	0	0	0	111	33	324

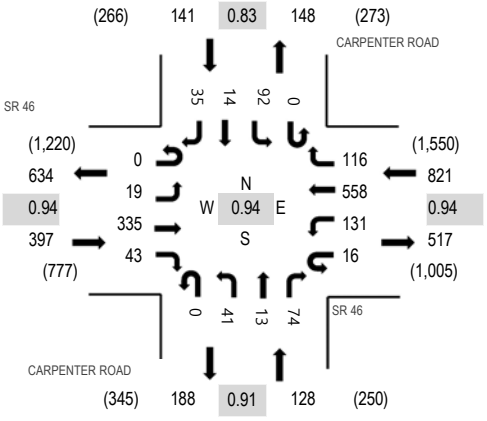
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.6%				0.0%				3.2%				2.1%			2.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	2.7%	0.0%	0.0%	0.0%	1.8%	3.0%	2.8%
Peak Hour Factor		0.92				0.00				0.96				0.86			0.93
Peak Hour Factor	0.00	0.75	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.76	0.80	0.00	0.00	0.00	0.90	0.73	0.93

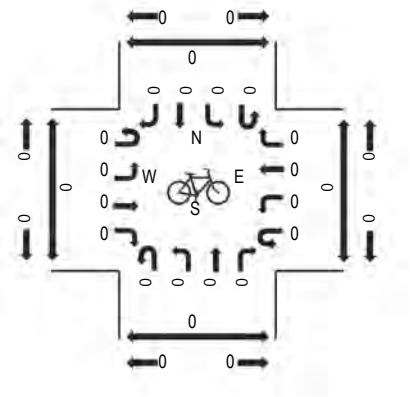
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 CARPENTER ROAD & SR 46 PM
Date: Wednesday, May 8, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

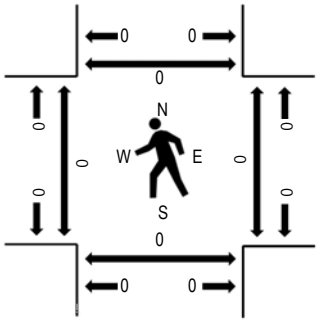
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	74	11	4	20	125	29	0	12	4	19	0	17	4	12	335	1,412	1	0	0	1
4:15 PM	0	6	74	9	4	25	137	24	0	12	2	16	0	20	0	5	334	1,443	0	0	0	0
4:30 PM	0	6	83	20	4	35	153	26	0	9	2	18	0	27	3	9	395	1,487	0	0	0	0
4:45 PM	0	3	75	7	5	32	131	34	0	10	3	17	0	20	4	7	348	1,431	0	0	0	0
5:00 PM	0	5	94	9	4	24	127	31	0	11	4	19	0	27	3	8	366	1,431	0	0	0	0
5:15 PM	0	5	83	7	3	40	147	25	0	11	4	20	0	18	4	11	378		0	0	0	0
5:30 PM	0	3	87	10	4	36	108	23	0	8	3	13	0	27	5	12	339		0	0	0	0
5:45 PM	0	4	86	12	3	24	140	23	0	9	0	24	0	16	1	6	348		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	1	6	36	0	0	0	1	0	31	1	0	77
Lights	0	17	319	43	15	129	534	79	0	39	13	71	0	59	11	35	1,364
Mediums	0	2	15	0	1	1	18	1	0	2	0	2	0	2	2	0	46
Total	0	19	335	43	16	131	558	116	0	41	13	74	0	92	14	35	1,487

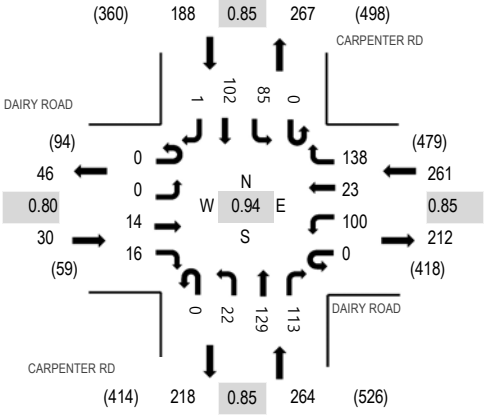
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.5%				7.8%				3.9%				25.5%			8.3%
Heavy Vehicle %	0.0%	10.5%	4.8%	0.0%	6.3%	1.5%	4.3%	31.9%	0.0%	4.9%	0.0%	4.1%	0.0%	35.9%	21.4%	0.0%	8.3%
Peak Hour Factor		0.94				0.94				0.91				0.83			0.94
Peak Hour Factor	0.00	0.83	0.93	0.59	0.85	0.83	0.91	0.85	0.00	0.90	0.88	0.79	0.00	0.87	0.80	0.79	0.94

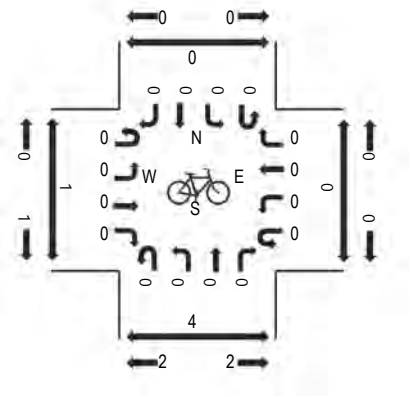
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CARPENTER RD & DAIRY ROAD PM
Date: Wednesday, May 8, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

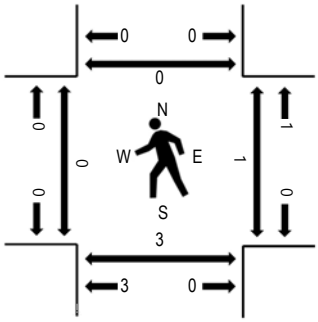
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAIRY ROAD Eastbound				DAIRY ROAD Westbound				CARPENTER RD Northbound				CARPENTER RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	5	6	0	25	2	25	0	2	33	25	0	18	23	0	164	714	0	0	0	0
4:15 PM	0	0	4	5	0	25	10	33	1	8	26	28	0	17	17	1	175	728	0	0	1	0
4:30 PM	0	0	3	7	0	21	5	30	0	6	40	31	0	24	31	0	198	743	0	1	1	0
4:45 PM	0	0	4	1	0	29	8	43	0	2	26	20	0	19	25	0	177	719	0	0	1	0
5:00 PM	0	0	3	4	0	27	5	36	0	4	25	28	0	25	21	0	178	710	0	0	1	0
5:15 PM	0	0	4	4	0	23	5	29	0	10	38	34	0	17	25	1	190		0	0	0	0
5:30 PM	0	3	2	0	0	21	5	24	0	7	27	30	0	24	31	0	174		0	0	0	0
5:45 PM	0	0	2	2	0	22	5	21	0	8	39	28	0	23	18	0	168		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	14	16	0	98	23	138	0	22	127	109	0	85	99	1	732
Mediums	0	0	0	0	0	2	0	0	0	0	2	4	0	0	3	0	11
Total	0	0	14	16	0	100	23	138	0	22	129	113	0	85	102	1	743

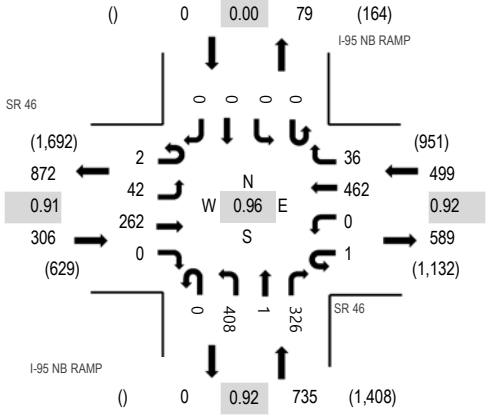
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.8%				2.3%				1.6%			1.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	1.6%	3.5%	0.0%	0.0%	2.9%	0.0%	1.5%
Peak Hour Factor		0.80				0.85				0.85				0.85			0.94
Peak Hour Factor	0.00	0.25	0.80	0.68	0.00	0.88	0.70	0.83	0.25	0.73	0.81	0.88	0.00	0.89	0.82	0.25	0.94

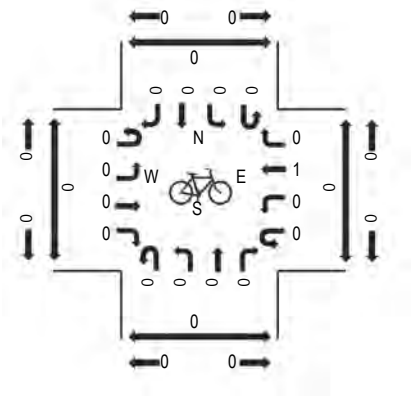
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 I-95 NB RAMP & SR 46 PM
Date: Wednesday, May 8, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

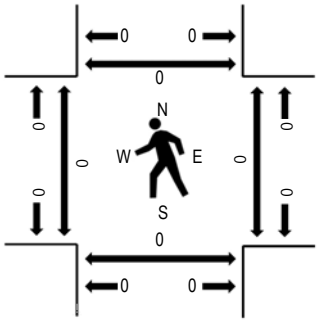
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	14	66	0	0	0	111	9	0	95	0	61	0	0	0	0	357	1,496	0	0	0	0
4:15 PM	0	15	59	0	0	0	119	6	0	91	0	74	0	0	0	0	364	1,509	0	0	0	0
4:30 PM	0	12	65	0	0	0	131	9	0	105	0	78	0	0	0	0	400	1,540	0	0	0	0
4:45 PM	0	10	61	0	0	0	119	9	0	95	0	81	0	0	0	0	375	1,508	0	0	0	0
5:00 PM	1	8	69	0	0	0	104	12	0	97	0	79	0	0	0	0	370	1,492	0	0	0	0
5:15 PM	1	12	67	0	1	0	108	6	0	111	1	88	0	0	0	0	395		0	0	0	0
5:30 PM	0	15	63	0	0	0	101	2	0	94	0	93	0	0	0	0	368		0	0	0	0
5:45 PM	1	18	71	0	0	0	98	6	0	109	0	56	0	0	0	0	359		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	12	1	0	0	0	1	2	0	24	0	2	0	0	0	0	42
Lights	2	29	250	0	1	0	455	32	0	376	1	308	0	0	0	0	1,454
Mediums	0	1	11	0	0	0	6	2	0	8	0	16	0	0	0	0	44
Total	2	42	262	0	1	0	462	36	0	408	1	326	0	0	0	0	1,540

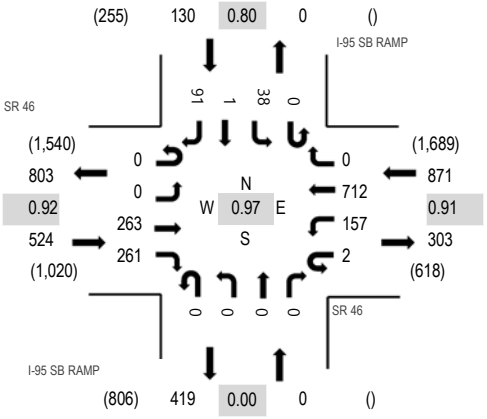
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		8.2%				2.2%				6.8%				0.0%			5.6%
Heavy Vehicle %	0.0%	31.0%	4.6%	0.0%	0.0%	0.0%	1.5%	11.1%	0.0%	7.8%	0.0%	5.5%	0.0%	0.0%	0.0%	0.0%	5.6%
Peak Hour Factor		0.91				0.92				0.92				0.00			0.96
Peak Hour Factor	0.75	0.74	0.95	0.00	0.25	0.00	0.92	0.75	0.00	0.93	0.25	0.92	0.00	0.00	0.00	0.00	0.96

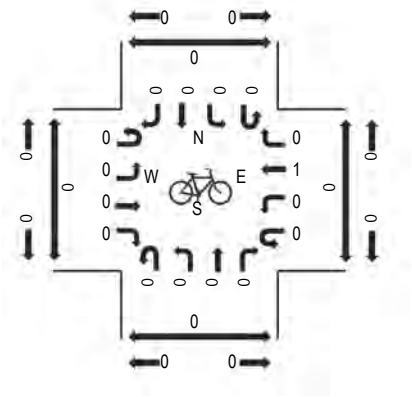
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 I-95 SB RAMP & SR 46 PM
Date: Wednesday, May 8, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

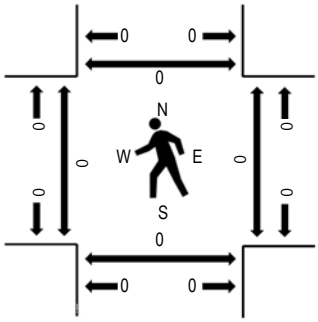
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				I-95 SB RAMP Northbound				I-95 SB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	69	50	0	46	160	0	0	0	0	0	0	12	0	18	355	1,491	0	0	0	0
4:15 PM	0	0	64	54	0	38	172	0	0	0	0	0	0	8	0	27	363	1,507	0	0	0	0
4:30 PM	0	0	62	69	1	41	196	0	0	0	0	0	0	14	0	11	394	1,525	0	0	0	0
4:45 PM	0	0	59	62	1	45	170	0	0	0	0	0	0	10	1	31	379	1,480	0	0	0	0
5:00 PM	0	0	74	70	0	41	153	0	0	0	0	0	0	6	0	27	371	1,473	0	0	0	0
5:15 PM	0	0	68	60	0	30	193	0	0	0	0	0	0	8	0	22	381		0	0	0	0
5:30 PM	0	0	72	54	0	46	147	0	0	0	0	0	0	5	0	25	349		0	0	0	0
5:45 PM	0	0	77	56	0	43	166	0	0	0	0	0	0	8	0	22	372		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	12	21	0	1	26	0	0	0	0	0	0	1	1	16	78
Lights	0	0	241	230	2	154	673	0	0	0	0	0	0	36	0	73	1,409
Mediums	0	0	10	10	0	2	13	0	0	0	0	0	0	1	0	2	38
Total	0	0	263	261	2	157	712	0	0	0	0	0	0	38	1	91	1,525

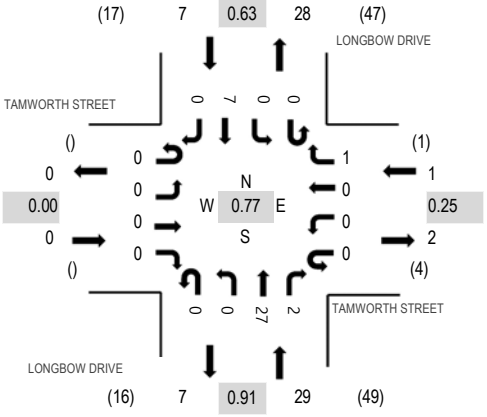
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			10.1%				4.8%				0.0%				16.2%		7.6%
Heavy Vehicle %	0.0%	0.0%	8.4%	11.9%	0.0%	1.9%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	100.0%	19.8%	7.6%
Peak Hour Factor			0.92				0.91				0.00				0.80		0.97
Peak Hour Factor	0.00	0.00	0.94	0.93	0.50	0.92	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.25	0.85	0.97

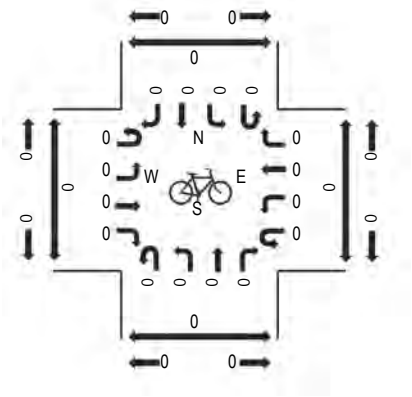
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 LONGBOW DRIVE & TAMWORTH STREET PM
Date: Wednesday, May 8, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

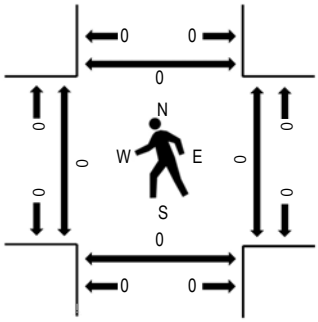
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAMWORTH STREET Eastbound				TAMWORTH STREET Westbound				LONGBOW DRIVE Northbound				LONGBOW DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	11	30	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	1	1	0	7	26	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	27	1	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0	7	34	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	37	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	7	1	0	0	4	0	12		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	5	1	0	0	3	0	10		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	1	0	0	26	2	0	0	7	0	36
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	27	2	0	0	7	0	37

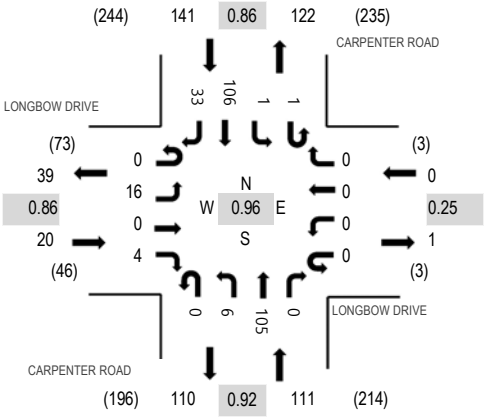
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				3.4%				0.0%			2.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%
Peak Hour Factor		0.00				0.25				0.91				0.63			0.77
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.84	0.50	0.00	0.25	0.56	0.00	0.77

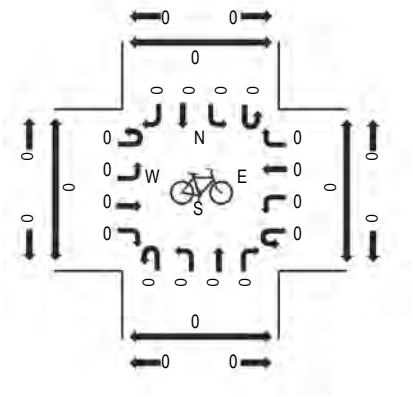
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 CARPENTER ROAD & LONGBOW DRIVE PM
Date: Wednesday, May 8, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

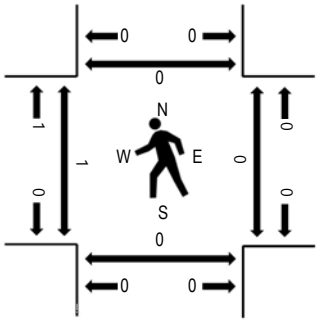
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONGBOW DRIVE Eastbound				LONGBOW DRIVE Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	0	4	0	0	0	0	0	2	23	0	0	0	19	9	59	241	0	0	0	0
4:15 PM	0	3	0	3	0	0	0	0	0	2	21	0	0	0	16	3	48	245	0	0	0	0
4:30 PM	0	3	0	2	0	1	0	0	0	3	25	0	0	1	25	4	64	268	1	0	0	0
4:45 PM	0	6	0	1	0	0	0	0	0	0	27	0	1	0	28	7	70	272	0	0	0	0
5:00 PM	0	2	0	1	0	0	0	0	0	3	28	0	0	0	22	7	63	266	1	0	0	0
5:15 PM	0	4	0	0	0	0	0	0	0	2	30	0	0	0	25	10	71		0	0	0	0
5:30 PM	0	4	0	2	0	0	0	0	0	1	20	0	0	1	31	9	68		0	0	0	0
5:45 PM	0	8	0	1	0	0	0	2	0	1	26	0	0	1	15	10	64		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	16	0	4	0	0	0	0	0	6	101	0	1	1	103	32	264
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	1	8
Total	0	16	0	4	0	0	0	0	0	6	105	0	1	1	106	33	272

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				3.6%				2.8%			2.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	2.8%	3.0%	2.9%
Peak Hour Factor		0.86				0.25				0.92				0.86			0.96
Peak Hour Factor	0.00	0.56	0.00	0.63	0.00	0.25	0.00	0.25	0.00	0.67	0.92	0.00	0.25	0.50	0.85	0.90	0.96

APPENDIX D
FDOT's Florida Traffic Online (FTO) Data

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7000 BREVARD COUNTYWIDE

MOCF: 0.94

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

* PEAK SEASON

APPENDIX E
Turning Movement Volume Worksheets

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	1		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	N Carpenter Rd	N/S	***Interim Buildout Year:***	2026	
Minor Street:	London Town Rd	E/W	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.940

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**N Carpenter Rd**								**London Town Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
7:15 AM - 8:15 AM	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	7	77	0	0	0	65	16	0	52	0	40	0	0	0	0
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	0%	1%	0%	0%	0%	2%	13%	0%	6%	0%	5%	0%	0%	0%	0%
Existing (2024)	**0**	**7**	**77**	**0**	**0**	**0**	**65**	**16**	**0**	**52**	**0**	**40**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.04				1.04				1.04				1.04	
Background (2026)	**0**	**7**	**80**	**0**	**0**	**0**	**68**	**17**	**0**	**54**	**0**	**42**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		3%					40%	47%								
Egress			40%							47%		3%				
Project Trips	0	1	34	0	0	0	12	14	0	40	0	3	0	0	0	0
Pod 1 Buildout (2026)	**0**	**8**	**114**	**0**	**0**	**0**	**80**	**31**	**0**	**94**	**0**	**45**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.08				1.08				1.08				1.08	
Background (2030)	**0**	**9**	**123**	**0**	**0**	**0**	**86**	**33**	**0**	**102**	**0**	**49**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		7%	6%					43%								
Egress							6%			43%		7%				
Project Trips	0	3	3	0	0	0	8	20	0	61	0	10	0	0	0	0
Ultimate Buildout (2030)	**0**	**12**	**126**	**0**	**0**	**0**	**94**	**53**	**0**	**163**	**0**	**59**	**0**	**0**	**0**	**0**

PHF: 0.930

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**N Carpenter Rd**								**London Town Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
4:45 PM - 5:45 PM	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	51	74	0	0	0	111	33	0	25	0	30	0	0	0	0
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	4%	3%	0%	0%	0%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**51**	**74**	**0**	**0**	**0**	**111**	**33**	**0**	**25**	**0**	**30**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.04				1.04				1.04				1.04	
Background (2026)	**0**	**53**	**76**	**0**	**0**	**0**	**115**	**34**	**0**	**26**	**0**	**31**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		3%					40%	47%								
Egress			40%							47%		3%				
Project Trips	0	2	22	0	0	0	31	38	0	26	0	2	0	0	0	0
Pod 1 Buildout (2026)	**0**	**55**	**98**	**0**	**0**	**0**	**146**	**72**	**0**	**52**	**0**	**33**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.08				1.08				1.08				1.08	
Background (2030)	**0**	**59**	**106**	**0**	**0**	**0**	**158**	**78**	**0**	**56**	**0**	**36**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		7%	6%					43%								
Egress							6%			43%		7%				
Project Trips	0	10	8	0	0	0	6	61	0	38	0	6	0	0	0	0
Ultimate Buildout (2030)	**0**	**69**	**114**	**0**	**0**	**0**	**164**	**139**	**0**	**94**	**0**	**42**	**0**	**0**	**0**	**0**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	2		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	SR 46	E/W	***Interim Buildout Year:***	2026	
Minor Street:	N Carpenter Rd	N/S	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour 7:15 AM - 8:15 AM	N Carpenter Rd								SR 46							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	0	21	11	102	0	108	7	32	0	33	479	32	37	66	280	104
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	4%	0%	33%	0%	22%	0%	15%	6%	9%	0%	11%	9%	31%
Existing (2024)	**0**	**21**	**11**	**102**	**0**	**108**	**7**	**32**	**0**	**33**	**479**	**32**	**37**	**66**	**280**	**104**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**22**	**11**	**106**	**0**	**112**	**7**	**33**	**0**	**34**	**498**	**33**	**38**	**69**	**291**	**108**
Project Assignment																
Ingress												15%		72%		
Egress		15%		72%												
Project Trips	0	12	0	61	0	0	0	0	0	0	0	5	0	20	0	0
Pod 1 Buildout (2026)	**0**	**34**	**11**	**167**	**0**	**112**	**7**	**33**	**0**	**34**	**498**	**38**	**38**	**89**	**291**	**108**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**37**	**12**	**180**	**0**	**121**	**8**	**36**	**0**	**37**	**538**	**41**	**41**	**96**	**314**	**117**
Project Assignment																
Ingress												15%		72%		
Egress		15%		72%												
Project Trips	0	21	0	102	0	0	0	0	0	0	0	7	0	33	0	0
Ultimate Buildout (2030)	**0**	**58**	**12**	**282**	**0**	**121**	**8**	**36**	**0**	**37**	**538**	**48**	**41**	**129**	**314**	**117**

PHF: 0.940

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour 4:30 PM - 5:30 PM	N Carpenter Rd								SR 46							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	0	41	13	74	0	92	14	35	0	19	335	43	16	131	558	116
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	5%	0%	4%	0%	36%	21%	0%	0%	0%	0%	0%	6%	2%	4%	32%
Existing (2024)	**0**	**41**	**13**	**74**	**0**	**92**	**14**	**35**	**0**	**19**	**335**	**43**	**16**	**131**	**558**	**116**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**43**	**13**	**77**	**0**	**96**	**15**	**36**	**0**	**20**	**348**	**45**	**17**	**136**	**580**	**121**
Project Assignment																
Ingress												15%		72%		
Egress		15%		72%												
Project Trips	0	8	0	40	0	0	0	0	0	0	0	12	0	56	0	0
Pod 1 Buildout (2026)	**0**	**51**	**13**	**117**	**0**	**96**	**15**	**36**	**0**	**20**	**348**	**57**	**17**	**192**	**580**	**121**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**55**	**14**	**126**	**0**	**104**	**16**	**39**	**0**	**22**	**376**	**62**	**18**	**207**	**626**	**131**
Project Assignment																
Ingress												15%		72%		
Egress		15%		72%												
Project Trips	0	14	0	64	0	0	0	0	0	0	0	21	0	102	0	0
Ultimate Buildout (2030)	**0**	**69**	**14**	**190**	**0**	**104**	**16**	**39**	**0**	**22**	**376**	**83**	**18**	**309**	**626**	**131**

Intersection Development Worksheet

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Intersection #:	3		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	N Carpenter Rd	N/S	***Interim Buildout Year:***	2026	
Minor Street:	Dairy Rd	E/W	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.860

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour 7:30 AM - 8:30 AM	**N Carpenter Rd**								**Dairy Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	6	52	121	0	127	142	3	0	1	28	16	0	138	6	40
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	1%	0%	2%	1%	0%	0%	0%	0%	0%	0%	2%	17%	3%
Existing (2024)	**0**	**6**	**52**	**121**	**0**	**127**	**142**	**3**	**0**	**1**	**28**	**16**	**0**	**138**	**6**	**40**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**6**	**54**	**126**	**0**	**132**	**148**	**3**	**0**	**1**	**29**	**17**	**0**	**144**	**6**	**42**
Project Assignment																
Ingress			3%													7%
Egress						7%	3%									
Project Trips	0	0	1	0	0	6	3	0	0	0	0	0	0	0	0	2
Pod 1 Buildout (2026)	**0**	**6**	**55**	**126**	**0**	**138**	**151**	**3**	**0**	**1**	**29**	**17**	**0**	**144**	**6**	**44**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**6**	**59**	**136**	**0**	**149**	**163**	**3**	**0**	**1**	**31**	**18**	**0**	**156**	**6**	**48**
Project Assignment																
Ingress			3%													7%
Egress						7%	3%									
Project Trips	0	0	2	0	0	10	4	0	0	0	0	0	0	0	0	3
Ultimate Buildout (2030)	**0**	**6**	**61**	**136**	**0**	**159**	**167**	**3**	**0**	**1**	**31**	**18**	**0**	**156**	**6**	**51**

PHF: 0.940

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour 4:30 PM - 5:30 PM	**N Carpenter Rd**								**Dairy Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	22	129	113	0	85	102	1	0	0	14	16	0	100	23	138
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	2%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Existing (2024)	**0**	**22**	**129**	**113**	**0**	**85**	**102**	**1**	**0**	**0**	**14**	**16**	**0**	**100**	**23**	**138**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**23**	**134**	**118**	**0**	**89**	**106**	**1**	**0**	**0**	**15**	**17**	**0**	**104**	**24**	**144**
Project Assignment																
Ingress			3%													7%
Egress						7%	3%									
Project Trips	0	0	2	0	0	4	2	0	0	0	0	0	0	0	0	5
Pod 1 Buildout (2026)	**0**	**23**	**136**	**118**	**0**	**93**	**108**	**1**	**0**	**0**	**15**	**17**	**0**	**104**	**24**	**149**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**25**	**147**	**127**	**0**	**100**	**117**	**1**	**0**	**0**	**16**	**18**	**0**	**112**	**26**	**161**
Project Assignment																
Ingress			3%													7%
Egress						7%	3%									
Project Trips	0	0	4	0	0	6	3	0	0	0	0	0	0	0	0	10
Ultimate Buildout (2030)	**0**	**25**	**151**	**127**	**0**	**106**	**120**	**1**	**0**	**0**	**16**	**18**	**0**	**112**	**26**	**171**

Intersection Development Worksheet

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Intersection #:	4		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	I-95 SB Ramp	N/S	***Interim Buildout Year:***	2026	
Minor Street:	SR 46	E/W	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**I-95 SB Ramp**								**SR 46**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	0	0	0	32	0	45	0	0	336	402	2	298	445	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	6%	0%	36%	0%	0%	7%	11%	0%	5%	10%	0%
Existing (2024)	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**45**	**0**	**0**	**336**	**402**	**2**	**298**	**445**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**0**	**0**	**0**	**33**	**0**	**47**	**0**	**0**	**349**	**418**	**2**	**310**	**463**	**0**
Project Assignment																
Ingress								4%							68%	
Egress											26%	46%				
Project Trips	0	0	0	0	0	0	0	1	0	0	22	39	0	0	18	0
Pod 1 Buildout (2026)	**0**	**0**	**0**	**0**	**0**	**33**	**0**	**48**	**0**	**0**	**371**	**457**	**2**	**310**	**481**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**52**	**0**	**0**	**401**	**494**	**2**	**335**	**519**	**0**
Project Assignment																
Ingress								4%							68%	
Egress											26%	46%				
Project Trips	0	0	0	0	0	0	0	2	0	0	37	65	0	0	31	0
Ultimate Buildout (2030)	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**54**	**0**	**0**	**438**	**559**	**2**	**335**	**550**	**0**

PHF: 0.970

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**I-95 SB Ramp**								**SR 46**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	0	0	0	38	1	91	0	0	263	261	2	157	712	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	5%	100%	20%	0%	0%	0%	0%	0%	2%	5%	0%
Existing (2024)	**0**	**0**	**0**	**0**	**0**	**38**	**1**	**91**	**0**	**0**	**263**	**261**	**2**	**157**	**712**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**0**	**0**	**0**	**40**	**1**	**95**	**0**	**0**	**274**	**271**	**2**	**163**	**740**	**0**
Project Assignment																
Ingress								4%							68%	
Egress											26%	46%				
Project Trips	0	0	0	0	0	0	0	3	0	0	15	25	0	0	53	0
Pod 1 Buildout (2026)	**0**	**0**	**0**	**0**	**0**	**40**	**1**	**98**	**0**	**0**	**289**	**296**	**2**	**163**	**793**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**0**	**0**	**0**	**43**	**1**	**106**	**0**	**0**	**312**	**320**	**2**	**176**	**856**	**0**
Project Assignment																
Ingress								4%							68%	
Egress											26%	46%				
Project Trips	0	0	0	0	0	0	0	6	0	0	23	41	0	0	96	0
Ultimate Buildout (2030)	**0**	**0**	**0**	**0**	**0**	**43**	**1**	**112**	**0**	**0**	**335**	**361**	**2**	**176**	**952**	**0**

Intersection Development Worksheet

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Intersection #:	5		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	I-95 NB Ramp	N/S	***Interim Buildout Year:***	2026	
Minor Street:	SR 46	E/W	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.890

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**I-95 NB Ramp**								**SR 46**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
7:00 AM - 8:00 AM	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	206	0	165	0	0	0	0	9	68	302	0	0	0	513	40
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	15%	0%	9%	0%	0%	0%	0%	0%	19%	4%	0%	0%	0%	6%	10%
Existing (2024)	**0**	**206**	**0**	**165**	**0**	**0**	**0**	**0**	**9**	**68**	**302**	**0**	**0**	**0**	**513**	**40**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**214**	**0**	**172**	**0**	**0**	**0**	**0**	**9**	**71**	**314**	**0**	**0**	**0**	**534**	**42**
Project Assignment																
Ingress		46%													22%	
Egress										4%	22%					
Project Trips	0	12	0	0	0	0	0	0	0	3	19	0	0	0	6	0
Pod 1 Buildout (2026)	**0**	**226**	**0**	**172**	**0**	**0**	**0**	**0**	**9**	**74**	**333**	**0**	**0**	**0**	**540**	**42**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**244**	**0**	**186**	**0**	**0**	**0**	**0**	**10**	**80**	**360**	**0**	**0**	**0**	**583**	**45**
Project Assignment																
Ingress		46%													22%	
Egress										4%	22%					
Project Trips	0	21	0	0	0	0	0	0	0	6	31	0	0	0	10	0
Ultimate Buildout (2030)	**0**	**265**	**0**	**186**	**0**	**0**	**0**	**0**	**10**	**86**	**391**	**0**	**0**	**0**	**593**	**45**

PHF: 0.960

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**I-95 NB Ramp**								**SR 46**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
4:30 PM - 5:30 PM	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	408	1	326	0	0	0	0	2	42	262	0	1	0	462	36
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	8%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	11%
Existing (2024)	**0**	**408**	**1**	**326**	**0**	**0**	**0**	**0**	**2**	**42**	**262**	**0**	**1**	**0**	**462**	**36**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**424**	**1**	**339**	**0**	**0**	**0**	**0**	**2**	**44**	**272**	**0**	**1**	**0**	**480**	**37**
Project Assignment																
Ingress		46%													22%	
Egress										4%	22%					
Project Trips	0	36	0	0	0	0	0	0	0	2	13	0	0	0	17	0
Pod 1 Buildout (2026)	**0**	**460**	**1**	**339**	**0**	**0**	**0**	**0**	**2**	**46**	**285**	**0**	**1**	**0**	**497**	**37**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**497**	**1**	**366**	**0**	**0**	**0**	**0**	**2**	**50**	**308**	**0**	**1**	**0**	**537**	**40**
Project Assignment																
Ingress		46%													22%	
Egress										4%	22%					
Project Trips	0	65	0	0	0	0	0	0	0	3	20	0	0	0	31	0
Ultimate Buildout (2030)	**0**	**562**	**1**	**366**	**0**	**0**	**0**	**0**	**2**	**53**	**328**	**0**	**1**	**0**	**568**	**40**

Intersection Development Worksheet

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Intersection #:	6		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	N Carpenter Rd	N/S	***Interim Buildout Year:***	2026	
Minor Street:	Longbow Rd	E/W	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.940

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**N Carpenter Rd**								**Longbow Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
7:15 AM - 8:15 AM	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	2	66	0	0	1	84	13	0	20	0	10	0	0	0	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	1%	15%	0%	5%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**2**	**66**	**0**	**0**	**1**	**84**	**13**	**0**	**20**	**0**	**10**	**0**	**0**	**0**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**2**	**69**	**0**	**0**	**1**	**87**	**14**	**0**	**21**	**0**	**10**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		4%	6%					13%								
Egress							6%			13%		4%				
Project Trips	0	1	2	0	0	0	6	4	0	11	0	3	0	0	0	0
Pod 1 Buildout (2026)	**0**	**3**	**71**	**0**	**0**	**1**	**93**	**18**	**0**	**32**	**0**	**13**	**0**	**0**	**0**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**3**	**77**	**0**	**0**	**1**	**100**	**19**	**0**	**35**	**0**	**14**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress			10%							3%						
Egress							10%	3%								
Project Trips	0	0	5	0	0	0	14	4	0	1	0	0	0	0	0	0
Ultimate Buildout (2030)	**0**	**3**	**82**	**0**	**0**	**1**	**114**	**23**	**0**	**36**	**0**	**14**	**0**	**0**	**0**	**0**

PHF: 0.960

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**N Carpenter Rd**								**Longbow Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
4:45 PM - 5:45 PM	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	6	133	0	1	1	123	33	0	16	0	4	0	0	0	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	4%	0%	0%	0%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**6**	**133**	**0**	**1**	**1**	**123**	**33**	**0**	**16**	**0**	**4**	**0**	**0**	**0**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**6**	**138**	**0**	**1**	**2**	**128**	**34**	**0**	**17**	**0**	**4**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		4%	6%					13%								
Egress							6%			13%		4%				
Project Trips	0	3	5	0	0	0	3	10	0	7	0	2	0	0	0	0
Pod 1 Buildout (2026)	**0**	**9**	**143**	**0**	**1**	**2**	**131**	**44**	**0**	**24**	**0**	**6**	**0**	**0**	**0**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**10**	**154**	**0**	**1**	**2**	**141**	**48**	**0**	**26**	**0**	**6**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress			10%							3%						
Egress							10%	3%								
Project Trips	0	0	14	0	0	0	9	3	0	4	0	0	0	0	0	0
Ultimate Buildout (2030)	**0**	**10**	**168**	**0**	**1**	**2**	**150**	**51**	**0**	**30**	**0**	**6**	**0**	**0**	**0**	**0**

Intersection Development Worksheet

Kimley»Horn
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Intersection #:	7		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	Carpenter Rd	N/S	***Interim Buildout Year:***	2026	
Minor Street:	Project Driveway 1	E/W	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**Carpenter Rd**								**Project Driveway 1**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	129	0	0	0	81	0	0	0	0	0	0	0	0	0
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**129**	**0**	**0**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.04				1.04				1.04				1.04	
Background (2026)	**0**	**0**	**134**	**0**	**0**	**0**	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	**0**	**0**	**134**	**0**	**0**	**0**	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.08				1.08				1.08				1.08	
Background (2030)	**0**	**0**	**145**	**0**	**0**	**0**	**91**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		3%					65%	22%								
Egress			65%							22%		3%				
Project Trips	0	1	92	0	0	0	30	10	0	31	0	4	0	0	0	0
Ultimate Buildout (2030)	**0**	**1**	**237**	**0**	**0**	**0**	**121**	**10**	**0**	**31**	**0**	**4**	**0**	**0**	**0**	**0**

PHF: 0.920

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**Carpenter Rd**								**Project Driveway 1**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	99	0	0	0	144	0	0	0	0	0	0	0	0	0
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**99**	**0**	**0**	**0**	**144**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.04				1.04				1.04				1.04	
Background (2026)	**0**	**0**	**102**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	**0**	**0**	**102**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.08				1.08				1.08				1.08	
Background (2030)	**0**	**0**	**110**	**0**	**0**	**0**	**162**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		3%					65%	22%								
Egress			65%							22%		3%				
Project Trips	0	4	58	0	0	0	92	31	0	20	0	3	0	0	0	0
Ultimate Buildout (2030)	**0**	**4**	**168**	**0**	**0**	**0**	**254**	**31**	**0**	**20**	**0**	**3**	**0**	**0**	**0**	**0**

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Intersection Development Worksheet

Kimley»Horn
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Intersection #:	7		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	Carpenter Rd	N/S	***Interim Buildout Year:***	2026	
Minor Street:	Project Driveway 2	E/W	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**Carpenter Rd**								**Project Driveway 2**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	129	0	0	0	81	0	0	0	0	0	0	0	0	0
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**129**	**0**	**0**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.04				1.04				1.04				1.04	
Background (2026)	**0**	**0**	**134**	**0**	**0**	**0**	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	**0**	**0**	**134**	**0**	**0**	**0**	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.08				1.08				1.08				1.08	
Background (2030)	**0**	**0**	**145**	**0**	**0**	**0**	**91**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		3%	3%				43%	22%								
Egress			43%				3%			22%		3%				
Project Trips	0	2	62	0	0	0	24	10	0	31	0	4	0	0	0	0
Ultimate Buildout (2030)	**0**	**2**	**207**	**0**	**0**	**0**	**115**	**10**	**0**	**31**	**0**	**4**	**0**	**0**	**0**	**0**

PHF: 0.920

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**Carpenter Rd**								**Project Driveway 2**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	99	0	0	0	144	0	0	0	0	0	0	0	0	0
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**99**	**0**	**0**	**0**	**144**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.04				1.04				1.04				1.04	
Background (2026)	**0**	**0**	**102**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	**0**	**0**	**102**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.08				1.08				1.08				1.08	
Background (2030)	**0**	**0**	**110**	**0**	**0**	**0**	**162**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		3%	3%				43%	22%								
Egress			43%				3%			22%		3%				
Project Trips	0	4	43	0	0	0	64	31	0	20	0	2	0	0	0	0
Ultimate Buildout (2030)	**0**	**4**	**153**	**0**	**0**	**0**	**226**	**31**	**0**	**20**	**0**	**2**	**0**	**0**	**0**	**0**

Intersection Development Worksheet

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Intersection #:	8		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	Carpenter Rd	N/S	***Interim Buildout Year:***	2026	
Minor Street:	Project Driveway 4	E/W	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**Carpenter Rd**								**Project Driveway 4**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	84	0	0	0	105	0	0	0	0	0	0	0	0	0
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**84**	**0**	**0**	**0**	**105**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.04				1.04				1.04				1.04	
Background (2026)	**0**	**0**	**87**	**0**	**0**	**0**	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		3%	3%				13%	27%								
Egress			13%				3%			27%		3%				
Project Trips	0	1	12	0	0	0	7	8	0	23	0	3	0	0	0	0
Pod 1 Buildout (2026)	**0**	**1**	**99**	**0**	**0**	**0**	**116**	**8**	**0**	**23**	**0**	**3**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.08				1.08				1.08				1.08	
Background (2030)	**0**	**1**	**107**	**0**	**0**	**0**	**125**	**9**	**0**	**25**	**0**	**3**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress			13%													
Egress							13%									
Project Trips	0	0	6	0	0	0	18	0	0	0	0	0	0	0	0	0
Ultimate Buildout (2030)	**0**	**1**	**113**	**0**	**0**	**0**	**143**	**9**	**0**	**25**	**0**	**3**	**0**	**0**	**0**	**0**

PHF: 0.920

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**Carpenter Rd**								**Project Driveway 4**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	125	0	0	0	141	0	0	0	0	0	0	0	0	0
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**125**	**0**	**0**	**0**	**141**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.04				1.04				1.04				1.04	
Background (2026)	**0**	**0**	**130**	**0**	**0**	**0**	**147**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		3%	3%				13%	27%								
Egress			13%				3%			27%		3%				
Project Trips	0	3	9	0	0	0	12	21	0	15	0	2	0	0	0	0
Pod 1 Buildout (2026)	**0**	**3**	**139**	**0**	**0**	**0**	**159**	**21**	**0**	**15**	**0**	**2**	**0**	**0**	**0**	**0**
Growth Rates			2.00%				2.00%				2.00%				2.00%	
Growth Factor			1.08				1.08				1.08				1.08	
Background (2030)	**0**	**3**	**150**	**0**	**0**	**0**	**172**	**23**	**0**	**16**	**0**	**2**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress			13%													
Egress							13%									
Project Trips	0	0	18	0	0	0	12	0	0	0	0	0	0	0	0	0
Ultimate Buildout (2030)	**0**	**3**	**168**	**0**	**0**	**0**	**184**	**23**	**0**	**16**	**0**	**2**	**0**	**0**	**0**	**0**

Intersection Development Worksheet

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Intersection #:	9		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	Longbow Rd	E/W	***Interim Buildout Year:***	2026	
Minor Street:	Project Driveway 5	N/S	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.790

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**Project Driveway 5**								**Longbow Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	7	0	0	0	12	0	0	0	0	0	0	0	0	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**7**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**7**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress										3%						17%
Egress						17%		3%								
Project Trips	0	0	0	0	0	14	0	3	0	1	0	0	0	0	0	5
Pod 1 Buildout (2026)	**0**	**0**	**7**	**0**	**0**	**14**	**12**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**8**	**0**	**0**	**15**	**13**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**
Project Assignment																
Ingress											3%					
Egress															3%	
Project Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
Ultimate Buildout (2030)	**0**	**0**	**8**	**0**	**0**	**15**	**13**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**5**

PHF: 0.770

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**Project Driveway 5**								**Longbow Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	27	2	0	0	7	0	0	0	0	0	0	0	0	1
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**27**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**28**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Project Assignment																
Ingress										3%						17%
Egress						17%		3%								
Project Trips	0	0	0	0	0	9	0	2	0	2	0	0	0	0	0	13
Pod 1 Buildout (2026)	**0**	**0**	**28**	**2**	**0**	**9**	**7**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**14**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**30**	**2**	**0**	**10**	**8**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**15**
Project Assignment																
Ingress											3%					
Egress															3%	
Project Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
Ultimate Buildout (2030)	**0**	**0**	**30**	**2**	**0**	**10**	**8**	**2**	**0**	**2**	**4**	**0**	**0**	**0**	**3**	**15**

Intersection Development Worksheet

Kimley»Horn
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Intersection #:	10		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	London Town Rd	E/W	***Interim Buildout Year:***	2026	
Minor Street:	Project Driveway A	N/S	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**Project Driveway A**								**London Town Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	0	0	0	0	0	0	0	0	92	0	0	0	23	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**0**	**0**	**0**	**23**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**0**	**0**	**0**	**24**	**0**
Project Assignment																
Ingress														10%	40%	
Egress				10%							40%					
Project Trips	0	0	0	8	0	0	0	0	0	0	34	0	0	3	11	0
Pod 1 Buildout (2026)	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**130**	**0**	**0**	**3**	**35**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**140**	**0**	**0**	**3**	**38**	**0**
Project Assignment																
Ingress															50%	
Egress											50%					
Project Trips	0	0	0	0	0	0	0	0	0	0	71	0	0	0	23	0
Ultimate Buildout (2030)	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**211**	**0**	**0**	**3**	**61**	**0**

PHF: 0.920

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**Project Driveway A**								**London Town Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	0	0	0	0	0	0	0	0	55	0	0	0	84	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**0**	**0**	**84**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**87**	**0**
Project Assignment																
Ingress														10%	40%	
Egress				10%							40%					
Project Trips	0	0	0	5	0	0	0	0	0	0	22	0	0	7	31	0
Pod 1 Buildout (2026)	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**0**	**0**	**7**	**118**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**85**	**0**	**0**	**8**	**127**	**0**
Project Assignment																
Ingress															50%	
Egress											50%					
Project Trips	0	0	0	0	0	0	0	0	0	0	44	0	0	0	71	0
Ultimate Buildout (2030)	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**129**	**0**	**0**	**8**	**198**	**0**

Intersection Development Worksheet

Kimley»Horn
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Intersection #:	10		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	London Town Rd	E/W	***Interim Buildout Year:***	2026	
Minor Street:	Project Driveway B	N/S	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**Project Driveway B**								**London Town Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	0	0	0	0	0	0	0	0	92	0	0	0	23	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**0**	**0**	**0**	**23**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**0**	**0**	**0**	**24**	**0**
Project Assignment																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**0**	**0**	**0**	**24**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**104**	**0**	**0**	**0**	**26**	**0**
Project Assignment																
Ingress															40%	10%
Egress						10%					40%					
Project Trips	0	0	0	0	0	15	0	0	0	0	56	0	0	0	18	5
Ultimate Buildout (2030)	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**160**	**0**	**0**	**0**	**44**	**5**

PHF: 0.920

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**Project Driveway B**								**London Town Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	0	0	0	0	0	0	0	0	55	0	0	0	84	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**0**	**0**	**84**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**87**	**0**
Project Assignment																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**87**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**0**	**0**	**0**	**94**	**0**
Project Assignment																
Ingress															40%	10%
Egress						10%					40%					
Project Trips	0	0	0	0	0	8	0	0	0	0	36	0	0	0	57	14
Ultimate Buildout (2030)	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**98**	**0**	**0**	**0**	**151**	**14**

Intersection Development Worksheet

Kimley»Horn
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Intersection #:	10		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	London Town Rd	E/W	***Interim Buildout Year:***	2026	
Minor Street:	Project Driveway C	N/S	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**Project Driveway C**								**London Town Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	0	0	0	0	0	0	0	0	92	0	0	0	23	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**0**	**0**	**0**	**23**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**0**	**0**	**0**	**24**	**0**
Project Assignment																
Ingress														40%		
Egress				40%												
Project Trips	0	0	0	34	0	0	0	0	0	0	0	0	0	11	0	0
Pod 1 Buildout (2026)	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**0**	**0**	**11**	**24**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**104**	**0**	**0**	**12**	**26**	**0**
Project Assignment																
Ingress															20%	20%
Egress						20%					20%					
Project Trips	0	0	0	0	0	28	0	0	0	0	28	0	0	0	9	9
Ultimate Buildout (2030)	**0**	**0**	**0**	**37**	**0**	**28**	**0**	**0**	**0**	**0**	**132**	**0**	**0**	**12**	**35**	**9**

PHF: 0.920

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**Project Driveway C**								**London Town Rd**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	0	0	0	0	0	0	0	0	55	0	0	0	84	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**0**	**0**	**84**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**87**	**0**
Project Assignment																
Ingress														40%		
Egress				40%												
Project Trips	0	0	0	22	0	0	0	0	0	0	0	0	0	31	0	0
Pod 1 Buildout (2026)	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**0**	**0**	**31**	**87**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**0**	**0**	**33**	**94**	**0**
Project Assignment																
Ingress															20%	20%
Egress						20%					20%					
Project Trips	0	0	0	0	0	18	0	0	0	0	18	0	0	0	29	28
Ultimate Buildout (2030)	**0**	**0**	**0**	**24**	**0**	**18**	**0**	**0**	**0**	**0**	**80**	**0**	**0**	**33**	**123**	**28**

Intersection Development Worksheet

Kimley»Horn
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Intersection #:	11		***Existing Year:***	2024	***TMC Year:*** 2024
Major Street:	Arnold Palmer Dr	N/S	***Interim Buildout Year:***	2026	
Minor Street:	Project Driveway D	E/W	***Buildout Year:***	2030	
			Seasonal Factor:	1.00	

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 **OUT =** 85
Remaining AM Peak Hour Trips: IN = 46 **OUT =** 141

Weekday AM Peak Hour	**Arnold Palmer Dr**								**Project Driveway D**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		10%		10%												
Egress												10%		10%		
Project Trips	0	5	0	4	0	0	0	0	0	0	0	14	0	14	0	0
Ultimate Buildout (2030)	**0**	**5**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**14**	**0**	**0**

PHF: 0.920

Pod 1 PM Peak Hour Trips: IN = 78 **OUT =** 55
Remaining PM Peak Hour Trips: IN = 142 **OUT =** 89

Weekday PM Peak Hour	**Arnold Palmer Dr**								**Project Driveway D**							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**	**U**	**L**	**T**	**R**
TMC (2024)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.04				1.04				1.04				1.04		
Background (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress																
Egress																
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Rates		2.00%				2.00%				2.00%				2.00%		
Growth Factor		1.08				1.08				1.08				1.08		
Background (2030)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment																
Ingress		10%		10%												
Egress												10%		10%		
Project Trips	0	14	0	15	0	0	0	0	0	0	0	9	0	9	0	0
Ultimate Buildout (2030)	**0**	**14**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**9**	**0**	**0**

APPENDIX F
Existing Signal Timings

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	25	0	17	0	23	0	23	0	0	0	0	0	0	0	0
Min Green	7	15	7	7	7	15	7	7	5	5	5	5	5	5	5	5
Passage	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1
Max1	15	45	25	25	15	45	25	25	25	25	25	25	25	25	25	25
Max2	0	0	0	0	0	0	0	0	50	50	50	50	50	50	50	50
Yellow	4.8	4.8	4.4	3.4	4.8	4.8	3.4	4.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2.4	2	2	3.2	2	2.4	4	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit																
Rest In Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry																
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Brevard County Timing Sheet 12/16/2022 10:08:09 AM

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	OFF		3	10	OFF		STD8	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
500			OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	OFF	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2	1								2								R-T/OTH		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6	5								6								R-T/OTH		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	3	7	4	1	5	7	8	2	2	6	6	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	8	5	5	0	8	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	2	2	3	4	6	6	7	8					2	4	6	8	1	3	5	7				
Type	OLP	VEH	VEH	VEH	OLP	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2_V14	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
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11															
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14															
15															
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Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**		
Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
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63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
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63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell	ON	ON	ON	ON	ON	ON
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15	CHANNEL	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	LONG	MAX 1	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO_RECYCLE	OFF	OFF	OFF	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Split Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																	1
2																																																			1
3																																																			1
4																																																			1
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30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Day Plan Table 7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1												
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99												
100												

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Phase [1.1.1]

	1	2 (ET)	3	4	5 (EL)	6 (WT)	7	8 (NL)	9	10	11	12	13	14	15	16
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	14	0	0	10	14	0	10	3	0	3	0	3	0	3	0
Gap Ext	0	3.5	0	0	3.5	4.5	0	3.5	0	0	0	0	0	0	0	0
Max1	0	45	0	0	15	45	0	40	0	0	0	0	0	0	0	0
Max2	0	45	0	0	25	45	0	40	0	0	0	0	0	0	0	0
Yellow Clr	0	4.8	0	0	4.8	4.8	0	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	0	2	0	0	2	2	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1	2 (ET)	3	4	5 (EL)	6 (WT)	7	8 (NL)	9	10	11	12	13	14	15	16
Enable		ON			ON	ON		ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON				ON		ON		ON		ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Brevard County Timing Sheet 12/16/2022 10:08:32 AM

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo

	OFF		OFF	OFF	OFF		ON		STD8	OFF	3PH	OFF		1	OFF	OFF	

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
334								

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	2	2	5	6	6	0	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**		
Dev Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	ON
8	ON
9	
10	ON
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	
25	
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	ON
36	
37	ON
38	ON
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	ON
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	ON
8	ON
9	
10	ON
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	
25	
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	ON
36	
37	ON
38	ON
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	ON
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	30		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases	2	6										
Overlaps												

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON					
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	ON	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				200	200	200	200	200	200	200						
Offset Time				9	72	9	37	9	37	27						
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Seq Number	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		114		86	21	93		86								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		153		47	21	132		47								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		114		86	21	93		86								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		150		50	25	125		50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		150		50	25	125		50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		150		50	25	125		50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		155		45	22	133		45								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
5																																																		1
6																																																			1
7																																																			1
8																																																			1
9																																																			1
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27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Day Plan Table 7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	100															

Day Plan Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	100															

Day Plan Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	100															

Day Plan Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	100															

Day Plan Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	100															

Day Plan Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	100															

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	1				0	0						
27	2				0	0						
28	3				0	0						
29	4				0	0						
30	5				0	0						
31	6				0	0						
32	7				0	0						
33	8				0	0						
34	9				0	0						
35	10				0	0						
36	11				0	0						
37	12				0	0						
38	13				0	0						
39	14				0	0						
40	15				0	0						
41	16				0	0						
42	17				0	0						
43	18				0	0						
44	19				0	0						
45	20				0	0						
46	21				0	0						
47	22				0	0						
48	23				0	0						
49	24				0	0						
50	48				0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	255				0	0						
100	254				0	0						

