



March 2015

SR 518 (Eau Gallie Boulevard) Corridor Planning Study Corridor Existing Conditions Summary

For SR 518 (Eau Gallie Boulevard) From Indian River Bridge to SR A1A Brevard County, FL

Financial Project ID: 435632-1 Roadway ID: 7012.000.0

Prepared for: Florida Department of Transportation District 5 - DeLand

Prepared by: Kimley-Horn and Associates, Inc. CA# 696 Orlando, FL **March 2015**

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1.0 Introduction & Purpose

SR 518 is an important community resource both in terms of the roadway's mobility and its function as the main east/west corridor traveling between the Indian River Lagoon and the Atlantic Ocean. The limits for this project are from the Indian River Bridge to SR A1A, as shown in *Exhibit 1*. The Roadway ID is 70120000. The study area includes three municipalities: Brevard County, the City of Melbourne, and the City of Indian Harbour Beach. The corridor is a hurricane evacuation route, as the road becomes a bridge to the mainland just west of the study area. Once on the mainland, SR 518 continues to an interchange with I-95. South and north of the corridor, the nearest adjacent bridges are approximately 3.7 and 5.1 miles away, respectively. As such, SR 518 serves as the critical connection point for area businesses and residents.

Land use fronting the corridor is primarily commercial, with single family and multi-family residential representing the majority of the land uses in the overall area.



Exhibit 1 – Study Area

The SR 518 Corridor Planning Study began as an effort to develop and evaluate potential solutions that provide safe and efficient operations for all modes of transportation, while promoting a more walkable urban environment utilizing a context-sensitive approach. This study will involve a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide the evolution of the corridor that appropriately correlates the balance between land use and transportation planning. The results are anticipated to include

a consensus on potential improvement strategies that can be implemented by a variety of groups and agencies.

The purpose of this Corridor Existing Conditions Report is to document the existing conditions evaluation for the SR 518 corridor.

2.0 Straight Line Diagrams and Right-of-Way Maps

2.1 Straight Line Diagrams

Straight line diagrams were obtained for this analysis. They are provided in Appendix A. The study area begins at the Indian River bridge and continues east to SR A1A. The study area also includes adjacent segments of SR 513 and SR A1A.

2.2 Right-of-Way Summary

Right-of-way maps were obtained and verified in person at the district Surveying and Mapping office. In general, the maps were developed and modified between 1940 and the mid 1980s. The following information was obtained from the Survey Maps:

- 1940 The entire SR 518 corridor is shown with 100' ROW (50' from centerline).
 - County Road 12 is shown south of SR 518 – Likely to become Riverside Drive
 - San Juan Drive is shown with 50' ROW, north of SR 518
 - SR A1A is shown with 100' ROW (50' from centerline)
 - 1982 Similar to the 1940's map, SR 518 has 100' ROW (50' from centerline)
 - SR 513 Shown with 100' ROW (50' from centerline), north and south of SR 518

Based on the apparent location of the roadway right-of-way, it appears that some of the sidewalks were constructed outside of the right-of-way, within private property. In other cases, it appears that there are right-of-way encroachments where the properties are using the State Road right-of-way as part of their parking lot.

3.0 Previous Projects and Studies

A resurfacing project was completed along this corridor in 2009 (Project FM No. 411997-1). Previous analyses for intersections or segments within the study area were requested from various FDOT Departments. Several previous analyses were obtained and reviewed, as summarized below.

3.1 Intersection Analysis for SR 518 @ SR 513, January 11, 2006

(Prepared for: FDOT District 5)



The FDOT requested an analysis of the need for an additional southbound right turn lane and/or other improvements. The study intersection was analyzed in 2006 to determine if an additional southbound right turn lane was warranted. Turning movements counts were collected during the AM, mid-day, and PM peak hours (7:30-8:30, 12:00-1:00, 5:00-6:00). The southbound right turn movement experienced 65.9% of the total southbound approach volume in the AM peak hour, 45.7% in the MID peak hour, and 51.7% in the PM peak hour. Crash data revealed that 63% of the rear-end collisions occurred on the southbound SR 513 approach, though the specific lane these occurred in are unknown. Recommendations, based on the intersection study analysis, field operations, and engineering judgment, were made to:

- Add a "NO RIGHT TURN ON RED" sign if right turn crashes continue to occur.
- Modify the southbound approach to add an additional exclusive right turn lane (one left turn, one through, dual rights).
- Modify the westbound approach to have one left turn lane, two through lanes, and one right turn lane.
- Apply the appropriate pavement markings resulting from these changes.
- Repair the SR 513 route sign on the eastbound approach to SR 518 due to its current placement at an improper angle.
- Add a "NORTH" cardinal direction auxiliary sign above the SR 513 sign.

After conclusion of the 2006 report, the lane configuration at the southbound approach was modified as recommended and pavement markings and signage were updated. The westbound approach remains untouched. The repair to the SR 513 sign was completed with the addition of the "NORTH" auxiliary sign attached above it.

3.2 Qualitative Assessment for SR 518 @ Burns Boulevard, April 11, 2008

(Prepared for: FDOT District 5)

The study intersection was analyzed in 2008 to obtain an understanding of existing intersection operations, traffic flow patterns, and to identify improvements that would be beneficial to pedestrian safety and intersection operating efficiency. Turning movement counts were collected and the peak hours were determined to be 7:00 to 8:00 AM and 4:30 to 5:30 PM. Moderate pedestrian traffic and minimal queues were observed on all approaches during the peak hours. The southbound direction, along Burns Boulevard, had low traffic volumes in comparison to SR 518. The southbound right turn movement experienced 82.5% of the total southbound approach volume in the AM peak hour and 69.3% in the PM peak hour.

Crash data was collected and a collision analysis conducted. It was documented that two collisions, out of seven, may have been correctable with a traffic signal.

A qualitative assessment concluded the following:

- Storage lengths on Burns Boulevard are adequate for the documented queue lengths,
- Intersection geometry has proper sight distance,
- No conflicts were observed with vehicles turning onto the mainline.

The addition of a traffic signal would require construction of a raised median along SR 518 due to the existing roadway alignment. Based on the low number of crashes, minimal observed delays, and low minor street volumes, a traffic signal at this intersection was not recommended at this time.

Recommendations were limited to restriping of pavement markings.

3.3 Composite Study for SR 518 @ Burns Boulevard/Unity Drive, February 22, 2010

(Prepared for: FDOT District 5)

The FDOT requested an analysis of the intersection due to public concern over the high frequency of crashes and public requests to reduce the speed limit. The study intersection was analyzed in 2010 to obtain an understanding of existing intersection operations, and whether enhancements could be made to improve the safety and efficiency.

The intersection was observed during the mid-day (12:00 to 1:00 PM) and the afternoon (4:00 to 5:00 PM) peak periods. The southbound right turn movement experienced 75.3% of the total approach volume in the mid-day peak hour and 74.4% in the PM peak hour. The maximum queue was three southbound right turns, the delay was less than 45 seconds for southbound vehicles, and no conflicts were observed during the peak period.

Crash data was collected and no significant crash trend was found. A collision analysis was conducted which documented that one collision, out of seven, that may have been correctable with a traffic signal, therefore safety countermeasures were not identified.

A Spot Speed Study was conducted from 1:00 to 2:15 PM along SR 518 near the study intersection. This study resulted in an 85th percentile speed, in miles per hour, of 44 in the eastbound direction and 47 in the westbound direction. The posted speed limit on this road is 45 MPH. These findings are 1 mph lower and 2 mph higher than the posted speed, therefore, no speed limit adjustments were recommended.

3.4 Qualitative Assessment (SR 513 @ SR 518), August 8, 2011 (Prepared for: FDOT District 5)

The study intersection was analyzed in 2011 to obtain an understanding of existing intersection operations. The analysis included collection of turning movement counts, intersection geometry and photos, and crash data reports from one year.

Turning movements counts were collected from 7:00 to 9:00 AM and 4:00 to 6:00 PM. In the PM peak hour, the eastbound dual lefts had the highest volume compared to all other movements at the intersection. Overall, the eastbound and westbound approaches experienced much higher volumes of traffic then the northbound and southbound approaches, during both peak hours. Minimal queuing occurred through the intersection and all queues were able to clear the intersection within one cycle length. Very few pedestrians, with a total of 16, were observed crossing the intersection during the four hours volumes were collected.

Recommendations were made to further enhance awareness of potential pedestrians in the crosswalk and remove existing signs that were no longer relevant, as follows:

- Add a R10-15 (Turning Vehicle Yield to Pedestrians) sign at the intersection along the southbound approach on SR 513.
- Remove the CR 3 Brevard County sign.
- Replacing the existing "Right Turn Yield To Pedestrians In Sidewalk" and "Vehicles Must yield To Pedestrians" signs with R10-15 sign for consistency.

These recommendations have been implemented.

3.5 Intelligent Transportation Systems Master Plan, October 6, 2014 (Prepared for: Space Coast Transportation Planning Organization)

The existing conditions of Brevard County's Intelligent Transportation Systems (ITS) infrastructure was documented in 2014. As noted in the ITS Master Plan, SR 518 is a hurricane evacuation route. It therefore particularly important for the corridor to function safely and efficiently during an emergency. This designation should be considered when prioritizing corridors for ITS improvements. Strategies that should be considered include active signal timings and Dynamic Message Signs to communicate information to drivers. Reversible lanes were considered briefly in the master plan, and it was stated that they do not seem feasible for the County.

SR 518 does not currently have any CCTV cameras on it once you cross over the intercoastal to the barrier island. There were no recommendations or plans to add ITS infrastructure to the SR 518 corridor within the study corridor, though it was stated that cameral along evacuation routes could help track congestion.

4.0 GIS Resources

Several GIS databases were collected to better understand socioeconomic indicators, environmental concerns, and land use data. The Efficient Transportation Decision Making (ETDM) process was used to collect various data near the corridor, including demographics, basin areas, and environmentally sensitive areas.

The following maps are provided in *Appendix B*:

- Community Characteristics such as Jurisdictional Boundaries, Civic Centers, Schools, and Parks
- Floodplains 100 and 500 year
- Future Land Use
- Transportation Conditions such as the roadway speeds and bus routes
- Zoning note that zoning data is not available for Indian Harbour Beach
- Sidewalk Gaps
- Drainage Basin Map
- Environmentally Sensitive Lands
- Age Demographics

5.0 Corridor Operations Summary

5.1 Transit Routes, Facilities, and Usage

Space Coast Area Transit (SCAT) is the transit operator for Brevard County. Two transit routes travel through the study area, Route 26 ~ South Beach, and Route 33 ~ Eau Gallie Arts District.

Route 26 travels from the Melbourne Airport to the Patrick Air Force Base and back, primarily along

US 192 and SR A1A, with a jog on SR 518. The route has two hour headways (though there is a three hour headway between 9:00 AM and 12:00 PM), starting at 7:00 AM, and ending just before 8:00 PM. The average daily ridership is 150 passengers.

Route 33 travels from the intersection of Highland and Aurora in the Eau Gallie Arts District on the mainland, then over the intercostal to the barrier island along SR 518 to SR A1A then back. This circulator route only runs in the middle of the day, with four separate pick up times between 10:30 AM and 2:20 PM. Ridership for this route is very low, with an average daily ridership of 1 passenger. Most passengers with SCAT are traveling to or from work, and this route does not travel during typical working hours. It is not known how the ridership would be affected if it ran during typical work commute times. While the ridership is low, it might prove beneficial to SCAT since the busses along this route would otherwise run deadhead (note that deadhead is a transit term referring to a bus that is running empty on the way to the beginning of another route).



The route information from SCAT is provided in *Appendix C*.

The existing bus stops do not have amenities. There are no shelters, benches, trash cans, lighting, or passenger information at the stops, just a sign designating the route number. In some locations, the bus stops are not accessible and are located in the grass adjacent to a steep ditch. Exhibit 2 illustrates this condition.



Exhibit 2 – Bus Stop with No Amenities

5.2 Pedestrian Accommodations

Sidewalks are present through most of the corridor. However, several sections do not have sidewalks and are unsafe to pedestrians. There is often a minimal amount of space to walk since the roadway border is relatively narrow and there are open drainage ditches adjacent to the road. As previously mentioned, a map of sidewalk gaps is provided within *Appendix B.*

5.3 Bicycle Accommodations

There are no marked bicycle lanes or other bicycle facilities within the corridor. Immediately west of SR 513, there is a wide bike lane going over the bridge. In some portions of the study area, there are paved shoulders that can be used by bicycles. However, the areas are not marked and more importantly, they are not continuous. Due to a lack of space for large trucks to park within parking lots, the trucks sometimes park adjacent to the road, protruding into the paved shoulder. This forces any bicyclist riding in the shoulder to either ride through the grass, typically adjacent to a steep ditch, or into the adjacent lane of traffic, where the posted speed is 45 mph. Photographs are provided in *Exhibit 3* and *Exhibit 4* to illustrate this condition in separate areas along westbound SR 518.



Exhibit 3 – Unsafe Bicycle Conditions, Westbound on SR 518



Exhibit 4 – A Separate Example of Unsafe Bicycle Conditions, Westbound on SR 518

Where right turn lanes begin, the shoulder typically disappears, with no obvious transition for bicyclists, and no signage or markings to indicate where the bicyclist should be. The picture in *Exhibit 5* is located along SR 518 in the westbound direction, approaching a turn lane for retail development.



Exhibit 5 – Paved Shoulders Adjacent to Turn Lanes are Too Narrow To Ride

5.4 Crash History

Crash data was obtained for the past 5 years, from January 1, 2009 to December 31, 2013. Consistent with expectations, crashes are most heavily concentrated near the major intersections. Since SR 518 is a corridor with an abundance of driveways and a center two-way left turn lane, there are also several crashes in areas that are not major road intersections. Conflicts can occur throughout the corridor, leading to several types of crashes in all locations. Crashes are shown by their location in an exhibit in *Appendix D*. A separate exhibit is included that specifically shows bicycle and pedestrian crashes. As expected for an area like this, with producers and generators on both sides of the road without high concentrations of either, the crashes are located throughout the corridor. This is also an indicator that mid-block crossings likely occur all along the corridor rather than in specific areas. It is noted, however, that there is a concentration of pedestrian crashes along SR A1A between the Wal*Mart and a bar across the street.

5.5 Vehicle Operations – Roadways

Roadway traffic counts are available from FDOT for year 2013 and prior years. The available FDOT counts were supplemented with counts taken in December of 2014. Traffic counts were conducted along study area roadways and at several intersections. The counts used for this report are shown below with their sources:

- SR 518 west of SR 513 FDOT counts from 2013
- SR 518 east of SR 513 Counted for this project in December 2014
- SR 518 west of SR A1A FDOT counts from 2013
- SR 513 north of SR 518 FDOT counts from 2013
- SR 513 south of SR 518 Counted for this project in December 2014
- SR A1A north of SR 518 FDOT counts from 2013
- SR A1A south of SR 518 Counted for this project in December 2014
- Burns Boulevard north of SR 518 Counted for this project in December 2014

For roads with a source year of 2013, a historic trend analysis was conducted to apply growth rates so the counts represent current conditions.

Operating conditions along roadways are typically measured according to a scale known as Level of Service (LOS). This indicator uses an A-E grading system similar to grades in school. The grade is based on the driver's experience and need to adjust their speed and behavior based on the presence of other vehicles. Unlike grades in school, agencies do not set goals to achieve A's, as that would indicate that there are more lanes than needed. As such, agencies typically set standards at LOS C, D, or E, depending on their goals. LOS D generally represents a point where the road is well used, but not overly congested, and free from full gridlock.

The roadway segment operating characteristics are shown in **Table 1**. As shown in the table, all roadway segments currently operate adequately, with an acceptable LOS. Considerable growth in traffic volumes could occur and still likely result in acceptable operating conditions.

Roadway	From	То	Number of Lanes	FDOT LOS STD	Daily Service Volume	2013 AADT	2015 - Historic Trend AADT	2015 LOS
CD 510	US 1	SR 513	3	D	41,790	37,500	36,200	С
31/310	SR 513	SR A1A	4	D	41,790	20,200	19,700	С
SR 513	SR 518	Banana River Drive	4	D	41,790	22,000	20,100	С
SR A1A	SR 518	Pinetree Drive	4	D	41,790	26,500	25,500	С

Table 1 – Roadway Segment Operating Characteristics

5.6 Vehicle Operations – Intersections

Intersection operating conditions typically provide an accurate assessment of the performance of the overall corridor. Congestion on major roads typically is worst at signalized intersections, with much less congestion between the intersections. Some unsignalized locations also experience side street delay on the minor road approaches. As a result, the intersections considered in this analysis include unsignalized locations.

Turning movement counts were conducted during the 7:00-9:00 AM and 4:00-6:00 PM peak periods at the following study area intersections:

- SR 518 at SR 513
- SR 518 at Burns Boulevard
- SR 518 at Brittany Drive
- SR 518 at Wal-Mart / Winn Dixie Entrance
- SR 518 at SR A1A
- SR A1A at Wal-Mart Entrance
- SR A1A at Oceanside Boulevard
- SR 513 at Pedestrian Signal
- SR 513 at the Shopping Center, north of Azalea Terrace

The counts—along with signal timing data obtained by the intersection maintaining agencies—were used to model existing conditions using Synchro traffic analysis software. Performance measures such as average vehicle delay, volume-to-capacity (V/C) ratios, and the LOS were calculated for each movement as well as for the overall intersection. The results of the AM and PM peak hour analyses are summarized in **Table 2**, with more details provided in **Appendix E**.

	Intersection	am p	eak H	lour	PM Peak Hour				
INTERSECTION	Control	Ove	rall	Max	Ove	rall	Max		
		Delay	LOS	V/C	Delay	LOS	V/C		
SR 518 & SR 513	Signalized	49.4	D	0.91	63.0	Е	0.99		
SR 518 & Burns Blvd	Unsignalized	1.3	А	0.18	3.1	А	0.37		
SR 518 & Brittany Dr	Unsignalized	0.8	А	0.09	0.8	А	0.08		
SR 518 & WalMart / Winn Dixie Entrance	Signalized	2.3	А	0.26	12.2	В	0.68		
SR 518 & SR A1A	Signalized	26.4	С	0.84	35.9	D	0.89		
SR A1A & WalMart / Winn Dixie Entrance	Unsignalized	1.1	Α	0.43	6.7	А	0.98		
SR A1A & Oceanside Blvd	Unsignalized	1.1	Α	0.10	6.8	Α	1.33*		
SR 513 & Garden Apartments	Unsignalized, Near Ped. Signal	0.3	А	0.02	0.5	А	0.07		
SR 513 & Shopping Center	Unsignalized	1	Α	0.10	5.1	А	0.69		

 Table 2 – Existing Intersection Operating Conditions

*Note that the HCM calculations for the SR A1A at Oceanside Boulevard intersection indicate an adverse volume to capacity ratio. This appears to be an error, either with the HCM equations or with the Synchro software. The movement has a volume of 4 vehicles in the PM peak hour, which does not result in an actual capacity constraint.

