FDOT

FINAL
PROJECT TRAFFIC ANALYSIS REPORT (PTAR)

SR 524 FROM W. FRIDAY ROAD TO INDUSTRY ROAD

Financial Project ID: 437983-1

Roadway ID: 70070000



FDOT District 5

July 2019

July 2019

Final

Project Traffic Analysis Report

SR 524 from W. Friday Road to Industry Road

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Prepared for: FDOT District 5

SR 524 PROJECT TRAFFIC ANALYSIS REPORT

Florida Department of Transportation

District 5

SR 524 Project Traffic Analysis Report

SR 524 from W. Friday Road to Industry Road

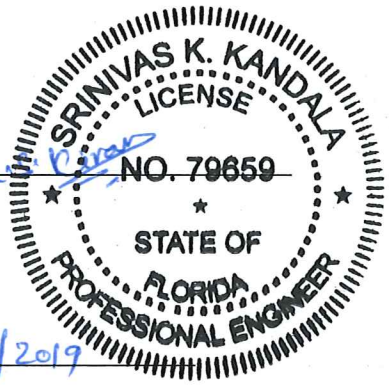
Brevard County, Florida

Financial Management Number: 437983-1

ETDM Number: 14321

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Signature: _____



Date: 7/22/2019

Traffic forecast for the project was developed using:	
☑ Travel Demand Model	☑ Growth Rates
Type of Travel Demand Model Used: ☐ Metropolitan Planning Model ☑ Other Model Central Florida Regional Planning Model (CFRPM)	*Section 8 discusses growth rates*
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
☑ YES	☐ NO
2019 Date when MPO adopted the latest Long Range Transportation Plan	Explain why?
2015 Base Year of Travel Demand Model	
2045 Horizon Year of Travel Demand Model	
Long Range Transportation Plan documentation is available at (provide web address): https://spacecoasttpo.com/plans-programs/long-range-transportation-plan/	
Traffic Data and Factors	
Standard K = 9.0% D Factor = 55.0% T_{Daily} = 18.0% and 11.0%	Data Collection Year = 2019 Opening Year = 2025 Interim Year = 2035 Design Year = 2045
Discuss any changes in land use, economics, population and employment data since the model was built: The study team coordinated with the City of Cocoa and FDOT and reviewed recently approved studies including "SR 524 Corridor Planning Study, May 2017" and "I-95 at SR 524 Interchange Operational Analysis Report (IOAR), June 2017. Based on this information, it was determined that the latest version of 2045 travel demand model reasonably represented the latest approved developments near the study area.	
Traffic Analysis Assumptions	
Synchro 10 software was used to develop existing and future study area networks. Existing and future intersection LOS results are based on HCM 6th Edition methodology. Existing and future arterial LOS results are based on Synchro arterial speeds and HCM 6th Edition arterial LOS criteria. Future traffic projections for 2025, 2035 and 2045 were determined based on methodology set forth in FDOT Traffic Handbook and using a combination of model-based growth rates, trends analysis and BEBR population estimates. A Peak Hour Factor of 0.95 was assumed for future year analysis.	

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Executive Summary

The Florida Department of Transportation (FDOT) District Five is conducting a Project Development and Environment (PD&E) Study, State Financial Project Number 437983-1, to evaluate the widening of SR 524 (Roadway ID: 70070000) from W. Friday Road (M.P 1.514) to Industry Road (M.P 4.649), and modification of the existing interchange at I-95 and SR 524, in Brevard County, Florida. This project traffic analysis report (PTAR) will analyze the existing and future conditions and assess the need for future capacity improvements along the SR 524 study corridor.

The widening of the SR 524 corridor (Roadway ID: 70070000) from 2 lanes to 4 lanes between W. Friday Road (M.P 1.514) to Industry Road (M.P 4.649) is identified in the Cost Feasible Plan section of the Space Coast TPO's (SCTPO) 2040 Long Range Transportation Plan (Amended March 8th, 2018). The PD&E phase of the project is included in the latest FDOT Five Year Work Program for FY 2019-2023, as well as in the Space Coast TPO's Transportation Improvement Plan (TIP).

The SR 524 study corridor is a core element of the Space Coast's regional transportation system. The recently completed new developments (Walmart Distribution Center and the Flying J Travel Center) generate a large amount of truck traffic to the western side of the corridor. Moreover, the SR 524 corridor is projected to experience a significant increase in traffic demand over the next 20-year period because of proposed developments along the corridor. The interchange at I-95 and SR 524 provides a quick access to I-95/SR 528 interchange to the north and I-95/SR 520 interchange to the south and is a critical entry/exit point that facilitates the flow of traffic along SR 524 corridor. As such, the widening of SR 524 study corridor is needed to facilitate the anticipated traffic growth within the study area and improve traffic flow and enhance vehicular and bicycle and pedestrian safety.

The study analysis was conducted for existing year 2019, opening year 2025, mid-design year 2035 and design year 2045. For this study, a No Build alternative and a Build alternative were evaluated. The No Build alternative assumes the same geometric configurations as the existing conditions. The Build Alternative improvements include widening SR 524 from 2 to 4 lanes throughout the project study corridor as well as required turn lane improvements at the study intersections to accommodate the projected traffic demand within the study corridor.

As part of the study analysis (existing and future), SR 524 corridor between W. Friday Road and Industry Road with 14 study intersections was evaluated based on the latest Highway Capacity Manual (HCM) 6th Edition methodologies within the Synchro software. The latest adopted Central Florida Regional Planning Model (CFRPM) v6.2 was developed for use in this PTAR. A subarea was validated for base year 2015, and a future year (2045) subarea model scenario was then developed based on the calibration efforts to obtain future year volume forecasts. Recommended traffic growth rates for the study corridors were determined based on a comparison of historical traffic trends, travel demand model volumes, and population estimates.

Based on the existing operational analysis, all the study intersections along SR 524 were observed to be operating at or better than targeted FDOT Level of Service (LOS) D, indicating an under-saturated traffic condition within the study corridor. For the existing conditions, roadway LOS along SR 524 near the western and eastern limits is at LOS E or F. This is anticipated as these parts of the study roadway are defined by closely spaced signalized intersections.

Both the intersection and arterial analysis results indicate that most of the study intersections and segments will fail with level of service below target LOS “D” by 2045. With the improvements suggested in the Build alternative, all the study intersections are anticipated to operate at or above target LOS “D” in year 2045. Please refer to Table 25 of this report for details on the Build alternative improvements. However, please note that under the future build conditions, the segments along SR 524 between W. Friday Road and E. Friday Road and between Shopping Plaza & Industry Road are anticipated to operate at LOS E or F due to closely spaced signalized intersections. The overall intersection and roadway LOS results for the Build alternative show significant improvement over the No Build alternative.

1 Introduction

The Florida Department of Transportation (FDOT) District Five is conducting a Project Development and Environment (PD&E) Study, State Financial Project Number 437983-1, to evaluate the widening of SR 524 (Roadway ID: 70070000) from W. Friday Road (M.P 1.514) to Industry Road (M.P 4.649), and modification of the existing interchange at I-95 and SR 524, in Brevard County, Florida.

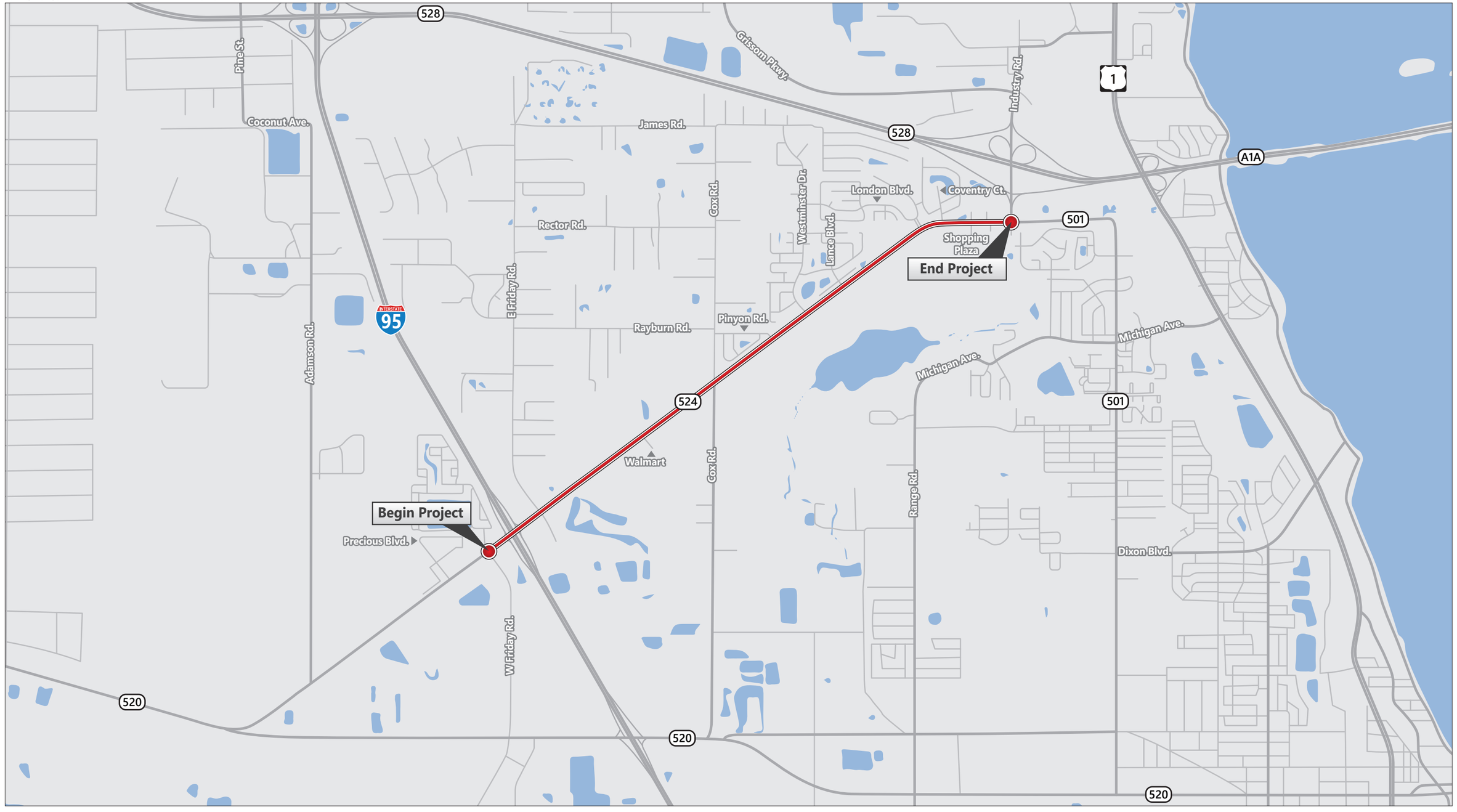
This project traffic analysis report (PTAR) will analyze the existing and future conditions and assess the need for future capacity improvements along the SR 524 study corridor and will also support the interchange modification report (which will be provided under a separate cover). The study area map is shown in **Figure 1**.

1.1 Description of Project

The State maintained SR 524 corridor is a southwest-northeast urban minor arterial spanning approximately 4.7 miles from SR 520 in the west to Industry Road/SR 501 in the east. SR 524 has two 12-foot lanes within the study corridor. The posted speed along SR 524 study corridor changes between 45 miles per hour (MPH) and 55 MPH. The land uses along the study corridor comprise of a mixture of commercial, vacant and residential types. Towards the western end of the project limits, SR 524 forms a diamond interchange with I-95.

The widening of the SR 524 corridor from 2 lanes to 4 lanes between W. Friday Road (M.P 1.514) to Industry Road (M.P 4.649) is identified in the Cost Feasible Plan section of the Space Coast TPO's 2040 Long Range Transportation Plan (Amended March 8th, 2018) and identified funding for the Preliminary Engineering (PE), Right of Way (ROW) and Construction phases during 2012 – 2025. The PD&E phase of the project is included in the latest FDOT Five Year Work Program for FY 2019-2023, as well as in the Space Coast Transportation Planning Organization (TPO) Transportation Improvement Plan (TIP). This study will evaluate SR 524 improvements as a means of providing additional capacity and reducing congestion along the corridor. See **Appendix A** for more details.

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Study Corridor

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Figure 1

Project Location Map
SR 524 PTAR

1.2 Purpose and Need

The SR 524 study corridor is a core element of the Space Coast's regional transportation system. The recently completed new developments (Walmart Distribution Center and the Flying J Travel Center) generate a large amount of truck traffic to the western side of the corridor. Moreover, the SR 524 corridor is projected to experience a significant increase in traffic demand over the next 20-year period because of proposed development along the corridor. The interchange at I-95 and SR 524 provides a quick access to I-95/SR 528 interchange to the north and I-95/SR 520 interchange to the south and is a critical entry/exit point that facilitates the flow of traffic along SR 524 corridor. As such, the widening of SR 524 study corridor is needed to facilitate the anticipated traffic growth and accommodate the projected traffic demand within the study area and improve traffic flow and enhance vehicular and bicycle and pedestrian safety.

The objective of this PTAR is to provide FDOT District Five with the Annual Average Daily Traffic (AADT), peak hour volumes, intersection and roadway Level of Service (LOS) for the existing year 2019 and traffic forecasts for opening year 2025, mid-design year 2035 and design year 2045 for No Build and Build conditions. This report includes 5-year safety review, development of the design traffic characteristics including Standard K Factor, Directional Distribution Factor (D), and percentage of trucks for both the design hour and daily demand (DHT, T) for use in the operational analysis of future conditions. In addition, this report includes future operational analyses for opening year 2025, mid-design year 2035 and design year 2045 for No Build and Build conditions and recommended improvements based on the results.

1.3 Methodology

The methodology used for the development of this PTAR is based on methods and procedures described in the latest FDOT PD&E Manual, the 2014 FDOT Traffic Analysis Handbook, and the 2014 FDOT Project Traffic Forecasting (PTF) Handbook. The following sections describe the overall process and assumptions.

1.3.1 Study Area

In addition to the SR 524 corridor between W. Friday Rd and Industry Rd, the following study intersections were evaluated as part of this PTAR.

- Precious Boulevard (M.P. 1.266) – Stop Controlled
- W. Friday Road (M.P. 1.514) – Stop Controlled
- I-95 SB Ramps (M.P. 1.634) – Signalized
- I-95 NB Ramps (M.P. 1.795) – Signalized
- E. Friday Road (M.P. 1.836) – Signalized
- Walmart (M.P. 2.518) – Signalized
- Cox Road (M.P. 2.916) – Signalized
- Pinyon Drive (M.P. 3.272) – Stop Controlled
- Westminster Drive (M.P. 3.484) – Stop Controlled
- Lance Boulevard (M.P. 3.714) – Stop Controlled
- London Boulevard (M.P. 4.194) – Signalized
- Coventry Court (M.P. 4.305) – Stop Controlled
- Shopping Plaza (M.P. 4.439) – Signalized
- Industry Road (M.P. 4.649) – Signalized

1.3.2 Data Requirements

The following data is collected for this PTAR.

1.3.2.1 Transportation System Data

- FDOT Straight-Line Diagrams (SLDs), Roadway Characteristic Inventory (RCI) and field observations will be used along with the historical crash data, signal timings and prior studies.

1.3.2.2 Traffic Counts

The following data is collected in the field and supplemented with Florida Traffic Online (FTO) count data:

- 48-hour bi-directional volume counts (21 locations)
- 72-hour classification counts (14 locations)
- 6-hour (7-9 AM, 11 AM -1 PM, 4-6 PM) intersection turning movement counts for AM, Mid and PM peak hours (14 intersections)

1.3.2.3 Crash Data

- Years: 2014 – 2018
- Source: FDOT Crash Analysis Reporting System (CARS) and Signal 4 (University of Florida) Analytics Tool

1.3.2.4 Land Use Data

The current land uses within the study area were identified through field reviews and aerial photography. Further, comprehensive plans and future land use maps were used to verify the proposed land uses in the approved regional planning model.

1.3.2.5 Planned and Programmed Projects

This study will consider programmed and planned roadway improvements in the study area and will be consistent with regional transportation plans including the following:

- FDOT Five Year Work Program
- FDOT Strategic Intermodal System (SIS) plans
- Committed improvements from local and private sources
- Adopted Long Range Transportation Plans (LRTPs) and Comprehensive Plans

1.3.3 Analysis Years

The following analysis years are used in this PTAR.

1.3.3.1 Traffic Forecasting

- Base year 2015
- Horizon year 2045

1.3.3.2 Traffic Operational Analysis

- Existing year 2019
- Opening year 2025
- Interim year(s) 2035
- Design year 2045

1.3.4 Project Alternatives

The following alternatives are considered in this PTAR:

- No Build Alternative – The No Build (no construction) alternative will maintain the existing roadway and intersection configuration within the study corridor. There are currently no programmed improvements within the study corridor.
- Build Alternative – The Build alternative includes widening SR 524 from 2 to 4 lanes throughout the project study corridor as well as required turn lane improvements at the study intersections to accommodate the projected traffic demand within the study corridor.

1.3.5 Traffic Operational Analysis

1.3.5.1 LOS Targets

Level of Service Targets per the State Highway System, Policy No. 000-525-006c, effective April 19, 2017 and Brevard County Comprehensive Plan are summarized below:

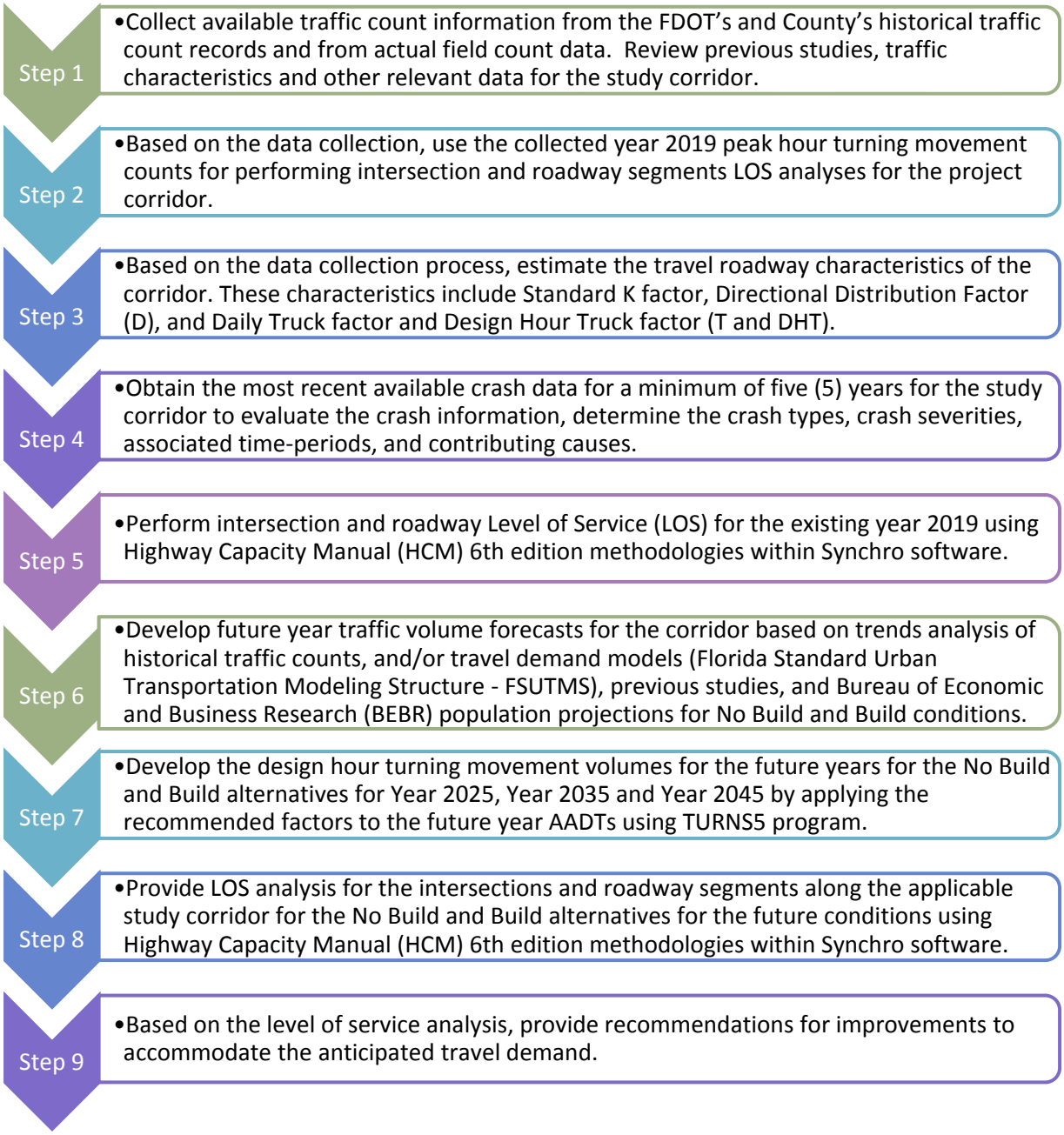
- I-95 mainline & ramps: LOS D
- SR 524 and other side streets: LOS D

1.3.5.2 Analysis Tools & Measures of Effectiveness

- Intersection LOS: HCM 6th Edition methodology within Synchro (version 10)
- Arterial LOS: Synchro arterial speeds and HCM 6th Edition LOS criteria

The individual methodology steps followed in this PTAR are illustrated in **Figure 2**.

Figure 2: SR 524 Project Traffic Analysis Report Methodology



2 Project Information

2.1 Project Location, Limits and Field Inventory

2.1.1 SR 524 from W. Friday Road to Industry Road

The existing roadway characteristics that are relevant to this study are shown in **Table 1**. Straight Line Diagrams (SLDs) and the relevant Roadway Characteristics Inventory (RCI) data are provided in **Appendix B** of this report. Please note that the count data was collected at SR 524 and Precious Boulevard intersection based on FDOT's direction and was included as part of the operational analysis.

2.2 Existing Transit Service

The SR 524 study area is currently served by one Space Coast Area Transit (SCAT) bus route – Route 6. Route 6 (Cocoa/Rockledge) connects SR 524 with Central/South Cocoa and Rockledge, serves the east end of the SR 524 study area, making a loop at the Cocoa Commons (Publix) shopping center. The frequency, span of service, and annual ridership of Route 6, along with the transit maps, are provided in **Appendix B**. Route 6 has strong ridership compared to other routes in the region, third highest amongst all other SCAT routes.

Table 1: Roadway Characteristics of SR 524 Corridor

Characteristic	Observation
Limits	▪ SR 524 (70070000) – W. Friday Road (M.P. 1.514) to Industry Road (M.P. 4.649) within Brevard County
Roadway Maintaining Agency	▪ FDOT
Functional Classification	▪ Two Lane Urban Minor Arterial
Speed Limits	▪ FDOT 70070000 (M.P. 1.514 to M.P. 2.006): 45 MPH ▪ FDOT 70070000 (M.P. 2.006 to M.P. 4.166): 55 MPH ▪ FDOT 70070000 (M.P. 4.166 to M.P. 4.649): 45 MPH
FDOT/County Target LOS	▪ LOS D/LOS D
Study Intersections from west to east	▪ Precious Blvd (M.P. 1.266) – Stop Controlled ▪ W. Friday Rd (M.P. 1.514) – Stop Controlled ▪ I-95 SB Ramps (M.P. 1.634) – Signalized ▪ I-95 NB Ramps (M.P. 1.695) – Signalized ▪ E. Friday Rd (M.P. 1.836) – Signalized ▪ Walmart (M.P. 2.518) – Signalized ▪ Cox Rd (M.P. 2.916) – Signalized ▪ Pinyon Dr (M.P. 3.272) – Stop Controlled ▪ Westminster Dr (M.P. 3.484) – Stop Controlled ▪ Lance Blvd (M.P. 3.714) – Stop Controlled ▪ London Blvd (M.P. 4.194) – Signalized ▪ Coventry Ct (M.P. 4.305) – Stop Controlled ▪ Shopping Plaza (M.P. 4.439) – Signalized ▪ SR 501/Industry Rd (M.P. 4.649) – Signalized
Land Uses	A mixture of commercial, industrial, vacant, and residential land uses on both sides of the SR 524 corridor.
Pavement Width	12-foot-wide travel lanes.
Sidewalks	Available on the north side of the study corridor between Cox Rd & Industry Rd.
Parallel Parking	None
Shared Use Path and Bike Lanes	None
Access Class	▪ 70070000 (M.P. 1.514 to M.P. 1.836): Access Management Class 3 ▪ 70070000 (M.P. 1.836 to M.P. 4.649): Access Management Class 4

3 Existing Conditions

This section describes the analysis of traffic flow operating conditions for the existing year 2019 at the study intersections and roadway segments along the project corridor.