APPENDIX G
Space Coast TPO Traffic Counts

SPACE COAST
TRANSPORTATION PLANNING ORGANIZATION
HISTORICAL TRAFFIC VOLUMES – 2013-2022

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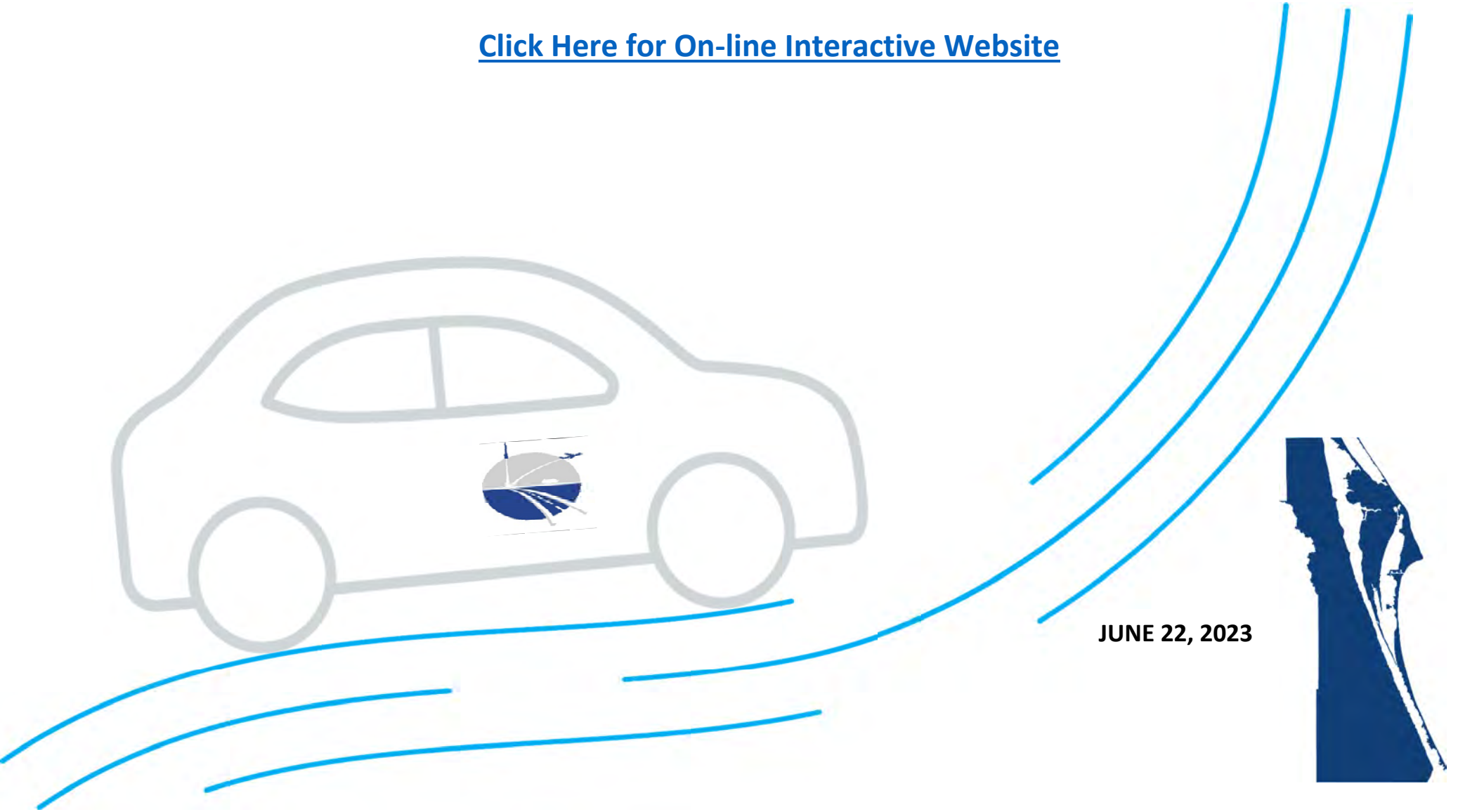

JUNE 22, 2023

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: NORTH																
206	BARNA AVE.	SR 405	SR 50	4,770	4,930	5,160	5,540	5,920	NC	6,400	5,630	5,830	5,190	15,600	12/19/22-12/20/22	Urban Major Collector
521	CAMP RD.	GRISSOM PKWY.	US 1	2,290	2,370	2,150	2,670	2,730	2,690	2,430	2,410	2,390	2,210	15,600	12/19/22-12/20/22	Urban Major Collector
	CITRUS BLVD./CANAVERAL GROVES BLVD.	PINE ST.	US 1	4,365	6,760	4,360	7,290	4,620	7,680	5,260	7,530	5,315	7,570			
522	CITRUS BLVD.	PINE ST.	LEE ST./CANAVERAL GROVES BLVD.	3,550	NC	3,380	NC	3,830	NC	4,500	NC	4,240	NC	15,600	10/28/21-10/29/21	Urban Major Collector
212	CANAVERAL GROVES BLVD.	LEE ST.	GRISSOM PKWY.	NC	6,760	NC	7,290	NC	7,680	NC	7,530	NC	7,570	15,600	12/19/22-12/20/22	Urban Major Collector
213	CANAVERAL GROVES BLVD.	GRISSOM PKWY.	US 1	5,180	NC	5,340	NC	5,410	NC	6,020	NC	6,390	NC	15,600	11/30/21-12/01/21	Urban Major Collector
	CARPENTER RD.	FOX LAKE RD.	SR 46	4,483	4,390	4,455	4,557	4,437	4,630	4,560	4,290	4,463	4,610			
188	CARPENTER RD.	FOX LAKE RD.	GARDEN ST.	3,560	3,540	3,520	3,480	3,690	3,830	3,560	3,410	3,410	3,670	15,600	12/19/22-12/20/22	Urban Major Collector
184	CARPENTER RD.	GARDEN ST.	DAIRY RD.	4,970	4,960	5,390	5,390	5,410	5,400	5,450	5,140	5,270	5,420	15,600	12/19/22-12/20/22	Urban Major Collector
183	CARPENTER RD.	DAIRY RD.	SR 46	4,920	4,670	NC	4,800	4,210	4,660	4,670	4,320	4,710	4,740	15,600	12/19/22-12/20/22	Urban Major Collector
	DAIRY RD.	CARPENTER RD.	US 1	5,660	5,795	5,475	7,760	6,060	6,130	5,940	4,637	5,915	6,160			
185	DAIRY RD.	CARPENTER RD.	HOLDER RD.	5,100	NC	4,820	NC	5,030	NC	5,270	NC	5,180	NC	15,600	11/03/21-11/04/21	Urban Major Collector
523	DAIRY RD.	HOLDER RD.	SINGLETON AVE.	NC	6,070	NC	7,760	NC	6,330	NC	5,870	NC	6,160	15,600	11/28/22-11/29/22	Urban Major Collector
186	DAIRY RD.	SINGELTON AVE.	OLD DIXIE HWY.	6,220	NC	6,130	NC	6,930	NC	6,610	NC	6,650	NC	15,600	11/03/21-11/04/21	Urban Major Collector
187	DAIRY RD.	OLD DIXIE HWY.	US 1	NC	5,520	NC	NC	6,220	5,930	NC	5,490	NC	6,160	15,600	11/28/22-11/29/22	Urban Major Collector
596	DEERING PKWY.	I-95	US 1		1,870	1,720	2,090	2,470	2,530	2,720	2,550	2,780	3,150	14,200	11/28/22-11/29/22	Rural Major Collector
	FAY BLVD.	GOLFVIEW AVE.	GRISSOM PKWY.	5,800	7,805	5,825	8,765	6,275	7,760	6,200	7,740	6,010	7,785			
549	FAY BLVD.	GOLFVIEW AVE.	HOMESTEAD AVE.	2,680	NC	2,880	NC	3,160	NC	3,120	NC	3,410	NC	15,600	11/03/21-11/04/21	Urban Major Collector
207	FAY BLVD.	HOMESTEAD AVE.	DEER LN.	NC	6,460	NC	6,640	NC	6,740	NC	6,590	NC	6,630	15,600	11/28/22-11/29/22	Urban Major Collector
229	FAY BLVD.	DEER LN.	GRISSOM PKWY.	8,920	9,150	8,770	10,890	9,390	8,780	9,280	8,890	8,610	8,940	15,600	12/19/22-12/20/22	Urban Major Collector
	FAY BLVD.	GRISSOM PKWY.	US 1	13,730	13,670	13,590	14,465	14,280	14,380	14,325	13,425	14,875	14,765			
208	FAY BLVD.	GRISSOM PKWY.	AREQUIPPA RD.	NC	12,830	13,400	13,590	NC	13,090	NC	12,150	NC	13,270	33,800	11/14/22-11/15/22	Urban Major Collector
209	FAY BLVD.	AREQUIPPA RD.	CAROLE AVE.	12,230	NC	12,350	NC	12,860	NC	12,900	NC	14,190	NC	33,800	11/03/21-11/04/21	Urban Major Collector
210	FAY BLVD.	CAROLE AVE.	US 1	15,230	14,510	15,020	15,340	15,700	15,670	15,750	14,700	15,560	16,260	33,800	11/28/22-11/29/22	Urban Major Collector
235	FOX LAKE RD.	CARPENTER RD.	SOUTH ST.	NC	NC	3,920	NC	NC	4,130	NC	NC	NC	NC	17,700	11/27/18-11/28/18	Urban Major Collector
	GRISSOM PKWY.	INDUSTRY RD.	PORT ST. JOHN PKWY	9,753	10,223	10,213	10,033	10,357	10,077	10,197	9,237	10,283	8,830			
634	GRISSOM PKWY.	INDUSTRY RD.	FED EX CENTER									12,750	NC	15,600	11/30/21-12/01/21	Urban Minor Arterial
197	GRISSOM PKWY.	FED EX CENTER	CANAVERAL GROVES BLVD.	10,680	11,540	11,720	11,300	11,160	10,800	10,640	9,480	NC	8,690	15,600	11/14/22-11/15/22	Urban Minor Arterial
196	GRISSOM PKWY.	CANAVERAL GROVES BLVD.	CAMP RD.	8,960	9,010	9,490	8,660	9,360	9,140	9,470	8,550	8,580	8,860	17,700	11/14/22-11/15/22	Urban Minor Arterial
195	GRISSOM PKWY.	CAMP RD.	PORT ST. JOHN PKWY	9,620	10,120	9,430	10,140	10,550	10,290	10,480	9,680	9,520	8,940	17,700	11/14/22-11/15/22	Urban Minor Arterial
	GRISSOM PKWY.	PORT ST. JOHN PKWY.	KINGS HWY.	11,573	12,220	11,170	14,117	11,890	12,660	12,607	11,933	11,700	12,630			
194	GRISSOM PKWY.	PORT ST. JOHN PKWY.	BRIDGE RD.	12,720	13,840	NC	14,940	13,920	14,150	14,550	13,230	13,240	13,740	17,700	11/14/22-11/15/22	Urban Minor Arterial
193	GRISSOM PKWY.	BRIDGE RD.	FAY BLVD.	12,130	12,390	12,740	13,700	12,070	12,670	12,990	11,820	11,980	12,770	17,700	11/14/22-11/15/22	Urban Minor Arterial
192	GRISSOM PKWY.	FAY BLVD.	CURTIS BLVD.	9,870	NC	9,600	NC	9,680	NC	10,280	NC	9,880	NC	15,600	11/03/21-11/04/21	Urban Minor Arterial
191	GRISSOM PKWY.	CURTIS BLVD.	KINGS HWY.	NC	10,430	NC	13,710	NC	11,160	NC	10,750	NC	11,380	15,600	11/28/22-11/29/22	Urban Minor Arterial
	GRISSOM PKWY.	KINGS HWY.	SR 405	8,970	9,310	9,320	8,660	10,080	9,160	10,440	7,070	10,270	9,940			
190	GRISSOM PKWY.	KINGS HWY.	SHEPARD DR.	8,970	NC	9,320	NC	10,080	NC	10,440	NC	10,270	NC	30,400	11/03/21-11/04/21	Rural Minor Arterial
189	GRISSOM PKWY.	SHEPARD DR.	SR 405	NC	9,310	NC	8,620	NC	9,160	NC	8,560	NC	9,940	39,800	11/14/22-11/15/22	Urban Minor Arterial
524	GOLFVIEW AVE.	PORT ST. JOHN PKWY.	FAY BLVD.	NC	4,830	NC	NC	5,570	5,680	NC	5,580	NC	5,700	15,600	11/28/22-11/29/22	Urban Major Collector
526	HOLDER RD.	DAIRY RD.	SR 46	2,670	NC	NC	NC	2,840	NC	2,730	NC	2,680	NC	17,700	11/03/21-11/04/21	Urban Major Collector
	HOPKINS AVE.	SR 50	GRACE ST.	7,640	8,390	6,770	8,995	7,765	8,995	7,715	7,985	7,665	8,955			
583	HOPKINS AVE.	SR 50	KNOX MCRAE DR.	6,970	7,130	NC	7,190	NC	7,420	NC	6,840	NC	7,450	15,600	11/28/22-11/29/22	Urban Minor Arterial
584	HOPKINS AVE.	KNOX MCRAE DR.	COUNTRY CLUB DR.	9,640	NC	9,090	NC	10,710	NC	10,380	NC	10,280	NC	15,600	11/03/21-11/04/21	Urban Minor Arterial
577	HOPKINS AVE.	COUNTRY CLUB DR.	HARRISON ST.	9,400	9,650	NC	10,800	NC	10,570	NC	9,130	NC	10,460	15,600	11/28/22-11/29/22	Urban Minor Arterial
586	HOPKINS AVE.	HARRISON ST.	GRACE ST.	4,550	NC	4,450	NC	4,820	NC	5,050	NC	5,050	5,140	15,600	11/28/22-11/29/22	Urban Minor Arterial
198	INDUSTRY RD. (SR 524)	SR 524	GRISSOM PKWY.	16,040	18,530	18,030	18,430	17,560	18,700	20,700	17,390	17,720	17,010	41,790	11/14/22-11/15/22	Urban Minor Arterial
594	INDUSTRY RD.	GRISSOM PKWY.	CIDCO RD.		4,360	NC	4,700	4,590	4,840	4,570	NC	4,790	4,170	15,600	10/25/22-10/26/22	Urban Local
245	KINGS HWY.	GRISSOM PKWY.	US 1	4,300	NC	4,060	NC	5,060	NC	5,200	NC	5,350	NC	15,600	11/03/21-11/04/21	Urban Major Collector
223	NASA CSWY.	US 1	SPACE COMMERCE WAY	10,520	11,110	10,170	12,070	12,260	13,400	14,380	8,870	9,900	13,730	30,400	11/28/22-11/29/22	Rural Principal Arterial Other
239	OLD DIXIE HWY.	GARDEN ST.	DAIRY RD.	NC	1,190	NC	NC	NC	1,350	NC	1,060	1,170	1,160	15,600	11/28/22-11/29/22	Urban Major Collector
240	OLD DIXIE HWY.	DAIRY RD.	PARRISH RD.	910	NC	860	NC	940	NC	820	NC	890	NC	15,600	12/01/21-12/02/21	Urban Major Collector
	PARRISH RD.	HOLDER RD.	US 1	1,340	780	1,240	850	1,210	840	1,110	690	1,120	NC			
242	PARRISH RD.	HOLDER RD.	SINGLETON AVE.	NC	780	NC	840	NC	840	NC	690	NC	NC	15,600	12/01/20-12/02/20	Urban Major Collector
241	PARRISH RD.	SINGLETON AVE.	US 1	1,340	NC	1,240	NC	1,210	NC	1,110	NC	1,120	NC	15,600	12/08/21-12/09/21	Urban Major Collector
211	PT ST JOHN PKWY.	I-95	GRISSOM PKWY.	8,890	9,960	10,550	10,370	10,990	11,030	10,940	10,960	10,930	11,460	39,800	11/28/22-11/29/22	Urban Minor Arterial
	SINGLETON AVE.	SR 405 (SOUTH ST.)	SR 46	7,730	1,680			8,180	4,570	9,140	4,360	8,840	1,520			
578	SINGLETON AVE.	SR 405 (SOUTH ST.)	GARDEN ST.	NC	NC	NC	NC	7,570	7,510	NC	7,230	NC	NC	17,700	11/16/20-11/17/20	Urban Major Collector
238	SINGLETON AVE.	GARDEN ST.	DAIRY RD.	7,730	NC	NC	NC	8,790	NC	9,140	NC	8,840	NC	15,600	12/07/21-12/08/21	Urban Major Collector
547	SINGLETON AVE.	DAIRY RD.	SR 46	NC	1,680	NC	NC	NC	1,630	NC	1,490	NC	1,520	15,600	11/28/22-11/29/22	Urban Major Collector
	SISSON RD.	SR 405	SR 50	6,150	6,770	6,825	7,500	7,905	7,070	7,810	7,545	7,515	7,620			
234	SISSON RD.	SR 405	SAN MATEO BLVD.	5,300	5,870	5,980	6,450	6,980	7,330	6,810	6,570	6,150	6,290	15,600	11/28/22-11/29/22	Urban Major Collector
550	SISSON RD.	SAN MATEO BLVD.	SR 50	7,000	7,670	7,670	8,550	8,830	6,810	8,810	8,520	8,880	8,950	15,600	12/19/22-12/20/22	Urban Major Collector
201	SR 46	VOLUSIA CO.	FAWN LAKE BLVD.	5,750	5,970	5,680	7,230	7,070	7,660	8,520	6,130	6,360	6,750	8,400	11/28/22-11/29/22	Rural Principal Arterial Other
	SR 46	FAWN LAKE BLVD.	US 1	9,325	9,605	11,000	10,755	11,040	10,440	10,780	10,400	11,485	11,520			
200	SR 46	FAWN LAKE BLVD.	I-95	8,970	9,080	NC	9,930	10,360	10,440	10,050	9,380	10,520	10,540	14,160	11/28/22-11/29/22	Urban Principal Arterial-Other
199	SR 46	I-95	US 1	9,680	10,130	11,000	11,580	11,720	NC	11,510	11,420	12,450	12,500	14,160	11/28/22-11/29/22	Urban 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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: NORTH																
231	SR 50	ORANGE CO.	I-95	9,160	10,190	10,270	10,470	11,500	12,370	13,260	11,160	12,010	13,510	40,300	11/28/22-11/29/22	Rural Principal Arterial Other
	SR 50	I-95	US 1	18,923	18,487	21,715	20,268	21,568	24,043	23,148	20,598	21,908	22,328			
232	SR 50	I-95	SR 405	24,260	UC	27,980	23,810	30,320	34,830	31,190	29,760	29,350	31,490	41,790	11/28/22-11/29/22	Urban Principal Arterial-Other
164	SR 50	SR 405	BARNA AVE.	19,220	NC	24,080	NC	23,350	NC	23,940	NC	22,460	NC	41,790	11/30/21-12/01/21	Urban Minor Arterial
163	SR 50	BARNA AVE.	SISSON RD.	NC	20,800	NC	21,360	NC	23,450	NC	18,740	NC	21,920	41,790	11/28/22-11/29/22	Urban Minor Arterial
162	SR 50	SISSON RD.	HOPKINS AVE.	18,620	20,460	20,240	20,900	16,660	21,580	21,500	20,170	20,610	21,370	34,020	11/28/22-11/29/22	Urban Minor Arterial
161	SR 50	HOPKINS AVE.	US 1	13,590	14,200	14,560	15,000	15,940	16,310	15,960	13,720	15,210	14,530	34,020	11/28/22-11/29/22	Urban Minor Arterial
	SR 405 (COLUMBIA BLVD.)	SR 50	US 1	16,330	16,710	17,004	17,604	18,292	19,163	19,590	16,258	17,396	17,992			
218	SR 405 (COLUMBIA BLVD.)	SR 50	BARNA AVE.	17,090	19,070	19,500	19,110	20,210	20,330	20,540	18,790	21,070	21,540	41,790	11/28/22-11/29/22	Urban Principal Arterial-Other
219	SR 405 (COLUMBIA BLVD.)	BARNA AVE.	SR 407	17,220	16,850	17,740	17,950	18,510	19,530	19,870	17,220	17,800	18,500	41,790	11/28/22-11/29/22	Urban Principal Arterial-Other
220	SR 405 (COLUMBIA BLVD.)	SR 407	GRISSOM PKWY.	19,660	19,730	20,020	21,110	21,370	22,430	23,250	19,140	20,140	21,610	41,790	11/28/22-11/29/22	Urban Principal Arterial-Other
221	SR 405 (COLUMBIA BLVD.)	GRISSOM PKWY.	SISSON RD.	15,200	16,080	15,730	17,140	17,060	NC	18,920	14,940	15,970	14,640	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
222	SR 405 (COLUMBIA BLVD.)	SISSON RD.	US 1	12,480	11,820	12,030	12,710	14,310	14,360	15,370	11,200	12,000	13,670	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
	SR 405 (SOUTH ST.)	SR 50	SINGLETON AVE.	14,605	15,095	14,265	15,690	16,130	16,110	16,075	14,770	15,690	16,015			
217	SR 405 (SOUTH ST.)	SR 50	FOX LAKE RD.	16,940	17,720	16,910	18,210	18,840	18,770	18,950	17,070	18,480	19,160	18,590	12/01/22-12/02/22	Urban Minor Arterial
216	SR 405 (SOUTH ST.)	FOX LAKE RD.	SINGLETON AVE.	12,270	12,470	11,620	13,170	13,420	13,450	13,200	12,470	12,900	12,870	17,700	12/01/22-12/02/22	Urban Minor Arterial
	SR 405 (SOUTH ST.)	SINGLETON AVE.	WASHINGTON AVE.	6,480	6,070	6,930	6,480	6,630	6,240	6,800	5,610	6,350	5,990			
215	SR 405 (SOUTH ST.)	SINGLETON AVE.	PARK AVE.	6,480	6,660	6,930	6,960	6,630	7,010	6,800	6,300	6,350	6,590	37,810	11/28/22-11/29/22	Urban Minor Arterial
214	SR 405 (SOUTH ST.)	PARK AVE.	WASHINGTON AVE.	NC	5,290	NC	5,520	NC	5,470	NC	4,920	NC	5,390	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	15,600	11/28/22-11/29/22	Urban Major Collector
	SR 406 (GARDEN ST.)	I-95	WASHINGTON AVE.	11,345	11,890	12,833	13,613	13,243	13,763	14,050	12,443	12,913	13,745			
202	SR 406 (GARDEN ST.)	I-95	SINGLETON AVE.	11,670	12,800	13,850	14,510	14,730	16,310	15,700	14,820	15,300	16,130	41,790	11/28/22-11/29/22	Urban Principal Arterial-Other
203	SR 406 (GARDEN ST.)	SINGLETON AVE.	PARK AVE.	14,980	15,690	18,060	16,180	16,930	17,390	17,230	14,980	15,810	16,240	39,800	11/28/22-11/29/22	Urban Principal Arterial-Other
204	SR 406 (GARDEN ST.)	PARK AVE.	HOPKINS AVE.	10,080	10,960	10,940	13,780	10,930	11,480	12,910	11,210	11,380	11,890	39,800	11/28/22-11/29/22	Urban Principal Arterial-Other
205	SR 406 (GARDEN ST.)	HOPKINS AVE.	WASHINGTON AVE.	8,650	8,110	8,480	9,980	10,380	9,870	10,360	8,760	9,160	10,720	32,400	11/28/22-11/29/22	Urban Principal Arterial-Other
233	A. MAX BREWER MEMORIAL PKWY.	WASHINGTON AVE.	MAX BREWER MEMORIAL PKWY. (SR 402)	4,510	4,030	4,900	5,960	5,290	6,120	6,530	4,980	5,360	6,080	14,800	11/28/22-11/29/22	Urban Principal Arterial-Other
	SR 407	SR 528	SR 405	5,867	6,833	7,210	8,550	8,693	9,433	12,110	8,023	8,050	8,720			
225	SR 407	SR 528	I-95	6,140	6,830	7,220	8,750	9,150	9,970	12,640	7,520	6,860	7,270	8,820	12/01/22-12/02/22	Rural Principal Arterial - Freeways & Expressways
548	SR 407	I-95	SHEPARD DR.	6,290	7,460	7,660	9,190	8,980	10,090	12,850	9,370	9,690	10,470	24,200	12/01/22-12/02/22	Urban Principal Arterial - Freeways & Expressways
224	SR 407	SHEPARD DR.	SR 405	5,170	6,210	6,750	7,710	7,950	8,240	10,840	7,180	7,600	8,420	24,200	12/01/22-12/02/22	Urban Principal Arterial - Freeways & Expressways
	US 1	SR 528	SR 405	25,634	24,064	24,543	22,713	22,772	27,963	29,667	26,237	26,770	27,692			
226	US 1	SR 528	CANAVERAL GROVES BLVD.	UC	UC	NC	29,100	31,820	31,420	32,820	28,080	27,850	28,860	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
159	US 1	CANAVERAL GROVES BLVD.	CAMP RD.	27,210	25,690	NC	28,610	25,590	29,950	30,880	26,290	26,840	27,670	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
160	US 1	CAMP RD.	BROADWAY BLVD.	27,080	24,890	24,300	28,130	29,170	29,210	30,290	26,300	25,880	27,230	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
227	US 1	BROADWAY BLVD.	FAY BLVD.	27,830	25,530	27,110	27,820	29,560	28,470	30,310	28,420	29,590	30,080	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
228	US 1	FAY BLVD.	KINGS HWY.	25,320	23,960	25,870	27,610	27,240	25,040	28,810	26,570	28,200	28,930	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
230	US 1	KINGS HWY.	SR 405	20,730	20,250	20,890	22,830	22,810	23,690	24,890	21,760	22,260	23,380	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
	US 1	SR 405	GRACE ST.	22,714	23,092	24,818	24,770	24,682	26,710	26,468	24,838	24,100	26,292			
169	US 1	SR 405	SR 50	19,400	19,670	20,130	21,390	20,310	23,280	23,550	21,000	21,210	22,790	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
170	US 1	SR 50	KNOX MCRAE DR.	22,550	23,660	26,210	25,030	25,130	28,180	27,110	25,500	24,410	25,910	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
172	US 1	KNOX MCRAE DR.	COUNTRY CLUB DR.	24,100	23,980	26,150	26,640	27,580	28,320	28,210	26,690	25,610	30,810	41,790	11/28/22-11/29/22	Urban Principal Arterial-Other
173	US 1	COUNTRY CLUB DR.	HARRISON ST.	24,210	24,930	26,420	26,680	26,700	28,120	27,920	26,450	25,210	26,110	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
174	US 1	HARRISON ST.	GRACE ST.	23,310	23,220	25,180	24,110	23,690	25,650	25,550	24,550	24,060	25,840	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
	US 1 (NB WASHINGTON AVE.)	GRACE ST.	GARDEN ST.	11,570	11,457	11,100	12,477	12,230	12,487	12,825	11,063	11,800	12,420			
182	US 1 (NB WASHINGTON AVE.)	GRACE ST.	SOUTH ST.	12,380	12,300	NC	13,780	13,230	13,330	13,770	10,930	12,540	12,960	23,880	12/01/22-12/02/22	Urban Principal Arterial-Other
181	US 1 (NB WASHINGTON AVE.)	SOUTH ST.	MAIN ST.	NC	11,480	NC	12,310	NC	12,530	NC	11,510	NC	12,620	19,440	12/01/22-12/02/22	Urban Principal Arterial-Other
179	US 1 (NB WASHINGTON AVE.)	MAIN ST.	GARDEN ST.	10,760	10,590	11,100	11,340	11,230	11,600	11,880	10,750	11,060	11,680	19,440	12/01/22-12/02/22	Urban Principal Arterial-Other
	US 1 (SB HOPKINS AVE.)	GARDEN ST.	GRACE ST.	11,630	11,183	10,925	12,040	12,740	12,587	13,085	11,507	12,345	13,137			
178	US 1 (SB HOPKINS AVE.)	GARDEN ST.	MAIN ST.	10,780	9,870	8,900	11,110	11,970	11,680	12,090	10,850	11,450	12,120	19,440	12/01/22-12/02/22	Urban Principal Arterial-Other
176	US 1 (SB HOPKINS AVE.)	MAIN ST.	SOUTH ST.	NC	11,060	NC	11,600	NC	12,260	NC	11,210	NC	12,350	23,880	12/01/22-12/02/22	Urban Principal Arterial-Other
175	US 1 (SB HOPKINS AVE.)	SOUTH ST.	GRACE ST.	12,480	12,620	12,950	13,410	13,510	13,820	14,080	12,460	13,240	14,940	23,880	11/28/22-11/29/22	Urban Principal Arterial-Other
	US 1	GARDEN ST.	SR 46	18,505	18,010		19,300	17,930	19,710	20,010	18,370	17,985	19,485			
165	US 1	GARDEN ST.	DAIRY RD.	22,630	21,900	NC	22,490	20,270	22,680	23,060	21,240	20,400	21,630	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
166	US 1	DAIRY RD.	SR 46	14,380	14,120	NC	16,110	15,590	16,740	16,960	15,500	15,570	17,340	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
	US 1	SR 46	VOLUSIA CO.	7,507	7,583		8,010	8,123	8,217	8,390	7,943	7,980	8,763			
167	US 1	SR 46	LIONEL RD.	9,670	10,030	NC	10,370	10,310	10,810	11,010	10,400	10,420	11,400	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
168	US 1	LIONEL RD.	BURKHOLM RD.	9,320	9,040	NC	9,810	10,220	9,600	9,870	9,330	9,460	10,440	40,300	12/19/22-12/20/22	Urban Principal Arterial-Other
527	US 1	BURKHOLM RD.	VOLUSIA CO.	3,530	3,680	NC	3,850	3,840	4,240	4,290	4,100	4,060	4,450	40,300	12/19/22-12/20/22	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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: MERRITT ISLAND																
	CONE RD.	S TROPICAL TR.	PLUMOSA ST.	5,085		5,295	5,205	5,495	5,330	3,920	4,880	4,515	4,715			
117	CONE RD.	S TROPICAL TR.	S COURTENAY PKWY.	4,440	NC	4,710	4,570	4,810	4,660	3,920	4,720	4,230	4,260	15,600	01/31/22-02/01/22	Urban Minor Collector
115	CONE RD.	S COURTENAY PKWY.	PLUMOSA ST.	5,730	UC	5,880	5,840	6,180	6,000	NC	5,040	4,800	5,170	15,600	01/31/22-02/01/22	Urban Minor Collector
137	CROCKETT BLVD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	1,800	1,880	1,950	1,970	2,100	2,200	2,090	1,890	1,850	1,970	15,600	01/24/22-01/25/22	Urban Minor Collector
	FORTENBERRY RD.	S COURTENAY PKWY.	SYKES CREEK PKWY.	4,490		4,705	4,730	4,840	4,820	5,810	4,700	3,945	4,105			
119	FORTENBERRY RD.	S COURTENAY PKWY.	PLUMOSA ST.	4,150	UC	4,460	4,590	4,610	4,710	6,640	4,960	3,900	3,930	15,600	01/31/22-02/01/22	Urban Major Collector
154	FORTENBERRY RD.	PLUMOSA ST.	SYKES CREEK PKWY.	4,830	UC	4,950	4,870	5,070	4,930	4,980	4,440	3,990	4,280	15,600	02/10/22-02/11/22	Urban Major Collector
158	HALL RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,960	UC	2,950	3,080	3,270	3,010	2,920	2,950	NC	2,980	15,600	01/27/22-01/28/22	Urban Minor Collector
138	LUCAS RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,970	2,740	3,020	3,180	3,570	3,060	2,730	3,410	3,090	3,200	15,600	01/24/22-01/25/22	Urban Minor Collector
153	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,720	3,140	3,280	3,240	3,330	3,470	3,470	3,940	3,240	3,030	15,600	01/24/22-01/25/22	Urban Major Collector
	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	SYKES CREEK PKWY.	13,790	14,855	15,090	15,970	15,910	13,695	14,645	14,660	13,000	13,080			
103	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	PLUMOSA ST.	13,170	14,080	14,550	NC	14,210	11,910	14,380	15,150	12,780	12,380	33,800	01/24/22-01/25/22	Urban Major Collector
110	MERRITT AVE.	PLUMOSA ST.	SYKES CREEK PKWY.	14,410	15,630	15,630	15,970	15,600	15,480	14,910	14,170	13,220	13,780	33,800	02/10/22-02/11/22	Urban Major Collector
104	NEWFOUND HARBOR DR.	END	SR 520	6,700	6,900	6,950	6,820	7,030	7,040	5,860	6,260	5,400	5,640	15,600	02/10/22-02/11/22	Urban Minor Collector
	N. BANANA RIVER DR.	SR 520	SEA RAY DR.	9,763	9,737	10,070	10,078	10,850	10,785	8,878	8,802	7,860	8,278			
109	N. BANANA RIVER DR.	SR 520	SYKES CREEK PKWY.	6,960	6,630	6,670	6,600	7,040	7,360	6,850	6,390	6,140	6,130	15,600	02/16/22-02/17/22	Urban Minor Arterial
107	N. BANANA RIVER DR.	SYKES CREEK PKWY.	CENTRAL AVE.	12,110	12,400	12,900	12,040	13,600	13,250	12,890	12,300	11,680	12,430	15,600	02/16/22-02/17/22	Urban Minor Arterial
102	N. BANANA RIVER DR.	CENTRAL AVE.	MARTIN BLVD.	10,220	10,180	10,640	10,770	11,410	11,330	11,200	11,920	10,050	10,910	15,600	02/16/22-02/17/22	Urban Minor Arterial
602	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528			10,550	10,900	11,350	11,200	11,250	11,900	10,000	10,370	15,600	02/16/22-02/17/22	Urban Minor Arterial
613	N. BANANA RIVER DR.	SR 528	SEA RAY DR.					4,360	NC	2,200	1,500	1,430	1,550	15,600	02/16/22-02/17/22	Urban Local
	N. COURTENAY PKWY. (SR 3)	SR 520	PIONEER RD.	30,734	31,339	33,350	31,930	32,329	29,427	29,527	29,001	30,260	28,214			
130	N. COURTENAY PKWY. (SR 3)	SR 520	MERRITT AVE.	25,430	26,500	27,810	27,300	28,270	24,240	25,070	25,760	26,150	25,640	41,790	01/24/22-01/25/22	Urban Principal Arterial-Other
131	N. COURTENAY PKWY. (SR 3)	MERRITT AVE.	NEEDLE BLVD.	34,880	35,440	37,970	35,290	34,940	31,940	32,440	30,220	32,130	30,980	41,790	01/24/22-01/25/22	Urban Principal Arterial-Other
133	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	33,180	34,540	36,350	35,520	33,120	32,040	31,530	32,190	34,740	30,540	41,790	01/27/22-01/28/22	Urban Principal Arterial-Other
135	N. COURTENAY PKWY. (SR 3)	LUCAS RD.	CROCKETT BLVD.	32,870	33,160	35,460	33,490	33,740	30,610	30,580	27,630	29,670	26,310	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
136	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	30,080	30,230	32,920	30,870	31,730	29,450	28,280	26,690	28,680	30,190	41,790	01/27/22-01/28/22	Urban Principal Arterial-Other
152	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	30,850	30,540	33,730	32,850	32,310	30,010	31,700	33,250	31,170	26,990	41,790	01/27/22-01/28/22	Urban Principal Arterial-Other
155	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	27,850	28,960	29,210	28,190	32,190	27,700	27,090	27,270	29,280	26,850	41,790	02/02/22-02/03/22	Urban Principal Arterial-Other
	N. COURTENAY PKWY. (SR 3)	N RAMPS	SPACE COMMERCE WAY	14,213	14,017	15,580	14,573	15,963	14,840	14,833	14,903	12,893	12,660			
140	N. COURTENAY PKWY. (SR 3)	N RAMPS	HALL RD.	20,420	19,090	22,300	21,170	22,960	20,840	21,200	18,790	18,030	17,900	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
157	N. COURTENAY PKWY. (SR 3)	HALL RD.	N TROPICAL TR.	13,570	14,270	15,090	13,490	15,220	14,890	14,320	15,610	14,330	13,070	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
141	N. COURTENAY PKWY. (SR 3)	N TROPICAL TR.	SPACE COMMERCE WAY	8,650	8,690	9,350	9,060	9,710	8,790	8,980	10,310	6,320	7,010	40,300	01/27/22-01/28/22	Rural Principal Arterial Other
	N. TROPICAL TR.	SR 520	PIONEER RD.	4,665	4,658	5,233	5,388	6,620	5,570	5,108	5,083	5,040	5,118			
147	N. TROPICAL TR.	SR 520	MERRITT AVE.	7,440	7,420	8,170	8,260	8,840	8,620	7,690	8,240	8,100	8,030	15,600	01/24/22-01/25/22	Urban Major Collector
146	N. TROPICAL TR.	MERRITT AVE.	LUCAS RD.	5,660	5,550	6,190	6,320	6,380	6,880	6,660	6,270	6,110	6,390	15,600	01/24/22-01/25/22	Urban Major Collector
145	N. TROPICAL TR.	LUCAS RD.	CROCKETT BLVD.	3,700	3,790	4,370	4,640	4,640	4,500	3,870	3,930	3,990	4,010	15,600	01/24/22-01/25/22	Urban Major Collector
156	N. TROPICAL TR.	CROCKETT BLVD.	PIONEER RD.	1,860	1,870	2,200	2,330	NC	2,280	2,210	1,890	1,960	2,040	15,600	01/24/22-01/25/22	Urban Major Collector
	N. TROPICAL TR.	GRANT RD.	N COURTENAY PKWY. (SR 3)	1,515	1,455	1,565	1,273	1,800	1,360	1,710	1,403	1,295	1,160			
144	N. TROPICAL TR.	GRANT RD.	HALL RD.	NC	UC	NC	660	NC	690	NC	760	NC	760	15,600	03/23/22-03/24/22	Urban Major Collector
143	N. TROPICAL TR.	HALL RD.	CRISAFULLI RD.	1,670	1,530	1,640	1,720	1,800	1,710	1,680	1,560	870	970	15,600	01/27/22-01/28/22	Urban Major Collector
142	N. TROPICAL TR.	CRISAFULLI RD.	N COURTENAY PKWY. (SR 3)	1,360	1,380	1,490	1,440	1,800	1,680	1,740	1,890	1,720	1,750	15,600	01/27/22-01/28/22	Urban Major Collector
	PLUMOSA ST.	CONE RD.	MERRITT AVE.	5,475		5,710	5,705	6,280	5,960	6,710	5,280	4,705	4,755			
116	PLUMOSA ST.	CONE RD.	FORTENBERRY RD.	NC	NC	NC	5,010	NC	5,540	NC	4,820	NC	4,440	15,600	03/23/22-03/24/22	Urban Minor Collector
120	PLUMOSA ST.	FORTENBERRY RD.	SR 520	5,240	NC	5,190	NC	NC	NC	NC	NC	4,150	NC	15,600	02/16/21-02/17/21	Urban Minor Collector
106	PLUMOSA ST.	SR 520	MERRITT AVE.	5,710	NC	6,230	6,400	6,280	6,380	6,710	5,740	5,260	5,070	15,600	01/31/22-02/01/22	Urban Minor Collector
105	S. BANANA RIVER DR.	END	SR 520	2,230	1,920	2,200	2,120	2,390	2,520	2,080	2,230	2,330	2,120	12,480	02/16/22-02/17/22	Urban Major Collector
	S. TROPICAL TR./S. COURTENAY PKWY.	PINEDA CSWY. (SR 404)	FORTENBERRY RD.	10,983	9,437	11,240	10,605	10,868	11,470	11,235	12,113	10,193	10,690			
112	S. TROPICAL TR.	PINEDA CSWY. (SR 404)	S COURTENAY PKWY.	7,170	7,320	7,520	7,390	7,400	8,130	7,960	8,600	7,530	8,160	12,480	02/23/22-02/24/22	Urban Minor Arterial
113	S. COURTENAY PKWY.	S. TROPICAL TR.	BANANA BLVD.	9,140	9,160	9,340	8,820	9,500	9,490	9,680	10,300	8,880	9,430	15,600	03/23/22-03/24/22	Urban Minor Arterial
114	S. COURTENAY PKWY.	BANANA BLVD.	CONE RD.	11,910	11,830	12,030	10,890	10,860	12,260	11,430	13,010	10,970	11,570	15,600	03/23/22-03/24/22	Urban Minor Arterial
118	S. COURTENAY PKWY.	CONE RD.	FORTENBERRY RD.	15,710	NC	16,070	15,320	15,710	16,000	15,870	16,540	13,390	13,600	15,600	03/23/22-03/24/22	Urban Minor Arterial
	S. COURTENAY PKWY.	FORTENBERRY RD.	SR 520	12,400		13,097	12,103	13,100	18,760	18,625	17,805	17,350	16,865			
122	S. COURTENAY PKWY.	FORTENBERRY RD.	MAGNOLIA AVE.	16,600	NC	18,570	17,500	17,210	17,900	17,710	17,160	16,840	15,680	33,800	01/31/22-02/01/22	Urban Minor Arterial
139	S. COURTENAY PKWY.	MAGNOLIA AVE.	SR 520	19,300	UC	19,320	17,330	20,550	19,620	19,540	18,450	17,860	18,050	33,800	03/23/22-03/24/22	Urban Minor Arterial
111	S. TROPICAL TR.	MATHERS BRIDGE	PINEDA CSWY. (SR 404)	1,300	1,340	1,400	1,480	1,540	1,490	1,600	1,740	1,550	1,460	12,480	03/23/22-03/24/22	Urban Major Collector
	S. TROPICAL TR.	S COURTENAY PKWY.	SR 520	4,283	4,353	4,510	4,377	4,610	4,627	4,253	4,887	4,363	4,477			
125	S. TROPICAL TR.	S COURTENAY PKWY.	PLANTATION RD.	1,260	1,160	1,210	1,270	1,220	1,350	1,320	1,520	1,290	1,420	12,480	02/23/22-02/24/22	Urban Major Collector
126	S. TROPICAL TR.	PLANTATION RD.	CONE RD.	6,760	6,780	7,030	6,780	7,090	7,140	6,590	7,410	6,730	7,000	12,480	02/23/22-02/24/22	Urban Major Collector
124	S. TROPICAL TR.	CONE RD.	SR 520	4,830	5,120	5,290	5,080	5,520	5,390	4,850	5,730	5,070	5,010	12,480	01/31/22-02/01/22	Urban Major Collector
603	SPACE COMMERCE WY.	SR 3	NASA CSWY.			3,090	3,040	3,780	3,440	4,970	3,990	3,270	4,420	12,900	01/27/22-01/28/22	Rural Principal Arterial Other

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AREA: MERRITT ISLAND																
	SR 520	HUMPHREY BRIDGE	S BANANA RIVER DR.	32,220	33,311	34,200	32,467	30,929	29,694	29,844	30,794	30,014	28,571			
101	SR 520	HUMPHREY BRIDGE	N.TROPICAL TR.	44,390	46,090	48,440	44,400	44,820	39,660	43,440	44,660	44,030	42,590	59,900	02/23/22-02/24/22	Urban Principal Arterial-Other
148	SR 520	N.TROPICAL TR.	SR 3	37,240	34,900	39,820	37,210	36,850	35,640	35,120	33,180	37,330	34,490	59,900	03/23/22-03/24/22	Urban Principal Arterial-Other
97	SR 520	SR 3	GOODWIN DR.	31,820	34,410	33,630	32,070	29,870	28,700	25,840	31,100	30,030	30,440	62,900	01/27/22-01/28/22	Urban Principal Arterial-Other
98	SR 520	GOODWIN DR.	PLUMOSA ST.	31,860	34,130	33,790	31,800	29,940	30,490	31,230	27,800	29,670	28,930	62,900	01/31/22-02/01/22	Urban Principal Arterial-Other
99	SR 520	PLUMOSA ST.	MALL ENTRANCE	30,560	32,780	32,140	31,640	28,750	25,300	28,870	26,780	28,180	27,450	62,900	02/23/22-02/24/22	Urban Principal Arterial-Other
100	SR 520	MALL ENTRANCE	SYKES CREEK PKWY.	26,010	28,740	27,140	24,810	23,660	24,130	23,280	25,190	23,830	21,580	62,900	02/16/22-02/17/22	Urban Principal Arterial-Other
149	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	32,520	33,160	34,480	35,170	30,740	31,000	30,070	26,850	28,480	28,120	62,900	03/23/22-03/24/22	Urban Principal Arterial-Other
150	SR 520	NEWFOUND HARBOR DR.	N BANANA RIVER DR.	27,290	28,940	29,920	28,670	26,820	26,050	25,830	NC	24,780	22,090	62,900	02/16/22-02/17/22	Urban Principal Arterial-Other
151	SR 520	N BANANA RIVER DR.	S BANANA RIVER DR.	28,290	26,650	28,440	26,430	26,910	26,280	24,920	NC	23,800	21,450	62,900	02/16/22-02/17/22	Urban Principal Arterial-Other
	SR 528	US 1	SR 401	37,053	37,850	39,243	37,940	39,587	38,480	39,403	47,357	36,517	33,900			
128	SR 528	US 1	N COURTENAY PKWY. (SR 3)	44,700	45,760	49,740	48,660	48,600	44,630	46,100	55,910	46,300	38,530	74,400	01/27/22-01/28/22	Urban Principal Arterial-Other
129	SR 528	N COURTENAY PKWY. (SR 3)	N BANANA RIVER DR.	33,630	36,360	32,570	31,070	36,810	37,340	37,570	44,790	35,050	33,410	74,400	01/27/22-01/28/22	Urban Principal Arterial-Other
127	SR 528	N BANANA RIVER DR.	SR 401	32,830	31,430	35,420	34,090	33,350	33,470	34,540	41,370	28,200	29,760	74,400	03/23/22-03/24/22	Urban Principal Arterial-Other
123	SYKES CREEK PKWY.	FORTENBERRY RD.	SR 520	5,610	NC	5,610	5,390	5,440	4,830	4,670	4,850	4,050	4,370	33,800	03/23/22-03/24/22	Urban Major Collector
121	SYKES CREEK PKWY.	SR 520	MERRITT AVE.	11,770	12,210	12,640	12,680	12,070	12,570	12,010	12,910	10,770	10,700	39,800	03/23/22-03/24/22	Urban Major Collector
108	SYKES CREEK PKWY.	MERRITT AVE.	N BANANA RIVER DR.	9,890	NC	10,610	11,080	10,970	10,660	10,090	11,410	9,680	9,840	17,700	02/16/22-02/17/22	Urban Major Collector

**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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: CENTRAL																
75	ADAMSON RD.	PINE ST.	SR 524	4,880	4,700	5,210	5,380	5,340	6,100	5,100	5,830	6,540	5,650	17,700	03/10/22-03/11/22	Urban Minor Collector
	BARNES BLVD.	FISKE BLVD. (SR 519)	MURRELL RD.	15,060	15,460	15,895		13,145	13,835	17,545	16,660	15,580	15,705			
77	BARNES BLVD.	FISKE BLVD. (SR 519)	THREE MEADOWS DR.	15,060	15,460	15,940	UC	13,440	13,750	19,340	15,560	15,100	15,620	39,800	01/13/22-01/14/22	Urban Principal Arterial-Other
604	BARNES BLVD.	THREE MEADOWS DR.	MURRELL RD.			15,850	UC	12,850	13,920	15,750	17,760	16,060	15,790	39,800	01/13/22-01/14/22	Urban Principal Arterial-Other
72	BARNES BLVD.	MURRELL RD.	US 1	NC	9,720	9,910	8,800	9,560	10,510	10,910	10,480	9,510	14,280	17,700	03/09/22-03/10/22	Urban Principal Arterial-Other
	BARTON BLVD.	FISKE BLVD.	US 1										13,230			
43	BARTON BLVD.	FISKE BLVD.	MURRELL RD.										13,550	34,020	01/13/22-01/14/22	Urban Minor Arterial
71	BARTON BLVD.	MURRELL RD.	US 1										12,910	34,020	01/13/22-01/14/22	Urban Minor Arterial
49	CLEARLAKE RD.	PLUCKEBAUM RD.	SR 520	5,400	4,800	5,050	4,590	4,750	5,910	5,160	5,190	4,770	4,150	15,600	01/24/22-01/25/22	Urban Major Collector
	CLEARLAKE RD. (SR 501)	SR 520	MICHIGAN AVE.	15,747	15,933	18,307	18,030	16,990	17,407	16,327	15,767	14,877	13,243			
29	CLEARLAKE RD. (SR 501)	SR 520	LAKE DR.	11,550	11,640	14,160	13,400	12,810	14,590	12,870	11,330	12,320	11,060	39,800	03/10/22-03/11/22	Urban Minor Arterial
30	CLEARLAKE RD. (SR 501)	LAKE DR.	DIXON BLVD.	16,010	16,210	19,620	19,120	18,200	18,010	17,110	18,220	16,450	13,630	39,800	03/10/22-03/11/22	Urban Minor Arterial
31	CLEARLAKE RD. (SR 501)	DIXON BLVD.	ROSETINE ST.	NC	19,950	NC	21,570	NC	19,620	NC	17,750	NC	15,040	39,800	03/10/22-03/11/22	Urban Minor Arterial
32	CLEARLAKE RD. (SR 501)	ROSETINE ST.	MICHIGAN AVE.	19,680	NC	21,140	NC	19,960	NC	19,000	NC	15,860	NC	39,800	02/17/21-02/18/21	Urban Minor Arterial
	CLEARLAKE RD. (SR 501)	MICHIGAN AVE.	SR 524	17,233	17,727	19,817	19,927	18,193	18,640	17,783	16,933	15,860	16,480			
39	CLEARLAKE RD. (SR 501)	MICHIGAN AVE.	OTTERBEIN AVE.	18,910	18,410	21,290	21,320	19,970	20,550	19,530	18,070	17,230	17,760	39,800	01/19/22-01/20/22	Urban Minor Arterial
50	CLEARLAKE RD. (SR 501)	OTTERBEIN AVE.	N. WALMART ENTRANCE	14,120	15,520	16,960	16,090	14,810	15,770	15,210	13,840	13,580	14,530	41,790	01/19/22-01/20/22	Urban Minor Arterial
95	CLEARLAKE RD. (SR 501)	N. WALMART ENTRANCE	SR 524	18,670	19,250	21,200	22,370	19,800	19,600	18,610	18,890	16,770	17,150	41,790	01/19/22-01/20/22	Urban Minor Arterial
61	COX RD.	SR 520	SR 524	4,260	4,100	4,560	4,810	4,240	4,460	4,370	4,850	4,770	4,650	17,700	03/10/22-03/11/22	Urban Major Collector
69	COX RD.	SR 524	JAMES RD.	2,580	2,490	2,760	2,690	2,600	2,660	2,630	2,540	2,590	2,600	17,700	01/19/22-01/20/22	Urban Major Collector
	DIXON BLVD.	CLEARLAKE RD.	US 1	9,855	9,630	10,160	10,415	10,303	10,758	10,340	10,475	9,745	10,153			
47	DIXON BLVD.	CLEARLAKE RD.	PINEDA ST.	10,280	10,320	11,360	11,290	10,920	11,070	10,620	10,950	10,150	10,520	39,800	01/19/22-01/20/22	Urban Minor Arterial
51	DIXON BLVD.	PINEDA ST.	FISKE BLVD.	9,590	9,420	10,260	10,130	10,240	10,490	10,390	10,590	9,600	9,670	39,800	01/19/22-01/20/22	Urban Minor Arterial
46	DIXON BLVD.	FISKE BLVD.	BYRD PLAZA ENTRANCE	10,140	9,800	10,220	10,760	10,560	11,260	10,780	10,940	10,000	10,510	39,800	01/19/22-01/20/22	Urban Minor Arterial
45	DIXON BLVD.	BYRD PLAZA ENTRANCE	US 1	9,410	8,980	8,800	9,480	9,490	10,210	9,570	9,420	9,230	9,910	39,800	02/10/22-02/11/22	Urban Minor Arterial
	EYSTER BLVD.	FISKE BLVD.	US 1										9,120			
635	EYSTER BLVD.	FISKE BLVD.	HUNTINGTON										7,810	15,600	01/13/22-01/14/22	Urban Major Collector
636	EYSTER BLVD.	HUNTINGTON	MURRELL RD.										7,020	15,600	01/13/22-01/14/22	Urban Major Collector
637	EYSTER BLVD.	MURRELL RD.	US 1										12,530	34,020	01/13/22-01/14/22	Urban Minor Arterial
	FISKE BLVD. (SR 519)	I-95/BARNES BLVD.	BARTON BLVD.	21,360	21,805	23,125	23,310	22,190	24,190	25,015	24,170	24,965	22,890			
44	FISKE BLVD. (SR 519)	I-95/BARNES BLVD.	EYSTER BLVD.	21,880	22,160	24,690	25,080	24,190	25,820	27,300	27,750	28,010	25,660	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
96	FISKE BLVD. (SR 519)	EYSTER BLVD.	BARTON BLVD.	20,840	21,450	21,560	21,540	20,190	22,560	22,730	20,590	21,920	20,120	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
	FISKE BLVD. (SR 519)	BARTON BLVD.	SR 520	20,578	20,465	21,915	20,000	20,118	20,908	21,038	20,070	21,043	19,423			
42	FISKE BLVD. (SR 519)	BARTON BLVD.	ST. ANDREWS DR.	23,250	24,240	24,150	24,200	22,660	24,320	24,130	22,260	22,700	20,700	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
41	FISKE BLVD. (SR 519)	ST. ANDREWS DR.	PLUCKEBAUM RD.	23,370	22,620	25,300	23,490	23,080	23,970	23,940	23,520	24,510	22,790	41,790	01/24/22-01/25/22	Urban Principal Arterial-Other
40	FISKE BLVD. (SR 519)	PLUCKEBAUM RD.	ROSA JONES DR.	18,700	18,130	19,860	18,210	18,920	17,720	18,690	18,960	19,140	17,490	41,790	02/16/22-02/17/22	Urban Principal Arterial-Other
38	FISKE BLVD. (SR 519)	ROSA JONES DR.	SR 520	16,990	16,870	18,350	14,100	15,810	17,620	17,390	15,540	17,820	16,710	41,790	02/16/22-02/17/22	Urban Principal Arterial-Other
37	FISKE BLVD.	SR 520	DIXON BLVD.	7,490	7,270	8,020	8,220	7,390	7,330	7,300	6,980	7,290	6,700	15,600	03/10/22-03/11/22	Urban Minor Arterial
	FLORIDA AVE.	US 1	SR 520	7,125	6,665	7,025	6,710	6,910	6,260	5,840	5,560	5,130	5,070			
55	FLORIDA AVE.	US 1	ROSA JONES DR.	8,140	7,580	7,980	7,330	6,910	7,640	7,030	6,560	6,080	6,060	15,600	01/25/22-01/26/22	Urban Minor Arterial
54	FLORIDA AVE.	ROSA JONES DR.	SR 520	6,110	5,750	6,070	6,090	UC	4,880	4,650	4,560	4,180	4,080	15,600	01/19/22-01/20/22	Urban Minor Arterial
	FORREST AVE.	SR 520	US 1	11,090	9,240	8,630	7,880	8,585	8,100	11,500	10,860	10,020	10,205			
52	FORREST AVE.	SR 520	PEACHTREE ST.	12,580	10,170	9,890	8,700	8,930	NC	13,510	12,660	11,380	11,580	15,600	01/19/22-01/20/22	Urban Minor Arterial
53	FORREST AVE.	PEACHTREE ST.	US 1	9,600	8,310	7,370	7,060	8,240	8,100	9,490	9,060	8,660	8,830	15,600	03/10/22-03/11/22	Urban Minor Arterial
67	FRIDAY RD.	SR 520	SR 524	1,150	1,220	1,530	1,390	1,500	1,470	1,780	1,790	1,970	1,840	15,600	03/09/22-03/10/22	Urban Major Collector
64	FRIDAY RD.	SR 524	JAMES RD.	3,020	NC	3,290	NC	3,210	NC	2,960	NC	3,150	NC	17,700	01/19/21-01/20/21	Urban Local
593	JUDGE F JAMIESON WY.	TAVISTOCK DR.	STADIUM PKWY.		4,400	4,480	4,650	5,040	4,960	4,860	4,650	4,000	4,070	17,700	01/11/22-01/12/22	Urban Local
	JUDGE F JAMIESON WY.	STADIUM PKWY.	LAKE ANDREW DR.	14,760	15,795	15,785	16,295	16,400	16,400	16,140	16,570	12,495	10,925			
80	JUDGE F JAMIESON WY.	STADIUM PKWY.	GOV'T CENTER/SCH. BOARD ENTRANCE	14,310	14,780	15,380	15,970	16,190	16,250	16,210	16,350	11,490	10,090	39,800	01/11/22-01/12/22	Urban Minor Arterial
78	JUDGE F JAMIESON WY.	GOV'T CENTER/SCH. BOARD ENTRANCE	LAKE ANDREW DR.	15,210	16,810	16,190	16,620	16,610	16,550	16,070	16,790	13,500	11,760	39,800	01/11/22-01/12/22	Urban Minor Arterial
	LAKE DR.	COX RD.	SR 520	3,190	3,133	3,767	4,033	3,870	4,510	3,880	3,927	3,793	3,677			
85	LAKE DR.	COX RD.	RANGE RD.	2,120	2,150	2,630	2,790	2,890	NC	3,510	3,360	3,300	3,300	17,700	01/31/22-02/01/22	Urban Major Collector
62	LAKE DR.	RANGE RD.	CLEARLAKE RD. (SR 501)	3,470	3,260	3,860	3,750	4,040	NC	4,110	4,110	4,100	3,640	15,600	01/31/22-02/01/22	Urban Major Collector
68	LAKE DR.	CLEARLAKE RD. (SR 501)	SR 520	3,980	3,990	4,810	5,560	4,680	4,510	4,020	4,310	3,980	4,090	15,600	01/31/22-02/01/22	Urban Major Collector
	LAKE ANDREW DR.	WICKHAM RD.	VIERA BLVD.	16,555	17,085	17,900	17,350	17,130	19,090	17,280	17,390	16,625	15,845			
81	LAKE ANDREW DR.	WICKHAM RD.	THE AVENUES ENTRANCE	18,320	18,810	19,940	18,480	18,990	18,980	19,340	19,460	18,590	19,020	39,800	03/09/22-03/10/22	Urban Minor Arterial
82	LAKE ANDREW DR.	THE AVENUES ENTRANCE	JUDGE F JAMIESON WY.	14,790	15,360	15,860	16,220	15,270	19,200	15,220	15,320	14,660	15,930	39,800	01/11/22-01/12/22	Urban Minor Arterial
640	LAKE ANDREW DR.	JUDGE F JAMIESON WY.	PORADA DR.										11,100	39,800	01/11/22-01/12/22	-
641	LAKE ANDREW DR.	PORADA DR.	VIERA BLVD.										17,330	39,800	01/11/22-01/12/22	-
86	MICHIGAN AVE.	RANGE RD.	CLEARLAKE RD.	NC	3,930	NC	4,180	NC	4,450	NC	4,120	NC	3,820	15,600	01/19/22-01/20/22	Urban Major Collector
48	MICHIGAN AVE.	CLEARLAKE RD.	US 1	12,070	10,280	8,420	9,940	10,820	11,090	11,500	11,420	10,060	10,320	39,800	01/31/22-02/01/22	Urban Minor Arterial
	MURRELL RD.	WICKHAM RD.	BARNES BLVD.	16,630	16,070	17,400	16,978	16,493	17,170	17,998	16,428	15,478	15,563			
528	MURRELL RD.	WICKHAM RD.	SPYGLASS HILL DR.	17,800	17,120	18,160	17,710	16,870	17,330	19,070	15,830	14,190	14,290	33,800	01/11/22-01/12/22	Urban Minor Arterial
59	MURRELL RD.	SPYGLASS HILL DR.	VIERA BLVD.	16,840	16,230	16,810	17,230	16,910	17,230	18,040	15,370	16,050	14,170	39,800	01/11/22-01/12/22	Urban Minor Arterial
529	MURRELL RD.	VIERA BLVD.	CLUB HOUSE DR.	16,830	16,310	18,310	17,430	16,510	17,980	18,060	18,690	16,590	17,400	39,800	01/11/22-01/12/22	Urban Minor Arterial
57	MURRELL RD.	CLUB HOUSE DR.	BARNES BLVD.	15,050	14,620	16,320	15,540	15,680	16,140	16,820	15,820	15,080	16,390	39,800	01/11/22-01/12/22	Urban Minor Arterial