Traffic signals within the study corridor are maintained by either Brevard County or by the City of Melbourne. As such, the intersections are in separate networks and do not communicate with one another. The maintaining agency by signalized intersection are as follows:

- SR 518 at SR 513 Brevard County
- SR 518 at Wall-Mart / Winn Dixie Entrance City of Melbourne
- SR 518 at SR A1A City of Melbourne
- SR 513 at Pedestrian Signal Brevard County

As shown in the tables, all of the intersections in the study area operate with an acceptable LOS during the AM peak hour, with no excessive delays or volume to capacity issues. During the PM peak hour, however, the intersection of SR 518 & SR 513 experiences a maximum volume to capacity ratio of 0.99 for the westbound through movement, which is nearly over capacity. This intersection likely experiences intermittent cycle failures where vehicles traveling westbound need to stop more than one time at the signal. It appears that updated signal timings for this intersection would likely alleviate the westbound congestion. Signal re-timing will also likely reduce congestion at the intersection of SR 518 & SR A1A.

Several area stakeholders have mentioned Burns Boulevard as a location that should be signalized to improve safety and reduce delay for outbound left turns. Note that the unsignalized control results in overall LOS A conditions, and the southbound left turn has a v/c ratio of 0.37 with 54.7

seconds of delay. It is anticipated that converting to signalized control would actually increase the delay for this movement due to long cycle lengths. When conducting a Signal Warrant Analysis, the primary warrant that is typically considered is the 8-hour warrant, where a minimum volume must be sustained for 8 hours of a typical day. On a major road like SR 518 with a speed of greater than 40 mph, the minimum criteria is 42 vehicles. Based on peak hour counts (21 vehicles in the AM peak hour and 30 vehicles in the PM peak hour), it is not anticipated that this warrant will be met.

Generally, most of the intersections operate acceptably in both the AM and PM peak hours without significant congestion. As such, it can be concluded that there is sufficient vehicular capacity within the corridor.

6.0 Conclusions and Next Steps

The SR 518 corridor is generally characterized with low to medium density retail that fronts SR 518 with low to medium density residential behind the retail. There is a lack of sidewalk, in much of the northern portion of the road, and minimal facilities that can be used by bicycles.

The road lacks medians and instead has a center two-way left turn lane throughout the study area. Driveways are located with close spacing and minimal cross access connections. Many of the businesses fronting SR 518 have multiple driveways to SR 518 and/or side streets. There is open drainage with relatively steep ditches in a narrow border, narrow lanes, and a posted speed of 45 mph. These elements combine to create an environment that is difficult to ride (on a bicycle) and/or walk. Since all transit trips begin and end with pedestrian trips, the environment thereby is also difficult for transit users.

The SR 518 Corridor Planning Study will continue into the next phase to define the purpose and need of future corridor improvements. This includes stakeholder interviews, public workshops, an assessment of future conditions, and identification of evaluation criteria.

This documentation of existing conditions will serve as a reference when considering the needs and vision for the corridor.

Appendices

- Appendix A:Straight Line DiagramsAppendix B:GIS Maps
- Appendix C: SCAT Route Maps and Data
- Appendix D: Crash Maps
- Appendix E: Synchro Intersection Summary Reports

APPENDIX A

Straight Line Diagrams

DATE	5 YR INV SLD REV 07/21/2010 08/11/2010 Deady Cala	BMP EMP INV SLD REV 000.000 006.000 05/15/2014 BH 05/27/2014 MR 000.082 000.082 12/13/2012 MR			SECTION STATUS INT. or US ROUTE NO.	STATE ROAD NO.		DISTRICT ROADWAY ID SHEET NO:
BY	Andy Cole Michael Register	000.000 006.000 05/24/2012 MR 05/31/2012 MR			2.0	OK 310/3K 3034	DILVAND	
ROADWAY FEATURES	DIAMOND & INSIDE CITY, AND URBAN MELBOURNE, PALM BAY-MELBOURN MELBOURNE, PALM BAY-MELBOURN MELBOURNE, PALM BAY-MELBOURN 1-CFAU GALLE BLVD 1-CFAU GALLE BLVD 1-C	ие 0 MP 0.506 TO MP 0.736) REALIGNMENT MP 0.000 TO MP 0.394 MP 0.000 TO MP 0.394 MP 0.000 TO MP 0.394 DELETED (MP 0.506 TO MP 0.923) 0 MP 0.506 TO MP 0.394 0 MP 0.000 TO MP 0.394 0 MP 0.506 TO MP 0.923)	INSIDE CITY, AND URBAN MELBOURNE, PALM BAY-MELBOURNE ' <=SARNO RD 'LSR 5054 ''	68.0°- 12.01+22 68.0°- 12.01+22 9 1 - 12.01 + 22 - 1 9 1 - 12.01 + 22 - 1 9 1 - 12.01 + 22 - 1 9 1 - 12.01 + 72 - 12.01 + 72 - 12.01 + 72 - 12.01 + 72 - 12.01 + 72 - 12.01	72.0' - 48.0' 4.0'R ≤ 4 - 12.0' RDWY 12.0'R RDWY ≤ 12.0 PVD MED 12.0'R RDWY ≤ 12.0 PVD MED 12.0'R SHLD1 - LT 12.0' C&G SHLD1 - LT 12.0' R DWY HLD1 - RT 12.0' R DWY HLD1 - RT	WICKHAM RD	ACTIVE OFF T (MP 2.258 TO N	THE SHS IP 4.740)
ROADWAY	2 - 10.0' LWN SHLD1 2 - 10.0' LWN SHLD1 2 - 2.0' C&G SHL 28/FC-0		2-6.0' LWN SHLD2 28/FC-6 g28/FC-6 g28/F	2 - 6.0' LWN SH	4LD2 6.0' LWN SHLD2 - RT 2 - 2.0' C&G SHLD1	28/FC-2		
COMPOSITION	28/FC-0 28/FC-12.5		28/FC-6 28/FC-6 28/	28/FC-6	28/FC-4 28/FC-4	^N 28/FC-2		
HORIZONTAL		-	∆=5°00'00.00" PI=1.264					
STRUCTURE	B=N88*3030"E		B=N83°30'30'E					
DISTRICT USE			··					
SIS		33 36 0 39 39	SIS CONNECTOR		SI			
FUN CLASS		23 23 23	JRBAN MINOR ART					
AC MAN CLS	ACCESS CLASS03 ACCESS CLASS0	0 1500 160	ACCESS CLASS04		DA	CESS CLASS04		
ROADWAY FEATURES			4.0 			1051/585 1052/57 1	MELBOURNE (5.257 TO 5.715) NE US 489 90 5 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Inside City, AND URBAN Melbourne, PALM BAY-Melbourne 1/5-E-BU GALLIE BLVD 1/5-BU GALLIE BLVD 1/5-BU GALI
LANE WIDTHS ARE AVERAGED		ACTIVE OFF THE SH (MP 2.258 TO MP 4.74	S 0)		(MP 4.740 TO MP 5.257) STATIONING EXCEPTION SEE ROADWAY ID: 700200 MP 3.551 TO MP 4.068	N 00 38.0°-2 2-14.0 32.0°-28.0° 2-14.0° RDWY 2-14.0° RDWY 2-2.0° C&G SHLD1 2.0° C&	28.0' 34.0'- 24.0')' RDWY 8 2 - 12.0' RDWY G SHLD1 - LT % 2.0' C&G SHLD1 - LT D SHLD1 - RT 6.0' PVD SHLD1 - RT G SHLD2 - RT 2.0' C&G SHLD2 - RT	86.0' - 48.0' 42.0' - 24.0'0 4 - 12.0' RDWY K 2 - 12.0' RDWY F 14.0 PVD W/ BAR MED G 4.0' PVD SHLD1 - LT ^G 2 - 6.0' PVD INSHLD1 10.0' PVD SHLD1 - R 2 - 10.0' PVD SHLD1 2 - 2.0' C&G SHLD2 2 - 2.0' LWN SHLD2
ROADWAY						28/FC-0	6228/FC-9.5	28/FC-9.5
	CURVE DATA NOT FIELD VERIFIED					~	"' PC=5.619 D=5.625	Δ=12°00'00.00"
HORIZONTAL ALIGNMENT							PI=0.060 PT=5.71: Δ=24°17' D=5°00'	25-15 PC=5.740 PF=5.762 PT=5.783 R=M70*57/03*E
STRUCTURE								2898.7' BR
DISTRICT USE								
SIS								
SPEED LIMIT							8 45MPH	
AC MAN CLS						ACCESS CLASS06	دما ACCESS CLAS	S06 K K ACCESS CLASS03
/ersion: 1.4.2.17 05/21/2)14					4/1		مريق <u>ر</u>

DATE		5 YR INV	SLD REV	0 000.000	006.000 C	05/15/2014 BH 05	5/27/2014 MR	FLORID	A DEPARTMENT	OF TRANSPORTA	ATION		SECTION STATUS	INT. or US ROUTE NO.
BY	ט א	Randy Cole	Michael Regi	ister 000.082	000.082	12 15/24/2012 MR 05	2/13/2012 MR 5/31/2012 MR	STR	AIGHT L	INE DIAG	RAM OF RC	AD INVENTORY	12	
		6.0						7.0						8.0
	00009	INSIDE CITY, AND URBAN 'MELBOURNE: PALM BAY-M ' ←EAU GALLIE BLVD ' <sr 518<="" td=""><td>ELBOURNE</td><td>674 6779 6779</td><td>- - - - - -</td><td></td><td></td><td></td><td>RELIEF</td><td>SR 513 / 7.292 S PATRICK</td><td></td><td>PARK SIDE PL T.582 T.7.582 T.642 7.642 BURNS BLVD 7.713</td><td>©INSIDE CITY, AND UF ♥ HELBOURNE ► PALM BAY-MELBOU ↓ <=EAU GALLIE BLVI ↓ <sr 518<="" td=""><td>NABAN BEL AIRE DR 8.045 SAN PEDRO DR 8.088 · · · · 0 8.088 · · · · · · · · ·</td></sr></td></sr>	ELBOURNE	674 6779 6779	- - - - - -				RELIEF	SR 513 / 7.292 S PATRICK		PARK SIDE PL T.582 T.7.582 T.642 7.642 BURNS BLVD 7.713	©INSIDE CITY, AND UF ♥ HELBOURNE ► PALM BAY-MELBOU ↓ <=EAU GALLIE BLVI ↓ <sr 518<="" td=""><td>NABAN BEL AIRE DR 8.045 SAN PEDRO DR 8.088 · · · · 0 8.088 · · · · · · · · ·</td></sr>	NABAN BEL AIRE DR 8.045 SAN PEDRO DR 8.088 · · · · 0 8.088 · · · · · · · · ·
	ROADWAY					 			INDIAN RIVER		RIVERSIDE DR 7.333 CAUSEWAY SHOP CTR 7.407	ISLAND WALK	BEACH CLUB DR	7.955 BRITTAN' DR 7.992 7.992 7.922 7.922 7.922 8.149 8.149
	LANE WIDTHS ARE AVERAGED	86.0' - 48.0' 4 - 12.0' RDWY 14.0 PVD WI BAR MED 2 - 6.0' PVD INSHLD1 2 - 10.0' PVD SHLD1 2 - 2.0' LWN SHLD2		92.0' - 48.0' 6.4 - 12.0' RDWY 72 20.0 C&G NSHLD1 2 - 10.0' PVD SHLD1 2 - 2.0' LWN SHLD2					1 1 2 6 7 1 2 7	90.0' - 48.0' 4 - 12.0' RDWY 3 22.0 PVD MED 6.0' PVD SHLD1 - LT 10.0' PVD SHLD1 - RT 2.0' LWN SHLD2 - LT 2.0' C&G SHLD2 - RT	76.0' - 48.0' 8 4 - 12.0' RDWY 2 12.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 3.0' LWN SHLD2			
	ROADWAY C	28/FC-9.5		o /FC-9.5			528/FC-9.5				28/FC-9.5			
	COMPOSITION	28/FC-9.5		[%] ⁶ /FC-9.5			- [∞] 28/FC-9.5							
		CURVE DATA NDT F	IELD VERIFIED	Δ=0°00'55.00"			I			PC=7.207 PI=7.308 PT=7.407				
				PI=6.463						Δ=18°31'30.00"				
	ALIGNMENT	B=N70°57'03"E		B=N70°56'08"E						D=1°45'	B=N89°27'38"E			
	STRUCTURE	9 9 184 2899.7 BR							0183 702.2 BR		7.482	7-247 X 81 CC		
	DISTRICT USE													
	SIS													
	FUN CLASS	URBAN PRIN ART OTHER												
	SPEED LIMIT	45MPH								197.2 45MPH				
		ACCESS CLASS03								ACCESS CLASS03				

STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET N	٥٧:
SR 518/SR 5054	BREVARD	05	70120000	2 OF	: 2
8.210 8.210 8.286 8.286 8.286 8.286 8.286 8.286 8.286 8.286 8.286 8.286 8.286 8.286 8.286 8.286 8.286 8.286 8.280 8.200 8.280 8.2000 8.200 8.200 8.2000 8.2000 8.2000 8.2000 8.2000 8.2000 8.2000 8.2000 8.2000 8.2000 8	LANTIC AVE				
WALMARTENT 8.216 8.216 SR A1A/ ATLANTC AVE 8.308	SR ATAAT				
72.0' - 40.0' 	END MP: 008.398 NET ROADWAY ID LENGTH STATE MAINTAINED LENG	H: 4.982 TH: 4.982			
ACCESS CLASS06					

DATE 0	5 YR INV 18/01/2014	SLD REV BMP 09/25/2014	EMP INV SLD REV	FLORIDA DEPARTMENT OF TRANSPORTATION		SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID SHEET NO:
BY BAR	RY HALLMAN	Michael Register		STRAIGHT LINE DIAGRAM OI	F ROAD INVENTORY	02		SR 513	BREVARD	05	<u>70008000 1 OF 1</u>
A A A A A A A A A A LLE B L A A A A LLE B L A A A C A LLE B A A C A C A C A C A C A C A C A C A C	00 E INSIDE CITY', AND URBAN C INDIAN HARBOUR BEACH PALM BAY-MELBOURNE +<=SR 513/S PATRICK DR + <sr 513<br="">00 7 Z U 0 0 0 0 0 0 0 0 0 0 0 0 0</sr>	KSIDE PL 0.235 0.293 0.293 0.293 0.293 0.293 0.293 0.293 0.347 0.411 0.411 0.411 0.411	AIVER DR CR 3 0.0900 0.	ETRUSCAN WAY		TD PKWY ISLAND DR 1.908 1.908	0.5 	VOOD CT 2.242	RINSIDE CITY, AND URBÁN 878 BLA 739 742 1<==SR 513/S PATRICK DR	AV-METRONAVE 00D AVE FOUNTAIN BLVD 2.778 2.778 2.778	2.810 2.810 - 7.6LT AVE BRISA CT 2.935 BRISA CT 2.935 BRISA CT 2.935 BRISA CT 2.935 BRISA CT 2.935 BRISA CT 2.990
FEATURES OF 15 OF 15 6 Million Million Million Million ARE AVERAGED O	69.0' - 52.0' 8 4 - 13.0' RDWY 6 13.0 PVD MED 2 - 2.0' C&G SH 55.0' - 12.0L+26.0'R 1 - 12.0L+26.0'R RDWY ∰ 13.0 PVD MED 2 - 2.0' C&G SHLD1	77.0' - 52.0' ASSOCIATED STATIO 84 - 13.0' RDWY SEE ROADWAY ID 21.0 PVD MED MP 0.000 TO MI 2 - 2.0' C&G SHLD1 MP 0.000 TO MI	γ L V V V V V V V V V V V V V V V V V V V	50.0' - 24.0' 8 2 - 12.0' RDWY 14.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 2.0' C& SHLD2	TOMA	52.0' - 24.0' 82 - 12.0' RDWY 912.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 3.0' LWN SHLD1	Carrier	ROSE	CAS	SHERW	ROOSE
ROADWAY 8	28/FC-4		828/F	-C-3		8 28/FC-12.5	,				
COMPOSITION	28/FC-4		28/F	-C-3		28/FC-12.5					
HORIZONTAL	CUR∨E DATA NOT F	ELD VERIFIED △=12°16'30.00"	PC=0.776 PI=0.817 PT=0.857	Δ=30°25'38.38" D=2°52'	PC=1.685 PI=1.787 PT=1.889						
ALIGNMENT		PC=0.474 PI=0.515 PT=0.555	<u>Δ=12°15'15.00</u> " D=3°00'	PC=1.023 PI=1.126 PT=1.224	Δ=30°52'12.18" D=2°52'						
	B=N01°56'00"W	в	B=N41°12'41"W B=N01°57'	'26"₩ B=N32*23'05"₩ ¥.		B=N01°30'53"W			Υ	Y	
STRUCTURE		14 CBC		CBC		80. CBC			100, CB	00 	
DESCRIPTION		0.495 × 6' × 4		1.343 × 6' × 6	22 22 23 24 24 24 24 24 24 24 24 24 24 24 24 24	3 X . / X			2.436 X 5' X 1	2.673 42" X 8	
		2- 21 5-		ېن «		2-7			-1 -1	<u> </u>	
SIS											
FUN CLASS	URBAN MINOR ART										
	40MPH										
AC MAIN CLS O	ACCESS CLASSUS				ACC	ESS CLASSUS ALCESS	CLASSUB				
ROADWAY	AND ALL CLAR AND AND AND ALL CLAR AND	Y-MELBOURNE. Same and the second sec	SHRIKE DR 3.5688 3.5688 3.5688 3.5688 3.5688 3.5688 3.5688 3.568	ARWATER PKWY TORTOISE 3.325 4.009 VIEW DR 1.0810 NE 4.009 4.009 4.026 4.109 4.109 4.109 4.109 4.109 4.109 1 4.109 4.109 1 1.109 1.109 1 1.109 1.109 1 1.109 1.109 1 1.109 1.109 1 1.109 1.109	SEA PARK BLVD 4.575 4.634 A.634 A.688 4.688 4.688 1.697 1.64THOUSE LIGHTHOUSE	4022 - 48.0	SABAL PALM IN 5.0000 5.0000 5.0000 5.0000 5.0000 5.0000 5.0000 5.0000 5.0000 5.00000 5.00000 5.00000 5.0000000 5.0000000000	TO RAMP SNO BIN EUROOU			
LANE WIDTHS ARE AVERAGED	52.0' - 24.0' 2 - 12.0' ROWY 12.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 3.0' LWN SHLD2 28/FC-12 5		28/FC-12 5	Б 28/FC-12.5 28/FC-12.5 28/FC-12.5	52.0'- 24.0' 64 8 2 - 12.0' RDWY 1 1 - 9 VD MED 6 12 2 - 5.0' PVD SHLD1 2 2 - 3.0' LWN SHLD2 2 28/EC-12 5	8 4 - 12.0' RDWY 9 12.0 PVD MED 2 - 5.0' PVD SHLD1 2-3.0' LNN SHLD2 8 0' - 12.0'L + 24.0'R 64 12.0' L + 2.12.0'R RDWY 52 5.0' PVD SHLD1 3.3.0' LNN SHLD2 5.0' PVD SHLD1 3.3.0' LNN SHLD2 5.0' PVD SHLD1	8.0'-48.0' 412.0' RDWY 20.0 TFSP MED 5.0' PVD SHLD 5.0' PVD SHLD 0' LWN SHLD2 - LT 2.0' C&G SHLD 0' LWN SHLD2 - LT 2.0' C&G SHLD 28/EC-6	END MP: 005. 1-LT NET ROADW/ 2-LT STATE MAIN ⁻	.253 AY ID LENGTH: 5.253 FAINED LENGTH: 5.253		
	28/FC-12.5		28/FC-12.5	¹ 28/FC-12.5 ⁴ / ₁ /FC-12.5 ⁴ / ₂ /28/FC-12.5	4 28/FC-12.5	- 8 28/FC-12.5	6				
	CURVE DATA NOT F	ELD VERIFIED		5 ^=0'29'30.00"							————
			Δ=0°34′45.	.00° PI=4.005							
ALIGNMENT	B=N01°30'53"W			B=N01°23'41"W							
STRUCTURE		Y1-3:X4:X80 CBC		4.397 1-9 × 9 × 74. CBC			6, 0083 9, 0083 37 UP UP UP	5214			
FUN CLASS	URBAN MINOR ART										————
SPEED LIMIT	40MPH		80 45MPH								
	ACCESS CLASS06						ACCESS CLA	SS06 SS06			
Version: 1.4.2.24 09/17/201	14										