In analyzing the year 2019 operating conditions of the intersections and roadway segments, traffic counts collected in the field during January/February 2019 were used along with the existing roadway and intersection geometry. The actual turning movement volumes collected in the field were balanced, when required and used for the year 2019 level of service (LOS) analysis for the intersections and roadway segments. The intersection LOS analysis for the existing year 2019 was performed using signal timing data provided by the Brevard County. The following sub-sections describe the overall process.

3.1 Traffic Count Information

Figure 3 provide the location of traffic counts and type of traffic count data collected for the study. The data collected included:

- 48-hour bi-directional volume counts (21 locations)
- 72-hour classification counts (14 locations)
- 6-hour intersection turning movement counts for AM, Mid and PM peak hours (14 intersections)

The weekday turning movement counts were collected for the intersections between the peak hours of 7:00-9:00 AM, 11:00 AM – 1:00 PM and 4:00-6:00 PM. The traffic count data (volume and classification counts) collected were adjusted utilizing the FDOT axle and seasonal adjustment factors for Brevard County to provide 2019 annual average conditions.

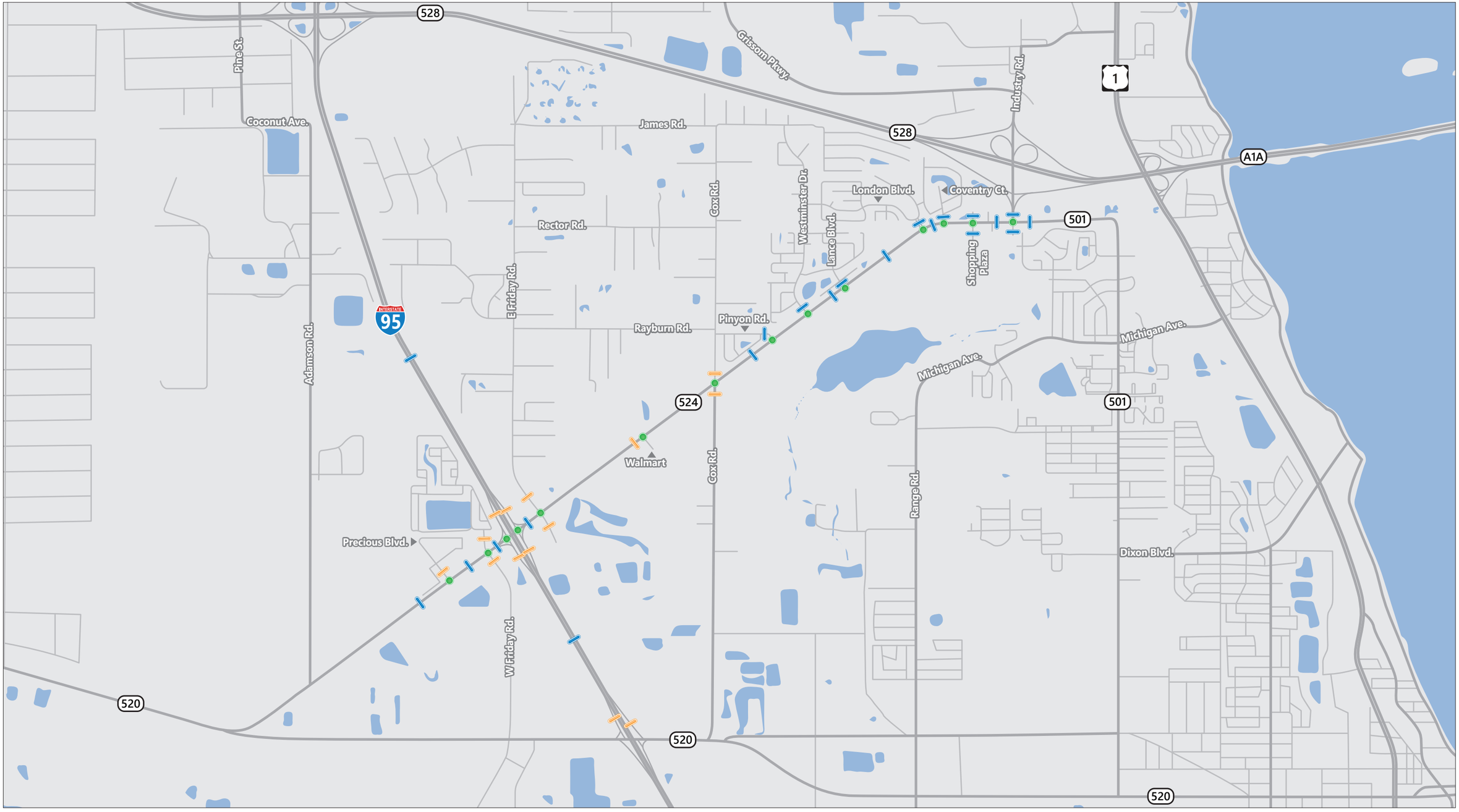
Vehicle composition for the classification count was broken into three primary vehicle types:

- Passenger Vehicles – Motorcycles, Cars, Vans, and Pickups;
- Medium Truck – Buses and 2 axle Single Unit Trucks;
- Heavy Trucks – (3 or 4 axles) Single Unit Trucks, 2 axle Tractors (with 1 or 2 axle Trailer), 3 axle Trailers (2 or 3 axle Trailers), and (5, 6 and 7 axle) Multi-trailers.

Based on these categories, percentages for overall trucks (medium and heavy) were determined for peak and daily traffic conditions. Copies of all traffic count data are provided in **Appendix C**. Year 2017 FDOT axle and seasonal adjustment factors for Brevard County are provided in **Appendix D**.

Field visits were conducted to collect information on existing geometry, storage lengths, traffic signal heads, and to determine/verify signal phasing information, such as protected/permitted left-turn operation, Right-Turn-On-Red (RTOR) restrictions, phase overlaps, etc. Travel time and queue information is provided in **Appendix C**.

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- 6 hour TMC
- 48 Hour Volume Count
- 72 Hour Class Count

Figure 3

Traffic Count Locations
SR 524 PTAR

3.2 Existing Geometry

Figure 4 provides the year 2019 intersection geometry for all the intersections evaluated in this study. The year 2019 intersection geometry information was obtained and verified based on field visits and aerial photographs.

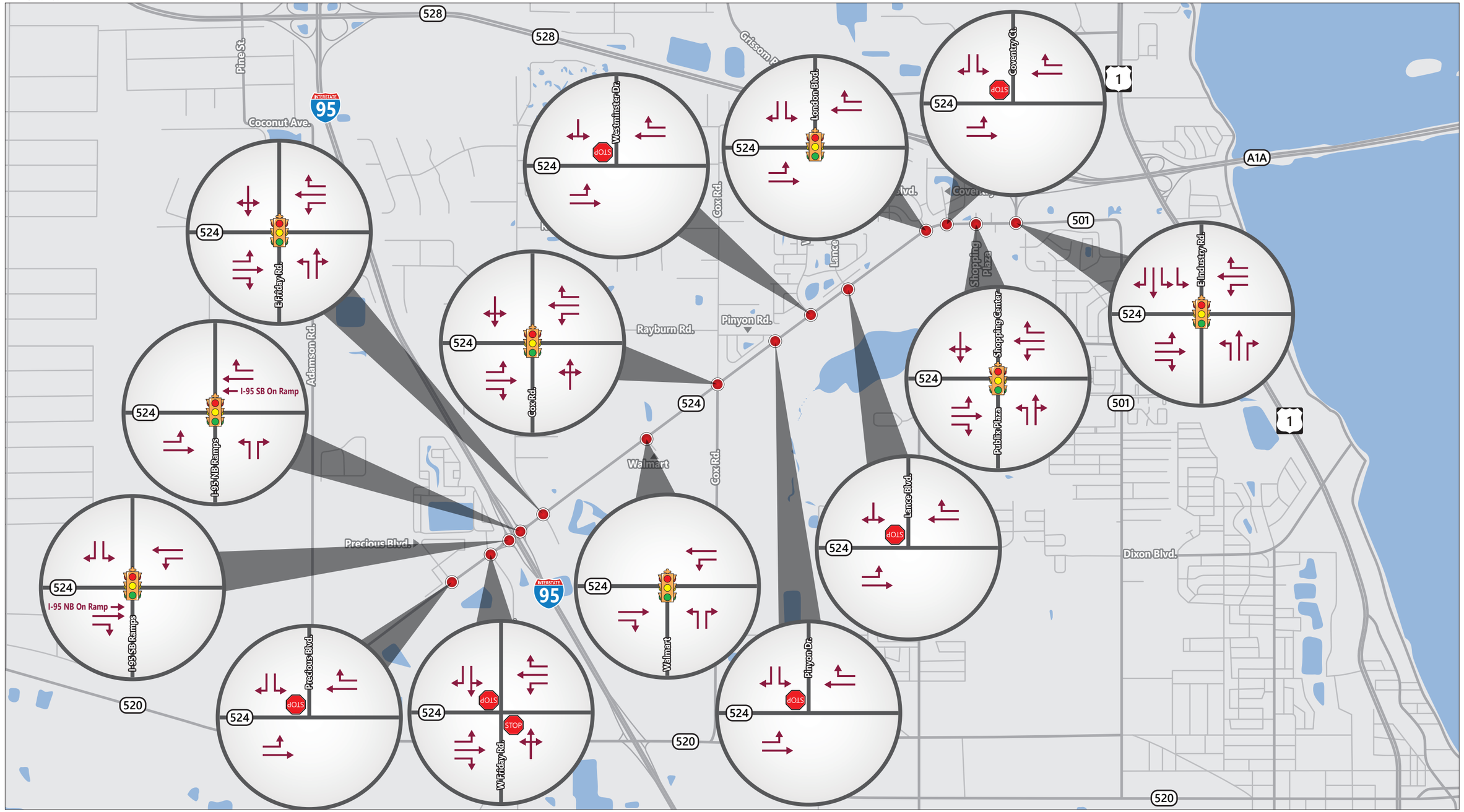
The existing geometry plays a vital role in assessing the intersection LOS. LOS is a qualitative measure of how efficient a roadway or intersection operates. LOS A represents the highest traffic flow quality, while LOS E represents traffic flow at capacity. LOS F represents forced flow congested conditions. LOS B, C, and D represent a gradual degradation in traffic flow quality before reaching capacity. The existing geometry will be considered as one of the factors in determining potential intersection improvements to accommodate the travel demand.

3.3 Existing Traffic Volumes

Traffic count information as collected was used to develop existing traffic characteristics for the project corridor and the intersecting side streets. The truck factor for each movement for the peak condition was used in the existing intersection analysis.

Based on the 48-Hour volume counts and 72-Hour classification counts, peak hour traffic flow (K measured) and, directional split (D measured) for the roadways in the study area were derived. The adjusted Annual Average Daily Traffic (AADT) volumes for the individual roadway segments are provided in **Table 2**. **Figure 5** provides the existing AADT's for the project corridors and the side streets.

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- Lane Geometry
- Stop-Controlled Intersection
- Signalized Intersection

Figure 4

Existing Intersection Geometry
SR 524 PTAR

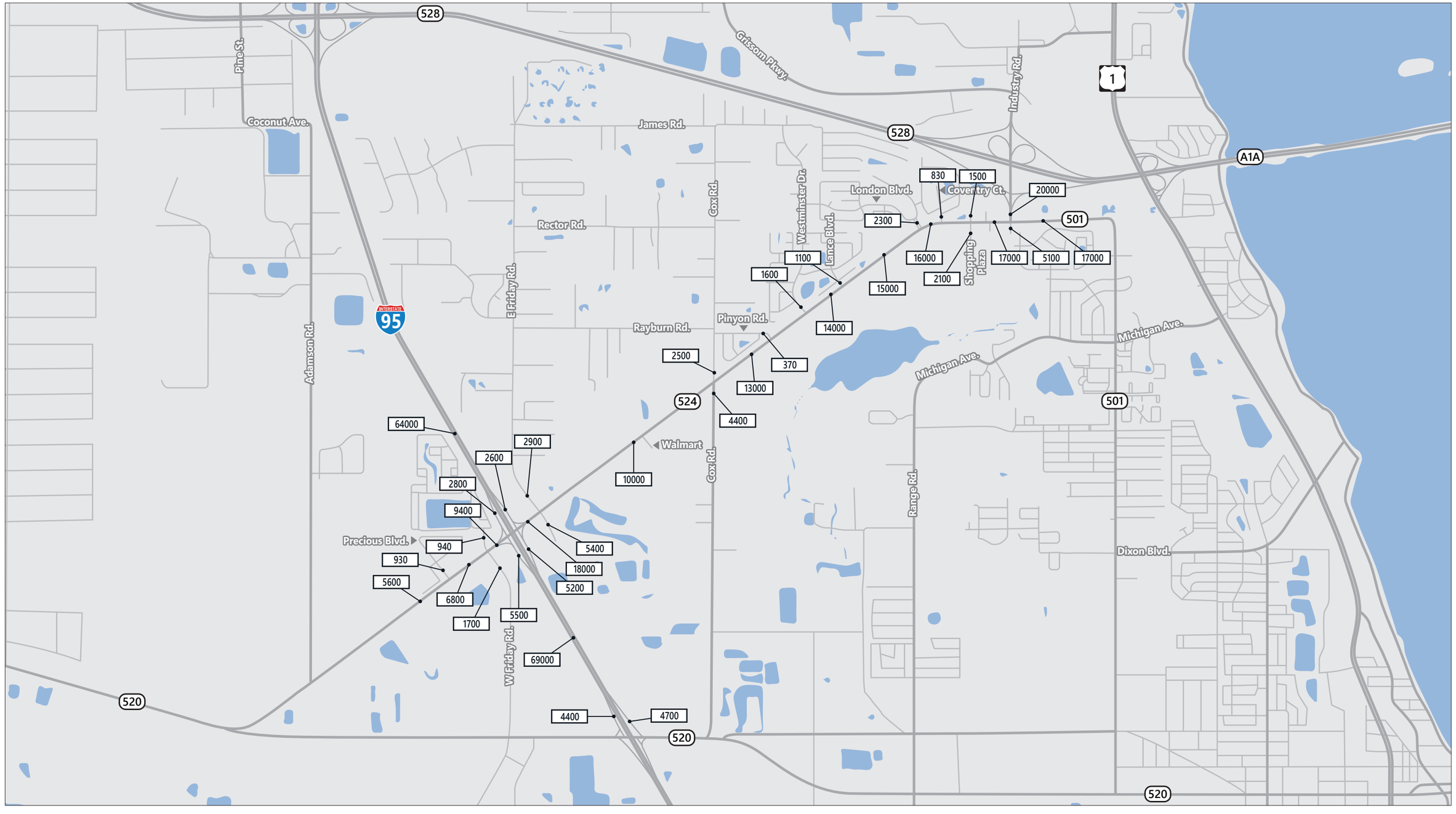
Table 2: Existing Year 2019 Traffic Volumes

Roadway / Segment	Date of Count	Source and Type	Measured Characteristics							Axle Adj.[2]	Seasonal Adj.[1]	Adjusted AADT [3]
			ADT	Peak Hr.	NB/EB	SB/WB	"K"	"D"	"T_{Daily}"			
Mainline Characteristics (SR 524)												
SR 524												
West of Precious Blvd	1/22/2019	48-hr Volume	6,015	526	200	326	8.7%	62.0%		0.97	0.96	5,600
b/w Precious Blvd & W.Friday Rd	1/22/2019	48-hr Volume	7,267	634	250	384	8.7%	60.6%	-	0.97	0.96	6,800
b/w W. Friday Rd & I-95 SB Ramps	1/22/2019	48-hr Volume	10,088	911	374	537	9.0%	58.9%	-	0.97	0.96	9,400
b/w I-95 NB Ramps & E. Friday Rd	1/22/2019	48-hr Volume	18,905	1,450	698	752	7.7%	51.9%	-	0.97	0.96	18,000
b/w E. Friday Rd & Cox Rd	1/22/2019	72-hr Classification	10,857	887	477	410	8.2%	53.8%	18.2%	1.00	0.96	10,000
b/w Cox Rd & Westminster Dr	1/22/2019	48-hr Volume	13,859	1,153	551	602	8.3%	52.2%	-	0.97	0.96	13,000
b/w Westminster Dr & Lance Blvd	1/22/2019	48-hr Volume	14,761	1,237	571	666	8.4%	53.8%	-	0.97	0.96	14,000
b/w Lance Blvd and London Blvd	1/22/2019	48-hr Volume	15,722	1,321	573	748	8.4%	56.6%	-	0.97	0.96	15,000
b/w London Blvd & Coventry Ct	1/22/2019	48-hr Volume	16,886	1,459	645	814	8.6%	55.8%	-	0.97	0.96	16,000
b/w Coventry Ct & Industry Rd	1/22/2019	48-hr Volume	18,188	1,508	721	787	8.3%	52.2%	-	0.97	0.96	17,000
East of Industry Rd	1/22/2019	48-hr Volume	18,636	1,678	709	969	9.0%	57.7%	-	0.97	0.96	17,000
Sidestreet Characteristics (I-95)												
I-95												
North of SR 524	1/29/2019	48-hr Volume	73,583	5,651	2655	2,996	7.7%	53.0%		0.83	1.05	64,000
South of SR 524*	1/29/2019	48-hr Volume	78,677	6,162	296	5,866	7.8%	95.2%	-	0.83	1.05	69,000
SR 524/I-95 Ramps												
Northbound Off Ramp	1/22/2019	72-hr Classification	4,951	524	524	0	10.6%	100.0%	15.0%	1.00	1.06	5,200
Northbound On Ramp	1/22/2019	72-hr Classification	2,406	195	195	0	8.1%	100.0%	34.0%	1.00	1.06	2,600
Southbound Off Ramp	1/22/2019	72-hr Classification	2,649	231	0	231	8.7%	100.0%	35.1%	1.00	1.06	2,800
Southbound On Ramp	1/22/2019	72-hr Classification	5,218	565	0	565	10.8%	100.0%	18.4%	1.00	1.06	5,500
SR 520/I-95 Ramps												
Southbound Off Ramp	1/22/2019	72-hr Classification	4,184	413	0	413	9.9%	100.0%	8.2%	1.00	1.06	4,400
Northbound On Ramp	1/22/2019	72-hr Classification	4,419	424	424	0	9.6%	100.0%	10.4%	1.00	1.06	4,700
Sidestreet Characteristics												
Precious Blvd												
North of SR 524	1/22/2019	72-hr Classification	970	106	72	34	10.9%	67.9%	3.2%	1.00	0.96	930
W. Friday Rd												
North of SR 524	1/22/2019	72-hr Classification	974	98	49	49	10.1%	50.0%	4.4%	1.00	0.96	940
South of SR 524	1/22/2019	72-hr Classification	1,719	182	85	97	10.6%	53.3%	10.1%	1.00	0.96	1,700
E. Friday Rd												
North of SR 524	1/22/2019	72-hr Classification	3,064	298	187	111	9.7%	62.8%	7.1%	1.00	0.96	2,900
South of SR 524	1/22/2019	72-hr Classification	5,658	418	197	221	7.4%	52.9%	42.5%	1.00	0.96	5,400
Cox Rd												
North of SR 524	1/22/2019	72-hr Classification	2,582	241	155	86	9.3%	64.3%	9.9%	1.00	0.96	2,500
South of SR 524	1/22/2019	72-hr Classification	4,614	407	229	178	8.8%	56.3%	9.3%	1.00	0.96	4,400
Pinyon Dr												
North of SR 524	1/22/2019	48-hr Volume	389	38	28	10	9.8%	73.7%	-	0.99	0.96	370
Westminister Dr												
North of SR 524	1/22/2019	48-hr Volume	1,654	164	108	56	9.9%	65.9%	-	0.99	0.96	1,600
Lance Blvd												
North of SR 524	1/22/2019	48-hr Volume	1,180	104	63	41	8.8%	60.6%	-	0.99	0.96	1,100
London Blvd												
North of SR 524	1/22/2019	48-hr Volume	2,451	237	152	85	9.7%	64.1%	-	0.99	0.96	2,300
Coventry Ct												
North of SR 524	1/22/2019	48-hr Volume	870	89	55	34	10.2%	61.8%	-	0.99	0.96	830
Shopping Plaza												
North of SR 524	1/22/2019	48-hr Volume	1,613	147	35	112	9.1%	76.2%	-	0.99	0.96	1,500
South of SR 524	1/22/2019	48-hr Volume	2,195	217	149	68	9.9%	68.7%	-	0.99	0.96	2,100
Industry Rd												
North of SR 524	1/22/2019	48-hr Volume	21,912	1,885	978	907	8.6%	51.9%	-	0.97	0.96	20,000
South of SR 524	1/29/2019	48-hr Volume	5,454	536	249	287	9.8%	53.5%	-	0.97	0.96	5,100

Notes:* Estimated Count

1. Most Recent Seasonal Adjustment factors were obtained from FDOT 2017 Traffic Count Information
2. Most Recent Axle Adjustment factors were obtained from FDOT 2017 Traffic Count Information
3. Adjusted AADT = Measured ADT * Axle Adjustment * Seasonal Adjustment

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XXXX Annual Average Daily Traffic (AADT)

N

N.T.S.

Figure 5

Existing Annual Average Daily Traffic (AADT)
SR 524 PTAR

3.4 Year 2019 Turning Movement Counts

Turning movement counts were obtained for the AM, Mid and PM peak hour conditions for the fourteen (14) study intersections. The turning movement counts were checked for reasonableness (and balancing) and adjusted with seasonal factor of 0.96. Raw data for the year 2019 AM, Mid and PM peak hour turning movement volumes collected at the study intersections are available in **Appendix C**. The adjusted year 2019 AM and PM peak hour turning movement volumes for the study corridor are shown in **Figure 6**.

3.5 Year 2019 LOS Analysis

Intersection levels of service were determined utilizing Highway Capacity Manual (HCM) 6th edition methodologies within Synchro software. For the study roadway segments, LOS was determined using arterial speeds from Synchro. The signal timing data provided by the Brevard County were used in the intersection LOS analysis for all the signalized intersections.

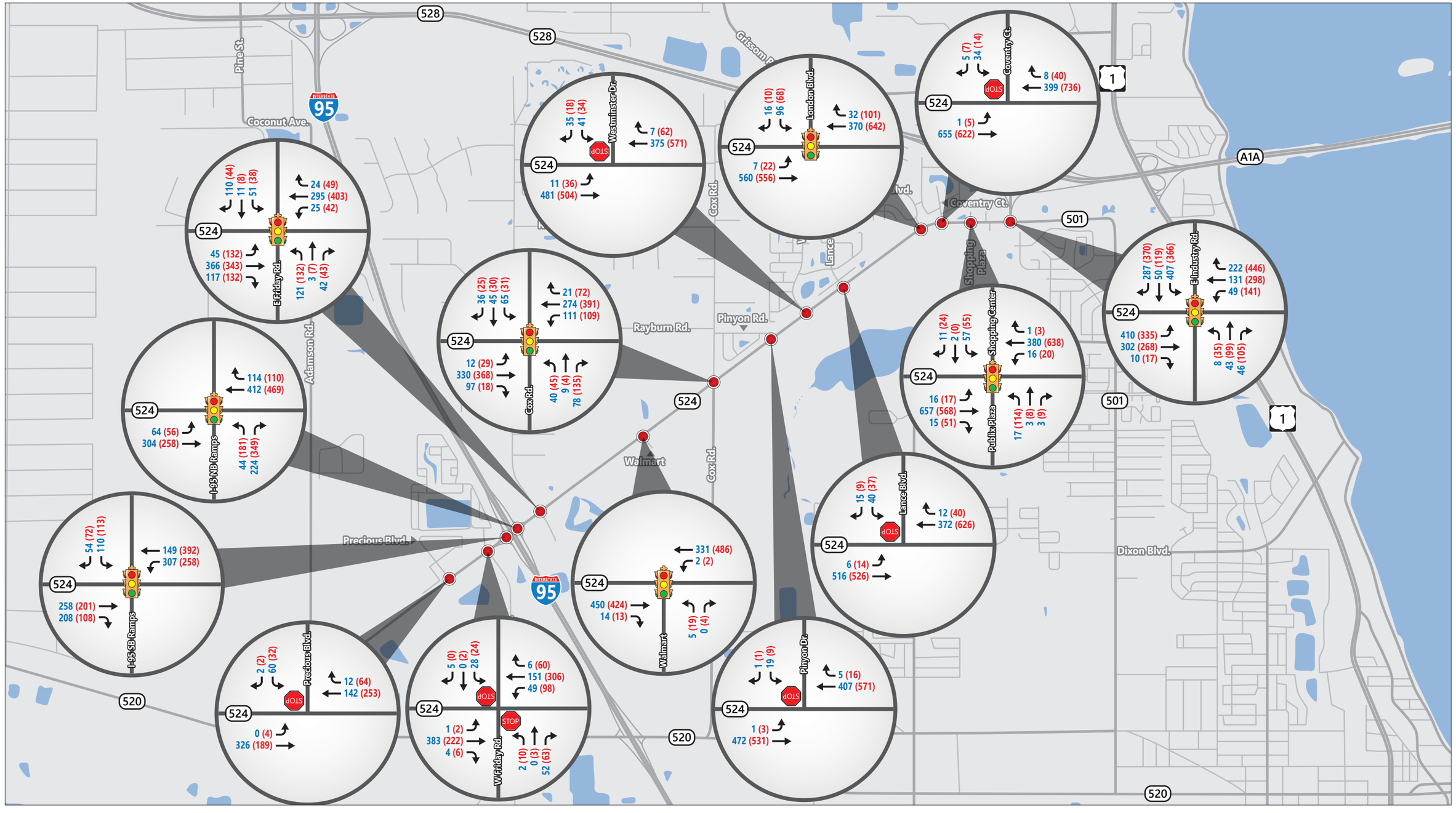
3.5.1 Year 2019 Intersection LOS Analysis

The year 2019 AM and PM peak hour turning movement volumes along with the year 2019 intersection geometry were used in the intersection LOS analysis.