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NC=Not Counted; UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: CENTRAL																
	MURRELL RD.	BARNES BLVD.	BARTON BLVD.										11,615			
60	MURRELL RD.	BARNES BLVD.	EYSTER BLVD.										18,630	41,790	01/13/22-01/14/22	Urban Minor Arterial
56	MURRELL RD.	EYSTER BLVD.	BARTON BLVD.										4,600	34,020	01/11/22-01/12/22	Urban Major Collector
592	PEACHTREE ST.	LAKE DR.	FISKE BLVD.	3,010	2,910	NC	NC	NC	3,380	4,330	NC	4,460	4,470	15,600	03/01/22-03/02/22	Urban Major Collector
	PINEHURST AVE./HOLIDAY SPRINGS RD.	WICKHAM RD.	HOLIDAY SPRINGS RD.	4,543	4,458	4,808	4,928	5,088	5,260	5,265	5,718	4,925	4,880			
17	PINEHURST AVE.	WICKHAM RD.	SPYGLASS HILL DR.	6,490	6,270	6,810	7,100	7,320	7,340	7,480	7,250	6,650	6,640	15,600	01/11/22-01/12/22	Urban Minor Collector
530	PINEHURST AVE.	SPYGLASS HILL DR.	FARGO DR.	5,140	5,040	5,340	5,350	5,430	5,810	5,550	6,170	5,130	5,010	15,600	01/11/22-01/12/22	Urban Minor Collector
16	PINEHURST AVE.	FARGO DR.	HOLIDAY SPRINGS RD.	3,000	2,950	3,190	3,340	3,380	3,590	3,750	4,460	3,650	3,740	15,600	01/11/22-01/12/22	Urban Minor Collector
94	HOLIDAY SPRINGS RD.	PINEHURST AVE.	VIERA BLVD.	3,540	3,570	3,890	3,920	4,220	4,300	4,280	4,990	4,270	4,130	15,600	01/11/22-01/12/22	Urban Minor Collector
568	PLUCKEBAUM RD.	CLEARLAKE RD.	FISKE BLVD. (SR 519)	5,970	6,240	7,030	6,490	6,560	7,570	7,270	6,820	6,530	5,900	15,600	01/31/22-02/01/22	Urban Major Collector
	RANGE RD.	SR 520	ROSETINE ST.	4,330	5,140	4,760	5,860	4,740	5,970	4,360	5,990	4,470	5,970			
531	RANGE RD.	SR 520	LAKE DR.	4,330	NC	4,760	NC	4,740	NC	4,360	NC	4,470	NC	15,600	01/19/21-01/20/21	Urban Major Collector
532	RANGE RD.	LAKE DR.	ROSETINE ST.	NC	5,140	NC	5,860	NC	5,970	NC	5,990	NC	5,970	15,600	01/19/22-01/20/22	Urban Major Collector
74	ROSETINE ST.	RANGE RD.	CLEARLAKE RD.	NC	2,730	NC	NC	NC	2,920	NC	3,140	2,760	2,920	15,600	01/19/22-01/20/22	Urban Minor Collector
18	SPYGLASS HILL RD.	MURRELL RD.	PINEHURST AVE.	3,880	3,780	3,960	4,240	4,720	4,640	4,780	4,410	3,940	4,220	15,600	01/11/22-01/12/22	Urban Minor Collector
	SR 520	ORANGE CO	I-95	15,090	15,167	17,220	16,670	16,637	16,567	17,160	17,767	17,273	16,097			
534	SR 520	ORANGE CO	SR 524	13,140	12,760	15,950	15,170	15,750	12,240	16,010	18,680	15,530	14,590	40,300	03/10/22-03/11/22	Rural Principal Arterial Other
1	SR 520	SR 524	FRIDAY RD.	14,050	13,990	15,720	14,880	14,320	16,610	14,650	14,700	15,100	12,460	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
84	SR 520	FRIDAY RD.	I-95	18,080	18,750	19,990	19,960	19,840	20,850	20,820	19,920	21,190	21,240	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
	SR 520	I-95	CLEARLAKE RD. (SR 501)	20,367	20,583	23,857	22,600	21,240	20,573	23,173	21,193	22,727	21,840			
2	SR 520	I-95	BURNETT RD.	20,200	21,440	24,190	22,190	21,780	21,740	21,650	24,200	23,230	21,640	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
3	SR 520	BURNETT RD.	RANGE RD.	19,980	19,680	24,180	22,970	21,040	20,040	21,280	19,840	22,550	21,530	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
14	SR 520	RANGE RD.	CLEARLAKE RD. (SR 501)	20,920	20,630	23,200	22,640	20,900	19,940	26,590	19,540	22,400	22,350	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
	SR 520	CLEARLAKE RD. (SR 501)	FISKE BLVD. (SR 519)	20,815	21,385	24,880	24,575	22,915	22,735	22,115	21,730	23,145	21,260			
4	SR 520	CLEARLAKE RD. (SR 501)	LAKE DR.	19,160	19,560	22,860	22,870	20,200	20,800	20,400	21,720	21,550	19,310	39,800	02/03/22-02/04/22	Urban Principal Arterial-Other
5	SR 520	LAKE DR.	FISKE BLVD. (SR 519)	22,470	23,210	26,900	26,280	25,630	24,670	23,830	21,740	24,740	23,210	39,800	02/03/22-02/04/22	Urban Principal Arterial-Other
	SR 520	FISKE BLVD. (SR 519)	US 1	23,775	25,160	28,120	28,250	26,600	25,495	25,275	23,310	26,600	24,575			
6	SR 520	FISKE BLVD. (SR 519)	BLAKE AVE.	23,820	25,090	28,270	28,430	26,540	25,550	25,280	NC	26,680	25,010	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
7	SR 520	BLAKE AVE.	US 1	23,730	25,230	27,970	28,070	26,660	25,440	25,270	23,310	26,520	24,140	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
	SR 520 (EB)	US 1	RIVEREDGE BLVD.	19,838	19,020	21,483	18,600	20,718	20,855	21,135	19,265	22,220	19,625			
8	SR 520 (EB)	US 1	FORREST AVE.	15,570	17,090	18,210	13,820	16,750	17,250	16,830	15,460	NC	16,470	19,440	03/09/22-03/10/22	Urban Principal Arterial-Other
9	SR 520 (EB)	FORREST AVE.	BREVARD AVE.	21,020	19,560	21,850	19,620	22,460	20,930	22,250	20,930	21,800	20,140	19,440	02/03/22-02/04/22	Urban Principal Arterial-Other
10	SR 520 (EB)	BREVARD AVE.	DELANNOY AVE.	20,900	19,450	22,930	22,010	21,670	22,280	22,500	19,990	NC	21,080	19,440	03/09/22-03/10/22	Urban Principal Arterial-Other
11	SR 520 (EB)	DELANNOY AVE.	RIVEREDGE BLVD.	21,860	19,980	22,940	18,950	21,990	22,960	22,960	20,680	22,640	20,810	19,440	02/03/22-02/04/22	Urban Principal Arterial-Other
	SR 520 (WB)	CAUSEWAY	US 1	20,770	20,643	21,703	20,098	21,220	20,920	21,915	19,093	17,797	21,705			
12	SR 520 (WB)	CAUSEWAY	DELANNOY AVE.	22,160	21,250	23,700	23,050	21,130	22,990	22,780	20,340	22,850	20,800	19,440	02/03/22-02/04/22	Urban Principal Arterial-Other
13	SR 520 (WB)	DELANNOY AVE.	BREVARD AVE.	23,970	23,100	23,460	21,900	24,290	22,980	24,250	21,420	NC	22,610	19,440	03/09/22-03/10/22	Urban Principal Arterial-Other
15	SR 520 (WB)	BREVARD AVE.	FORREST AVE.	21,220	21,560	22,400	18,690	21,810	20,660	21,610	19,840	22,080	NC	19,440	01/19/21-01/20/21	Urban Principal Arterial-Other
87	SR 520 (WB)	FORREST AVE.	US 1	15,730	16,660	17,250	16,750	17,650	17,050	19,020	14,770	NC	NC	19,440	01/29/20-01/30/20	Urban Principal Arterial-Other
66	SR 524	SR 520	I-95	4,670	4,530	5,690	5,300	5,890	7,200	6,870	6,600	8,460	6,280	24,200	03/10/22-03/11/22	Urban Minor Arterial
	SR 524	I-95	INDUSTRY RD.	11,220	10,880	12,765	12,605	11,710	13,860	12,540	11,775	13,965	13,625			
73	SR 524	I-95	COX RD.	9,780	9,670	11,440	11,170	10,460	12,690	11,700	11,020	13,300	12,870	18,590	02/02/22-02/03/22	Urban Minor Arterial
76	SR 524	COX RD.	INDUSTRY RD.	12,660	12,090	14,090	14,040	12,960	15,030	13,380	12,530	14,630	14,380	19,470	01/24/22-01/25/22	Urban Minor Arterial
	SR 528	ORANGE CO	I-95	27,835	28,320	34,205	31,740	33,780	40,640	37,805	43,810	33,090	27,865			
91	SR 528	ORANGE CO	SR 407	30,820	30,220	37,830	35,120	37,330	40,640	42,560	49,690	36,880	31,390	43,000	02/02/22-02/03/22	Rural Principal Arterial - Freeways & Expressways
90	SR 528	SR 407	I-95	24,850	26,420	30,580	28,360	30,230	NC	33,050	37,930	29,300	24,340	43,000	02/17/22-02/18/22	Rural Principal Arterial - Freeways & Expressways
	SR 528	I-95	US 1	25,860	25,315	30,165	27,775	28,340	31,000	32,730	37,960	28,765	27,060			
93	SR 528	I-95	INDUSTRY RD.	21,000	23,050	23,030	22,810	23,290	29,350	28,880	33,780	24,750	22,810	74,400	02/02/22-02/03/22	Urban Principal Arterial - Freeways & Expressways
92	SR 528	INDUSTRY RD.	US 1	30,720	27,580	37,300	32,740	33,390	32,650	36,580	42,140	32,780	31,310	74,400	01/27/22-01/28/22	Urban Principal Arterial - Freeways & Expressways
25	STADIUM PKWY.	WICKHAM RD.	JUDGE F JAMIESON WY.	6,550	6,890	7,810	8,480	9,150	10,460	11,240	10,620	10,380	11,180	17,700	01/11/22-01/12/22	Urban Minor Arterial
	STADIUM PKWY.	JUDGE F JAMIESON WY	I-95/FISKE BLVD.	16,515	16,965	17,707	18,173	19,337	20,273	20,780	18,447	15,570	14,613			
26	STADIUM PKWY.	JUDGE F JAMIESON WY	VIERA BLVD.	18,270	18,910	19,950	20,890	22,170	22,920	23,650	24,190	18,970	16,590	39,800	01/11/22-01/12/22	Urban Minor Arterial
535	STADIUM PKWY.	VIERA BLVD.	ROSEMOUNT DR.	14,760	15,020	15,980	16,120	17,160	17,870	18,460	15,370	13,700	13,780	39,800	01/11/22-01/12/22	Urban Minor Arterial
606	STADIUM PKWY.	ROSEMOUNT DR.	I-95/FISKE BLVD.			17,190	17,510	18,680	20,030	20,230	15,780	14,020	13,470	39,800	01/11/22-01/12/22	Urban Minor Arterial
607	TAVISTOCK DR.	JUDGE F JAMIESON WY.	VIERA BLVD.			3,300	3,680	3,720	3,780	3,620	3,310	2,990	3,070	15,600	01/11/22-01/12/22	Urban Local
608	TAVISTOCK DR.	VIERA BLVD.	STADIUM PKWY.			2,890	2,680	2,650	3,160	2,290	2,250	2,180	2,130	15,600	01/11/22-01/12/22	Urban Local
	US 1	PINEDA CSWY. (SR 404)	BARNES BLVD.	29,530	31,853	32,577	32,687	30,737	32,013	31,497	32,037	29,953	28,490			
89	US 1	PINEDA CSWY. (SR 404)	SUNTREE BLVD.	33,100	37,580	37,310	38,750	34,340	38,730	37,540	38,150	35,090	31,640	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
567	US 1	SUNTREE BLVD.	VIERA BLVD.	28,770	31,550	32,650	31,520	30,670	31,070	29,740	31,800	28,090	25,340	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
36	US 1	VIERA BLVD.	BARNES BLVD.	26,720	26,430	27,770	27,790	27,200	26,240	27,210	26,160	26,680	NC	41,790	01/12/21-01/13/21	Urban Principal Arterial-Other
70	US 1	BARNES BLVD.	EYSTER BLVD.	26,150	25,690	25,980	26,300	25,060	26,090	26,340	25,880	26,480	30,560	41,790	01/27/22-01/28/22	Urban Principal Arterial-Other
	US 1	EYSTER BLVD.	ROSA JONES DR.	34,977	35,303	36,267	35,167	34,170	37,277	35,953	35,180	36,280	35,815			
34	US 1	EYSTER BLVD.	BARTON BLVD.	33,220	32,820	34,440	33,650	32,520	31,160	34,410	32,080	33,300	NC	62,900	01/19/21-01/20/21	Urban Principal Arterial-Other
33	US 1	BARTON BLVD.	FLORIDA AVE.	38,070	40,180	40,480	39,840	36,860	42,630	38,100	38,490	39,550	37,430	62,900	01/27/22-01/28/22	Urban Principal Arterial-Other
88	US 1	FLORIDA AVE.	ROSA JONES DR.	33,640	32,910	33,880	32,010	33,130	38,040	35,350	34,970	35,990	34,200	62,900	01/27/22-01/28/22	Urban 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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: CENTRAL																
	US 1	ROSA JONES DR.	PEACHTREE ST.	26,795	25,375	33,480	30,220	26,885	28,525	29,360	27,795	29,375	28,270			
24	US 1	ROSA JONES DR.	SR 520	32,840	32,890	33,480	30,220	33,500	34,020	36,970	33,770	35,750	32,790	62,900	02/17/22-02/18/22	Urban Principal Arterial-Other
23	US 1	SR 520	PEACHTREE ST.	20,750	17,860	UC	UC	20,270	23,030	21,750	21,820	23,000	23,750	62,900	01/27/22-01/28/22	Urban Principal Arterial-Other
	US 1	PEACHTREE ST.	SR 528	27,025				26,600	28,873	28,425	28,678	28,615	26,850			
22	US 1	PEACHTREE ST.	FORREST AVE.	20,560	UC	UC	UC	21,290	24,850	22,720	22,510	23,870	21,780	62,900	01/27/22-01/28/22	Urban Principal Arterial-Other
21	US 1	FORREST AVE.	DIXON BLVD.	29,460	UC	UC	UC	28,620	30,090	30,890	32,280	31,080	30,840	62,900	01/27/22-01/28/22	Urban Principal Arterial-Other
20	US 1	DIXON BLVD.	MICHIGAN AVE.	28,510	UC	UC	UC	25,890	30,430	29,670	27,250	30,370	25,680	62,900	02/03/22-02/04/22	Urban Principal Arterial-Other
19	US 1	MICHIGAN AVE.	SR 528	29,570	UC	UC	UC	30,600	30,120	30,420	32,670	29,140	29,100	62,900	03/01/22-03/02/22	Urban Principal Arterial-Other
572	VIERA BLVD.	TAVISTOCK DRIVE	STADIUM PKWY.	7,070	7,160	NC	8,190	NC	8,310	NC	8,610	NC	8,360	39,800	01/11/22-01/12/22	Urban Local
	VIERA BLVD	STADIUM PKWY.	HOLIDAY SPRINGS RD.	13,930	14,490	15,950	16,780	17,445	17,430	17,380	19,950	17,370	18,720			
536	VIERA BLVD	STADIUM PKWY.	MURRELL RD.	13,760	14,600	15,980	17,450	18,130	17,810	NC	22,320	18,320	19,910	39,800	01/11/22-01/12/22	Urban Minor Arterial
58	VIERA BLVD.	MURRELL RD.	HOLIDAY SPRINGS RD.	14,100	14,380	15,920	16,110	16,760	17,050	17,380	17,580	16,420	17,530	39,800	01/11/22-01/12/22	Urban Minor Arterial
537	VIERA BLVD.	HOLIDAY SPRINGS RD.	US 1	12,130	12,190	13,280	13,930	14,800	14,900	14,900	14,440	13,120	13,830	30,300	01/11/22-01/12/22	Urban Minor Arterial

**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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH																
	DR. MARTIN LUTHER KING JR. BLVD.	US 192	APOLLO BLVD.	10,570	11,747	11,100	11,993	13,980	13,700	13,123	10,157	10,657	10,787			
503	DR. MARTIN LUTHER KING JR. BLVD.	US 192	HIBISCUS BLVD.	9,760	11,200	9,720	10,060	15,100	10,990	11,440	9,800	9,200	9,830	32,400	12/19/22-12/20/22	Urban Minor Arterial
502	DR. MARTIN LUTHER KING JR. BLVD.	HIBISCUS BLVD.	NASA BLVD. (SR 508)	9,350	10,570	NC	10,900	11,280	NC	11,590	8,780	9,630	9,570	34,020	12/19/22-12/20/22	Urban Minor Arterial
501	DR. MARTIN LUTHER KING JR. BLVD.	NASA BLVD. (SR 508)	APOLLO BLVD.	12,600	13,470	12,480	15,020	15,560	16,410	16,340	11,890	13,140	12,960	39,800	12/19/22-12/20/22	Urban Minor Arterial
	APOLLO BLVD.	DR. MARTIN LUTHER KING JR. BLVD.	SARNO RD.	19,350	19,020		22,120	23,430	21,310	24,660	18,945	20,210	20,850			
510	APOLLO BLVD.	DR. MARTIN LUTHER KING JR. BLVD.	ST. MICHAELS PL.	NC	19,020	NC	21,980	NC	19,460	NC	18,830	NC	20,670	41,790	12/19/22-12/20/22	Urban Minor Arterial
538	APOLLO BLVD.	ST. MICHAELS PL.	SARNO RD.	19,350	NC	NC	22,260	23,430	23,160	24,660	19,060	20,210	21,030	41,790	12/19/22-12/20/22	Urban Minor Arterial
571	APOLLO BLVD.	SARNO RD.	EAU GALLIE BLVD. (SR 518)	2,160	UC	UC	10,200	10,890	10,830	11,410	9,630	10,090	10,360	33,800	12/06/22-12/07/22	Urban Local
	AURORA RD.	JOHN RODES BLVD.	WICKHAM RD.	7,765	6,865	6,845	6,540	7,460	7,475	7,100	6,535	6,830	7,175			
507	AURORA RD.	JOHN RODES BLVD.	TURTLEMOUND RD.	8,800	7,800	7,430	7,490	8,650	8,750	7,720	7,420	7,730	8,060	15,600	12/05/22-12/06/22	Urban Major Collector
514	AURORA RD.	TURTLEMOUND RD.	WICKHAM RD.	6,730	5,930	6,260	5,590	6,270	6,200	6,480	5,650	5,930	6,290	17,700	12/05/22-12/06/22	Urban Major Collector
	AURORA RD.	WICKHAM RD.	US 1	11,023	10,713	10,780	11,080	10,963	11,210	11,703	10,157	10,150	10,243			
515	AURORA RD.	WICKHAM RD.	CROTON RD.	11,600	10,840	11,600	11,160	11,360	11,240	12,880	10,490	10,930	10,590	39,800	12/05/22-12/06/22	Urban Minor Arterial
366	AURORA RD.	CROTON RD.	STEWART RD.	11,150	11,140	10,910	11,750	12,490	12,370	12,470	10,550	10,660	11,040	39,800	12/05/22-12/06/22	Urban Minor Arterial
376	AURORA RD.	STEWART RD.	US 1	10,320	10,160	9,830	10,330	9,040	10,020	9,760	9,430	8,860	9,100	39,800	12/05/22-12/06/22	Urban Minor Arterial
	BABCOCK ST.	INDIAN RIVER COUNTY	GRANT RD.	2,615	2,720	2,375	3,160	3,360	4,060	4,115	4,090	4,130	4,430			
446	BABCOCK ST.	INDIAN RIVER COUNTY	MICCO RD.	1,870	1,980	1,920	2,300	2,430	2,640	3,110	3,370	3,110	3,380	14,200	12/12/22-12/13/22	Rural Major Collector
370	BABCOCK ST.	MICCO RD.	GRANT RD.	3,360	3,460	2,830	4,020	4,290	5,480	5,120	4,810	5,150	5,480	14,200	12/12/22-12/13/22	Rural Major Collector
	BABCOCK ST.	GRANT RD.	MALABAR RD. (SR 514)	14,117	13,678	13,213	15,268	15,833	16,240	15,068	13,620	14,125	15,218			
447	BABCOCK ST.	GRANT RD.	VALKARIA RD.	7,060	7,140	7,200	7,820	8,410	9,080	6,020	7,270	7,450	7,650	17,700	12/12/22-12/13/22	Urban Major Collector
597	BABCOCK ST.	VALKARIA RD.	WACO BLVD.		11,720	11,580	13,630	13,290	13,510	13,590	12,150	12,490	13,650	17,700	10/06/22-10/07/22	Urban Minor Arterial
448	BABCOCK ST.	WACO BLVD.	FOUNDATION PARK BLVD.	15,560	16,110	15,500	17,700	18,490	18,840	18,220	16,730	16,700	17,910	17,700	12/12/22-12/13/22	Urban Minor Arterial
449	BABCOCK ST.	FOUNDATION PARK BLVD.	MALABAR RD. (SR 514)	19,730	19,740	18,570	21,920	23,140	23,530	22,440	18,330	19,860	21,660	17,700	10/03/22-10/04/22	Urban Minor Arterial
	BABCOCK ST. (SR 507)	MALABAR RD. (SR 514)	PALM BAY RD.	32,880	31,985	34,340	31,825	34,340	33,590	35,850	34,965	36,030	35,475			
369	BABCOCK ST. (SR 507)	MALABAR RD. (SR 514)	CHARLES BLVD.	NC	31,920	NC	29,850	NC	36,850	NC	39,310	NC	38,440	41,790	12/12/22-12/13/22	Urban Principal Arterial-Other
368	BABCOCK ST. (SR 507)	CHARLES BLVD.	PORT MALABAR BLVD.	33,510	NC	36,180	NC	37,540	NC	37,810	NC	37,890	NC	41,790	12/02/21-12/03/21	Urban Principal Arterial-Other
443	BABCOCK ST. (SR 507)	PORT MALABAR BLVD.	PALM BAY RD.	32,260	32,050	32,500	33,800	33,710	30,330	33,890	30,620	34,170	32,510	41,790	10/13/22-10/14/22	Urban Principal Arterial-Other
	BABCOCK ST. (SR 507)	PALM BAY RD.	US 192	30,644	29,686	31,670	33,796	34,614	33,838	34,852	29,750	32,810	33,778			
444	BABCOCK ST. (SR 507)	PALM BAY RD.	EBER BLVD.	29,660	29,670	29,380	32,700	33,140	NC	32,940	29,230	32,940	32,740	41,790	10/18/22-10/19/22	Urban Principal Arterial-Other
367	BABCOCK ST. (SR 507)	EBER BLVD.	FLORIDA AVE.	31,280	31,250	34,150	36,120	35,860	34,870	36,360	31,270	34,230	34,110	41,790	10/17/22-10/18/22	Urban Principal Arterial-Other
445	BABCOCK ST. (SR 507)	FLORIDA AVE.	UNIVERSITY BLVD.	33,830	33,650	35,680	36,270	37,700	36,780	36,900	32,060	35,590	35,930	41,790	10/17/22-10/18/22	Urban Principal Arterial-Other
459	BABCOCK ST. (SR 507)	UNIVERSITY BLVD.	MELBOURNE AVE.	30,610	28,580	31,980	33,840	34,590	33,120	36,460	29,060	32,060	36,100	41,790	10/17/22-10/18/22	Urban Principal Arterial-Other
460	BABCOCK ST. (SR 507)	MELBOURNE AVE.	US 192	27,840	25,280	27,160	30,050	31,780	30,580	31,600	27,130	29,230	30,010	41,790	10/17/22-10/18/22	Urban Principal Arterial-Other
	BABCOCK ST.	US 192	APOLLO BLVD.	23,303	21,585	24,850	24,850	25,707	NC	24,560	20,733	22,893	25,223			
461	BABCOCK ST.	US 192	FEE AVE.	25,200	NC	27,340	NC	30,320	NC	28,590	NC	26,720	NC	33,800	10/14/21-10/15/21	Urban Minor Arterial
462	BABCOCK ST.	FEE AVE.	HIBISCUS BLVD.	NC	UC	NC	27,650	NC	NC	NC	24,100	NC	28,310	33,800	10/20/22-10/21/22	Urban Minor Arterial
463	BABCOCK ST.	HIBISCUS BLVD.	BULLDOG BLVD.	23,760	NC	25,380	NC	25,000	NC	24,200	NC	22,920	NC	33,800	12/02/21-12/03/21	Urban Minor Arterial
375	BABCOCK ST.	BULLDOG BLVD.	NASA BLVD. (SR 508)	NC	23,030	NC	24,740	NC	NC	NC	20,600	NC	25,050	33,800	12/08/22-12/09/22	Urban Minor Arterial
464	BABCOCK ST.	NASA BLVD. (SR 508)	APOLLO BLVD.	20,950	20,140	21,830	22,160	21,800	NC	20,890	17,500	19,040	22,310	33,800	12/08/22-12/09/22	Urban Minor Arterial
628	BASS PRO DR.	RIVIERA DR.	PALM BAY RD.						5,610	10,600	11,210	10,460	9,330	15,600	12/12/22-12/13/22	Urban Major Collector
	CROTON RD.	SARNO RD.	LAKE WASHINGTON RD.	12,755	13,377	1,235	14,000	11,847	12,897	11,683	10,313	10,493	10,293			
335	CROTON RD.	SARNO RD.	EAU GALLIE BLVD. (SR 518)	13,920	14,250	13,710	15,870	11,410	11,510	10,580	8,980	9,450	9,110	33,800	12/06/22-12/07/22	Urban Minor Arterial
334	CROTON RD.	EAU GALLIE BLVD. (SR 518)	AURORA RD.	NC	14,080	14,690	13,560	11,690	14,060	12,160	11,430	11,280	11,240	33,800	12/05/22-12/06/22	Urban Minor Arterial
333	CROTON RD.	AURORA RD.	LAKE WASHINGTON RD.	11,590	11,800	NC	12,570	12,440	13,120	12,310	10,530	10,750	10,530	33,800	12/05/22-12/06/22	Urban Minor Arterial
	CROTON RD.	LAKE WASHINGTON RD.	POST RD.	6,840	8,690	7,190	9,670	8,450	9,930	8,270	6,260	7,410	7,180			
332	CROTON RD.	LAKE WASHINGTON RD.	PARKWAY DR.	NC	8,690	NC	9,670	NC	9,930	NC	6,260	NC	7,180	15,600	12/05/22-12/06/22	Urban Major Collector
377	CROTON RD.	PARKWAY DR.	POST RD.	6,840	NC	7,190	NC	8,450	NC	8,270	NC	7,410	NC	15,600	10/28/21-10/29/21	Urban Major Collector
	DAIRY RD.	PALM BAY RD.	US 192	21,240	25,308	24,835	22,998	21,573	24,210	24,710	19,823	21,758	23,875			
472	DAIRY RD.	PALM BAY RD.	EBER BLVD.	19,110	20,920	20,380	20,620	19,100	20,540	20,600	16,330	17,860	19,630	39,800	12/08/22-12/09/22	Urban Minor Arterial
473	DAIRY RD.	EBER BLVD.	FLORIDA AVE.	22,390	25,670	NC	25,480	23,280	26,240	26,650	21,230	23,010	25,170	39,800	12/05/22-12/06/22	Urban Minor Arterial
474	DAIRY RD.	FLORIDA AVE.	EDGEWOOD DR.	21,730	28,120	NC	20,660	22,500	25,370	25,890	20,840	23,240	26,630	39,800	10/17/22-10/18/22	Urban Minor Arterial
356	DAIRY RD.	EDGEWOOD DR.	US 192	21,730	26,520	29,290	25,230	21,410	24,690	25,700	20,890	22,920	24,070	39,800	10/17/22-10/18/22	Urban Minor Arterial
355	DAIRY RD.	US 192	HIBISCUS BLVD.	10,660	12,690	12,490	13,300	NC	11,070	13,290	8,970	9,710	9,740	15,600	10/20/22-10/21/22	Urban Major Collector
	EAU GALLIE BLVD. (SR 518)	I-95	WICKHAM RD.	23,950	24,737	26,023	28,647	29,677	29,913	32,070	25,440	18,490	26,340			
438	EAU GALLIE BLVD. (SR 518)	I-95	JOHN RODES BLVD.	31,910	31,780	33,550	37,940	40,550	39,290	43,950	31,180	NC	33,120	41,790	11/02/22-11/03/22	Urban Principal Arterial-Other
439	EAU GALLIE BLVD. (SR 518)	JOHN RODES BLVD.	SARNO RD.	25,240	26,650	27,910	30,750	30,540	31,800	32,970	27,690	NC	28,800	41,790	11/02/22-11/03/22	Urban Principal Arterial-Other
440	EAU GALLIE BLVD. (SR 518)	SARNO RD.	WICKHAM RD.	14,700	15,780	16,610	17,250	17,940	18,650	19,290	17,450	18,490	17,100	41,790	12/06/22-12/07/22	Urban Principal Arterial-Other
	EAU GALLIE BLVD. (SR 518)	WICKHAM RD.	US 1	19,943	18,893	19,523	20,063	21,220	20,497	21,483	18,233	19,857	19,017			
359	EAU GALLIE BLVD. (SR 518)	WICKHAM RD.	CROTON RD.	20,760	19,310	18,990	22,690	22,000	22,430	21,970	19,980	20,440	20,870	41,790	12/06/22-12/07/22	Urban Principal Arterial-Other
441	EAU GALLIE BLVD. (SR 518)	CROTON RD.	COMMODORE BLVD.	21,410	20,530	19,240	21,430	22,890	22,110	23,090	20,220	21,390	20,990	41,790	12/06/22-12/07/22	Urban Principal Arterial-Other
360	EAU GALLIE BLVD. (SR 518)	COMMODORE BLVD.	STEWART AVE.	17,660	NC	20,340	NC	18,770	NC	19,390	NC	17,740	NC	41,790	12/02/21-12/03/21	Urban Principal Arterial-Other
455	EAU GALLIE BLVD. (SR 518)	STEWART AVE.	US 1	NC	16,840	NC	16,070	NC	16,950	NC	14,500	NC	15,190	41,790	12/06/22-12/07/22	Urban Principal Arterial-Other
	EAU GALLIE (EB Only)	US 1	CAUSEWAY	17,105	17,020	16,580	17,250	17,885	17,740	18,180	15,805	16,690	16,260			
361	EAU GALLIE (EB Only)	US 1	HIGHLAND AVE.	16,340	NC	15,410	NC	17,010	NC	17,200	NC	16,240	NC	19,440	10/20/21-10/21/21	Urban Principal Arterial-Other
382	EAU GALLIE (EB Only)	HIGHLAND AVE.	PINEAPPLE AVE.	NC	16,310	NC	16,620	NC	16,790	NC	15,120	NC	16,450	19,440	12/05/22-12/06/22	Urban Principal Arterial-Other
457	EAU GALLIE (EB Only)	PINEAPPLE AVE.	CAUSEWAY	17,870	17,730	17,750	17,880	18,760	18,690	19,160	16,490	17,140	16,070	19,440	10/20/22-10/21/22	Urban 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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH																
	EAU GALLIE (WB Only)	CAUSEWAY	US 1	16,700	16,525	16,095	17,035	16,535	17,360	17,315	15,310	15,890	16,115			
456	EAU GALLIE (WB Only)	CAUSEWAY	PINEAPPLE AVE.	18,070	17,620	18,950	18,520	18,080	18,930	19,110	16,420	15,980	17,410	19,440	12/05/22-12/06/22	Urban Principal Arterial-Other
380	EAU GALLIE (WB Only)	PINEAPPLE AVE.	HIGHLAND AVE.	15,330	NC	13,240	NC	14,990	NC	15,520	NC	15,800	NC	19,440	12/09/21-12/10/21	Urban Principal Arterial-Other
458	EAU GALLIE (WB Only)	HIGHLAND AVE.	US 1	NC	15,430	NC	15,550	NC	15,790	NC	14,200	NC	14,820	19,440	12/05/22-12/06/22	Urban Principal Arterial-Other
	EBER BLVD.	MINTON RD.	DAIRY RD.	9,280	10,055	10,530	11,545	11,210	11,965	12,640	10,875	11,720	11,530			
484	EBER BLVD.	MINTON RD.	HOLLYWOOD BLVD.	NC	9,560	NC	10,730	10,260	11,420	12,240	10,940	11,750	NC	15,600	10/18/22-10/19/22	Urban Major Collector
485	EBER BLVD.	HOLLYWOOD BLVD.	DAIRY RD.	9,280	10,550	10,530	12,360	12,160	12,510	13,040	10,810	11,690	11,530	15,600	10/17/22-10/18/22	Urban Major Collector
	ELLIS RD.	I-95 INTERCHANGE	WICKHAM RD.	11,640	10,930	12,290	12,760	15,660	14,220	15,210	15,970	15,960	17,245			
631	ELLIS RD.	I-95 INTERCHANGE	JOHN RODES BLVD.								14,790	16,200	17,890	15,600	12/06/22-12/07/22	Urban Minor Arterial
322	ELLIS RD.	JOHN RODES BLVD.	EAST DR.	10,770	10,930	NC	12,760	NC	14,220	NC	15,970	NC	16,600	15,600	12/08/22-12/09/22	Urban Minor Arterial
321	ELLIS RD.	EAST DR.	WICKHAM RD.	12,510	NC	12,290	NC	15,660	NC	15,210	NC	15,720	NC	15,600	10/20/21-10/21/21	Urban Minor Arterial
	EMERSON DR.	BAYSIDE LAKES BLVD.	MALABAR RD.					15,677	15,743	16,240	15,330	16,023	16,820			
614	EMERSON DR.	BAYSIDE LAKES BLVD.	WACO BLVD.					15,610	15,240	15,870	14,820	15,780	16,780	39,800	10/06/22-10/07/22	Urban Major Collector
615	EMERSON DR.	WACO BLVD.	JUPITER BLVD.					16,260	16,350	16,670	15,780	16,410	17,390	39,800	10/06/22-10/07/22	Urban Major Collector
551	EMERSON DR.	JUPITER BLVD.	MALABAR RD.	12,410	12,670	13,670	12,700	15,160	15,640	16,180	15,390	15,880	16,290	39,800	11/28/22-11/29/22	Urban Minor Arterial
	EMERSON DR.	MALABAR RD.	MINTON RD.	7,433	7,760	9,415	8,903	8,817	8,740	8,533	7,407	8,033	8,320			
552	EMERSON DR.	MALABAR RD.	AMERICANA BLVD.	9,040	9,360	9,300	10,990	10,830	10,750	10,320	8,960	9,940	10,050	17,700	10/06/22-10/07/22	Urban Minor Arterial
553	EMERSON DR.	AMERICANA BLVD.	CULVER DR.	8,830	9,170	9,530	10,440	10,690	10,500	10,310	8,760	9,880	10,370	17,700	10/06/22-10/07/22	Urban Minor Arterial
554	EMERSON DR.	CULVER DR.	MINTON RD.	4,430	4,750	NC	5,280	4,930	4,970	4,970	4,500	4,280	4,540	17,700	12/08/22-12/09/22	Urban Minor Arterial
555	EMERSON DR.	MINTON RD.	JUPITER BLVD.	24,800	25,720	27,480	28,150	29,460	24,200	24,310	21,450	23,010	23,890	39,800	10/03/22-10/04/22	Urban Minor Arterial
616	EMERSON DR.	JUPITER BLVD.	ST JOHNS HERITAGE PKWY.					14,570	12,820	12,710	11,620	12,640	11,200	17,700	12/12/22-12/13/22	Urban Major Collector
	EVANS RD.	US 192	NASA BLVD.	19,055	18,385	16,510	19,905	20,800	21,065	21,515	16,595	15,495	18,105			
315	EVANS RD.	US 192	HIBISCUS BLVD.	21,000	19,520	NC	20,990	NC	22,600	22,800	17,640	16,750	19,020	39,800	12/08/22-12/09/22	Urban Minor Arterial
319	EVANS RD.	HIBISCUS BLVD.	NASA BLVD.	17,110	17,250	16,510	18,820	20,800	19,530	20,230	15,550	14,240	17,190	39,800	12/08/22-12/09/22	Urban Minor Arterial
556	FLEMING GRANT RD.	KIWI DR.	MICCO RD.	NC	1,360	NC	1,720	NC	1,620	NC	1,460	NC	1,670	14,200	12/01/22-12/02/22	Rural Minor Collector
579	GATEWAY DR.	HIBISCUS BLVD.	NASA BLVD.	3,550	NC	NC	NC	3,590	NC	NC	3,110	NC	NC	33,800	10/27/20-10/28/20	Urban Minor Collector
558	GRANT RD.	BABCOCK ST.	OLD DIXIE HWY.	2,260	NC	NC	2,590	NC	2,990	NC	2,960	NC	3,010	14,200	10/06/22-10/07/22	Rural Major Collector
566	HARLOCK RD.	AURORA RD.	LAKE WASHINGTON RD.	2,150	NC	NC	NC	NC	3,180	NC	3,080	NC	NC	15,600	12/08/20-12/09/20	Urban Minor Collector
	HENRY AVE.	MINTON RD.	DAIRY RD.	7,265	7,060	7,890	7,460	10,280	8,675	10,210	6,050	9,610	6,340			
585	HENRY AVE.	MINTON RD.	HOLLYWOOD BLVD.	8,120	NC	7,890	NC	10,280	10,440	10,210	NC	9,610	NC	15,600	10/14/21-10/15/21	Urban Major Collector
591	HENRY AVE.	HOLLYWOOD BLVD.	DAIRY RD.	6,410	7,060	NC	7,460	NC	6,910	NC	6,050	NC	6,340	15,600	10/17/22-10/18/22	Urban Major Collector
	HIBISCUS BLVD.	EVANS RD.	APOLLO BLVD.	16,910	16,997	17,800	20,327	17,953	18,043	17,363	13,557	14,830	9,533			
559	HIBISCUS BLVD.	EVANS RD.	DAIRY RD.	17,130	17,010	17,320	21,120	17,940	19,120	18,080	13,720	15,000	14,770	39,800	10/20/22-10/21/22	Urban Minor Arterial
560	HIBISCUS BLVD.	DAIRY RD.	BABCOCK ST.	17,360	17,310	18,680	21,730	18,630	18,190	17,980	13,640	15,390	NC	33,800	10/20/21-10/21/21	Urban Minor Arterial
561	HIBISCUS BLVD.	BABCOCK ST.	APOLLO BLVD.	16,240	16,670	17,400	18,130	17,290	16,820	16,030	13,310	14,100	13,830	33,800	12/08/22-12/09/22	Urban Minor Arterial
	HICKORY ST.	US 192	NASA BLVD. (SR 508)	3,363	2,400	3,735	NC	3,243	1,680	5,010	1,850	2,027	1,690			
587	HICKORY ST.	US 192	FEE AVE.	1,860	NC	1,710	NC	1,650	1,680	NC	970	1,090	1,110	15,600	10/20/22-10/21/22	Urban Major Collector
588	HICKORY ST.	FEE AVE.	HIBISCUS BLVD.	2,350	2,400	NC	NC	2,130	1,820	NC	1,000	1,110	NC	15,600	10/20/21-10/21/21	Urban Major Collector
580	HICKORY ST.	HIBISCUS BLVD.	NASA BLVD. (SR 508)	5,880	NC	5,760	NC	5,950	NC	5,010	3,580	3,880	3,960	15,600	12/08/22-12/09/22	Urban Major Collector
	HOLLYWOOD BLVD.	PALM BAY RD.	US 192	13,045		13,230	15,195	15,783	15,040	15,210	12,140	13,240	13,673			
318	HOLLYWOOD BLVD.	PALM BAY RD.	EBER BLVD.	12,560	UC	15,060	16,900	16,440	16,710	17,960	13,750	14,700	14,710	17,700	10/17/22-10/18/22	Urban Minor Arterial
317	HOLLYWOOD BLVD.	EBER BLVD.	FLORIDA AVE./WINGATE BLVD.	13,080	UC	13,190	14,820	15,040	NC	14,770	12,840	14,070	13,910	17,700	10/17/22-10/18/22	Urban Minor Arterial
374	HOLLYWOOD BLVD.	FLORIDA AVE./WINGATE BLVD.	HENRY AVE.	14,240	UC	12,960	15,220	16,530	15,930	14,890	10,710	11,760	13,400	17,700	10/25/22-10/26/22	Urban Minor Arterial
316	HOLLYWOOD BLVD.	HENRY AVE.	US 192	12,300	UC	11,710	13,840	15,120	12,480	13,220	11,260	12,430	12,670	15,600	12/08/22-12/09/22	Urban Minor Arterial
	INTERLACHEN RD.	ST. ANDREWS BLVD.	WICKHAM RD.	4,420	6,770	4,340	7,730		7,250	4,870	5,930	4,540	7,010			
354	INTERLACHEN RD.	ST. ANDREWS BLVD.	BAYTREE DR.	4,420	NC	4,340	NC	NC	NC	4,870	NC	4,540	NC	15,600	10/28/21-10/29/21	Urban Minor Collector
353	INTERLACHEN RD.	BAYTREE DR.	WICKHAM RD.	NC	6,770	NC	7,730	NC	7,250	NC	5,930	NC	7,010	15,600	12/19/22-12/20/22	Urban Minor Collector
	JOHN RODES BLVD.	US 192	EAU GALLIE BLVD. (SR 518)	12,145	11,850	12,215	12,540	12,940	14,690	NC	7,727	7,530	9,273			
511	JOHN RODES BLVD.	US 192	SHERIDAN RD.	NC	10,620	NC	11,520	NC	13,260	NC	6,720	NC	8,040	17,700	10/18/22-10/19/22	Urban Minor Arterial
504	JOHN RODES BLVD.	SHERIDAN RD.	ELLIS RD.	11,040	NC	10,990	NC	12,010	NC	NC	7,060	7,530	8,190	17,700	12/08/22-12/09/22	Urban Minor Arterial
505	JOHN RODES BLVD.	ELLIS RD.	EAU GALLIE BLVD. (SR 518)	13,250	13,080	13,440	13,560	13,870	16,120	NC	9,400	NC	11,590	17,700	10/20/22-10/21/22	Urban Minor Arterial
506	JOHN RODES BLVD.	EAU GALLIE BLVD. (SR 518)	AURORA RD.	10,120	9,220	8,950	9,570	11,000	11,150	9,780	9,570	10,060	10,680	15,600	12/05/22-12/06/22	Urban Major Collector
323	JORDAN BLASS DR.	ST. ANDREWS BLVD.	WICKHAM RD.	6,310	5,900	5,810	6,150	NC	5,960	4,800	3,920	4,360	4,600	15,600	12/19/22-12/20/22	Urban Minor Collector
	JUPITER BLVD.	SAN FILIPPO DR.	MALABAR RD.					10,533	11,150	10,878	9,903	10,688	11,128			
617	JUPITER BLVD.	SAN FILIPPO DR.	EMERSON DR.					12,150	14,460	11,360	10,530	11,290	11,790	15,600	10/04/22-10/05/22	Urban Minor Arterial
618	JUPITER BLVD.	EMERSON DR.	ELDRON BLVD.					10,650	10,470	11,040	9,950	11,200	11,170	17,700	10/04/22-10/05/22	Urban Minor Arterial
619	JUPITER BLVD.	ELDRON BLVD.	DEGROODT RD.					12,280	11,890	13,330	11,920	12,420	13,530	17,700	10/04/22-10/05/22	Urban Minor Arterial
573	JUPITER BLVD.	DEGROODT RD.	MALABAR RD.	6,120	6,260	6,220	6,630	7,050	7,780	7,780	7,210	7,840	8,020	17,700	12/19/22-12/20/22	Urban Minor Arterial
	JUPITER BLVD.	MALABAR RD.	EMERSON DR.				11,580	11,980	11,170	11,617	11,287	11,783	11,697			
620	JUPITER BLVD.	MALABAR RD.	AMERICANA BLVD.					NC	11,010	11,390	11,240	12,030	11,260	17,700	10/05/22-10/06/22	Urban Minor Arterial
574	JUPITER BLVD.	AMERICANA BLVD.	PACE DR.	12,060	12,350	NC	11,580	12,010	11,290	12,370	11,790	12,450	12,190	17,700	10/05/22-10/06/22	Urban Minor Arterial
621	JUPITER BLVD.	PACE DR.	EMERSON DR.					11,950	11,210	11,090	10,830	10,870	11,640	17,700	12/12/22-12/13/22	Urban Minor Arterial