	5 YR INV SLD REV	BMP EMP INV	SLD REV	1 5~	SECTION STATUS	INT or US ROUTE NO STATE ROAD NO	
DATE	07/07/2014 08/19/2014 PPV HALLMAN Michael Begister	000.000 036.148	12/04/2014 MR FLORIDA DEF		AD INVENTORY 02	SR A1A	BREVARD 05 70060000 1 OF 8
BY BAF							
	SINSIDE URBAN, OUTSIDE CITY	· · ·	· ·		· · · · · · · · · · · · · · · · · · ·		
		· · · ·	· · ·	ARK	· · · · · · · · · · · · · · · · · · ·		
	005 PLINE		· · ·		· · · · · · · · · · · · · · · · · · ·		
				STA MAF		SEA 1.74 1.84 1.84 1.90	
		· · · ·			· · · · ·		
ROADWAY		· · · ·	· · ·	· · · ·	· · · · ·		
FEATURES	Ž						
LANE WIDTHS							
ARE AVERAGED	52.0' - 24.0'	38.0' - 24.0'					
	44.0' - 24.0'	2 - 12.0' RDWY 2 2.0' PVD SHLD1 - LT					
	o 2 - 8.0' PVD SHLD1 o 2 - 4.0' PVD SHLD1 2 - 4.0' PVD SHLD1 2 - 2.0' C&G SHLD2 2 - 8.0' LWN SHLD2 2 - 4.0' LWN SHLD2	4.0' PVD SHLD1 - RT 2 2 - 4.0' LWN SHLD2					
ROADWAY	28/FC-9.5 28/FC-9.5						
COMPOSITION	0 0 28/FC-9.5						
	CURVE DATA NOT FIELD VERIFIED				A-025500 001		A_490400 00H
HORIZONTAL					∆=2:5500.00"		Δ=1"24'00.00"
ALIGNMENT					PI=1.398		PI=2.243
					B=N27°00'30''W		B=N28"24'30"W
STRUCTURE							
DESCRIPTION							
SIS							
FUN CLASS	URBAN MINOR ART						
SPEED LIMIT	845MPH	6 55MPH					
AC MAN CLS	ACCESS CLASS04						
NHS							
		30			40		50
	SINSIDE URBAN, OUTSIDE CITY					· · · · ·	
	N 1<=SR A1A 1 <sr a1a<="" td=""><td></td><td></td><td></td><td></td><td>A DR</td><td>. BL</td></sr>					A DR	. BL
		· · ·	· · ·	· · · · ·		· · · · · · · · · · · · · · · · · · ·	
			· · ·		4:092	A 200) A 267 BAYS BAYS	
		220 					
ROADWAY		. 300			· · ·		
FEATURES			н н				
		BBON					
LANE WIDTHS ARE AVERAGED							48.0' - 24.0'
	38.0' - 24.0' 8 2 - 12.0' RDWY						© 2 - 12.0' RDWY 38.0' - 24.0' © 12.0 PVD MED № 2 - 12.0' RDWY
	2.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT						4.0 LWN SHLD1 - LT 4.0 PVD SHLD1 - RT 4.0 PVD SHLD1 - RT 4.0 PVD SHLD1 - RT 2.4 PVD SHLD1 - RT 2.4 PVD SHLD1 - RT
BOADWAY	- 28/FC-9 5						4.0 LWN SHLD2 - RT 2 - 4.0 LWN SHLD2
L COME COLLON				PC=3.629	Δ=5°07′00.00"		20/FC-9.5
	CURVE DATA NOT FIELD VERIFIED			PI=3.676 PT=3.724	P=1200000 P(=3.809	Δ=0°20'00.00"	PI=4,933
HORIZONTAL	CURVE DATA NOT FIELD VERIFIED PI=2.752				DI-3 858	PI=4.282	∆=0°40′00.00"
HORIZONTAL	CURVE DATA NOT FIELD VERIFIED PI=2.752 Δ=2°00'00.00"			∆=5°00'30.00 ⁴ D=1°00'00 00	PT=3.900		
HORIZONTAL	CURVE DATA N□T FIELD VERIFIED PI=2,752 Δ=2°00'00.00" Δ=2°00'00.00" B=N28°24'30"W B=N26°24'30"W Δ=2°20'00.00"			<u>א=5"00"30.00</u> " D=1*00'00 00 B=N21	PT=3.900 °24'00"W B=N26°31'00"W	B=N26°51'00"W	
HORIZONTAL	CURVE DATA N□T FIELD VERIFIED PI=2,752 Δ=2'00'00.00" Δ=100'00'00'00'00'00'00'00'00'00'00'00'00'			⊼=570030.00 ⁴ D=1°00′00 00 B=N21	PT=3,900 *24'00"W B=N26*31'00"W	B=N26°51'00"W	
HORIZONTAL ALIGNMENT STRUCTURE	CURVE DATA N□T FIELD VERIFIED PI=2,752 Δ=2°00'00.00" Δ=			λ=5°00°30.00 ⁶ D=1°00′00 00 B=N21	PT=3.900 *24'00"W B=N26*31'00"W	B=N26°51'00"W	
HORIZONTAL ALIGNMENT STRUCTURE DESCRIPTION	CURVE DATA N□T FIELD VERIFIED PI=2,752 Δ=2°00'00.00" Δ=			∑=5°00′30.00 ⁶ D=1°00′00 00 B=N21	PT=3.900 *24'00'W B=N26'31'00'W	B=N26°51'00'W	
HORIZONTAL ALIGNMENT STRUCTURE DESCRIPTION	CURVE DATA N□T FIELD VERIFIED PI=2,752 Δ=2°00'00.00" B=N26*24'30"W B=N26*24'30"W			⊼=570030.00 ⁴ D=1°00′00 00 B=№21	PT-3.300 '24'00'W B=N26'31'00'W	B=N26°51'00'W	
HORIZONTAL ALIGNMENT STRUCTURE DESCRIPTION	CURVE DATA N□T FIELD VERIFIED PI=2,752 Δ=2*00'00.00" B=N26*24'30"W B=N26*24'30"W B=N26*24'30"W			⊼=5°00°30.00 ⁴ D=1°00′00 00 B=№21	PT=3.900 '24'00'W B=N26'31'00'W	B=N26°51'00'W	
HORIZONTAL ALIGNMENT STRUCTURE DESCRIPTION SIS	CURVE DATA NIT FIELD VERIFIED PI=2,752 \$\Delta=2^{*00'00.00"}\$ \$\Delta=2^{*00'00.			⊼=570730.20 ⁴ D=1*00'00 00 B=№21	PT=3.900 P24'00'W B=N26°31'00'W	B=N26°51'00"W	
HORIZONTAL ALIGNMENT STRUCTURE DESCRIPTION SIS FUN CLASS SPEED LIMIT	CURVE DATA NIT FIELD VERIFIED PI=2,752 \$\Delta=2^{*00'00.00''}\$ \$\Delta=2^{*00'00.00''}\$ \$\Delta=2^{*00'00.00''}\$ \$\Delta=2^{*00'00.00''}\$ \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24'30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W \$\Delta=N28^*24''30''W		8 4мрн	Δ=570030.00 ⁴ D=1*00'00 00 B=N21	PT-3.900 P24'00'W B=N26'31'00'W	B=N26°51'00'W	
HORIZONTAL ALIGNMENT STRUCTURE DESCRIPTION SIS FUN CLASS SPEED LIMIT	CURVE DATA NOT FIELD VERIFIED PI=2,752 \$\Delta=2^{00000.00^*}\$		ଞ୍ଚ ଖ୍ୟୁ ମ	Δ=570730.00 ⁴ D=1*00'00 00 B=N21	PT=3.900 P24'00'W B=N26'31'00'W	B=N26°51'00'W	
HORIZONTAL ALIGNMENT STRUCTURE DESCRIPTION SIS FUN CLASS SPEED LIMIT AC MAN CLS NHS	CURVE DATA N□T FIELD VERIFIED PI=2,752 Δ=2°00'00.00" Δ=2°00'00.00" Δ=2°00'00.00" Δ<		8 8 45MPH	2=570730.00 ⁴ D=1*00'00 00 B=N21	PT=3.900 I'24'00'W B=N26'31'00'W	B=N26°51′00'W	

Version:	1.4.2.24	11/18/2014	

DATE	= 0	5 YR INV 07/07/2014	SLD REV 08/19/2014	BMP 000.000	EMP 036.148	NV SLD REV 12/04/2014 MR	FLORIDA DEPARTMENT	OF TRANSPOR					SECTION STATUS	INT. or US ROL	JTE NO.	STATE ROAD NO.		COUNTY	DISTRICT	ROADWAY ID	SHEET NO
ΒY	BARI	RY HALLMAN	Michael Registe	er			STRAIGHTL	INE DIA	GRAM OF	- ROAD IN	VENTO	RY	02			SR A1A		BREVARD	05	70060000	2 OF
	* 2.000	50 INSIDE URBAN, OUTSIDE CIT * PALM BAY-MELBOURNE *I <sr a1a<br="">*I<sr a1a<br="">S</sr></sr>	/	ov cir.		RPL	LORIDA TRL EN ST	6.0	· · · · · · · · · · · · · · · · · · ·	AST .	AINE ST	· İs jiri	AR ST	_ST	EZ ŞT		7.0	NNG PL			
		BEVEF 5.103	· ·	WOOE 5.364 	5.514	AMBE 5.629 MULLE 5.678	0LD F 5.878 5.878 5.878 5.948		· ·	MEDIN 6.306	6.356 6.356 DELES 6.428	0.720 DELV/ 6.505	DELM/	6.654 FLORE	6.804						
	ROADWAY			- - -		· · ·			· · ·									· · ·			
	LANE WIDTHS ARE AVERAGED	38.0' - 24.0' 2 - 12.0' RDWY 2.0' PVD SHLD1 - LT																			
		4.0' PVD SHLD1 - RT 2 - 4.0' LWN SHLD2																			
		28/FC-9.5																			
	HORIZONTAL	CURVE DATA NOT F	ELD VERIFIED		۵	s=0°19'00.00"	Δ=0°29'40.00"											PI=7.202		∆=0°37′50.	.00"
	ALIGNMENT					PI=5.615	PI=5,922											Δ=1°30'00.	00"	PI=7.426	8
						B=N26°27′00°W AH=	B=N26*56	40"W										B=N	25°26'40"W	B=N2	:6°04'30"W
	STRUCTURE																				
	DESCRIPTION																				
	SIS																				
l	SPEED LIMIT	45MPH					ទី ៥៨ ៥៨														
		ACCESS CLASS04																			
	NHS																				
	7,500	7.566 5.866	NSIDE URBAN, *PALM BAY ME Y⊂=SR A1A 1<=SR A1A 1<=SR A1A 882. 882. 14. 15. 15. 15. 15. 15. 15. 15. 15		14RMONY PL	IIDDEN COVE DR	ASSEKEE TRL ASSEKEE TRL .308 .308 DCEANWAY DR	SOLWAY DR	SEA DUNES DR		8849	0.0 8.960			ATLANTIC DR		SPOONBILL LN	VORY DR		URTLE BAY PL 3.860	10.0
	ROADWAY			"MADRIENT	joo				· · ·	- - - - -	· · · · · · · · · · · · · · · · · · ·	2			· · · · · · · · · · · · · · · · · · ·					· · · · · · · · · · · · · · · · · · ·	
	LANE WIDTHS ARE AVERAGED	38.0' - 24.0'																			
	7.500	2 - 12.0' RDWY 2.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 2 - 4.0' LWN SHLD2																			
		28/FC-9.5																			
		CURVE DATA NOT FI	ELD VERIFIED	PI=7.901		PC=8.127 PI=8.176		Δ=4°22'50.00" D=1°00'00.00				PI=	9.027			PI=9.383			∆=3°36'4 D=0°30'0	0.00"	
	HORIZONTAL ALIGNMENT			Δ=1°16′00.00"		PT=8.226 <u>A=5°12'40.00</u> " D=1°00'00 00		PC=8.477 PI=8.518 PT=8.560				Δ=0°1	5'20.00"			Δ=0°50'30.00"			PC=9.779 PI=9.847 PT=9.914		
		B=N26°04'30"W		B=N24°43'30"W		B=N19°3	5'50"W	B=N	N23°58'40"W				B=N23°43'20"W			B=N22°52'50"W					
	STRUCTURE																				
	DESCRIPTION																				
	SIS	URBAN MINOR ART																			
		45MPH																			55MPH
		ACCESS CLASS04																			
Versior	1.4.2.24 11/18/201	I 14																			

		5 YR INV	SLD REV	BMP EMP	INV SLD REV			1	SECTION STATU	S INT. or US ROUTE	NO. STATE ROAD NO.	COUNTY	DISTRICT ROADWAY	ID SHEET NO
DATE BY	BARF	7/07/2014 RY HALLMAN	08/19/2014 Michael Register	000.000 036.148	12/04/2014 MR	STRAIGHT LIN	E DIAGRA	M OF ROAD INVENTORY	′ 02		SR A1A	BREVARD	05 700600	000 3 OF 8
	10.000 10.000	INSIDE URBAN, OUTSIDE CIT * PALM BAY-MELBOURNE 1/≪SR A1A * <sr a1a<="" th=""><th>γ · · · · · · · · · · · · · · · · · · ·</th><th></th><th></th><th>COVE RD</th><th></th><th></th><th></th><th></th><th>MACFARLANE ST 11.819 11.857 BALLYSHANON ST RD TO WATERFORD BAY 11.921 WINDEMERE PL</th><th>11.1982 INDIGO COVE PL 12.058</th><th>FFTH ST 12.324</th><th>SANDY SHOES DR 12.436 MAR LEN DR 12.495</th></sr>	γ · · · · · · · · · · · · · · · · · · ·			COVE RD					MACFARLANE ST 11.819 11.857 BALLYSHANON ST RD TO WATERFORD BAY 11.921 WINDEMERE PL	11.1982 INDIGO COVE PL 12.058	FFTH ST 12.324	SANDY SHOES DR 12.436 MAR LEN DR 12.495
	ROADWAY FEATURES		· · ·	· · ·	· · ·	· · ·		· · · ·	· · ·		· · ·		· · · · · · · · · · · · · · · · · · ·	
<i>.</i>	LANE WIDTHS ARE AVERAGED 00 01	38.0' - 24.0' 2 - 12.0' RDWY 2.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 2 - 4.0' LWN SHLD2							82-12 982-12 992-12 1200 2-4. 2-4.	- 24.0' .0' RDWY YVD MED 0' PVD SHLD1 0' LWN SHLD2	38.0' - 24.0' % 2 - 12.0' RDWY 2 2.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 2 - 4.0' LWN SHLD2			
	ROADWAY	28/FC-9.5				28/FC-9.5			828/F	C-9.5	ဖ္မွ ^{28/FC-9.5}	28/FC-9.5		
с	COMPOSITION ₽	CURVE DATA NOT F	IELD VERIFIED			2			← 28/F	C-9.5	<u>.</u>	÷		
+	HORIZONTAL ALIGNMENT			PI=10.455 Δ=2°18'48,00" B=N24°10'42"W	PI=10.675 Δ=1°15'50.00" Β=N22*54*52"W	PI=10.866 Δ=0°35′28.00° B=N22°19′24″W	PI=11.043 Δ=0°34'51.00" B=N21°44'33"W	∆=1*3622.00* PI=11.293 B=N23*20'55*W				PI=12.056 Δ=1*53'40.00* B=N21*27'15"W		
S	STRUCTURE													
	SIS													
	FUN CLASS	URBAN MINOR ART							8				69	
		ACCESS CLASS04							요 도			LASS06	ୁର୍ବ ଅ	
	NHS										2 5			
	12.500	INSIDE URBAN, OUTSIDE CIT * PALM BAY-MELBOURNE * CALA * CAL	RIVER WALK DR 12.701 RIVER VILLA WAY 12.768	RIVER WOODS BLVD 12.891 12.891 11.00 11.00 11.00 11.00 11.00 11.00	RICHARDS RD 13.075 LA COSTA ST 13.168 9. 13.168 13.232 LANDINGS RD	SABLE RIDGE LN 13.430 HORIZON LN	13.492	UNSIGNED 13.700 13.700 13.722 NORWICH LN 13.780 13.861 13.861 13.861 13.861 13.917	14.0 · · · · · · · · · · · · · · · · · · ·	0414	54 ³ /1 ³¹		© INSIDE CITY, AND URBAN N MELBOURNE BEACH T PALM BAY-MELBOURNE ' <=SR A1A ' <sr a1a<="" th=""><th>CHERRY DR</th></sr>	CHERRY DR
	ROADWAY FEATURES		· · ·		· · ·	· · ·	· · ·			1	· · ·		· · ·	
4	LANE WIDTHS ARE AVERAGED 99 21	38.0' - 24.0' 2 - 12.0' RDWY 2.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 2 - 4.0' LVNN SHLD2				13.502	50.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 2.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 2 - 4.0' LWN SHLD2	38.0° - 24.0° 2 - 12.0° ROWY 2.0° PVD SHLD1 - LT 4.0° PVD SHLD1 - RT 2 - 4.0° LWN SHLD2		56.0' - 24.0' (2 - 12.0' RDWY (2 - 12.0 PVD MED (2 - 4.0' PVD SHLD 8.0' LWN SHLD2 4.0' LWN SHLD2	0, 56.0' - 24.0' D1 ஜ 2 - 12.0' ROWY -LT ஜ 2 - 4.0' PVD SHLD1 -RT 2 - 12.0' LWN SHLD2			
	ROADWAY	28/FC-9.5				202	28/FC-9.5 65	28/FC-9.5		<u>ب</u> 28/FC-9.5	<u>ور 28/FC-9.5 رو</u> 28/FC-6			
С	OMPOSITION ₽						28/ 🐑			28/FC-9.5	<u>4</u> <u>4</u>			
F	HORIZONTAL		Δ=1°13'30.00"			PI=13.420						PI=14.683		
	ALIGNMENT	B=N21°27'15"W	PI=12.726 B=N22°40'45"W			Δ=1°11́40.00" Β=N21°29′05"W						Δ=1°00'30.00 Β=Ν2)" 0°28'35"W	
	STRUCTURE													
	SIS	URBAN MINOR ART												
5	SPEED LIMIT	45MPH			40MPH	40MPH								
	AC MAN CLS	ACCESS CLASS06			۲	÷								
	NHS													
(oroion. 1														