A summary of the LOS analysis for the study intersections is included in **Table 3**. As shown in **Table 3**, during the year 2019 AM and PM peak hour conditions, the intersections along SR 524 were observed to be operating at or better than target LOS (LOS D).

The existing year 2019 AM and PM peak hour Synchro intersection analysis outputs along with the signal timing data are included in **Appendix E**.

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→ Traffic Movement

AM (PM) Peak Hour Traffic Volumes

N

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FDOT

Figure 6

Existing Peak Hour Turning Movement Volumes
SR 524 PTAR

Table 3: Existing Year 2019 Intersection LOS Analysis Summary

Study Intersection	Control Type	Targeted LOS	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Precious Boulevard	Stop	D	12.8	B	11.8	B
W. Friday Road	Stop	D	18.9	C	20.3	C
I-95 SB Ramps	Signal	D	14.2	B	10.8	B
I-95 NB Ramps	Signal	D	15.0	B	16.5	B
E. Friday Road	Signal	D	25.1	C	22.8	C
Walmart	Signal	D	10.2	B	8.4	A
Cox Road	Signal	D	12.7	B	12.9	B
Pinyon Drive	Stop	D	17.7	C	21.8	C
Westminster Drive	Stop	D	16.3	C	24.4	C
Lance Boulevard	Stop	D	17.9	C	27.5	D
London Boulevard	Signal	D	8.5	A	8.0	A
Coventry Court	Stop	D	23.6	C	33.6	D
Shopping Plaza	Signal	D	11.4	B	13.7	B
Industry Road	Signal	D	36.1	D	41.8	D

Notes:
1. HCM 6th based outputs are presented in this table for both the signalized and unsignalized intersections
2. In case of unsignalized intersections, worst case results (delay and LOS) are reported.

3.5.2 Year 2019 Arterial LOS Analysis

The arterial segments operating conditions were evaluated using Synchro software. The level of service results shown in **Table 4** are reported based on the level of service criteria shown in HCM 6th Edition Exhibit 18-1. For the existing conditions, except for the segments along SR 524 between I-95 SB Ramps & E. Friday Road and between Shopping Plaza & Industry Road, all other segments operate within the target LOS D. Roadway LOS along SR 524 near the western and eastern limits operating at LOS E or F is anticipated as these parts of the study roadway are defined by closely spaced signalized intersections.

Year 2019 AM and PM peak hour Synchro arterial analysis outputs along are included in **Appendix E.**

Table 4: Existing Year 2019 Arterial LOS Analysis Summary

Segment	Travel Time (Sec.)	Speed (MPH)	LOS	Travel Time (Sec.)	Speed (MPH)	LOS
	Northbound/ Eastbound			Southbound/ Westbound		
AM						
I-95 SB Ramps to I-95 NB Ramps	18.1	18.9	E	17.1	20.0	D
I-95 NB Ramps to E. Friday Road	47.0	9.3	F	30.2	14.4	F
E. Friday Road to Walmart	46.4	37.2	B	77.6	22.2	C
Walmart to Cox Road	72.6	29.8	C	49.8	43.5	A
Cox Road to London Boulevard	111.9	41.1	A	111.2	41.4	A
London Boulevard to Shopping Plaza	39.4	22.4	D	33.4	26.4	C
Shopping Plaza to Industry Road	51.5	14.7	F	33.3	22.7	C
Overall	**386.9**	**28.2**	**C**	**352.6**	**30.9**	**C**
PM						
I-95 SB Ramps to I-95 NB Ramps	19.4	17.6	E	17.7	19.3	E
I-95 NB Ramps to E. Friday Road	38.6	11.3	F	29.8	14.6	F
E. Friday Road to Walmart	49.1	35.1	B	81.0	21.3	D
Walmart to Cox Road	62.3	34.7	B	43.4	49.9	A
Cox Road to London Boulevard	91.5	50.3	A	91.5	50.3	A
London Boulevard to Shopping Plaza	42.9	20.6	D	34.3	25.7	D
Shopping Plaza to Industry Road	54.0	14.0	F	41.0	18.4	E
Overall	**357.8**	**30.5**	**C**	**338.7**	**32.2**	**C**

Notes:
1.Segment LOS is computed using Synchro reported average speed and LOS criteria from Exhibit 18-1 of HCM 6th Edition.
2.Overall LOS is computed using average speed of the study corridor (overall study segment length/total travel time) and LOS criteria from Exhibit 18-1 of HCM 6th Edition.
3. Result shown in color exceeds the LOS target

4 Development of Design Characteristics

The design traffic characteristics established in this section will be used in developing design hour volumes (DHV's) for the intersections and directional design hour volumes (DDHV's) for the roadway segments for the future conditions. These characteristics are determined based on the procedures outlined in the FDOT's Project Traffic Forecasting Handbook, dated January 2014.

4.1 Standard K Factor

Based on direction from the FDOT District Office, a Standard K Factor of 9.0% (urban area) was used for all the major study corridors including SR 524 and the intersecting study roadways.

4.2 D Factor

The directional distribution factor, D is based on the median value of the directional factors for the highest 200 hours of each continuous count station. In determining this factor for SR 524 and side streets, statewide guidelines (Figure 2.9 from the 2014 PTF Handbook) for D factor were compared to D factors obtained from the field collected traffic counts and historical information contained in the FTI DVD.

The measured D for the study area roadways is shown in **Table 2.** The average of the measured D factors for SR 524 corridor and I-95 within the study limits are 54.8% and 55.8%, respectively. The measured D factors for the side streets are well within the FDOT recommended range of D values, except for Precious Boulevard, Pinyon Drive and Shopping Plaza near Industry Road.

Table 5 illustrates the historical D factors from three sites on SR 524: 700425, 700411 & 700426 and two sites on I-95: 700368 & 700366. The factors were obtained for seven years between 2011 and 2017. The average, minimum and maximum D factors over the seven years for SR 524 corridor are 53.91%, 53.40% and 54.30%, respectively and for I-95 are 52.40%, 51.20% and 53.70%, respectively.

Table 6 provides the current recommended range of D values from the FDOT Project Traffic Forecasting Handbook (2014) for an Urban arterial.

Therefore, being conservative without overestimating future design traffic volumes, a D factor of 55.0% is recommended for SR 524, and I-95 mainline and ramps. The measured D values from the 2019 traffic counts will be used for all the side streets as the recommended D factors.

Table 5: Historical FTI Data - D Values

Year	Station 700425, SR 524, 0.595 MI. W OF I-95	Station 700411, SR 524, 0.195 MI. E OF I-95	Station 700426, SR 524, 0.664 MI. W OF SR-501	Station 700368, I-95, North of SR 524	Station 700366, I-95, South of SR 524
2017	54.30%	54.30%	54.30%	53.10%	53.10%
2016	53.40%	53.40%	53.40%	53.20%	53.20%
2015	53.80%	53.80%	53.80%	51.50%	51.50%
2014	53.80%	53.80%	53.80%	51.20%	51.20%
2013	54.20%	54.20%	54.20%	51.30%	51.30%
2012	53.60%	53.60%	53.60%	52.80%	52.80%
2011	54.30%	54.30%	54.30%	53.70%	53.70%
Average	53.91%	53.91%	53.91%	52.40%	52.40%
Minimum	53.40%	53.40%	53.40%	51.20%	51.20%
Maximum	54.30%	54.30%	54.30%	53.70%	53.70%

Table 6: Recommended Range of D Values

Area & Highway Type	Values	Source
		FDOT[1]
Urban Arterial	Low	50.8%
	Average	57.9%
	High	67.1%

Notes:
1) Source: FDOT Project Traffic Forecasting Handbook, January 2014, Figure 2.9

4.3 T & DHT Factors

The daily truck factor, T represents the percentage composition of medium sized and heavy trucks occurring in the traffic stream for a 24-hour period. The design hour truck, DHT is the percentage of truck traffic during the peak hour and is recommended as one-half of the T factor in the Project Traffic Forecasting Handbook.

The year 2019 measured T factor for the study corridor is shown in **Table 2**. A T factor of 18.2% was measured for the SR 524 corridor.

Table 7 contains the historical T factors from the FTI DVD for the seven years between 2011 and 2017. The average, minimum and maximum T factors over the seven years for SR 524 corridor and I-95 are shown in the table.

Table 7: Historical FTI Data - T_{daily} Values

Year	Station 700411, SR 524, 0.195 MI. E OF I-95	Station 700426, SR 524, 0.664 MI. W OF SR-501	Station 700368, I-95, North of SR 524	Station 700366, I-95, South of SR 524
2017	21.30%	10.60%	15.70%	18.80%
2016	8.60%	6.50%	15.70%	19.40%
2015	8.00%	6.40%	14.60%	13.90%
2014	8.80%	7.10%	14.60%	12.00%
2013	14.50%	8.90%	15.90%	13.30%
2012	9.50%	6.80%	19.20%	19.20%
2011	9.20%	7.20%	18.00%	18.00%
Average	11.41%	7.64%	16.24%	16.37%
Minimum	8.00%	6.40%	14.60%	12.00%
Maximum	21.30%	10.60%	19.20%	19.40%

The measured T factor from the 2019 traffic counts is 18.2%, which is comparable to the T factor from FDOT station 700411 located between E. Friday Road and Cox Road. Based on comparative analysis of available count information, a T (DHT) factor of **18.0% (9.0%)** is recommended for SR 524 between W. Friday Road and Cox Road, and a T (DHT) factor of **11.0% (6%)** is recommended for SR 524 between Cox Road and Industry Road. Based on historical T factors, a T (DHT) factor of **19.0% (10.0%)** is recommended for I-95.

The measured T factors from **Table 2** are recommended for all I-95 ramps. For this study, the existing peak hour truck percentages from the turning movement counts will be used in the future analysis.

4.4 Recommended Design Traffic Characteristics

Based on the afore-mentioned discussion, the following **Table 8** provides a summary of the recommended design traffic characteristics for this study.

Table 8: Recommended Design Traffic Characteristics

Roadway / Segment	Recommended Design Characteristics			
	K Factor	D Factor	T Factor	DHT Factor*
Mainline Characteristics				
SR 524 b/w W. Friday Rd & Cox Rd	9.0%	55.0%	18.0%	9.0%
SR 524 b/w Cox Rd & Industry Rd	9.0%	55.0%	11.0%	6.0%
I-95	9.0%	55.0%	19.0%	10.0%
I-95 Ramps	9.0%	55.0%	-	Existing
Side Street Characteristics				
All side streets	9.0%	Existing	-	Existing

*Note: * one-half of the T factor. Truck factors obtained from Year 2019 TMCs will be used for future conditions for the side streets.*

5 Crash Data Review

The latest available five (5) years of crash data (from January 1, 2014 to December 31, 2018) along SR 524 were obtained from the Signal Four Analytics (S4) and supplemented with data from the FDOT Crash Analysis Reporting System (CARS). Based on the crash data obtained from both databases, a total of 249 crashes occurred within the study limits in the last five years. Raw crash data is included in **Appendix F**.

5.1 Crash Summary by Year and Conditions

Table 9 shows the summary of the crashes by severity and conditions for each year (2014 – 2018). On average, about 50 crashes occurred per year for the last five years within the study limits. 4 of them were fatal crashes and 100 were crashes that resulted in injuries. A total of 45 crashes (about 18% of total) were reported to have occurred during dark (at night, dusk, dawn) conditions, averaging about 9 crashes per year. Also, 30 (about 12% of total) of the total 249 crashes occurred in wet weather conditions.

Table 9: Crash Summary by Severity and Conditions (Jan 2014-Dec 2018)

Year	Total Number of Crashes	Injury Crashes	Fatal Crashes	Dark Conditions Crashes	Wet Conditions Crashes
2014	45	12	1	9	7
2015	46	22	0	7	8
2016	64	29	3	12	9
2017	53	20	0	8	2
2018	41	19	0	9	4
2014-2018	**249**	**102**	**4**	**45**	**30**
Average	49.8	20.4	0.8	9.0	6.0
Percent	-	*41.0%*	*1.6%*	*18.1%*	*12.0%*

5.2 Crash Summary by Signalized Intersections

A detailed review was performed for the signalized study intersections. The signalized intersection at the Walmart Distribution Center was recently constructed and therefore does not have the intersection associated crash data. The south leg at the intersection of SR 524 and E. Friday Road was also recently constructed, and therefore will not have historical intersection related crashes for this leg.

As shown in **Table 10**, the intersection at Industry Road had the greatest number of crashes (90 crashes) among the analyzed intersections within the study corridor, accounting for about 36% of the entire study corridor crashes. These 7 signalized intersections accounted for 72% of all the crashes within the study limits.

Table 10: Crash Summary by Intersections (Jan 2014-Dec 2018)

Intersection	Total	Fatal	Injury	Property Damage Only	Night	Wet
I-95 Ramps (NB+SB)	**54**	2	30	24	9	9
East Friday Road	**6**	0	1	5	1	0
Cox Road	**18**	0	7	11	2	0
London Boulevard	**8**	0	6	2	4	0
Shopping Plaza	**5**	0	3	2	0	0
Industry Road	**90**	0	26	64	17	13
Total	**181**	2	73	108	33	22

Two fatalities were recorded at the I-95 Ramps, the other two fatalities didn't occur within the influence area of a signalized intersection. Following is a summary of the types of crashes at the signalized intersections which had more than 15 crashes for the last five years:

SR 524 and I-95 Ramps (NB+SB): This intersection experienced 54 crashes in the last five years, averaging about 11 crashes per year. Majority of these crashes were left turn crashes (29.6% of total crashes for this location), followed by angle (13.0% of total crashes for this location) crashes. One bicycle and two pedestrian related crashes were reported for this intersection. No crosswalks or any pedestrian related equipment is present at this location. Two fatal crashes were reported for this interchange. One of the

fatal crashes occurred when a vehicle failed to yield to the right of way while making a left turn from the I-95 SB Off Ramp. The other fatal crash is very similar to the first one, which occurred when a vehicle failed to yield to the right of way while making a left turn from the I-95 SB Off Ramp.

Please note that the SR 524/I-95 SB ramp intersection was signalized during March 2018 and SR 524/I-95 NB ramp intersection was signalized during July 2018. Five crashes (2 – Left turns, 2 – Rear Ends and 1 – Hit Guard Rail) have occurred after signalization.

SR 524 and E. Friday Road: This intersection experienced 6 crashes in the last five years, averaging about 1.2 crashes per year. Majority of these crashes were left-turn crashes (66.7% of total crashes for this intersection). No bicycle and pedestrian related crashes were reported for this intersection. No fatal crashes were reported for this intersection. Please note that this intersection was signalized during July 2018. Two crashes (1 – Left turn and 1 – Sideswipe) have occurred after signalization.

SR 524 and Cox Road: This intersection experienced 18 crashes in the last five years, averaging about 4 crashes per year. Majority of these crashes were rear-end crashes (38.9% of total crashes for this intersection), followed by head on (27.8% of total crashes for this intersection) crashes. No bicycle and pedestrian related crashes were reported for this intersection. No crosswalks or any pedestrian related equipment is present at this intersection. No fatal crashes were reported for this intersection. Please note that this is a skewed intersection.

SR 524 and Industry Road: This intersection experienced 90 crashes in the last five years, averaging 18 crashes per year. Majority of these crashes were rear end crashes (35.6% of total crashes for this intersection), followed by head on (26.7% of total crashes for this intersection) and left-turn (13.3% of total crashes for this intersection) crashes. No bicycle and pedestrian related crashes were reported for this intersection. No crosswalks or any pedestrian related equipment is present at this intersection. Crosswalks are present along three legs of this intersection (north, south and west). No fatal crashes were reported for this intersection.

Appendix F summarizes the intersections crashes by year and types for all the intersections listed in **Table 10**.

5.3 Crash Summary by Crash Type

Table 11 shows the summary of the crashes by crash types. According to the summary and ignoring "other" type crashes, rear-end crashes account for most crashes (about 26% of total) within the study corridor, followed by left-turn (about 17% of total), head on (about 16% of total), and angle (about 8% of total) crashes. 1 bicycle and 2 pedestrian related crashes were reported in the last five years. The 2 pedestrian crashes happened at SR 524 and I-95 ramps.

Table 11: Crash Summary by Crash Types (Jan 2014-Dec 2018)

Crash Type	2014	2015	2016	2017	2018	2014-2018	Per year	Percent
Angle	2	7	4	5	2	**20**	4.0	*8.0%*
Animal	0	2	0	0	1	**3**	0.6	*1.2%*
Bicycle	0	0	0	0	1	**1**	0.2	*0.4%*
Head On	11	5	15	8	1	**40**	8.0	*16.1%*
Left Turn	9	6	14	7	5	**41**	8.2	*16.5%*
Off Road	5	1	4	3	3	**16**	3.2	*6.4%*
Pedestrian	0	0	1	0	1	**2**	0.4	*0.8%*
Rear End	11	10	13	15	15	**64**	12.8	*25.7%*
Right Turn	0	1	0	0	0	**1**	0.2	*0.4%*
Rollover	0	0	1	0	2	**3**	0.6	*1.2%*
Sideswipe	0	1	3	1	5	**10**	2.0	*4.0%*
Unknown	2	1	1	5	1	**10**	2.0	*4.0%*
Other	5	12	8	9	4	**38**	7.6	*15.3%*
Total	***45***	***46***	***64***	***53***	***41***	***249***	-	*100.0%*

Note: "Other" is defined as types of crashes not defined in this table or categorized as "other" in the crash report

5.4 Crash Rate Comparison

Crash rates were calculated for the project limits, the functional classification of urban minor arterial is consistent throughout the project limits.

Table 12 shows the summary of the crash rate compared to the latest available statewide average crash rates for the segment types. The latest 5-year statewide crash rates were available are for 2012-2016, and are provided in **Appendix F**.

The crash rates are expressed in the number of crashes per million vehicles traveled, based on the following equation:

$$Crash\ Rate\ of\ Segment = \frac{Total\ Number\ of\ Crashes\ x\ 1{,}000{,}000}{AADT\ x\ 365\ x\ Number\ of\ Years\ x\ Length\ of\ Roadway\ Segment}$$

The segment characteristics are:

- Total crashes – 249, Average Roadway AADT – 14,000, Segment Length – 3.135 miles

Based on the formula and associated data for the segments, **Table 12** shows the calculated crash rate for the study corridor. As shown in Table 12, the study corridor has a similar crash rate compared to the 5-year statewide average for similar typical section.

Table 12: Crash Rate Comparison (based on 5-Year Data)

Segment	Calculated Crash Rate (MVMT)	Statewide Average (MVMT)	Greater than Statewide Average Rate?
Urban (M.P. 1.514 to M.P. 4.649)	3.11	3.33	No

6 Traffic Forecasts

This section describes the subarea model validation effort and future traffic forecasting process for the No Build and Build alternatives.

6.1 Subarea Model Validation

A subarea model using the FDOT's Central Florida Regional Planning Model (CFRPM) v6.1 was developed for use in this PTAR. The subarea model calibration and validation followed the procedures outlined in FDOT's 2014 Project Traffic Forecasting Handbook and Florida Standard Urban Transportation Model Structure (FSUTMS) Model Calibration and Validation Standards. A subarea model was validated for base year 2015.

The summary of network adjustments, volume-to-count (V/C) ratio comparison and the Root Mean Square Error results were summarized in the following sections. It should be noted that the CFRPM v6.1 has an original base year 2010, horizon year 2040, and beyond horizon year 2045. For this study, FDOT District Five had provided Socio-Economic (SE) data for year 2015, which was used in the travel demand model. A future year (2045) subarea model scenario was then developed based on the calibration efforts to obtain future year volume forecasts.

The subarea validation report in detail is provided in **Appendix G.**

6.1.1 Year 2015 Validation Network Changes

The following study networks adjustments to reflect the base year roadway conditions:

- SR 524 from SR 520 to Friday Rd: speed limit was changed to 45 mph.
- Grissom Pkwy from Kings Hwy to Industry Rd: facility type was changed from 32 to 31.
- I-95 from Brevard/Volusia County line to US 192: speed limit was changed to 60 mph.
- Clearlake Rd from Industry Rd to Michigan Ave: facility type was changed from 32 to 31; speed limit was changed to 45 mph.

- Clearlake Rd from SR 520 to Pluckebaum Rd: facility type was changed from 43 to 41; speed limit was changed to 35 mph.
- Adamson Rd from SR 520 to Grissom Pkwy: facility type was changed from 43 to 41.
- Michigan Ave from Clearlake Rd to US 1: facility type was changed from 23 to 26, speed limit was changed to 40 mph.
- Dixon Blvd from Clearlake Rd to US 1: speed limit was changed to 45 mph

6.1.2 Percent Error Checking for the Roadway Links

The overall volume-to-count (V/C) ratios by facility type and volume group were evaluated for the original and the calibrated subarea models. The comparison results of the V/C ratio evaluation (percent error) are summarized in **Tables 13 and 14.** The percent deviation is defined as ((Year 2015 model assignment in AADT – Year 2015 actual count in AADT)/ (Year 2015 actual count in AADT)). **Table 14** shows the percent deviation error by volume group. The relevant model outputs and the V/C ratios for individual roadway links are provided in **Appendix G**.

Table 13: Volume-Over-Count Ratio by Facility Type and Percent Error

Facility Type	Criteria	Original Model	Calibrated Model
Freeway (FT1X, FT8X, FT9X)	+/- 7%	3.38%	-3.60%
Divided Arterial (FT2X)	+/- 15%	-9.70%	-9.58%
Undivided Arterial (FT3X)	+/- 15%	-22.53%	-9.99%
Collector (FT 4X)	+/- 25%	-33.62%	-18.43%
One-Way (FT6X)	+/- 25%	N/A	N/A

Table 14: Volume-Over-Count Ratio by Volume Group and Percent Error

Volume Group	Criteria	Original Model	Calibrated Model
LT 10,000 Volume	50%	0.38%	3.60%
10,000-30,000	30%	-14.83%	-12.20%
30,000-50,000	25%	-7.06%	-11.10%
50,000-65,000	20%	9.72%	4.25%
65,000-75,000	15%	5.53%	-0.88%
GT 75,000	10%	N/A	N/A

6.1.3 Root Mean Square Error (RMSE)

The percent Root Mean Square Error (RMSE) for the study area is another aggregate measure of how well the model has been validated against the actual counts. The RMSE for the study area comprising 30 roadway links is 2.96% and usually can be +/-35% to 45%. The RMSE evaluation results are shown in **Table 15.**

Table 15: RMSE% by Volume Group of the Calibrated Subarea Model

Volume Group	% RMSE	Acceptable % RMSE	Preferable % RMSE
1-5,000:	9.89%	100%	45%
5,000-10,000:	26.11%	45%	35%
10,000-15,000:	16.09%	35%	27%
15,000- 20,000:	10.68%	30%	25%
20,000- 30,000:	7.79%	27%	15%
30,000- 50,000:	5.65%	25%	15%
50,000- 60,000:	2.91%	20%	10%
60,000+:	3.64%	19%	10%
Areawide	**2.96%**	**45%**	**35%**

As summarized, the subarea model meets the RMSE and VC ratio criteria and therefore, is considered acceptable to estimate future travel demand (2045) within the study area.