**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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH																
	LAKE ANDREW DR.	PINEDA CSWY.	WICKHAM RD.	6,520		5,295	6,670	7,105	6,997	8,127	6,810	7,440	11,230			
639	LAKE ANDREW DR.	PINEDA CSWY.	STROM PARK DR.										10,910	15,600	12/01/22-12/02/22	Urban Local
612	LAKE ANDREW DR.	STROM PARK DR.	TRAFFORD DR.				3,620	3,600	4,260	5,390	4,370	4,800	9,690	15,600	12/19/22-12/20/22	Urban Local
605	LAKE ANDREW DR.	TRAFFORD DR.	IVANHOE DR.			3,390	5,540	5,130	6,550	7,640	5,670	6,180	10,350	39,800	12/19/22-12/20/22	Urban Local
79	LAKE ANDREW DR.	IVANHOE DR.	WICKHAM RD.	6,520	6,270	7,200	7,800	9,080	10,180	11,350	10,390	11,340	13,650	39,800	12/19/22-12/20/22	Urban Major Collector
	LAKE WASHINGTON RD.	THE LAKE	WICKHAM RD.	5,770	5,910	6,000	6,435	7,215	6,575	7,105	6,230	7,055	7,165			
351	LAKE WASHINGTON RD.	THE LAKE	HARLOCK RD.	3,580	NC	4,240	NC	5,260	NC	5,240	NC	5,540	NC	17,700	11/30/21-12/01/21	Urban Minor Collector
344	LAKE WASHINGTON RD.	HARLOCK RD.	TURTLEMOUND RD.	NC	3,440	NC	4,180	NC	4,200	NC	4,130	NC	6,660	17,700	12/05/22-12/06/22	Urban Minor Collector
338	LAKE WASHINGTON RD.	TURTLEMOUND RD.	WICKHAM RD.	7,960	8,380	7,760	8,690	9,170	8,950	8,970	8,330	8,570	7,670	17,700	12/05/22-12/06/22	Urban Major Collector
557	MAIN ST.	CENTRAL AVE.	US 1	1,970	NC	1,960	2,560	2,260	NC	2,240	NC	2,290	NC	15,600	11/10/21-11/11/21	Urban Major Collector
	MALABAR RD.	ST. JOHNS HERITAGE PKWY.	MINTON RD.	15,570	16,455	15,950	15,675	15,800	15,550	16,725	13,200	13,965	14,305			
589	MALABAR RD.	ST. JOHNS HERITAGE PKWY.	JUPITER BLVD.	11,310	11,900	10,950	12,310	11,370	11,090	11,390	9,530	9,290	10,210	17,700	10/05/22-10/06/22	Urban Minor Arterial
371	MALABAR RD.	JUPITER BLVD.	MINTON RD.	19,830	21,010	20,950	19,040	20,230	20,010	22,060	16,870	18,640	18,400	17,700	10/05/22-10/06/22	Urban Principal Arterial-Other
491	MALABAR RD.	MINTON RD.	EMERSON DR.	21,500	22,420	22,560	24,510	23,810	23,420	25,370	22,110	23,010	24,240	39,800	10/04/22-10/05/22	Urban Principal Arterial-Other
513	MALABAR RD.	EMERSON DR.	SAN FILIPPO DR.	33,710	34,330	36,050	37,860	37,680	35,090	38,750	29,930	31,750	33,780	50,900	10/04/22-10/05/22	Urban Principal Arterial-Other
492	MALABAR RD.	SAN FILIPPO DR.	I-95	46,320	48,840	46,420	52,940	53,630	52,850	55,390	49,770	51,890	53,400	50,900	10/04/22-10/05/22	Urban Principal Arterial-Other
493	MALABAR RD. (SR 514)	I-95	BABCOCK ST. (SR 507)	36,400	38,620	NC	39,270	43,170	43,260	43,840	38,180	40,690	40,930	59,900	10/03/22-10/04/22	Urban Principal Arterial-Other
	MALABAR RD. (SR 514)	BABCOCK ST. (SR 507)	US 1	12,840	12,430	14,930	14,090	15,950	12,910	15,810	8,200	15,540	12,990			
494	MALABAR RD. (SR 514)	BABCOCK ST. (SR 507)	COREY RD.	12,840	NC	14,930	NC	15,950	NC	15,810	NC	15,540	NC	24,200	11/18/21-11/19/21	Urban Minor Arterial
516	MALABAR RD. (SR 514)	COREY RD.	US 1	NC	12,430	NC	14,090	NC	12,910	NC	8,200	NC	12,990	14,800	10/03/22-10/04/22	Urban Minor Arterial
598	MELBOURNE AVE.	US 1 OVERPASS	FRONT ST.		4,110	NC	NC	NC	3,980	NC	3,110	NC	2,820	15,600	10/25/22-10/26/22	Urban Minor Collector
	MICCO RD.	BABCOCK ST.	US 1	3,963	4,033	4,553	4,850	4,640	4,503	4,540	4,590	4,743	4,997			
519	MICCO RD.	BABCOCK ST.	DOTTIE DR.	1,440	1,470	1,440	1,800	1,750	1,710	1,770	2,320	2,150	2,150	14,200	10/06/22-10/07/22	Rural Major Collector
520	MICCO RD.	DOTTIE DR.	FLEMING GRANT RD.	3,090	3,220	3,460	3,740	3,880	3,740	3,700	3,860	4,060	4,400	17,700	10/06/22-10/07/22	Urban Major Collector
518	MICCO RD.	FLEMING GRANT RD.	US 1	7,360	7,410	8,760	9,010	8,290	8,060	8,150	7,590	8,020	8,440	17,700	12/12/22-12/13/22	Urban Major Collector
633	MINTON RD.	JUPITER BLVD.	MALABAR RD.									18,850	15,840	15,600	12/12/22-12/13/22	Urban Principal Arterial-Other
	MINTON RD.	MALABAR RD.	PALM BAY RD.	27,917	29,260	22,645	29,183	32,870	31,723	33,607	24,285	35,093	29,100			
490	MINTON RD.	MALABAR RD.	AMERICANA BLVD.	17,890	18,820	20,030	21,090	21,600	21,710	22,750	23,080	25,430	27,470	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
489	MINTON RD.	AMERICANA BLVD.	EMERSON DR.	22,390	22,780	25,260	25,730	26,290	26,090	27,020	25,490	27,670	30,730	39,800	12/08/22-12/09/22	Urban Principal Arterial-Other
488	MINTON RD.	EMERSON DR.	PALM BAY RD.	43,470	46,180	NC	40,730	50,720	47,370	51,050	NC	52,180	NC	33,800	12/08/22-12/09/22	Urban Principal Arterial-Other
	MINTON RD.	PALM BAY RD.	US 192	27,334	33,058	30,676	32,255	31,248	30,630	31,252	29,516	30,432	31,436			
487	MINTON RD.	PALM BAY RD.	HIELD RD.	23,890	NC	27,650	NC	26,640	24,580	25,530	NC	25,730	25,480	33,800	12/05/22-12/06/22	Urban Principal Arterial-Other
486	MINTON RD.	HIELD RD.	EBER BLVD.	NC	30,970	NC	32,910	NC	32,100	NC	30,580	NC	30,980	39,800	10/17/22-10/18/22	Urban Principal Arterial-Other
372	MINTON RD.	EBER BLVD.	WINGATE BLVD.	27,960	31,750	29,920	31,890	31,260	31,670	32,230	29,080	30,980	29,610	39,800	10/17/22-10/18/22	Urban Principal Arterial-Other
483	MINTON RD.	WINGATE BLVD.	MILWAUKEE AVE.	28,470	35,690	32,990	NC	34,420	32,610	32,680	30,280	33,270	31,970	39,800	10/17/22-10/18/22	Urban Principal Arterial-Other
482	MINTON RD.	MILWAUKEE AVE.	HENRY AVE.	29,490	35,790	32,650	33,410	34,090	33,100	35,020	30,340	32,770	34,890	39,800	12/05/22-12/06/22	Urban Principal Arterial-Other
481	MINTON RD.	HENRY AVE.	US 192	26,860	31,090	30,170	30,810	29,830	29,720	30,800	27,300	29,410	29,730	39,800	10/17/22-10/18/22	Urban Principal Arterial-Other
	NASA BLVD.	WICKHAM RD.	EDDIE ALLEN RD.	18,930	15,010	25,420		21,660	16,720	26,170	12,430	24,200	13,470			
575	NASA BLVD.	WICKHAM RD.	EVANS RD.	22,950	NC	25,420	NC	26,860	NC	26,170	NC	24,200	NC	39,800	11/16/21-11/17/21	Urban Principal Arterial-Other
576	NASA BLVD.	EVANS RD.	EDDIE ALLEN RD.	14,910	15,010	NC	UC	16,460	16,720	NC	12,430	NC	13,470	39,800	11/02/22-11/03/22	Urban Principal Arterial-Other
	NASA BLVD. (SR 508)	EDDIE ALLEN RD.	US 1	13,687	14,720	14,763		13,810	15,103	14,580	11,437	12,977	13,790			
346	NASA BLVD. (SR 508)	EDDIE ALLEN RD.	DR. MARTIN LUTHER KING JR. BLVD	16,930	17,000	17,050	UC	18,200	18,680	18,810	13,890	15,420	17,280	32,400	12/05/22-12/06/22	Urban Principal Arterial-Other
345	NASA BLVD. (SR 508)	DR. MARTIN LUTHER KING JR. BLVD	BABCOCK ST.	NC	12,810	NC	UC	12,680	13,020	NC	9,910	NC	11,450	32,400	12/05/22-12/06/22	Urban Principal Arterial-Other
349	NASA BLVD. (SR 508)	BABCOCK ST.	APOLLO BLVD.	11,130	NC	12,530	UC	10,800	NC	11,430	NC	12,270	NC	32,400	10/27/21-10/28/21	Urban Principal Arterial-Other
342	NASA BLVD. (SR 508)	APOLLO BLVD.	US 1	13,000	14,350	14,710	UC	13,560	13,610	13,500	10,510	11,240	12,640	32,400	12/05/22-12/06/22	Urban Principal Arterial-Other
600	NORFOLK PKWY.	PALM BAY RD.	TARGET SIGNAL		13,460	15,120	15,740	16,670	16,710	18,980	21,530	21,340	21,520	33,800	12/08/22-12/09/22	Urban Major Collector
	PALM BAY RD.	MINTON RD.	HOLLYWOOD BLVD.	39,947	37,998	31,890	44,303	42,950	40,763	43,443	36,170	40,235	40,360			
478	PALM BAY RD.	MINTON RD.	ATHENS DR.		26,820	27,710	NC	31,800	29,130	30,400	27,540	28,910	32,230	59,900	10/03/22-10/04/22	Urban Principal Arterial-Other
479	PALM BAY RD.	ATHENS DR.	CULVER DR.	28,750	28,040	36,070	31,750	34,510	29,190	30,660	27,760	30,520	32,800	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
465	PALM BAY RD.	CULVER DR.	I-95 EAST RAMP	41,900	47,320	NC	44,300	46,710	45,850	49,770	NC	49,470	53,500	59,900	10/05/22-10/06/22	Urban Principal Arterial-Other
466	PALM BAY RD.	I-95 EAST RAMP	HOLLYWOOD BLVD.	49,190	49,810	NC	56,860	58,780	58,880	62,940	53,210	52,040	56,050	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
	PALM BAY RD.	HOLLYWOOD BLVD.	RIVIERA DR.	37,220	36,140	39,880	37,913	40,840	40,275	41,653	37,713	42,333	43,490			
467	PALM BAY RD.	HOLLYWOOD BLVD.	DAIRY RD.	41,820	42,180	NC	46,190	47,350	46,910	47,560	44,290	47,110	50,690	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
468	PALM BAY RD.	DAIRY RD.	PORT MALABAR RD.	38,460	37,600	NC	42,080	41,430	42,720	41,610	38,550	41,240	NC	59,900	10/14/21-10/15/21	Urban Principal Arterial-Other
469	PALM BAY RD.	PORT MALABAR RD.	STACK BLVD.	NC	31,870	NC	27,450	NC	35,420	NC	33,820	NC	41,340	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
477	PALM BAY RD.	STACK BLVD.	RIVIERA DR.	31,380	NC	39,880	NC	33,740	NC	35,790	NC	38,650	NC	59,900	12/07/21-12/08/21	Urban Principal Arterial-Other
470	PALM BAY RD.	RIVIERA DR.	BABCOCK ST. (SR 507)	NC	32,910	NC	35,930	NC	36,050	NC	34,190	NC	38,440	59,900	10/13/22-10/14/22	Urban Principal Arterial-Other
	PALM BAY RD.	BABCOCK ST. (SR 507)	RJ CONLAN BLVD.	26,953	22,710	27,120	24,287	27,757	23,737	28,990	22,700	27,730	22,813			
480	PALM BAY RD.	BABCOCK ST. (SR 507)	KNECHT RD.	33,120	31,190	32,740	34,250	33,620	35,260	33,760	31,790	32,730	31,220	59,900	10/13/22-10/14/22	Urban Principal Arterial-Other
475	PALM BAY RD.	KNECHT RD.	LIPSCOMB ST.	29,370	NC	30,910	NC	33,190	NC	33,870	NC	31,190	NC	59,900	10/05/21-10/06/21	Urban Principal Arterial-Other
476	PALM BAY RD.	LIPSCOMB ST.	TROUTMAN BLVD.	NC	19,610	NC	19,530	NC	17,210	NC	18,300	NC	17,080	59,900	10/13/22-10/14/22	Urban Principal Arterial-Other
471	PALM BAY RD.	TROUTMAN BLVD.	RJ CONLAN BLVD.	18,370	17,330	17,710	19,080	16,460	18,740	19,340	18,010	19,270	20,140	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
330	PARKWAY DR.	TURTLEMOUND RD.	WICKHAM RD.	4,840	4,810	4,960	5,460	5,250	5,030	5,270	4,800	4,310	3,090	17,700	12/19/22-12/20/22	Urban Major Collector
601	PINEAPPLE AVE.	EAU GALLIE BLVD.	AURORA RD.		5,610	NC	6,100	NC	6,790	NC	5,140	NC	4,930	15,600	12/19/22-12/20/22	Urban Major Collector

**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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH																
	PINEDA CSWY.	LAKE ANDREW DR.	US 1	24,193	25,537	27,623	28,127	32,010	30,245	32,555	28,990	26,485	35,830			
638	PINEDA CSWY.	LAKE ANDREW DR.	I-95									7,770	15,180	41,790	10/04/22-10/05/22	Urban Minor Arterial
570	PINEDA CSWY.	I-95	ST ANDREWS BLVD.	21,650	23,780	27,070	27,640	31,050	29,810	32,140	29,730	32,100	35,580	41,790	12/19/22-12/20/22	Urban Minor Arterial
328	PINEDA CSWY.	ST ANDREWS BLVD.	WICKHAM RD.	23,210	24,860	25,360	28,950	31,860	30,680	32,970	28,250	31,380	36,080	41,790	12/19/22-12/20/22	Urban Minor Arterial
327	PINEDA CSWY.	WICKHAM RD.	US 1	27,720	27,970	30,440	27,790	33,120	NC	NC	NC	34,690	33,100	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
352	PINEHURST AVE.	WICKHAM RD.	ST. ANDREWS BLVD.	2,310	2,240	2,220	2,540	2,450	2,340	2,540	NC	2,210	2,170	15,600	12/19/22-12/20/22	Urban Minor Collector
	PORT MALABAR BLVD.	BABCOCK ST. (SR 507)	US 1	10,810	15,820	14,590	17,160	12,300	16,950	11,490	15,450	11,990	15,790			
339	PORT MALABAR BLVD.	BABCOCK ST. (SR 507)	TROUTMAN BLVD.	NC	15,820	NC	17,160	NC	16,950	NC	15,450	NC	15,790	39,800	10/13/22-10/14/22	Urban Minor Arterial
340	PORT MALABAR BLVD.	TROUTMAN BLVD.	US 1	10,810	NC	14,590	NC	12,300	NC	11,490	NC	11,990	NC	39,800	10/05/21-10/06/21	Urban Minor Arterial
329	POST RD.	PINECONE RD.	WICKHAM RD.	8,560	9,030	8,890	9,660	9,240	9,740	9,520	8,210	9,190	9,340	15,600	12/15/22-12/16/22	Urban Major Collector
	RJ CONLAN BLVD.	PALM BAY RD.	US 1	10,270	10,640	10,225	11,300	11,515	11,860	12,330	11,610	11,365	10,585			
562	RJ CONLAN BLVD.	PALM BAY RD.	COMMERCE PARK DR.	10,410	10,550	9,720	11,250	11,490	11,490	12,240	13,110	11,730	10,400	39,800	10/13/22-10/14/22	Urban Principal Arterial-Other
563	RJ CONLAN BLVD.	COMMERCE PARK DR.	US 1	10,130	10,730	10,730	11,350	11,540	12,230	12,420	10,110	11,000	10,770	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
495	SARNO RD. (SR 5054)	EAU GALLIE BLVD. (SR 518)	WICKHAM RD.	14,530	15,050	14,390	16,870	17,060	17,450	18,100	15,210	15,560	15,600	19,470	12/15/22-12/16/22	Urban Minor Arterial
	SARNO RD.	WICKHAM RD.	US 1	19,797	20,840	19,577	19,688	18,960	20,348	21,710	17,598	18,235	18,155			
358	SARNO RD.	WICKHAM RD.	CROTON RD.	20,370	20,490	21,240	21,610	22,410	21,980	21,510	19,490	21,400	20,570	41,790	12/15/22-12/16/22	Urban Minor Arterial
496	SARNO RD.	CROTON RD.	GARFIELD ST.	NC	23,580	23,110	20,210	20,280	20,830	26,300	17,390	18,010	18,730	41,790	12/15/22-12/16/22	Urban Minor Arterial
498	SARNO RD.	GARFIELD ST.	APOLLO BLVD.	23,960	23,800	NC	21,710	18,140	22,000	22,560	18,710	19,410	19,190	41,790	12/15/22-12/16/22	Urban Minor Arterial
499	SARNO RD.	APOLLO BLVD.	US 1	15,060	15,490	14,380	15,220	15,010	16,580	16,470	14,800	14,120	14,130	33,800	12/15/22-12/16/22	Urban Minor Arterial
581	SHERIDAN RD.	JOHN RODES BLVD.	WICKHAM RD.	NC	NC	NC	NC	4,430	NC	NC	4,000	NC	NC	15,600	10/21/20-10/22/20	Urban Minor Collector
	ST. ANDREWS BLVD.	PINEDA CSWY. (SR 404)	WICKHAM RD.	3,390	3,417	3,335	3,240	3,950	3,405	4,185	2,830	3,455	3,300			
381	ST. ANDREWS BLVD.	PINEDA CSWY. (SR 404)	INTERLACHEN RD.	3,390	4,080	4,460	NC	5,570	NC	6,000	NC	5,180	NC	15,600	10/28/21-10/29/21	Urban Minor Collector
325	ST. ANDREWS BLVD.	INTERLACHEN RD.	PINEHURST AVE.	NC	3,990	NC	4,480	NC	4,480	NC	3,970	NC	4,290	15,600	12/15/22-12/16/22	Urban Minor Collector
326	ST. ANDREWS BLVD.	PINEHURST AVE.	WICKHAM RD.		2,180	2,210	2,000	2,330	2,330	2,370	1,690	1,730	2,310	15,600	12/01/22-12/02/22	Urban Minor Collector
	ST JOHNS HERITAGE PKWY.	MALABAR RD.	I-95 INTERCHANGE				1,905	3,310	7,263	8,440	7,505	8,083	9,123			
609	ST JOHNS HERITAGE PKWY.	MALABAR RD.	PACE DR.				2,210	2,050	5,450	6,270	5,490	5,890	6,660	15,600	10/05/22-10/06/22	Urban Minor Arterial
610	ST JOHNS HERITAGE PKWY.	PACE DR.	EMERSON DR.				1,600	4,570	6,710	7,830	7,190	7,870	8,830	15,600	10/05/22-10/06/22	Urban Minor Arterial
629	ST JOHNS HERITAGE PKWY.	EMERSON DR.	US 192						9,630	11,220	10,700	11,470	13,900	15,600	12/15/22-12/16/22	Urban Minor Arterial
630	ST JOHNS HERITAGE PKWY.	US 192	I-95 INTERCHANGE								6,640	7,100	7,100	39,800	12/15/22-12/16/22	Urban Minor Arterial
632	ST JOHNS HERITAGE PKWY.	BABCOCK ST.	I-95 INTERCHANGE								3,610	3,930	6,460	39,800	12/20/22-12/21/22	Urban Minor Arterial
564	SAN FILIPPO DR.	JUPITER BLVD.	MALABAR RD.	18,690	18,990	NC	21,400	22,850	22,530	23,710	21,460	23,780	24,240	39,800	12/01/22-12/02/22	Urban Minor Arterial
324	SUNTREE BLVD.	WICKHAM RD.	US 1	15,250	16,500	18,040	16,140	17,350	16,730	NC	13,230	14,030	15,010	19,451	12/15/22-12/16/22	Urban Minor Collector
	TURTLEMOUND RD.	EAU GALLIE BLVD. (SR 518)	PINECONE RD.	5,907	6,630	5,480	6,743	6,300	7,273	6,525	6,560	5,960	6,493			
611	TURTLEMOUND RD.	EAU GALLIE BLVD. (SR 518)	AURORA RD.			4,590	4,750	5,280	5,260	6,010	5,090	5,380	5,110	15,600	12/01/22-12/02/22	Urban Major Collector
379	TURTLEMOUND RD.	AURORA RD.	LAKE WASHINGTON RD.	7,290	8,370	NC	10,070	NC	9,410	NC	8,460	NC	8,680	15,600	12/15/22-12/16/22	Urban Major Collector
331	TURTLEMOUND RD.	LAKE WASHINGTON	PARKWAY DR.	5,890	NC	6,370	NC	7,320	NC	7,040	NC	6,540	NC	15,600	10/28/21-10/29/21	Urban Major Collector
378	TURTLEMOUND RD.	PARKWAY DR.	PINECONE RD.	4,540	4,890	NC	5,410	NC	7,150	NC	6,130	NC	5,690	15,600	12/15/22-12/16/22	Urban Major Collector
341	UNIVERSITY BLVD.	BABCOCK ST.	US 1	7,880	NC	7,840	NC	9,040	NC	8,690	NC	8,920	NC	33,800	10/05/21-10/06/21	Urban Major Collector
	US 1	INDIAN RIVER COUNTY LINE	MALABAR RD. (SR 514)	16,008	16,195	17,135	17,723	18,190	18,620	18,443	15,435	16,560	16,728			
416	US 1	INDIAN RIVER COUNTY LINE	MICCO RD.	20,140	21,130	21,610	22,840	22,750	22,530	21,740	19,110	21,580	20,480	41,790	10/06/22-10/07/22	Urban Principal Arterial-Other
417	US 1	MICCO RD.	FIRST ST.	14,120	13,930	15,650	15,920	15,570	16,390	16,460	14,160	15,510	14,650	41,790	12/12/22-12/13/22	Urban Principal Arterial-Other
565	US 1	FIRST ST.	VALKARIA RD.	13,740	13,530	14,030	14,010	15,180	16,110	16,100	13,310	12,420	15,600	41,790	10/06/22-10/07/22	Urban Principal Arterial-Other
418	US 1	VALKARIA RD.	MALABAR RD. (SR 514)	16,030	16,190	17,250	18,120	19,260	19,450	19,470	15,160	16,730	16,180	41,790	10/06/22-10/07/22	Urban Principal Arterial-Other
	US 1	MALABAR RD. (SR 514)	RJ CONLAN BLVD.	20,817	21,903	23,505	23,853	23,710	24,143	24,457	19,743	20,687	20,977			
419	US 1	MALABAR RD. (SR 514)	PORT MALABAR BLVD.	19,100	19,520	21,820	22,130	22,050	22,210	22,990	18,140	20,120	20,050	41,790	12/15/22-12/16/22	Urban Principal Arterial-Other
420	US 1	PORT MALABAR BLVD.	PALM BAY RD.	22,680	24,320	25,190	25,990	26,750	26,770	26,020	22,190	21,070	22,100	39,800	10/13/22-10/14/22	Urban Principal Arterial-Other
539	US 1	PALM BAY RD.	RJ CONLAN BLVD.	20,670	21,870	NC	23,440	22,330	23,450	24,360	18,900	20,870	20,780	39,800	10/13/22-10/14/22	Urban Principal Arterial-Other
	US 1	RJ CONLAN BLVD.	STRAWBRIDGE AVE.	29,260	32,567	30,600	33,773	35,157	34,360	36,340	28,133	30,780	30,013			
343	US 1	RJ CONLAN BLVD.	UNIVERSITY BLVD.	29,260	30,750	30,770	32,480	33,750	31,630	33,710	27,590	30,760	30,800	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
348	US 1	UNIVERSITY BLVD.	NEW HAVEN AVE.	UC	38,210	NC	39,310	41,070	42,770	43,040	31,490	33,410	31,830	59,900	10/27/22-10/28/22	Urban Principal Arterial-Other
384	US 1	NEW HAVEN AVE.	STRAWBRIDGE AVE.	UC	28,740	30,430	29,530	30,650	28,680	32,270	25,320	28,170	27,410	59,900	10/27/22-10/28/22	Urban Principal Arterial-Other
	US 1	STRAWBRIDGE AVE.	SARNO RD.	UC	37,888	37,934	36,606	39,012	40,396	39,960	34,442	36,336	35,636			
385	US 1	STRAWBRIDGE AVE.	HIBISCUS BLVD.	UC	41,310	40,480	40,730	42,040	43,000	42,260	34,740	37,540	37,500	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
431	US 1	HIBISCUS BLVD.	NASA BLVD. (SR 508)	UC	35,120	34,430	32,230	36,710	40,060	39,220	32,230	31,470	33,500	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
432	US 1	NASA BLVD. (SR 508)	CHERRY ST.	UC	35,480	34,840	32,700	34,500	36,650	32,000	33,000	34,710	32,790	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
433	US 1	CHERRY ST.	BALLARD DR.	UC	33,640	32,920	31,240	34,860	34,340	37,380	30,830	32,840	32,330	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
434	US 1	BALLARD DR.	SARNO RD.	UC	43,890	47,000	46,130	46,950	47,930	48,940	41,410	45,120	42,060	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
	US 1	SARNO RD.	PINEDA CSWY. (SR 404)	35,315	40,158	42,062	40,128	43,850	44,620	46,053	36,878	37,910	40,743			
435	US 1	SARNO RD.	EAU GALLIE BLVD. (SR 518)	UC	52,660	52,460	36,440	49,690	53,440	56,180	47,780	48,260	49,750	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
442	US 1	EAU GALLIE BLVD. (SR 518)	AURORA RD.	UC	38,490	40,440	41,280	41,980	41,840	42,370	34,680	37,920	38,950	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
450	US 1	AURORA RD.	LAKE WASHINGTON RD.	36,260	37,200	38,610	37,060	41,210	NC	43,830	34,090	37,280	37,580	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
436	US 1	LAKE WASHINGTON RD.	PARKWAY DR.	32,620	35,870	37,300	43,400	41,240	42,200	44,370	33,900	34,900	38,300	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
437	US 1	PARKWAY DR.	POST RD.	36,230	36,570	37,880	40,260	42,960	44,310	44,090	34,850	34,660	40,260	59,900	12/01/22-12/02/22	Urban Principal Arterial-Other
415	US 1	POST RD.	PINEDA CSWY. (SR 404)	36,150	NC	45,680	42,330	46,020	41,310	45,480	35,970	34,440	39,620	59,900	12/01/22-12/02/22	Urban 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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH																
	US 192	OSCEOLA CO	I-95	7,300	7,710	8,745	8,755	9,655	13,155	15,815	11,205	11,860	16,480			
590	US 192	OSCEOLA CO	SIMON RD.	7,390	7,700	8,390	7,930	9,090	8,670	10,000	9,210	10,670	NC	49,600	12/07/21-12/08/21	Rural Principal Arterial Other
362	US 192	SIMON RD.	I-95	7,210	7,720	9,100	9,580	10,220	17,640	21,630	13,200	13,050	16,480	41,790	12/15/22-12/16/22	Urban Principal Arterial-Other
	US 192	I-95	WICKHAM RD.	25,410	26,890	29,090	30,030	31,495	31,690	34,660	27,535	29,910	31,665			
421	US 192	I-95	JOHN RODES BLVD.	24,800	26,690	29,320	30,180	32,640	34,300	34,880	25,950	29,420	31,160	39,800	12/15/22-12/16/22	Urban Principal Arterial-Other
422	US 192	JOHN RODES BLVD.	WICKHAM RD.	26,020	27,090	28,860	29,880	30,350	29,080	34,440	29,120	30,400	32,170	39,800	12/15/22-12/16/22	Urban Principal Arterial-Other
	US 192	WICKHAM RD.	BABCOCK ST. (SR 507)	31,103	32,006	32,833	32,717	32,619	34,756	35,453	28,751	31,243	32,797			
424	US 192	WICKHAM RD.	DAYTON BLVD.	32,410	35,650	35,700	35,340	35,330	37,280	37,640	30,730	30,970	33,910	39,800	12/15/22-12/16/22	Urban Principal Arterial-Other
388	US 192	DAYTON BLVD.	WINDOVER SQUARE ENTRANCE	36,980	38,730	38,270	37,160	37,430	40,850	40,760	32,290	34,370	37,240	39,800	12/15/22-12/16/22	Urban Principal Arterial-Other
425	US 192	WINDOVER SQUARE ENTRANCE	HOLLYWOOD BLVD.	34,200	34,650	35,740	33,970	35,990	39,490	41,820	33,580	36,040	41,210	39,800	11/02/22-11/03/22	Urban Principal Arterial-Other
363	US 192	HOLLYWOOD BLVD.	MCCLAIN DR. (W MALL ENT)	NC	29,620	NC	31,390	NC	32,460	NC	28,630	NC	33,670	39,800	12/19/22-12/20/22	Urban Principal Arterial-Other
426	US 192	MCCLAIN DR. (W MALL ENT)	SUNSET DR. (E MALL ENT)	27,570	NC	28,680	NC	30,740	NC	31,640	NC	31,110	NC	39,800	11/16/21-11/17/21	Urban Principal Arterial-Other
427	US 192	SUNSET DR. (E MALL ENT)	DAIRY RD.	30,910	33,680	33,320	32,590	31,140	33,470	34,110	28,080	30,380	32,790	39,800	11/02/22-11/03/22	Urban Principal Arterial-Other
428	US 192	DAIRY RD.	Dr. MARTIN LUTHER KING JR. BLVD	30,250	29,400	30,670	31,680	29,240	33,480	34,090	26,860	28,540	29,630	39,800	10/20/22-10/21/22	Urban Principal Arterial-Other
373	US 192	Dr. MARTIN LUTHER KING JR. BLVD	COUNTRY CLUB DR.	25,400	NC	27,450	NC	28,460	NC	28,110	NC	27,290	NC	39,800	11/16/21-11/17/21	Urban Principal Arterial-Other
429	US 192	COUNTRY CLUB DR.	BABCOCK ST. (SR 507)	NC	22,310	NC	26,890	NC	26,260	NC	21,090	NC	21,130	39,800	10/20/22-10/21/22	Urban Principal Arterial-Other
	US 192	BABCOCK ST. (SR 507)	NEW HAVEN AVE.	17,722	17,828	20,058	20,585	19,678	20,623	19,775	16,955	18,474	18,825			
430	US 192	BABCOCK ST. (SR 507)	STRAWBRIDGE AVE.	20,630	19,680	20,430	22,190	22,740	22,940	NC	18,720	20,280	21,320	32,400	10/20/22-10/21/22	Urban Principal Arterial-Other
451	US 192	STRAWBRIDGE AVE.	PINE ST.	16,360	NC	20,670	NC	17,840	NC	18,820	NC	17,410	NC	32,400	10/14/21-10/15/21	Urban Principal Arterial-Other
452	US 192	PINE ST.	HICKORY ST.	NC	15,450	NC	19,640	NC	18,310	NC	14,740	NC	15,760	32,400	10/20/22-10/21/22	Urban Principal Arterial-Other
453	US 192	HICKORY ST.	LIVINGSTON ST.	15,390	NC	16,350	NC	17,100	NC	18,050	NC	15,620	NC	32,400	10/14/21-10/15/21	Urban Principal Arterial-Other
454	US 192	LIVINGSTON ST.	WAVERLY PL.	NC	15,090	NC	17,160	NC	17,810	NC	14,930	NC	16,340	32,400	12/01/22-12/02/22	Urban Principal Arterial-Other
508	US 192	WAVERLY PL.	US 1	15,560	NC	NC	NC	17,380	NC	18,080	NC	17,230	NC	32,400	10/14/21-10/15/21	Urban Principal Arterial-Other
509	US 192	US 1	NEW HAVEN AVE.	20,670	21,090	22,780	23,350	23,330	23,430	24,150	19,430	21,830	21,880	32,400	10/20/22-10/21/22	Urban Principal Arterial-Other
	VALKARIA RD.	BABCOCK ST.	US 1	3,440	2,270	3,600	2,520	3,250	2,680	4,240	2,680	4,620	2,910			
517	VALKARIA RD.	BABCOCK ST.	COREY RD.	3,440	NC	3,600	NC	3,250	NC	4,240	NC	4,620	NC	14,200	11/18/21-11/19/21	Rural Major Collector
512	VALKARIA RD.	COREY RD.	US 1	NC	2,270	NC	2,520	NC	2,680	NC	2,680	NC	2,910	14,200	10/06/22-10/07/22	Rural Major Collector
	WICKHAM RD.	US 192	NASA BLVD.	UC	23,790	25,907	24,643	25,880	23,730	26,693	22,800	24,753	25,710			
404	WICKHAM RD.	US 192	SHERIDAN RD.	UC	23,730	25,700	22,840	26,160	23,660	26,230	22,250	23,640	24,940	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
405	WICKHAM RD.	SHERIDAN RD.	GREENBORO DR.	UC	23,500	25,880	24,650	25,750	21,550	27,260	23,510	25,400	25,680	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
406	WICKHAM RD.	GREENBORO DR.	NASA BLVD.	UC	24,140	26,140	26,440	25,730	25,980	26,590	22,640	25,220	26,510	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
	WICKHAM RD.	NASA BLVD.	SARNO RD.	33,435	35,715	36,240	34,648	38,620	37,538	37,755	31,888	34,480	35,713			
407	WICKHAM RD.	NASA BLVD.	HARPER RD.	32,900	35,200	NC	37,660	39,450	38,130	37,500	33,290	34,780	34,890	39,800	12/01/22-12/02/22	Urban Principal Arterial-Other
408	WICKHAM RD.	HARPER RD.	WRIGHT AVE.	NC	34,370	NC	33,360	NC	36,760	NC	30,760	NC	36,060	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
365	WICKHAM RD.	WRIGHT AVE.	FOUNTAINHEAD BLVD.	33,970	35,770	36,240	29,510	37,790	37,690	38,010	31,290	34,180	34,550	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
350	WICKHAM RD.	FOUNTAINHEAD BLVD.	SARNO RD.	NC	37,520	NC	38,060	NC	37,570	NC	32,210	NC	37,350	33,800	12/12/22-12/13/22	Urban Principal Arterial-Other
	WICKHAM RD.	SARNO RD.	PARKWAY DR.	33,193	32,853	35,965	34,953	34,770	34,975	34,263	30,020	32,343	32,623			
409	WICKHAM RD.	SARNO RD.	EAU GALLIE BLVD. (SR 518)	34,630	34,420	36,290	36,870	34,900	34,950	35,960	29,980	32,420	34,090	33,800	12/12/22-12/13/22	Urban Principal Arterial-Other
410	WICKHAM RD.	EAU GALLIE BLVD. (SR 518)	AURORA RD.	34,290	33,200	43,090	33,020	38,530	33,700	37,180	30,730	32,090	32,840	33,800	12/12/22-12/13/22	Urban Principal Arterial-Other
411	WICKHAM RD.	AURORA RD.	LAKE WASHINGTON RD.	33,290	33,340	34,210	35,880	33,880	34,950	33,280	31,090	33,760	32,110	33,800	12/12/22-12/13/22	Urban Principal Arterial-Other
412	WICKHAM RD.	LAKE WASHINGTON RD.	PARKWAY DR.	30,560	30,450	30,270	34,040	31,770	36,300	30,630	28,280	31,100	31,450	39,800	12/05/22-12/06/22	Urban Principal Arterial-Other
	WICKHAM RD.	PARKWAY DR.	PINEDA CSWY. (SR 404)	33,928	34,016	34,962	35,882	36,038	35,595	37,370	32,002	34,290	36,798			
413	WICKHAM RD.	PARKWAY DR.	POST RD.	31,000	31,750	32,140	34,330	33,360	31,280	32,080	28,580	31,170	32,220	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
414	WICKHAM RD.	POST RD.	KENSINGTON DR.	34,320	34,850	36,000	34,510	38,560	33,920	38,440	33,500	35,400	36,700	39,800	12/05/22-12/06/22	Urban Principal Arterial-Other
389	WICKHAM RD.	KENSINGTON DR.	MARIAH DR.	34,230	33,960	34,880	34,240	35,530	38,500	37,600	32,030	34,650	36,390	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
540	WICKHAM RD.	MARIAH DR.	BUSINESS CENTER	34,740	34,380	35,170	36,870	35,720	NC	38,180	31,960	33,600	38,480	39,800	12/05/22-12/06/22	Urban Principal Arterial-Other
364	WICKHAM RD.	BUSINESS CENTER	PINEDA CSWY. (SR 404)	35,350	35,140	36,620	39,460	37,020	38,680	40,550	33,940	36,630	40,200	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
	WICKHAM RD.	PINEDA CSWY. (SR 404)	SUNTREE BLVD.	24,243	23,790	23,733	27,197	26,330	27,260	26,560	22,740	24,810	25,640			
403	WICKHAM RD.	PINEDA CSWY. (SR 404)	JORDAN BLASS DR.	26,570	25,620	26,540	29,660	28,380	28,110	28,560	23,590	26,150	27,650	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
402	WICKHAM RD.	JORDAN BLASS DR.	ST. ANDREWS DR.	22,200	21,940	20,720	25,370	24,830	NC	24,950	21,720	23,340	23,970	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
401	WICKHAM RD.	ST. ANDREWS DR.	SUNTREE BLVD.	23,960	23,810	23,940	26,560	25,780	26,410	26,170	22,910	24,940	25,300	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
	WICKHAM RD.	SUNTREE BLVD.	MURRELL RD.	29,028	29,358	29,620	31,723	31,280	32,483	31,620	27,220	29,380	30,765			
400	WICKHAM RD.	SUNTREE BLVD.	PINEHUSRT AVE.(N)	29,070	29,980	30,300	32,590	31,800	32,140	32,050	26,900	29,330	30,430	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
399	WICKHAM RD.	PINEHUSRT AVE.(N)	INTERLACHEN RD.	28,010	28,810	28,360	30,710	30,550	29,830	29,770	26,760	28,970	28,110	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
397	WICKHAM RD.	INTERLACHEN RD.	BAYTREE DR.	29,960	29,400	30,220	32,870	31,370	31,950	32,360	27,580	29,810	31,810	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
396	WICKHAM RD.	BAYTREE DR.	MURRELL RD.	29,070	29,240	29,600	30,720	31,400	36,010	32,300	27,640	29,410	32,710	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
	WICKHAM RD.	MURRELL RD.	LAKE ANDREW DR.	34,143	34,713			38,635	42,937	41,200	37,090	38,067	40,073			
395	WICKHAM RD.	MURRELL RD.	I-95	34,220	34,400	UC	UC	33,420	39,300	37,110	31,090	32,740	37,560	59,900	12/12/22-12/13/22	Urban Principal Arterial-Other
394	WICKHAM RD.	I-95	WALMART/TARGET ENTRANCE	39,240	39,960	UC	UC	43,850	48,530	46,890	47,730	46,940	48,610	59,900	12/19/22-12/20/22	Urban Principal Arterial-Other
393	WICKHAM RD.	WALMART/TARGET ENTRANCE	LAKE ANDREW DR.	28,970	29,780	UC	UC	NC	40,980	39,600	32,450	34,520	34,050	59,900	12/15/22-12/16/22	Urban Minor Arterial
	WICKHAM RD.	LAKE ANDREW DR.	LEGACY BLVD.	9,970	5,010	11,320	NC	8,403	9,100	14,500	8,600	15,700	8,190			
392	WICKHAM RD.	LAKE ANDREW DR.	STADIUM PKWY.	9,970	NC	11,320	NC	13,980	NC	14,500	NC	15,700	NC	39,800	12/14/21-12/15/21	Urban Minor Arterial
391	WICKHAM RD.	STADIUM PKWY.	LEGACY BLVD.	NC	5,010	NC	NC	8,470	9,100	NC	8,600	NC	8,190	17,700	12/15/22-12/16/22	Urban Local
582	WOODY BURKE DR.	HIBISCUS BLVD.	NASA BLVD.	NC	NC	NC	NC	2,760	NC	5,640	3,990	4,080	NC	15,600	12/16/21-12/17/21	Urban Major Collector

**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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: BEACHES - NOTE: No counts were taken in 2015.																
622	BANANA RIVER DR.	MATHERS BRIDGE	S. PATRICK DR. (SR 513)					3,180	3,120	NC	NC	2,840	NC	15,600	11/16/21-11/17/21	Urban Major Collector
	BANANA RIVER DR./PINE TREE DR.	S PATRICK DR.	SR A1A					5,045	5,117	4,805	4,520	4,300	4,340			
623	BANANA RIVER DR.	S PATRICK DR.	WIMICO DR.					4,350	4,450	NC	4,270	NC	4,140	15,600	12/19/22-12/20/22	Urban Major Collector
624	BANANA RIVER DR.	WIMICO DR.	PINE TREE DR.					3,920	NC	4,600	NC	4,150	NC	15,600	12/07/21-12/08/21	Urban Major Collector
625	BANANA RIVER DR./PINE TREE DR.	PINE TREE DR.	SCHOOL RD.					6,280	5,750	NC	NC	NC	5,320	15,600	12/19/22-12/20/22	Urban Major Collector
626	BANANA RIVER DR./PINE TREE DR.	SCHOOL RD.	PALM SPRINGS BLVD.					5,630	NC	5,010	NC	4,450	NC	15,600	12/07/21-12/08/21	Urban Major Collector
627	BANANA RIVER DR./PINE TREE DR.	PALM SPRINGS BLVD.	SR A1A					NC	5,150	NC	4,770	NC	4,540	15,600	12/15/22-12/16/22	Urban Major Collector
	CENTRAL BLVD.	SR A1A	RIDGEWOOD AVE.	2,660	4,300		3,945	3,050	4,290	3,050	3,820	3,080	NC			
303	CENTRAL BLVD.	SR A1A	N ATLANTIC AVE.	NC	4,300		5,290	NC	4,290	NC	3,820	NC	NC	15,600	11/18/20-11/19/20	Urban Minor Collector
301	CENTRAL BLVD.	N ATLANTIC AVE.	RIDGEWOOD AVE.	2,660	NC		2,600	3,050	NC	3,050	NC	3,080	NC	15,600	11/16/21-11/17/21	Urban Minor Collector
	EAU GALLIE BLVD. (SR 518)	CAUSEWAY	SR A1A	29,930	30,830		31,215	31,040	30,965	31,405	28,115	27,785	28,020			
312	EAU GALLIE BLVD. (SR 518)	CAUSEWAY	S PATRICK DR. (SR 513)	35,670	36,000		38,280	37,320	36,730	37,530	33,290	31,740	33,250	41,790	12/15/22-12/16/22	Urban Principal Arterial-Other
293	EAU GALLIE BLVD. (SR 518)	S PATRICK DR. (SR 513)	SR A1A	24,190	25,660		24,150	24,760	25,200	25,280	22,940	23,830	22,790	41,790	12/15/22-12/16/22	Urban Principal Arterial-Other
310	GEORGE KING BLVD.	DAVE NISBET DR.	N ATLANTIC AVE.	NC	7,480		NC	9,850	9,070	NC	7,250	NC	14,960	33,800	12/15/22-12/16/22	Urban Minor Collector
	N. ATLANTIC AVE.	SR A1A	GEORGE KING BLVD.	6,045	7,255		5,975	5,890	6,470	6,425	6,145	5,785	6,240			
298	N. ATLANTIC AVE.	SR A1A	CANAVERAL BLVD.	NC	8,580		NC	NC	7,640	NC	7,420	NC	7,570	15,600	12/15/22-12/16/22	Urban Minor Collector
299	N. ATLANTIC AVE.	CANAVERAL BLVD.	CENTRAL BLVD.	6,570	NC		6,000	6,310	NC	6,850	NC	6,260	NC	15,600	11/23/21-11/24/21	Urban Minor Collector
300	N. ATLANTIC AVE.	CENTRAL BLVD.	GEORGE KING BLVD.	5,520	5,930		5,950	5,470	5,300	6,000	4,870	5,310	4,910	15,600	12/15/22-12/16/22	Urban Minor Collector
	OAK ST.	SR A1A	SR A1A/OCEAN AVE.	4,190	3,035		3,270	4,005	3,515	4,135	3,125	3,805	3,215			
314	OAK ST.	SR A1A	BONITA AVE.	NC	1,660		1,840	NC	1,870	NC	2,040	NC	1,930	15,600	12/15/22-12/16/22	Urban Major Collector
306	OAK ST.	BONITA AVE.	SURF RD.	3,390	NC		3,190	3,350	NC	3,560	NC	3,220	NC	15,600	11/23/21-11/24/21	Urban Major Collector
305	OAK ST.	SURF RD.	SR A1A/OCEAN AVE.	4,990	4,410		4,780	4,660	5,160	4,710	4,210	4,390	4,500	15,600	12/15/22-12/16/22	Urban Major Collector
307	OCEAN BEACH BLVD.	VOLUSIA LN.	YOUNG AVE.	3,510	3,670		4,210	4,050	3,840	3,920	2,890	2,980	3,150	15,600	12/15/22-12/16/22	Urban Minor Collector
	PINEDA CSWY. (SR 404)	US 1	SR A1A	31,430	32,730		33,680	32,970	35,747	35,587	28,267	31,437	32,897			
267	PINEDA CSWY. (SR 404)	US 1	TROPICAL TR.	39,870	41,210		42,750	43,050	45,670	45,380	33,060	36,840	39,880	65,600	12/15/22-12/16/22	Urban Principal Arterial-Other
266	PINEDA CSWY. (SR 404)	S TROPICAL TR.	S PATRICK DR. (SR 513)	35,960	37,510		37,930	34,570	40,590	40,460	35,250	38,630	39,270	65,600	12/15/22-12/16/22	Urban Principal Arterial-Other
268	PINEDA CSWY. (SR 404)	S PATRICK DR. (SR 513)	SR A1A	18,460	19,470		20,360	21,290	20,980	20,920	16,490	18,840	19,540	41,790	12/15/22-12/16/22	Urban Principal Arterial-Other
302	RIDGEWOOD AVE.	YOUNG AVE.	CENTRAL BLVD.	NC	2,000		2,360	NC	2,130	NC	2,030	NC	2,020	15,600	12/19/22-12/20/22	Urban Minor Collector
	RIVERSIDE DR.	US 192	EAU GALLIE BLVD. (SR 518)	9,780	7,575		10,323	11,545	11,615	12,360	8,880	10,315	9,905			
292	RIVERSIDE DR.	US 192	RIVIERA DR.	9,260	NC		9,380	11,090	NC	11,570	NC	10,290	NC	15,600	12/07/21-12/08/21	Urban Minor Arterial
286	RIVERSIDE DR.	RIVIERA DR.	PARADISE BLVD.	NC	7,700		10,230	NC	11,010	NC	8,270	NC	8,620	15,600	12/15/22-12/16/22	Urban Minor Arterial
313	RIVERSIDE DR.	PARADISE BLVD.	EAU GALLIE BLVD. (SR 518)	10,300	7,450		11,360	12,000	12,220	13,150	9,490	10,340	11,190	15,600	12/15/22-12/16/22	Urban Minor Arterial
	S. PATRICK DR. (SR 513)	EAU GALLIE BLVD. (SR 518)	BANANA RIVER DR.	21,440	22,660		22,960	21,770	25,360	23,090	23,220	23,690	23,190			
251	S. PATRICK DR. (SR 513)	EAU GALLIE BLVD. (SR 518)	YACHT CLUB BLVD.	NC	22,660		24,030	NC	25,360	NC	23,220	NC	23,190	41,790	12/15/22-12/16/22	Urban Minor Arterial
253	S. PATRICK DR. (SR 513)	YACHT CLUB BLVD.	BANANA RIVER DR.	21,440	NC		21,890	21,770	NC	23,090	NC	23,690	NC	41,790	11/16/21-11/17/21	Urban Minor Arterial
	S. PATRICK DR. (SR 513)	BANANA RIVER DR.	PINEDA S RAMPS	14,953	15,790		15,361	15,823	17,465	16,577	15,833	17,073	17,743			
541	S. PATRICK DR. (SR 513)	BANANA RIVER DR.	DESOTO PKWY.	NC	18,320		18,670	NC	19,620	NC	18,540	NC	20,520	19,470	12/19/22-12/20/22	Urban Minor Arterial
259	S. PATRICK DR. (SR 513)	DESOTO PKWY.	JACKSON CT.	16,510	NC		15,230	16,700	NC	17,980	NC	18,230	NC	18,590	11/16/21-11/17/21	Urban Minor Arterial
262	S. PATRICK DR. (SR 513)	JACKSON CT.	TITAN DR.	NC	14,980		15,530	NC	16,570	NC	15,490	NC	17,310	19,470	12/19/22-12/20/22	Urban Minor Arterial
263	S. PATRICK DR. (SR 513)	TITAN DR.	SHEARWATER PKWY.	14,240	NC		13,790	15,370	NC	16,390	NC	16,540	NC	19,470	11/16/21-11/17/21	Urban Minor Arterial
264	S. PATRICK DR. (SR 513)	SHEARWATER PKWY.	BERKELEY ST.	NC	14,530		14,990	NC	17,040	NC	14,550	NC	16,530	19,470	12/19/22-12/20/22	Urban Minor Arterial
265	S. PATRICK DR. (SR 513)	BERKELEY ST.	OCEAN BLVD.	14,110	NC		13,540	15,400	NC	15,360	NC	16,450	NC	18,590	12/09/21-12/10/21	Urban Minor Arterial
287	S. PATRICK DR. (SR 513)	OCEAN BLVD.	PINEDA S RAMPS	NC	15,330		15,780	NC	16,630	NC	14,750	NC	16,610	18,590	12/19/22-12/20/22	Urban Minor Arterial
	SR AIA	INDIAN RIVER COUNTY LINE	US 192	10,720	10,773		11,487	11,471	11,990	10,697	10,711	9,294	11,855			
295	SR AIA	INDIAN RIVER COUNTY LINE	STRAWBERRI LN.	2,580	2,460		3,000	2,790	3,140	3,160	2,920	3,180	2,670	24,200	12/19/22-12/20/22	Urban Minor Arterial
249	SR AIA	STRAWBERRY LN.	HERON DR.	4,550	4,570		4,920	4,790	5,110	5,200	4,530	4,170	4,880	24,200	12/19/22-12/20/22	Urban Minor Arterial
542	SR AIA	HERON DR.	MARLEN DR.	8,310	8,210		9,350	8,640	9,100	9,610	8,410	8,740	NC	24,200	11/30/21-12/01/21	Urban Minor Arterial
296	SR AIA	MARLEN DR.	OAK ST.	12,690	12,870		14,410	14,310	13,990	13,900	13,190	NC	14,050	24,200	12/19/22-12/20/22	Urban Minor Arterial
260	SR AIA	OAK ST.	OCEAN AVE.	11,440	11,660		13,180	11,870	12,830	13,200	11,970	12,500	12,250	17,700	12/19/22-12/20/22	Urban Minor Arterial
248	SR AIA	OCEAN AVE.	MIAMI AVE.	16,620	16,400		16,830	17,770	19,560	NC	16,190	17,320	17,670	17,700	12/19/22-12/20/22	Urban Minor Arterial
383	SR AIA	MIAMI AVE.	US 192	18,850	19,240		18,720	20,130	20,200	19,110	17,770	19,150	19,610	17,700	12/19/22-12/20/22	Urban Minor Arterial
	SR AIA	US 192	EAU GALLIE BLVD. (SR 518)	25,060	26,425		25,550	24,050	25,390	23,990	21,120	21,580	21,795			
250	SR AIA	US 192	PARADISE BLVD.	25,150	25,480		24,280	24,720	25,190	23,300	20,690	21,850	21,360	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
294	SR AIA	PARADISE BLVD.	EAU GALLIE BLVD. (SR 518)	24,970	27,370		26,820	23,380	25,590	24,680	21,550	21,310	22,230	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
	SR AIA	EAU GALLIE BLVD. (SR 518)	PINEDA CSWY. (SR 404)	22,344	22,863		24,300	23,280	22,910	23,738	17,468	20,590	19,903			
252	SR AIA	EAU GALLIE BLVD. (SR 518)	PALM SPRINGS BLVD.	25,640	NC		27,350	26,950	NC	26,800	NC	23,050	NC	41,790	12/16/21-12/17/21	Urban Principal Arterial-Other
254	SR AIA	PALM SPRINGS BLVD.	PINETREE DR.	NC	25,540		UC	NC	24,960	NC	19,530	NC	21,600	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
255	SR AIA	PINETREE DR.	DESOTO PKWY.	25,160	NC		26,770	25,900	NC	25,810	NC	22,090	NC	41,790	12/09/21-12/10/21	Urban Principal Arterial-Other
256	SR AIA	DESOTO PKWY.	CASSIA BLVD.	NC	23,630		UC	NC	23,490	NC	18,260	NC	20,230	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
257	SR AIA	CASSIA BLVD.	JACKSON CT.	22,810	NC		24,160	20,110	NC	24,130	NC	21,230	NC	41,790	11/18/21-11/19/21	Urban Principal Arterial-Other
543	SR AIA	JACKSON CT.	SHEARWATER PKWY.	NC	22,120		UC	NC	22,250	NC	16,880	NC	19,650	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
258	SR AIA	SHEARWATER PKWY.	BERKELEY ST.	20,510	NC		23,320	24,170	NC	22,120	NC	19,110	NC	41,790	11/18/21-11/19/21	Urban Principal Arterial-Other
544	SR AIA	BERKELEY ST.	OCEAN BLVD.	NC	20,160		UC	NC	20,940	NC	15,200	NC	18,130	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
545	SR AIA	OCEAN BLVD.	PINEDA CSWY. (SR 404)	17,600	NC		19,900	19,270	NC	19,830	NC	17,470	NC	41,790	11/18/21-11/19/21	Urban Principal Arterial-Other
	SR AIA	PINEDA CSWY. (SR 404)	S END OF ONE WAY PAIRS	17,095	17,560		18,455	18,850	18,730	18,705	17,530	16,815	17,380			
261	SR AIA	PINEDA CSWY. (SR 404)	PATRICK MAIN GATE	17,840	18,490		20,170	19,770	18,910	19,660	16,900	16,620	17,610	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
387	SR AIA	PATRICK MAIN GATE	S END OF ONE WAY PAIRS	16,350	16,630		16,740	17,930	18,550	17,750	18,160	17,010	17,150	41,790	12/19/22-12/20/22	Urban 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