DATE	0	5 YR INV 7/07/2014	SLD REV	вмр 000.000 0	EMP 36.148	INV 12/	SLD REV /04/2014 MR	FLORIDA DEPARI	TMENT OF TRANS	SPORTATION				SECTION	STATUS	INT. or US ROUTE N	NO.	STATE ROAD NO).	COUNTY	DIST	RICT RO	ADWAY ID S	HEET NC
BY	BAR	RY HALLMAN	Michael Regist	er				STRAIGH	IT LINE D	DIAGRAM	OF ROA	D INVE	ENTORY	02	2			SR A1A		BREVARD	0	5 700	60000 4	OF
	15.000 15	MINSIDE CITY, AND URBAN MELBOURNE BEACH * PALM BAY-MELBOURNE 1/	SURF RD 15,160	SIXTH AVE 15.24 FIFTH AVE	. 15.296	FOURTH AVE 15.367	THIRD AVE 15.437	15.508	FIRST AVE 15.579	©INSIDE CIT 80 MELBOUR 1 PALM BAY 1 ⊂=OCEAN 1 <=OCEAN 1 <=SR A1A	Y, AND URBAN NE BEACH Y-MELBOURNE I AVE LS USL SI 97/151)	OAK ST 15.882	NSIDE CITY, AND U * MELBOURNE BEA * PALM BAY MELBO * CAN ST * CSR A1A CSR A1A CSR A1A CSR A1A CSR A1A CSR A1A CSR A1A	15.945 CH CH CH CH	4VENUE B 16.011	BLVD 16.092	COLONY ST 16.150	ACACIA BLVD 16.213	COLONY ST			MAGNOLIA AVE	16.480
FI														 AVENUE A	15.945	AVENUE B 16.011	SUNSET - 16.092	BEAUJEAN AVE		ATLANTIC-ST				
ARI	COADWAY 2	46.0' 56.0' - 24.0' & 2 - 12 2 - 12.0' RDWY & 2 - 2.0' 2 - 12.0' PVD SHLD1 * 2.0' L' 2 - 12.0' LWN SHLD2 4.0' L' 28/FC-6	- 24.0' .0' RDWY)' PVD SHLD1 WN SHLD2 - LT WN SHLD2 - RT										2 2 2 2 2 2 2 2	6.0' - 24.0' - 12.0' RDWY - 4.0' PVD SHLD1 - 2.0' LWN SHLD2		37.0' - 24.0' 2 - 12.0' RDWY 2 - 4.0' PVD SHLD1 1.0' LWN SHLD2 - L 4.0' LWN SHLD2 - F	1 LT RT							
co																								
		CUR∨E DATA N⊡T F	IELD VERIFIED			P I =15	.403			∆=68°54'00.00"			P I= 15	.882								∆=21°17 D=5°00'0	"30.00"	\neg
HC		<u> </u>				Δ=0°05	'30.00"			PI=15.665			∆= 90°01	1'30.00"								PC=16.3 PI=16.43	95 36	\neg
AL	LIGNMENT	B=N20°28'35"W				E	3=N20°23'05"W			B=N89°17'05	5"W		E	3=N00°44'25"E								PT=16.4	75 B=N20°33'	05"W
ST	RUCTURE																							
DE	SCRIPTION																							
	sis																							
FU		URBAN MINOR ART																						
SP			1					800 PH							15.992	40MPH								
AC		ACCESS CLASS06																						
	NHS																							
					17.0							$\overline{\nabla}$		18.0	•									19.0
		SINSIDE CITY, AND URE SINDIALANTIC SINDIA	BAN WINSDE CITY, AND URBAI WINDALANTIC P FALM BAY-MELBOURN I'F=MIRAMAR AVE I'F=MIRAMAR AVE V 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CEAN TERR 1.936 1.936 1.936 1.936 1.936 1.936 1.936	elbourne ave .031 ourteenth ave	r 083 HIRTEENTH AVE 1133 MELTH AVE	181		7.434 7.434 7.484 7.484 	7.536 OURTH AVE 7.579 HIRD AVE 7.637 5.637	7.678 7.727 7.727 AICHIGAN AVE	7 786 JR 7 825	NINSIDE CITY, AND * INDIALANTIC * PALM BAY-MELB * <=SR A1A/ATLAN * <sr a1a<="" th=""><th>SROSSE ANADO</th><th>NE 8.095 · ·</th><th>ILEMIKA AVE 8.166 VASHINGTON VE 8.226 ALMETTO ALMETTO</th><th>NE 8.275 8.318 → + + 8.318 → + + +</th><th>E URBAN,'OUTSIDE (M BAY-MELBOURNE R A1A/ATLANTIC AVE ≿ A1A</th><th>005KIND RD 8.498</th><th></th><th>DCEAN OAKS DR</th><th>ERRACE</th><th>8.868 </th><th></th></sr>	SROSSE ANADO	NE 8.095 · ·	ILEMIKA AVE 8.166 VASHINGTON VE 8.226 ALMETTO ALMETTO	NE 8.275 8.318 → + + 8.318 → + + +	E URBAN,'OUTSIDE (M BAY-MELBOURNE R A1A/ATLANTIC AVE ≿ A1A	005KIND RD 8.498		DCEAN OAKS DR	ERRACE	8.868 	
R	ROADWAY		TAMPA A 110		<u> </u>	<u>2 </u>	ELEVENTH A	EIGHTH A	US 192 / SR 500	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	, <u>, , , , , , , , , , , , , , , , , , </u>	WATSON 1 17 825		990 81 (0022)	- - - -	- - - - - -			 	- - - 1	· · · ·	- - -		=
LA ARI	ANE WIDTHS E AVERAGED	37 0' - 24 0'	39.0' - 24.0'					42 0' - 2	24.0'	-	72 0' - 48 0'							66 0' - 40 0'						
	16 <u>.5</u> 00	2 - 12.0' RDWY 2 - 4.0' PVD SHLD1 1.0' LWN SHLD2 - LT 4.0' LWN SHLD2 - RT	6 2 - 12.0' RDWY 6 2 - 4.0' PVD SHLD1 3.0' LWN SHLD2 - LT 4.0' LWN SHLD2 - RT					2 - 12.0 2 - 12.0 2 - 12.0 PV 2.0' LW 4.0' LW)' RDWY 40.0 /D MED 47.2 - 1 /N SHLD1 - LT 12.0 /N SHLD1 - RT 2 - 2	0' - 24.0' 82 12.0' RDWY 12 0 PVD MED 22 2.0' C&G SHLD1 2	4 - 12.0' RDWY 12.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 2.0' CRG SHLD2						18.344	4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2						
R	ROADWAY 00	28/FC-6						28/FC	-6 <u>985</u>	28/FC-3														\square
co	MPOSITION [©]			DC-41	6 961			¹ ⊂ 28/FC·	-6 2	28/FC-3		DC-17 010												
нс				PC=16 Δ=2°04'00.00" PI=16 Δ=2°04'00.00	.975 6.989							PI=17.841 PT=17.870	_			∆=2°35′00.00"				PI=18.604				
AL	LIGNMENT			PI=16.922 Δ=5°4	16'00.00"							Δ=3°05'00.00 D=1°00'00 00	00"			PI=18.199				Δ=0°35'00.00"				
		B=N20°33'05"W		B=N16°51'05"	w								B=N13°46'05"W			B=N16°21'05"	"W						~	\neg
ST DE:	IRUCTURE SCRIPTION																						- 24" X 80' CC	
																							<u> </u>	
	SIS																							\neg
FU		URBAN MINOR ART							87.528 17.528	RBAN PRIN ART OTHER														
SP		40MPH							4 4	10MPH						18.265	45MPH							
AC		ACCESS CLASS06							10															
	NHS								17.536 Z	NHS/MAP-21 PRINCIPAL	ARTERIALS													
/ersion: 1.4.	2.24 11/18/201	14																						

	5 YR INV	SLD REV		BMP EMP	INV L 12	SLD REV							SECTION ST	ATUS INT. or	r US ROUTE NO.	s	TATE ROAD NO	o.	COL	UNTY	DISTRICT	ROADW	
BY	BARRY HALLMAN	08/19/20 Michael Re	gister	0.000 0.000.140	12	704/2014 MIX	STRAIGH	T LINE DI	AGRAM	OF RO/	AD INVE	ENTORY	02				SR A1A	<u>م</u>	BRE	VARD	05	70060	000 5 OF
	19.0 8 INSIDE URBAN, OUTSID 9 PALM BAY-MELBOUR 1 ⊂=SR A1A/ATLANTIC A 1 <=SR A1A U U U U U U U U U U U U U	MATERS E E 19.174 19.174	POINSETTA ST 19.319 JOAN PL 19.388	19.463 LN 19.505 BEACH ST	-INSIDE CITY, AND URE * MELBOURNE * PALM BAY-MELBOUF * I<=SR A1A/ATLANTIC * I <sr a1a<br="">\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</sr>	AAN . RNE . AVE .	OCEAN VIEW LN 19.888 PROVINCIAL DR	HARRIS BUVD 20.032	PEDEŠTŘIAN UNDERPASS PONCE DE LEON DR	INSIDE URBAN, OU * PALM BAY-MELBC *I<=SR A1A/ATLANT *I <sr a1a<br="">\$ 5 5 6 6 7 6 7 7 7 7 7 7 7 7 7 7 7 7 7</sr>	TSIDE'CITY DURNE COLVE NAX COLVAT NAX 50:330	ATLANTIC AVE 20.398 SOUTH CT 20.441	NORTH CT 20.496 20.518 HURLEY DR 20.552	HOLY NAME WAY 20.648 OCEANSIDE BLVD	INSIDE CITY, AN ·* MELBOURNE * PALM BAY-ME [*]<=SR A1A/ATL *]<=SR A1A/ATL 88 88 00 00 00 00 00 00 00 00	ND URBAN ELBOURNE ANTIC AVE	SR 518/ 20.885 EAU GALLIE BL	21.035 00 0112	GOLDEN GOLDEN BEACH BLVD		ND URBAN OUR BEACH ELBOURNE LANTIC AVE	ATLANTIC BLVD 21.338	- - - - - - - -
ROADV	IAY · ·		 			PARADISE	 I I		PEDESTRIAN UNDERPASS					• •			SR 518/ EAU GALLIE BL 20.909	WALLACE 20.971	2				
LANE WIG	011HS AGED 66.0' - 40.0' 64 - 10.0' RDWY 610.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2														20.784	68.0' - 40.0' 4 - 10.0' RDWY 12.0 CB&VEG MI 2 - 2.0' C&G INSI 2 - 4.0' PVD SHL 2 - 4.0' LWN SHL	ED HLD1 D1 D2	66.0' - 40.0' 66.0' - 40.0' 67.00' RD 60.0' RD 60.0' RD 60.0' RD 60.0' RD 60.0' RD 60.0' RD 60.0' RD 60.0' RD 60.0' - 40.0' 70.0' RD 70.0'	WY ED SHLD1 I SHLD2				
ROADV	/AY 828/FC-3																						
					PI=10 65	2				1 =20.177						P I =20	866						
	NTAL 2=1°	6'00.00" B=N15°46'05"W			Δ=0°46'00.	- 00" 14°20'05"W			Δ=	1°23'00.00"						Δ=0°27 ⁴	00.00" =N13°00'11"W(AF	H°)					
		۲ _Q							0.124	0.125	۲ _e												
STRUCT	URE TION	19.203 1 - 24" X 85' C							∑ #900 5.3' UP		20.325 1 - 24" X 89' C												
sis		~									~												
FUN CL	ASS	3																					
SPEED L	IMIT 845MPH																						
AC MAN	CLS CLASS06	ARTERIALS																					
	ор Т]
	SINSIDE CITY, AND URBA ************************************	N . 2H . 2E .	рк 21.903	22.0	MARTESIA WAY 22.096	22.286 22.286	INSIDE CITY, AND URB SATELLITE BEACH PALM BAY-MELBOUR IN=SR ATA/ATLANTIC / IN=SR ATA/ATLANTIC /	AVE 22.481	AVE 22.600	PKWY 22.735	- - - - -	MAJORCA CT 22.905	ROYAL PALM BLVD 23.044 SKYLINE BLVD	23.088	CASSIA BLVD	23.279 CINNAMON DR 23.328 NORWOOD AVE	23.378 HARWOOD AVE 23.428	GLENWOOD AVE 23.475 ELLWOOD AVE	23.528	AVE 23.670	ROOSEVELT AVE		233 910 · · · · · · · · · · · · · · · · · · ·
	/AY		PINETREE 21.903	21.226 OCEAN DUNES DR		VOLUNTEER WAY 22.225	PALMETTO AVE 22.348	SUNRISE _ 22.481	MAGELLAN 22.600	DESOTO										PARK 23.670			-GRANT 23.910
ARE AVER	AGED 66.0' - 40.0' 64 10.0' RDWY 10.0 PVD MED 72 4.0' PVD SHLD1 2 4.0' LWN SHLD2 /AY 828/FC-3		68.0' - 40.0' 4 - 10.0' RDWY 2 - 4.0' DFSP MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	66.0' - 40.0 66.0' - 40.0 66 4 - 10.0' RI 1 10.0 PVD P 1 2 - 4.0' PVI 2 2 - 4.0' LW	y DWY MED D SHLD1 N SHLD2				20 65 8	68.0' - 40.0' 4 - 10.0' RDWY 12.0 TFSP MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	66.0' - 40.0' 64 - 10.0' RDW 10.0 PVD MEI 2 - 4.0' PVD S 2 - 4.0' LWN S	Y D HLD1 HLD2											
COMPOS	1TION 28/FC-3																						
HORIZO		FIELD VERIFIED				∆=0°09'0 PI=22.2	00.00" 277			P I =2 Δ=0°4	22.772			Δ=1°57'00.00" PI=23.133				P I =2 Δ=1°29	3.534				
	B=N13°00'11"W(AH°)					B=	=N13°09'11"W				B=N12°21'11"W			B=N14°18'11	I"W	• •			B=N12°49'11"W				
STRUCT	URE TION			21.992						22.760	- 24 × 82 CC					23.359 -1-24" X 79" CC							23.924
FUN CL		२																					
SPEED L																							
AC MAN	CLS																						
ersion: 1.4.2.24.1	NHS/MAP-21 PRINCIPAL NHS/MAP-21 PRINC	ARTERIALS																					
51310H. 1.4.2.24 1	1/10/2014																						