6.2 Future Traffic Forecasts

The development of traffic projections for the study corridors required the examination of historical growth, proposed development levels within the corridor vicinity, and a basic understanding of local traffic circulation patterns and travel characteristics of the corridor. As such, the following sources were used to derive reasonable future traffic forecasts for the study corridor. All growth rates referred to in this section are linear annual rates unless otherwise stated.

1) Travel Demand Model: The latest adopted CFRPM v6.1 was used in the traffic forecasting process.

2) Historical Traffic Trends Analysis: Historical traffic trends analysis based on least squares regression analysis was conducted for the study roadways using traffic data from 2017 Florida Traffic Online (FTO).

3) Population Projections: The population estimates from the Bureau of Economic and Business Research (BEBR), Florida Population Studies, Bulletin 180 was used.

6.3 Future Years

Based on the information provided by FDOT, the following design period was used to provide the future traffic forecasts for the study corridor.

- Opening Year - 2025
- Mid-design Year – 2035
- Design Year – 2045

6.4 Study Alternatives

Based on the direction from FDOT, a No Build Alternative and a Build Alternative were evaluated. The No Build Alternative consists of the existing two-lane roadway section, whereas the Build Alternative evaluates a four-lane section.

6.5 Year 2045 Travel Demand Model

The subarea validated CFRPM v6.1 with base year 2015 and forecast year 2045 was utilized to estimate traffic growth. The peak season weekday average daily traffic (PSWADT) volumes were converted to model AADTs using the appropriate model output conversion factors (MOCF) for Brevard County.

6.5.1 Model Runs

The travel demand model was run for the design year 2045 with the same network changes as the validation year 2015. In addition, the study team coordinated with the City of Cocoa to obtain information on the latest approved developments near the study corridor. The recently completed and approved studies including “SR 524 Corridor Planning Study, May 2017” and “I-95 at SR 524 Interchange Operational Analysis Report (IOAR), June 2017” were also reviewed. Based on the information provided by the City and review of the previous studies, it was determined that the latest version of 2045 travel demand model reasonably represented the latest approved developments.

It should be noted that trips reported for the Walmart Distribution Center in “I-95 at SR 524 Interchange Operational Analysis Report (IOAR), June 2017”, and the trips reported for London Cove Residential/Commercial (future south leg of the intersection at SR 524 & London Blvd) in “London Cove

FDOT Driveway Permit Memorandum, January 2019" were considered in the development of future turning movement volumes. For more information, please refer to Section 6.9.

The latest citywide developments (source: City of Cocoa), email coordination (with City), and relevant pages from previous reports are provided in **Appendix H.**

Table 16 summarizes the growth rates derived between base year 2015 and year 2045 model volumes for the No Build and Build alternatives. The No Build alternative maintains the existing 2-lane roadway configuration along SR 524 within the study limits while retaining the programmed improvements (as shown in the latest adopted Space Coast TPO LRTP. The Build alternative is coded to show 4-lane section along SR 524 within the study limits.

As illustrated in **Table 16**, growth rates along SR 524 were observed to be higher near the interchange compared to the remaining corridor for both No Build and Build alternatives. Annual growth rate along I-95 south and north of SR 524 is around 2%. W. Friday Road shows significant model-based growth rate, with approximately 10% for the No Build alternative and 19% for the Build alternative, because of the anticipated development potential along this road. It should however be noted that W. Friday Road is a very low volume road under the existing conditions. Cox Road south of SR 524 also shows significant growth rate for both No Build and Build alternatives.

Model plots showing number of lanes and volumes (PSWADT) for the No Build and Build alternatives are provided in **Appendix H**.

Table 16: Model Growth Rate Summary

Roadway / Segment	2015 PSWADT	No-Build		Build	
		2045 PSWADT	Annual Growth Rate (Linear)	2045 PSWADT	Annual Growth Rate (Linear)
SR 524					
W. Friday Rd to I-95 SB Ramps	9,310	29,026	7.06%	34,900	9.16%
I-95 SB Ramps to I-95 NB Ramps	11,508	22,497	3.18%	33,194	6.28%
I-95 NB Ramps to E. Friday Rd	13,683	18,285	1.12%	27,878	3.46%
E. Friday Rd to Walmart	10,101	14,899	1.58%	24,687	4.81%
Walmart to Cox Rd	9,570	11,911	0.82%	22,492	4.50%
Cox Rd to London Blvd	12,662	15,377	0.71%	26,172	3.56%
London Blvd to Industry Rd	15,895	19,340	0.72%	30,271	3.01%
I-95					
North of SR 524	60,471	93,998	1.85%	91,594	1.72%
South of SR 524	68,066	96,402	1.39%	95,337	1.34%
Other Roadways					
W. Friday Rd, South of SR 524	1,222	4,968	10.22%	8,036	18.59%
E. Friday Rd, North of SR 524	3,634	3,547	-0.08%	3,559	-0.07%
Cox Rd, North of SR 524	1,519	4,403	6.33%	4,119	5.71%
Cox Rd, South of SR 524	2,233	8,748	9.73%	9,118	10.28%
Industry Rd, North of SR 524	23,860	41,570	2.47%	44,249	2.85%
I-95 Northbound Off-ramp to SR 524	6,152	9,672	1.91%	11,022	2.64%
I-95 Northbound On-ramp from SR 524	2,494	8,043	7.42%	8,949	8.63%
I-95 Southbound Off-ramp to SR 524	2,418	9,249	9.42%	9,288	9.47%
I-95 Southbound On-ramp from SR 524	6,355	10,024	1.92%	10,957	2.41%
I-95 Northbound On-ramp from SR 520	6,488	4,815	-0.86%	3,898	-1.33%
I-95 Southbound Off-ramp to SR 520	5,552	5,567	0.01%	4,862	-0.41%

6.6 Historical Traffic Trends

Based on the historical count information obtained from the 2017 FTO, trends analyses were performed for the all the available FDOT count stations within the study area using historical AADTs between 2013 and 2017. Please note that data range (2013-2017) was used to eliminate the bias of economic downturn that started around 2008 and lasted until 2012.

The following **Table 17** summarizes the trends analysis results for the study roadways.

Table 17: Historical Traffic Trends Summary

FDOT Station	Location	2017 Trends AADT	2045 Trends AADT	R^2 (%)	Annual Growth Rate (%)
700425	SR 524, West of I -95	5,500	13,100	80.29%	4.94%
700411	SR 524, East of I -95	11,200	20,200	70.14%	2.87%
700426	SR 524, East of Cox Road	17,300	50,700	95.99%	6.90%
700366	I-95, South of SR 524	44,600	107,600	98.88%	5.04%
700368	I-95, North of SR 524	62,100	134,900	58.18%	4.19%
702028	I-95 NB Off-ramp to SR 524	5,000	15,900	98.26%	7.79%
702029	I-95 NB On-ramp from SR 524	1,700	4,500	92.59%	5.88%
702030	I-95 SB Off-ramp to SR 524	2,100	6,000	89.09%	6.63%
702031	I-95 SB On-ramp from SR 524	5,000	13,700	98.06%	6.21%
707037	W. Friday Road, South of SR 524	1,800	6,500	78.53%	9.33%
708006	Cox Road, South of SR 524	4,600	9,000	94.12%	3.42%
700435	Industry Road/SR 524, North of SR 501	27,600	62,600	59.64%	4.53%
702025	I-95 NB On-ramp from SR 520	5,300	11,200	94.23%	3.98%
702026	I-95 SB Off-ramp to SR 520	5,100	12,400	96.57%	5.11%

Note: Historical counts were obtained from the FDOT 2017 FTO.

For this study, results with R-squared value (which denotes the goodness-of-fit of a model to the existing data points) greater than 70% were considered. The trends analysis sheets are provided in **Appendix I**.

6.7 Population Estimates

Low, medium and high population projections for Brevard County were obtained from the latest BEBR publication (Bulletin 180). **Table 18** shows the growth rates derived from the population estimates for the year 2045. As illustrated in this table, the low, medium and high population estimates for Brevard County obtained from BEBR reported an annual growth rate of 0.27%, 0.84%, and 1.66% per year, respectively.

Table 18: Population Analysis Summary- Brevard County

Projection Type	2017 Estimate	2045 Projection	Annual Growth Rate
BEBR Low Projection	575,211	617,900	0.27%
BEBR Medium Projection	575,211	711,100	0.84%
BEBR High Projection	575,211	842,000	1.66%

Population projections from BEBR are provided in **Appendix J**.

6.8 Recommended Growth Rates

The growth rates obtained from Trends analysis, travel demand models, and population estimates were compared to propose the recommended growth rate for the study roadways. Other factors including regional importance of SR 524, existing high truck percentage, consistency with the Long-Range Transportation Models, and engineering judgement were considered to determine the recommended growth rates for this study. **Table 19** shows the recommended growth rates for the study area roadways including the source (or a combination of sources) used in determining the subject growth rates. It is important to use a combination of sources, since some of the study roadways show significant traffic growth based on model volumes.

As shown in **Table 19**, Based on the existing and future land uses, anticipated development and existing lower AADTs (compared to east of Cox Road) along SR 524 between W Friday Road and Cox Road and built-out nature and existing higher (compared to west of Cox Road) along SR 524 between Cox Road and Industry Road, two growth rates were recommended for SR 524. Side streets which are built out or which

show insignificant/negative model volume growth have a recommended growth rate of 0.27% based on BEBR low population estimate for Brevard County. For instance, Flying J Travel Center (south leg of E. Friday Road) is open for business and built out as of today, and so a growth rate of 0.27% was used to derive future traffic forecasts.

It should also be noted that due to the proposed developments and existing low AADT along W. Friday Road south of SR 524, model-based growth rates were substantially higher compared to other study segments. As such, based on engineering judgment and review of previous studies, average value between model based and BEBR high growth rates were used to develop the future forecasts.

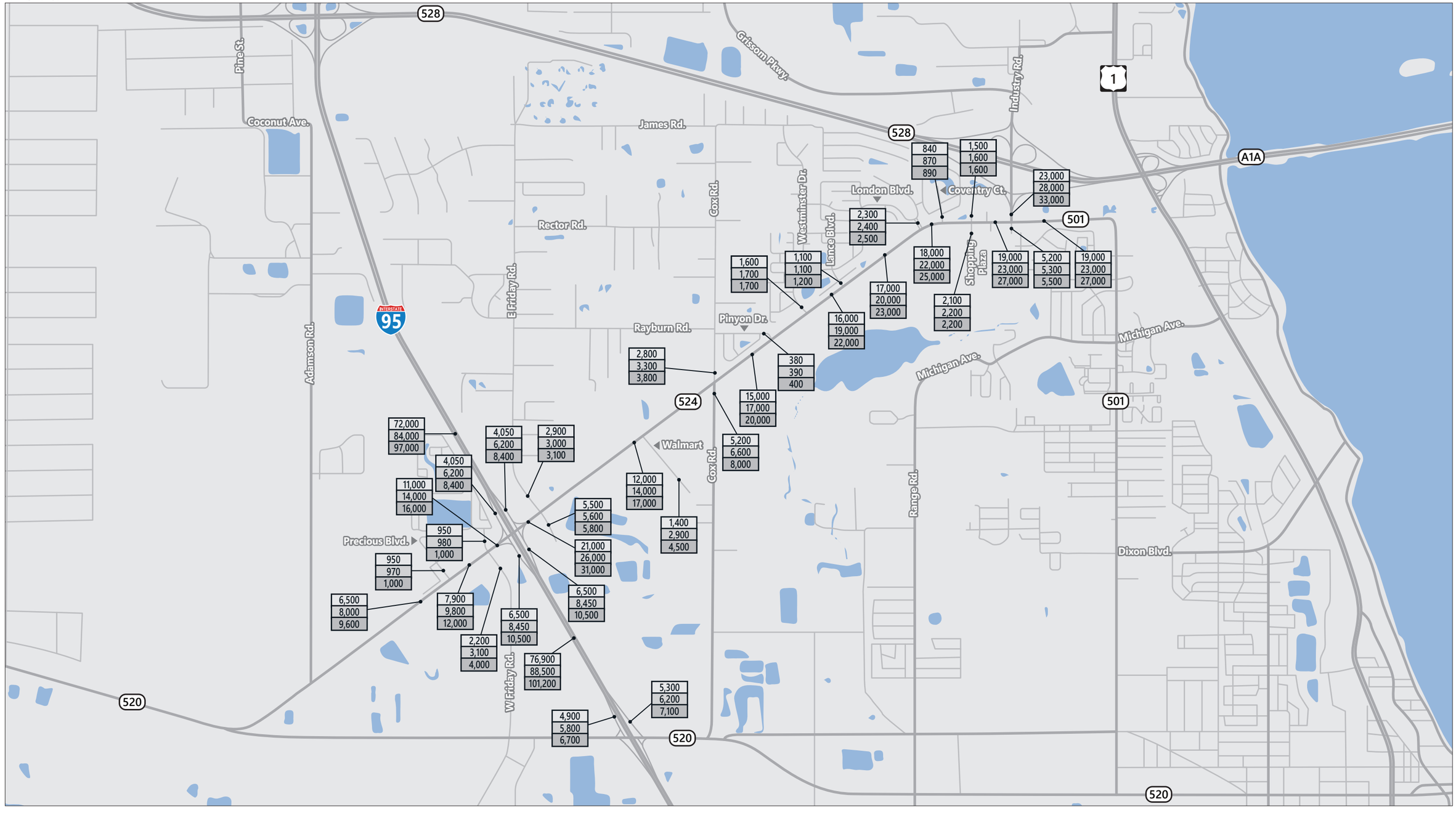
Figure 7 provides the opening year 2025, mid-design year 2035 and design year 2045 AADT volumes based on the recommended growth rate for the No Build scenario. **Figure 8** provides the same for the Build scenario.

Table 19: Recommended Growth Rates Summary

Roadway / Segment	No - Build		Build	
	Recommended Annual Growth Rate	Source	Recommended Annual Growth Rate	Source
SR 524 - W Friday Rd to Cox Rd	2.73%	Model + Trends + BEBR Low	4.54%	Model + Trends + BEBR Low
SR 524 - Cox Rd to Industry Rd	2.15%	Model + Trends + BEBR Low	3.43%	Model + Trends + BEBR Low
I-95	2.00%	Model rounded to 2%	2.00%	Model rounded to 2%
SR 524/I-95 Ramps (NB Off & SB On)	3.61%	Model + Trends	3.61%	Model + Trends
SR 524/I-95 Ramps (SB Off & NB On)	8.12%	Model + Trends	8.12%	Model + Trends
SR 520/I-95 Ramps (SB Off & NB On)	2.00%	BEBR High rounded to 2%	2.00%	BEBR High rounded to 2%
W. Friday Rd				
North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
South of SR 524	5.24%	Model + BEBR Low	9.43%	Model + BEBR Low
E. Friday Rd				
North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
South of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
Walmart				
South of SR 524*	-	IOAR	-	IOAR
Cox Rd				
North of SR 524**	2.00%	2045 Model Volume & 2019 Count	2.00%	2045 Model Volume & 2019 Count
South of SR 524	3.15%	Model & 2019	3.50%	Model & 2019
Pinyon Dr				
North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
Westminister Dr				
North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
Lance Blvd				
North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
London Blvd				
North of SR 524	0.27%	BEBR – Low	0.27%	BEBR - Low
South of SR 524***	-			
Coventry Ct				
North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
Shopping Plaza				
North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
South of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
Industry Rd				
North of SR 524	2.47%	Model	2.85%	Model
South of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low

* Traffic forecasts from "I-95 at SR 524 Interchange Operational Analysis Report (IOAR), June 2017" See Appendix K for more information.
** Recommended growth rate is based on linear growth between 2019 count and 2045 model volume
*** Trips from "FDOT Driveway Permit Memorandum, dated January 2019". See Appendix K for more information.

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00,000 Year 2025 AADT
00,000 Year 2035 AADT
00,000 Year 2045 AADT

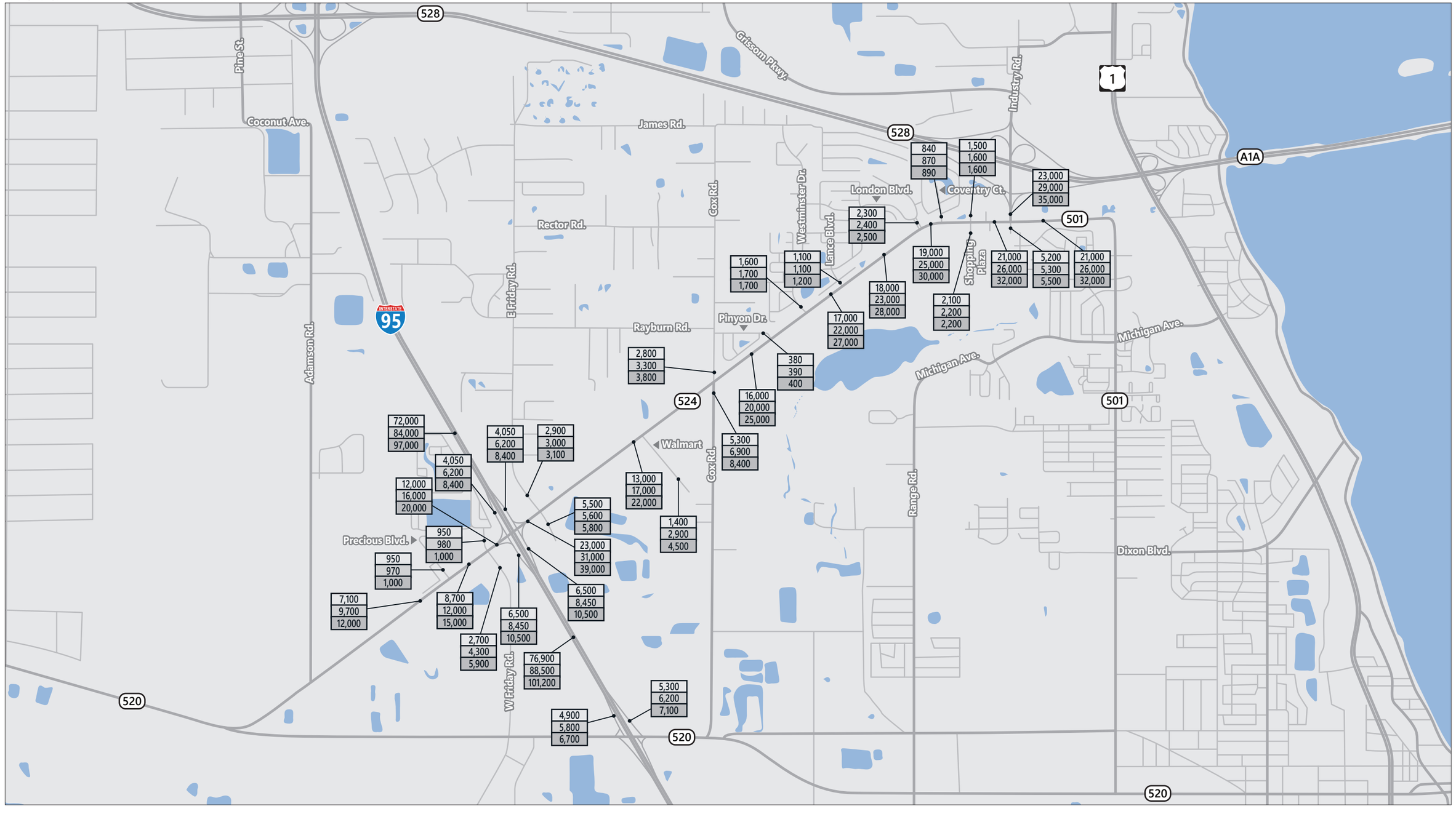
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Figure 7

Future No-Build Annual Average Daily Traffic (AADT)
SR 524 PTAR

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00,000 Year 2025 AADT
00,000 Year 2035 AADT
00,000 Year 2045 AADT

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Figure 8

Future Build Annual Average Daily Traffic (AADT)
SR 524 PTAR

6.9 Intersection Design Hour Volumes

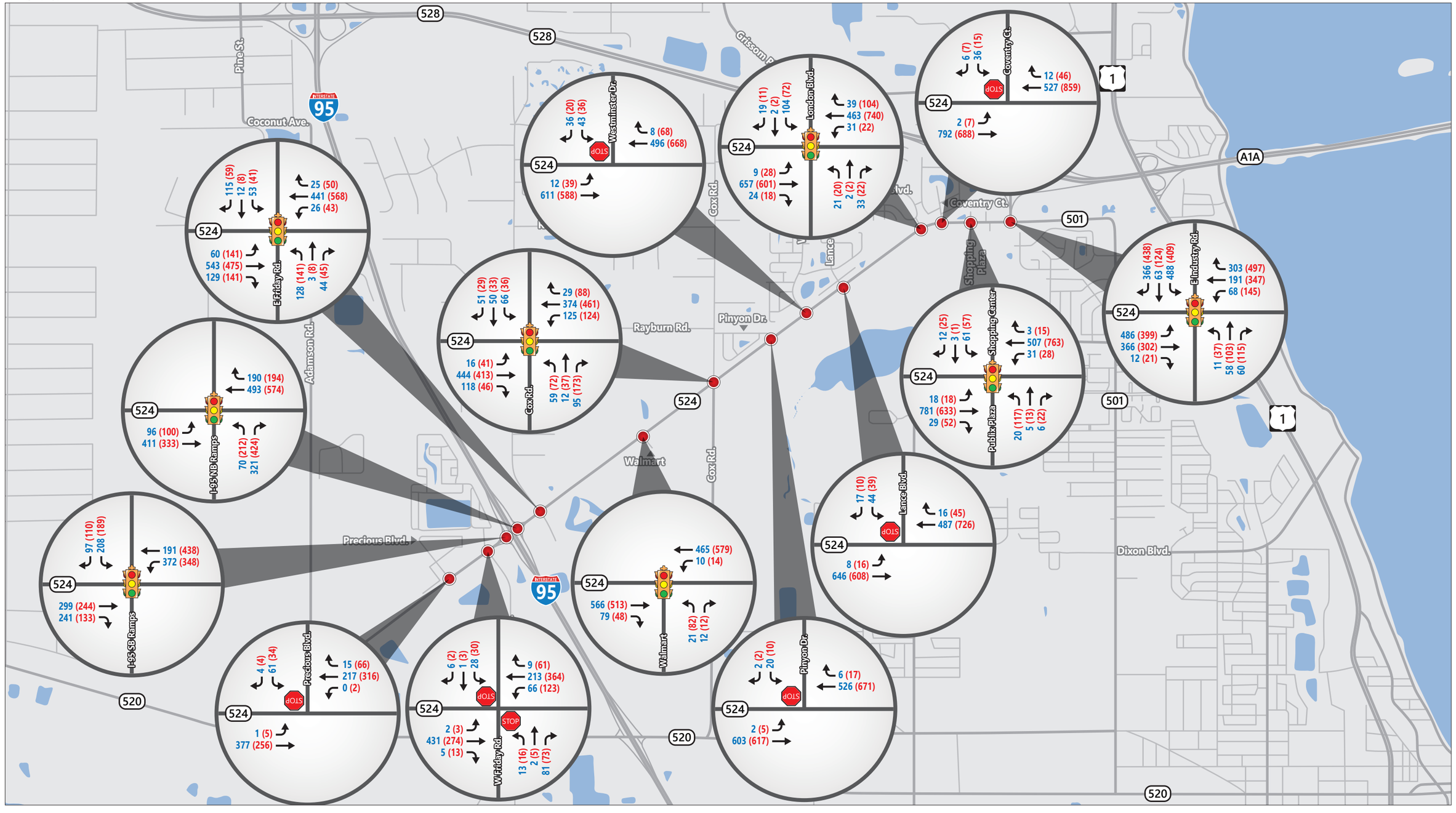
The existing and future year AADT's for the No Build and Build Alternatives along with the recommended traffic characteristics were used to develop the design hour volumes (DHVs) for both the AM and PM design hours at the intersections for the opening, mid-design and design years.