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: BEACHES - NOTE: No counts were taken in 2015.																
	SR AIA (NB ONLY)	S END OF ONE WAY PAIRS	N END OF ONE WAY PAIRS	11,945	11,465		12,030	11,745	11,840	11,610	10,025	10,885	11,255			
269	SR AIA (NB ONLY)	S END OF ONE WAY PAIRS	MINUTEMEN CSWY.	10,860	10,530		10,530	10,790	11,090	10,660	9,140	10,120	10,250	19,440	12/19/22-12/20/22	Urban Principal Arterial-Other
272	SR AIA (NB ONLY)	MINUTEMEN CSWY.	N END OF ONE WAY PAIRS	13,030	12,400		13,530	12,700	12,590	12,560	10,910	11,650	12,260	19,440	12/19/22-12/20/22	Urban Principal Arterial-Other
	SR AIA (SB ONLY)	N END OF ONE WAY PAIRS	S END OF ONE WAY PAIRS	12,000	11,675		11,935	11,960	12,570	12,135	10,405	10,995	11,825			
270	SR AIA (SB ONLY)	N END OF ONE WAY PAIRS	MINUTEMEN CSWY.	13,090	12,690		12,690	13,450	13,770	13,230	11,460	12,140	13,030	19,440	12/19/22-12/20/22	Urban Principal Arterial-Other
546	SR AIA (SB ONLY)	MINUTEMEN CSWY.	S END OF ONE WAY PAIRS	10,910	10,660		11,180	10,470	11,370	11,040	9,350	9,850	10,620	19,440	12/19/22-12/20/22	Urban Principal Arterial-Other
	SR AIA	N END OF ONE WAY PAIRS	SR 520	31,816	30,930		33,743	33,197	32,902	32,043	27,140	29,476	31,046			
273	SR AIA	N END OF ONE WAY PAIRS	TULIP AVE.	30,660	29,760		31,270	30,860	31,910	29,390	26,520	27,780	30,920	34,020	12/19/22-12/20/22	Urban Principal Arterial-Other
274	SR AIA	TULIP AVE.	BAHAMA BLVD.	31,620	30,210		35,710	31,750	32,560	31,850	27,210	29,420	31,670	34,020	12/19/22-12/20/22	Urban Principal Arterial-Other
275	SR AIA	BAHAMA BLVD.	S BANANA RIVER BLVD.	NC	30,890		NC	32,510	32,700	NC	27,350	NC	30,130	34,020	12/19/22-12/20/22	Urban Principal Arterial-Other
276	SR AIA	S BANANA RIVER BLVD.	FISHER DR.	33,150	NC		34,830	34,020	NC	31,670	26,850	29,610	NC	34,020	12/01/21-12/02/21	Urban Principal Arterial-Other
277	SR AIA	FISHER DR.	ST. LUCIE LN.	32,470	32,670		34,880	35,590	33,760	35,260	28,570	29,950	33,410	34,020	12/19/22-12/20/22	Urban Principal Arterial-Other
278	SR AIA	ST. LUCIE LN.	MARION LN.	NC	31,120		31,900	NC	33,580	NC	26,340	NC	29,100	34,020	12/19/22-12/20/22	Urban Principal Arterial-Other
279	SR AIA	MARION LN.	SR 520	31,180	NC		33,870	34,450	NC	31,440	NC	30,620	NC	34,020	12/02/21-12/03/21	Urban Principal Arterial-Other
	SR AIA	SR 520	N ATLANTIC AVE.	29,350	30,078		30,070	29,823	28,648	28,880	24,098	25,808	-			
280	SR AIA	SR 520	OSCEOLA LN.	28,300	28,450		27,780	29,510	27,270	26,740	22,880	23,460	NC	39,800	12/02/21-12/03/21	Urban Principal Arterial-Other
281	SR AIA	OSCEOLA LN.	SHEPARD DR.	28,110	28,360		28,390	28,520	27,180	27,060	22,760	22,450	NC	39,800	12/09/21-12/10/21	Urban Principal Arterial-Other
282	SR AIA	SHEPARD DR.	MCKINLEY AVE.	NC	32,150		30,790	NC	30,370	NC	25,580	NC	NC	39,800	11/30/20-12/01/20	Urban Principal Arterial-Other
297	SR AIA	MCKINLEY AVE.	BUCHANAN AVE.	30,620	NC		32,990	32,960	NC	30,950	NC	32,070	NC	39,800	12/09/21-12/10/21	Urban Principal Arterial-Other
283	SR AIA	BUCHANAN AVE.	N ATLANTIC AVE.	30,370	31,350		30,400	28,300	29,770	30,770	25,170	25,250	NC	39,800	12/09/21-12/10/21	Urban Principal Arterial-Other
	SR AIA	N ATLANTIC AVE.	SR 401	28,310	28,550		28,205	26,760	28,400	30,805	22,865	23,390	24,130			
285	SR AIA	N ATLANTIC AVE.	CENTRAL BLVD.	24,840	24,680		25,490	26,760	24,640	25,800	20,060	20,780	24,130	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
284	SR AIA	CENTRAL BLVD.	SR 401	31,780	32,420		30,920	NC	32,160	35,810	25,670	26,000	NC	39,800	12/09/21-12/10/21	Urban Principal Arterial-Other
309	SR 401		SR 528-CCAFS	11,860	12,110		12,860	11,430	14,490	14,200	10,390	10,680	NC	41,790	12/09/21-12/10/21	Urban Minor Arterial
	SR 520	WEST MERRITT ISLAND CAUSEWAY	SR A1A	24,130	24,685		24,925	24,575	24,265	23,555	19,175	19,750	-			
288	SR 520	WEST MERRITT ISLAND CAUSEWAY	EAST MERRITT ISLAND CAUSEWAY	24,610	25,520		25,640	25,190	25,020	24,440	22,300	23,080	NC	39,800	12/02/21-12/03/21	Urban Principal Arterial-Other
311	SR 520	EAST MERRITT ISLAND CAUSEWAY	SR A1A	23,650	23,850		24,210	23,960	23,510	22,670	16,050	16,420	NC	34,020	12/16/21-12/17/21	Urban Principal Arterial-Other
	US 192	CAUSEWAY	SR A1A	27,680	28,385		29,195	29,500	30,475	29,095	25,445	28,010	-			
289	US 192	CAUSEWAY	RIVERSIDE DR.	33,360	34,140		35,000	35,640	37,110	35,540	30,950	34,330	NC	41,790	12/07/21-12/08/21	Urban Principal Arterial-Other
290	US 192	RIVERSIDE DR.	SR A1A	22,000	22,630		23,390	23,360	23,840	22,650	19,940	21,690	NC	34,020	11/30/21-12/01/21	Urban Principal Arterial-Other
INTERSTATE 95																
Disclaimer: *The following Traffic Counts are provided by The Florida Department of Transportation.*																
Questions or concerns regarding the counts below, should be directed to The Florida Department of Transportation.																
Source: *https://tdaappsprod.dot.state.fl.us/fto/*																
70-0441	I-95	INDIAN RIVER COUNTY	ST. JOHNS HERITAGE PKWY.									44,000	NC	64,000		Rural Principal Arterial-Interstate
70-0134	I-95	ST. JOHNS HERITAGE PKWY.	MALABAR RD. (SR 514)	35,000	39,614	40,650	42,760	45,330	46,680	48,620	43,130	52,705	54,314	64,000		Rural Principal Arterial-Interstate
70-0428	I-95	MALABAR RD. (SR 514)	PALM BAY RD.	31,500	55,000	59,500	64,500	61,500	62,500	64,500	62,500	61,500	61,500	111,800		Urban Principal Arterial-Interstate
70-0371	I-95	PALM BAY RD.	US 192	65,000	67,500	72,000	81,500	78,000	78,000	80,000	77,000	81,500	65,000	111,800		Urban Principal Arterial-Interstate
70-0372	I-95	US 192	EAU GALLIE BLVD. (SR 518)		41,000	43,500	68,500	72,500	75,500	84,500	77,500	78,500	77,500	111,800		Urban Principal Arterial-Interstate
70-0415	I-95	EAU GALLIE BLVD. (SR 518)	WICKHAM RD.	76,000	76,500	81,000	82,500	87,500	90,500	94,000	91,000	92,000	76,000	111,800		Urban Principal Arterial-Interstate
70-0388	I-95	WICKHAM RD.	FISKE BLVD. (SR 519)	55,000	57,000	60,500	68,000	72,500	75,500	86,000	83,000	84,000	88,000	111,800		Urban Principal Arterial-Interstate
70-9919	I-95	FISKE BLVD. (SR 519)	SR 520	67,139	71,181	77,120	81,760	85,450	87,920	88,670	76,440	89,978	94,085	111,800		Urban Principal Arterial-Interstate
70-0366	I-95	SR 520	SR 524		37,500	40,000	42,000	45,000	47,000	52,000	50,000	51,000	57,500	111,800		Urban Principal Arterial-Interstate
70-0368	I-95	SR 524	SR 528	50,500	54,000	57,000	65,000	58,000	67,500	69,000	67,000	68,000	67,500	111,800		Urban Principal Arterial-Interstate
70-0439	I-95	SR 528	PORT ST. JOHNS PKWY.	21,900	23,000	24,500	48,100	51,500	53,000	46,500	44,500	45,500	50,500	111,800		Urban Principal Arterial-Interstate
70-0401	I-95	PORT ST. JOHNS PKWY.	SR 407	37,000	38,500	42,000	45,000	52,500	47,500	48,500	46,500	47,500	48,500	111,800		Urban Principal Arterial-Interstate
70-0402	I-95	SR 407	SR 50	23,400	24,200	25,700	36,500	38,500	40,000	41,500	40,500	41,500	57,000	111,800		Urban Principal Arterial-Interstate
70-0364	I-95	SR 50	SR 406	36,000	37,500	39,500	26,500	28,500	29,500	41,000	40,000	41,000	36,000	111,800		Urban Principal Arterial-Interstate
70-0363	I-95	SR 406	SR 46	38,500	40,000	34,000	39,500	43,500	40,000	45,000	43,000	44,000	45,000	111,800		Urban Principal Arterial-Interstate
70-0322	I-95	SR 46	DEERING PKWY.	26,000	25,000	25,500	32,680	34,750	34,920	36,150	31,490	37,343	38,799	64,000		Rural Principal Arterial-Interstate
70-0436	I-95	DEERING PKWY.	VOLUSIA CO.	26,500	27,500	36,000	29,000	29,000	30,500	33,000	32,000	32,000	34,500	64,000		Rural Principal Arterial-Interstate

**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

Volume Count Report

LOCATION INFO	
Location ID	183
Type	LINK
Fnct'l Class	17
Located On	CARPENTER
Loc On Alias	
From Road	Dairy
To Road	SR 46
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	280
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	4	5	2	7	18
1:00-2:00	1	4	4	0	9
2:00-3:00	2	2	1	0	5
3:00-4:00	0	1	1	1	3
4:00-5:00	3	6	2	8	19
5:00-6:00	13	16	30	19	78
6:00-7:00	34	41	45	56	176
7:00-8:00	53	78	94	102	327
8:00-9:00	86	85	74	51	296
9:00-10:00	70	55	62	69	256
10:00-11:00	64	60	70	76	270
11:00-12:00	71	71	61	55	258
12:00-13:00	62	50	60	69	241
13:00-14:00	47	69	60	61	237
14:00-15:00	58	72	58	76	264
15:00-16:00	70	83	105	118	376
16:00-17:00	95	123	100	102	420
17:00-18:00	119	94	99	93	405
18:00-19:00	101	93	84	65	343
19:00-20:00	62	64	60	54	240
20:00-21:00	51	61	35	31	178
21:00-22:00	40	18	19	15	92
22:00-23:00	14	10	11	13	48
23:00-24:00	11	11	7	4	33
Total					4,592
AADT					4640
AM Peak					07:30-08:30 367
PM Peak					16:15-17:15 444

Volume Count Report

LOCATION INFO	
Location ID	184
Type	LINK
Fnct'l Class	17
Located On	CARPENTER
Loc On Alias	
From Road	Garden
To Road	Dairy
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	270
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	10	5	6	3	24
1:00-2:00	4	7	2	3	16
2:00-3:00	1	5	4	0	10
3:00-4:00	3	4	9	5	21
4:00-5:00	5	12	8	14	39
5:00-6:00	22	20	34	37	113
6:00-7:00	50	64	82	93	289
7:00-8:00	84	107	179	130	500
8:00-9:00	97	101	84	83	365
9:00-10:00	81	87	81	74	323
10:00-11:00	64	57	63	61	245
11:00-12:00	84	64	77	69	294
12:00-13:00	72	79	75	86	312
13:00-14:00	82	77	76	86	321
14:00-15:00	86	90	93	116	385
15:00-16:00	98	97	144	115	454
16:00-17:00	107	133	104	119	463
17:00-18:00	109	97	92	105	403
18:00-19:00	100	82	77	55	314
19:00-20:00	67	61	79	78	285
20:00-21:00	58	85	72	51	266
21:00-22:00	29	28	25	34	116
22:00-23:00	24	26	33	29	112
23:00-24:00	13	15	12	9	49
Total					5,719
AADT					5780
AM Peak					07:15-08:15 513
PM Peak					15:30-16:30 499

Volume Count Report

LOCATION INFO	
Location ID	185
Type	LINK
Fnct'l Class	17
Located On	DAIRY
Loc On Alias	
From Road	Carpenter
To Road	Holder
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	400
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	8	5	2	3	18
1:00-2:00	3	3	2	4	12
2:00-3:00	1	2	2	1	6
3:00-4:00	1	2	2	2	7
4:00-5:00	5	10	5	15	35
5:00-6:00	12	9	28	16	65
6:00-7:00	29	52	52	66	199
7:00-8:00	38	95	132	127	392
8:00-9:00	106	133	77	65	381
9:00-10:00	73	96	68	72	309
10:00-11:00	76	57	58	74	265
11:00-12:00	80	74	60	60	274
12:00-13:00	73	70	82	89	314
13:00-14:00	81	81	82	85	329
14:00-15:00	82	75	89	88	334
15:00-16:00	94	84	122	117	417
16:00-17:00	101	142	99	113	455
17:00-18:00	115	127	111	112	465
18:00-19:00	100	91	76	66	333
19:00-20:00	60	17	59	83	219
20:00-21:00	55	63	54	34	206
21:00-22:00	24	33	25	21	103
22:00-23:00	15	18	12	15	60
23:00-24:00	13	9	9	8	39
Total					5,237
AADT					5290
AM Peak					07:30-08:30 498
PM Peak					15:30-16:30 482

Volume Count Report

LOCATION INFO	
Location ID	186
Type	LINK
Fnct'l Class	17
Located On	DAIRY
Loc On Alias	
From Road	Singleton
To Road	Old Dixie
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	400
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	5	11	2	5	23
1:00-2:00	5	6	4	2	17
2:00-3:00	1	1	0	3	5
3:00-4:00	5	4	6	3	18
4:00-5:00	3	9	11	20	43
5:00-6:00	22	23	69	42	156
6:00-7:00	51	73	100	98	322
7:00-8:00	60	91	102	144	397
8:00-9:00	123	129	100	79	431
9:00-10:00	128	118	103	97	446
10:00-11:00	97	96	78	74	345
11:00-12:00	94	99	92	98	383
12:00-13:00	94	101	84	103	382
13:00-14:00	92	105	91	115	403
14:00-15:00	104	97	113	117	431
15:00-16:00	130	145	174	168	617
16:00-17:00	148	177	150	132	607
17:00-18:00	166	153	154	155	628
18:00-19:00	136	113	110	120	479
19:00-20:00	109	66	77	132	384
20:00-21:00	87	82	56	54	279
21:00-22:00	54	38	42	28	162
22:00-23:00	22	9	9	11	51
23:00-24:00	13	17	8	13	51
Total					7,060
AADT					7130
AM Peak					07:30-08:30 498
PM Peak					15:30-16:30 667

Volume Count Report

LOCATION INFO	
Location ID	188
Type	LINK
Fnct'l Class	17
Located On	CARPENTER
Loc On Alias	
From Road	Fox Lake
To Road	Garden
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	260
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/21/2023
End Date	Fri 9/22/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	0	5	3	1	9
1:00-2:00	1	3	1	5	10
2:00-3:00	1	0	1	2	4
3:00-4:00	2	0	1	1	4
4:00-5:00	2	1	2	5	10
5:00-6:00	6	4	8	11	29
6:00-7:00	14	21	29	31	95
7:00-8:00	36	61	86	100	283
8:00-9:00	78	50	56	52	236
9:00-10:00	42	39	59	58	198
10:00-11:00	42	48	52	50	192
11:00-12:00	53	57	46	50	206
12:00-13:00	52	60	61	47	220
13:00-14:00	60	50	50	60	220
14:00-15:00	77	73	62	77	289
15:00-16:00	76	76	73	69	294
16:00-17:00	69	89	82	85	325
17:00-18:00	87	70	76	71	304
18:00-19:00	51	56	48	45	200
19:00-20:00	52	45	49	34	180
20:00-21:00	35	40	24	24	123
21:00-22:00	28	10	17	15	70
22:00-23:00	13	11	6	3	33
23:00-24:00	5	4	8	2	19
Total					3,553
AADT					3590
AM Peak					07:15-08:15 325
PM Peak					16:15-17:15 343

Volume Count Report

LOCATION INFO	
Location ID	199
Type	LINK
Fnct'l Class	14
Located On	SR 46
Loc On Alias	
From Road	I 95
To Road	US1
Direction	2-WAY
County	Brevard
Community	Mims
CMS Segment	1980
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.020

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	15	13	14	10	52
1:00-2:00	8	12	4	14	38
2:00-3:00	11	7	9	10	37
3:00-4:00	5	13	17	9	44
4:00-5:00	16	19	37	41	113
5:00-6:00	52	86	86	114	338
6:00-7:00	123	172	199	202	696
7:00-8:00	203	238	266	268	975
8:00-9:00	238	216	169	173	796
9:00-10:00	161	186	169	153	669
10:00-11:00	171	10	146	185	512
11:00-12:00	137	173	159	187	656
12:00-13:00	181	175	186	199	741
13:00-14:00	156	179	164	183	682
14:00-15:00	204	201	235	221	861
15:00-16:00	215	236	255	269	975
16:00-17:00	257	248	271	264	1,040
17:00-18:00	211	252	293	267	1,023
18:00-19:00	211	216	166	160	753
19:00-20:00	162	139	131	129	561
20:00-21:00	110	116	117	95	438
21:00-22:00	88	73	79	41	281
22:00-23:00	50	41	43	42	176
23:00-24:00	37	26	26	22	111
Total					12,568
AADT					12820
AM Peak					07:15-08:15 1,010
PM Peak					15:45-16:45 1,045

Volume Count Report

LOCATION INFO	
Location ID	200
Type	LINK
Fnct'l Class	14
Located On	SR 46
Loc On Alias	
From Road	Fawn Lake
To Road	I 95
Direction	2-WAY
County	Brevard
Community	Mims
CMS Segment	1975
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 10/19/2023
End Date	Fri 10/20/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.000

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	13	14	13	11	51
1:00-2:00	11	8	3	4	26
2:00-3:00	6	4	7	8	25
3:00-4:00	8	18	18	11	55
4:00-5:00	17	25	34	34	110
5:00-6:00	49	52	68	101	270
6:00-7:00	106	119	150	160	535
7:00-8:00	123	184	210	201	718
8:00-9:00	185	196	161	136	678
9:00-10:00	133	159	157	148	597
10:00-11:00	157	156	156	134	603
11:00-12:00	135	154	151	154	594
12:00-13:00	165	201	160	171	697
13:00-14:00	136	141	195	162	634
14:00-15:00	187	184	146	173	690
15:00-16:00	211	176	229	243	859
16:00-17:00	240	240	256	222	958
17:00-18:00	221	245	226	247	939
18:00-19:00	200	169	136	138	643
19:00-20:00	102	125	120	63	410
20:00-21:00	74	81	75	51	281
21:00-22:00	47	37	33	32	149
22:00-23:00	41	29	35	32	137
23:00-24:00	23	24	19	18	84
Total					10,743
AADT					10740
AM Peak					07:30-08:30 792
PM Peak					15:45-16:45 979

Volume Count Report

LOCATION INFO	
Location ID	201
Type	LINK
Fnct'l Class	04
Located On	SR 46
Loc On Alias	
From Road	Volusia Co
To Road	Fawn Lake
Direction	2-WAY
County	Brevard
Community	Mims
CMS Segment	1971
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Wed 11/15/2023
End Date	Thu 11/16/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	11	7	4	7	29
1:00-2:00	5	5	6	4	20
2:00-3:00	2	3	6	2	13
3:00-4:00	2	9	3	7	21
4:00-5:00	12	10	17	25	64
5:00-6:00	30	57	76	69	232
6:00-7:00	100	122	125	105	452
7:00-8:00	127	136	126	132	521
8:00-9:00	132	131	119	79	461
9:00-10:00	114	103	80	75	372
10:00-11:00	86	78	85	115	364
11:00-12:00	119	107	105	96	427
12:00-13:00	95	88	103	109	395
13:00-14:00	111	102	104	95	412
14:00-15:00	97	94	96	103	390
15:00-16:00	103	111	152	136	502
16:00-17:00	140	135	163	169	607
17:00-18:00	145	131	86	122	484
18:00-19:00	106	98	75	79	358
19:00-20:00	67	56	48	47	218
20:00-21:00	45	52	38	34	169
21:00-22:00	32	25	32	19	108
22:00-23:00	13	18	17	10	58
23:00-24:00	16	10	10	10	46
Total					6,723
AADT					6790
AM Peak					07:15-08:15 526
PM Peak					16:15-17:15 612

Volume Count Report

LOCATION INFO	
Location ID	202
Type	LINK
Fnct'l Class	14
Located On	SR 406 (Garden Street)
Loc On Alias	
From Road	I 95
To Road	Singleton
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	720
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.020

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	17	12	13	15	57
1:00-2:00	9	13	16	9	47
2:00-3:00	4	10	12	18	44
3:00-4:00	12	9	15	13	49
4:00-5:00	25	26	26	40	117
5:00-6:00	64	86	99	107	356
6:00-7:00	122	163	199	218	702
7:00-8:00	225	269	361	356	1,211
8:00-9:00	311	313	200	232	1,056
9:00-10:00	213	35	177	206	631
10:00-11:00	195	194	172	203	764
11:00-12:00	200	190	202	202	794
12:00-13:00	218	200	208	221	847
13:00-14:00	184	197	229	248	858
14:00-15:00	200	236	249	293	978
15:00-16:00	241	267	333	348	1,189
16:00-17:00	320	319	283	321	1,243
17:00-18:00	315	311	305	273	1,204
18:00-19:00	272	237	222	223	954
19:00-20:00	168	179	188	166	701
20:00-21:00	156	155	117	123	551
21:00-22:00	101	74	50	68	293
22:00-23:00	43	53	44	29	169
23:00-24:00	55	27	26	19	127
Total					14,942
AADT					15240
AM Peak					07:30-08:30 1,341
PM Peak					15:30-16:30 1,320

Volume Count Report

LOCATION INFO	
Location ID	203
Type	LINK
Fnct'l Class	14
Located On	SR 406 (Garden Street)
Loc On Alias	
From Road	Singleton
To Road	Park
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	720
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Wed 10/11/2023
End Date	Thu 10/12/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	26	25	32	15	98
1:00-2:00	20	10	6	15	51
2:00-3:00	4	12	8	23	47
3:00-4:00	7	8	13	11	39
4:00-5:00	8	15	29	24	76
5:00-6:00	29	37	64	68	198
6:00-7:00	84	94	140	160	478
7:00-8:00	177	162	195	227	761
8:00-9:00	289	259	261	213	1,022
9:00-10:00	230	206	220	202	858
10:00-11:00	244	237	227	253	961
11:00-12:00	234	234	246	251	965
12:00-13:00	282	286	315	334	1,217
13:00-14:00	271	284	289	263	1,107
14:00-15:00	287	275	289	286	1,137
15:00-16:00	310	283	300	335	1,228
16:00-17:00	371	315	298	365	1,349
17:00-18:00	352	367	307	270	1,296
18:00-19:00	241	253	193	182	869
19:00-20:00	156	152	180	159	647
20:00-21:00	140	158	112	102	512
21:00-22:00	91	96	64	63	314
22:00-23:00	46	46	33	20	145
23:00-24:00	38	39	32	29	138
Total					15,513
AADT					15670
AM Peak					11:45-12:45 1,134
PM Peak					16:45-17:45 1,391

Traffic Count (TCDS)

Volume Count Report

LOCATION INFO	
Location ID	240
Type	LINK
Fnct'l Class	17
Located On	OLD DIXIE
Loc On Alias	
From Road	Dairy
To Road	Parker
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	0	1	0	1	2
1:00-2:00	0	1	0	0	1
2:00-3:00	0	2	0	0	2
3:00-4:00	0	0	0	0	0
4:00-5:00	0	0	0	5	5
5:00-6:00	6	0	4	7	17
6:00-7:00	1	7	8	11	27
7:00-8:00	5	14	11	25	55
8:00-9:00	21	11	9	16	57
9:00-10:00	7	11	9	10	37
10:00-11:00	6	17	10	3	36
11:00-12:00	4	10	10	14	38
12:00-13:00	17	15	13	14	59
13:00-14:00	13	30	14	14	71
14:00-15:00	14	16	27	20	77
15:00-16:00	18	19	24	11	72
16:00-17:00	13	19	18	17	67
17:00-18:00	17	19	11	16	63
18:00-19:00	20	15	4	8	47
19:00-20:00	10	11	16	10	47
20:00-21:00	4	12	11	17	44
21:00-22:00	7	2	10	7	26
22:00-23:00	2	1	3	2	8
23:00-24:00	3	5	0	1	9
Total					867
AADT					880
AM Peak					07:15-08:15 71
PM Peak					14:30-15:30 84

Volume Count Report

LOCATION INFO	
Location ID	241
Type	LINK
Fnct'l Class	17
Located On	PARRISH
Loc On Alias	
From Road	Singleton
To Road	US 1
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 10/19/2023
End Date	Fri 10/20/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.000

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	1	0	2	0	3
1:00-2:00	0	1	1	0	2
2:00-3:00	0	0	0	1	1
3:00-4:00	0	0	1	1	2
4:00-5:00	0	2	0	2	4
5:00-6:00	2	5	9	13	29
6:00-7:00	10	5	14	21	50
7:00-8:00	13	13	21	17	64
8:00-9:00	14	12	19	12	57
9:00-10:00	13	15	10	7	45
10:00-11:00	13	14	7	17	51
11:00-12:00	20	10	18	12	60
12:00-13:00	19	14	14	12	59
13:00-14:00	9	10	18	21	58
14:00-15:00	16	11	10	9	46
15:00-16:00	23	22	28	29	102
16:00-17:00	25	21	26	25	97
17:00-18:00	26	32	16	23	97
18:00-19:00	9	18	13	3	43
19:00-20:00	14	8	16	12	50
20:00-21:00	13	7	12	10	42
21:00-22:00	10	3	3	8	24
22:00-23:00	5	5	3	5	18
23:00-24:00	3	3	5	2	13
Total					1,017
AADT					1020
AM Peak					06:45-07:45 68
PM Peak					16:30-17:30 109

Volume Count Report

LOCATION INFO	
Location ID	523
Type	LINK
Fnct'l Class	17
Located On	DAIRY
Loc On Alias	
From Road	Holder
To Road	Singleton
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	400
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 11/29/2022
End Date	Wed 11/30/2022
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Tube Class
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	5	3	3	5	16
1:00-2:00	7	2	1	1	11
2:00-3:00	1	3	2	0	6
3:00-4:00	1	3	2	0	6
4:00-5:00	1	5	5	5	16
5:00-6:00	11	13	19	25	68
6:00-7:00	25	36	63	65	189
7:00-8:00	65	111	149	115	440
8:00-9:00	133	186	98	85	502
9:00-10:00	96	94	88	79	357
10:00-11:00	59	78	78	72	287
11:00-12:00	72	59	94	63	288
12:00-13:00	98	79	81	89	347
13:00-14:00	83	98	85	91	357
14:00-15:00	84	95	109	126	414
15:00-16:00	123	148	185	162	618
16:00-17:00	150	146	147	149	592
17:00-18:00	140	174	139	158	611
18:00-19:00	118	112	92	85	407
19:00-20:00	84	108	62	47	301
20:00-21:00	40	26	24	29	119
21:00-22:00	25	23	18	23	89
22:00-23:00	27	15	10	18	70
23:00-24:00	9	9	13	6	37
Total					6,148
AADT					6210
AM Peak					07:30-08:30 583
PM Peak					15:15-16:15 645

Volume Count Report

LOCATION INFO	
Location ID	595
Type	LINK
Fnct'l Class	17
Located On	SR 406 (Garden Street)
Loc On Alias	
From Road	Carpenter
To Road	I 95
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 11/29/2022
End Date	Wed 11/30/2022
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Tube Class
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	5	6	5	4	20
1:00-2:00	3	7	5	4	19
2:00-3:00	2	2	3	3	10
3:00-4:00	4	6	7	9	26
4:00-5:00	5	8	10	6	29
5:00-6:00	24	41	31	43	139
6:00-7:00	57	57	86	82	282
7:00-8:00	83	123	238	255	699
8:00-9:00	138	113	122	110	483
9:00-10:00	92	90	90	101	373
10:00-11:00	89	88	89	85	351
11:00-12:00	103	92	90	104	389
12:00-13:00	102	116	109	96	423
13:00-14:00	106	93	92	128	419
14:00-15:00	107	112	150	214	583
15:00-16:00	120	141	166	155	582
16:00-17:00	152	157	175	164	648
17:00-18:00	186	154	135	136	611
18:00-19:00	145	119	84	79	427
19:00-20:00	94	86	70	58	308
20:00-21:00	68	71	57	40	236
21:00-22:00	38	34	29	24	125
22:00-23:00	26	26	12	14	78
23:00-24:00	12	11	9	9	41
Total					7,301
AADT					7370
AM Peak					07:15-08:15 754
PM Peak					16:15-17:15 682

APPENDIX H
Synchro Outputs

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	40	7	77	65	16
Future Vol, veh/h	52	40	7	77	65	16
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	94	94	94	94	94	94
Heavy Vehicles, %	6	5	0	1	2	13
Mvmt Flow	55	43	7	82	69	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	174	78	86	0	-	0
Stage 1	78	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.46	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	806	975	1523	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	802	975	1523	-	-	-
Mov Cap-2 Maneuver	802	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	917	-	-	-	-	-

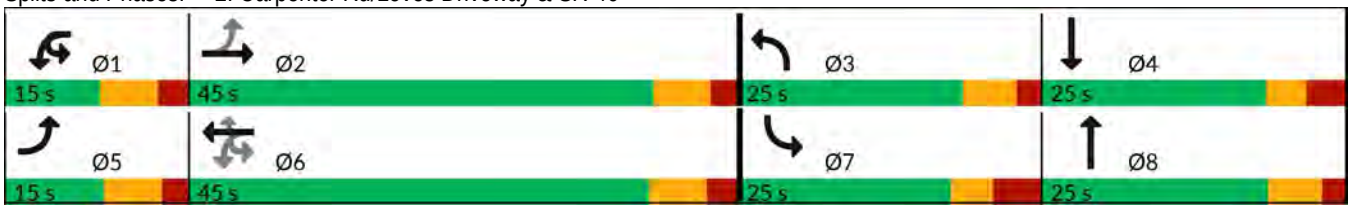
Approach	EB	NB	SB
HCM Control Delay, s/v	9.67	0.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	869	-	-
HCM Lane V/C Ratio	0.005	-	0.113	-	-
HCM Control Delay (s/veh)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	33	479	37	66	280	104	21	11	108	7
Future Volume (vph)	33	479	37	66	280	104	21	11	108	7
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 82.8
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	33	479	32	37	66	280	104	21	11	102	108	7
Future Volume (veh/h)	33	479	32	37	66	280	104	21	11	102	108	7
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	36	521	35		72	304	113	23	12	111	117	8
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
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	399	597	40		269	679	469	64	16	152	224	51
Arrive On Green	0.05	0.36	0.36		0.07	0.38	0.38	0.04	0.10	0.10	0.09	0.17
Sat Flow, veh/h	1598	1678	113		1654	1767	1221	1810	159	1475	2607	308
Grp Volume(v), veh/h	36	0	556		72	304	113	23	0	123	117	0
Grp Sat Flow(s),veh/h/ln	1598	0	1791		1654	1767	1221	1810	0	1634	1303	0
Q Serve(g_s), s	1.0	0.0	21.5		1.9	9.5	4.7	0.9	0.0	5.4	3.2	0.0
Cycle Q Clear(g_c), s	1.0	0.0	21.5		1.9	9.5	4.7	0.9	0.0	5.4	3.2	0.0
Prop In Lane	1.00		0.06		1.00		1.00	1.00		0.90	1.00	
Lane Grp Cap(c), veh/h	399	0	637		269	679	469	64	0	169	224	0
V/C Ratio(X)	0.09	0.00	0.87		0.27	0.45	0.24	0.36	0.00	0.73	0.52	0.00
Avail Cap(c_a), veh/h	496	0	921		323	899	621	453	0	409	618	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	22.4		16.1	17.0	15.5	35.0	0.0	32.3	32.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	6.6		0.5	0.5	0.3	3.3	0.0	5.9	1.9	0.0
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
%ile BackOfQ(95%),veh/ln	0.6	0.0	13.9		1.2	6.2	2.2	0.8	0.0	4.1	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.9	0.0	29.0		16.6	17.5	15.8	38.3	0.0	38.2	34.4	0.0
LnGrp LOS	B		C		B	B	B	D		D	C	
Approach Vol, veh/h		592				489			146			160
Approach Delay, s/veh		28.0				16.9			38.2			32.3
Approach LOS		C				B			D			C

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	33.6	9.0	19.0	10.5	35.7	13.8	14.3
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19
Max Q Clear Time (g_c+I1), s	3.9	23.5	2.9	3.6	3.0	11.5	5.2	7.4
Green Ext Time (p_c), s	0.0	2.9	0.0	0.1	0.0	2.0	0.3	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	32
Future Volume (veh/h)	32
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	35
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	225
Arrive On Green	0.17
Sat Flow, veh/h	1349
Grp Volume(v), veh/h	43
Grp Sat Flow(s),veh/h/ln	1657
Q Serve(g_s), s	1.6
Cycle Q Clear(g_c), s	1.6
Prop In Lane	0.81
Lane Grp Cap(c), veh/h	277
V/C Ratio(X)	0.16
Avail Cap(c_a), veh/h	411
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	26.5
Incr Delay (d2), s/veh	0.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	26.7
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	28	16	138	6	40	6	52	121	127	142	3
Future Vol, veh/h	1	28	16	138	6	40	6	52	121	127	142	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	17	3	0	0	1	2	1	0
Mvmt Flow	1	33	19	160	7	47	7	60	141	148	165	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9	11.2	9.6	12.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	2%	96%	0%	47%
Vol Thru, %	29%	62%	4%	0%	52%
Vol Right, %	68%	36%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	179	45	144	40	272
LT Vol	6	1	138	0	127
Through Vol	52	28	6	0	142
RT Vol	121	16	0	40	3
Lane Flow Rate	208	52	167	47	316
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.276	0.08	0.299	0.071	0.441
Departure Headway (Hd)	4.774	5.538	6.423	5.486	5.125
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	758	648	563	655	708
Service Time	2.774	3.558	4.135	3.199	3.125
HCM Lane V/C Ratio	0.274	0.08	0.297	0.072	0.446
HCM Control Delay, s/veh	9.6	9	11.9	8.6	12.1
HCM Lane LOS	A	A	B	A	B
HCM 95th-tile Q	1.1	0.3	1.2	0.2	2.3

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	336	402	2	298	445	0	0	0	0	32	0	45
Future Vol, veh/h	0	336	402	2	298	445	0	0	0	0	32	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	5	10	0	0	0	0	6	0	36
Mvmt Flow	0	365	437	2	324	484	0	0	0	0	35	0	49

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	365	365	0	0	1314	-	484
Stage 1	-	-	-	-	-	-	-	1132	-	-
Stage 2	-	-	-	-	-	-	-	183	-	-
Critical Hdwy	-	-	-	6.9	4.175	-	-	6.69	-	6.74
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.49	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.89	-	-
Follow-up Hdwy	-	-	-	3.1	2.2475	-	-	3.557	-	3.642
Pot Cap-1 Maneuver	0	-	0	672	1173	-	0	157	0	505
Stage 1	0	-	0	-	-	-	0	299	0	-
Stage 2	0	-	0	-	-	-	0	820	0	-
Platoon blocked, %		-				-				
Mov Cap-1 Maneuver	-	-	-	1167	1167	-	-	129	0	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	206	0	-
Stage 1	-	-	-	-	-	-	-	299	0	-
Stage 2	-	-	-	-	-	-	-	675	0	-

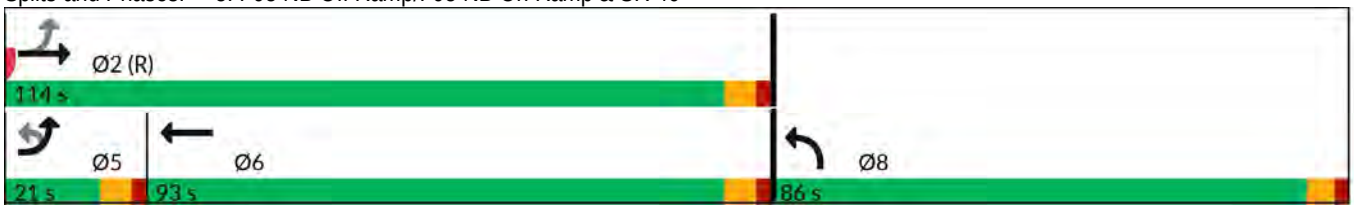
Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.74	18.35
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1167	-	206	505
HCM Lane V/C Ratio	-	0.279	-	0.169	0.097
HCM Control Delay (s/veh)	-	9.3	-	26	12.9
HCM Lane LOS	-	A	-	D	B
HCM 95th %tile Q(veh)	-	1.2	-	0.6	0.3

Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	9	68	302	513	40	206	165
Future Volume (vph)	9	68	302	513	40	206	165
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	14.0	14.0	14.0	14.0		10.0	
Minimum Split (s)	24.8	24.8	24.8	24.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
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	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	9	68	302	0	0	513	40	206	0	165	0	0
Future Volume (veh/h)	9	68	302	0	0	513	40	206	0	165	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		1618	1841	0	0	1811	1752	1678	0	1767		
Adj Flow Rate, veh/h		76	339	0	0	576	0	231	0	0		
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %		19	4	0	0	6	10	15	0	9		
Cap, veh/h		586	1433	0	0	2317		250	0			
Arrive On Green		0.07	0.78	0.00	0.00	0.67	0.00	0.16	0.00	0.00		
Sat Flow, veh/h		1541	1841	0	0	3532	1485	1598	0	1497		
Grp Volume(v), veh/h		76	339	0	0	576	0	231	0	0		
Grp Sat Flow(s),veh/h/ln		1541	1841	0	0	1721	1485	1598	0	1497		
Q Serve(g_s), s		2.5	10.0	0.0	0.0	13.1	0.0	28.5	0.0	0.0		
Cycle Q Clear(g_c), s		2.5	10.0	0.0	0.0	13.1	0.0	28.5	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		586	1433	0	0	2317		250	0			
V/C Ratio(X)		0.13	0.24	0.00	0.00	0.25		0.93	0.00			
Avail Cap(c_a), veh/h		586	1433	0	0	2317		637	0			
HCM Platoon Ratio		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	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		7.0	6.0	0.0	0.0	12.8	0.0	83.2	0.0	0.0		
Incr Delay (d2), s/veh		0.5	0.4	0.0	0.0	0.3	0.0	13.7	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.6	6.8	0.0	0.0	8.8	0.0	18.7	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		7.4	6.4	0.0	0.0	13.1	0.0	96.9	0.0	0.0		
LnGrp LOS		A	A			B		F				
Approach Vol, veh/h			415			576			231			
Approach Delay, s/veh			6.6			13.1			96.9			
Approach LOS			A			B			F			

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	162.5			21.0	141.5		37.5					
Change Period (Y+Rc), s	6.8			6.8	6.8		6.3					
Max Green Setting (Gmax), s	107.2			14.2	86.2		79.7					
Max Q Clear Time (g_c+I1), s	12.0			4.5	15.1		30.5					
Green Ext Time (p_c), s	2.0			0.1	4.0		0.7					

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	10	0	0	0	2	66	0	1	84	13
Future Vol, veh/h	20	0	10	0	0	0	2	66	0	1	84	13
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	1	15
Mvmt Flow	21	0	11	0	0	0	2	70	0	1	89	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	173	173	96	166	180	70	103	0	0	70	0	0
Stage 1	98	98	-	74	74	-	-	-	-	-	-	-
Stage 2	74	74	-	91	105	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	783	724	966	803	718	998	1501	-	-	1543	-	-
Stage 1	901	817	-	940	837	-	-	-	-	-	-	-
Stage 2	927	837	-	921	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	782	722	966	792	716	998	1501	-	-	1543	-	-
Mov Cap-2 Maneuver	782	722	-	792	716	-	-	-	-	-	-	-
Stage 1	900	817	-	938	836	-	-	-	-	-	-	-
Stage 2	926	836	-	910	811	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.48	0	0.22	0.07
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	53	-	-	835	-	18	-	-
HCM Lane V/C Ratio	0.001	-	-	0.038	-	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.5	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	30	51	74	111	33
Future Vol, veh/h	25	30	51	74	111	33
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	0	4	3	2	3
Mvmt Flow	27	32	55	80	119	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	326	137	155	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	672	917	1413	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	645	917	1413	-	-	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	848	-	-	-	-	-

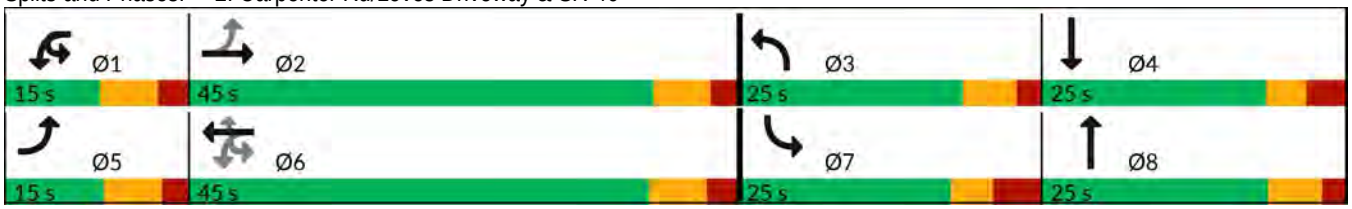
Approach	EB	NB	SB
HCM Control Delay, s/v	10.07	3.12	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	734	-	769	-	-
HCM Lane V/C Ratio	0.039	-	0.077	-	-
HCM Control Delay (s/veh)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	19	335	16	131	558	116	41	13	92	14
Future Volume (vph)	19	335	16	131	558	116	41	13	92	14
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 70.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	19	335	43	16	131	558	116	41	13	74	92	14
Future Volume (veh/h)	19	335	43	16	131	558	116	41	13	74	92	14
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900		1870	1841	1426	1826	1900	1841	1366	1589
Adj Flow Rate, veh/h	20	356	46		139	594	123	44	14	79	98	15
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
Percent Heavy Veh, %	0	0	0		2	4	32	5	0	4	36	21
Cap, veh/h	223	510	66		389	694	456	101	24	138	217	57
Arrive On Green	0.03	0.31	0.31		0.09	0.38	0.38	0.06	0.10	0.10	0.09	0.14
Sat Flow, veh/h	1810	1649	213		1781	1841	1208	1739	248	1400	2525	406
Grp Volume(v), veh/h	20	0	402		139	594	123	44	0	93	98	0
Grp Sat Flow(s),veh/h/ln	1810	0	1862		1781	1841	1208	1739	0	1648	1262	0
Q Serve(g_s), s	0.5	0.0	13.1		3.5	20.5	4.9	1.7	0.0	3.7	2.5	0.0
Cycle Q Clear(g_c), s	0.5	0.0	13.1		3.5	20.5	4.9	1.7	0.0	3.7	2.5	0.0
Prop In Lane	1.00		0.11		1.00		1.00	1.00		0.85	1.00	
Lane Grp Cap(c), veh/h	223	0	576		389	694	456	101	0	163	217	0
V/C Ratio(X)	0.09	0.00	0.70		0.36	0.86	0.27	0.44	0.00	0.57	0.45	0.00
Avail Cap(c_a), veh/h	379	0	1031		423	1009	662	469	0	444	644	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.0	0.0	21.0		14.8	19.8	14.9	31.4	0.0	29.7	30.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.5		0.6	5.1	0.3	3.0	0.0	3.1	1.5	0.0
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
%ile BackOfQ(95%),veh/ln	0.3	0.0	9.0		2.2	13.0	2.2	1.3	0.0	2.7	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	0.0	22.5		15.3	24.8	15.2	34.4	0.0	32.8	31.5	0.0
LnGrp LOS	B		C		B	C	B	C		C	C	
Approach Vol, veh/h		422				856			137			150
Approach Delay, s/veh		22.3				21.9			33.3			29.9
Approach LOS		C				C			C			C

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	28.5	10.4	16.4	9.0	33.2	13.3	13.4
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19
Max Q Clear Time (g_c+I1), s	5.5	15.1	3.7	4.3	2.5	22.5	4.5	5.7
Green Ext Time (p_c), s	0.1	2.2	0.1	0.1	0.0	3.5	0.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	35
Future Volume (veh/h)	35
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	37
Peak Hour Factor	0.94
Percent Heavy Veh, %	0
Cap, veh/h	142
Arrive On Green	0.14
Sat Flow, veh/h	1002
Grp Volume(v), veh/h	52
Grp Sat Flow(s),veh/h/ln	1408
Q Serve(g_s), s	2.3
Cycle Q Clear(g_c), s	2.3
Prop In Lane	0.71
Lane Grp Cap(c), veh/h	199
V/C Ratio(X)	0.26
Avail Cap(c_a), veh/h	376
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	26.4
Incr Delay (d2), s/veh	0.7
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.3
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	27.1
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	14	16	100	23	138	22	129	113	85	102	1
Future Vol, veh/h	0	14	16	100	23	138	22	129	113	85	102	1
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
Heavy Vehicles, %	0	0	0	2	0	0	0	2	4	0	3	0
Mvmt Flow	0	15	17	106	24	147	23	137	120	90	109	1
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.6	9.8	10.5	10.2
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	81%	0%	45%
Vol Thru, %	49%	47%	19%	0%	54%
Vol Right, %	43%	53%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	264	30	123	138	188
LT Vol	22	0	100	0	85
Through Vol	129	14	23	0	102
RT Vol	113	16	0	138	1
Lane Flow Rate	281	32	131	147	200
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.366	0.047	0.222	0.202	0.283
Departure Headway (Hd)	4.695	5.344	6.106	4.953	5.102
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	758	674	582	715	698
Service Time	2.766	3.344	3.901	2.747	3.184
HCM Lane V/C Ratio	0.371	0.047	0.225	0.206	0.287
HCM Control Delay, s/veh	10.5	8.6	10.7	9	10.2
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.7	0.1	0.8	0.8	1.2

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	263	261	2	157	712	0	0	0	0	38	1	91
Future Vol, veh/h	0	263	261	2	157	712	0	0	0	0	38	1	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	5	0	0	0	0	5	100	20
Mvmt Flow	0	271	269	2	162	734	0	0	0	0	39	1	94

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	271	271	0	0	1193	1333	734
Stage 1	-	-	-	-	-	-	-	1058	1062	-
Stage 2	-	-	-	-	-	-	-	136	271	-
Critical Hdwy	-	-	-	6.9	4.13	-	-	6.675	8	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.475	7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.875	7	-
Follow-up Hdwy	-	-	-	3.1	2.219	-	-	3.5475	4.95	3.49
Pot Cap-1 Maneuver	0	-	0	774	1291	-	0	189	82	383
Stage 1	0	-	0	-	-	-	0	327	175	-
Stage 2	0	-	0	-	-	-	0	869	514	-
Platoon blocked, %		-				-				
Mov Cap-1 Maneuver	-	-	-	1280	1280	-	-	174	0	383
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	264	0	-
Stage 1	-	-	-	-	-	-	-	327	0	-
Stage 2	-	-	-	-	-	-	-	800	0	-

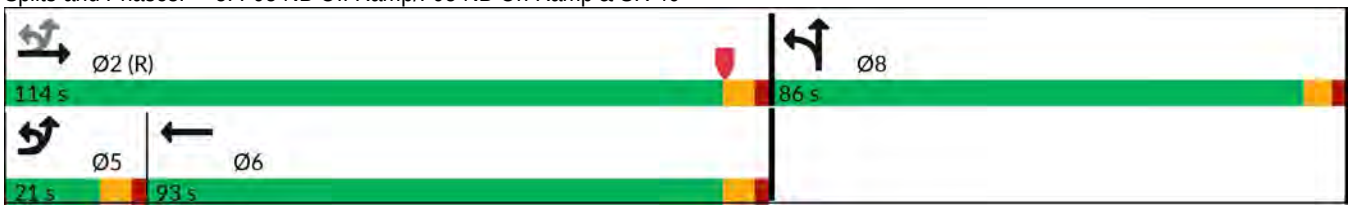
Approach	EB	WB	SB
HCM Control Delay, s/v	0	1.5	18.48
HCM LOS			C

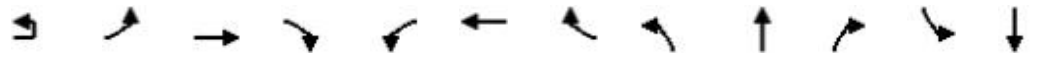
Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1280	-	264	383
HCM Lane V/C Ratio	-	0.128	-	0.149	0.245
HCM Control Delay (s/veh)	-	8.2	-	21	17.4
HCM Lane LOS	-	A	-	C	C
HCM 95th %tile Q(veh)	-	0.4	-	0.5	0.9

Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations								
Traffic Volume (vph)	2	42	262	462	36	408	1	326
Future Volume (vph)	2	42	262	462	36	408	1	326
Turn Type	pm+pt	pm+pt	NA	NA	Free	Split	NA	Free
Protected Phases	5	5	2	6		8	8	
Permitted Phases	2	2			Free			Free
Detector Phase	5	5	2	6		8	8	
Switch Phase								
Minimum Initial (s)	10.0	10.0	14.0	14.0		10.0	10.0	
Minimum Split (s)	20.8	20.8	20.8	20.8		16.3	16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		
Total Lost Time (s)		6.8	6.8	6.8		6.3		
Lead/Lag	Lead	Lead		Lag				
Lead-Lag Optimize?	Yes	Yes		Yes				
Recall Mode	Max	Max	C-Max	Max		None	None	

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 107.2 (54%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	42	262	0	0	462	36	408	1	326	0	0
Future Volume (veh/h)	2	42	262	0	0	462	36	408	1	326	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		1900	1900	0	0	1870	1737	1781	1900	1811		
Adj Flow Rate, veh/h		44	273	0	0	481	0	425	1	0		
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		0	0	0	0	2	11	8	0	6		
Cap, veh/h		627	1275	0	0	2012		447	0			
Arrive On Green		0.07	0.67	0.00	0.00	0.57	0.00	0.26	0.26	0.00		
Sat Flow, veh/h		1810	1900	0	0	3647	1472	1697	0	1535		
Grp Volume(v), veh/h		44	273	0	0	481	0	425	0	0		
Grp Sat Flow(s),veh/h/ln		1810	1900	0	0	1777	1472	1697	0	1535		
Q Serve(g_s), s		1.8	11.0	0.0	0.0	13.6	0.0	49.3	0.0	0.0		
Cycle Q Clear(g_c), s		1.8	11.0	0.0	0.0	13.6	0.0	49.3	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		627	1275	0	0	2012		447	0			
V/C Ratio(X)		0.07	0.21	0.00	0.00	0.24		0.95	0.00			
Avail Cap(c_a), veh/h		627	1275	0	0	2012		676	0			
HCM Platoon Ratio		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	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		13.4	12.6	0.0	0.0	21.8	0.0	72.4	0.0	0.0		
Incr Delay (d2), s/veh		0.2	0.4	0.0	0.0	0.3	0.0	18.1	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.4	8.4	0.0	0.0	9.7	0.0	31.8	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		13.6	13.0	0.0	0.0	22.0	0.0	90.5	0.0	0.0		
LnGrp LOS		B	B			C		F				
Approach Vol, veh/h			317			481			425			
Approach Delay, s/veh			13.1			22.0			90.5			
Approach LOS			B			C			F			

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	141.1			21.0	120.1		58.9					
Change Period (Y+Rc), s	6.8			6.8	6.8		6.3					
Max Green Setting (Gmax), s	107.2			14.2	86.2		79.7					
Max Q Clear Time (g_c+I1), s	13.0			3.8	15.6		51.3					
Green Ext Time (p_c), s	1.5			0.0	3.2		1.4					

Intersection Summary	
HCM 7th Control Delay, s/veh	43.5
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

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	16	0	4	0	0	0	6	133	0	2	123	33
Future Vol, veh/h	16	0	4	0	0	0	6	133	0	2	123	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	3
Mvmt Flow	17	0	4	0	0	0	6	139	0	2	128	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	301	301	145	283	318	139	163	0	0	139	0	0
Stage 1	149	149	-	151	151	-	-	-	-	-	-	-
Stage 2	151	151	-	132	167	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	656	615	907	673	602	915	1429	-	-	1458	-	-
Stage 1	858	777	-	856	776	-	-	-	-	-	-	-
Stage 2	856	776	-	876	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	652	611	907	666	598	915	1429	-	-	1458	-	-
Mov Cap-2 Maneuver	652	611	-	666	598	-	-	-	-	-	-	-
Stage 1	856	776	-	852	772	-	-	-	-	-	-	-
Stage 2	852	772	-	871	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.38	0	0.33	0.09
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	78	-	-	691	-	22	-	-
HCM Lane V/C Ratio	0.004	-	-	0.03	-	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.4	0	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	54	42	7	80	68	17
Future Vol, veh/h	54	42	7	80	68	17
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	94	94	94	94	94	94
Heavy Vehicles, %	6	5	0	1	2	13
Mvmt Flow	57	45	7	85	72	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	181	81	90	0	-	0
Stage 1	81	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.46	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	799	970	1517	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	795	970	1517	-	-	-
Mov Cap-2 Maneuver	795	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.73	0.59	0
HCM LOS	A		