DATE BY	(BAR	5 YR INV 07/07/2014 RY HALLMAN	SLD REV 08/19/20 Michael Reg	14 000.0 jister	EMP 00 036.148	INV	SLD REV 12/04/2014 M		IRIDA DEPARTMENT	INE DI		MOFR	OAD IN	VENTORY	SECTION STATUS	INT. or US ROL	JTE NO.
	24 000	240 SATELLITE & SATELLITE & PALM BAY-h * SATELLITE & PALM BAY-h * SR A1A/A * SR A1A/A * SR A1A/A * SR A1A/A	AND URBAN SEACH HELBOURNE LI TLANTIC AVE NO LI CO CO S S		24549 038			SHEARWATER PKWY 24.802		25.0 25.0	NSIDE URBAN, C PALM BAY-MEL PALM BAY-MEL SE A 1AVATLA SE A MAY SE A MAY SE A MAY SE A MAY SE	DUTSIDE CITY BOURNE - INTIC AVE - 	25.249	SEA PARK BLVD	SE 1ST ST	25.612 25.612 	OCEAN BLVD
	ROADWAY	- - -	· · ·					HIGHTOWER PARK 24.802			•				· · ·		
	LANE WIDTHS ARE AVERAGED	66.0' - 40.0' 64 - 10.0' RDWY • 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	68.0' - 40.0' ⊗ 4 - 10.0' RDWY № 12.0 CB&VEG MED № 2 - 2.0' C&G INSHLD 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	66.0' - 40.0'			68 67 7 7 7 2 2	6.0' - 40.0' - 10.0' RDWY .0 TFSP MED - 4.0' PVD SHLD1 - 4.0' LWN SHLD2	66.0' - 40.0' 66.0' - 40.0' 64 - 10.0' RDWY 7 10.0 PVD MED 7 2 - 4.0' PVD SHLD1 2 2 - 4.0' LWN SHLD2			78.0' - 48.0 50 4 - 12.0' R 50 14.0 PVD 1 2 - 4.0' PV 2 - 4.0' LW)' DWY MED D SHLD1 /N SHLD2		66.0' - 40.0' 4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD 2 - 4.0' LWN SHLD	84.0' - 48.0' 4 4 - 12.0' RDWY 5 20.0 TFSP MEI 2 - 4.0' PVD SH 2 - 4.0' LWN SH	66.0'- 66.0'- 64-10(09310.0P 100P 100 100 100 100 100 100
		28/FC-3															
	HORIZONTAL ALIGNMENT		IELD VERIFIED	PI=24.361 Δ=0°22'00.00*			F Δ=:	PI=24.761 2°06'00.00"					PI=25.278 Δ=2°24'30.00"	74/			Δ=0°27'00 PI=25.8
	STRUCTURE	D-1412 49 11 W		B=N12 27 11 W				× 10, CC					D-NU7 3641	vv			
	DESCRIPTION							1 -24	24								
	SIS	URBAN PRIN ART OTHER															
	SPEED LIMIT	45MPH															
	AC MAN CLS	ACCESS CLASS06															
	28 29 29 29	SI INSIDE URBAN, OÙTSIDE CIT SI PALM BAY-MELBOURNE I I<=SR A1A/ATLANTIC AVE I I <sr a1a<="" th=""><th>Y</th><th></th><th>AFB RUCK GATE 6.998</th><th></th><th>- 0394 661 2</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>28.0</th><th></th><th></th></sr>	Y		AFB RUCK GATE 6.998		- 0394 661 2								28.0		
	ROADWAY FEATURES		· · · · · · · · · · · · · · · · · · ·		3 E J A										· · · · · · · · · · · · · · · · · · ·		
	LANE WIDTHS ARE AVERAGED	71.0' - 40.0' 24 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 9.0' OTHER SHLD2 - LT 4.0' OTHER SHLD2 - RT				92.0' - 48.0' 92.0 - 48.0' 20.0 CB&VEG N 20.0 C& C& INS 2 - 2.0' C& INS 2 - 4.0' PVD SH 2 - 8.0' LWN SH	, MED SHLD1 HLD1 HLD2			92.0' - 48.0' 06 4 - 12.0' RE 2 20.0 VEG M 7 2 - 4.0' PVE 2 - 8.0' LWI 2 - 8.0' LWI	, DWY MED D SHLD1 N SHLD2		92.0' - 48.0' & 4 - 12.0' RDWY & 20.0 VEG MED & 5.0' PVD INSHLI 2 - 4.0' PVD SHL 2 - 8.0' LWN SHL	92.0' - 48.0' 88 4 - 12.0' RDW 92.0.0 VEG ME 20.0 VEG ME D1 - RT 15.0' PVD INS D1 2 - 4.0' PVD 2 - 8.0' LWN 3	Y 92.0'-4 D 64-12.0 HLD1-LT 20.0 VE HLD1 2-4.0' SHLD2 2-8.0'	8.0' RDWY G MED PVD SHLD1 WN SHLD2	
	ROADWAY	28/FC-3				دی 28/FC-4											
	COMPOSITION	28/FC-3				28/FC-4											
	HORIZONTAL	CURVE DATA NOT F	ILLU VERIFIED		PI=27.018	PI=2	27.146	PC=27.242 PI=27.305 PT=27.386	Δ=7 D=0	°08'00.00" °50'00.00							
	ALIGNMENT	B=N08°11'20"W			Δ=0°22'30.00" B=N07°	∆=0°17 °48'50"W	▼7'00.00" B=N07°31'50"W	Δ=6°38'00.00" D=1°00'00 00	PC= PI=2 PT= B=N00°53'50"W	27.530 27.611		B=N08°01'50"W	1				
F	SIS	3															
┝	FUN CLASS																
⊢	AC MAN CLS	ACCESS CLASS06			AC	CESS CLASS06	ACCESS CI A	.SS03									
⊢	NHS //	NHS/MAP-21 PRINCIPAL ART	ERIALS		AC		NOOLOG OLA										
Version: 1	ۃ 1.4.2.24 11/18/20)14															



		5 YR INV		SLD REV	BMP	EMP INV	SLD RE	v						PEOTION OTATIO	. INIT - 1	
DATE	0	07/07/2014		08/19/2014	000.000 03	36.148	12/04/2014	MR FLOR							IN I. or U	JS KUUTE NO.
BY	BAR	RY HALLMAN	N	lichael Register				<u> </u>	RAIGHT			KUAD IN	VENIORY	02		
	28 000 29	^{®0} INSIDE URBAN, OUTSIDE (PALM BAY-MELBOURNE *I<=SR A1A/ATLANTIC AVE *I <sr a1a<="" td=""><td></td><td></td><td></td><td>· · · · · · · · · · · · · · · · · · ·</td><td></td><td></td><td></td><td>80.0</td><td>· · · · · · · · · · · · · · · · · · ·</td><td>SHERRY LEE LN 80.243 51 51 - · · · - 50.292</td><td></td><td>2ND ST 80.526 51 80.572 51</td><td>80.614 51 80.657</td><td>INSTDI *PALM *<-SF *<</td></sr>				· · · · · · · · · · · · · · · · · · ·				80.0	· · · · · · · · · · · · · · · · · · ·	SHERRY LEE LN 80.243 51 51 - · · · - 50.292		2ND ST 80.526 51 80.572 51	80.614 51 80.657	INSTDI *PALM *<-SF *<
	ROADWAY FEATURES	 	UNSIGNED 29.195		• • • •	· · ·					· · ·	335TH 30.292		315T 3 3 3 3 3 3 3 3 3 3 3 3 5 7 5 3 0 5 7 2 3 9 0 TH	30.614 3 29TH 5 30.657 3	28TH 2 30.730 3 27TH 5 30.786 3
	LANE WIDTHS ARE AVERAGED	92.0' - 48.0' 4 - 12.0' RDWY 20.0 VEG MED 2 - 4.0' PVD SHLD1 2 - 8.0' LVN SHLD2									74.0' - 40.0' 2 4 - 10.0' RDWY 5 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2					
	ROADWAY 8	28/FC-4								ş	ළ 28/FC-0 ි 28/FC-:	3				
	o Composition ถึ	28/FC-4									8 28/FC-0 8 /FC-3					
			Δ=4°00'00.00"	PC=29.275 CU	RVE DATA NOT F	IELD VERIFIED	1		PC=29.845		1					
	HORIZONTAL		D=1°00'00 00 PC=29 150	PI=29.313 PT=29.351			Δ=5°	°10'00.00"	PI=29.874 PT=29.903		PI=30.184					PI=30.79
	ALIGNMENT		PI=29.188 PT=29.228	∆=4°00'00.00 D=1°00'00 00			Pl	=29.734	Δ=6°57'00.00' D=1°00'00 00		Δ=2°21'00.00					∆= 0°26'00.
\vdash		B=N08°01'50"W		B=N12°01'50"W B	N08°01'50"W			B=N13°01'50"W	B=N17°14'5	0"W	B=N03	°51'50"W(AH°)				
	STRUCTURE															
	SIS															
	FUN CLASS	URBAN PRIN ART OTHER														
L	SPEED LIMIT	55MPH									45MPH	(0)(0				
	AC MAN CLS	ACCESS CLASS03									ACCE	SS CLASS03	SS CLASS06			
	31,500	INSIDE CITY, AND URBAN * COCCA BEACH * PALM BAY-MELBOURNE * I<=SR A1A/ATLANTIC AVE * I <sr a1a<="" th=""><th></th><th></th><th></th><th>32.0</th><th></th><th></th><th></th><th></th><th>. (31.</th><th>ONE WAY 032 TO 33.999)</th><th></th><th>33.0</th><th></th><th></th></sr>				32.0					. (31.	ONE WAY 032 TO 33.999)		33.0		
	ROADWAY FEATURES	S 15TH ST 31.559 31.559	S 14TH ST 31.683 31.683	- <u>S.13TH</u> ST . 31.805 31.805	- S 12TH ST 31.929 31.929	S 11TH ST 32.052 32.052	S 10TH ST 32.177 32.177	S 9TH ST 32.297 32.297	- 8TH ST S 32.420 32.420	S 7TH ST 32.544	S 6TH ST 32.666 32.666 32.666	S 5TH ST 32.791 32.791	- S 4TH. ST . 32.909 32.909	S 3RD ST 33.036 33.036	S 2ND ST 33 159 33 159	S 15T ST 33.283 33.283
	LANE WIDTHS ARE AVERAGED	37.0' - 22.0' 2 - 11.0' RDWY 5.0' LWN SHLD1 - LT 5.0' PVD SHLD1 - RT 5.0' LWN SHLD2 - RT														8 54.0 7 2 - 11 8 2 2 - 2 8 2 - 2 2 - 2
	ROADWAY	28/FC-3														
		CURVE DATA NOT	FIELD VER	IFIED						Δ=1°18'00.00"		PI=:	32.844			
	HORIZONTAL									PI=32 543		۸=۶۰۲	8'00.00"			^
	ALIGNMENT	B=N01°37′50"W								1-02.040		<u>1</u> -2 U	B=N00°47'50"W			1
		- NOT 01 00 W					Y						5 1100 77 00 W			
							S									
	STRUCTURE						. 177 X 52'									
	DESCRIPTION						32									
⊢	SIS															
⊢	FUN CLASS	URBAN PRIN ART OTHER														
\vdash	SPEED LIMIT	35MPH														
⊢																
\vdash	NH9		RTERIALS													
L			VI LIVIALO													



ATT OPECADA ODE ALL DEBUGY DEBUGY </th <th></th> <th>5 YR INV</th> <th>SLD REV</th> <th>BMP EMP</th> <th>INV</th> <th>SLD REV</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>STATE BOAD NO</th> <th>COUNTY</th> <th>DISTRICT</th> <th></th> <th></th>		5 YR INV	SLD REV	BMP EMP	INV	SLD REV								STATE BOAD NO	COUNTY	DISTRICT		
NT DERROTHALIDAN Mitod Reader SIRAGEN LINE DIAGRAM OF ROAD INVENTORY 02 SIRAI BREVARD 05 7/0060000 [0 OF Image: Sirai and	DATE	07/07/2014	08/19/2014	000.000 036.148		12/04/2014 MR	FLORIDA DEPA	ARTMENT OF TR				SECTION STATUS	INT. OF US ROUTE NO.	STATE ROAD NO.				
	BY	BARRY HALLMAN	Michael Register				STRAIG	HI LINE		OF ROAD IN	VENIORY	02		SR A1A	BREVARL	05	70060000	18 OF
		34.0		,				35.0				· · · · ·		36	.0			
NUMPY Image:		34,000 84,0000 84,0000 84,0000 84,0000 84,0000 84,0000 84,0000 84,0000 84,0000 84,0000 84,00000 84,0000000000	INSIDE CITY, AND URBAN COCCA BEACH PALM BAY-MELBOURNE ISSN ATAATLANTIC AVE ISSN ATAA C		ESTHER DR 34.577	ANTIGUA DR 34.703 BAHAMA BLVD	34.778 JAMAICA DR 34.861	BIMINI RD 34.940	BANANA RIVER BLVD 35.090		35.397	MANATEE LN 35.502 SARASOTA LN 35.555 PINELLAS LN 35.612	ESCAMBIA LN 35.667	35.837 35.937 35.937 35.937 35.937 35.837 35.937 35.937 35.937 35.937 35.937 35.937 35.937 35.937 35.937 35.937 35.937 35.937 35.757 35.937 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.9575 35.95755 35.95755 35.95755 35.95755555 35.9575555555555555555555555555555555555	36.012 36.012 BAY ST 36.081 36.148 36.148			
View	1	DADWAY	COCCOA ISLES 34.199	TULIP AVE 34.421 HOLIDAY _ 34.483	I DREAM OF JEANIE LN 34.604	107 AVE 34.671	· · ·	ROYALE WAY 34.968		FISCHER PARK	DIPLOMAT BLVU 35.352 - · ·		WAKULLA LN 35.723 FLAGLER LN 35.776	 ST LUCIE 36.837 36.837 36.837 75.894 75.894 75.894 75.955 36.955 36.955 10.000 10.000	HERNARON LN 36.012 95.080 95.080 D1XE LN 56.143 56.143	00000 2000000		
aligned interview al	L	NE WIDTHS AVERAGED													EN	D MP: 036.148		
RADAVA 0 28FC-12.5 28FC-12.5 28FC-12.5 CAURCE 1000 0 28FC-12.5 28FC-12.5 28FC-12.5 Auge 1000 0 28FC-12.5 28FC-12.5 28FC-12.5 Status 1000 0 28FC-12.5 28FC-12.5		4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2											964 24- 5916 2-	0' - 44.0' 11.0' RDWY 0 TFSP MED 2.0' C&G SHLD1	NE ST/	T ROADWAY ID ATE MAINTAINE	LENGTH: 36.14 D LENGTH: 36.	18 148
CONPOSITION Procession Procession </td <td></td> <td>DADWAY 828/FC-12.5</td> <td></td> <td>328/F</td> <td>C-12.5</td> <td></td> <td></td> <td></td> <td></td>		DADWAY 828/FC-12.5											328/F	C-12.5				
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SPEED LIMIT ¹ / ₉ 35MPH	F	IN CLASS	ł															
AC MAN CLS ACCESS CLASS05 ACCESS CLASS05 NHS MAP-21 PRINCIPAL ARTERIALS	s	EED LIMIT 335MPH																
NHS SMAP-21 PRINCIPAL ARTERIALS	A	MAN CLS													ACCESS CLASS05			
		NHS NHS/MAP-21 PRINCIPAL	ARTERIALS											NHS/MAP-	-21 PRINCIPAL ARTERIALS			







17.340) 177010101 9 0.521	
	END MP: 017.340 NET ROADWAY ID LENGTH: 16.929 STATE MAINTAINED LENGTH: 16.929

APPENDIX B GIS Maps



$\begin{array}{c} \text{COMMUNITY CHARACTERISTICS $$R$ 518} \\ \text{Eau Gallie Beachside Corridor Study} \end{array}$







FLOODPLAIN CHARACTERISTICS SR 518Eau Gallie Beachside Corridor Study







0 250 500 1,000 Feet FUTURE LAND USE SR 518Eau Gallie Beachside Corridor Study




1,000 Feet

500

250

TRANSPORTATION INFO. SR 518Eau Gallie Beachside Corridor Study





$\begin{array}{c} \text{ZONING $ SR 518$} \\ \text{Eau Gallie Beachside Corridor Study} \end{array}$







SIDEWALK GAPS SR 518Eau Gallie Beachside Corridor Study







ETDM AGE DEMOGRAPHICS SR 518 Eau Gallie Beachside Corridor Study







0 250 500 1,000

DRAINAGE BASIN MAP $\underline{SR}\ 518$ Eau Gallie Beachside Corridor Study





ENVIRONMENTALLY SENSITIVE LAND SR 518 Eau Gallie Beachside Corridor Study





APPENDIX C

SCAT Route Maps and Data



This route has DESIGNATED STOPS only. The bus will drop off and pick up ONLY at marked bus stops along the route	ite.
ROUTE 26 ~ SOUTH BEACH	

TRANSFER STOPS IN BOLD ITALIC

																2022
	ROUTE 26 - SCHEDULED STOPS				MON	DAY - F	RIDAY	7				SATUR	DAY O	NLY S	ERVI	CE
/AP #		AM	AM	PM	PM	PM	PM	MAP #	TRANSFER TO Route Number	AM	AM	PM	PM	PM	MAP #	TRANSFER TO ROUTE NUMBER
1	MELBOURNE INTERNATIONAL AIRPORT (DEPART)	7:00	9:00	12:00	2:00	4:00	6:00	1	#1 #21	8:00	10:00	1:00	3:00	5:00	1	#1 #21
2	AIRPORT BLVD. & EDDIE ALLEN RD.	7:03	9:03	12:03	2:03	4:03	6:03	2	#24 #25	8:03	10:03	1:03	3:03	5:03	2	#24 #25
3	UNIVERSITY BLVD. @ CLEMENTE CENTER	7:09	9:09	12:09	2:09	4:09	6:09	3		8:09	10:09	1:09	3:09	5:09	3	
4	NEW HAVEN AVE. @ CVS	7:13	9:13	12:13	2:13	4:13	6:13	4		8:13	10:13	1:13	3:13	5:13	4	
5	NEW HAVEN AVE. @ TRINITY TOWERS SOUTH	7:15	9:15	12:15	2:15	4:15	6:15	5	#21	8:15	10:15	1:15	3:15	5:15	5	#21
6	A1A @ NANCE PARK	7:22	9:22	12:22	2:22	4:22	6:22	6		8:22	10:22	1:22	3:22	5:22	6	
7	INDIAN HARBOUR PLACE @ PUBLIX	7:34	9:34	12:34	2:34	4:34	6:34	7		8:34	10:34	1:34	3:34	5:34	7	
8	EAU GALLIE @ OCEAN SPRINGS PLAZA	7:38	9:38	12:38	2:38	4:38	6:38	8		8:38	10:38	1:38	3:38	-	8	
9	A1A & DESOTO PKWY.	7:41	9:41	12:41	2:41	4:41	6:41	9		8:41	10:41	1:41	3:41	-	9	
10	A1A & OCEAN BLVD.	7:46	9:46	12:46	2:46	4:46	6:46	10		8:46	10:46	1:46	3:46	-	10	
11	PAFB MAIN GATE BEACHSIDE	7:51	9:51	12:51	2:51	4:51	6:51	11		8:51	10:51	1:51	3:51	-	11	
12	S. ATLANTIC AVE. & 12TH ST. (ARRIVE)	7:56	9:56	12:56	2:56	4:56	6:56	12	#9	8:56	10:56	1:56	3:56	-	12	#9
12	S. ATLANTIC AVE. & 12TH ST. (DEPART)	8:00	10:00	1:00	3:00	5:00	7:00	12	#9	9:00	11:00	2:00	4:00	-	12	#9
11	PAFB MAIN GATE	8:05	10:05	1:05	3:05	5:05	7:05	11		9:05	11:05	2:05	4:05	-	11	
10	A1A & OCEAN BLVD.	8:09	10:09	1:09	3:09	5:09	7:09	10		9:09	11:09	2:09	4:09	-	10	
9	A1A & DESOTO PKWY.	8:15	10:15	1:15	3:15	5:15	7:15	9		9:15	11:15	2:15	4:15	-	9	
7	INDIAN HARBOUR PLACE @ PUBLIX	8:21	10:21	1:21	3:21	5:21	7:21	7		9:21	11:21	2:21	4:21	-	7	
8	EAU GALLIE @ OCEAN SPRINGS PLAZA	8:26	10:26	1:26	3:26	5:26	7:26	8		9:26	11:26	2:26	4:26	5:39	8	
6	A1A & 4TH AVE.	8:36	10:36	1:36	3:36	5:36	7:36	6		9:36	11:36	2:36	4:36	5:49	6	
13	TRINITY TOWERS EAST	8:43	10:43	1:43	3:43	5:43	7:43	13	#21	9:43	11:43	2:43	4:43	5:57	13	#21
2	AIRPORT BLVD @ LEGACY APTS.	8:49	10:49	1:49	3:49	5:49	7:49	2	#24 #25	9:49	11:49	2:49	4:49	6:02	2	#24 #25
1	MELBOURNE INTERNATIONAL AIRPORT (ARRIVE)	8:52	10:52	1:52	3:52	5:52	7:52	1	#1 #21	9:52	11:52	2:52	4:52	6:05	1	#1 #21