The DHV's for the intersections were developed using the TURNS5 spreadsheet, which balances AADT's and calculates DHV's based on recommended K and D factors used as input into the program. The estimated design hour volumes for the AM and PM design hours from TURNS5 spreadsheet were assessed for reasonableness. Adjustments were made and are reported in the TURNS5 output sheets included in **Appendix K**. In general, it was made sure that the year 2025, 2035 and 2045 design hour volumes were higher than the existing peak hour volumes. These adjustments are necessary because accepting an estimated volume that is unrealistically large may lead to over design and accepting an estimated volume that is too small may result in an inadequate design.

The future year AM and PM design hour volumes for the No-Build Alternative are shown in **Figures 9 through 11** for the years 2025, 2035 and 2045, respectively. The future year AM and PM design hour volumes for the Build Alternative are shown in **Figures 12 through 14** for years 2025, 2035 and 2045 respectively.

Please note that the trips reported for the Walmart Distribution Center in "I-95 at SR 524 Interchange Operational Analysis Report (IOAR), June 2017", and the trips reported for London Cove Residential/Commercial (future south leg of the intersection at SR 524 & London Boulevard) in "London Cove FDOT Driveway Permit Memorandum, January 2019" were used in this study. Relevant pages from these 2 reports are provided in **Appendix K**. Walmart distribution center has recently became operational. London Cove Residential/Commercial development with a potential built-out date of 2020/21 would have access to SR 524 along a future south leg at SR 524/London Boulevard intersection. As such, the trips shown for these developments were used for all the future years in this study.

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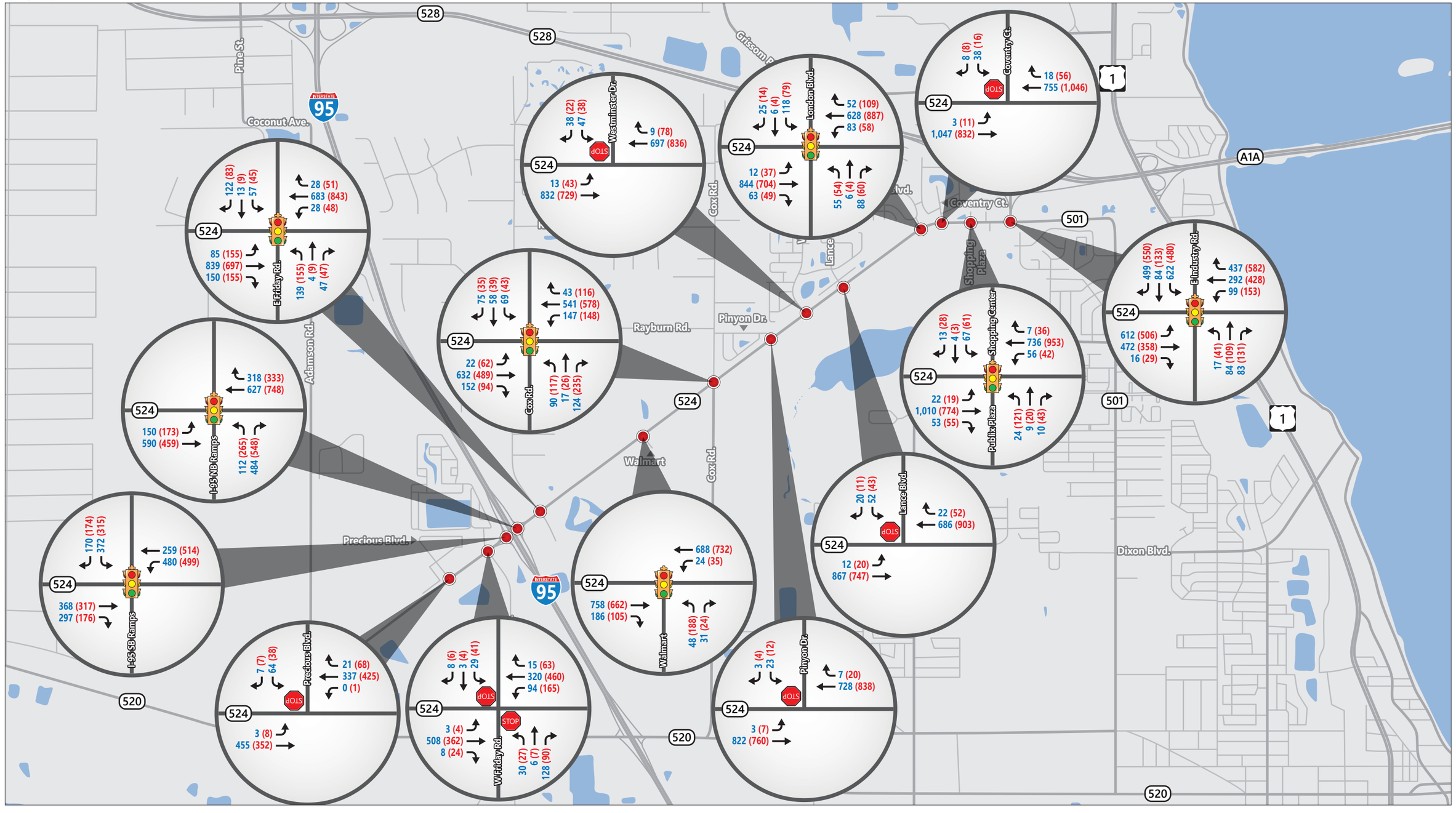
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→ Traffic Movement

AM (PM) Peak Hour Traffic Volumes

Figure 9

Year 2025 No-Build Peak Hour
Turning Movement Volumes
SR 524 PTAR



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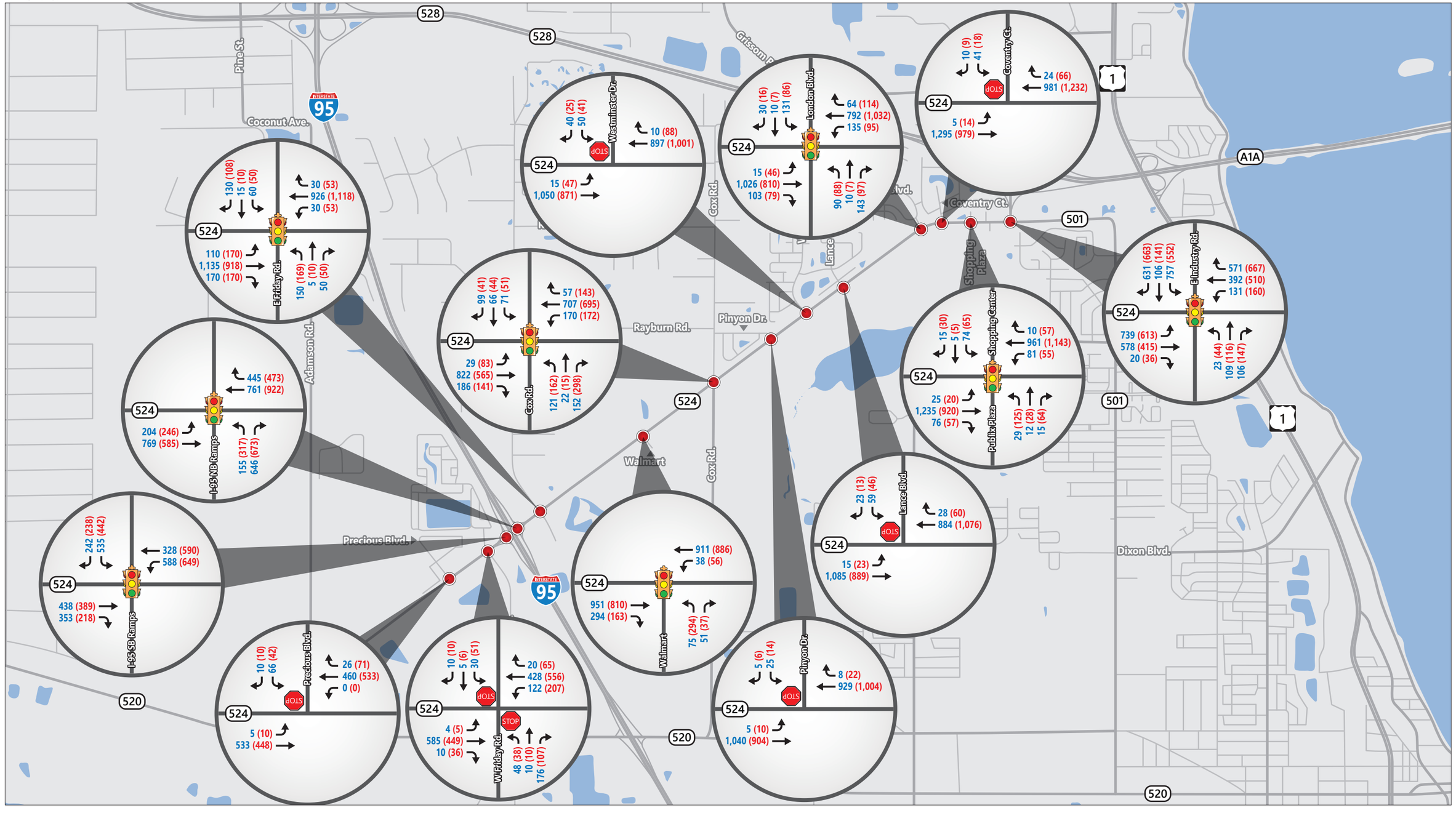
→ Traffic Movement

AM (PM) Peak Hour Traffic Volumes

Figure 10

Year 2035 No-Build Peak Hour
Turning Movement Volumes
SR 524 PTAR

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→ Traffic Movement

AM (PM) Peak Hour Traffic Volumes

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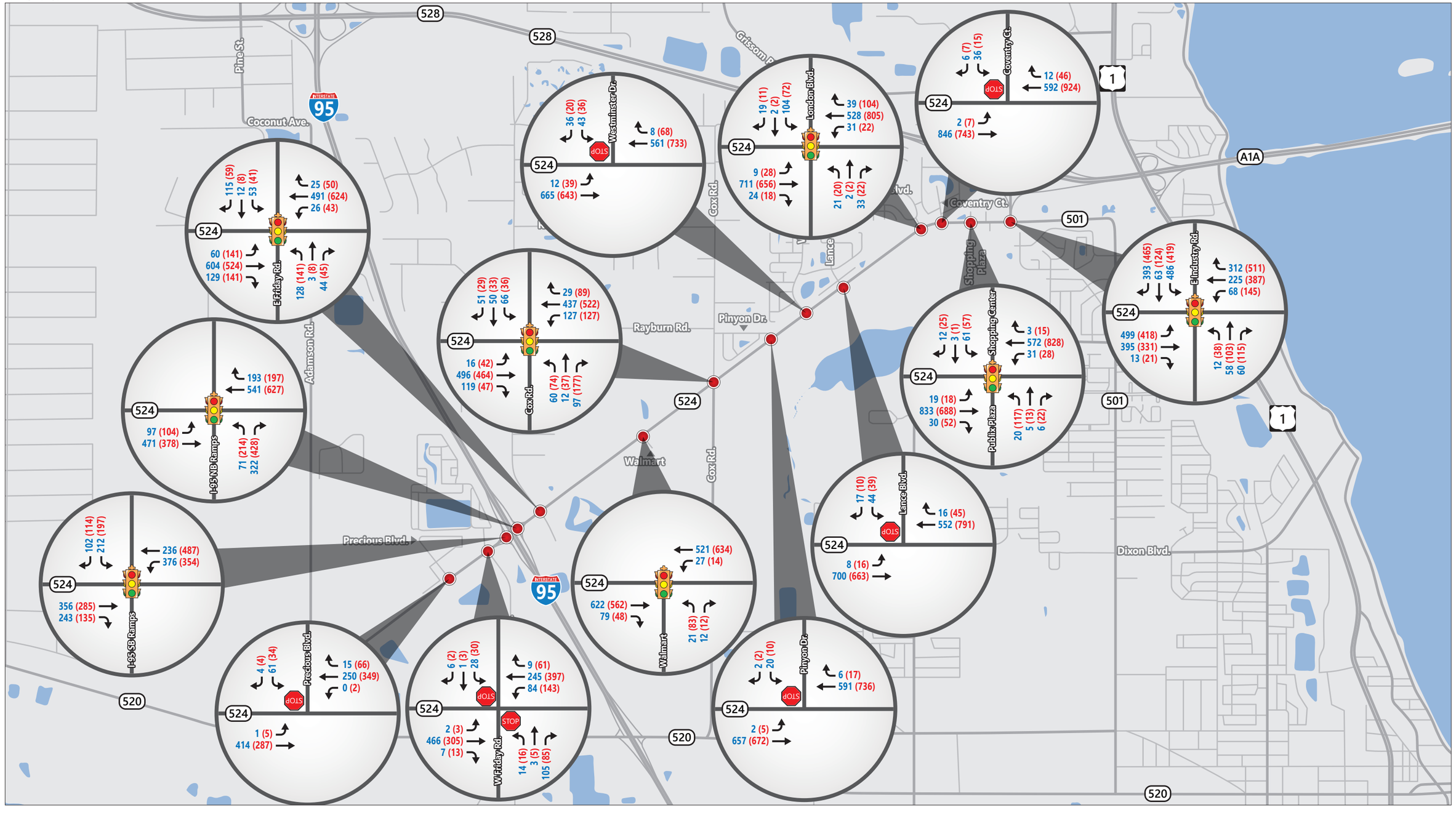
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Figure 11

Year 2045 No-Build Peak Hour
Turning Movement Volumes
SR 524 PTAR

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→ Traffic Movement

AM (PM) Peak Hour Traffic Volumes

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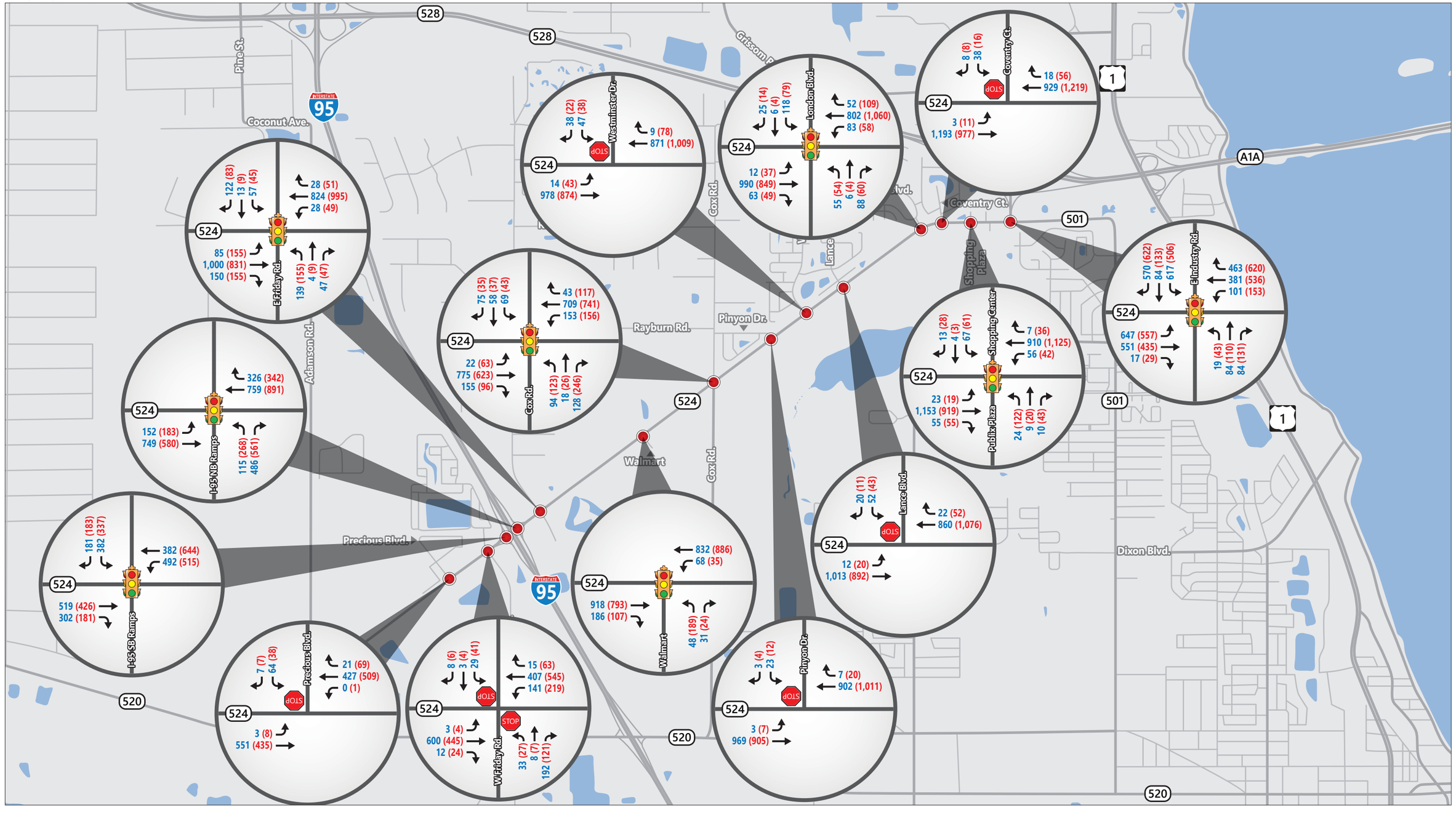
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Figure 12

Year 2025 Build Peak Hour
Turning Movement Volumes
SR 524 PTAR

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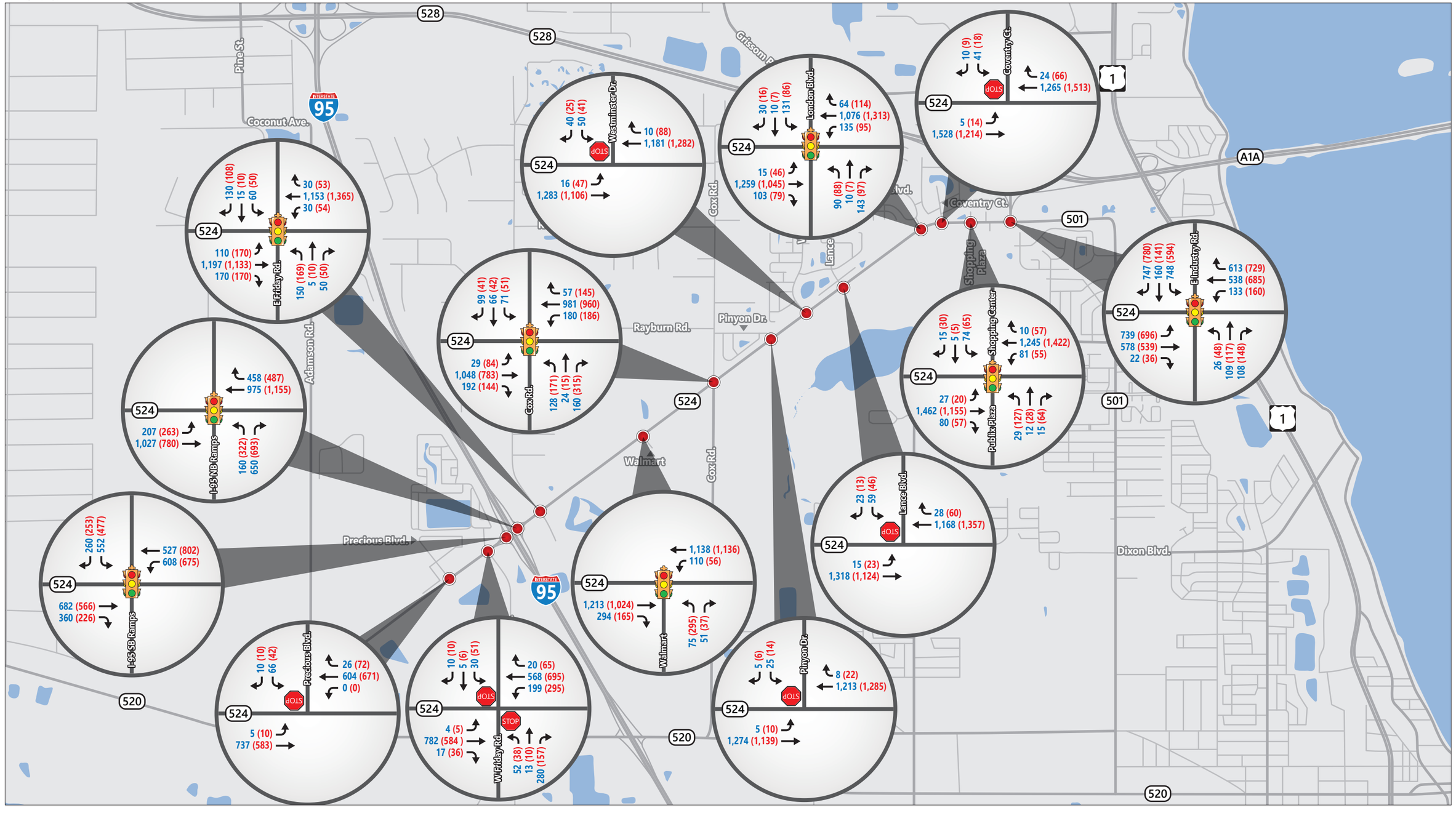
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→ Traffic Movement

AM (PM) Peak Hour Traffic Volumes

Figure 13

Year 2035 Build Peak Hour
Turning Movement Volumes
SR 524 PTAR



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→ Traffic Movement

AM (PM) Peak Hour Traffic Volumes

Figure 14

Year 2045 Build Peak Hour
Turning Movement Volumes
SR 524 PTAR

7 Future Operational Analysis

This section presents the results of the traffic operational analysis for the No Build and Build alternatives. The Build alternative was designed to examine how the widening of SR 524 in the study area and different geometric improvements at the study intersections would affect the traffic flow. The level of service for the study intersections was determined using Synchro software version 10.0. Analysis techniques utilized in the study include the signalized and unsignalized intersections in Synchro based on the HCM 6th edition methodology.

7.1 No Build Alternative Operational Analysis

7.1.1 Intersections Level of Service Analysis- No Build

The No Build alternative assumes the same geometric configurations as the existing conditions. Intersection analysis was performed to determine if there are any deficiencies for the signalized and unsignalized intersections for the future years. Forecasted turning movement volumes as shown in Section 6.9 were used to analyze the No Build alternative. The results of the intersection analysis are summarized in **Table 20** and the Synchro output sheets were provided in the **Appendix L**.

As shown in **Table 20**, the following list summarizes the No Build analysis results.

- All the signalized intersections are projected to operate at or better than the target LOS (LOS D) during 2025 AM and PM design hours.
- SR 524 at I-9 SB Ramps and SR 524 at Industry Road intersections are projected to operate below the target LOS during 2035 AM design hour and SR 524 at I-9 NB Ramps is projected to operate below the target LOS during 2035 PM design hour.
- SR 524 at I-9 SB Ramps, SR 524 at I-9 NB Ramps, SR 524 at E. Friday Road and SR 524 at Industry Road intersections are projected to operate below the target LOS during 2045 AM and PM design hour conditions.

- The unsignalized intersection at SR 524 & Coventry Court is projected to operate below the target LOS from opening year 2025 PM design hour. However, the delay was high (>300 seconds) only during 2045 AM design hour conditions.
- The unsignalized intersection at SR 524 & Lance Boulevard is projected to operate below the target LOS during 2025 PM design hour conditions and during 2035 and 2045 for both AM and PM design hours.
- The rest of unsignalized intersections at W. Friday Road, Pinyon Drive and Westminster Drive were projected to operate below the target LOS from 2035 AM and PM design hour conditions.

7.1.2 Roadway Level of Service Analysis- No Build

The arterial segments operating conditions were evaluated using Synchro software. The level of service results shown in **Table 21** are reported based on the level of service criteria shown in HCM 6th Edition Exhibit 18-1. The following segments operate below target LOS:

Year 2025

- SR 524 EB between I-95 NB Ramps & E. Friday Road, SR 524 EB between Shopping Plaza & Industry Road and SR 524 WB between E. Friday Road & I-95 SB Ramps.