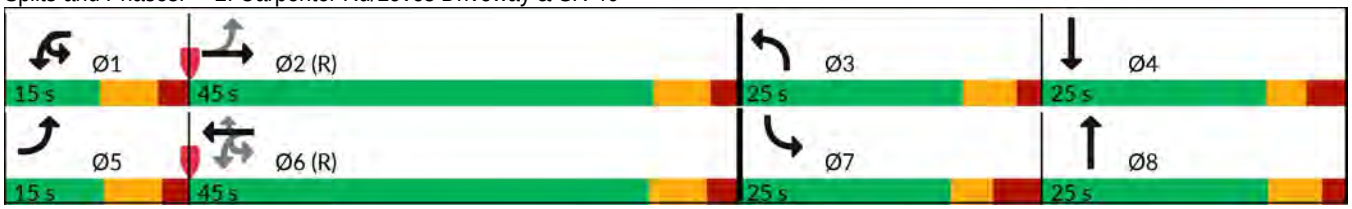
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	145	-	863	-	-
HCM Lane V/C Ratio	0.005	-	0.118	-	-
HCM Control Delay (s/veh)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	34	498	38	69	291	108	22	11	112	7
Future Volume (vph)	34	498	38	69	291	108	22	11	112	7
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	34	498	33	38	69	291	108	22	11	106	112	7
Future Volume (veh/h)	34	498	33	38	69	291	108	22	11	106	112	7
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	37	541	36		75	316	117	24	12	115	122	8
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
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	512	878	58		390	955	660	60	15	144	169	41
Arrive On Green	0.04	0.52	0.52		0.06	0.54	0.54	0.03	0.10	0.10	0.06	0.14
Sat Flow, veh/h	1598	1679	112		1654	1767	1221	1810	154	1479	2607	301
Grp Volume(v), veh/h	37	0	577		75	316	117	24	0	127	122	0
Grp Sat Flow(s),veh/h/ln	1598	0	1791		1654	1767	1221	1810	0	1634	1303	0
Q Serve(g_s), s	1.1	0.0	24.9		2.2	11.0	5.4	1.4	0.0	8.4	5.1	0.0
Cycle Q Clear(g_c), s	1.1	0.0	24.9		2.2	11.0	5.4	1.4	0.0	8.4	5.1	0.0
Prop In Lane	1.00		0.06		1.00		1.00	1.00		0.91	1.00	
Lane Grp Cap(c), veh/h	512	0	936		390	955	660	60	0	159	169	0
V/C Ratio(X)	0.07	0.00	0.62		0.19	0.33	0.18	0.40	0.00	0.80	0.72	0.00
Avail Cap(c_a), veh/h	562	0	936		413	955	660	306	0	276	417	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	18.5		13.3	14.1	12.8	52.1	0.0	48.6	50.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.0		0.2	0.9	0.6	4.3	0.0	8.9	5.8	0.0
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
%ile BackOfQ(95%),veh/ln	0.7	0.0	15.4		1.4	7.7	2.7	1.3	0.0	6.7	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.1	0.0	21.5		13.5	15.1	13.4	56.4	0.0	57.6	56.2	0.0
LnGrp LOS	B		C		B	B	B	E		E	E	
Approach Vol, veh/h		614				508			151			166
Approach Delay, s/veh		20.9				14.5			57.4			52.6
Approach LOS		C				B			E			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	64.7	10.0	21.8	11.5	66.7	14.5	17.3
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19
Max Q Clear Time (g_c+I1), s	4.2	26.9	3.4	4.6	3.1	13.0	7.1	10.4
Green Ext Time (p_c), s	0.0	2.6	0.0	0.1	0.0	2.1	0.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	26.1
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	33
Future Volume (veh/h)	33
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	36
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	187
Arrive On Green	0.14
Sat Flow, veh/h	1355
Grp Volume(v), veh/h	44
Grp Sat Flow(s),veh/h/ln	1656
Q Serve(g_s), s	2.6
Cycle Q Clear(g_c), s	2.6
Prop In Lane	0.82
Lane Grp Cap(c), veh/h	228
V/C Ratio(X)	0.19
Avail Cap(c_a), veh/h	277
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	42.0
Incr Delay (d2), s/veh	0.4
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.9
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	42.4
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	29	17	144	6	42	6	54	126	132	148	3
Future Vol, veh/h	1	29	17	144	6	42	6	54	126	132	148	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	17	3	0	0	1	2	1	0
Mvmt Flow	1	34	20	167	7	49	7	63	147	153	172	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.2	11.4	9.8	12.8
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	2%	96%	0%	47%
Vol Thru, %	29%	62%	4%	0%	52%
Vol Right, %	68%	36%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	47	150	42	283
LT Vol	6	1	144	0	132
Through Vol	54	29	6	0	148
RT Vol	126	17	0	42	3
Lane Flow Rate	216	55	174	49	329
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.29	0.085	0.315	0.075	0.474
Departure Headway (Hd)	4.825	5.63	6.496	5.558	5.185
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	744	636	555	645	698
Service Time	2.855	3.671	4.227	3.289	3.185
HCM Lane V/C Ratio	0.29	0.086	0.314	0.076	0.471
HCM Control Delay, s/veh	9.8	9.2	12.2	8.7	12.8
HCM Lane LOS	A	A	B	A	B
HCM 95th-tile Q	1.2	0.3	1.3	0.2	2.6

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	349	418	2	310	463	0	0	0	0	33	0	47
Future Vol, veh/h	0	349	418	2	310	463	0	0	0	0	33	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	5	10	0	0	0	0	6	0	36
Mvmt Flow	0	379	454	2	337	503	0	0	0	0	36	0	51

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	379	379	0	0	1367	-	503
Stage 1	-	-	-	-	-	-	-	1177	-	-
Stage 2	-	-	-	-	-	-	-	190	-	-
Critical Hdwy	-	-	-	6.9	4.175	-	-	6.69	-	6.74
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.49	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.89	-	-
Follow-up Hdwy	-	-	-	3.1	2.2475	-	-	3.557	-	3.642
Pot Cap-1 Maneuver	0	-	0	658	1159	-	0	163	0	601
Stage 1	0	-	0	-	-	-	0	310	0	-
Stage 2	0	-	0	-	-	-	0	814	0	-
Platoon blocked, %		-				-		0		0
Mov Cap-1 Maneuver	-	-	-	1153	1153	-	-	133	0	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	205	0	-
Stage 1	-	-	-	-	-	-	-	310	0	-
Stage 2	-	-	-	-	-	-	-	662	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.79	17.62
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1153	-	205	601
HCM Lane V/C Ratio	-	0.294	-	0.175	0.085
HCM Control Delay (s/veh)	-	9.4	-	26.3	11.5
HCM Lane LOS	-	A	-	D	B
HCM 95th %tile Q(veh)	-	1.2	-	0.6	0.3

Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	9	71	314	534	42	214	172
Future Volume (vph)	9	71	314	534	42	214	172
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	14.0	14.0	14.0	14.0		10.0	
Minimum Split (s)	24.8	24.8	24.8	24.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
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	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	9	71	314	0	0	534	42	214	0	172	0	0
Future Volume (veh/h)	9	71	314	0	0	534	42	214	0	172	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		1618	1841	0	0	1811	1752	1678	0	1767		
Adj Flow Rate, veh/h		80	353	0	0	600	0	240	0	0		
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %		19	4	0	0	6	10	15	0	9		
Cap, veh/h		569	1422	0	0	2297		259	0			
Arrive On Green		0.07	0.77	0.00	0.00	0.67	0.00	0.16	0.00	0.00		
Sat Flow, veh/h		1541	1841	0	0	3532	1485	1598	0	1497		
Grp Volume(v), veh/h		80	353	0	0	600	0	240	0	0		
Grp Sat Flow(s),veh/h/ln		1541	1841	0	0	1721	1485	1598	0	1497		
Q Serve(g_s), s		2.8	10.8	0.0	0.0	14.0	0.0	29.6	0.0	0.0		
Cycle Q Clear(g_c), s		2.8	10.8	0.0	0.0	14.0	0.0	29.6	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		569	1422	0	0	2297		259	0			
V/C Ratio(X)		0.14	0.25	0.00	0.00	0.26		0.93	0.00			
Avail Cap(c_a), veh/h		569	1422	0	0	2297		637	0			
HCM Platoon Ratio		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	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		7.4	6.4	0.0	0.0	13.4	0.0	82.7	0.0	0.0		
Incr Delay (d2), s/veh		0.5	0.4	0.0	0.0	0.3	0.0	13.6	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.7	7.4	0.0	0.0	9.3	0.0	19.3	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		7.9	6.8	0.0	0.0	13.7	0.0	96.3	0.0	0.0		
LnGrp LOS		A	A			B		F				
Approach Vol, veh/h			433			600			240			
Approach Delay, s/veh			7.0			13.7			96.3			
Approach LOS			A			B			F			

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	161.3			21.0	140.3		38.7					
Change Period (Y+Rc), s	6.8			6.8	6.8		6.3					
Max Green Setting (Gmax), s	107.2			14.2	86.2		79.7					
Max Q Clear Time (g_c+I1), s	12.8			4.8	16.0		31.6					
Green Ext Time (p_c), s	2.1			0.1	4.2		0.8					

Intersection Summary												
HCM 7th Control Delay, s/veh		27.0										
HCM 7th LOS		C										

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	0	10	0	0	0	2	69	0	1	87	14
Future Vol, veh/h	21	0	10	0	0	0	2	69	0	1	87	14
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	1	15
Mvmt Flow	22	0	11	0	0	0	2	73	0	1	93	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	180	180	100	172	187	73	107	0	0	73	0	0
Stage 1	102	102	-	78	78	-	-	-	-	-	-	-
Stage 2	78	78	-	95	110	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	775	718	961	795	711	994	1496	-	-	1539	-	-
Stage 1	897	814	-	936	834	-	-	-	-	-	-	-
Stage 2	924	834	-	917	809	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	774	716	961	785	709	994	1496	-	-	1539	-	-
Mov Cap-2 Maneuver	774	716	-	785	709	-	-	-	-	-	-	-
Stage 1	896	814	-	935	833	-	-	-	-	-	-	-
Stage 2	922	833	-	906	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.54	0	0.21	0.07
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	51	-	-	826	-	17	-	-
HCM Lane V/C Ratio	0.001	-	-	0.04	-	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.5	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	31	53	76	115	34
Future Vol, veh/h	26	31	53	76	115	34
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	0	4	3	2	3
Mvmt Flow	28	33	57	82	124	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	338	142	160	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	662	911	1407	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	634	911	1407	-	-	-
Mov Cap-2 Maneuver	634	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.15	3.15	0
HCM LOS	B		

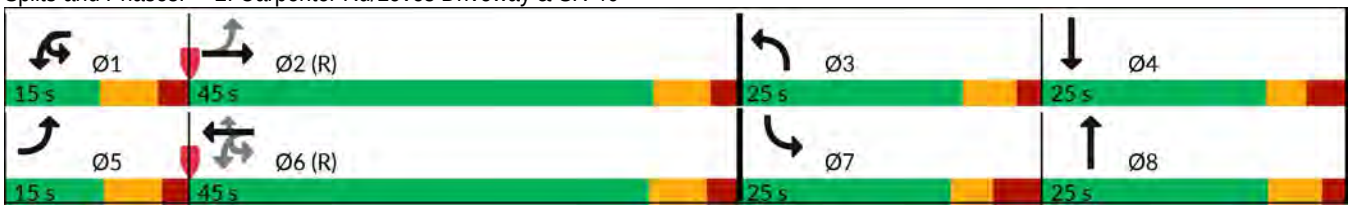
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	740	-	760	-	-
HCM Lane V/C Ratio	0.041	-	0.081	-	-
HCM Control Delay (s/veh)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	20	348	17	136	580	121	43	13	96	16
Future Volume (vph)	20	348	17	136	580	121	43	13	96	16
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	20	348	45	17	136	580	121	43	13	77	96	16
Future Volume (veh/h)	20	348	45	17	136	580	121	43	13	77	96	16
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900		1870	1841	1426	1826	1900	1841	1366	1589
Adj Flow Rate, veh/h	21	370	48		145	617	129	46	14	82	102	17
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
Percent Heavy Veh, %	0	0	0		2	4	32	5	0	4	36	21
Cap, veh/h	384	891	116		572	1062	697	84	19	109	154	43
Arrive On Green	0.03	0.54	0.54		0.06	0.58	0.58	0.05	0.08	0.08	0.06	0.10
Sat Flow, veh/h	1810	1648	214		1781	1841	1208	1739	240	1407	2525	437
Grp Volume(v), veh/h	21	0	418		145	617	129	46	0	96	102	0
Grp Sat Flow(s),veh/h/ln	1810	0	1862		1781	1841	1208	1739	0	1647	1262	0
Q Serve(g_s), s	0.6	0.0	14.6		3.9	23.5	5.6	2.8	0.0	6.3	4.3	0.0
Cycle Q Clear(g_c), s	0.6	0.0	14.6		3.9	23.5	5.6	2.8	0.0	6.3	4.3	0.0
Prop In Lane	1.00		0.11		1.00		1.00	1.00		0.85	1.00	
Lane Grp Cap(c), veh/h	384	0	1006		572	1062	697	84	0	128	154	0
V/C Ratio(X)	0.05	0.00	0.42		0.25	0.58	0.19	0.55	0.00	0.75	0.66	0.00
Avail Cap(c_a), veh/h	464	0	1006		587	1062	697	294	0	278	404	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	0.0	15.0		10.6	14.8	11.0	51.2	0.0	49.7	50.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.3		0.2	2.3	0.6	5.6	0.0	8.6	4.9	0.0
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
%ile BackOfQ(95%),veh/ln	0.4	0.0	10.0		2.5	14.4	2.7	2.4	0.0	5.1	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.0	16.2		10.8	17.1	11.6	56.8	0.0	58.3	55.4	0.0
LnGrp LOS	B		B		B	B	B	E		E	E	
Approach Vol, veh/h		439				891			142			157
Approach Delay, s/veh		16.0				15.3			57.8			52.9
Approach LOS		B				B			E			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	66.7	11.7	17.5	10.1	70.7	14.1	15.1
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19
Max Q Clear Time (g_c+I1), s	5.9	16.6	4.8	6.0	2.6	25.5	6.3	8.3
Green Ext Time (p_c), s	0.1	2.3	0.1	0.1	0.0	3.4	0.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	38
Peak Hour Factor	0.94
Percent Heavy Veh, %	0
Cap, veh/h	97
Arrive On Green	0.10
Sat Flow, veh/h	976
Grp Volume(v), veh/h	55
Grp Sat Flow(s),veh/h/ln	1413
Q Serve(g_s), s	4.0
Cycle Q Clear(g_c), s	4.0
Prop In Lane	0.69
Lane Grp Cap(c), veh/h	140
V/C Ratio(X)	0.39
Avail Cap(c_a), veh/h	236
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	46.4
Incr Delay (d2), s/veh	1.8
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	2.6
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	48.2
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	17	104	24	144	23	134	118	89	106	1
Future Vol, veh/h	0	15	17	104	24	144	23	134	118	89	106	1
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
Heavy Vehicles, %	0	0	0	2	0	0	0	2	4	0	3	0
Mvmt Flow	0	16	18	111	26	153	24	143	126	95	113	1
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.8	10	10.9	10.6
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	81%	0%	45%
Vol Thru, %	49%	47%	19%	0%	54%
Vol Right, %	43%	53%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	275	32	128	144	196
LT Vol	23	0	104	0	89
Through Vol	134	15	24	0	106
RT Vol	118	17	0	144	1
Lane Flow Rate	293	34	136	153	209
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.386	0.051	0.237	0.218	0.305
Departure Headway (Hd)	4.846	5.439	6.268	5.114	5.264
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	746	660	575	705	686
Service Time	2.846	3.46	3.98	2.826	3.264
HCM Lane V/C Ratio	0.393	0.052	0.237	0.217	0.305
HCM Control Delay, s/veh	10.9	8.8	10.9	9.2	10.6
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.8	0.2	0.9	0.8	1.3

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	274	271	2	163	740	0	0	0	0	40	0	95
Future Vol, veh/h	0	274	271	2	163	740	0	0	0	0	40	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	5	0	0	0	0	5	0	20
Mvmt Flow	0	282	279	2	168	763	0	0	0	0	41	0	98

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	282	282	0	0	1240	-	763
Stage 1	-	-	-	-	-	-	-	1099	-	-
Stage 2	-	-	-	-	-	-	-	141	-	-
Critical Hdwy	-	-	-	6.9	4.13	-	-	6.675	-	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.475	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.875	-	-
Follow-up Hdwy	-	-	-	3.1	2.219	-	-	3.5475	-	3.49
Pot Cap-1 Maneuver	0	-	0	761	1278	-	0	194	0	417
Stage 1	0	-	0	-	-	-	0	334	0	-
Stage 2	0	-	0	-	-	-	0	863	0	-
Platoon blocked, %		-				-		0		0
Mov Cap-1 Maneuver	-	-	-	1268	1268	-	-	178	0	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	268	0	-
Stage 1	-	-	-	-	-	-	-	334	0	-
Stage 2	-	-	-	-	-	-	-	791	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	1.51	17.63
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1268	-	268	417
HCM Lane V/C Ratio	-	0.134	-	0.154	0.235
HCM Control Delay (s/veh)	-	8.3	-	20.9	16.3
HCM Lane LOS	-	A	-	C	C
HCM 95th %tile Q(veh)	-	0.5	-	0.5	0.9

Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2	44	272	480	37	424	339
Future Volume (vph)	2	44	272	480	37	424	339
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	14.0	14.0		10.0	
Minimum Split (s)	20.8	20.8	20.8	20.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
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	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 107.2 (54%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	44	272	0	0	480	37	424	0	339	0	0
Future Volume (veh/h)	2	44	272	0	0	480	37	424	0	339	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		1900	1900	0	0	1870	1737	1781	0	1811		
Adj Flow Rate, veh/h		46	283	0	0	500	0	442	0	0		
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		0	0	0	0	2	11	8	0	6		
Cap, veh/h		606	1256	0	0	1977		464	0			
Arrive On Green		0.07	0.66	0.00	0.00	0.56	0.00	0.27	0.00	0.00		
Sat Flow, veh/h		1810	1900	0	0	3647	1472	1697	0	1535		
Grp Volume(v), veh/h		46	283	0	0	500	0	442	0	0		
Grp Sat Flow(s),veh/h/ln		1810	1900	0	0	1777	1472	1697	0	1535		
Q Serve(g_s), s		1.9	11.9	0.0	0.0	14.5	0.0	51.2	0.0	0.0		
Cycle Q Clear(g_c), s		1.9	11.9	0.0	0.0	14.5	0.0	51.2	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		606	1256	0	0	1977		464	0			
V/C Ratio(X)		0.08	0.23	0.00	0.00	0.25		0.95	0.00			
Avail Cap(c_a), veh/h		606	1256	0	0	1977		676	0			
HCM Platoon Ratio		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	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		14.2	13.5	0.0	0.0	22.9	0.0	71.4	0.0	0.0		
Incr Delay (d2), s/veh		0.2	0.4	0.0	0.0	0.3	0.0	19.0	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.5	9.0	0.0	0.0	10.3	0.0	33.0	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		14.5	13.9	0.0	0.0	23.2	0.0	90.5	0.0	0.0		
LnGrp LOS		B	B			C		F				
Approach Vol, veh/h			329			500			442			
Approach Delay, s/veh			14.0			23.2			90.5			
Approach LOS			B			C			F			

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	139.0			21.0	118.0		61.0					
Change Period (Y+Rc), s	6.8			6.8	6.8		6.3					
Max Green Setting (Gmax), s	107.2			14.2	86.2		79.7					
Max Q Clear Time (g_c+I1), s	13.9			3.9	16.5		53.2					
Green Ext Time (p_c), s	1.6			0.0	3.3		1.4					

Intersection Summary	
HCM 7th Control Delay, s/veh	44.2
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	0	4	0	0	0	6	138	0	2	128	34
Future Vol, veh/h	17	0	4	0	0	0	6	138	0	2	128	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	3
Mvmt Flow	18	0	4	0	0	0	6	144	0	2	133	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	311	311	151	294	329	144	169	0	0	144	0	0
Stage 1	155	155	-	156	156	-	-	-	-	-	-	-
Stage 2	156	156	-	138	173	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	645	607	901	662	593	909	1421	-	-	1451	-	-
Stage 1	852	773	-	851	772	-	-	-	-	-	-	-
Stage 2	851	772	-	870	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	641	603	901	655	589	909	1421	-	-	1451	-	-
Mov Cap-2 Maneuver	641	603	-	655	589	-	-	-	-	-	-	-
Stage 1	851	772	-	847	768	-	-	-	-	-	-	-
Stage 2	847	768	-	865	758	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.49	0	0.31	0.09
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	75	-	-	678	-	21	-	-
HCM Lane V/C Ratio	0.004	-	-	0.032	-	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.5	0	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	45	8	114	80	31
Future Vol, veh/h	94	45	8	114	80	31
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	94	94	94	94	94	94
Heavy Vehicles, %	6	5	0	1	2	13
Mvmt Flow	100	48	9	121	85	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	240	102	118	0	-	0
Stage 1	102	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.46	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	740	945	1483	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	735	945	1483	-	-	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.58	0.49	0
HCM LOS	B		

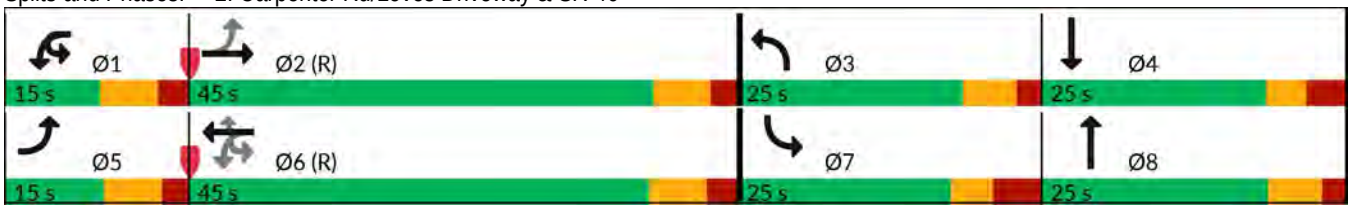
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	118	-	792	-	-
HCM Lane V/C Ratio	0.006	-	0.187	-	-
HCM Control Delay (s/veh)	7.4	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	34	498	38	89	271	108	34	11	112	7
Future Volume (vph)	34	498	38	89	271	108	34	11	112	7
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	34	498	38	38	89	271	108	34	11	167	112	7
Future Volume (veh/h)	34	498	38	38	89	271	108	34	11	167	112	7
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	37	541	41		97	295	117	37	12	182	122	8
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
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	483	796	60		341	883	610	78	14	210	169	51
Arrive On Green	0.04	0.48	0.48		0.06	0.50	0.50	0.04	0.14	0.14	0.06	0.17
Sat Flow, veh/h	1598	1662	126		1654	1767	1221	1810	101	1525	2607	301
Grp Volume(v), veh/h	37	0	582		97	295	117	37	0	194	122	0
Grp Sat Flow(s),veh/h/ln	1598	0	1788		1654	1767	1221	1810	0	1626	1303	0
Q Serve(g_s), s	1.2	0.0	27.7		3.2	11.0	5.8	2.2	0.0	12.9	5.1	0.0
Cycle Q Clear(g_c), s	1.2	0.0	27.7		3.2	11.0	5.8	2.2	0.0	12.9	5.1	0.0
Prop In Lane	1.00		0.07		1.00		1.00	1.00		0.94	1.00	
Lane Grp Cap(c), veh/h	483	0	856		341	883	610	78	0	224	169	0
V/C Ratio(X)	0.08	0.00	0.68		0.28	0.33	0.19	0.47	0.00	0.87	0.72	0.00
Avail Cap(c_a), veh/h	534	0	856		359	883	610	306	0	275	417	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.2	0.0	22.1		16.4	16.5	15.2	51.4	0.0	46.4	50.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	4.3		0.5	1.0	0.7	4.4	0.0	20.7	5.8	0.0
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
%ile BackOfQ(95%),veh/ln	0.8	0.0	17.3		2.0	7.8	3.0	1.9	0.0	10.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.3	0.0	26.5		16.8	17.5	15.9	55.8	0.0	67.1	56.2	0.0
LnGrp LOS	B		C		B	B	B	E		E	E	
Approach Vol, veh/h		619				509			231			166
Approach Delay, s/veh		25.7				17.0			65.3			51.8
Approach LOS		C				B			E			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	59.9	11.1	25.2	11.5	62.2	14.5	21.8
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19
Max Q Clear Time (g_c+I1), s	5.2	29.7	4.2	4.5	3.2	13.0	7.1	14.9
Green Ext Time (p_c), s	0.0	2.3	0.0	0.1	0.0	2.0	0.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	31.6
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	33
Future Volume (veh/h)	33
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	36
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	229
Arrive On Green	0.17
Sat Flow, veh/h	1355
Grp Volume(v), veh/h	44
Grp Sat Flow(s),veh/h/ln	1656
Q Serve(g_s), s	2.5
Cycle Q Clear(g_c), s	2.5
Prop In Lane	0.82
Lane Grp Cap(c), veh/h	279
V/C Ratio(X)	0.16
Avail Cap(c_a), veh/h	279
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	39.1
Incr Delay (d2), s/veh	0.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.8
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	39.3
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	29	17	144	6	44	6	55	126	138	151	3
Future Vol, veh/h	1	29	17	144	6	44	6	55	126	138	151	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	17	3	0	0	1	2	1	0
Mvmt Flow	1	34	20	167	7	51	7	64	147	160	176	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.3	11.5	9.9	13.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	2%	96%	0%	47%
Vol Thru, %	29%	62%	4%	0%	52%
Vol Right, %	67%	36%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	47	150	44	292
LT Vol	6	1	144	0	138
Through Vol	55	29	6	0	151
RT Vol	126	17	0	44	3
Lane Flow Rate	217	55	174	51	340
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.293	0.086	0.316	0.079	0.49
Departure Headway (Hd)	4.855	5.672	6.53	5.592	5.199
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	739	631	551	641	696
Service Time	2.884	3.715	4.263	3.324	3.199
HCM Lane V/C Ratio	0.294	0.087	0.316	0.08	0.489
HCM Control Delay, s/veh	9.9	9.3	12.3	8.8	13.1
HCM Lane LOS	A	A	B	A	B
HCM 95th-tile Q	1.2	0.3	1.3	0.3	2.7

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	371	457	2	310	481	0	0	0	0	33	0	48
Future Vol, veh/h	0	371	457	2	310	481	0	0	0	0	33	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	5	10	0	0	0	0	6	0	36
Mvmt Flow	0	403	497	2	337	523	0	0	0	0	36	0	52

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	403	403	0	0	1398	-	523
Stage 1	-	-	-	-	-	-	-	1197	-	-
Stage 2	-	-	-	-	-	-	-	202	-	-
Critical Hdwy	-	-	-	6.9	4.175	-	-	6.69	-	6.74
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.49	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.89	-	-
Follow-up Hdwy	-	-	-	3.1	2.2475	-	-	3.557	-	3.642
Pot Cap-1 Maneuver	0	-	0	635	1135	-	0	160	0	615
Stage 1	0	-	0	-	-	-	0	310	0	-
Stage 2	0	-	0	-	-	-	0	803	0	-
Platoon blocked, %		-				-		0		0
Mov Cap-1 Maneuver	-	-	-	1129	1129	-	-	129	0	615
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	200	0	-
Stage 1	-	-	-	-	-	-	-	310	0	-
Stage 2	-	-	-	-	-	-	-	649	0	-

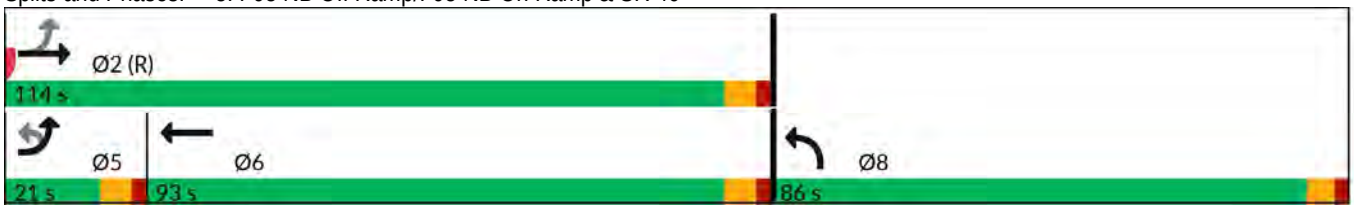
Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.76	17.69
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1129	-	200	615
HCM Lane V/C Ratio	-	0.3	-	0.179	0.085
HCM Control Delay (s/veh)	-	9.5	-	26.9	11.4
HCM Lane LOS	-	A	-	D	B
HCM 95th %tile Q(veh)	-	1.3	-	0.6	0.3

Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	9	74	333	540	42	226	172
Future Volume (vph)	9	74	333	540	42	226	172
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	14.0	14.0	14.0	14.0		10.0	
Minimum Split (s)	24.8	24.8	24.8	24.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
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	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	9	74	333	0	0	540	42	226	0	172	0	0
Future Volume (veh/h)	9	74	333	0	0	540	42	226	0	172	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		1618	1841	0	0	1811	1752	1678	0	1767		
Adj Flow Rate, veh/h		83	374	0	0	607	0	254	0	0		
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %		19	4	0	0	6	10	15	0	9		
Cap, veh/h		558	1406	0	0	2267		273	0			
Arrive On Green		0.07	0.76	0.00	0.00	0.66	0.00	0.17	0.00	0.00		
Sat Flow, veh/h		1541	1841	0	0	3532	1485	1598	0	1497		
Grp Volume(v), veh/h		83	374	0	0	607	0	254	0	0		
Grp Sat Flow(s),veh/h/ln		1541	1841	0	0	1721	1485	1598	0	1497		
Q Serve(g_s), s		3.0	12.0	0.0	0.0	14.6	0.0	31.3	0.0	0.0		
Cycle Q Clear(g_c), s		3.0	12.0	0.0	0.0	14.6	0.0	31.3	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		558	1406	0	0	2267		273	0			
V/C Ratio(X)		0.15	0.27	0.00	0.00	0.27		0.93	0.00			
Avail Cap(c_a), veh/h		558	1406	0	0	2267		637	0			
HCM Platoon Ratio		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	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		7.9	7.0	0.0	0.0	14.1	0.0	81.8	0.0	0.0		
Incr Delay (d2), s/veh		0.6	0.5	0.0	0.0	0.3	0.0	13.4	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.9	8.2	0.0	0.0	9.7	0.0	20.2	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		8.5	7.5	0.0	0.0	14.4	0.0	95.2	0.0	0.0		
LnGrp LOS		A	A			B		F				
Approach Vol, veh/h			457			607			254			
Approach Delay, s/veh			7.7			14.4			95.2			
Approach LOS			A			B			F			

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	159.5			21.0	138.5		40.5					
Change Period (Y+Rc), s	6.8			6.8	6.8		6.3					
Max Green Setting (Gmax), s	107.2			14.2	86.2		79.7					
Max Q Clear Time (g_c+I1), s	14.0			5.0	16.6		33.3					
Green Ext Time (p_c), s	2.2			0.1	4.2		0.8					

Intersection Summary	
HCM 7th Control Delay, s/veh	27.6
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	0	13	0	0	0	3	71	0	1	93	18
Future Vol, veh/h	32	0	13	0	0	0	3	71	0	1	93	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	1	15
Mvmt Flow	34	0	14	0	0	0	3	76	0	1	99	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	193	193	109	183	202	76	118	0	0	76	0	0
Stage 1	111	111	-	82	82	-	-	-	-	-	-	-
Stage 2	82	82	-	101	120	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	761	706	951	783	698	991	1483	-	-	1536	-	-
Stage 1	887	808	-	931	831	-	-	-	-	-	-	-
Stage 2	919	831	-	910	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	758	704	951	769	696	991	1483	-	-	1536	-	-
Mov Cap-2 Maneuver	758	704	-	769	696	-	-	-	-	-	-	-
Stage 1	887	807	-	929	829	-	-	-	-	-	-	-
Stage 2	917	829	-	896	800	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.75	0	0.3	0.07
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	73	-	-	805	-	16	-	-
HCM Lane V/C Ratio	0.002	-	-	0.059	-	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.8	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	3	1	99	166	8
Future Vol, veh/h	23	3	1	99	166	8
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	25	3	1	108	180	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	295	185	189	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	110	-	-	-	-	-
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	696	857	1385	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	857	1385	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.27	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	711	-	-
HCM Lane V/C Ratio	0.001	-	0.04	-	-
HCM Control Delay (s/veh)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	0	0	5	0	7	0	14	12	3
Future Vol, veh/h	1	0	0	0	0	5	0	7	0	14	12	3
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	0	0	5	0	8	0	15	13	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	5	0	0	0	0	0	9	8	0	9	5	3
Stage 1	-	-	-	-	-	-	2	2	-	3	3	-
Stage 2	-	-	-	-	-	-	7	5	-	6	2	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1616	-	-	-	-	-	1010	887	-	1010	890	1081
Stage 1	-	-	-	-	-	-	1021	894	-	1020	894	-
Stage 2	-	-	-	-	-	-	1015	891	-	1016	894	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1616	-	-	-	-	-	992	887	-	1001	890	1081
Mov Cap-2 Maneuver	-	-	-	-	-	-	992	887	-	1001	890	-
Stage 1	-	-	-	-	-	-	1020	893	-	1020	894	-
Stage 2	-	-	-	-	-	-	997	891	-	1007	893	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.23	0		8.88
HCM LOS			-	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1616	-	-	-	-	-	959
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.033
HCM Control Delay (s/veh)	-	7.2	0	-	0	-	-	8.9
HCM Lane LOS	-	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	0	3	35	0	8
Future Vol, veh/h	130	0	3	35	0	8
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	141	0	3	38	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	186	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	45	-
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	-	-	1442	-	803	907
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	801	907
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	976	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.59	9.01
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	907	-	-	142	-
HCM Lane V/C Ratio	0.01	-	-	0.002	-
HCM Control Delay (s/veh)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	96	0	11	24	0	34
Future Vol, veh/h	96	0	11	24	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	104	0	12	26	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	104	0	154	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	50	-
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	-	-	1487	-	837	950
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1487	-	830	950
Mov Cap-2 Maneuver	-	-	-	-	830	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.34	8.94
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	950	-	-	566	-
HCM Lane V/C Ratio	0.039	-	-	0.008	-
HCM Control Delay (s/veh)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	33	55	98	146	72
Future Vol, veh/h	52	33	55	98	146	72
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	0	4	3	2	3
Mvmt Flow	56	35	59	105	157	77

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	419	196	234	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	594	851	1321	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	566	851	1321	-	-	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.44	2.82	0
HCM LOS	B		

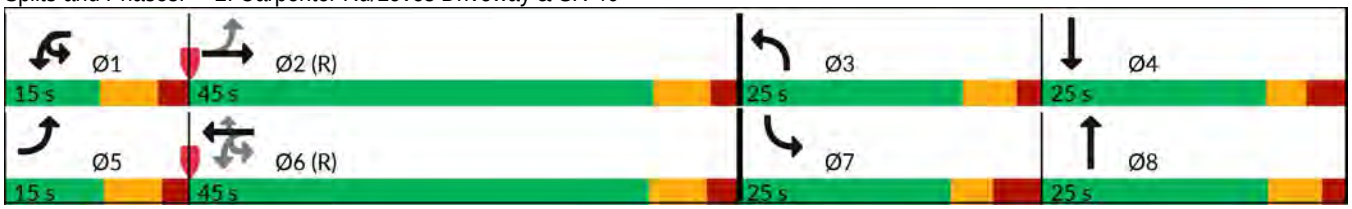
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	647	-	651	-	-
HCM Lane V/C Ratio	0.045	-	0.14	-	-
HCM Control Delay (s/veh)	7.9	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	20	348	17	192	580	121	51	13	96	15
Future Volume (vph)	20	348	17	192	580	121	51	13	96	15
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	20	348	57	17	192	580	121	51	13	117	96	15
Future Volume (veh/h)	20	348	57	17	192	580	121	51	13	117	96	15
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900		1870	1841	1426	1826	1900	1841	1366	1589
Adj Flow Rate, veh/h	21	370	61		204	617	129	54	14	124	102	16
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
Percent Heavy Veh, %	0	0	0		2	4	32	5	0	4	36	21
Cap, veh/h	355	805	133		533	1013	665	89	17	153	154	51
Arrive On Green	0.03	0.51	0.51		0.07	0.55	0.55	0.05	0.10	0.10	0.06	0.12
Sat Flow, veh/h	1810	1591	262		1781	1841	1208	1739	166	1470	2525	418
Grp Volume(v), veh/h	21	0	431		204	617	129	54	0	138	102	0
Grp Sat Flow(s),veh/h/ln	1810	0	1853		1781	1841	1208	1739	0	1635	1262	0
Q Serve(g_s), s	0.6	0.0	16.5		6.0	24.9	5.9	3.3	0.0	9.1	4.3	0.0
Cycle Q Clear(g_c), s	0.6	0.0	16.5		6.0	24.9	5.9	3.3	0.0	9.1	4.3	0.0
Prop In Lane	1.00		0.14		1.00		1.00	1.00		0.90	1.00	
Lane Grp Cap(c), veh/h	355	0	938		533	1013	665	89	0	170	154	0
V/C Ratio(X)	0.06	0.00	0.46		0.38	0.61	0.19	0.60	0.00	0.81	0.66	0.00
Avail Cap(c_a), veh/h	436	0	938		533	1013	665	294	0	277	404	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	17.5		12.7	16.7	12.4	51.1	0.0	48.2	50.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.6		0.5	2.7	0.6	6.4	0.0	8.9	4.9	0.0
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
%ile BackOfQ(95%),veh/ln	0.4	0.0	11.2		4.0	15.5	2.9	2.9	0.0	7.3	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.9	0.0	19.1		13.1	19.4	13.1	57.5	0.0	57.2	55.4	0.0
LnGrp LOS	B		B		B	B	B	E		E	E	
Approach Vol, veh/h		452				950			192			156
Approach Delay, s/veh		18.9				17.2			57.3			51.8
Approach LOS		B				B			E			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	62.9	12.1	20.1	10.1	67.8	14.1	18.0
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19
Max Q Clear Time (g_c+I1), s	8.0	18.5	5.3	5.8	2.6	26.9	6.3	11.1
Green Ext Time (p_c), s	0.0	2.3	0.1	0.1	0.0	3.2	0.2	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	38
Peak Hour Factor	0.94
Percent Heavy Veh, %	0
Cap, veh/h	121
Arrive On Green	0.12
Sat Flow, veh/h	992
Grp Volume(v), veh/h	54
Grp Sat Flow(s),veh/h/ln	1410
Q Serve(g_s), s	3.8
Cycle Q Clear(g_c), s	3.8
Prop In Lane	0.70
Lane Grp Cap(c), veh/h	173
V/C Ratio(X)	0.31
Avail Cap(c_a), veh/h	236
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	44.0
Incr Delay (d2), s/veh	1.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	2.5
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	45.1
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	17	104	24	149	23	136	118	93	108	1
Future Vol, veh/h	0	15	17	104	24	149	23	136	118	93	108	1
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
Heavy Vehicles, %	0	0	0	2	0	0	0	2	4	0	3	0
Mvmt Flow	0	16	18	111	26	159	24	145	126	99	115	1
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.8	10.1	11	10.7
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	81%	0%	46%
Vol Thru, %	49%	47%	19%	0%	53%
Vol Right, %	43%	53%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	277	32	128	149	202
LT Vol	23	0	104	0	93
Through Vol	136	15	24	0	108
RT Vol	118	17	0	149	1
Lane Flow Rate	295	34	136	159	215
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.39	0.052	0.238	0.226	0.316
Departure Headway (Hd)	4.876	5.478	6.293	5.139	5.286
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	743	655	573	701	683
Service Time	2.876	3.499	4.007	2.853	3.286
HCM Lane V/C Ratio	0.397	0.052	0.237	0.227	0.315
HCM Control Delay, s/veh	11	8.8	11	9.4	10.7
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.9	0.2	0.9	0.9	1.4

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	289	296	2	163	793	0	0	0	0	40	1	98
Future Vol, veh/h	0	289	296	2	163	793	0	0	0	0	40	1	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	5	0	0	0	0	5	0	20
Mvmt Flow	0	298	305	2	168	818	0	0	0	0	41	1	101

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	298	298	0	0	1303	1456	818
Stage 1	-	-	-	-	-	-	-	1154	1158	-
Stage 2	-	-	-	-	-	-	-	149	298	-
Critical Hdwy	-	-	-	6.9	4.13	-	-	6.675	6.5	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.475	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.875	5.5	-
Follow-up Hdwy	-	-	-	3.1	2.219	-	-	3.5475	4	3.49
Pot Cap-1 Maneuver	0	-	0	744	1262	-	0	176	141	385
Stage 1	0	-	0	-	-	-	0	313	290	-
Stage 2	0	-	0	-	-	-	0	856	671	-
Platoon blocked, %		-				-		0	0	0
Mov Cap-1 Maneuver	-	-	-	1251	1251	-	-	161	0	385
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	251	0	-
Stage 1	-	-	-	-	-	-	-	313	0	-
Stage 2	-	-	-	-	-	-	-	783	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	1.43	18.94
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1251	-	251	385
HCM Lane V/C Ratio	-	0.136	-	0.164	0.262
HCM Control Delay (s/veh)	-	8.3	-	22.1	17.6
HCM Lane LOS	-	A	-	C	C
HCM 95th %tile Q(veh)	-	0.5	-	0.6	1

Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2	46	285	497	37	460	339
Future Volume (vph)	2	46	285	497	37	460	339
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	14.0	14.0		10.0	
Minimum Split (s)	20.8	20.8	20.8	20.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
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	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 107.2 (54%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	46	285	0	0	497	37	460	0	339	0	0
Future Volume (veh/h)	2	46	285	0	0	497	37	460	0	339	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		1900	1900	0	0	1870	1737	1781	0	1811		
Adj Flow Rate, veh/h		48	297	0	0	518	0	479	0	0		
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		0	0	0	0	2	11	8	0	6		
Cap, veh/h		573	1215	0	0	1899		501	0			
Arrive On Green		0.07	0.64	0.00	0.00	0.53	0.00	0.30	0.00	0.00		
Sat Flow, veh/h		1810	1900	0	0	3647	1472	1697	0	1535		
Grp Volume(v), veh/h		48	297	0	0	518	0	479	0	0		
Grp Sat Flow(s),veh/h/ln		1810	1900	0	0	1777	1472	1697	0	1535		
Q Serve(g_s), s		2.1	13.4	0.0	0.0	15.9	0.0	55.5	0.0	0.0		
Cycle Q Clear(g_c), s		2.1	13.4	0.0	0.0	15.9	0.0	55.5	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		573	1215	0	0	1899		501	0			
V/C Ratio(X)		0.08	0.24	0.00	0.00	0.27		0.96	0.00			
Avail Cap(c_a), veh/h		573	1215	0	0	1899		676	0			
HCM Platoon Ratio		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	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		16.0	15.4	0.0	0.0	25.4	0.0	69.2	0.0	0.0		
Incr Delay (d2), s/veh		0.3	0.5	0.0	0.0	0.4	0.0	20.8	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.7	10.0	0.0	0.0	11.2	0.0	35.6	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		16.3	15.9	0.0	0.0	25.7	0.0	90.1	0.0	0.0		
LnGrp LOS		B	B			C		F				
Approach Vol, veh/h			345			518			479			
Approach Delay, s/veh			16.0			25.7			90.1			
Approach LOS			B			C			F			

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	134.7			21.0	113.7		65.3					
Change Period (Y+Rc), s	6.8			6.8	6.8		6.3					
Max Green Setting (Gmax), s	107.2			14.2	86.2		79.7					
Max Q Clear Time (g_c+I1), s	15.4			4.1	17.9		57.5					
Green Ext Time (p_c), s	1.7			0.0	3.5		1.6					

Intersection Summary	
HCM 7th Control Delay, s/veh	46.2
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

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	24	0	6	0	0	0	9	143	0	2	131	44
Future Vol, veh/h	24	0	6	0	0	0	9	143	0	2	131	44
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	-	-	-	-	-	-	-	-	-	-	-	-
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	0	0	0	0	0	4	0	0	3	3
Mvmt Flow	25	0	6	0	0	0	9	149	0	2	136	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	331	331	159	308	354	149	182	0	0	149	0	0
Stage 1	164	164	-	168	168	-	-	-	-	-	-	-
Stage 2	168	168	-	141	186	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	626	592	891	648	574	903	1405	-	-	1445	-	-
Stage 1	843	767	-	839	763	-	-	-	-	-	-	-
Stage 2	839	763	-	867	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	620	586	891	638	569	903	1405	-	-	1445	-	-
Mov Cap-2 Maneuver	620	586	-	638	569	-	-	-	-	-	-	-
Stage 1	842	765	-	833	758	-	-	-	-	-	-	-
Stage 2	833	758	-	860	748	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.72	0	0.45	0.08
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	107	-	-	661	-	19	-	-
HCM Lane V/C Ratio	0.007	-	-	0.047	-	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.7	0	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	2	3	139	159	21
Future Vol, veh/h	15	2	3	139	159	21
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	16	2	3	151	173	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	342	184	196	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	158	-	-	-	-	-
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	654	858	1377	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	653	858	1377	-	-	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.51	0.16	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	38	-	672	-	-
HCM Lane V/C Ratio	0.002	-	0.028	-	-
HCM Control Delay (s/veh)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	0	0	0	14	0	28	2	9	7	2
Future Vol, veh/h	2	0	0	0	0	14	0	28	2	9	7	2
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	0	0	15	0	30	2	10	8	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	0	0	0	8	20	0	27	12	8
Stage 1	-	-	-	-	-	-	4	4	-	8	8	-
Stage 2	-	-	-	-	-	-	4	15	-	20	4	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1603	-	-	-	-	-	1011	874	-	983	883	1075
Stage 1	-	-	-	-	-	-	1018	892	-	1014	889	-
Stage 2	-	-	-	-	-	-	1019	883	-	999	892	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	-	-	-	999	873	-	947	881	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	999	873	-	947	881	-
Stage 1	-	-	-	-	-	-	1017	891	-	1014	889	-
Stage 2	-	-	-	-	-	-	1008	883	-	964	891	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.25	0		8.94
HCM LOS			-	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1603	-	-	-	-	-	932
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.021
HCM Control Delay (s/veh)	-	7.2	0	-	0	-	-	8.9
HCM Lane LOS	-	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	79	0	7	118	0	5
Future Vol, veh/h	79	0	7	118	0	5
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	86	0	8	128	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	229	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	143	-
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	-	-	1510	-	759	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	755	973
Mov Cap-2 Maneuver	-	-	-	-	755	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.41	8.72
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	973	-	-	101	-
HCM Lane V/C Ratio	0.006	-	-	0.005	-
HCM Control Delay (s/veh)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	57	0	31	87	0	22
Future Vol, veh/h	57	0	31	87	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	0	34	95	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	62	0	224	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	162	-
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	-	-	1541	-	764	1003
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	747	1003
Mov Cap-2 Maneuver	-	-	-	-	747	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	847	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.94	8.68
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1003	-	-	473	-
HCM Lane V/C Ratio	0.024	-	-	0.022	-
HCM Control Delay (s/veh)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	102	49	9	123	86	33
Future Vol, veh/h	102	49	9	123	86	33
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	94	94	94	94	94	94
Heavy Vehicles, %	6	5	0	1	2	13
Mvmt Flow	109	52	10	131	91	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	259	109	127	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.46	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	721	936	1472	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	716	936	1472	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.85	0.51	0
HCM LOS	B		

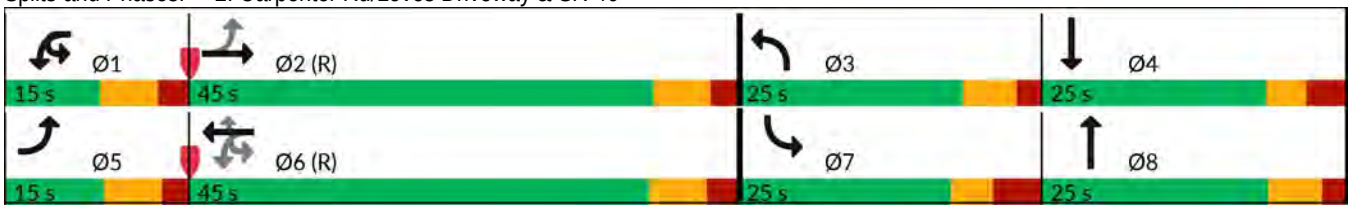
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	123	-	775	-	-
HCM Lane V/C Ratio	0.007	-	0.207	-	-
HCM Control Delay (s/veh)	7.5	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	37	538	41	96	314	117	37	12	121	8
Future Volume (vph)	37	538	41	96	314	117	37	12	121	8
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	37	538	41	41	96	314	117	37	12	180	121	8
Future Volume (veh/h)	37	538	41	41	96	314	117	37	12	180	121	8
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	40	585	45		104	341	127	40	13	196	132	9
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
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	437	773	59		295	857	592	81	15	223	180	56
Arrive On Green	0.04	0.47	0.47		0.06	0.49	0.49	0.04	0.15	0.15	0.07	0.18
Sat Flow, veh/h	1598	1660	128		1654	1767	1221	1810	101	1524	2607	311
Grp Volume(v), veh/h	40	0	630		104	341	127	40	0	209	132	0
Grp Sat Flow(s),veh/h/ln	1598	0	1788		1654	1767	1221	1810	0	1626	1303	0
Q Serve(g_s), s	1.4	0.0	32.0		3.5	13.6	6.6	2.4	0.0	13.8	5.5	0.0
Cycle Q Clear(g_c), s	1.4	0.0	32.0		3.5	13.6	6.6	2.4	0.0	13.8	5.5	0.0
Prop In Lane	1.00		0.07		1.00		1.00	1.00		0.94	1.00	
Lane Grp Cap(c), veh/h	437	0	832		295	857	592	81	0	238	180	0
V/C Ratio(X)	0.09	0.00	0.76		0.35	0.40	0.21	0.49	0.00	0.88	0.73	0.00
Avail Cap(c_a), veh/h	485	0	832		312	857	592	306	0	275	417	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	24.3		18.6	18.1	16.3	51.3	0.0	46.0	50.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	6.4		0.7	1.4	0.8	4.6	0.0	23.6	5.7	0.0
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
%ile BackOfQ(95%),veh/ln	0.9	0.0	20.0		2.3	9.3	3.4	2.1	0.0	11.3	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.2	0.0	30.7		19.3	19.5	17.1	55.9	0.0	69.5	55.9	0.0
LnGrp LOS	B		C		B	B	B	E		E	E	
Approach Vol, veh/h		670				572			249			180
Approach Delay, s/veh		29.7				18.9			67.3			51.2
Approach LOS		C				B			E			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	58.4	11.3	26.4	11.7	60.6	15.0	22.7
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19
Max Q Clear Time (g_c+I1), s	5.5	34.0	4.4	4.7	3.4	15.6	7.5	15.8
Green Ext Time (p_c), s	0.0	1.5	0.0	0.1	0.0	2.2	0.3	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	33.9
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	39
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	242
Arrive On Green	0.18
Sat Flow, veh/h	1347
Grp Volume(v), veh/h	48
Grp Sat Flow(s),veh/h/ln	1658
Q Serve(g_s), s	2.7
Cycle Q Clear(g_c), s	2.7
Prop In Lane	0.81
Lane Grp Cap(c), veh/h	298
V/C Ratio(X)	0.16
Avail Cap(c_a), veh/h	298
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	38.1
Incr Delay (d2), s/veh	0.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	2.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	38.4
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	31	18	156	6	48	6	59	136	149	163	3
Future Vol, veh/h	1	31	18	156	6	48	6	59	136	149	163	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	17	3	0	0	1	2	1	0
Mvmt Flow	1	36	21	181	7	56	7	69	158	173	190	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.5	12.1	10.4	14.4
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	2%	96%	0%	47%
Vol Thru, %	29%	62%	4%	0%	52%
Vol Right, %	68%	36%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	201	50	162	48	315
LT Vol	6	1	156	0	149
Through Vol	59	31	6	0	163
RT Vol	136	18	0	48	3
Lane Flow Rate	234	58	188	56	366
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.324	0.095	0.349	0.089	0.539
Departure Headway (Hd)	4.994	5.873	6.678	5.737	5.293
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	720	608	539	624	681
Service Time	3.033	3.926	4.417	3.476	3.327
HCM Lane V/C Ratio	0.325	0.095	0.349	0.09	0.537
HCM Control Delay, s/veh	10.4	9.5	13	9	14.4
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.4	0.3	1.6	0.3	3.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	401	494	2	335	519	0	0	0	0	36	0	52
Future Vol, veh/h	0	401	494	2	335	519	0	0	0	0	36	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	5	10	0	0	0	0	6	0	36
Mvmt Flow	0	436	537	2	364	564	0	0	0	0	39	0	57

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	436	436	0	0	1510	-	564
Stage 1	-	-	-	-	-	-	-	1292	-	-
Stage 2	-	-	-	-	-	-	-	218	-	-
Critical Hdwy	-	-	-	6.9	4.175	-	-	6.69	-	6.74
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.49	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.89	-	-
Follow-up Hdwy	-	-	-	3.1	2.2475	-	-	3.557	-	3.642
Pot Cap-1 Maneuver	0	-	0	604	1104	-	0	133	0	578
Stage 1	0	-	0	-	-	-	0	275	0	-
Stage 2	0	-	0	-	-	-	0	788	0	-
Platoon blocked, %		-				-		0		0
Mov Cap-1 Maneuver	-	-	-	1098	1098	-	-	105	0	578
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	168	0	-
Stage 1	-	-	-	-	-	-	-	275	0	-
Stage 2	-	-	-	-	-	-	-	619	0	-

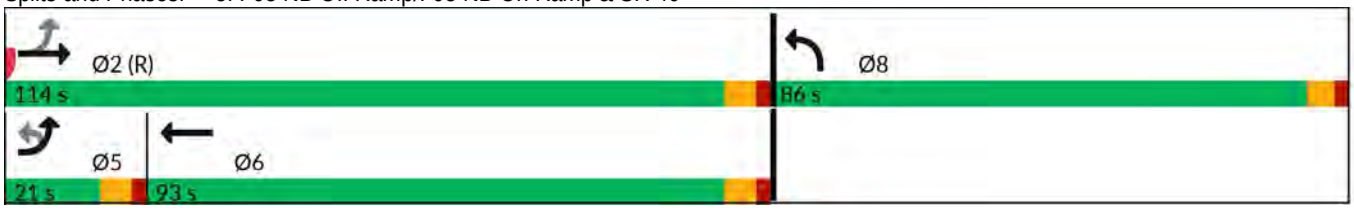
Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.9	20.48
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1098	-	168	578
HCM Lane V/C Ratio	-	0.334	-	0.233	0.098
HCM Control Delay (s/veh)	-	9.9	-	32.9	11.9
HCM Lane LOS	-	A	-	D	B
HCM 95th %tile Q(veh)	-	1.5	-	0.9	0.3

Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	10	80	360	583	45	244	186
Future Volume (vph)	10	80	360	583	45	244	186
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	14.0	14.0	14.0	14.0		10.0	
Minimum Split (s)	24.8	24.8	24.8	24.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
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	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	10	80	360	0	0	583	45	244	0	186	0	0
Future Volume (veh/h)	10	80	360	0	0	583	45	244	0	186	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		1618	1841	0	0	1811	1752	1678	0	1767		
Adj Flow Rate, veh/h		90	404	0	0	655	0	274	0	0		
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %		19	4	0	0	6	10	15	0	9		
Cap, veh/h		524	1383	0	0	2223		293	0			
Arrive On Green		0.07	0.75	0.00	0.00	0.65	0.00	0.18	0.00	0.00		
Sat Flow, veh/h		1541	1841	0	0	3532	1485	1598	0	1497		
Grp Volume(v), veh/h		90	404	0	0	655	0	274	0	0		
Grp Sat Flow(s),veh/h/ln		1541	1841	0	0	1721	1485	1598	0	1497		
Q Serve(g_s), s		3.4	14.0	0.0	0.0	16.6	0.0	33.8	0.0	0.0		
Cycle Q Clear(g_c), s		3.4	14.0	0.0	0.0	16.6	0.0	33.8	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		524	1383	0	0	2223		293	0			
V/C Ratio(X)		0.17	0.29	0.00	0.00	0.29		0.94	0.00			
Avail Cap(c_a), veh/h		524	1383	0	0	2223		637	0			
HCM Platoon Ratio		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	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		8.9	7.9	0.0	0.0	15.5	0.0	80.5	0.0	0.0		
Incr Delay (d2), s/veh		0.7	0.5	0.0	0.0	0.3	0.0	13.2	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		2.2	9.4	0.0	0.0	10.8	0.0	21.5	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		9.6	8.5	0.0	0.0	15.8	0.0	93.7	0.0	0.0		
LnGrp LOS		A	A			B		F				
Approach Vol, veh/h			494			655			274			
Approach Delay, s/veh			8.7			15.8			93.7			
Approach LOS			A			B			F			