ROUTE 33 MONDAY - FRIDAY ~ EAU GALLIE ARTS DISTRICT

	ROUTE 33 - SCHEDULED STOPS			MOND	DAY - F	RIDA	Y
AP #		AM	AM	РМ	РМ	MAP #	TRANSFER TO Route Number
1	HIGHLAND AVE. & AURORA RD.	10:30	10:50	-	2:00	1	
2	HIGHLAND AVE. @ RENEE FOOSANER EDUCATION CENTER	10:32	10:52	—	2:02	2	
3	HIGHLAND AVE. @ ART EXPRESSIONS	10:33	10:53	—	2:03	3	
4	EAU GALLIE BLVD. @ CAUSEWAY SHOPPING CENTER	10:38	10:58	-	2:08	4	
5	EAU GALLIE BLVD. @ OCEAN SPRINGS PLAZA	10:39	10:59	1:49	2:09	5	
6	EAU GALLIE BLVD. @ CANOVA BEACH PARK	10:40	11:00	1:50	2:10	6	
7	EAU GALLIE BLVD. @ INDIAN HARBOUR PLACE	10:42	11:02	1:52	2:12	7	
8	EAU GALLIE BLVD. & PINEAPPLE AVE.	10:47	11:07	1:57	2:17	8	
9	HIGHLAND AVE. @ BREVARD ART MUSEUM	10:48	11:08	1:58	2:18	9	
1	HIGHLAND AVE. & AURORA RD.	10:50	11:10	2:00	2:20	1	

IN BOLD ITALIC

NOTES:		

APPENDIX D

Crash Maps

SR 518 Eau Gallie Beachside Corridor Study Pedestrian and Bicycle Crash Data





NOTE: Locations of crashes shown are approximate





Legend

	Angle	\bigcirc	Pedestrian
\bigcirc	Bicycle	•	Rear End
\bigcirc	Head On	ightarrow	Right Turn
ightarrow	Left Turn	ightarrow	Sideswipe
\bullet	Off Road	\bigcirc	Unknown
\bigcirc	Other		

NOTE: Locations of crashes shown are approximate









		J GALLIE BLVI		
1	Leg	end	K	
121	•	Angle	\bigcirc	Pedestrian
121	\bigcirc	Bicycle	0	Rear End
121	\bigcirc	Head On	ightarrow	Right Turn
14,	\bigcirc	Left Turn	ightarrow	Sideswipe
12/1	\bullet	Off Road	ightarrow	Unknown
11.	\bigcirc	Other		









Page 5







NOTE: Locations of crashes shown are approximate













NOTE: Locations of crashes shown are approximate MEDITERRA THE 0 EAU GALLIE BLVD 0 • 0 0 CLOVER CIR ISLAND CLUB DR SUNSHINE ST

37.5

75

Feet

150

MARSAILLE DR



Image: Constraint of the set of t				F
Head On Right Turn Left Turn Sideswipe	D	Lega	end Angle Bicycle Head On Left Turn	Pedestrian Rear End Right Turn Sideswipe

Page 10

NOTE: Locations of crashes shown are approximate











NOTE: Locations of crashes shown are approximate



Legend Pedestrian Anale Rear End Bicycle Right Turn Head On Sideswipe Left Turn

Off Road

Other

 \bigcirc

Unknown







NOTE: Locations of crashes shown are approximate







NOTE: Locations of crashes shown are approximate



APPENDIX E

Synchro Intersection Summary Reports

SR 518 CORRIDOR STUDY

EXISTING CONDITIONS SYNCHRO ANALYSIS

		AM Peak Hour																											
INTEDSECTION	Intersection			East	bound					West	bound					North	bound					So	uthbou	ınd			In	tersecti	ion
IN TERSECTION	Control	L	eft	TI	ıru	Ri	ght	L	eft	Tł	ru	Ri	ght	L	eft	T	nru	Ri	ght	L	eft	T	nru		Right		Delar	Max	LOS
		Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	LOS	Delay	V/C	L03
SR 518 & SR 513	Signalized	59.6	0.76	26.5	0.33	1.4	0.10	65.7	0.23	59.4	0.91	-	-	66.6	0.80	48.3	0.23	0.3	0.07	71.3	0.69	71.1	0.62	25.3	0.38	С	49.4	0.91	D
SR 518 & Burns Blvd	Unsignalized	0.5	0.04	0.6	0.25	-	-	-	-	0	0.38	0	0.21	-	-	-	-	-	-	18.4	0.10	-	-	13.5	0.18	В	1.2	0.38	А
SR 518 & Brittany Dr	Unsignalized	-	-	0	0.16	0	0.01	0.3	0.03	0.4	0.33	-	-	14	0.07	-	-	10.2	0.03	-	-	-	-	-	-	-	0.7	0.33	А
SR 518 & WalMart / Winn Dixie Entrance	Signalized	7	0.01	5.8	0.24	1.5	0.06	3.8	0.02	3.9	0.29	-	-	-	-	2.7	0.17	-	-	-	-	-	-	-	-	-	4.5	0.29	Α
SR 518 & SR A1A	Signalized	59.5	0.59	58.8	0.58	10.6	0.58	-	-	46.7	0.15	-	-	59.8	0.84	9.9	0.33	0	0.01	35	0.03	37	0.57	0.5	0.31	А	26.4	0.84	С
SR A1A & WalMart / Winn Dixie Entrance	Unsignalized	17.6	0.05	-	-	9.3	0.08	-	-	-	-	-	-	1.5	0.12	1.1	0.43	-	-	-	-	0	0.27	0	0.02	Α	1.1	0.43	Α
SR A1A & Oceanside Blvd	Unsignalized	15.7	0.03	-	-	9.1	0.05	17.8	0.03	-	-	11.1	0.01	0.4	0.03	0.5	0.24	-	-	0.1	0.01	0.1	0.35	0	0.01	А	0.7	0.35	Α
SR 513 & Pedstrian Signal	Ped. Signal	11.4	0.02	-	-	-	-	-	-	-	-	-	-	0.1	0.01	0.2	0.08	-	-	-	-	0	0.10	0	0.06	А	0.3	0.10	Α
SR 513 & Shopping Center	Unsignalized	-	-	-	-	-	-	12.6	0.08	-	-	12.6	0.08	-	-	0	0.20	0	0.02	0.6	0.05	0.6	0.38	-	-	-	0.8	0.38	Α

		PM PEAK HOUR																											
INTERCEPTON	Intersection			Easth	oound					Westl	bound					North	bound					So	uthbou	nd			In	tersecti	on
INTERSECTION	Control	L	eft	Th	ru	Ri	ght	L	eft	Th	ru	Ri	ght	L	eft	Tł	iru	Rig	ght	L	eft	Tł	ıru		Right		D 1	Max	TOC
		Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	LOS	Delay	V/C	LOS
SR 518 & SR 513	Signalized	76.3	0.93	37.6	0.63	5.6	0.15	76.9	0.48	80.4	0.99	-	-	87.8	0.85	69.1	0.61	0.9	0.15	85.8	0.88	81.1	0.79	10	0.18	В	63	0.99	Е
SR 518 & Burns Blvd	Unsignalized	2.6	0.17	1.5	0.49	-	-	-	-	0	0.40	0	0.23	-	-	-	-	-	-	25.4	0.19	-	-	13.7	0.16	В	1.8	0.49	А
SR 518 & Brittany Dr	Unsignalized	-	-	0	0.29	0	0.02	0.6	0.05	0.5	0.35	-	-	18.1	0.06	-	-	12.2	0.04	-	-	-	-	-	-	-	0.6	0.35	А
SR 518 & WalMart / Winn Dixie Entrance	Signalized	12.4	0.02	14.7	0.55	2.8	0.25	6.3	0.10	7.6	0.41	-	-	-	-	27	0.68	-	-	-	-	-	-	-	-	-	12.2	0.68	В
SR 518 & SR A1A	Signalized	79.3	0.88	80.7	0.89	10.1	0.73	66.2	0.09	46.6	0.27	-	-	72.5	0.88	14.5	0.35	0.1	0.02	38	0.05	50.1	0.78	0.8	0.42	Α	35.9	0.89	D
SR A1A & WalMart / Winn Dixie Entrance	Unsignalized	22.8	0.10	-	-	10.4	0.22	-	-	-	-	-	-	3.7	0.23	2.1	0.39	-	-	-	-	0	0.37	0	0.05	Α	2	0.39	Α
SR A1A & Oceanside Blvd	Unsignalized	36	0.12	-	-	10.4	0.04	-	-	-	-	13.6	0.06	1.8	0.09	1.3	0.35	0	0.35	1.2	0.07	0.7	0.57	0	0.02	Α	1.4	0.57	Α
SR 513 & Pedstrian Signal	Ped. Signal	14.5	0.07	-	-	14.5	0.07	-	-	-	-	-	-	0.1	0.01	0.2	0.11	-	-	-	-	0	0.21	0	0.12	Α	0.5	0.21	Α
SR 513 & Shopping Center	Unsignalized	-	-	-	-	-	-	22.8	0.45	-	-	22.8	0.45	-	-	0	0.36	0	0.04	3.2	0.20	2	0.33	-	-	-	3.2	0.45	Α

110: SR 518 & S Patrick Dr Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	**	**	1	**	≜t ⊾			**	1	3	*	11
Volume (vnh)	413	479	44	27	737	73	235	112	19	120	118	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450	1700	545	285	1700	0	215	1700	0	300	1700	0
Storage Lanes	2		1	200		0	1		1	1		2
Taper Length (ft)	100			100		Ŭ	50			50		2
Lane I Itil Factor	0.97	0.95	1 00	0.97	0.95	0.95	1 00	0.95	1 00	1 00	1 00	0.88
Frt	0.77	0.75	0.850	0.77	0.75	0.75	1.00	0.75	0.850	1.00	1.00	0.00
Flt Protected	0 950		0.000	0 950	0.701		0 950		0.000	0 950		0.000
Satd Flow (prot)	2/122	2520	1583	3/133	3/183	0	1770	2520	1583	1770	1863	2787
Flt Permitted	0.950	3337	1505	0.950	3403	0	0.950	3337	1303	0.950	1005	2707
Satd Flow (perm)	2/122	2520	1583	3/133	3/183	0	1770	2520	1583	1770	1863	2787
Pight Turn on Red	3433	3337	Vas	3433	3403	Vas	1770	5557	Vas	1770	1005	2707 Vos
Satd Flow (PTOP)			110		7	103			153			80
Link Spood (mpb)		45	110		/5			32	155		40	07
Link Speed (mpn)		4J 1707			2015			550			706	
Travol Timo (s)		27.1			2015			10.0			12.0	
Dook Hour Eactor	0.06	27.1	0.60	0.45	0.01	0.75	0.77	0.7	0.64	0.74	0.04	0 07
Adi Elow (uph)	100	0.94 510	0.00	0.05	0.91	0.75	205	156	20	0.74	126	20/
Auj. Flow (vpr) Sharod Lano Traffic (%)	400	510	75	42	010	71	305	100	30	102	120	394
Lang Croup Flow (upb)	100	F10	70	10	007	0	205	154	20	140	104	204
Eatle Gloup Flow (vpil)	400 No	510	/ 3 No	4Z	907 No	U No	303 No	100 No	30 No	10Z	120 No	394 No
Lana Alianment	INU Loft	INU Loft	NU Diabt	INU Loft	INU Loft	Diabt	INU Loft	INU Loft	NU Diabt	INU Loft	INU Loft	Diabt
Lane Alignment Modion Width(ft)	Leit	Leit	Right	Leit	Leit	Right	Leit	Leit	Right	Leit	Leit	Right
		24			24			12			12	
Crosswalk Width (ft)		1(1(1(1(
		10			10			10			10	
Two way Left Turn Lane	1.00	1 00	1 00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1.00	1 00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mpn)	15	2	9	15	2	9	15	2	9	15	2	9
Number of Delectors	1.4	Z	D'arkat	1.4	Z		1.4	Z	D'arki	1.4		Dia ha
Detector Template	Left	I nru	Right	Left	I nru		Left	Inru	Right	Left	Inru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (IT)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(It)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6						4			8
Detector Phase	1	6	6	5	2		7	4	4	3	8	1

SR 518 AM Existing Kimley Horn Synchro 8 Report

110: SR 518 & S Patrick Dr Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	15.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	8.0
Minimum Split (s)	14.3	38.3	38.3	11.3	38.3		11.3	35.0	35.0	11.3	35.0	14.3
Total Split (s)	45.0	65.0	65.0	25.0	45.0		35.0	35.0	35.0	40.0	40.0	45.0
Total Split (%)	27.3%	39.4%	39.4%	15.2%	27.3%		21.2%	21.2%	21.2%	24.2%	24.2%	27.3%
Maximum Green (s)	38.7	57.7	57.7	18.7	37.7		28.7	28.0	28.0	33.7	33.0	38.7
Yellow Time (s)	4.3	4.8	4.8	4.3	4.8		4.3	4.5	4.5	4.3	4.5	4.3
All-Red Time (s)	2.0	2.5	2.5	2.0	2.5		2.0	2.5	2.5	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	7.3	7.3	6.3	7.3		6.3	7.0	7.0	6.3	7.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			21.0	21.0		21.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	24.5	57.9	57.9	7.1	37.9		28.7	25.6	25.6	17.5	14.4	45.9
Actuated g/C Ratio	0.18	0.44	0.44	0.05	0.29		0.22	0.19	0.19	0.13	0.11	0.35
v/c Ratio	0.76	0.33	0.10	0.23	0.91		0.80	0.23	0.07	0.69	0.62	0.38
Control Delay	59.6	26.5	1.4	65.7	59.4		66.6	48.3	0.3	71.3	71.1	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	26.5	1.4	65.7	59.4		66.6	48.3	0.3	71.3	71.1	25.3
LOS	E	С	А	E	E		E	D	А	E	E	С
Approach Delay		39.7			59.7			56.8			44.7	
Approach LOS		D			E			E			D	
Intersection Summary												
Area Type:	Other											
Cycle Length: 165												
Actuated Cycle Length: 13	32.5											
Natural Cycle: 130												
Control Type: Actuated-U	ncoordinated	ł										
Maximum v/c Ratio: 0.91												
Intersection Signal Delay:	49.4			Ir	ntersectio	n LOS: D						
Intersection Capacity Utili	zation 71.3%	0		[(CU Level	of Servic	еC					
Analysis Period (min) 15												

Splits and Phases: 110: SR 518 & S Patrick Dr

₽ ₽ ø1		← ø2	ø3		₽ ø4
45 s		45 s	40 s		35 s
√ ø5	₩ ø6		▲ ø7	4	ø8
25 s	65 s		35 s	40	S

16: SR A1A & SR 518/Beach Access Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	4	1	5	ĥ		5	**	1	5	* *	1
Volume (vph)	259	5	261	0	5	2	347	651	2	3	686	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	300		100	100		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.933				0.850			0.850
Flt Protected	0.950	0.955					0.950			0.950		
Satd. Flow (prot)	1681	1690	1583	1863	1738	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950	0.955				-	0.950			0.351		
Satd. Flow (perm)	1681	1690	1583	1863	1738	0	1770	3539	1583	654	3539	1583
Right Turn on Red		1070	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			284		8	100			127			401
Link Speed (mph)		45	20.		25			45			45	
Link Distance (ft)		926			263			578			1909	
Travel Time (s)		14.0			7.2			8.8			28.9	
Peak Hour Factor	0.86	0.50	0.92	0.25	0.50	0.25	0.87	0.82	0 25	0.50	0.95	0.86
Adi Flow (vph)	301	10	284	0.20	10	8	399	794	8	6	722	488
Shared Lane Traffic (%)	48%	10	201	Ŭ	10	Ŭ	077	.,,	Ŭ	Ű	,	100
Lane Group Flow (vph)	157	154	284	0	18	0	399	794	8	6	722	488
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	2011	24	. ugut	2011	24	. ug. u	Lon	12	g	2011	12	rugin
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	l eft	Thru	Right	Left	Thru		Left	Thru	Right	l eft	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel								- A			.	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	custom	Perm	NA	Free
Protected Phases	8	8	2	4	4		1	6		2	2	
Permitted Phases	3	3	8				·	3	2	2	-	Free
Detector Phase	8	8	8	4	4		1	6	2	2	2	

SR 518 AM Existing Kimley Horn Synchro 8 Report

16: SR A1A & SR 518/Beach Access Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	25.0	25.0	25.0	25.0	
Minimum Split (s)	45.9	45.9	45.9	13.8	13.8		13.8	42.8	31.8	31.8	31.8	
Total Split (s)	35.0	35.0	35.0	20.0	20.0		45.0	95.0	50.0	50.0	50.0	
Total Split (%)	23.3%	23.3%	23.3%	13.3%	13.3%		30.0%	63.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	28.1	28.1	28.1	13.2	13.2		38.2	88.2	43.2	43.2	43.2	
Yellow Time (s)	4.8	4.8	4.8	3.4	3.4		4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	2.1	2.1	2.1	3.4	3.4		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.8		6.8	6.8	6.8	6.8	6.8	
Lead/Lag							Lead		Lag	Lag	Lag	
Lead-Lag Optimize?							Yes		Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		3.0	8.0	8.0	8.0	8.0	
Recall Mode	None	None	None	None	None		None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	32.0	32.0	32.0					29.0				
Pedestrian Calls (#/hr)	0	0	0					0				
Act Effct Green (s)	19.1	19.1	19.1		8.0		32.6	78.6	38.8	38.8	38.8	117.2
Actuated g/C Ratio	0.16	0.16	0.16		0.07		0.28	0.67	0.33	0.33	0.33	1.00
v/c Ratio	0.58	0.56	0.57		0.14		0.81	0.33	0.01	0.03	0.62	0.31
Control Delay	57.6	57.0	10.5		46.4		55.9	10.0	0.0	35.0	38.2	0.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	57.0	10.5		46.4		55. 9	10.0	0.0	35.0	38.2	0.5
LOS	E	E	В		D		E	В	А	С	D	Α
Approach Delay		34.9			46.4			25.2			23.0	
Approach LOS		С			D			С			С	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 11	7.2											
Natural Cycle: 130												
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.81												
Intersection Signal Delay:	26.4			Ir	ntersection	1 LOS: C						
Intersection Capacity Utiliz	ation 72.7%	, D		(CU Level	of Service	еC					
Analysis Period (min) 15												