Year 2035

- SR 524 EB between I-95 NB Ramps & E. Friday Road and between Shopping Plaza & Industry Road. SR 524 WB between E. Friday Road and I-95 SB Ramps

Year 2045

- AM - SR 524 EB between I-95 SB Ramps & E. Friday Road, between Walmart & Cox Road and between London Boulevard & Industry Road. SR 524 WB between Walmart & I-95 SB Ramps and between Shopping Plaza & Industry Road.
- PM - SR 524 between I-95 SB Ramps & Walmart. SR 524 WB between Shopping Plaza & Industry Road.

Roadway LOS along SR 524 near the western and eastern limits operating at LOS E or F is anticipated as these parts of the study corridor are defined by closely spaced signalized intersections.

The Synchro arterial analysis outputs are included in **Appendix L.** The No Build alternative geometry (along with the intersection improvements at London Boulevard) is shown in **Figure 15**.

Table 20: No Build Intersection LOS Analysis Summary

Study Intersection	Control Type	Targeted LOS	2025 No Build				2035 No Build				2045 No Build			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Precious Boulevard	Stop	D	14.4	B	13.5	B	18.5	C	17.1	C	25.0	D	22.6	C
W. Friday Road	Stop	D	23.4	C	28.1	D	44.1	E	63.0	F	119.7	F	253.4	F
I-95 SB Ramps	Signal	D	30.8	C	36.3	D	55.2	E	46.9	D	86.1	F	57.3	E
I-95 NB Ramps	Signal	D	37.6	D	38.6	D	40.5	D	78.1	E	75.1	E	85.8	F
E. Friday Road	Signal	D	28.6	C	21.2	C	47.6	D	39.5	D	77.5	E	68.8	E
Walmart	Signal	D	9.1	A	10.8	B	11.9	B	15.1	B	20.4	C	29.7	C
Cox Road	Signal	D	13.9	B	16.1	B	18.3	B	21.3	C	42.5	D	34.5	C
Pinyon Drive	Stop	D	24.2	C	28.6	D	45.8	E	45.2	E	108.1	F	78.8	F
Westminster Drive	Stop	D	22.4	C	31.5	D	50.6	F	60.1	F	190.3	F	160.4	F
Lance Boulevard	Stop	D	24.9	C	36.2	E	63.0	F	75.2	F	262.5	F	205.0	F
London Boulevard	Signal	D	37.7	D	12.4	B	39.4	D	34.4	C	48.8	D	37.8	D
Coventry Court	Stop	D	34.8	D	43.1	E	94.0	F	77.3	F	>300	F	164.8	F
Shopping Plaza	Signal	D	18.6	B	28.8	C	31.5	C	35.5	D	33.1	C	37.0	D
Industry Road	Signal	D	49.6	D	35.4	D	56.4	E	52.7	D	122.8	F	82.2	F

Notes:

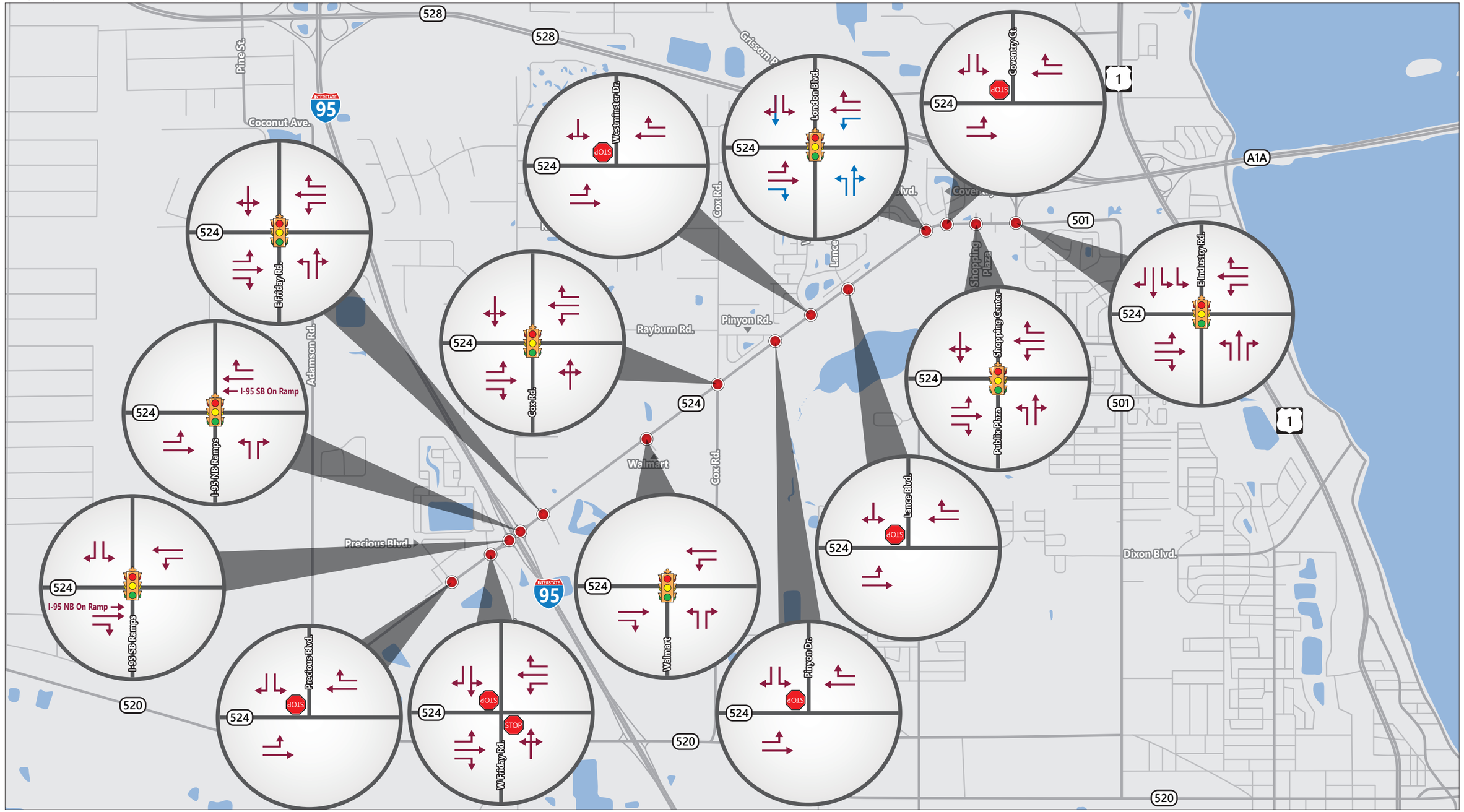
1. HCM 6th based outputs are presented in this table for both the signalized and unsignalized intersections.
2. Overall intersection delay and LOS results are reported for the signalized intersection.
3. In case of unsignalized intersections, worst case results (delay and LOS) are reported.
4. Result shown in color exceeds the LOS target.

Table 21: No Build Roadway Segment LOS Analysis Summary

Segment	Roadway LOS					
	2025	2035	2045	2025	2035	2045
	Northbound/Eastbound			Southbound/Westbound		
AM Conditions						
I-95 SB Ramps to I-95 NB Ramps	E	E	F	E	F	F
I-95 NB Ramps to E. Friday Road	F	F	F	D	F	F
E. Friday Road to Walmart	B	C	D	C	D	E
Walmart to Cox Road	C	C	E	A	A	A
Cox Road to London Boulevard	A	A	B	A	A	A
London Boulevard to Shopping Plaza	C	D	F	C	C	C
Shopping Plaza to Industry Road	E	E	E	C	D	E
Overall	**C**	**C**	**E**	**B**	**C**	**C**
PM Conditions						
I-95 SB Ramps to I-95 NB Ramps	C	F	F	E	F	F
I-95 NB Ramps to E. Friday Road	F	F	F	E	F	F
E. Friday Road to Walmart	C	C	E	D	D	F
Walmart to Cox Road	C	C	D	A	B	C
Cox Road to London Boulevard	A	A	A	A	A	A
London Boulevard to Shopping Plaza	C	D	C	D	D	D
Shopping Plaza to Industry Road	E	F	E	D	E	E
Overall	**C**	**C**	**D**	**C**	**C**	**D**

Notes:
1.Segment LOS is computed using Synchro reported average speed and LOS criteria from Exhibit 18-1 of HCM 6th Edition.
2.Overall LOS is computed using average speed of the study corridor (overall study segment length/total travel time) and LOS criteria from Exhibit 18-1 of HCM 6th Edition.
3. Result shown in color exceeds the LOS target

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N.T.S.

- Lane Geometry
- Proposed Lane Geoemetry
- Stop-Controlled Intersection
- Signalized Intersection

Figure 15

No Build Intersection Geometry
SR 524 PTAR

7.2 Build Alternative Operational Analysis

7.2.1 Intersections Level of Service Analysis- Build

Intersection operations were evaluated under the Build Alternative. The Build Alternative improvements include widening SR 524 from 2 to 4 lanes throughout the project study corridor as well as the required improvements at the study intersections, as shown in below **Table 22**. A signal is proposed at SR 524 & W. Friday Road intersection by year 2035 based on the delays observed as an unsignalized intersection.

Table 22: Build Intersection Turn Lane improvements

Intersection SR 524 @	Improvement
W. Friday Road	A signal is proposed by year 2035. NB Approach: An exclusive left lane and converting the shared left-through-right lane to a shared through-right-turn lane. SB Approach: Convert shared left-through lane into exclusive left turn lane and exclusive right turn lane into shared through-right lane.
I-95 SB Ramps	WB Approach: An additional left turn lane. SB Approach: An additional left turn lane
I-95 NB Ramps	EB Approach: An additional left turn lane NB Approach: Additional left and right turn lanes
E. Friday Road	SB Approach: Convert shared left-through-right lane into exclusive left turn lane and shared through-right lane.
Cox Road	NB Approach: Convert the shared left-through-right lane into exclusive left turn lane and shared through-right lane. SB Approach: Convert the shared left-through-right lane into exclusive left turn lane and shared through-right lane.
London Boulevard (based on FDOT Driveway Permit Memorandum Dated January 2019)	NB Approach: An exclusive left turn lane and shared through-right lane SB Approach: Convert the right lane into shared through-right lane. EB Approach: An exclusive right turn lane. WB Approach: An exclusive left turn lane.
Industry Road	EB Approach: An additional left turn lane. SB Approach: An additional right turn lane

Intersection analysis was performed to determine if there are any deficiencies for the signalized and unsignalized intersections for the future years. Forecasted turning movement volumes as shown in Section 6.9 were used to analyze the Build alternative. The results of the intersection analysis are summarized in **Table 23** and Synchro output sheets were provided in the **Appendix M.**

As shown in **Table 23**, all the signalized study intersections are projected to operate at or above target LOS D through the design year 2045 conditions. Some of the unsignalized study intersections operate at LOS E in 2045, but with significantly lower delays.

Table 23: Build Intersection LOS Analysis Summary

Study Intersection	Control Type	Targeted LOS	2025 Build				2035 Build				2045 Build			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Precious Boulevard	Stop	D	13.2	B	12.4	B	16.3	C	15.1	C	20.6	C	18.7	C
W. Friday Road*	Proposed Signal	D	15.4	C	18.7	C	14.2	B	10.6	B	17.9	B	12.3	B
I-95 SB Ramps	Signal	D	34.3	C	29.8	C	38.1	D	34.2	C	42.7	D	38.7	D
I-95 NB Ramps	Signal	D	20.6	C	26.2	C	21.0	C	28.3	C	23.5	C	42.4	D
E. Friday Road	Signal	D	28.7	C	15.8	B	32.6	C	18.7	B	38.9	D	32.5	C
Walmart	Signal	D	7.7	A	8.9	A	9.1	A	11.1	B	10.1	B	15.2	B
Cox Road	Signal	D	17.9	B	20.0	C	20.6	C	24.1	C	26.5	C	30.9	C
Pinyon Drive	Stop	D	15.1	C	16.7	C	21.3	C	22.4	C	31.7	D	31.4	D
Westminster Drive	Stop	D	14.1	B	16.9	C	20.2	C	23.7	C	32.6	D	36.8	E
Lance Boulevard	Stop	D	14.8	B	18.3	C	22.0	C	26.7	D	37.6	E	43.0	E
London Boulevard	Signal	D	15.8	B	11.5	B	32.6	C	30.1	C	40.1	D	34.5	C
Coventry Court	Stop	D	16.5	C	20.2	C	24.7	C	28.6	D	40.4	E	42.8	E
Shopping Plaza	Signal	D	7.2	A	10.8	B	14.2	B	18.4	B	21.2	C	20.5	C
Industry Road	Signal	D	36.5	D	49.4	D	41.1	D	53.3	D	53.3	D	54.0	D

Notes:

1. HCM 6th based outputs are presented in this table for both the signalized and unsignalized intersections.
2. Overall intersection delay and LOS results are reported for the signalized intersection.
3. In case of unsignalized intersections, worst case results (delay and LOS) are reported.
*4. *Year 2025 delay & LOS reported were for unsignalized intersection. A signal is proposed by Year 2035.*

7.2.2 Roadway Level of Service Analysis- Build

The arterial segments operating conditions were evaluated using Synchro software. The level of service results shown in **Table 24** are reported based on the level of service criteria shown in HCM 6th Edition Exhibit 18-1.

Under future build conditions, except for the segments along SR 524 between W. Friday Rd & I-95 SB Ramps, between I-95 NB Ramps & E. Friday Road and between Shopping Plaza & Industry Road, all other segments operate within the target LOS D. These segments along SR 524 operating at LOS E or F is anticipated due to closely spaced signalized intersections.

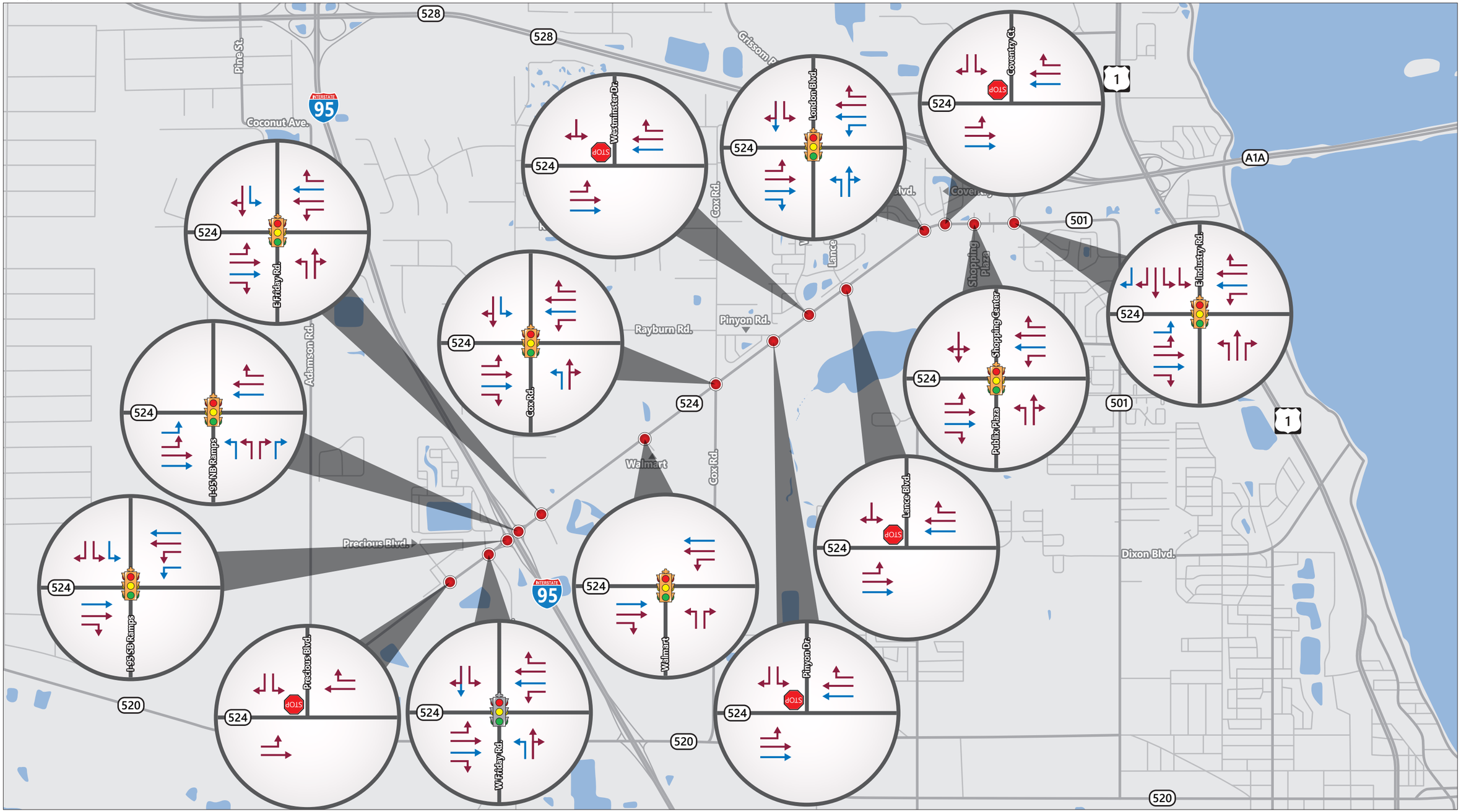
The Synchro arterial analysis outputs are included in **Appendix M**. The Build alternative geometry along with recommended intersection control is shown in **Figure 16**.

Table 24: Build Roadway Segment LOS Analysis Summary

Segment	Roadway LOS					
	2025	2035	2045	2025	2035	2045
	Northbound/Eastbound			Southbound/Westbound		
AM Conditions						
W. Friday to I-95 SB Ramps	-	F	F	-	D	E
I-95 SB Ramps to I-95 NB Ramps	C	C	C	C	C	C
I-95 NB Ramps to E. Friday Road	E	E	F	D	D	E
E. Friday Road to Walmart	B	C	C	C	C	C
Walmart to Cox Road	B	C	C	A	A	A
Cox Road to London Boulevard	A	A	A	A	A	A
London Boulevard to Shopping Plaza	C	C	C	D	D	D
Shopping Plaza to Industry Road	E	F	E	C	C	D
Overall	**B**	**C**	**C**	**B**	**B**	**C**
PM Conditions						
W. Friday to I-95 SB Ramps	-	F	F	-	D	E
I-95 SB Ramps to I-95 NB Ramps	C	C	C	C	C	C
I-95 NB Ramps to E. Friday Road	E	E	F	D	D	E
E. Friday Road to Walmart	C	C	C	C	C	D
Walmart to Cox Road	B	C	C	A	A	B
Cox Road to London Boulevard	A	A	A	A	A	A
London Boulevard to Shopping Plaza	C	C	D	D	C	D
Shopping Plaza to Industry Road	F	F	F	C	D	D
Overall	**C**	**C**	**C**	**B**	**C**	**C**

Notes:
1.Segment LOS is computed using Synchro reported average speed and LOS criteria from Exhibit 18-1 of HCM 6th Edition.
2.Overall LOS is computed using average speed of the study corridor (overall study segment length/total travel time) and LOS criteria from Exhibit 18-1 of HCM 6th Edition.
3. Result shown in color exceeds the LOS target

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N.T.S.

- Lane Geometry
- Proposed Lane Geoemetry
- Stop-Controlled Intersection
- Signalized Intersection
- Proposed Signalized Intersection by Year 2035

FDOT

Figure 16

Build Intersection Geometry
SR 524 PTAR

8 Recommendations

Based on the evaluation of operating conditions for the design year 2045 Build traffic conditions, this study recommends the roadway and intersection capacity improvements as shown in **Table 25** and in **Figure 16** to handle the projected traffic volumes within the study corridor.

Table 25: Recommended Build Alternative Capacity Improvements

Roadway/Intersection	Improvement
SR 524 from W. Friday Road to Industry Road	Additional EB and WB through lanes
W. Friday Road	A signal is proposed by year 2035. NB Approach: An exclusive left lane and converting the shared left-through-right lane to a shared through-right-turn lane. SB Approach: Convert shared left-through lane into exclusive left turn lane and exclusive right turn lane into shared through-right lane.
I-95 SB Ramps	WB Approach: An additional left turn lane. SB Approach: An additional left turn lane
I-95 NB Ramps	EB Approach: An additional left turn lane NB Approach: An additional left and right turn lanes
E. Friday Road	SB Approach: Convert shared left-through-right lane into exclusive left turn lane and shared through-right lane.
Cox Road	NB Approach: Convert the shared left-through-right lane into exclusive left turn lane and shared through-right lane. SB Approach: Convert the shared left-through-right lane into exclusive left turn lane and shared through-right lane.
London Boulevard	NB Approach: An exclusive left turn lane and shared through-right lane. SB Approach: Convert the right lane into shared through-right lane. EB Approach: An exclusive right turn lane. WB Approach: An exclusive left turn lane.
Industry Road	EB Approach: An additional left turn lane. SB Approach: An additional right turn lane

In addition to the proposed improvements, this study used the 95th percentile queues from the HCM6 intersection analysis, to develop the queue length requirements at the signalized intersections along the study corridor. **Table 26** shows the recommended queue lengths for the design year 2045 design hour conditions. Queue length calculations are shown in **Appendix N**.

It should be noted that the specific lengths do not include the taper or deceleration distance (refer to FDOT index 301 to determine the appropriate specific taper and deceleration length). These queue lengths are recommended at locations where these lengths can be achieved. Actual design and implementation of these queue length requirements will be a function of design and the physical practicality of their construction.