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	157.0			21.0	136.0		43.0					
Change Period (Y+Rc), s	6.8			6.8	6.8		6.3					
Max Green Setting (Gmax), s	107.2			14.2	86.2		79.7					
Max Q Clear Time (g_c+I1), s	16.0			5.4	18.6		35.8					
Green Ext Time (p_c), s	2.4			0.1	4.6		0.9					

Intersection Summary	
HCM 7th Control Delay, s/veh	28.3
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	0	14	0	0	0	3	77	0	1	100	19
Future Vol, veh/h	35	0	14	0	0	0	3	77	0	1	100	19
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	1	15
Mvmt Flow	37	0	15	0	0	0	3	82	0	1	106	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	207	207	116	197	217	82	127	0	0	82	0	0
Stage 1	119	119	-	88	88	-	-	-	-	-	-	-
Stage 2	88	88	-	109	129	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	744	693	941	767	685	983	1472	-	-	1528	-	-
Stage 1	879	801	-	924	826	-	-	-	-	-	-	-
Stage 2	912	826	-	902	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	742	691	941	752	682	983	1472	-	-	1528	-	-
Mov Cap-2 Maneuver	742	691	-	752	682	-	-	-	-	-	-	-
Stage 1	878	801	-	922	824	-	-	-	-	-	-	-
Stage 2	910	824	-	887	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.88	0	0.28	0.06
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	68	-	-	790	-	15	-	-
HCM Lane V/C Ratio	0.002	-	-	0.066	-	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.9	0	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	36	59	106	158	78
Future Vol, veh/h	56	36	59	106	158	78
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	0	4	3	2	3
Mvmt Flow	60	39	63	114	170	84

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	453	212	254	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	569	833	1300	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	539	833	1300	-	-	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.83	2.83	0
HCM LOS	B		

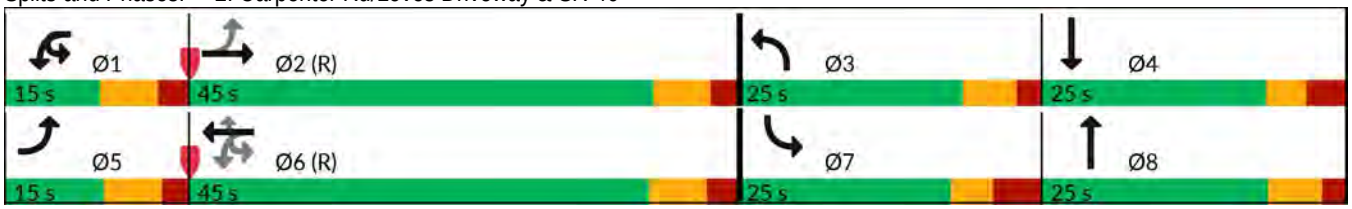
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	644	-	625	-	-
HCM Lane V/C Ratio	0.049	-	0.158	-	-
HCM Control Delay (s/veh)	7.9	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	376	18	207	626	131	55	14	104	16
Future Volume (vph)	22	376	18	207	626	131	55	14	104	16
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	22	376	62	18	207	626	131	55	14	126	104	16
Future Volume (veh/h)	22	376	62	18	207	626	131	55	14	126	104	16
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900		1870	1841	1426	1826	1900	1841	1366	1589
Adj Flow Rate, veh/h	23	400	66		220	666	139	59	15	134	111	17
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
Percent Heavy Veh, %	0	0	0		2	4	32	5	0	4	36	21
Cap, veh/h	317	793	131		498	996	654	92	18	163	155	53
Arrive On Green	0.03	0.50	0.50		0.07	0.54	0.54	0.05	0.11	0.11	0.06	0.13
Sat Flow, veh/h	1810	1590	262		1781	1841	1208	1739	165	1471	2525	413
Grp Volume(v), veh/h	23	0	466		220	666	139	59	0	149	111	0
Grp Sat Flow(s),veh/h/ln	1810	0	1853		1781	1841	1208	1739	0	1635	1262	0
Q Serve(g_s), s	0.7	0.0	18.5		6.7	28.6	6.6	3.7	0.0	9.8	4.7	0.0
Cycle Q Clear(g_c), s	0.7	0.0	18.5		6.7	28.6	6.6	3.7	0.0	9.8	4.7	0.0
Prop In Lane	1.00		0.14		1.00		1.00	1.00		0.90	1.00	
Lane Grp Cap(c), veh/h	317	0	924		498	996	654	92	0	181	155	0
V/C Ratio(X)	0.07	0.00	0.50		0.44	0.67	0.21	0.64	0.00	0.82	0.71	0.00
Avail Cap(c_a), veh/h	394	0	924		498	996	654	294	0	277	404	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.0	0.0	18.5		13.7	18.1	13.1	51.0	0.0	47.9	50.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.0		0.6	3.6	0.7	7.1	0.0	11.3	6.0	0.0
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
%ile BackOfQ(95%),veh/ln	0.5	0.0	12.4		4.5	17.5	3.3	3.1	0.0	7.9	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.0	20.4		14.3	21.7	13.8	58.2	0.0	59.1	56.7	0.0
LnGrp LOS	B		C		B	C	B	E		E	E	
Approach Vol, veh/h		489				1025			208			169
Approach Delay, s/veh		20.2				19.0			58.9			52.5
Approach LOS		C				B			E			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	62.1	12.2	20.7	10.3	66.7	14.2	18.8
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19
Max Q Clear Time (g_c+I1), s	8.7	20.5	5.7	6.1	2.7	30.6	6.7	11.8
Green Ext Time (p_c), s	0.0	2.5	0.1	0.1	0.0	2.7	0.2	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	39
Future Volume (veh/h)	39
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	41
Peak Hour Factor	0.94
Percent Heavy Veh, %	0
Cap, veh/h	128
Arrive On Green	0.13
Sat Flow, veh/h	996
Grp Volume(v), veh/h	58
Grp Sat Flow(s),veh/h/ln	1409
Q Serve(g_s), s	4.1
Cycle Q Clear(g_c), s	4.1
Prop In Lane	0.71
Lane Grp Cap(c), veh/h	181
V/C Ratio(X)	0.32
Avail Cap(c_a), veh/h	236
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	43.6
Incr Delay (d2), s/veh	1.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	2.6
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	44.6
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	18	112	26	161	25	147	127	100	117	1
Future Vol, veh/h	0	16	18	112	26	161	25	147	127	100	117	1
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
Heavy Vehicles, %	0	0	0	2	0	0	0	2	4	0	3	0
Mvmt Flow	0	17	19	119	28	171	27	156	135	106	124	1
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.1	10.5	11.9	11.3
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	81%	0%	46%
Vol Thru, %	49%	47%	19%	0%	54%
Vol Right, %	42%	53%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	299	34	138	161	218
LT Vol	25	0	112	0	100
Through Vol	147	16	26	0	117
RT Vol	127	18	0	161	1
Lane Flow Rate	318	36	147	171	232
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.442	0.057	0.262	0.251	0.348
Departure Headway (Hd)	4.997	5.669	6.424	5.268	5.396
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	725	630	559	682	666
Service Time	2.997	3.721	4.161	3.005	3.43
HCM Lane V/C Ratio	0.439	0.057	0.263	0.251	0.348
HCM Control Delay, s/veh	11.9	9.1	11.4	9.8	11.3
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	2.3	0.2	1	1	1.6

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	312	320	2	176	856	0	0	0	0	43	1	106
Future Vol, veh/h	0	312	320	2	176	856	0	0	0	0	43	1	106
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	5	0	0	0	0	5	0	20
Mvmt Flow	0	322	330	2	181	882	0	0	0	0	44	1	109

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	322	322	0	0	1406	1571	882
Stage 1	-	-	-	-	-	-	-	1245	1249	-
Stage 2	-	-	-	-	-	-	-	161	322	-
Critical Hdwy	-	-	-	6.9	4.13	-	-	6.675	6.5	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.475	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.875	5.5	-
Follow-up Hdwy	-	-	-	3.1	2.219	-	-	3.5475	4	3.49
Pot Cap-1 Maneuver	0	-	0	718	1237	-	0	154	121	365
Stage 1	0	-	0	-	-	-	0	287	266	-
Stage 2	0	-	0	-	-	-	0	844	655	-
Platoon blocked, %		-				-		0	0	0
Mov Cap-1 Maneuver	-	-	-	1227	1227	-	-	140	0	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	228	0	-
Stage 1	-	-	-	-	-	-	-	287	0	-
Stage 2	-	-	-	-	-	-	-	765	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	1.45	20.62
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1227	-	228	365
HCM Lane V/C Ratio	-	0.15	-	0.194	0.3
HCM Control Delay (s/veh)	-	8.5	-	24.5	19
HCM Lane LOS	-	A	-	C	C
HCM 95th %tile Q(veh)	-	0.5	-	0.7	1.2

Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2	50	308	537	40	497	366
Future Volume (vph)	2	50	308	537	40	497	366
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	14.0	14.0		10.0	
Minimum Split (s)	20.8	20.8	20.8	20.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
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	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 107.2 (54%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	50	308	0	0	537	40	497	0	366	0	0
Future Volume (veh/h)	2	50	308	0	0	537	40	497	0	366	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		1900	1900	0	0	1870	1737	1781	0	1811		
Adj Flow Rate, veh/h		52	321	0	0	559	0	518	0	0		
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		0	0	0	0	2	11	8	0	6		
Cap, veh/h		528	1171	0	0	1818		539	0			
Arrive On Green		0.07	0.62	0.00	0.00	0.51	0.00	0.32	0.00	0.00		
Sat Flow, veh/h		1810	1900	0	0	3647	1472	1697	0	1535		
Grp Volume(v), veh/h		52	321	0	0	559	0	518	0	0		
Grp Sat Flow(s),veh/h/ln		1810	1900	0	0	1777	1472	1697	0	1535		
Q Serve(g_s), s		2.4	15.6	0.0	0.0	18.2	0.0	60.0	0.0	0.0		
Cycle Q Clear(g_c), s		2.4	15.6	0.0	0.0	18.2	0.0	60.0	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		528	1171	0	0	1818		539	0			
V/C Ratio(X)		0.10	0.27	0.00	0.00	0.31		0.96	0.00			
Avail Cap(c_a), veh/h		528	1171	0	0	1818		676	0			
HCM Platoon Ratio		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	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		18.2	17.7	0.0	0.0	28.3	0.0	67.0	0.0	0.0		
Incr Delay (d2), s/veh		0.4	0.6	0.0	0.0	0.4	0.0	22.6	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.9	11.4	0.0	0.0	12.5	0.0	38.4	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		18.6	18.3	0.0	0.0	28.8	0.0	89.5	0.0	0.0		
LnGrp LOS		B	B			C		F				
Approach Vol, veh/h			373			559			518			
Approach Delay, s/veh			18.3			28.8			89.5			
Approach LOS			B			C			F			

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	130.1			21.0	109.1		69.9					
Change Period (Y+Rc), s	6.8			6.8	6.8		6.3					
Max Green Setting (Gmax), s	107.2			14.2	86.2		79.7					
Max Q Clear Time (g_c+I1), s	17.6			4.4	20.2		62.0					
Green Ext Time (p_c), s	1.8			0.1	3.8		1.6					

Intersection Summary	
HCM 7th Control Delay, s/veh	47.8
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

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	26	0	6	0	0	0	10	154	0	2	141	48
Future Vol, veh/h	26	0	6	0	0	0	10	154	0	2	141	48
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	-	-	-	-	-	-	-	-	-	-	-	-
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	0	0	0	0	0	4	0	0	3	3
Mvmt Flow	27	0	6	0	0	0	10	160	0	2	147	50

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	357	357	172	332	382	160	197	0	0	160	0	0
Stage 1	176	176	-	181	181	-	-	-	-	-	-	-
Stage 2	181	181	-	151	201	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	602	572	877	625	554	890	1388	-	-	1431	-	-
Stage 1	830	757	-	825	753	-	-	-	-	-	-	-
Stage 2	825	753	-	856	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	596	566	877	614	548	890	1388	-	-	1431	-	-
Mov Cap-2 Maneuver	596	566	-	614	548	-	-	-	-	-	-	-
Stage 1	829	756	-	818	747	-	-	-	-	-	-	-
Stage 2	818	747	-	849	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.99	0	0.46	0.08
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	110	-	-	634	-	18	-	-
HCM Lane V/C Ratio	0.008	-	-	0.053	-	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	11	0	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	163	59	12	126	94	53
Future Vol, veh/h	163	59	12	126	94	53
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	94	94	94	94	94	94
Heavy Vehicles, %	6	5	0	1	2	13
Mvmt Flow	173	63	13	134	100	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	288	128	156	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.46	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	694	914	1436	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	914	1436	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.18	0.65	0
HCM LOS	B		

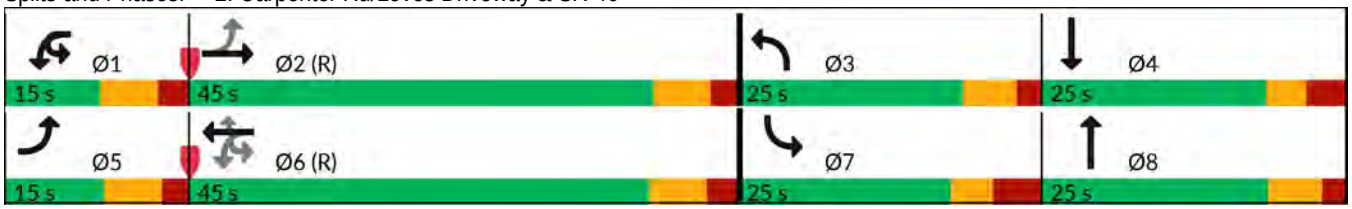
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	157	-	736	-	-
HCM Lane V/C Ratio	0.009	-	0.321	-	-
HCM Control Delay (s/veh)	7.5	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	37	538	41	129	314	117	58	12	121	8
Future Volume (vph)	37	538	41	129	314	117	58	12	121	8
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	37	538	48	41	129	314	117	58	12	282	121	8
Future Volume (veh/h)	37	538	48	41	129	314	117	58	12	282	121	8
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	40	585	52		140	341	127	63	13	307	132	9
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
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	414	722	64		266	817	565	98	11	263	180	60
Arrive On Green	0.04	0.44	0.44		0.06	0.46	0.46	0.05	0.17	0.17	0.07	0.19
Sat Flow, veh/h	1598	1639	146		1654	1767	1221	1810	66	1554	2607	311
Grp Volume(v), veh/h	40	0	637		140	341	127	63	0	320	132	0
Grp Sat Flow(s),veh/h/ln	1598	0	1785		1654	1767	1221	1810	0	1620	1303	0
Q Serve(g_s), s	1.5	0.0	34.2		5.0	14.1	6.9	3.8	0.0	18.6	5.5	0.0
Cycle Q Clear(g_c), s	1.5	0.0	34.2		5.0	14.1	6.9	3.8	0.0	18.6	5.5	0.0
Prop In Lane	1.00		0.08		1.00		1.00	1.00		0.96	1.00	
Lane Grp Cap(c), veh/h	414	0	786		266	817	565	98	0	274	180	0
V/C Ratio(X)	0.10	0.00	0.81		0.53	0.42	0.22	0.64	0.00	1.17	0.73	0.00
Avail Cap(c_a), veh/h	462	0	786		278	817	565	306	0	274	417	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.6	0.0	26.8		21.3	19.7	17.7	51.0	0.0	45.7	50.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	8.9		1.7	1.6	0.9	6.8	0.0	107.7	5.7	0.0
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
%ile BackOfQ(95%),veh/ln	0.9	0.0	21.8		3.4	9.7	3.6	3.3	0.0	23.6	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.7	0.0	35.7		23.0	21.3	18.7	57.7	0.0	153.4	55.9	0.0
LnGrp LOS	B		D		C	C	B	E		F	E	
Approach Vol, veh/h		677				608			383			180
Approach Delay, s/veh		34.5				21.1			137.7			50.9
Approach LOS		C				C			F			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	55.6	12.4	27.8	11.7	58.1	15.0	25.2
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19
Max Q Clear Time (g_c+I1), s	7.0	36.2	5.8	4.6	3.5	16.1	7.5	20.6
Green Ext Time (p_c), s	0.0	0.8	0.1	0.1	0.0	2.2	0.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.1
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	39
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	260
Arrive On Green	0.19
Sat Flow, veh/h	1347
Grp Volume(v), veh/h	48
Grp Sat Flow(s),veh/h/ln	1658
Q Serve(g_s), s	2.6
Cycle Q Clear(g_c), s	2.6
Prop In Lane	0.81
Lane Grp Cap(c), veh/h	320
V/C Ratio(X)	0.15
Avail Cap(c_a), veh/h	320
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	36.9
Incr Delay (d2), s/veh	0.2
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.9
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	37.1
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	31	18	156	6	51	6	61	136	159	167	3
Future Vol, veh/h	1	31	18	156	6	51	6	61	136	159	167	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	17	3	0	0	1	2	1	0
Mvmt Flow	1	36	21	181	7	59	7	71	158	185	194	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.6	12.1	10.6	15.1
HCM LOS	A	B	B	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	2%	96%	0%	48%
Vol Thru, %	30%	62%	4%	0%	51%
Vol Right, %	67%	36%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	203	50	162	51	329
LT Vol	6	1	156	0	159
Through Vol	61	31	6	0	167
RT Vol	136	18	0	51	3
Lane Flow Rate	236	58	188	59	383
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.331	0.096	0.352	0.095	0.565
Departure Headway (Hd)	5.043	5.947	6.735	5.794	5.319
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	713	601	533	618	677
Service Time	3.082	4.003	4.478	3.536	3.352
HCM Lane V/C Ratio	0.331	0.097	0.353	0.095	0.566
HCM Control Delay, s/veh	10.6	9.6	13.1	9.1	15.1
HCM Lane LOS	B	A	B	A	C
HCM 95th-tile Q	1.4	0.3	1.6	0.3	3.6

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	438	559	2	335	550	0	0	0	0	36	0	54
Future Vol, veh/h	0	438	559	2	335	550	0	0	0	0	36	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	5	10	0	0	0	0	6	0	36
Mvmt Flow	0	476	608	2	364	598	0	0	0	0	39	0	59

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	476	476	0	0	1564	-	598
Stage 1	-	-	-	-	-	-	-	1326	-	-
Stage 2	-	-	-	-	-	-	-	238	-	-
Critical Hdwy	-	-	-	6.9	4.175	-	-	6.69	-	6.74
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.49	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.89	-	-
Follow-up Hdwy	-	-	-	3.1	2.2475	-	-	3.557	-	3.642
Pot Cap-1 Maneuver	0	-	0	568	1066	-	0	125	0	578
Stage 1	0	-	0	-	-	-	0	270	0	-
Stage 2	0	-	0	-	-	-	0	769	0	-
Platoon blocked, %		-				-		0		0
Mov Cap-1 Maneuver	-	-	-	1060	1060	-	-	97	0	578
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	157	0	-
Stage 1	-	-	-	-	-	-	-	270	0	-
Stage 2	-	-	-	-	-	-	-	597	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.87	21.26
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1060	-	157	578
HCM Lane V/C Ratio	-	0.345	-	0.248	0.101
HCM Control Delay (s/veh)	-	10.2	-	35.3	11.9
HCM Lane LOS	-	B	-	E	B
HCM 95th %tile Q(veh)	-	1.6	-	0.9	0.3

Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	10	86	391	593	45	265	186
Future Volume (vph)	10	86	391	593	45	265	186
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	14.0	14.0	14.0	14.0		10.0	
Minimum Split (s)	24.8	24.8	24.8	24.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
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	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	10	86	391	0	0	593	45	265	0	186	0	0
Future Volume (veh/h)	10	86	391	0	0	593	45	265	0	186	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		1618	1841	0	0	1811	1752	1678	0	1767		
Adj Flow Rate, veh/h		97	439	0	0	666	0	298	0	0		
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %		19	4	0	0	6	10	15	0	9		
Cap, veh/h		507	1355	0	0	2171		317	0			
Arrive On Green		0.07	0.74	0.00	0.00	0.63	0.00	0.20	0.00	0.00		
Sat Flow, veh/h		1541	1841	0	0	3532	1485	1598	0	1497		
Grp Volume(v), veh/h		97	439	0	0	666	0	298	0	0		
Grp Sat Flow(s),veh/h/ln		1541	1841	0	0	1721	1485	1598	0	1497		
Q Serve(g_s), s		3.9	16.5	0.0	0.0	17.7	0.0	36.8	0.0	0.0		
Cycle Q Clear(g_c), s		3.9	16.5	0.0	0.0	17.7	0.0	36.8	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		507	1355	0	0	2171		317	0			
V/C Ratio(X)		0.19	0.32	0.00	0.00	0.31		0.94	0.00			
Avail Cap(c_a), veh/h		507	1355	0	0	2171		637	0			
HCM Platoon Ratio		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	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		10.0	9.2	0.0	0.0	16.9	0.0	79.0	0.0	0.0		
Incr Delay (d2), s/veh		0.8	0.6	0.0	0.0	0.4	0.0	12.9	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		2.5	10.9	0.0	0.0	11.5	0.0	23.0	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		10.8	9.8	0.0	0.0	17.3	0.0	91.9	0.0	0.0		
LnGrp LOS		B	A			B		F				
Approach Vol, veh/h			536			666			298			
Approach Delay, s/veh			10.0			17.3			91.9			
Approach LOS			A			B			F			

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	154.0			21.0	133.0		46.0					
Change Period (Y+Rc), s	6.8			6.8	6.8		6.3					
Max Green Setting (Gmax), s	107.2			14.2	86.2		79.7					
Max Q Clear Time (g_c+I1), s	18.5			5.9	19.7		38.8					
Green Ext Time (p_c), s	2.7			0.1	4.7		1.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	29.5
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	0	14	0	0	0	3	82	0	1	114	23
Future Vol, veh/h	36	0	14	0	0	0	3	82	0	1	114	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	1	15
Mvmt Flow	38	0	15	0	0	0	3	87	0	1	121	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	229	229	134	217	241	87	146	0	0	87	0	0
Stage 1	136	136	-	94	94	-	-	-	-	-	-	-
Stage 2	94	94	-	123	148	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	720	674	921	744	664	977	1449	-	-	1521	-	-
Stage 1	860	788	-	918	821	-	-	-	-	-	-	-
Stage 2	906	821	-	886	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	717	672	921	729	661	977	1449	-	-	1521	-	-
Mov Cap-2 Maneuver	717	672	-	729	661	-	-	-	-	-	-	-
Stage 1	860	787	-	916	819	-	-	-	-	-	-	-
Stage 2	904	819	-	871	778	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.06	0	0.26	0.05
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	64	-	-	765	-	13	-	-
HCM Lane V/C Ratio	0.002	-	-	0.07	-	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.1	0	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	4	1	237	121	10
Future Vol, veh/h	31	4	1	237	121	10
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	34	4	1	258	132	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	397	137	142	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	260	-	-	-	-	-
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	608	912	1440	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	912	1440	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.06	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	632	-	-
HCM Lane V/C Ratio	0.001	-	0.06	-	-
HCM Control Delay (s/veh)	7.5	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	4	2	207	115	10
Future Vol, veh/h	31	4	2	207	115	10
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	34	4	2	225	125	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	360	130	136	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	229	-	-	-	-	-
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	639	919	1448	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	638	919	1448	-	-	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.78	0.07	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	17	-	661	-	-
HCM Lane V/C Ratio	0.002	-	0.058	-	-
HCM Control Delay (s/veh)	7.5	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	3	1	113	143	9
Future Vol, veh/h	25	3	1	113	143	9
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	27	3	1	123	155	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	285	160	165	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	125	-	-	-	-	-
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	705	885	1413	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	704	885	1413	-	-	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.22	0.07	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	720	-	-
HCM Lane V/C Ratio	0.001	-	0.042	-	-
HCM Control Delay (s/veh)	7.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	0	0	4	5	0	8	0	15	13	3
Future Vol, veh/h	1	1	0	0	4	5	0	8	0	15	13	3
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	0	0	4	5	0	9	0	16	14	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	10	0	0	1	0	0	15	13	1	15	10	7
Stage 1	-	-	-	-	-	-	3	3	-	7	7	-
Stage 2	-	-	-	-	-	-	11	10	-	8	3	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1610	-	-	1622	-	-	1001	881	1083	1001	884	1075
Stage 1	-	-	-	-	-	-	1019	893	-	1015	890	-
Stage 2	-	-	-	-	-	-	1009	887	-	1014	893	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1610	-	-	1622	-	-	982	881	1083	991	884	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	982	881	-	991	884	-
Stage 1	-	-	-	-	-	-	1019	893	-	1015	890	-
Stage 2	-	-	-	-	-	-	990	887	-	1003	893	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	3.62	0	9.13	8.93
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	881	900	-	-	1622	-	-	950
HCM Lane V/C Ratio	0.01	0.001	-	-	-	-	-	0.035
HCM Control Delay (s/veh)	9.1	7.2	0	-	0	-	-	8.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	211	0	3	61	0	9
Future Vol, veh/h	211	0	3	61	0	9
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	229	0	3	66	0	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	302	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	73	-
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	-	-	1339	-	689	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1339	-	688	810
Mov Cap-2 Maneuver	-	-	-	-	688	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	948	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.36	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	810	-	-	84	-
HCM Lane V/C Ratio	0.012	-	-	0.002	-
HCM Control Delay (s/veh)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	44	5	15	0
Future Vol, veh/h	0	56	44	5	15	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	0	61	48	5	16	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	53	0	-	0	111	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	61	-
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	1552	-	-	-	885	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1552	-	-	-	885	1018
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	962	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.14
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1552	-	-	-	885
HCM Lane V/C Ratio	-	-	-	-	0.018
HCM Control Delay (s/veh)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	132	0	12	35	9	0	0	37	28	0	0
Future Vol, veh/h	0	132	0	12	35	9	0	0	37	28	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	143	0	13	38	10	0	0	40	30	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	143	0	0	208	217	143	213	213	43
Stage 1	-	-	-	-	-	-	143	143	-	69	69	-
Stage 2	-	-	-	-	-	-	64	74	-	143	143	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1439	-	-	750	681	904	744	685	1027
Stage 1	-	-	-	-	-	-	859	778	-	941	837	-
Stage 2	-	-	-	-	-	-	947	833	-	859	778	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1559	-	-	1439	-	-	743	674	904	705	679	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	743	674	-	705	679	-
Stage 1	-	-	-	-	-	-	859	778	-	932	830	-
Stage 2	-	-	-	-	-	-	938	826	-	821	778	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.61	9.17	10.34
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	904	1559	-	-	371	-	-	705
HCM Lane V/C Ratio	0.044	-	-	-	0.009	-	-	0.043
HCM Control Delay (s/veh)	9.2	0	-	-	7.5	0	-	10.3
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	14	14	0	0	5	0	4	0	0	0
Future Vol, veh/h	0	0	14	14	0	0	5	0	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	15	15	0	0	5	0	4	0	0	0

Major/Minor	Minor2			Minor1					Major2			
Conflicting Flow All	-	1	1	1	1	-			0	0	0	
Stage 1	-	1	-	0	0	-			-	-	-	
Stage 2	-	0	-	1	1	-			-	-	-	
Critical Hdwy	-	6.52	6.22	7.12	6.52	-			4.12	-	-	
Critical Hdwy Stg 1	-	5.52	-	-	-	-			-	-	-	
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-			-	-	-	
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-			2.218	-	-	
Pot Cap-1 Maneuver	0	895	1083	1022	895	0			-	-	-	
Stage 1	0	895	-	-	-	0			-	-	-	
Stage 2	0	-	-	1022	895	0			-	-	-	
Platoon blocked, %										-	-	
Mov Cap-1 Maneuver	-	895	1083	1007	895	-			-	-	-	
Mov Cap-2 Maneuver	-	895	-	1007	895	-			-	-	-	
Stage 1	-	895	-	-	-	-			-	-	-	
Stage 2	-	-	-	1008	895	-			-	-	-	

Approach	EB	WB	SB
HCM Control Delay, s/v	8.37	8.63	0
HCM LOS	A	A	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1083	1007	-	-	-
HCM Lane V/C Ratio	0.014	0.015	-	-	-
HCM Control Delay (s/veh)	8.4	8.6	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	42	69	114	164	139
Future Vol, veh/h	94	42	69	114	164	139
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	0	4	3	2	3
Mvmt Flow	101	45	74	123	176	149

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	522	251	326	0	-	0
Stage 1	251	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	518	793	1223	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	485	793	1223	-	-	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.88	3.07	0
HCM LOS	B		

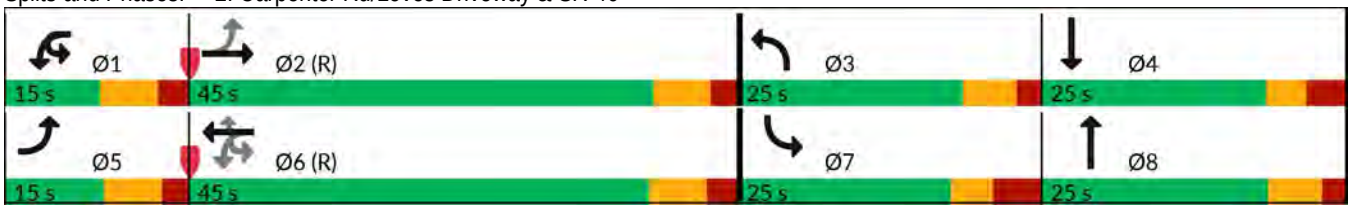
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	679	-	551	-	-
HCM Lane V/C Ratio	0.061	-	0.266	-	-
HCM Control Delay (s/veh)	8.1	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	376	18	309	626	131	69	14	104	16
Future Volume (vph)	22	376	18	309	626	131	69	14	104	16
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	22	376	83	18	309	626	131	69	14	190	104	16
Future Volume (veh/h)	22	376	83	18	309	626	131	69	14	190	104	16
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900		1870	1841	1426	1826	1900	1841	1366	1589
Adj Flow Rate, veh/h	23	400	88		329	666	139	73	15	202	111	17
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
Percent Heavy Veh, %	0	0	0		2	4	32	5	0	4	36	21
Cap, veh/h	273	691	152		431	922	605	99	17	229	155	68
Arrive On Green	0.03	0.46	0.46		0.07	0.50	0.50	0.06	0.15	0.15	0.06	0.16
Sat Flow, veh/h	1810	1508	332		1781	1841	1208	1739	112	1515	2525	413
Grp Volume(v), veh/h	23	0	488		329	666	139	73	0	217	111	0
Grp Sat Flow(s),veh/h/ln	1810	0	1840		1781	1841	1208	1739	0	1627	1262	0
Q Serve(g_s), s	0.7	0.0	21.5		7.8	31.1	7.1	4.5	0.0	14.4	4.7	0.0
Cycle Q Clear(g_c), s	0.7	0.0	21.5		7.8	31.1	7.1	4.5	0.0	14.4	4.7	0.0
Prop In Lane	1.00		0.18		1.00		1.00	1.00		0.93	1.00	
Lane Grp Cap(c), veh/h	273	0	844		431	922	605	99	0	246	155	0
V/C Ratio(X)	0.08	0.00	0.58		0.76	0.72	0.23	0.74	0.00	0.88	0.71	0.00
Avail Cap(c_a), veh/h	350	0	844		431	922	605	294	0	275	404	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.8	0.0	22.0		24.0	21.5	15.5	51.1	0.0	45.7	50.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.9		7.9	4.9	0.9	10.3	0.0	25.1	6.0	0.0
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
%ile BackOfQ(95%),veh/ln	0.5	0.0	14.3		8.2	19.5	3.6	4.0	0.0	11.8	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.9	0.0	24.8		32.0	26.4	16.4	61.3	0.0	70.8	56.7	0.0
LnGrp LOS	B		C		C	C	B	E		E	E	
Approach Vol, veh/h		511				1134			290			169
Approach Delay, s/veh		24.5				26.8			68.4			51.1
Approach LOS		C				C			E			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	57.6	12.6	24.7	10.3	62.3	14.2	23.2
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19
Max Q Clear Time (g_c+I1), s	9.8	23.5	6.5	5.9	2.7	33.1	6.7	16.4
Green Ext Time (p_c), s	0.0	2.4	0.1	0.1	0.0	1.9	0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	33.9
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	39
Future Volume (veh/h)	39
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	41
Peak Hour Factor	0.94
Percent Heavy Veh, %	0
Cap, veh/h	164
Arrive On Green	0.16
Sat Flow, veh/h	996
Grp Volume(v), veh/h	58
Grp Sat Flow(s),veh/h/ln	1409
Q Serve(g_s), s	3.9
Cycle Q Clear(g_c), s	3.9
Prop In Lane	0.71
Lane Grp Cap(c), veh/h	232
V/C Ratio(X)	0.25
Avail Cap(c_a), veh/h	236
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	40.0
Incr Delay (d2), s/veh	0.6
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	2.5
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	40.6
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	18	112	26	171	25	151	127	106	120	1
Future Vol, veh/h	0	16	18	112	26	171	25	151	127	106	120	1
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
Heavy Vehicles, %	0	0	0	2	0	0	0	2	4	0	3	0
Mvmt Flow	0	17	19	119	28	182	27	161	135	113	128	1
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.1	10.7	12.1	11.6
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	81%	0%	47%
Vol Thru, %	50%	47%	19%	0%	53%
Vol Right, %	42%	53%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	303	34	138	171	227
LT Vol	25	0	112	0	106
Through Vol	151	16	26	0	120
RT Vol	127	18	0	171	1
Lane Flow Rate	322	36	147	182	241
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.449	0.058	0.264	0.269	0.365
Departure Headway (Hd)	5.019	5.742	6.472	5.316	5.439
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	719	622	556	677	662
Service Time	3.051	3.79	4.204	3.048	3.473
HCM Lane V/C Ratio	0.448	0.058	0.264	0.269	0.364
HCM Control Delay, s/veh	12.1	9.1	11.5	10	11.6
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	2.3	0.2	1.1	1.1	1.7

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	335	361	2	176	952	0	0	0	0	43	1	112
Future Vol, veh/h	0	335	361	2	176	952	0	0	0	0	43	1	112
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	5	0	0	0	0	5	0	20
Mvmt Flow	0	345	372	2	181	981	0	0	0	0	44	1	115

Major/Minor	Major1			Major2				Minor2		
Conflicting Flow All	-	0	-	345	345	0	0	1517	1694	981
Stage 1	-	-	-	-	-	-	-	1344	1348	-
Stage 2	-	-	-	-	-	-	-	173	345	-
Critical Hdwy	-	-	-	6.9	4.13	-	-	6.675	6.5	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.475	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.875	5.5	-
Follow-up Hdwy	-	-	-	3.1	2.219	-	-	3.5475	4	3.49
Pot Cap-1 Maneuver	0	-	0	693	1212	-	0	129	101	315
Stage 1	0	-	0	-	-	-	0	255	237	-
Stage 2	0	-	0	-	-	-	0	833	639	-
Platoon blocked, %		-				-		0	0	0
Mov Cap-1 Maneuver	-	-	-	1202	1202	-	-	117	0	315
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	203	0	-
Stage 1	-	-	-	-	-	-	-	255	0	-
Stage 2	-	-	-	-	-	-	-	752	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	1.34	24.22
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1202	-	203	315
HCM Lane V/C Ratio	-	0.153	-	0.218	0.367
HCM Control Delay (s/veh)	-	8.5	-	27.6	22.9
HCM Lane LOS	-	A	-	D	C
HCM 95th %tile Q(veh)	-	0.5	-	0.8	1.6

Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2	53	328	568	40	562	366
Future Volume (vph)	2	53	328	568	40	562	366
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	14.0	14.0		10.0	
Minimum Split (s)	20.8	20.8	20.8	20.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
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	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 107.2 (54%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	53	328	0	0	568	40	562	0	366	0	0
Future Volume (veh/h)	2	53	328	0	0	568	40	562	0	366	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		1900	1900	0	0	1870	1737	1781	0	1811		
Adj Flow Rate, veh/h		55	342	0	0	592	0	585	0	0		
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		0	0	0	0	2	11	8	0	6		
Cap, veh/h		473	1098	0	0	1681		605	0			
Arrive On Green		0.07	0.58	0.00	0.00	0.47	0.00	0.36	0.00	0.00		
Sat Flow, veh/h		1810	1900	0	0	3647	1472	1697	0	1535		
Grp Volume(v), veh/h		55	342	0	0	592	0	585	0	0		
Grp Sat Flow(s),veh/h/ln		1810	1900	0	0	1777	1472	1697	0	1535		
Q Serve(g_s), s		2.8	18.5	0.0	0.0	21.1	0.0	67.7	0.0	0.0		
Cycle Q Clear(g_c), s		2.8	18.5	0.0	0.0	21.1	0.0	67.7	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		473	1098	0	0	1681		605	0			
V/C Ratio(X)		0.12	0.31	0.00	0.00	0.35		0.97	0.00			
Avail Cap(c_a), veh/h		473	1098	0	0	1681		676	0			
HCM Platoon Ratio		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	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		21.9	21.7	0.0	0.0	33.3	0.0	63.2	0.0	0.0		
Incr Delay (d2), s/veh		0.5	0.7	0.0	0.0	0.6	0.0	25.4	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		2.3	13.3	0.0	0.0	14.3	0.0	43.1	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		22.4	22.5	0.0	0.0	33.9	0.0	88.6	0.0	0.0		
LnGrp LOS		C	C			C		F				
Approach Vol, veh/h			397			592			585			
Approach Delay, s/veh			22.5			33.9			88.6			
Approach LOS			C			C			F			

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	122.4			21.0	101.4		77.6					
Change Period (Y+Rc), s	6.8			6.8	6.8		6.3					
Max Green Setting (Gmax), s	107.2			14.2	86.2		79.7					
Max Q Clear Time (g_c+I1), s	20.5			4.8	23.1		69.7					
Green Ext Time (p_c), s	2.0			0.1	4.1		1.6					

Intersection Summary	
HCM 7th Control Delay, s/veh	51.4
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	6	0	0	0	10	168	0	2	150	51
Future Vol, veh/h	30	0	6	0	0	0	10	168	0	2	150	51
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	-	-	-	-	-	-	-	-	-	-	-	-
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	0	0	0	0	0	4	0	0	3	3
Mvmt Flow	31	0	6	0	0	0	10	175	0	2	156	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	383	383	183	356	409	175	209	0	0	175	0	0
Stage 1	187	187	-	196	196	-	-	-	-	-	-	-
Stage 2	196	196	-	160	214	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	579	554	865	603	535	874	1373	-	-	1414	-	-
Stage 1	819	749	-	811	743	-	-	-	-	-	-	-
Stage 2	811	743	-	846	730	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	573	548	865	592	530	874	1373	-	-	1414	-	-
Mov Cap-2 Maneuver	573	548	-	592	530	-	-	-	-	-	-	-
Stage 1	818	748	-	804	736	-	-	-	-	-	-	-
Stage 2	804	736	-	839	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.32	0	0.43	0.07
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	101	-	-	607	-	17	-	-
HCM Lane V/C Ratio	0.008	-	-	0.062	-	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.3	0	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	3	4	168	254	31
Future Vol, veh/h	20	3	4	168	254	31
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	22	3	4	183	276	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	484	293	310	0	-	0
Stage 1	293	-	-	-	-	-
Stage 2	191	-	-	-	-	-
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	542	746	1251	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	540	746	1251	-	-	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.73	0.18	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	42	-	560	-	-
HCM Lane V/C Ratio	0.003	-	0.045	-	-
HCM Control Delay (s/veh)	7.9	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	2	4	153	226	31
Future Vol, veh/h	20	2	4	153	226	31
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	22	2	4	166	246	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	438	263	279	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	175	-	-	-	-	-
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	576	776	1283	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	574	776	1283	-	-	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.38	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	46	-	588	-	-
HCM Lane V/C Ratio	0.003	-	0.041	-	-
HCM Control Delay (s/veh)	7.8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	2	3	168	184	23
Future Vol, veh/h	16	2	3	168	184	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	2	3	183	200	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	402	213	225	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	189	-	-	-	-	-
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	604	828	1344	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	603	828	1344	-	-	-
Mov Cap-2 Maneuver	603	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.98	0.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	32	-	622	-	-
HCM Lane V/C Ratio	0.002	-	0.031	-	-
HCM Control Delay (s/veh)	7.7	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	4	0	0	3	15	30	2	0	10	8	2
Future Vol, veh/h	2	4	0	0	3	15	30	2	0	10	8	2
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	4	0	0	3	16	33	2	0	11	9	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	4	0	0	16	28	4	21	20	11
Stage 1	-	-	-	-	-	-	9	9	-	11	11	-
Stage 2	-	-	-	-	-	-	8	20	-	10	9	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1617	-	-	999	865	1079	991	874	1069
Stage 1	-	-	-	-	-	-	1013	888	-	1009	886	-
Stage 2	-	-	-	-	-	-	1014	879	-	1011	888	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1617	-	-	985	864	1079	988	872	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	985	864	-	988	872	-
Stage 1	-	-	-	-	-	-	1011	887	-	1009	886	-
Stage 2	-	-	-	-	-	-	1002	879	-	1007	887	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.42	0	8.82	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	977	600	-	-	1617	-	-	945
HCM Lane V/C Ratio	0.036	0.001	-	-	-	-	-	0.023
HCM Control Delay (s/veh)	8.8	7.3	0	-	0	-	-	8.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	0	8	198	0	5
Future Vol, veh/h	129	0	8	198	0	5
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	140	0	9	215	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	373	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	233	-
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	-	-	1443	-	628	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	624	908
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	8.99
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	908	-	-	70	-
HCM Lane V/C Ratio	0.006	-	-	0.006	-
HCM Control Delay (s/veh)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	98	151	14	8	0
Future Vol, veh/h	0	98	151	14	8	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	0	107	164	15	9	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	179	0	-	0	278	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	107	-
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	1396	-	-	-	712	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1396	-	-	-	712	872
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1396	-	-	-	712
HCM Lane V/C Ratio	-	-	-	-	0.012
HCM Control Delay (s/veh)	0	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	80	0	33	123	28	0	0	24	18	0	0
Future Vol, veh/h	0	80	0	33	123	28	0	0	24	18	0	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	87	0	36	134	30	0	0	26	20	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	87	0	0	292	323	87	308	308	149
Stage 1	-	-	-	-	-	-	87	87	-	221	221	-
Stage 2	-	-	-	-	-	-	205	236	-	87	87	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1414	-	-	1509	-	-	660	595	972	645	606	898
Stage 1	-	-	-	-	-	-	921	823	-	782	721	-
Stage 2	-	-	-	-	-	-	797	710	-	921	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1414	-	-	1509	-	-	643	579	972	611	590	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	643	579	-	611	590	-
Stage 1	-	-	-	-	-	-	921	823	-	761	702	-
Stage 2	-	-	-	-	-	-	776	691	-	896	823	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.34	8.81	11.09
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	972	1414	-	-	311	-	-	611
HCM Lane V/C Ratio	0.027	-	-	-	0.024	-	-	0.032
HCM Control Delay (s/veh)	8.8	0	-	-	7.4	0	-	11.1
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	9	9	0	0	14	0	15	0	0	0
Future Vol, veh/h	0	0	9	9	0	0	14	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	10	10	0	0	15	0	16	0	0	0

Major/Minor	Minor2			Minor1					Major2			
Conflicting Flow All	-	1	1	1	1	-			0	0	0	
Stage 1	-	1	-	0	0	-			-	-	-	
Stage 2	-	0	-	1	1	-			-	-	-	
Critical Hdwy	-	6.52	6.22	7.12	6.52	-			4.12	-	-	
Critical Hdwy Stg 1	-	5.52	-	-	-	-			-	-	-	
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-			-	-	-	
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-			2.218	-	-	
Pot Cap-1 Maneuver	0	895	1083	1022	895	0			-	-	-	
Stage 1	0	895	-	-	-	0			-	-	-	
Stage 2	0	-	-	1022	895	0			-	-	-	
Platoon blocked, %										-	-	
Mov Cap-1 Maneuver	-	895	1083	1012	895	-			-	-	-	
Mov Cap-2 Maneuver	-	895	-	1012	895	-			-	-	-	
Stage 1	-	895	-	-	-	-			-	-	-	
Stage 2	-	-	-	1013	895	-			-	-	-	

Approach	EB	WB	SB
HCM Control Delay, s/v	8.35	8.59	0
HCM LOS	A	A	

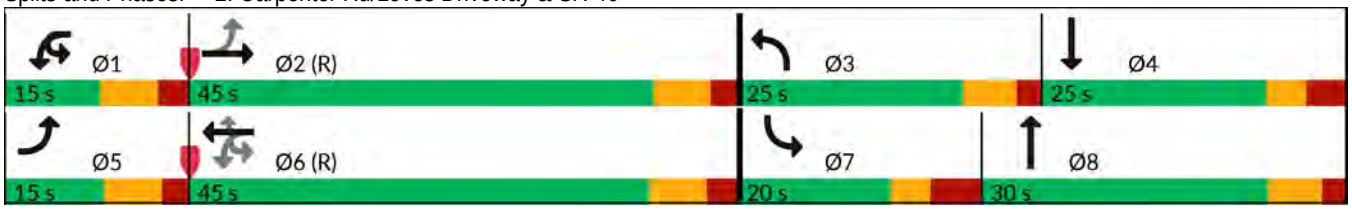
Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1083	1012	-	-	-
HCM Lane V/C Ratio	0.009	0.01	-	-	-
HCM Control Delay (s/veh)	8.4	8.6	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	37	538	41	129	314	117	58	12	121	8
Future Volume (vph)	37	538	41	129	314	117	58	12	121	8
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	30.0	20.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	27.3%	18.2%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	37	538	48	41	129	314	117	58	12	282	121	8
Future Volume (veh/h)	37	538	48	41	129	314	117	58	12	282	121	8
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	40	585	52		140	341	127	63	13	307	132	9
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
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	371	646	57		219	742	513	98	14	330	177	73
Arrive On Green	0.04	0.39	0.39		0.07	0.42	0.42	0.05	0.21	0.21	0.07	0.24
Sat Flow, veh/h	1598	1639	146		1654	1767	1221	1810	66	1554	2607	311
Grp Volume(v), veh/h	40	0	637		140	341	127	63	0	320	132	0
Grp Sat Flow(s),veh/h/ln	1598	0	1785		1654	1767	1221	1810	0	1620	1303	0
Q Serve(g_s), s	1.6	0.0	37.0		5.5	15.3	7.4	3.8	0.0	21.3	5.5	0.0
Cycle Q Clear(g_c), s	1.6	0.0	37.0		5.5	15.3	7.4	3.8	0.0	21.3	5.5	0.0
Prop In Lane	1.00		0.08		1.00		1.00	1.00		0.96	1.00	
Lane Grp Cap(c), veh/h	371	0	703		219	742	513	98	0	344	177	0
V/C Ratio(X)	0.11	0.00	0.91		0.64	0.46	0.25	0.64	0.00	0.93	0.74	0.00
Avail Cap(c_a), veh/h	418	0	703		225	742	513	306	0	348	299	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.5	0.0	31.4		25.0	22.9	20.7	51.0	0.0	42.5	50.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	17.4		5.7	2.0	1.2	6.8	0.0	30.7	6.0	0.0
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
%ile BackOfQ(95%),veh/ln	1.0	0.0	25.2		4.2	10.6	0.3	3.3	0.0	16.7	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	0.0	48.8		30.7	25.0	21.8	57.7	0.0	73.2	56.4	0.0
LnGrp LOS	B		D		C	C	C	E		E	E	
Approach Vol, veh/h		677				608			383			180
Approach Delay, s/veh		47.0				25.6			70.6			50.2
Approach LOS		D				C			E			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	50.5	12.4	32.5	11.7	53.4	14.9	30.0
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	12.6	* 24
Max Q Clear Time (g_c+I1), s	7.5	39.0	5.8	4.5	3.6	17.3	7.5	23.3
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	2.2	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	45.2
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	39
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	317
Arrive On Green	0.24
Sat Flow, veh/h	1347
Grp Volume(v), veh/h	48
Grp Sat Flow(s),veh/h/ln	1658
Q Serve(g_s), s	2.5
Cycle Q Clear(g_c), s	2.5
Prop In Lane	0.81
Lane Grp Cap(c), veh/h	390
V/C Ratio(X)	0.12
Avail Cap(c_a), veh/h	390
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	33.1
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.8
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	33.3
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

APPENDIX I
ITE Excerpts

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

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

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

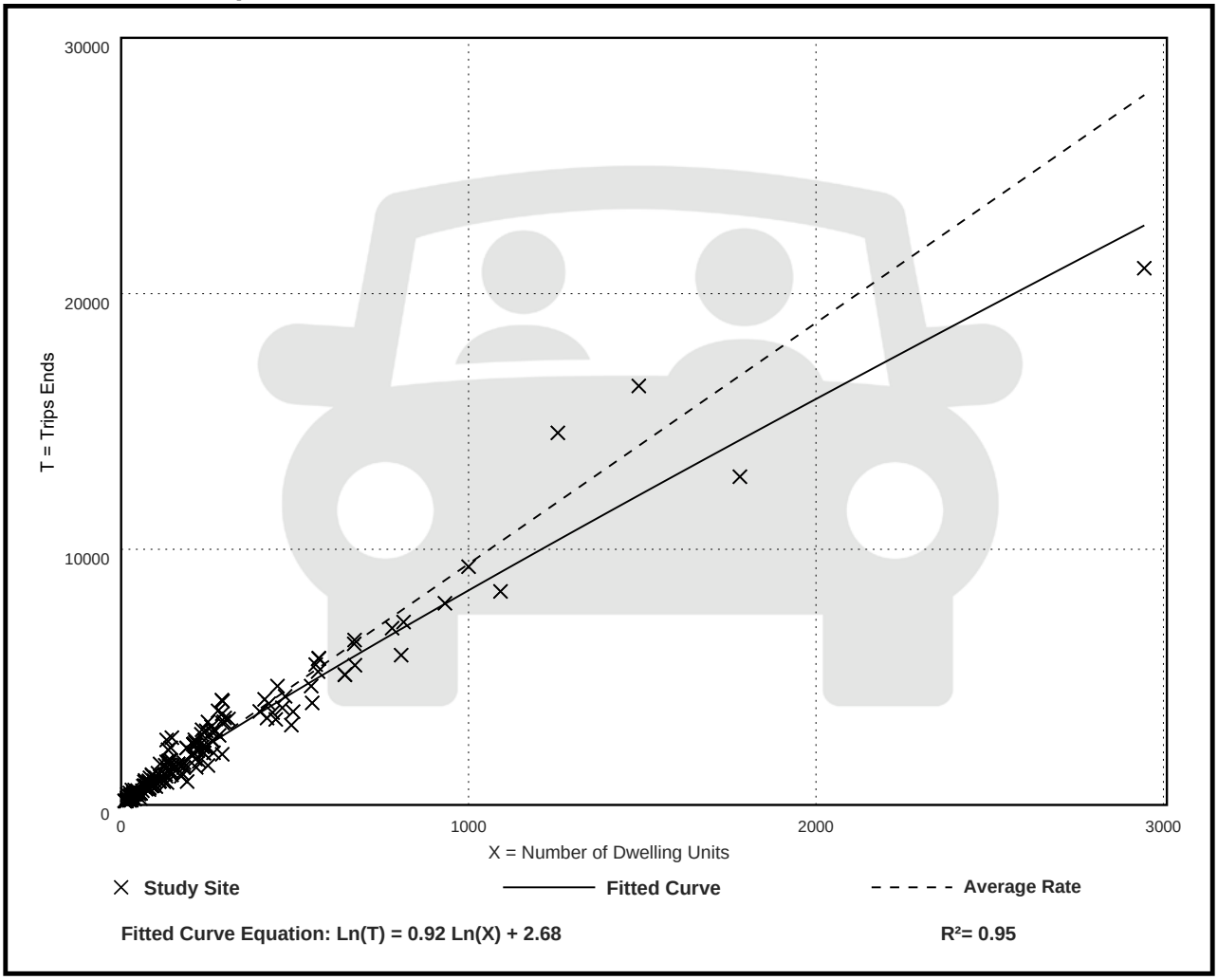
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

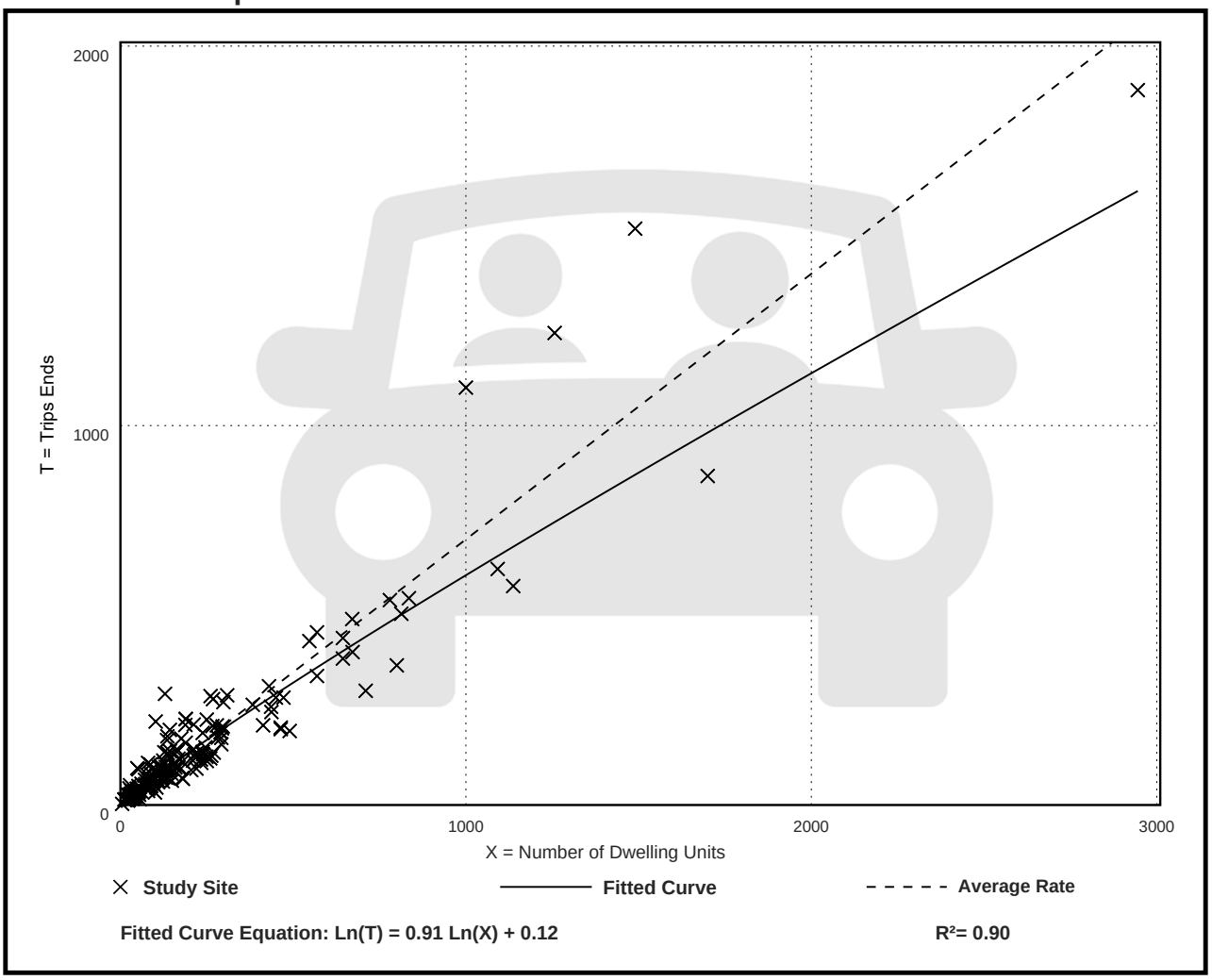
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
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: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