Splits and Phases: 16: SR A1A & SR 518/Beach Access

øı	↓ ø2	₹ø4	↓ _{\$\$8}
45 s	50 s	20 s	35 s
₽ ø6			
95 s			

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	**	1	5	4 14			4				1
Volume (vph)	3	563	42	6	728	2	44	0	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		250	100		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.980				
Flt Protected	0.950			0.950				0.959				
Satd. Flow (prot)	1770	3539	1583	1770	3532	0	0	1751	0	0	0	1863
Flt Permitted	0.356			0.346				0.959				
Satd. Flow (perm)	663	3539	1583	645	3532	0	0	1751	0	0	0	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101		2			116				
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1254			926			514			305	
Travel Time (s)		19.0			14.0			14.0			8.3	
Peak Hour Factor	0.50	0.93	0.60	0.42	0.94	0.25	0.83	0.25	0.88	0.25	0.25	0.25
Adj. Flow (vph)	6	605	70	14	774	8	53	0	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	605	70	14	782	0	0	62	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				Right
Leading Detector (ft)	20	100	20	20	100		20	100				20
Trailing Detector (ft)	0	0	0	0	0		0	0				0
Detector 1 Position(ft)	0	0	0	0	0		0	0				0
Detector 1 Size(ft)	20	6	20	20	6		20	6				20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex				CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0	5		0.0			0.0				
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA				custom
Protected Phases		6		5	2			4				
Permitted Phases	6		6	2			4					6
Detector Phase	6	6	6	5	2		4	4				6

Synchro 8 Report

66: WalMart/Winn Dixie/San Juan Dr & SR 518 Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	5.0	20.0		7.0	7.0				20.0
Minimum Split (s)	26.8	26.8	26.8	11.8	26.8		22.9	22.9				26.8
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0				50.0
Total Split (%)	50.0%	50.0%	50.0%	20.0%	70.0%		30.0%	30.0%				50.0%
Maximum Green (s)	43.2	43.2	43.2	13.2	63.2		24.5	24.5				43.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		3.4	3.4				4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.1	2.1				2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0				0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8			5.5				6.8
Lead/Lag	Lag	Lag	Lag	Lead								Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								Yes
Vehicle Extension (s)	6.0	6.0	6.0	3.0	6.0		3.0	3.0				6.0
Recall Mode	Min	Min	Min	None	Min		None	None				Min
Act Effct Green (s)	33.6	33.6	33.6	32.6	35.6			7.1				
Actuated g/C Ratio	0.72	0.72	0.72	0.70	0.76			0.15				
v/c Ratio	0.01	0.24	0.06	0.02	0.29			0.17				
Control Delay	7.0	5.8	1.5	3.8	3.9			2.7				
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0				
Total Delay	7.0	5.8	1.5	3.8	3.9			2.7				
LOS	А	А	А	А	А			А				
Approach Delay		5.3			3.9			2.7				
Approach LOS		A			А			А				
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 46.	7											
Natural Cycle: 65												
Control Type: Semi Act-Une	coord											
Maximum v/c Ratio: 0.29												
Intersection Signal Delay: 4	1.5			I	ntersection	ו LOS: A						
Intersection Capacity Utiliza	ation 36.3%	0		[(CU Level	of Service	e A					
Analysis Period (min) 15												

Splits and Phases: 66: WalMart/Winn Dixie/San Juan Dr & SR 518



1.3

Intersection

Intersection Delay, s/veh

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Vol, veh/h	23	590	812	18	21	74	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	None	None	None	None	None	None	
Storage Length	0			0	200	0	
Median Width		12	12		12		
Grade, %		0%	0%		0%		
Peak Hour Factor	0.79	0.92	0.84	0.61	0.71	0.79	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	29	641	967	30	30	94	
Number of Lanes	0	2	2	0	1	1	

Major/Minor	Ν	Aajor 1	Major 2				
Conflicting Flow All	996	0	-	0	1360	498	
Stage 1	-	-	-	-	981	-	
Stage 2	-	-	-	-	379	-	
Follow-up Headway	2.22	-	-	-	3.52	3.32	
Pot Capacity-1 Maneuver	690	-	-	-	140	518	
Stage 1	-	-	-	-	324	-	
Stage 2	-	-	-	-	662	-	
Time blocked-Platoon, %	0	-	-	-	0	0	
Mov Capacity-1 Maneuver	690	-	-	-	131	518	
Mov Capacity-2 Maneuver	-	-	-	-	246	-	
Stage 1	-	-	-	-	324	-	
Stage 2	-	-	-	-	619	-	

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	15.4
HCM LOS	-	-	С

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Cap, veh/h	690	-	-	-	246	518
HCM Control Delay, s	10.447	0.3	-	-	21.6	13.5
HCM Lane V/C Ratio	0.04	-	-	-	0.12	0.18
HCM Lane LOS	В	А	-	-	С	В
HCM 95th-tile Q, veh	0.1	-	-	-	0.4	0.7

Notes

~: Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined
Intersection

Intersection Delay, s/veh

0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	0	2	339	231	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			12	12	
Grade, %	0%			0%	0%	
Peak Hour Factor	0.38	0.25	0.25	0.95	0.88	0.50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	8	357	262	10
Number of Lanes	1	0	0	3	2	0

Major/Minor			N	Najor 1	Major 2		
Conflicting Flow All	427	136	273	0	-	0	
Stage 1	268	-	-	-	-	-	
Stage 2	159	-	-	-	-	-	
Follow-up Headway	3.67	3.32	2.22	-	-	-	
Pot Capacity-1 Maneuver	574	888	1287	-	-	-	
Stage 1	726	-	-	-	-	-	
Stage 2	814	-	-	-	-	-	
Time blocked-Platoon, %	0	0	0	-	-	-	
Mov Capacity-1 Maneuver	569	888	1287	-	-	-	
Mov Capacity-2 Maneuver	569	-	-	-	-	-	
Stage 1	726	-	-	-	-	-	
Stage 2	807	-	-	-	-	-	

Approach	EB	NB	SB	
HCM Control Delay, s	11.4	0.2	0	
HCMIOS	В	-	-	

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Cap, veh/h	1287	-	569	-	-
HCM Control Delay, s	7.815	0	11.4	-	-
HCM Lane V/C Ratio	0.01	-	0.02	-	-
HCM Lane LOS	А	А	В	-	-
HCM 95th-tile Q, veh	0.0	-	0.1	-	-

Notes

Intersection

Intersection Delay, s/veh

Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Vol, veh/h	489	6	11	756	19	15	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	None	None	None	None	None	None	
Storage Length		135	0		60	0	
Median Width	12			12	12		
Grade, %	0%			0%	0%		
Peak Hour Factor	0.88	0.63	0.36	0.89	0.64	0.70	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	556	10	31	849	30	21	
Number of Lanes	2	1	0	2	1	1	

Major/Minor	Major 1		Ν	Najor 2			
Conflicting Flow All	0	0	556	0	1042	278	
Stage 1	-	-	-	-	556	-	
Stage 2	-	-	-	-	486	-	
Follow-up Headway	-	-	2.22	-	3.52	3.32	
Pot Capacity-1 Maneuver	-	-	1011	-	225	719	
Stage 1	-	-	-	-	538	-	
Stage 2	-	-	-	-	584	-	
Time blocked-Platoon, %	-	-	0	-	0	0	
Mov Capacity-1 Maneuver	-	-	1011	-	212	719	
Mov Capacity-2 Maneuver	-	-	-	-	345	-	
Stage 1	-	-	-	-	538	-	
Stage 2	-	-	-	-	550	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0	0.5	13.8	
HCMLOS	-	-	В	

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Cap, veh/h	345	719	-	-	1011	-
HCM Control Delay, s	16.4	10.2	-	-	8.672	0.2
HCM Lane V/C Ratio	0.09	0.03	-	-	0.03	-
HCM Lane LOS	С	В	-	-	А	А
HCM 95th-tile Q, veh	0.3	0.1	-	-	0.1	-
N						

Notes

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Intersection

Intersection Delay, s/veh

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	21	30	627	13	36	898
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	140		175	0	
Median Width	12		12			12
Grade, %	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.91	0.41	0.75	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	40	689	32	48	966
Number of Lanes	1	1	2	1	0	2

Major/Minor			Major 1			Major 2	
Conflicting Flow All	1268	345	0	0	689	0	
Stage 1	689	-	-	-	-	-	
Stage 2	579	-	-	-	-	-	
Follow-up Headway	3.52	3.32	-	-	2.22	-	
Pot Capacity-1 Maneuver	160	651	-	-	901	-	
Stage 1	460	-	-	-	-	-	
Stage 2	524	-	-	-	-	-	
Time blocked-Platoon, %	0	0	-	-	0	-	
Mov Capacity-1 Maneuver	142	651	-	-	901	-	
Mov Capacity-2 Maneuver	276	-	-	-	-	-	
Stage 1	460	-	-	-	-	-	
Stage 2	464	-	-	-	-	-	

Approach	WB	NB	SB	
HCM Control Delay, s	14.4	0	0.9	
HCM LOS	В	-	-	

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Cap, veh/h	-	-	276	651	901	-
HCM Control Delay, s	-	-	19.5	10.9	9.22	0.5
HCM Lane V/C Ratio	-	-	0.10	0.06	0.05	-
HCM Lane LOS	-	-	С	В	А	А
HCM 95th-tile Q, veh	-	-	0.3	0.2	0.2	-

Notes

Intersection

Intersection Delay, s/veh

Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	6	49	86	926	838	25	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	None	None	None	None	None	None	
Storage Length	0	0	0			0	
Median Width	12			12	12		
Grade, %	0%			0%	0%		
Peak Hour Factor	0.42	0.71	0.82	0.84	0.92	0.86	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	14	69	105	1102	911	29	
Number of Lanes	1	1	0	2	2	1	

Major/Minor			Ν	Najor 1	Major 2		
Conflicting Flow All	1672	455	911	0	-	0	
Stage 1	911	-	-	-	-	-	
Stage 2	761	-	-	-	-	-	
Follow-up Headway	3.52	3.32	2.22	-	-	-	
Pot Capacity-1 Maneuver	87	552	743	-	-	-	
Stage 1	352	-	-	-	-	-	
Stage 2	422	-	-	-	-	-	
Time blocked-Platoon, %	0	0	0	-	-	-	
Mov Capacity-1 Maneuver	55	552	743	-	-	-	
Mov Capacity-2 Maneuver	55	-	-	-	-	-	
Stage 1	352	-	-	-	-	-	
Stage 2	268	-	-	-	-	-	

Approach	EB	NB	SB	
HCM Control Delay, s	26.1	2.4	0	
HCM LOS	D	-	-	

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Cap, veh/h	743	-	55	552	-	-
HCM Control Delay, s	10.64	1.6	92	12.5	-	-
HCM Lane V/C Ratio	0.14	-	0.26	0.13	-	-
HCM Lane LOS	В	А	F	В	-	-
HCM 95th-tile Q, veh	0.5	-	0.9	0.4	-	-

Notes

Intersection

Intersection Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	27	2	0	3	11	673	0	4	769	10
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											
Storage Length	0		0	0		0	0		0	0		0
Median Width		12			12			12			12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.54	0.25	0.25	0.50	0.42	0.83	0.25	0.75	0.87	0.56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	50	8	0	6	26	811	0	5	884	18
Number of Lanes	1	0	1	1	0	1	0	2	0	0	2	1

Major/Minor		Minor 2			Minor 1		Ν	lajor 1		М	ajor 2	
Conflicting Flow All	1353	1758	442	1316	1758	405	884	0	0	811	0	0
Stage 1	895	895	-	863	863	-	-	-	-	-	-	-
Stage 2	458	863	-	453	895	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	108	84	563	115	84	595	761	-	-	811	-	-
Stage 1	302	357	-	316	370	-	-	-	-	-	-	-
Stage 2	552	370	-	556	357	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	101	78	563	99	78	595	761	-	-	811	-	-
Mov Capacity-2 Maneuver	101	78	-	99	78	-	-	-	-	-	-	-
Stage 1	283	353	-	296	347	-	-	-	-	-	-	-
Stage 2	513	347	-	501	353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	30.2	0.6	0.1
HCM LOS	С	D	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR	
Cap, veh/h	761	-	-	101	563	99	595	811	-	-	
HCM Control Delay, s	9.899	0.3	-	44.5	12	44.5	11.1	9.468	0	-	
HCM Lane V/C Ratio	0.03	-	-	0.10	0.09	0.08	0.01	0.01	-	-	
HCM Lane LOS	А	А	-	E	В	E	В	А	А	-	
HCM 95th-tile Q, veh	0.1	-	-	0.3	0.3	0.3	0.0	0.0	-	-	
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Notes

110: SR 518 & S Patrick Dr Lanes, Volumes, Timings

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Lane Group	FBI	FBT	FBR	WBI	WBT	WBR	NBI	NBT	NBR	SBI	SBT	SBR
Lane Configurations	55	**	1	55	≜1 ⊾		3	**	1	5	*	11
Volume (vph)	670	898	89	89	652	127	198	253	41	268	192	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450	1700	545	285	1700	0	215	1700	0	300	1700	0
Storage Lanes	430 2		1	205		0	1		1	1		2
Taner Length (ft)	100			100		U	50			50		2
Lane I Itil Eactor	0 07	0.05	1 00	0.07	0.05	0.05	1 00	0.05	1 00	1 00	1 00	0.88
Frt	0.77	0.75	0.850	0.77	0.73	0.75	1.00	0.75	0.850	1.00	1.00	0.00
Fit Protected	0.050		0.000	0.050	0.775		0.050		0.000	0.050		0.030
Satd Flow (prot)	2/22	3230	1502	2/22	2111	٥	1770	3230	1502	1770	1962	2707
Salu. Flow (prot)	0.050	2028	1000	0.050	3444	0	0.050	3039	1000	0.050	1003	2/0/
Satd Elow (porm)	2422	2520	1502	2422	2444	0	0.950	2520	1502	1770	1040	7070
Salu. Flow (perili)	3433	3039	1083	3433	3444	Voc	1770	3039	1003	1770	1003	2/8/
			112		1	res			105			145
Salu. Flow (RTOR)		45	113		10			25	153		40	145
Link Speed (mpn)		45			45			35			40	
LINK DIStance (IT)		1/8/			2015			558			/06	
Iravel Time (s)	0.00	27.1	0.70	0.70	30.5	0.70	0.00	10.9	0.00	0.01	12.0	0.01
Peak Hour Factor	0.89	0.93	0.79	0.79	0.86	0.78	0.82	0.91	0.83	0.91	0.83	0.91
Adj. Flow (vph)	/53	966	113	113	/58	163	241	278	49	295	231	231
Shared Lane Traffic (%)												
Lane Group Flow (vph)	753	966	113	113	921	0	241	278	49	295	231	231
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Fx			CI+Fx			CI+Fx			CI+Fx	
Detector 2 Channel		5.7 EA			5 LA			5.7 EA			5 EA	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
	Prot	NA	Perm	Prot	NΔ		Prot	NΔ	Perm	Prot	NA	nm+ov
Protected Phases	1	6	1 0111	5	2		7	Δ	1 0111	3	8	1
Permitted Phases	1	0	6	J	2		1	4	1	J	0	I Q
Detector Phase	1	6	6	5	2		7	Δ	-4 ⊿	3	R	1

SR 518 PM Existing Conditions Kimley Horn Synchro 8 Report

110: SR 518 & S Patrick Dr Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	15.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	8.0
Minimum Split (s)	14.3	38.3	38.3	11.3	38.3		11.3	35.0	35.0	11.3	35.0	14.3
Total Split (s)	42.0	65.0	65.0	25.0	48.0		35.0	35.0	35.0	40.0	40.0	42.0
Total Split (%)	25.5%	39.4%	39.4%	15.2%	29.1%		21.2%	21.2%	21.2%	24.2%	24.2%	25.5%
Maximum Green (s)	35.7	57.7	57.7	18.7	40.7		28.7	28.0	28.0	33.7	33.0	35.7
Yellow Time (s)	4.3	4.8	4.8	4.3	4.8		4.3	4.5	4.5	4.3	4.5	4.3
All-Red Time (s)	2.0	2.5	2.5	2.0	2.5		2.0	2.5	2.5	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	7.3	7.3	6.3	7.3		6.3	7.0	7.0	6.3	7.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			21.0	21.0		21.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	35.9	66.3	66.3	10.4	40.9		24.6	19.6	19.6	29.1	24.0	66.9
Actuated g/C Ratio	0.24	0.44	0.44	0.07	0.27		0.16	0.13	0.13	0.19	0.16	0.44
v/c Ratio	0.93	0.63	0.15	0.48	0.99		0.85	0.61	0.15	0.88	0.79	0.18
Control Delay	76.3	37.6	5.6	76.9	80.4		87.8	69.1	0.9	85.8	81.1	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	37.6	5.6	76.9	80.4		87.8	69.1	0.9	85.8	81.1	10.0
LOS	E	D	А	E	F		F	E	А	F	F	В
Approach Delay		51.5			80.1			71.2			61.3	
Approach LOS		D			F			E			E	
Intersection Summary												
Area Type:	Other											
Cycle Length: 165												
Actuated Cycle Length: 15	52.4											
Natural Cycle: 150												
Control Type: Actuated-Ur	ncoordinated	ł										
Maximum v/c Ratio: 0.99												
Intersection Signal Delay:	63.0			I	ntersection	n LOS: E						
Intersection Capacity Utiliz	zation 85.4%	0		[(CU Level	of Servic	еE					
Analysis Period (min) 15												

Splits and Phases: 110: SR 518 & S Patrick Dr

₽ ₽ ø1		← ø2	ø3		₽ ø4
42 s		48 s	40 s		35 s
√ ø5			▲ ø7	4	ø8
25 s	65 s		35 s	40	S