Table 26: Recommended Queue Storage Lengths for Turn Lanes at Signals – 2045 Build Alternative

Intersection	Turn Lane Queue Length (feet)							
	EBL	**EBR**	**WBL**	**WBR**	**NBL**	**NBR**	**SBL**	**SBR**
SR 524 at W. Friday Road	25	25	125	25	75	-	75	-
SR 524 at I-95 SB Ramps	-	25	325	-	-	-	325	25
SR 524 at I-95 NB Ramps	150	-	-	25	175	625	-	-
SR 524 at E. Friday Rad	150	125	50	50	150	-	75	-
SR 524 at Walmart	-	125	25	-	225	75	-	-
SR 524 at Cox Road	75	25	125	25	150	-	75	-
SR 524 at London Boulevard	75	100	150	25	175	-	250	-
SR 524 at Shopping Plaza	25	25	75	25	225	-	-	-
SR 524 at Industry Road	450	50	275	25	125	375	625	225

9 Appendices

Appendix A – Excerpts from plans

Appendix B - Straight Line Diagrams & RCI Data

Appendix C – Raw Traffic Counts

Appendix D – FDOT Counts and Seasonal & Axle Factors

Appendix E – Signal Timings & Intersection Analysis Outputs

Appendix F – Crash Data and Crash Rate

Appendix G – Sub-area Validation Report

Appendix H – Model Plots

Appendix I – TRENDS Analysis

Appendix J – BEBR Population Estimates

Appendix K – TURNS5

Appendix L – No Build Synchro Outputs

Appendix M – Build Synchro Outputs

Appendix N – Queue Lengths

Appendix A

Excerpts from plans

ID	Road	From	To	Functional Classification	Existing Volume 2017 or Most Recent	Existing MAV	Existing Vol/MAV	Acceptable LOS*
12	SR 520 (WB)	CAUSEWAY	DELANNOY	Urban Principal Arterial-Other	21,131	19,440	1.09	D
13	SR 520 (WB)	DELANNOY	BREVARD	Urban Principal Arterial-Other	24,286	19,440	1.25	D
15	SR 520 (WB)	BREVARD	FORREST	Urban Principal Arterial-Other	21,813	19,440	1.12	D
87	SR 520 (WB)	FORREST	US 1	Urban Principal Arterial-Other	17,645	19,440	0.91	D
66	SR 524	SR 520	I-95	Urban Minor Arterial	5,894	24,200	0.24	D
73	SR 524	I-95	COX	Urban Minor Arterial	10,458	18,590	0.56	D
76	SR 524	COX	INDUSTRY ROAD	Urban Minor Arterial	12,962	19,470	0.67	D
91	SR 528	ORANGE CO	SR 407	Rural Principal Arterial - Freeways & Expressways	37,326	43,000	0.87	C
90	SR 528	SR 407	I-95	Rural Principal Arterial - Freeways & Expressways	30,230	43,000	0.70	C
93	SR 528	I-95	INDUSTRY ROAD	Urban Principal Arterial - Freeways & Expressways	23,288	74,400	0.31	D
92	SR 528	INDUSTRY ROAD	US 1	Urban Principal Arterial - Freeways & Expressways	33,387	74,400	0.45	D
25	STADIUM PKWY	WICKHAM	JAMIESON	Urban Minor Arterial	9,149	17,700	0.52	D
26	STADIUM PKWY	JAMIESON	VIERA BLVD	Urban Minor Arterial	22,167	39,800	0.56	D
535	STADIUM PKWY	VIERA BLVD	ROSEMOUNT DR	Urban Minor Arterial	17,158	39,800	0.43	D
606	STADIUM PKWY	ROSEMOUNT DR	I-95/FISKE	Urban Minor Arterial	18,685	17,700	1.06	D
607	TAVISTOCK	JAMIESON	VIERA BLVD	Urban Local	3,721	15,600	0.24	E
608	TAVISTOCK	VIERA BLVD	STADIUM PARKWAY	Urban Local	2,649	15,600	0.17	E
89	US 1	PINEDA	SUNTREE BLVD.	Urban Principal Arterial-Other	34,338	41,790	0.82	D
567	US 1	SUNTREE BLVD.	VIERA BLVD.	Urban Principal Arterial-Other	30,671	41,790	0.73	D
36	US 1	VIERA BLVD.	BARNES	Urban Principal Arterial-Other	27,200	41,790	0.65	D
70	US 1	BARNES	EYSTER	Urban Principal Arterial-Other	25,062	41,790	0.60	D
34	US 1	EYSTER	BARTON	Urban Principal Arterial-Other	32,520	62,900	0.52	D
33	US 1	BARTON	FLORIDA	Urban Principal Arterial-Other	36,863	62,900	0.59	D
88	US 1	FLORIDA	ROSA JONES	Urban Principal Arterial-Other	33,126	62,900	0.53	D
24	US 1	ROSA JONES	SR 520	Urban Principal Arterial-Other	33,498	62,900	0.53	D
23	US 1	SR 520	PEACHTREE	Urban Principal Arterial-Other	20,265	62,900	0.32	D
22	US 1	PEACHTREE	FORREST	Urban Principal Arterial-Other	21,289	41,790	0.51	D
21	US 1	FORREST	DIXON	Urban Principal Arterial-Other	28,616	41,790	0.68	D
20	US 1	DIXON	MICHIGAN	Urban Principal Arterial-Other	25,887	41,790	0.62	D
19	US 1	MICHIGAN	SR 528	Urban Principal Arterial-Other	30,595	41,790	0.73	D
572	VIERA BLVD	TAVISTOCK DRIVE	STADIUM	Urban Local	8,189	39,800	0.21	D
536	VIERA BLVD	STADIUM	MURRELL	Urban Minor Arterial	18,126	39,800	0.46	D
58	VIERA BLVD	MURRELL	HOLIDAY SPRINGS	Urban Minor Arterial	16,763	39,800	0.42	D
537	VIERA BLVD	HOLIDAY SPRINGS	US 1	Urban Minor Arterial	14,796	30,300	0.49	E
South								
503	AIRPORT	US 192	HIBISCUS	Urban Minor Arterial	15,096	32,400	0.47	E
502	AIRPORT	HIBISCUS	NASA	Urban Minor Arterial	11,282	34,020	0.33	E
501	AIRPORT	NASA	APOLLO	Urban Minor Arterial	15,562	39,800	0.39	D
510	APOLLO	AIRPORT	ST. MICHAELS	Urban Minor Arterial	21,977	41,790	0.53	D
538	APOLLO	ST. MICHAELS	SARNO	Urban Minor Arterial	23,427	41,790	0.56	D
571	APOLLO	SARNO	EAU GALLIE BLVD	Urban Minor Arterial	10,888	33,800	0.32	E
507	AURORA	J RODES	TURTLEMOUND	Urban Major Collector	8,650	15,600	0.55	E
514	AURORA	TURTLEMOUND	WICKHAM	Urban Major Collector	6,267	17,700	0.35	D
515	AURORA	WICKHAM	CROTON	Urban Minor Arterial	11,363	39,800	0.29	D
366	AURORA	CROTON	STEWART	Urban Minor Arterial	12,492	39,800	0.31	D
376	AURORA	STEWART	US 1	Urban Minor Arterial	9,038	39,800	0.23	D

*Acceptable LOS is Level of Service based on FDOT Generalized Tables and is for planning purposes only. Local governments may adopt their own LOS and one should contact the jurisdiction that maintains the segment.

Item Number	Transportation System	Type of Work	District	County	Description	Box	Is Turnpike	SIS	Concrete	Category	Category	Phase	Phase Abbr	On-Going	Length	2019	2020	2021	2022	2023
437983 1	INTRASTATE STATE HIGHWAY	PD&E/EMO STUDY	05	70	SR 524 FROM FRIDAY ROAD TO INDUSTRY ROAD		No	No	A	Highways	PLN	Planning	Yes	3.14	0.00	0.00	0.00	0.00	0.00
437983 1	INTRASTATE STATE HIGHWAY	PD&E/EMO STUDY	05	70	SR 524 FROM FRIDAY ROAD TO INDUSTRY ROAD		No	No	A	Highways	PDE	PD & E	Yes	3.14	1638705.00	0.00	0.00	0.00	0.00

TABLE 7.13 (A): SRATEGIC INTERMODAL SYSTEM PROJECTS

FACILITY	FROM	TO	PROJECT	SOURCE	2021-2025 PD&E	2021-2025 PE	2021-2025 ROW	2021-2025 CST	2026-2030 PD&E	2026-2030 PE	2026-2030 ROW	2026-2030 CST	2031-2035 PD&E	2031-2035 PE	2031-2035 ROW	2031-2035 CST	2036-2040 PD&E	2036-2040 PE	2036-2040 ROW	2036-2040 CST	2021-2040 TOTAL	% DVLPR FUNDED
SR 528	SR 524	SR 3	Widen to 6 lanes	SIS							$7.72	$644.54									$652.27	
SR 528	SR 3	W of SR 401 Bridge	Widen to 6 lanes	SIS							$9.89	$406.39									$416.28	
SR 528	SR 520 (Orange County)	East of Industry Rd	Widen to 6 lanes	SIS							$6.69	$134.26									$140.95	
Space Commerce Way	NASA Pkwy W	Kennedy Pkwy N	Widen to 4 lanes	SIS					$1.11	$3.32		$24.04									$28.46	
			TOTAL- SIS Highways Construction & ROW		$-	$-	$-	$-	$1.11	3.32	$24.30	$1,209.2	$-	$-	$-	$-	$-	$-	$-	$-	$1,237.96	

TABLE 7.13 (B): OTHER ARTERIAL (STATE / FEDERAL FUNDS)

FACILITY	FROM	TO	PROJECT	SOURCE	2021-2025 PD&E	2021-2025 PE	2021-2025 ROW	2021-2025 CST	2026-2030 PD&E	2026-2030 PE	2026-2030 ROW	2026-2030 CST	2031-2035 PD&E	2031-2035 PE	2031-2035 ROW	2031-2035 CST	2036-2040 PD&E	2036-2040 PE	2036-2040 ROW	2036-2040 CST	2021-2040 TOTAL	% DVLPR FUNDED
A1A	at SR 520		Intersection improvements	Other Arterial	$0.01	$0.02	$0.03	$0.13													$0.18	
Babcock St	Malabar Rd	Palm Bay Rd	Widen to 6 lanes	Other Arterial				$15.88													$15.88	
Clearlake (SR 501)	Michigan	Industry	Widen to 4 lanes	Other Arterial			$1.66	$6.65													$8.31	
Eau Gallie Blvd	at US 1		Left turn lane	Other Arterial	$0.01	$0.02	$0.03	$0.13													$0.18	
International Dr	A1A	Atlantic Ave	Intersection realignment	Other Arterial	$0.04	$0.11	$0.16	$0.80													$1.11	
Sarno Rd	at US 1		Right turn lane	Other Arterial	$0.01	$0.04	$0.06	$0.28													$0.39	
US 192	at Hollywood Blvd/Evans		Intersection imp - Add turn lanes	Other Arterial			$0.06	$0.28													$0.33	
US 192	at Wickham/Minton Rd		Intersection imp - Add turn lanes/inter. widen.	Other Arterial			$0.06	$0.28													$0.33	
Malabar Rd	Babcock St	US 1	Widen to 4 lanes	Other Arterial			$5.26					$31.05									$36.31	
US 1	Pineda Causeway	Barnes Blvd	Widen to 6 lanes and improve interchange at Pineda (SR 404)	Other Arterial	$2.63	$7.89	$10.96					$64.74									$86.23	
US 1	Barnes Blvd	Park Ave	Widen to 6 lanes	Other Arterial	$0.84	$2.51	$3.49					$20.60									$27.44	
SR 524	South Friday Rd	Industry Rd	Widen to 4 lanes	Other Arterial		$3.24	$4.49	$22.47													$30.20	
South St (SR 405)	Existing 4 lane section	State Road 50	Widen to 4 lanes	Other Arterial									$1.99	$5.96	$9.73	$48.64					$66.32	
US 192	Wickham Rd	Dairy Road	Widen to 6 lanes	Other Arterial									$1.07		$5.25			$3.22		$26.23	$35.77	
US 192	St. Johns Heritage Pkwy (SJHP)	Wickham Rd	Widen to 6 lanes	Other Arterial									$0.76		$3.72			$2.28		$18.61	$25.38	50%
				Developer									$0.76		$3.72			$2.28		$18.61	$25.38	
US 1	Malabar Rd	RJ Conlan	Widen to 6 lanes	Other Arterial									$1.96	$5.88	$9.59					$47.97	$65.41	
			SUBTOTAL - Other Arterials & ROW		$3.53	$13.83	$26.24	$46.89	$ -	$ -	$ -	$116.40	$5.78	$11.84	$28.29	$48.64	$ -	$5.50	$ -	$92.82	$399.77	
			SUBTOTAL - Developer		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$0.76	$ -	$3.72	$ -	$ -	$2.28	$ -	$18.61	$25.38	

Note: Projects funded in the 2016-2020 time frame can be found beginning on page 340

CLEARLAKE RD/SR 524

From: SR 520 (West)	Functional Classification: Urban Minor Arterial
To: SR 520 (East)	Corridor Length: 8.0 miles
Community: Cocoa	

CORRIDOR PROJECTS

Period	Project Type	Facility	From	To	Description	Net Cost*
2021-2035	Highway Capacity	Clearlake Rd.	Michigan	Industry Rd	Widen to 4 lanes	$8,311
		SR 524	I-95 Interchange (South)	Industry Rd	Widen to 4 lanes	$17,433
					Total:	***$25,744***
ITS Program	ITS	SR 501	SR 520	SR 528	ITS improvements	$559
Multimodal Program	Bike/Ped	Clearlake Rd	2600' E of E Industry Rd	King Street	Designated Bike Lane	$366
		Clearlake Rd	400' S of W King St	Range/ Pluckebaum Rd	Paved Shoulder	$68
		Friday Rd	Highway 524	2300' south of Highway 524	Paved Shoulder	$48
		Cox Rd	SR 524	600' north of W King Street	Sidewalk	$218
		La Marche Dr	Otterbein Ave	Michigan Ave	Sidewalk	$50
	Complete Streets	Michigan	Range	Clearlake	Complete Street	TBD
Unfunded	Transit	West Cocoa Circulator			New fixed route service	$300

*Cost estimates reflect publicly funded capital costs in $000's YOE. Estimated costs for Program and Unfunded projects are represented in present day dollars.

REFERENCE DOCUMENTS

- Space Coast Bicycle and Pedestrian Mobility Plan (2013)
- Space Coast TPO Complete Streets Evaluation Methodology (2014)
- Space Coast TPO ITS Master Plan (2014)
- Space Coast Area Transit Development Plan (2012)

CORRIDOR LOCATION MAP



AMENDMENT NUMBER ONE - MARCH 8, 2018

Prior to the required 5-year update cycle, there are times when the TPO may find it necessary to amend the LRTP. An amendment is a major revision that may include adding or deleting a project from the plan. It includes also major changes to project costs, initiation dates, or design concepts and scopes for existing projects. A major amendment resulting in a change in the cost feasibility of the adopted LRTP cost feasible plan requires financial analysis reaffirming the cost feasibility of the amended plan. An amendment requires public review and comment in accordance with the Public Involvement Process for LRTP Amendments, and re-demonstrating fiscal constraint. Florida Statute requires that the TPO Board adopt any amendments to the LRTP by a recorded roll call vote of the majority of the membership present.

This amendment addresses 2 areas; Limit Changes and Regionally Significant Cost Feasible Plan Additions.

LIMIT CHANGES

In order to maintain Federal compliance project information and descriptions must be consistent in the LRTP, TIP, STIP, and environmental documents. Planning consistency must be met before final environmental document decisions can be approved by FHWA.

All of the projects in the table below have either already began the PD&E process or they are going to be soon. The project limits are being updated to reflect the study limits of the PD&Es in order to maintain planning consistency. These are limit changes only and do not effect cost feasibility. The Cost Feasible tables 7.13 (A) and 7.13 (B) on page 168 will be updated to reflect these changes.

LIMIT CHANGES

PROJECT	FROM/TO	WORK TYPE	CHANGE/STATUS
SR 528 (Beachline)	I-95 to SR 524	Widen Road (4 to 6 lanes)	**LIMIT CHANGE: SR 520 (Orange County) to East of Industry Road (study limits)**
SR 524	I-95 Interchange to Industry Rd	Widen Road (2 to 4 lanes)	**LIMIT CHANGE: South Friday Road to Industry Road (study limits)**
Babcock Street	St. Johns Heritage Pkwy to Malabar Road	Widen Road (2 to 4 lanes)	**LIMIT CHANGE: 2100 feet south of Micco Road/Deer Run Road to Malabar Road (study limits)**

ADOPTED 9/13/2018

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION (SCTPO)
FY 2019 TRANSPORTATION PROJECT PRIORITIES

B. REGIONALLY SIGNIFICANT FACILITIES (NON SIS)

2019 PRIORITY RANK	PROJECT NUMBER	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROGRAMMED PHASE	NEEDED PHASES
HIGHWAY COMPONENT (STATE HIGHWAY SYSTEM)						
1	4336551	US 192	AT HOLLYWOOD BLVD / EVANS INTERSECTION	TURN LANE ADDITIONS	DESIGN UNDERWAY ROW FY 21 -24 $4,339,872	CST - $4,000,000
2a	4302025	SR A1A	S. OF INTERNATIONAL DRIVE TO LONG POINT ROAD	INTERSECTION REALIGNMENT AND SIDEWALK	DESIGN UNDERWAY	ROW - $2,600,000 CST
2b	4302028	SR A1A	LONG POINT ROAD TO GEORGE KING BLVD	INSTALL MEDIAN / CURB AND GUTTER RECONSTRUCTION / SIDEWALK	DESIGN UNDERWAY	ROW CST
3	2376506	BABCOCK ST (SR 507)	MALABAR ROAD (SR 514) TO PALM BAY ROAD	WIDEN TO 6 LANES/INTERSEC IMPROVEMENTS	DESIGN COMPLETE; ROW FY 19 -24 -$ 32,000,000	CST
4	4336051	CLEARLAKE (SR 501)	MICHIGAN AVENUE TO INDUSTRY ROAD	WIDEN TO 4 LANES DIVIDED	DESIGN COMPLETE	ROW - $13,000,000 CST - $12,900,000
5	4301361	MALABAR RD (SR 514)	BABCOCK (SR 507) TO US 1	WIDEN TO 4 LANES	PD&E COMPLETE; DESIGN FY 22 - $4,000,000	ROW - $27,300,000 CST - $24,500,000
6	4379831	SR 524	S. FRIDAY ROAD TO INDUSTRY ROAD	WIDEN TO 4 LANES / SIDEWALK / TRAIL	PD&E FY 19 - $1,763,000	DESIGN
7	4336041	US 1	PINEDA CSWY (SR 404) TO PARK AVENUE	WIDEN TO 6 LANES		PD&E - $1,700,000
8		SR 3 (COURTENAY PKWY)		CATALINA ISLE DRIVE TO VENETIAN WAY SIDEWALKS; BUS STOPS; CORRIDOR LIGHTING; PEDESTRIAN CROSSWALKS	CORRIDOR PLANNING STUDY COMPLETE FROM FORTENBERRY TO GRANT/SMITH RD	DESIGN CST
9	4356281	SR 520	US 1 TO EAST CITY LIMITS (INDIAN RIVER)	SHORT TERM: BIKE/PED TRANSIT IMPROVEMENTS LONG TERM: ROADWAY RECONFIGURATION / ELIMINATE RIGHT TURN SLIP LANE AT US 1	CORRIDOR PLANNING STUDY COMPLETE	DESIGN CST
10 (NEW)	4437341	WICKHAM AND EAU GALLIE		OPERATIONAL IMPROVEMENTS / DEDICATED TURN LANES	DESIGN COMPLETE (COUNTY)	ROW - $8,500,000 CST
HIGHWAY COMPONENT (OFF STATE HIGHWAY SYSTEM) LOCAL INITIATIVE PROJECTS						
1	4372101	MALABAR RD	SJHP TO MINTON	WIDEN TO 4 LANES	PD&E FY 20 - ($1,000,000 TRIP/SU) PARTIAL ROW (CITY)	DESIGN ROW CST
2	4372041	BABCOCK ST	S. OF MICCO/DEER RUN ROAD TO MALABAR RD	WIDEN TO 4 LANES	PD&E UNDERWAY Design FY 20 - ($1.5M TRIP / $1.5M LF)	ROW CST

Appendix B

Straight Line Diagrams & RCI Data

Roadway Characteristics Inventory

FEATURE/CHARACTERISTIC SORT

Run Date: 02/19/2019 . . Run Time: 18.34.28

Roadway ID: 70070000

Sorted By: Characteristic Code, Beg. MP, End. MP and Side of Road

FEAT NUM	Beg MP	End MP	Side	Beg Lat	Long	Code	Characteristic Description	Value	Unit	Tied	Last updated by	Last updated on
111	000.000	004.749	C	.000000	.000000	STROADNO	STATE ROAD NUMBER	SR 524	ID		RCICNVRT	11/02/1984
112	000.000	004.635	C	.000000	.000000	FAHWYSYS	FEDERAL HIGHWAY SYSTEM CODE	6 - STP	CD		PL934TH	10/06/2012
112	004.635	004.749	C	.000000	.000000	FAHWYSYS	FEDERAL HIGHWAY SYSTEM CODE	5 - NHS	CD		PL934TH	10/06/2012
112	004.635	004.749	C	.000000	.000000	NHSDATE	NHS DESIGNATION APPROVAL DATE	09/21/2012	DA		PL934TH	11/01/2018
112	000.000	004.749	C	.000000	.000000	OLDFASYS	OLD FEDERAL HIGHWAY SYSTEM	3 - FA URBAN	CD		RCICNVRT	04/01/1996
112	004.635	004.749	C	.000000	.000000	TRAVLWAY	TRAVEL WAY ALONG ROADWAY	7 - NHS/MAP-21 PRINCIPAL ARTERIALS	CD		PL934TH	10/04/2012
114	000.000	004.749	C	.000000	.000000	LOCALNAM	LOCAL NAME OF FACILITY	SR-524	ID		CN514HB	08/23/2016
118	000.000	001.514	C	.000000	.000000	ATGROTHR	OTHR OR NO CONTROL AT-GR.INT.	5	EA		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	ATGROTHR	OTHR OR NO CONTROL AT-GR.INT.	1	EA		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	ATGRSIG	SIGNALS AT-GRADE INTERSECT.	1	EA		KNJMTDR	05/23/2017
118	000.000	001.514	C	.000000	.000000	ATGRTYPE	AT GRADE TYPE -- FIRST OR LAST	L - LAST - NEW WAY	CD		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	ATGRTYPE	AT GRADE TYPE -- FIRST OR LAST	L - LAST - NEW WAY	CD		KNJMTDR	05/23/2017
118	000.000	001.514	C	.000000	.000000	HPMSIDNO	HPMS SAMPLE ID NUMBER	700700000070	ID		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	HPMSIDNO	HPMS SAMPLE ID NUMBER	700700000440	ID		KNJMTDR	05/23/2017
118	000.000	001.514	C	.000000	.000000	PEAKLANE	NO. LANES PEAK DIR/PEAK HOUR	1	EA		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	PEAKLANE	NO. LANES PEAK DIR/PEAK HOUR	1	EA		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	SIGPREV	PREVAILING TYPE OF SIGNALIZAT.	2 - UNCOORDINATED TRAFFIC ACTUATED	CD		KNJMTDR	05/23/2017
118	000.000	001.514	C	.000000	.000000	TURNLANL	TURN LANE LEFT	3 - SINGLE LEFT TURN LANE/BAY	CD		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	TURNLANL	TURN LANE LEFT	3 - SINGLE LEFT TURN LANE/BAY	CD		KNJMTDR	05/23/2017
118	000.000	001.514	C	.000000	.000000	TURNLANR	TURN LANE RIGHT	3 - SINGLE RIGHT TURN LANE/BAY	CD		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	TURNLANR	TURN LANE RIGHT	3 - SINGLE RIGHT TURN LANE/BAY	CD		KNJMTDR	05/23/2017
118	000.000	001.514	C	.000000	.000000	TYPEOP	TYPE OF PARKING (HPMS)	3 - NO PARKING ALLOWED	CD		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	TYPEOP	TYPE OF PARKING (HPMS)	3 - NO PARKING ALLOWED	CD		KNJMTDR	05/23/2017
118	000.000	001.514	C	.000000	.000000	WIDOBSTX	ROAD CAN BE WIDENED-NO OBSTACL	1 - YES	CD		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	WIDOBSTX	ROAD CAN BE WIDENED-NO OBSTACL	1 - YES	CD		KNJMTDR	05/25/2017
118	000.000	001.514	C	.000000	.000000	WIDPOTNL	WIDENING POTENTIAL LANES	9	EA		KNJMTDR	05/23/2017
118	004.194	004.439	C	.000000	.000000	WIDPOTNL	WIDENING POTENTIAL LANES	9	EA		KNJMTDR	05/24/2017
119	000.000	012.968	C	.000000	.000000	SURFACTP	SURFACE TYPE	02 - ASPHALT CEMENT CONC BIT (ACC)	CD		CN514HB	06/27/2016
119	000.110	001.372	C	.000000	.000000	YRIMPT	YEAR OF LAST IMPROVEMENT	2006	EA		DATAONE	07/07/2011
119	001.372	001.514	C	.000000	.000000	YRIMPT	YEAR OF LAST IMPROVEMENT	2010	EA		CN514HB	11/30/2016
119	004.194	004.208	C	.000000	.000000	YRIMPT	YEAR OF LAST IMPROVEMENT	2010	EA		CN514HB	11/30/2016
119	004.208	004.448	C	.000000	.000000	YRIMPT	YEAR OF LAST IMPROVEMENT	2006	EA		DATAONE	07/07/2011
120	000.000	012.968	C	.000000	.000000	RTESGNCD	ROUTE SIGNING	9 - NONE OF THE ABOVE	CD		RCICNVRT	11/10/1994