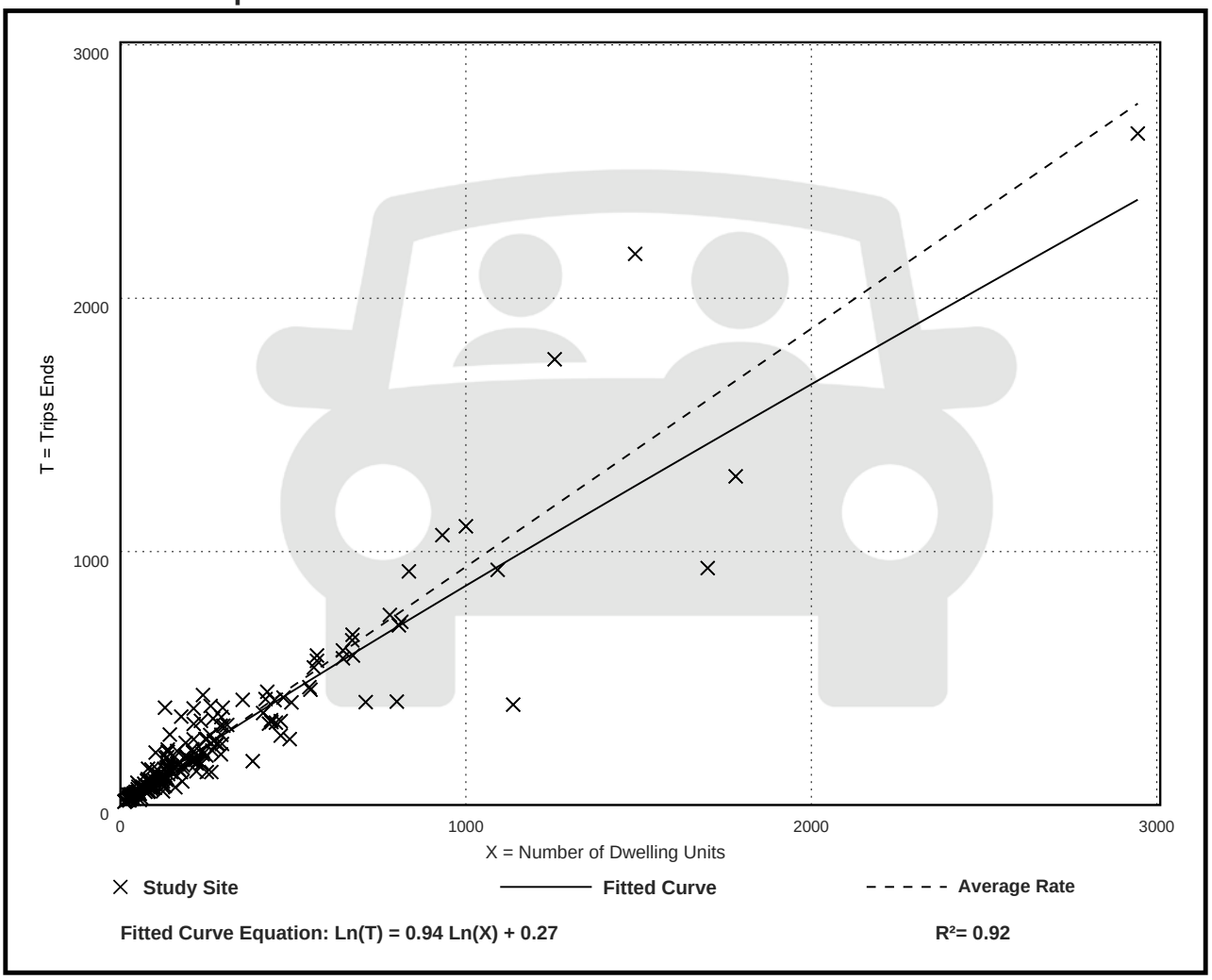
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
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: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

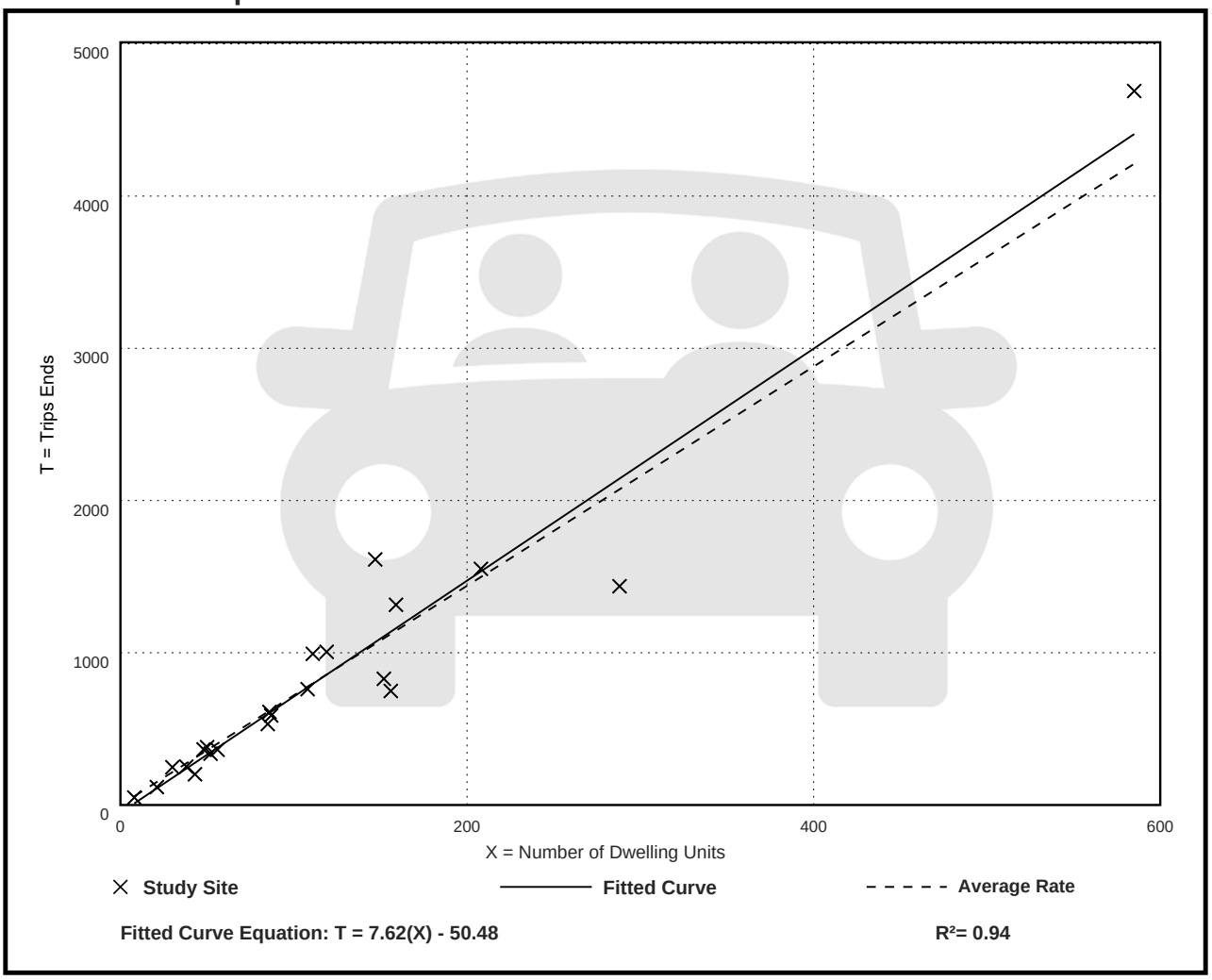
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Fitted Curve Equation: T = 7.62(X) - 50.48

R^2= 0.94

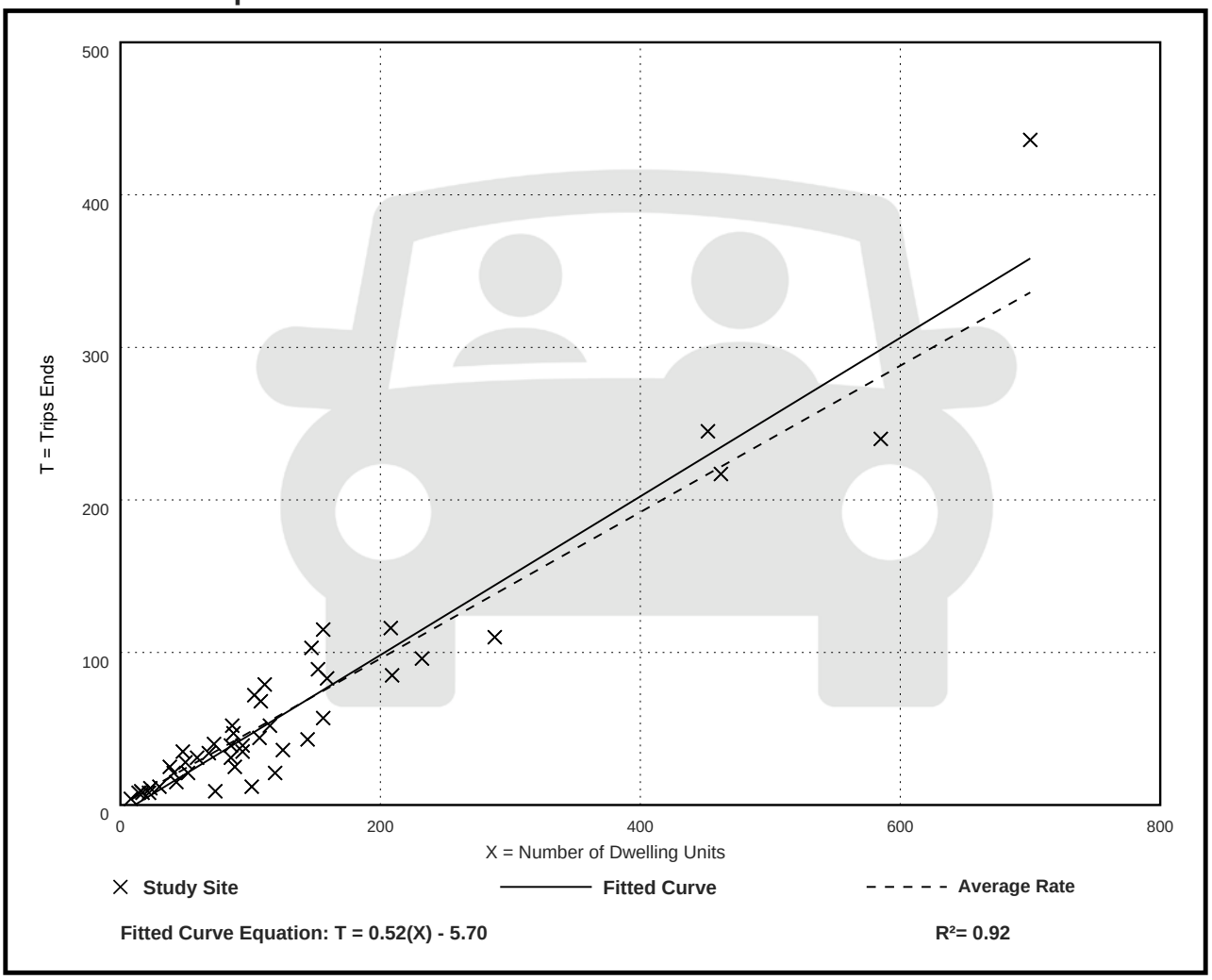
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
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: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



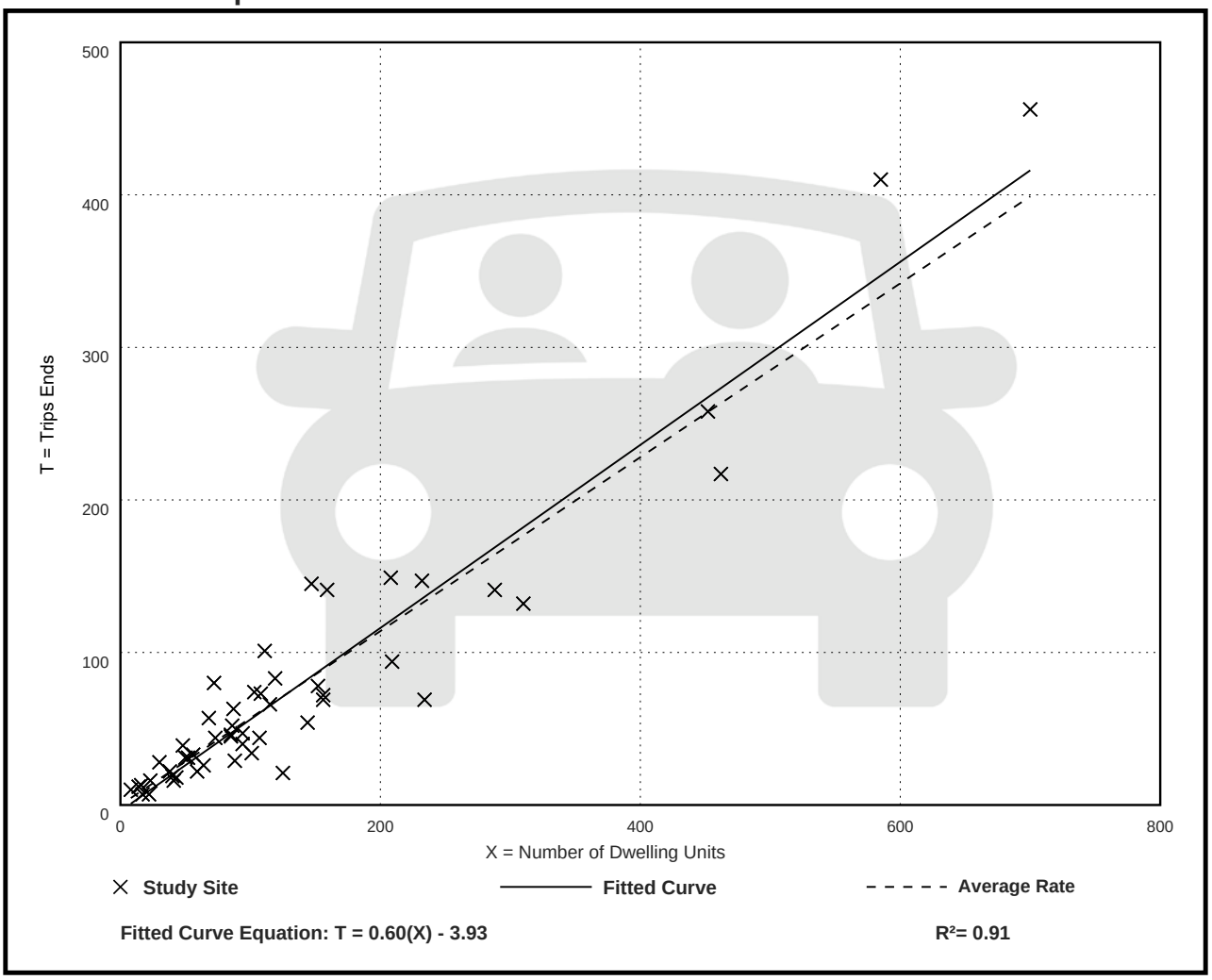
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.

- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.

- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

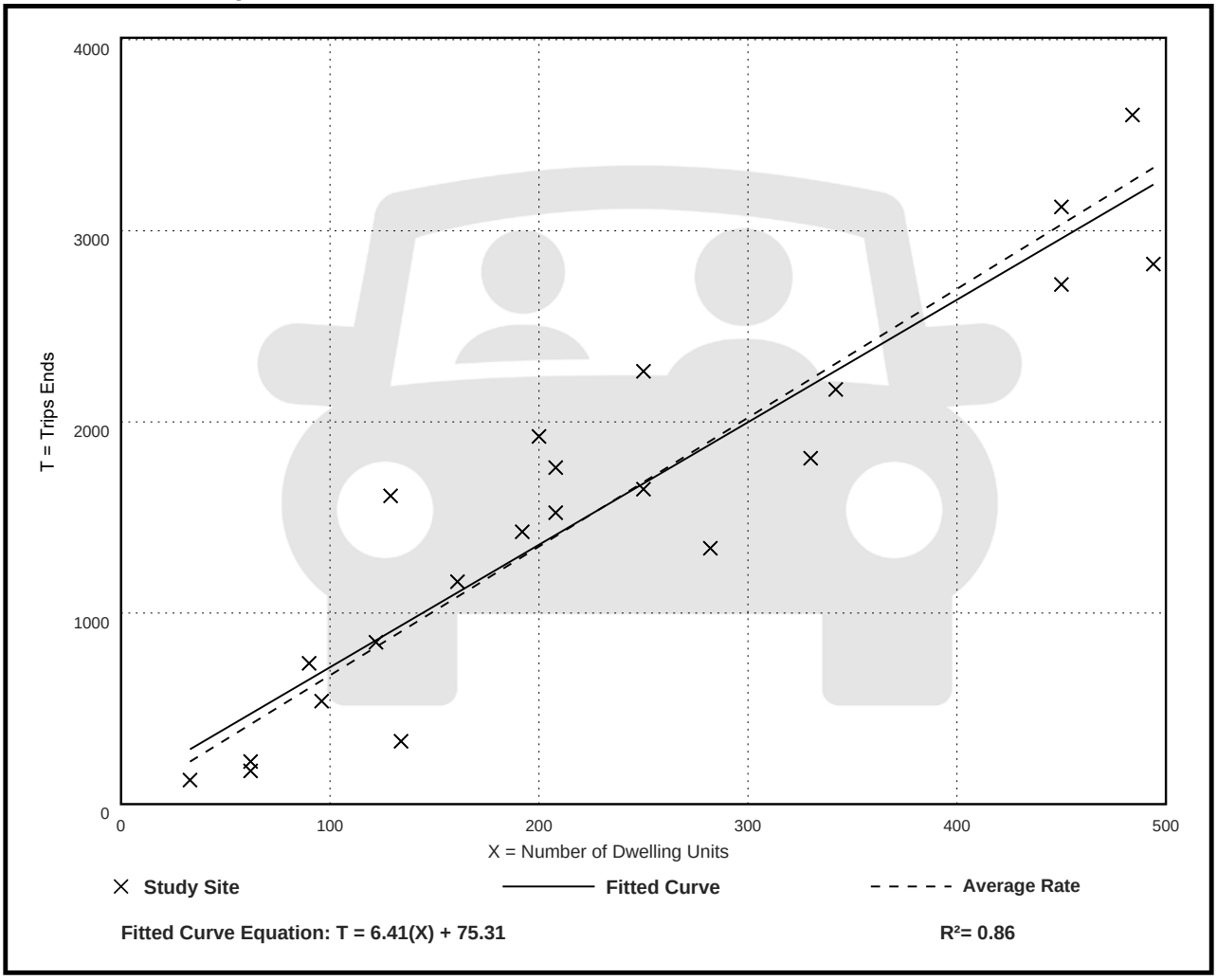
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

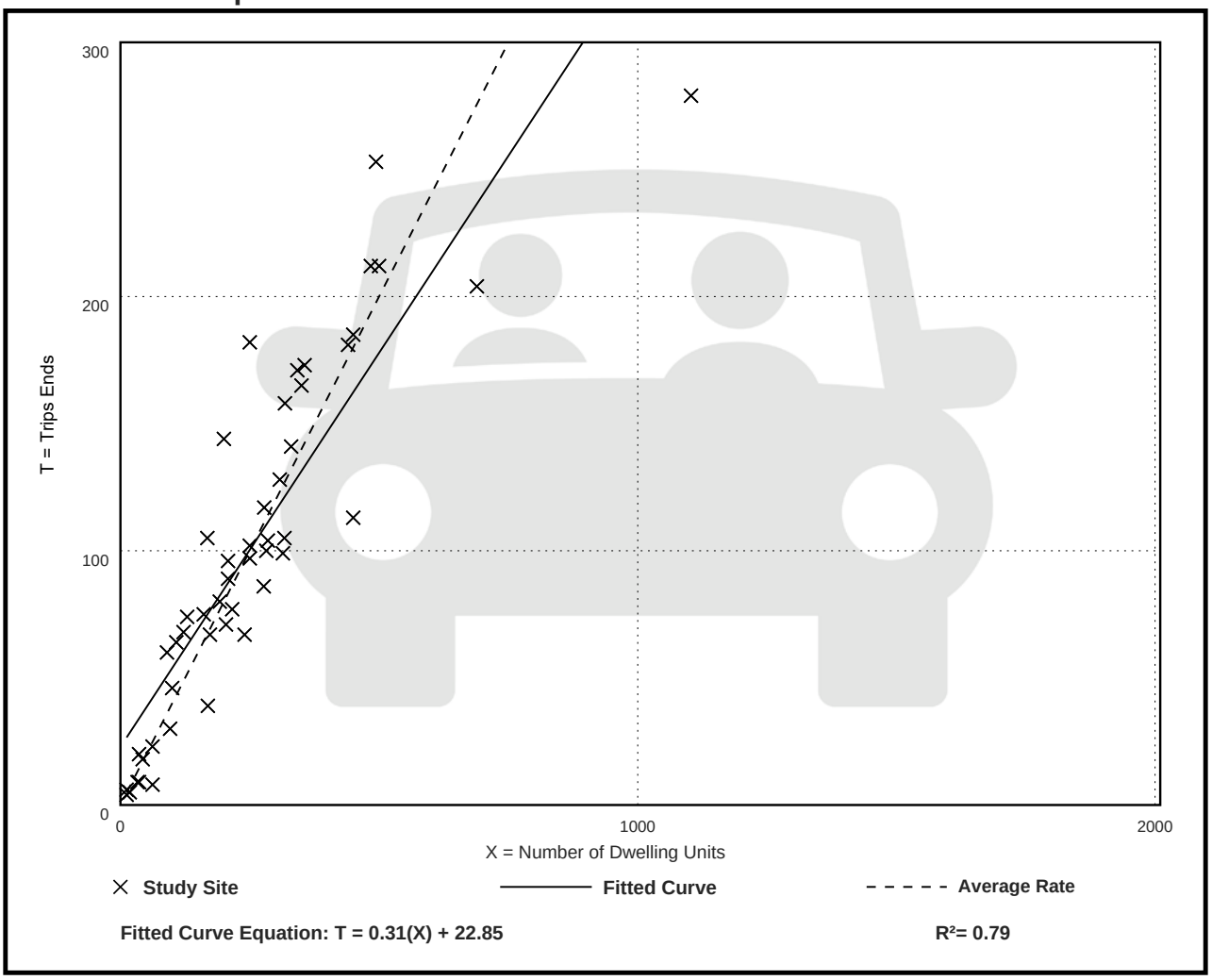
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
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: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Fitted Curve Equation: T = 0.31(X) + 22.85

R^2= 0.79

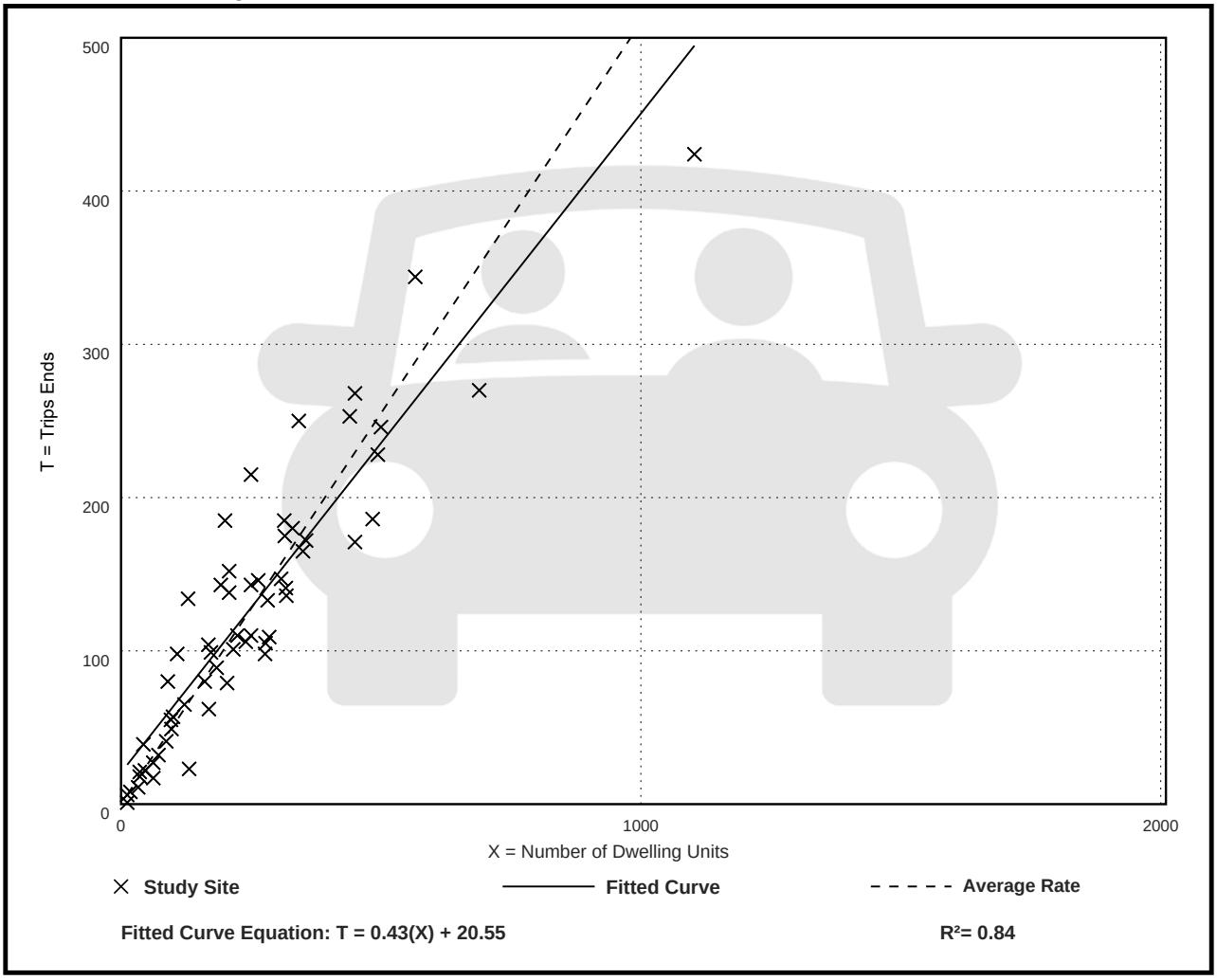
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
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: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

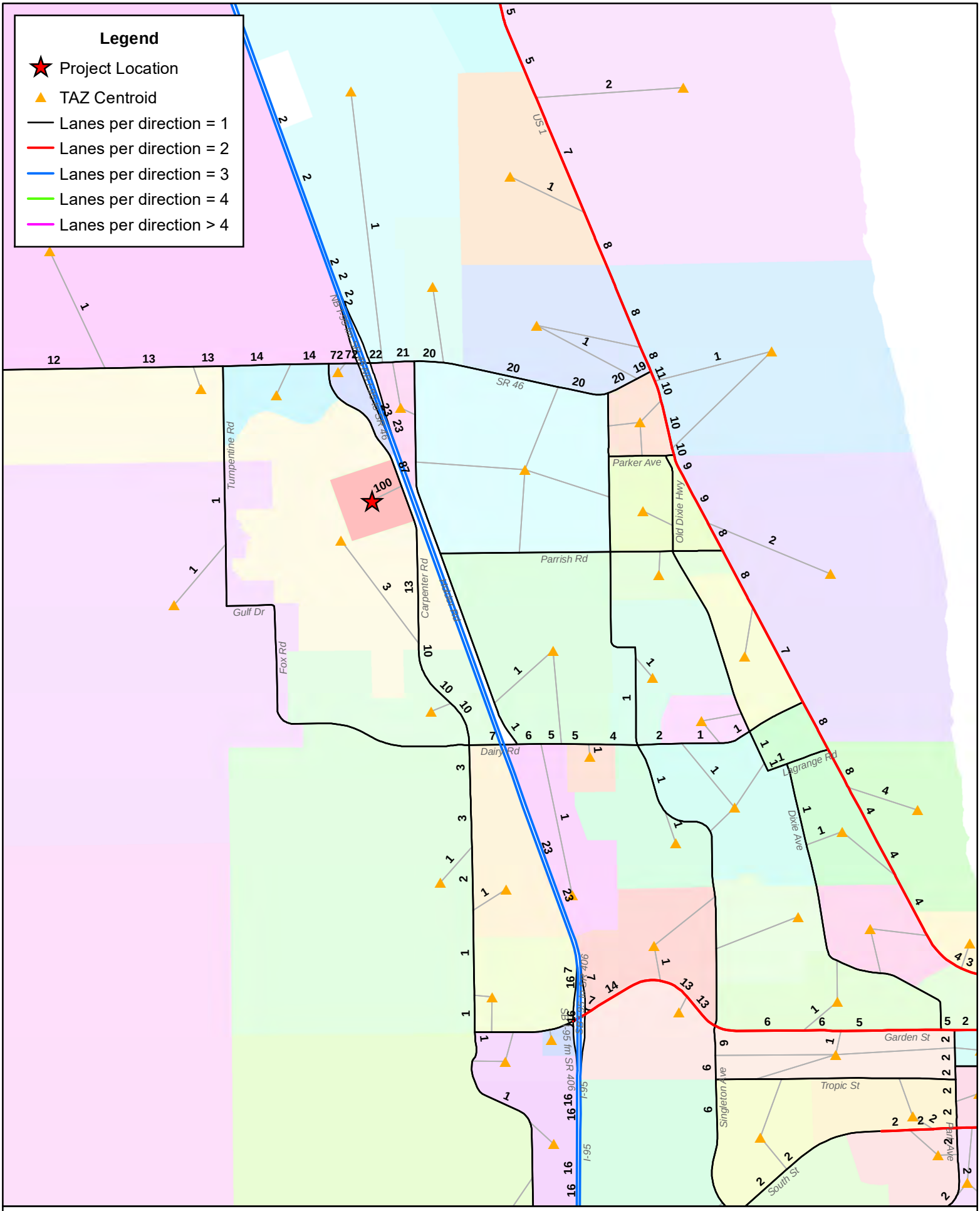
Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55

R^2= 0.84

APPENDIX J
CFRPM Model Plot



Project Trip Distribution - Sherwood Golf PUD
CFRPMv7 - 2025 - 12/13/2022

APPENDIX K
NCHRP Warrant Worksheets

Int #1
AM Peak Hour
Left-Turn Lane Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

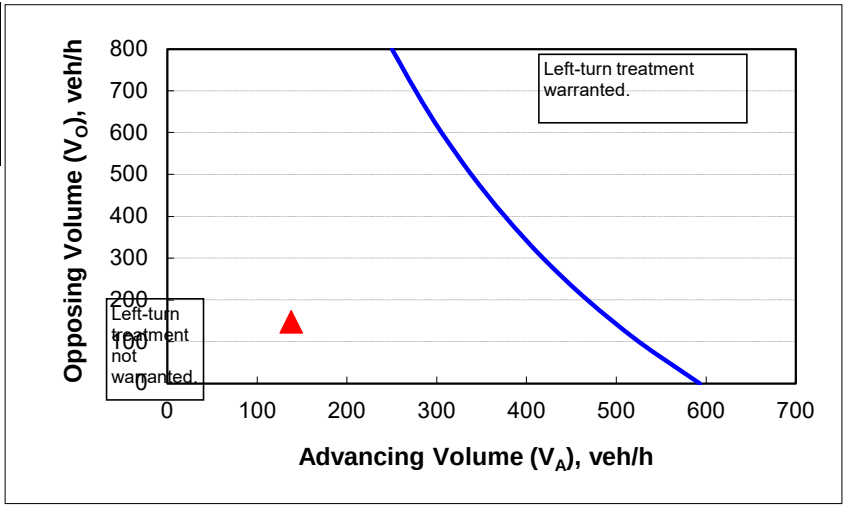
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	10%
Advancing volume (V_A), veh/h:	138
Opposing volume (V_O), veh/h:	147

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	497
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

Int #1
AM Peak Hour
Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

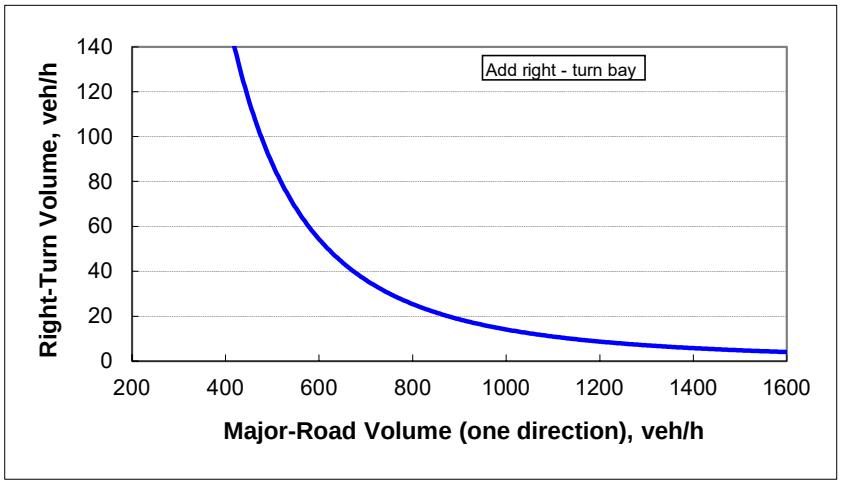
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	147
Right-turn volume, veh/h:	53

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2229
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Int #1
PM Peak Hour
Left-Turn Lane Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

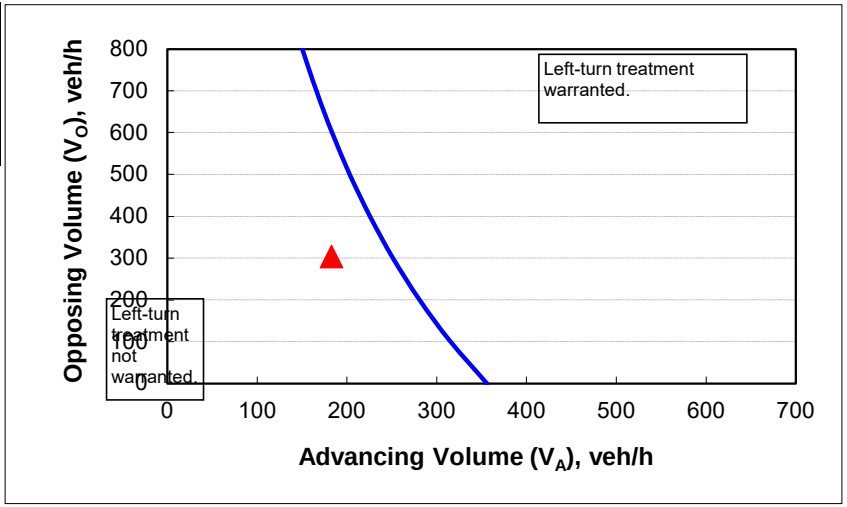
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	61%
Advancing volume (V_A), veh/h:	183
Opposing volume (V_O), veh/h:	303

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	251
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

Int #1
PM Peak Hour
Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

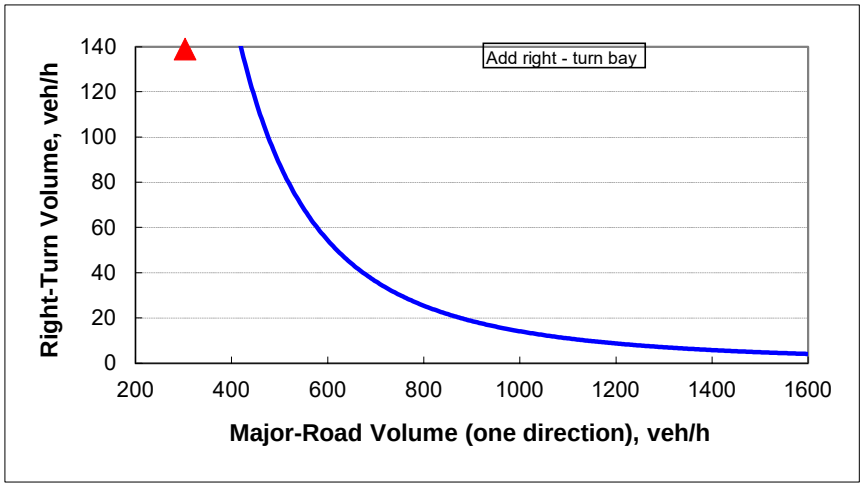
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	303
Right-turn volume, veh/h:	139

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	330
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Driveway #1
AM Peak Hour
Left-Turn Lane Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

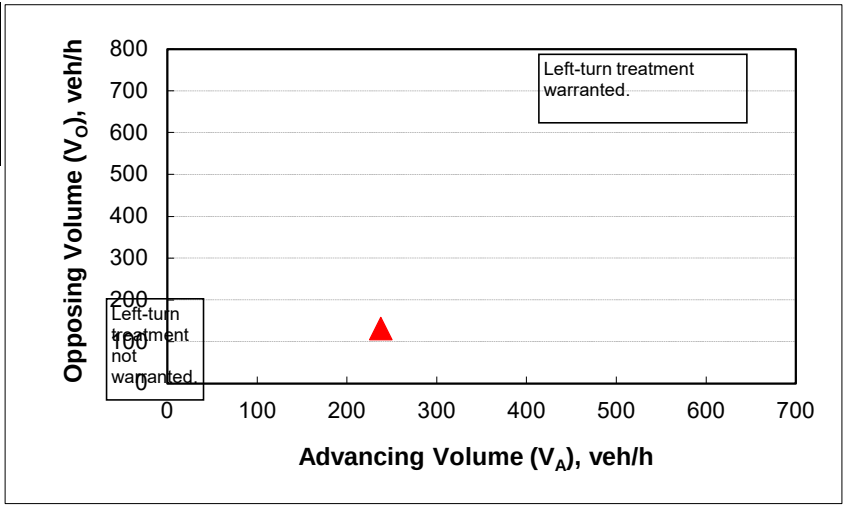
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	238
Opposing volume (V_O), veh/h:	131

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1494
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 #1
AM Peak Hour
Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

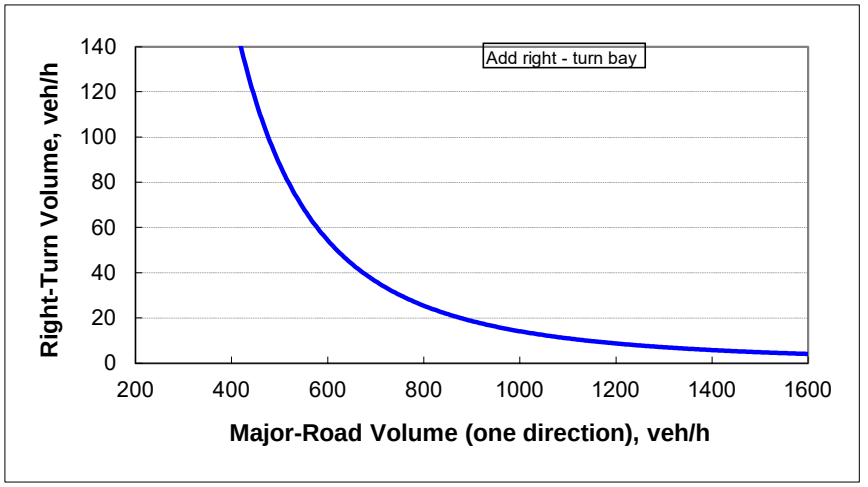
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	131
Right-turn volume, veh/h:	10

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	3021
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Driveway #1
PM Peak Hour
Left-Turn Lane Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

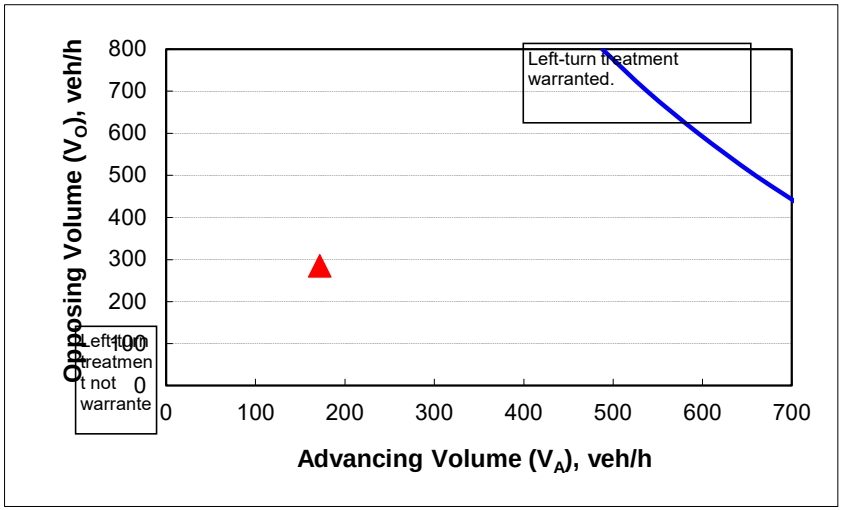
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	172
Opposing volume (V_O), veh/h:	285

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	829
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 #1
PM Peak Hour
Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

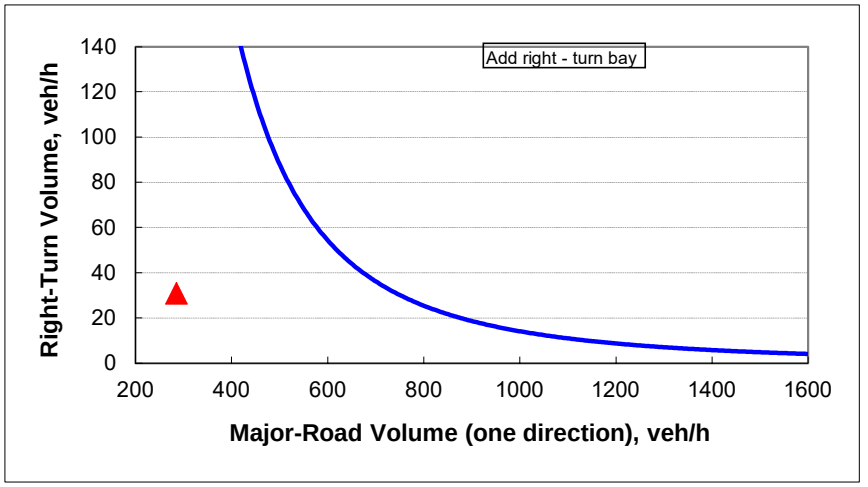
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	285
Right-turn volume, veh/h:	31

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	388
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Driveway #2
AM Peak Hour
Left-Turn Lane Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

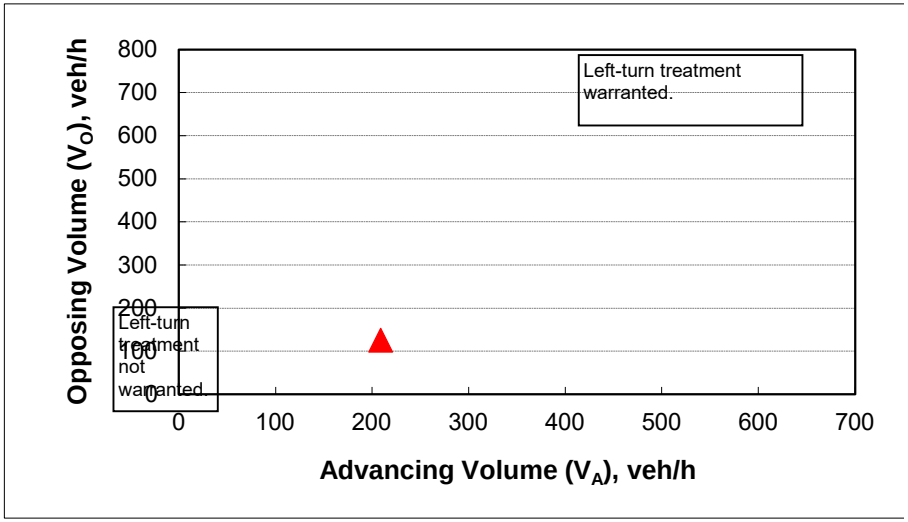
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	209
Opposing volume (V_O), veh/h:	125

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1719
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
AM Peak Hour
Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

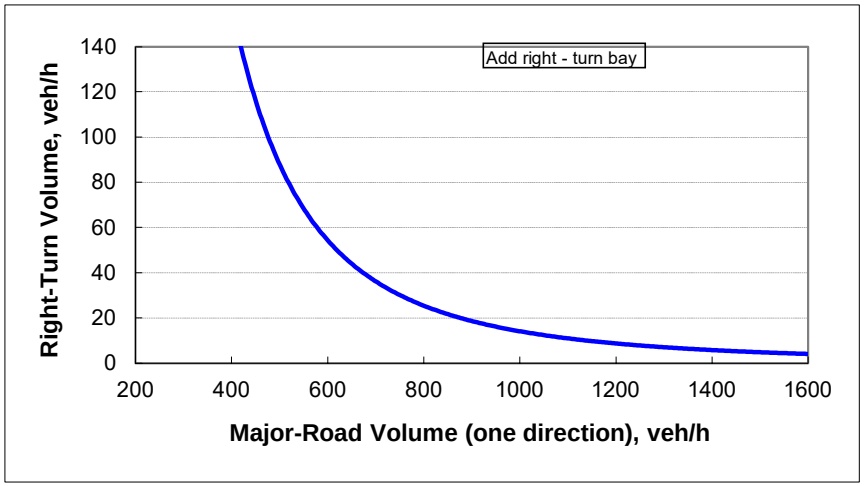
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	125
Right-turn volume, veh/h:	10

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	3419
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Driveway #2
PM Peak Hour
Left-Turn Lane Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

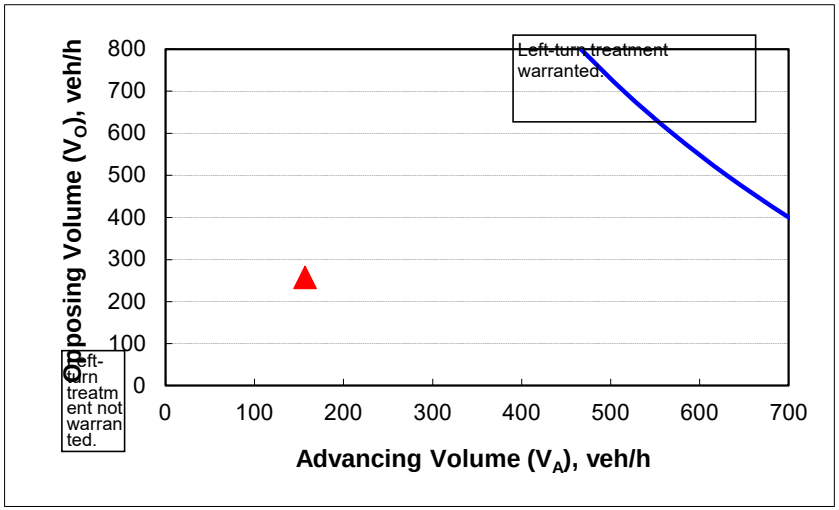
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	157
Opposing volume (V_O), veh/h:	257

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	818
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
PM Peak Hour
Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

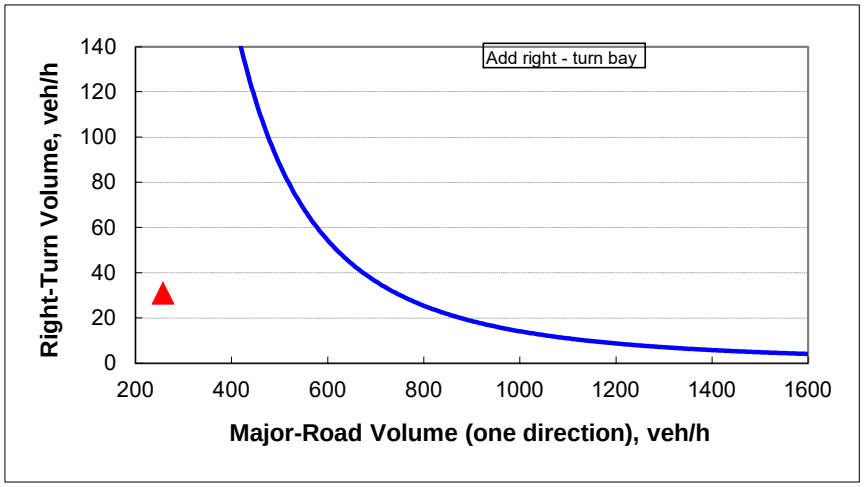
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	257
Right-turn volume, veh/h:	31

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	510
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Driveway #4
AM Peak Hour
Left-Turn Lane Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

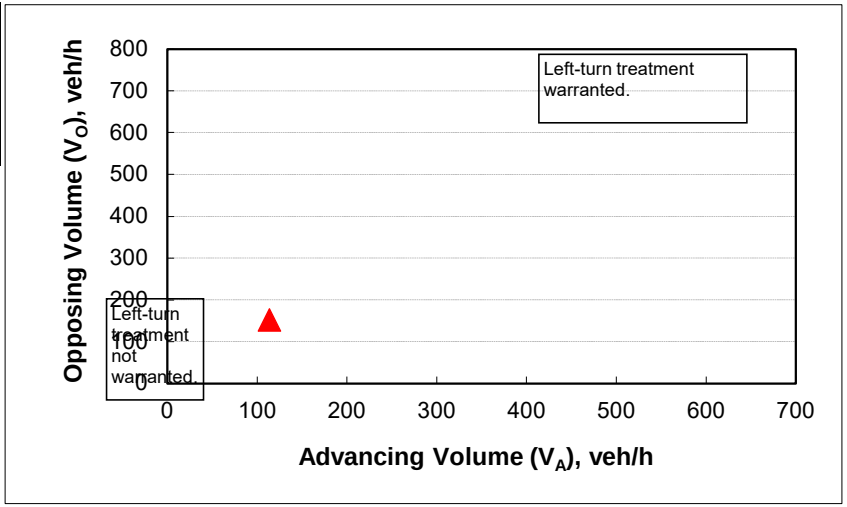
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	114
Opposing volume (V_O), veh/h:	152

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1556
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
AM Peak Hour
Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

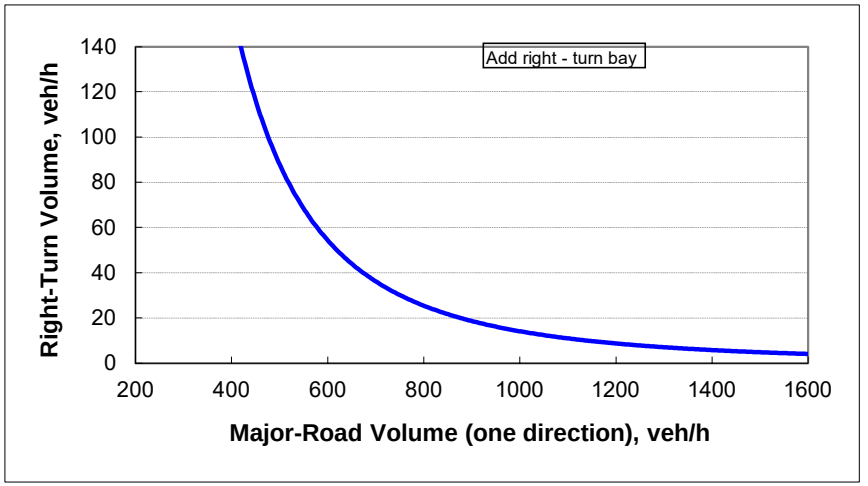
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	152
Right-turn volume, veh/h:	9

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2040
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Driveway #4
PM Peak Hour
Left-Turn Lane Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

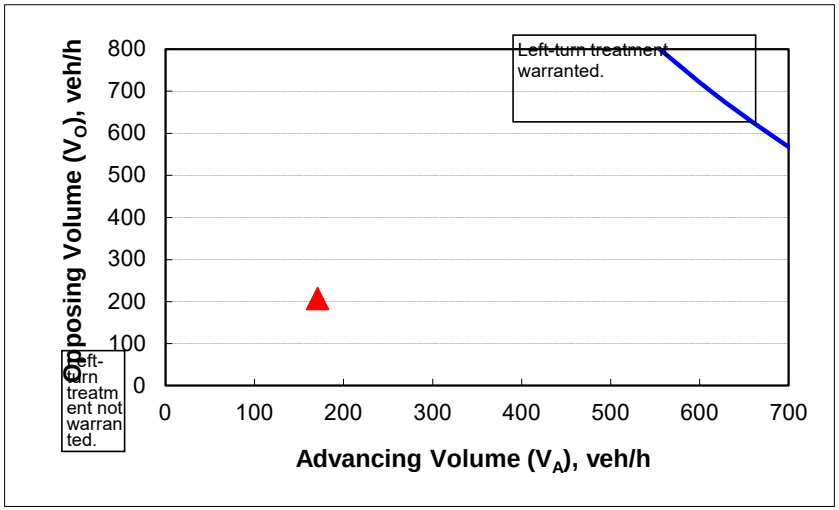
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	171
Opposing volume (V_O), veh/h:	207

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1029
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
PM Peak Hour
Right-Turn Lane Analysis

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:	40
Major-road volume (one direction), veh/h:	207
Right-turn volume, veh/h:	23

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	903
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.