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	**	1	5	4 1.			4		-		1
Volume (vph)	5	970	201	30	762	0	183	0	49	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85	.,	250	100	1700	0	0	1700	0	0	1700	0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25		0	25		Ū	25		
Lane Util Factor	1 00	0.95	1 00	1 00	0.95	0.95	1 00	1 00	1 00	1 00	1 00	1 00
Frt	1.00	0.70	0.850	1.00	0.70	0.70	1.00	0.968	1.00	1.00	1.00	0 865
Flt Protected	0 950		0.000	0 950				0.963				0.000
Satd. Flow (prot)	1770	3539	1583	1770	3539	0	0	1736	0	0	0	1611
Elt Permitted	0.314	0007	1000	0 186	0007	Ū	U	0.963	Ū	Ū	U	1011
Satd Flow (perm)	585	3539	1583	346	3539	0	0	1736	0	0	0	1611
Right Turn on Red	000	0007	Yes	010	0007	Yes	U	1700	Yes	Ū	U	Yes
Satd Flow (RTOR)			231			100		116	100			276
Link Speed (mph)		45	201		45			25			25	270
Link Distance (ft)		1254			926			514			305	
Travel Time (s)		19.0			14.0			14.0			83	
Peak Hour Factor	1 00	0.96	0.87	0.81	0.84	0 25	0.82	0.25	0 71	0 25	0.25	0 50
Adi Flow (vph)	5	1010	231	37	907	0.20	223	0.20	69	0.20	0.20	10
Shared Lane Traffic (%)	U	1010	201	07	707	U	220	Ū	07	Ū	U	10
Lane Group Flow (vph)	5	1010	231	37	907	0	0	292	0	0	0	10
Enter Blocked Intersection	No	No	No	No.	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	12	rtigitt	Lon	12	rtight	Lon	0	rtigitt	Lon	0	rtight
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			10			10			10	
Headway Factor	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Turning Speed (mph)	15	1.00	9	15	1.00	9	15	1.00	9	15	1.00	9
Number of Detectors	1	2	1	1	2	,	1	2	,	10		1
Detector Template	Left	Thru	Riaht	Left	Thru		Left	Thru				Riaht
Leading Detector (ft)	20	100	20	20	100		20	100				20
Trailing Detector (ff)	0	0	0	0	0		0	0				0
Detector 1 Position(ft)	0	0	0	0	0		0	0				0
Detector 1 Size(ft)	20	6	20	20	6		20	6				20
Detector 1 Type	CI+Fx	CI+Fx	CI+Fx	CI+Fx	CI+Fx		CI+Fx	CI+Fx				CI+Fx
Detector 1 Channel	01. 2.1	011 2/1	01. 2/	01. 2.1	01. 2.1		01. 2.1	01. 2.1				011 2.1
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)	0.0	94	0.0	0.0	94		0.0	94				0.0
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		CI+Fx			CI+Fx			CI+Fx				
Detector 2 Channel					OT EX							
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	pm+nt	NA		Perm	NA				custom
Protected Phases		6		5	2			4				Sactori
Permitted Phases	6	U U	6	2	L		4					6
Detector Phase	6	6	6	- 5	2		4	4				6

SR 518 PM Existing Conditions Kimley Horn Synchro 8 Report

66: WalMart/Winn Dixie/San Juan Dr & SR 518 Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	5.0	20.0		7.0	7.0				20.0
Minimum Split (s)	26.8	26.8	26.8	11.8	26.8		22.9	22.9				26.8
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0				50.0
Total Split (%)	50.0%	50.0%	50.0%	20.0%	70.0%		30.0%	30.0%				50.0%
Maximum Green (s)	43.2	43.2	43.2	13.2	63.2		24.5	24.5				43.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		3.4	3.4				4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.1	2.1				2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0				0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8			5.5				6.8
Lead/Lag	Lag	Lag	Lag	Lead								Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								Yes
Vehicle Extension (s)	6.0	6.0	6.0	3.0	6.0		3.0	3.0				6.0
Recall Mode	Min	Min	Min	None	Min		None	None				Min
Act Effct Green (s)	37.4	37.4	37.4	44.3	44.3			13.8				37.4
Actuated g/C Ratio	0.52	0.52	0.52	0.62	0.62			0.19				0.52
v/c Ratio	0.02	0.55	0.25	0.10	0.41			0.68				0.01
Control Delay	12.4	14.7	2.8	6.3	7.6			27.0				0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0				0.0
Total Delay	12.4	14.7	2.8	6.3	7.6			27.0				0.0
LOS	В	В	А	А	А			С				A
Approach Delay		12.4			7.5			27.0				
Approach LOS		В			А			С				
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 7	1.7											
Natural Cycle: 65												
Control Type: Semi Act-U	ncoord											
Maximum v/c Ratio: 0.68												
Intersection Signal Delay:	12.2			li	ntersectio	n LOS: B						
Intersection Capacity Utili	zation 66.8%	/ D](CU Level	of Servic	e C					
Analysis Period (min) 15												

Splits and Phases: 66: WalMart/Winn Dixie/San Juan Dr & SR 518



16: SR A1A & SR 518/Beach Access Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	ર્સ	1	5	ĥ		5	**	1	ሻ	* *	1
Volume (vph)	574	7	507	5	12	5	308	696	7	5	769	513
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	300		100	100		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.930				0.850			0.850
Flt Protected	0.950	0.955		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1690	1583	1770	1732	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950	0.955		0.950		-	0.950			0.371		
Satd. Flow (perm)	1681	1690	1583	1770	1732	0	1770	3539	1583	691	3539	1583
Right Turn on Red		1070	Yes			Yes			Yes	071		Yes
Satd. Flow (RTOR)			570		15	100			127			461
Link Speed (mph)		45	0.0		25			45			45	
Link Distance (ft)		926			263			578			1909	
Travel Time (s)		14.0			7.2			8.8			28.9	
Peak Hour Factor	0.95	0.38	0.89	0.50	0.69	0.33	0.81	0.94	0.50	0.50	0.91	0 78
Adi Flow (vph)	604	18	570	10	17	15	380	740	14	10	845	658
Shared Lane Traffic (%)	49%	10	010	10	.,	10	000	7.10		10	010	000
Lane Group Flow (vph)	308	314	570	10	32	0	380	740	14	10	845	658
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	2011	24	. ugut	2011	24	. ug. u	Lon	12	g	2011	12	rugin
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	l eft	Thru	Right	Left	Thru		Left	Thru	Right	l eft	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel								- A			.	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	custom	Perm	NA	Free
Protected Phases	8	8		4	4		1	6	20010111		2	
Permitted Phases	5	3	8					5	2	2	-	Free
Detector Phase	8	8	8	4	4		1	6	2	2	2	

SR 518 PM Existing Conditions Kimley Horn Synchro 8 Report

16: SR A1A & SR 518/Beach Access Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	25.0	25.0	25.0	25.0	
Minimum Split (s)	45.9	45.9	45.9	24.8	24.8		13.8	42.8	42.8	42.8	42.8	
Total Split (s)	35.0	35.0	35.0	20.0	20.0		45.0	95.0	50.0	50.0	50.0	
Total Split (%)	23.3%	23.3%	23.3%	13.3%	13.3%		30.0%	63.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	28.1	28.1	28.1	13.2	13.2		38.2	88.2	43.2	43.2	43.2	
Yellow Time (s)	4.8	4.8	4.8	3.4	3.4		4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	2.1	2.1	2.1	3.4	3.4		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.8		6.8	6.8	6.8	6.8	6.8	
Lead/Lag							Lead		Lag	Lag	Lag	
Lead-Lag Optimize?							Yes		Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		3.0	8.0	8.0	8.0	8.0	
Recall Mode	None	None	None	None	None		None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	32.0	32.0	32.0					29.0				
Pedestrian Calls (#/hr)	0	0	0					0				
Act Effct Green (s)	28.5	28.5	28.5	8.4	8.4		33.2	81.9	41.8	41.8	41.8	136.1
Actuated g/C Ratio	0.21	0.21	0.21	0.06	0.06		0.24	0.60	0.31	0.31	0.31	1.00
v/c Ratio	0.88	0.89	0.73	0.09	0.27		0.88	0.35	0.02	0.05	0.78	0.42
Control Delay	79.3	80.7	10.1	66.2	46.6		72.5	14.5	0.1	38.0	50.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	80.7	10.1	66.2	46.6		72.5	14.5	0.1	38.0	50.1	0.8
LOS	E	F	В	E	D		E	В	А	D	D	Α
Approach Delay		46.6			51.3			33.8			28.6	
Approach LOS		D			D			С			С	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 13	6.1											
Natural Cycle: 150												
Control Type: Semi Act-Ur	ncoord											
Maximum v/c Ratio: 0.89												
Intersection Signal Delay:	35.9			Ir	ntersection	n LOS: D						
Intersection Capacity Utiliz	zation 81.5%	, ວ		[(CU Level	of Service	e D					
Analysis Period (min) 15												

Splits and Phases: 16: SR A1A & SR 518/Beach Access

↑ ø1	↓ pg2	★ _{ø4}	↓ _{\$\$8}
45 s	50 s	20 s	35 s
↑ ø6			
95 s			

Intersection

Intersection Delay, s/veh

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Vol, veh/h	81	1206	940	41	30	61	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	None	None	None	None	None	None	
Storage Length	0			0	200	0	
Median Width		12	12		12		
Grade, %		0%	0%		0%		
Peak Hour Factor	0.74	0.97	0.92	0.83	0.73	0.79	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	109	1243	1022	49	41	77	
Number of Lanes	0	2	2	0	1	1	

Major/Minor	Ν	Major 1	Major 2				
Conflicting Flow All	1071	0	-	0	1887	536	
Stage 1	-	-	-	-	1046	-	
Stage 2	-	-	-	-	841	-	
Follow-up Headway	2.22	-	-	-	3.52	3.32	
Pot Capacity-1 Maneuver	647	-	-	-	62	489	
Stage 1	-	-	-	-	299	-	
Stage 2	-	-	-	-	383	-	
Time blocked-Platoon, %	0	-	-	-	0	0	
Mov Capacity-1 Maneuver	647	-	-	-	# 28	489	
Mov Capacity-2 Maneuver	-	-	-	-	112	-	
Stage 1	-	-	-	-	299	-	
Stage 2	-	-	-	-	174	-	

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	27.9
HCM LOS	-	-	D

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Cap, veh/h	647	-	-	-	112	489
HCM Control Delay, s	11.694	2.7	-	-	54.7	13.7
HCM Lane V/C Ratio	0.17	-	-	-	0.37	0.16
HCM Lane LOS	В	А	-	-	F	В
HCM 95th-tile Q, veh	0.6	-	-	-	1.5	0.6

Notes

Intersection

Intersection Delay, s/veh

0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	13	2	3	423	487	16	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	None	None	None	None	None	None	
Storage Length	0	0	0			0	
Median Width	12			12	12		
Grade, %	0%			0%	0%		
Peak Hour Factor	0.60	0.25	0.25	0.94	0.89	0.75	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	22	8	12	450	547	21	
Number of Lanes	1	0	0	3	2	0	

Major/Minor			Ν	/lajor 1	Major 2		
Conflicting Flow All	762	284	569	0	-	0	
Stage 1	558	-	-	-	-	-	
Stage 2	204	-	-	-	-	-	
Follow-up Headway	3.67	3.32	2.22	-	-	-	
Pot Capacity-1 Maneuver	373	713	999	-	-	-	
Stage 1	520	-	-	-	-	-	
Stage 2	772	-	-	-	-	-	
Time blocked-Platoon, %	0	0	0	-	-	-	
Mov Capacity-1 Maneuver	367	713	999	-	-	-	
Mov Capacity-2 Maneuver	367	-	-	-	-	-	
Stage 1	520	-	-	-	-	-	
Stage 2	760	-	-	-	-	-	

Approach	EB	NB	SB	
HCM Control Delay, s	14.2	0.2	0	
HCM LOS	В	-	-	

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Cap, veh/h	999	-	422	-	-
HCM Control Delay, s	8.647	0	14.2	-	-
HCM Lane V/C Ratio	0.01	-	0.07	-	-
HCM Lane LOS	А	А	В	-	-
HCM 95th-tile Q, veh	0.0	-	0.2	-	-

Notes

Intersection

Intersection Delay, s/veh

Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Vol, veh/h	923	29	24	811	13	10	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	None	None	None	None	None	None	
Storage Length		135	0		60	0	
Median Width	12			12	12		
Grade, %	0%			0%	0%		
Peak Hour Factor	0.94	0.78	0.72	0.90	0.75	0.45	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	982	37	33	901	17	22	
Number of Lanes	2	1	0	2	1	1	

Major/Minor	Major 1		Ν	lajor 2			
Conflicting Flow All	0	0	982	0	1499	491	
Stage 1	-	-	-	-	982	-	
Stage 2	-	-	-	-	517	-	
Follow-up Headway	-	-	2.22	-	3.52	3.32	
Pot Capacity-1 Maneuver	-	-	699	-	113	523	
Stage 1	-	-	-	-	323	-	
Stage 2	-	-	-	-	563	-	
Time blocked-Platoon, %	-	-	0	-	0	0	
Mov Capacity-1 Maneuver	-	-	699	-	102	523	
Mov Capacity-2 Maneuver	-	-	-	-	224	-	
Stage 1	-	-	-	-	323	-	
Stage 2	-	-	-	-	510	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0	0.9	16.7	
HCM LOS	-	-	С	

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Cap, veh/h	224	523	-	-	699	-
HCM Control Delay, s	22.4	12.2	-	-	10.408	0.5
HCM Lane V/C Ratio	0.08	0.04	-	-	0.05	-
HCM Lane LOS	С	В	-	-	В	А
HCM 95th-tile Q, veh	0.2	0.1	-	-	0.1	-

Notes

Intersection

Intersection Delay, s/veh

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	91	120	1104	44	93	793
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	140		175	0	
Median Width	12		12			12
Grade, %	0%		0%			0%
Peak Hour Factor	0.94	0.82	0.89	0.63	0.85	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	146	1240	70	109	835
Number of Lanes	1	1	2	1	0	2

Major/Minor			Major 1			Major 2	
Conflicting Flow All	1876	620	0	0	1240	0	
Stage 1	1240	-	-	-	-	-	
Stage 2	636	-	-	-	-	-	
Follow-up Headway	3.52	3.32	-	-	2.22	-	
Pot Capacity-1 Maneuver	# 63	431	-	-	557	-	
Stage 1	236	-	-	-	-	-	
Stage 2	489	-	-	-	-	-	
Time blocked-Platoon, %	0	0	-	-	0	-	
Mov Capacity-1 Maneuver	# 40	431	-	-	557	-	
Mov Capacity-2 Maneuver	140	-	-	-	-	-	
Stage 1	236	-	-	-	-	-	
Stage 2	311	-	-	-	-	-	

Approach	WB	NB	SB	
HCM Control Delay, s	40.3	0	3.2	
HCM LOS	Е	-	-	

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Cap, veh/h	-	-	140	431	557	-
HCM Control Delay, s	-	-	74.5	17.6	13.036	1.9
HCM Lane V/C Ratio	-	-	0.69	0.34	0.20	-
HCM Lane LOS	-	-	F	С	В	А
HCM 95th-tile Q, veh	-	-	3.9	1.5	0.7	-

Notes

Intersection

Intersection Delay, s/veh

Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	14	173	122	965	1189	64	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	None	None	None	None	None	None	
Storage Length	0	0	0			0	
Median Width	12			12	12		
Grade, %	0%			0%	0%		
Peak Hour Factor	0.65	0.91	0.88	0.97	0.95	0.75	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	22	190	139	995	1252	85	
Number of Lanes	1	1	0	2	2	1	

Major/Minor			N	Najor 1	Major 2		
Conflicting Flow All	2027	626	1252	0	-	0	
Stage 1	1252	-	-	-	-	-	
Stage 2	775	-	-	-	-	-	
Follow-up Headway	3.52	3.32	2.22	-	-	-	
Pot Capacity-1 Maneuver	50	427	552	-	-	-	
Stage 1	233	-	-	-	-	-	
Stage 2	415	-	-	-	-	-	
Time blocked-Platoon, %	0	0	0	-	-	-	
Mov Capacity-1 Maneuver	22	427	552	-	-	-	
Mov Capacity-2 Maneuver	22	-	-	-	-	-	
Stage 1	233	-	-	-	-	-	
Stage 2	181	-	-	-	-	-	

Approach	EB	NB	SB	
HCM Control Delay, s	62	4.3	0	
HCMLOS	F	-	-	

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Cap, veh/h	552	-	22	427	-	-
HCM Control Delay, s	13.695	3	\$ -1	20	-	-
HCM Lane V/C Ratio	0.25	-	0.98	0.45	-	-
HCM Lane LOS	В	А	F	С	-	-
HCM 95th-tile Q, veh	1.0	-	2.8	2.2	-	-

Notes

Intersection

Intersection Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	4	0	21	0	0	16	30	1109	3	17	1345	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None											
Storage Length	0		0	0		0	0		0	0		0
Median Width		12			12			12			12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.71	0.25	0.25	0.63	0.66	0.93	0.50	0.40	0.93	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	30	0	0	25	45	1192	6	42	1446	41
Number of Lanes	1	0	1	1	0	1	0	2	0	0	2	1

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow All	2218	2820	723	2094	2817	599	1446	0	0	1198	0	0
Stage 1	1531	1531	-	1286	1286	-	-	-	-	-	-	-
Stage 2	687	1289	-	808	1531	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	24	18	369	30	18	445	465	-	-	578	-	-
Stage 1	122	177	-	174	233	-	-	-	-	-	-	-
Stage 2	403	232	-	341	177	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	# 12	7	369	14	7	445	465	-	-	578	-	-
Mov Capacity-2 Maneuver	# 12	7	-	14	7	-	-	-	-	-	-	-
Stage 1	87	99	-	124	165	-	-	-	-	-	-	-
Stage 2	270	165	-	176	99	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	294.8	13.6	2.2	1.8
HCM LOS	F	В	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR	
Cap, veh/h	465	-	-	12	369	0	445	578	-	-	
HCM Control Delay, s	13.579	1.8	-	\$ 0	15.6	0	13.6	11.722	1.6	-	
HCM Lane V/C Ratio	0.10	-	-	1.33	0.08	-	0.06	0.07	-	-	
HCM Lane LOS	В	А	-	F	С	А	В	В	А	-	
HCM 95th-tile Q, veh	0.3	-	-	2.7	0.3	-	0.2	0.2	-	-	

Notes