Roadway Characteristics Inventory

FEATURE/CHARACTERISTIC SORT

Run Date: 02/19/2019 . . Run Time: 18.34.28

Roadway ID: 70070000

Sorted By: Characteristic Code, Beg. MP, End. MP and Side of Road

FEAT NUM	Beg MP	End MP	Side	Beg Lat	Long	Code	Characteristic Description	Value	Unit	Tied	Last updated by	Last updated on
120	001.069	001.977	C	.000000	.000000	TYPEROAD	TYPE OF ROAD	2 - DIVIDED	CD		CN514HB	07/29/2014
120	001.977	002.750	C	.000000	.000000	TYPEROAD	TYPE OF ROAD	0 - NOT DIVIDED	CD		RCICNVRT	09/20/1979
120	002.750	003.080	C	.000000	.000000	TYPEROAD	TYPE OF ROAD	2 - DIVIDED	CD		RCICNVRT	01/07/1987
120	003.080	003.173	C	.000000	.000000	TYPEROAD	TYPE OF ROAD	0 - NOT DIVIDED	CD		RCICNVRT	01/07/1987
120	003.173	003.886	C	.000000	.000000	TYPEROAD	TYPE OF ROAD	2 - DIVIDED	CD		RCICNVRT	06/25/2001
120	003.886	004.032	C	.000000	.000000	TYPEROAD	TYPE OF ROAD	0 - NOT DIVIDED	CD		RCICNVRT	06/25/2001
120	004.032	004.749	C	.000000	.000000	TYPEROAD	TYPE OF ROAD	2 - DIVIDED	CD		RCICNVRT	08/23/1999
121	000.000	004.740	C	.000000	.000000	FUNCLASS	FUNCTIONAL CLASSIFICATION	16 - URBAN MINOR ART	CD		PL934TH	09/10/2014
122	000.000	004.749	C	.000000	.000000	RDACCESS	ACCESS CONTROL TYPE	3 - NONE	CD		RCICNVRT	08/19/2002
122	000.000	004.749	C	.000000	.000000	TOLLROAD	TOLL ROAD FLAG	0 - FREE	CD		RCICNVRT	08/19/2002
124	000.710	006.539	C	.000000	.000000	HWYLOCAL	HIGHWAY LOCATION CODE	4 - INSIDE CITY, AND URBAN	CD		MT510RM	10/01/2014
124	000.000	012.968	C	.000000	.000000	MPOAREA	MPO AREA	01 - SPACE COAST TPO	CD		PL934TH	12/18/2017
124	000.710	006.539	C	.000000	.000000	PLACECD	CENSUS PLACE (CITY) CODE	0395 - COCOA	CD		MT510RM	10/01/2014
124	000.000	012.968	C	.000000	.000000	URBAREA	URBAN AREA NUMBER	1640 - PALM BAY-MELBOURNE	CD		MT510RM	12/17/2004
124	000.000	012.968	C	.000000	.000000	URBSIZE	URBAN SIZE	4 - LARGE URBANIZED	CD		MT510RM	12/17/2004
125	000.000	001.439	C	.000000	.000000	ROUGHIND	PAVEMENT ROUGHNESS INDEX	67	EA		PL934TH	06/18/2014
125	001.439	001.930	C	.000000	.000000	ROUGHIND	PAVEMENT ROUGHNESS INDEX	60	EA		PL934TH	06/18/2014
125	001.930	004.649	C	.000000	.000000	ROUGHIND	PAVEMENT ROUGHNESS INDEX	62	EA		PL934TH	06/18/2014
125	004.649	005.200	C	.000000	.000000	ROUGHIND	PAVEMENT ROUGHNESS INDEX	90	EA		PL934TH	06/18/2014
126	000.706	003.276	C	.000000	.000000	CCTXTCLS	CURRENT CONTEXT CLASSIFICATION	C2 - RURAL	CD		PL934TH	02/14/2019
126	003.276	003.713	C	.000000	.000000	CCTXTCLS	CURRENT CONTEXT CLASSIFICATION	C3R - SUBURBAN RESIDENTIAL	CD		PL934TH	02/14/2019
126	003.713	004.650	C	.000000	.000000	CCTXTCLS	CURRENT CONTEXT CLASSIFICATION	C3R - SUBURBAN RESIDENTIAL	CD		PL934TH	02/14/2019
126	000.706	003.276	C	.000000	.000000	CCTXTDTE	CURRENT CONTEXT CLASS DATE	02/14/2019	DA		PL934TH	02/14/2019
126	003.276	003.713	C	.000000	.000000	CCTXTDTE	CURRENT CONTEXT CLASS DATE	02/14/2019	DA		PL934TH	02/14/2019
126	003.713	004.650	C	.000000	.000000	CCTXTDTE	CURRENT CONTEXT CLASS DATE	02/14/2019	DA		PL934TH	02/14/2019
137	000.000	004.749	C	.000000	.000000	CCNUMBER	COST CENTER NUMBER	590 - BREVARD MAINTENANCE	CD		CN514HB	01/26/2019
140	000.000	012.968	C	.000000	.000000	STATEXPT	SECTION STATUS EXCEPTION	02 - ACTIVE ON THE SHS	CD		RCICNVRT	10/24/1988
146	000.000	001.514	C	.000000	.000000	ACMANCLS	ACCESS MGMT CLASSIFICATION	04 - ACCESS CLASS04	CD		RCICNVRT	10/16/1992
146	001.514	001.836	C	.000000	.000000	ACMANCLS	ACCESS MGMT CLASSIFICATION	03 - ACCESS CLASS03	CD		RCICNVRT	10/16/1992
146	001.836	004.649	C	.000000	.000000	ACMANCLS	ACCESS MGMT CLASSIFICATION	04 - ACCESS CLASS04	CD		RCICNVRT	10/16/1992
146	004.649	005.200	C	.000000	.000000	ACMANCLS	ACCESS MGMT CLASSIFICATION	03 - ACCESS CLASS03	CD		RCICNVRT	10/16/1992
212	001.069	001.977	L	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	1	EA		CN514HB	07/29/2014
212	001.069	001.977	R	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	1	EA		CN514HB	07/29/2014

Roadway Characteristics Inventory

FEATURE/CHARACTERISTIC SORT

Run Date: 02/19/2019 . . Run Time: 18.34.28

Roadway ID: 70070000

Sorted By: Characteristic Code, Beg. MP, End. MP and Side of Road

FEAT NUM	Beg MP	End MP	Side	Beg Lat	Long	Code	Characteristic Description	Value	Unit	Tied	Last updated by	Last updated on
212	001.977	002.750	C	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	2	EA		RCICNVRT	04/01/1996
212	002.750	003.080	L	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	1	EA		RCICNVRT	01/05/1987
212	002.750	003.080	R	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	1	EA		RCICNVRT	01/26/1987
212	003.080	003.173	C	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	2	EA		RCICNVRT	09/14/1988
212	003.173	003.886	L	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	1	EA		RCICNVRT	06/25/2001
212	003.173	003.886	R	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	1	EA		RCICNVRT	06/25/2001
212	003.886	004.032	C	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	2	EA		RCICNVRT	06/25/2001
212	004.032	004.649	L	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	1	EA		RCICNVRT	08/30/1999
212	004.032	004.649	R	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	1	EA		RCICNVRT	08/30/1999
212	004.649	004.749	L	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	2	EA		MT590RC	07/25/2006
212	004.649	004.749	R	.000000	.000000	NOLANES	NUMBER OF ROADWAY LANES	2	EA		RCICNVRT	09/29/1992
212	001.069	001.977	L	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	12	FT		CN514HB	07/29/2014
212	001.069	001.977	R	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	12	FT		CN514HB	07/29/2014
212	001.977	002.750	C	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	24	FT		RCICNVRT	04/01/1996
212	002.750	003.080	L	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	12	FT		RCICNVRT	01/05/1987
212	002.750	003.080	R	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	12	FT		RCICNVRT	01/05/1987
212	003.080	003.173	C	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	24	FT		RCICNVRT	01/05/1987
212	003.173	003.886	L	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	12	FT		RCICNVRT	06/25/2001
212	003.173	003.886	R	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	12	FT		RCICNVRT	06/25/2001
212	003.886	004.032	C	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	24	FT		RCICNVRT	06/25/2001
212	004.032	004.649	L	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	12	FT		RCICNVRT	08/30/1999
212	004.032	004.649	R	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	12	FT		RCICNVRT	08/30/1999
212	004.649	004.749	L	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	24	FT		MT590RC	07/25/2006
212	004.649	004.749	R	.000000	.000000	SURWIDTH	PAVEMENT SURFACE WIDTH	24	FT		RCICNVRT	09/29/1992
215	001.648	001.687	C	.000000	.000000	MDBARTYP	TYPE OF MEDIAN BARRIER	06 - BARRIER WALL	CD		CN514HB	07/29/2014
215	001.069	001.447	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	13	FT		CN514HB	08/29/2016
215	001.447	001.500	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	30	FT		CN514HB	07/29/2014
215	001.500	001.648	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	40	FT		CN514HB	07/29/2014
215	001.648	001.687	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	16	FT		CN514HB	07/29/2014
215	001.687	001.842	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	40	FT		CN514HB	07/29/2014
215	001.842	001.918	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	30	FT		CN514HB	07/29/2014
215	001.918	001.977	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	10	FT		CN514HB	07/29/2014
215	002.750	003.080	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	12	FT		RCICNVRT	11/29/1990

Roadway Characteristics Inventory

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Sorted By: Characteristic Code, Beg. MP, End. MP and Side of Road

FEAT NUM	Beg MP	End MP	Side	Beg Lat	Long	Code	Characteristic Description	Value	Unit	Tied	Last updated by	Last updated on
215	003.173	003.886	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	11	FT		CN514HB	08/29/2016
215	004.032	004.482	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	12	FT		CN514HB	07/29/2014
215	004.482	004.549	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	12	FT		CN514HB	07/29/2014
215	004.549	004.649	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	12	FT		CN514HB	07/29/2014
215	004.649	004.749	C	.000000	.000000	MEDWIDTH	HIGHWAY MEDIAN WIDTH	6	FT		CN514HB	07/29/2014
215	001.069	001.447	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TURNS PERMITTED)	CD		CN514HB	07/29/2014
215	001.447	001.500	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	08 - VEGETATION	CD		CN514HB	07/29/2014
215	001.500	001.648	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	17 - CURB & VEGETATION	CD		CN514HB	07/29/2014
215	001.648	001.687	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TURNS PERMITTED)	CD		CN514HB	08/01/2014
215	001.687	001.842	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	17 - CURB & VEGETATION	CD		CN514HB	07/29/2014
215	001.842	001.918	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	08 - VEGETATION	CD		CN514HB	07/29/2014
215	001.918	001.977	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TURNS PERMITTED)	CD		CN514HB	07/29/2014
215	002.750	003.080	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TURNS PERMITTED)	CD		CN514HB	07/29/2014
215	003.173	003.886	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TURNS PERMITTED)	CD		CN514HB	07/29/2014
215	004.032	004.482	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TURNS PERMITTED)	CD		CN514HB	07/29/2014
215	004.482	004.549	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	02 - RAISED TRAFFIC SEPARATOR	CD		CN514HB	07/29/2014
215	004.549	004.649	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TURNS PERMITTED)	CD		CN514HB	07/29/2014
215	004.649	004.749	C	.000000	.000000	RDMEDIAN	HIGHWAY MEDIAN TYPE	02 - RAISED TRAFFIC SEPARATOR	CD		CN514HB	07/29/2014
251	000.000	000.000	C	.000000	.000000	BEGSECNM	BEG.RDWY.SECTION POINT DESC.	SR-520	ID		CN514HB	08/30/2016
251	000.048	000.000	C	.000000	.000000	INTSDIR1	135 DEGREES LEFT	70070031 WB OFF	ID		CN514HB	07/29/2014
251	001.715	000.000	C	.000000	.000000	INTSDIR1	135 DEGREES LEFT	70225076 NB ON	ID		MT510RM	08/19/2014
251	001.266	000.000	C	.000000	.000000	INTSDIR2	90 DEGREES LEFT	PRECIOUS BLVD	ID		MT590RC	07/25/2006
251	001.514	000.000	C	.000000	.000000	INTSDIR2	90 DEGREES LEFT	FRIDAY RD	ID		CN514HB	07/29/2014
251	001.634	000.000	C	.000000	.000000	INTSDIR2	90 DEGREES LEFT	FROM RAMP	ID		MT510RM	08/19/2014
251	001.695	000.000	C	.000000	.000000	INTSDIR2	90 DEGREES LEFT	TO RAMP	ID		MT510RM	08/19/2014
251	001.836	000.000	C	.000000	.000000	INTSDIR2	90 DEGREES LEFT	FRIDAY RD	ID		CN514HB	07/29/2014
251	003.272	000.000	C	.000000	.000000	INTSDIR2	90 DEGREES LEFT	PINYON DR	ID		RCICNVRT	11/29/1990
251	003.484	000.000	C	.000000	.000000	INTSDIR2	90 DEGREES LEFT	WESTMINISTER DR	ID		RCICNVRT	01/06/1987
251	003.714	000.000	C	.000000	.000000	INTSDIR2	90 DEGREES LEFT	LANCE BLVD	ID		RCICNVRT	01/06/1987
251	004.194	000.000	C	.000000	.000000	INTSDIR2	90 DEGREES LEFT	LONDON BLVD	ID		RCICNVRT	06/12/1996
251	004.305	000.000	C	.000000	.000000	INTSDIR2	90 DEGREES LEFT	COVENTRY CT	ID		RCICNVRT	06/25/2001
251	000.415	000.000	C	.000000	.000000	INTSDIR3	45 DEGREES LEFT	ADAMSON RD	ID		RCICNVRT	12/06/1990
251	001.620	000.000	C	.000000	.000000	INTSDIR3	45 DEGREES LEFT	70225075 SB OFF	ID		MT510RM	08/19/2014

Roadway Characteristics Inventory

FEATURE/CHARACTERISTIC SORT

Run Date: 02/19/2019 . . Run Time: 18.34.28

Roadway ID: 70070000

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FEAT NUM	Beg MP	End MP	Side	Beg Lat	Long	Code	Characteristic Description	Value	Unit	Tied	Last updated by	Last updated on
251	001.620	000.000	C	.000000	.000000	INTSDIR4	45 DEGREES RIGHT	70225073 SB ON	ID		MT510RM	08/19/2014
251	001.514	000.000	C	.000000	.000000	INTSDIR5	90 DEGREES RIGHT	FRIDAY RD	ID		CN514HB	07/29/2014
251	001.634	000.000	C	.000000	.000000	INTSDIR5	90 DEGREES RIGHT	TO RAMP	ID		MT510RM	08/19/2014
251	001.695	000.000	C	.000000	.000000	INTSDIR5	90 DEGREES RIGHT	FROM RAMP	ID		MT510RM	08/19/2014
251	004.649	000.000	C	.000000	.000000	INTSDIR5	90 DEGREES RIGHT	SR-501	ID		CN514HB	08/30/2016
251	000.075	000.000	C	.000000	.000000	INTSDIR6	135 DEGREES RIGHT	70070110 EB ON	ID		CN514HB	07/29/2014
251	001.715	000.000	C	.000000	.000000	INTSDIR6	135 DEGREES RIGHT	70225074 NB OFF	ID		MT510RM	08/19/2014
251	000.000	000.000	C	.000000	.000000	INTSDIR7	135 DEGREES L. & 45 DEGREES R.	SR-520	ID		CN514HB	08/30/2016
251	002.916	000.000	C	.000000	.000000	INTSDIR8	90 DEGREES L. & 90 DEGREES R.	COX RD	ID		MT510RM	12/15/2009
251	004.439	000.000	C	.000000	.000000	INTSDIR8	90 DEGREES L. & 90 DEGREES R.	SHOPPING CTR	ID		MT510RM	12/15/2009
252	001.665	000.000	C	.000000	.000000	CROSRDNM	CROSSING ROADWAY NAME	SR 9	ID		RCICNVRT	11/29/1990
252	001.665	000.000	C	.000000	.000000	INTERCHG	TYPE OF INTERCHANGE	01 - DIAMOND	CD		RCICNVRT	05/13/1981
256	003.000	004.000	L	.000000	.000000	TRNOTPNP	PAVED TURNOUTS WITHOUT PIPE	1	EA		KNJMTVA	07/11/2018
256	001.000	002.000	L	.000000	.000000	TRNOTPPI	PAVED TURNOUTS WITH PIPE	6	EA		KNJMTVA	07/11/2018
256	001.000	002.000	R	.000000	.000000	TRNOTPPI	PAVED TURNOUTS WITH PIPE	2	EA		KNJMTVA	07/11/2018
256	002.000	003.000	L	.000000	.000000	TRNOTPPI	PAVED TURNOUTS WITH PIPE	1	EA		KNJMTVA	07/11/2018
256	002.000	003.000	R	.000000	.000000	TRNOTPPI	PAVED TURNOUTS WITH PIPE	1	EA		KNJMTVA	07/12/2018
256	003.000	004.000	L	.000000	.000000	TRNOTPPI	PAVED TURNOUTS WITH PIPE	1	EA		KNJMTVA	07/12/2018
256	004.000	004.749	L	.000000	.000000	TRNOTPPI	PAVED TURNOUTS WITH PIPE	3	EA		KNJMTVA	07/12/2018
256	004.000	004.749	R	.000000	.000000	TRNOTPPI	PAVED TURNOUTS WITH PIPE	1	EA		KNJMTVA	07/12/2018
256	001.000	002.000	L	.000000	.000000	TRNOTUPI	UNPAVED TURNOUTS WITH PIPE	1	EA		KNJMTVA	07/11/2018
256	002.000	003.000	L	.000000	.000000	TRNOTUPI	UNPAVED TURNOUTS WITH PIPE	3	EA		KNJMTVA	07/12/2018
256	003.000	004.000	L	.000000	.000000	WDTRNPNP	AV. WIDTH TRNOUT,PAVED,NO PIPE	15	FT		KNJMTVA	07/12/2018
256	001.000	002.000	L	.000000	.000000	WDTRNPPI	AV. WIDTH TRNOUT, PAVED, PIPE	84	FT		KNJMTVA	07/11/2018
256	001.000	002.000	R	.000000	.000000	WDTRNPPI	AV. WIDTH TRNOUT, PAVED, PIPE	69	FT		KNJMTVA	07/11/2018
256	002.000	003.000	L	.000000	.000000	WDTRNPPI	AV. WIDTH TRNOUT, PAVED, PIPE	85	FT		KNJMTVA	07/11/2018
256	002.000	003.000	R	.000000	.000000	WDTRNPPI	AV. WIDTH TRNOUT, PAVED, PIPE	85	FT		KNJMTVA	07/12/2018
256	003.000	004.000	L	.000000	.000000	WDTRNPPI	AV. WIDTH TRNOUT, PAVED, PIPE	55	FT		KNJMTVA	07/12/2018
256	004.000	004.749	L	.000000	.000000	WDTRNPPI	AV. WIDTH TRNOUT, PAVED, PIPE	100	FT		KNJMTVA	07/12/2018
256	004.000	004.749	R	.000000	.000000	WDTRNPPI	AV. WIDTH TRNOUT, PAVED, PIPE	95	FT		KNJMTVA	07/12/2018
256	001.000	002.000	L	.000000	.000000	WDTRNUPI	AV. WIDTH TRNOUT,UNPAVE,PIPE	33	FT		KNJMTVA	07/11/2018
256	002.000	003.000	L	.000000	.000000	WDTRNUPI	AV. WIDTH TRNOUT,UNPAVE,PIPE	39	FT		KNJMTVA	07/12/2018
311	001.366	002.006	C	.000000	.000000	DTESZAPP	DATE SPEED ZONE APPROVED	04/16/1980	DA		RCICNVRT	06/19/1990

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FEATURE/CHARACTERISTIC SORT

Run Date: 02/19/2019 . . Run Time: 18.34.28

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FEAT NUM	Beg MP	End MP	Side	Beg Lat	Long	Code	Characteristic Description	Value	Unit	Tied	Last updated by	Last updated on
311	002.006	004.166	C	.000000	.000000	DTESZAPP	DATE SPEED ZONE APPROVED	12/13/2012	DA		TO562BM	12/19/2012
311	004.166	004.649	C	.000000	.000000	DTESZAPP	DATE SPEED ZONE APPROVED	12/13/2012	DA		TO562BM	12/19/2012
311	004.649	004.749	C	.000000	.000000	DTESZAPP	DATE SPEED ZONE APPROVED	08/05/2008	DA		TO562JG	08/07/2008
311	000.200	001.366	C	.000000	.000000	MAXSPEED	MAXIMUM SPEED LIMIT	55	MH		RCICNVRT	11/07/1984
311	001.366	002.006	C	.000000	.000000	MAXSPEED	MAXIMUM SPEED LIMIT	45	MH		RCICNVRT	06/19/1990
311	002.006	004.166	C	.000000	.000000	MAXSPEED	MAXIMUM SPEED LIMIT	55	MH		RCICNVRT	06/19/1990
311	004.166	004.649	C	.000000	.000000	MAXSPEED	MAXIMUM SPEED LIMIT	45	MH		TO562CR	09/23/2013
311	004.649	004.749	C	.000000	.000000	MAXSPEED	MAXIMUM SPEED LIMIT	45	MH		TO562JG	08/07/2008
313	000.000	001.439	C	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	07/07/1979
313	001.439	001.930	L	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	07/07/1979
313	001.439	001.930	R	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	07/07/1979
313	001.930	002.750	C	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	07/07/1979
313	002.750	003.080	L	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	07/07/1979
313	002.750	003.080	R	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	07/07/1979
313	003.080	003.173	C	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	11/29/1990
313	003.173	003.590	L	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	12/15/1984
313	003.173	003.590	R	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	12/15/1984
313	003.590	004.032	C	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	11/29/1990
313	004.032	004.194	L	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	06/12/1996
313	004.032	004.194	R	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	06/12/1996
313	004.194	004.343	C	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	06/12/1996
313	004.343	004.749	L	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	06/12/1996
313	004.343	004.749	R	.000000	.000000	TYPEPARK	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	CD		RCICNVRT	06/12/1996
322	001.514	000.000	C	.000000	.000000	CNTLRDES	CONTROLLER DESCRIPTION	SR 524	ID		TO562AR	07/12/2018
322	001.634	000.000	C	.000000	.000000	CNTLRDES	CONTROLLER DESCRIPTION	SR 524	ID		TO562AR	06/20/2018
322	001.695	000.000	C	.000000	.000000	CNTLRDES	CONTROLLER DESCRIPTION	SR 524	ID		TO562AR	06/20/2018
322	002.518	000.000	C	.000000	.000000	CNTLRDES	CONTROLLER DESCRIPTION	SR 524	ID		TO562AR	07/12/2018
322	002.916	000.000	C	.000000	.000000	CNTLRDES	CONTROLLER DESCRIPTION	SR 524	ID		TO562AR	01/24/2017
322	004.194	000.000	C	.000000	.000000	CNTLRDES	CONTROLLER DESCRIPTION	SR 524	ID		TO562AR	01/24/2017
322	004.439	000.000	C	.000000	.000000	CNTLRDES	CONTROLLER DESCRIPTION	SR 524	ID		TO562AR	01/24/2017
322	004.649	000.000	C	.000000	.000000	CNTLRDES	CONTROLLER DESCRIPTION	SR 524	ID		TO562AR	01/24/2017
322	001.514	000.000	C	.000000	.000000	MAINTAGC	MAINTAINING AGENCY NAME	BREVARD COUNTY	ID		TO562AR	07/12/2018
322	001.634	000.000	C	.000000	.000000	MAINTAGC	MAINTAINING AGENCY NAME	BREVARD COUNTY	ID		TO562AR	06/20/2018

Roadway Characteristics Inventory

FEATURE/CHARACTERISTIC SORT

Run Date: 02/19/2019 . . Run Time: 18.34.28

Roadway ID: 70070000

Sorted By: Characteristic Code, Beg. MP, End. MP and Side of Road

FEAT NUM	Beg MP	End MP	Side	Beg Lat	Long	Code	Characteristic Description	Value	Unit	Tied	Last updated by	Last updated on
322	001.695	000.000	C	.000000	.000000	MAINTAGC	MAINTAINING AGENCY NAME	BREVARD COUNTY	ID		TO562AR	06/20/2018
322	002.518	000.000	C	.000000	.000000	MAINTAGC	MAINTAINING AGENCY NAME	BREVARD COUNTY	ID		TO562AR	07/12/2018
322	002.916	000.000	C	.000000	.000000	MAINTAGC	MAINTAINING AGENCY NAME	BREVARD COUNTY	ID		TO562AR	01/24/2017
322	004.194	000.000	C	.000000	.000000	MAINTAGC	MAINTAINING AGENCY NAME	COCOA	ID		TO562AR	01/24/2017
322	004.439	000.000	C	.000000	.000000	MAINTAGC	MAINTAINING AGENCY NAME	COCOA	ID		TO562AR	01/24/2017
322	004.649	000.000	C	.000000	.000000	MAINTAGC	MAINTAINING AGENCY NAME	COCOA	ID		TO562AR	01/24/2017
322	001.514	000.000	C	.000000	.000000	SDESTRET	SIDE STREET NAME	FRIDAY RD	ID		TO562AR	07/12/2018
322	001.634	000.000	C	.000000	.000000	SDESTRET	SIDE STREET NAME	I-95 SB RAMPS	ID		TO562AR	06/20/2018
322	001.695	000.000	C	.000000	.000000	SDESTRET	SIDE STREET NAME	I-95 NB RAMPS	ID		TO562AR	06/20/2018
322	002.518	000.000	C	.000000	.000000	SDESTRET	SIDE STREET NAME	WALMART DIST CTR ENT	ID		TO562AR	07/12/2018
322	002.916	000.000	C	.000000	.000000	SDESTRET	SIDE STREET NAME	COX RD	ID		TO562AR	01/24/2017
322	004.194	000.000	C	.000000	.000000	SDESTRET	SIDE STREET NAME	LONDON BL	ID		TO562AR	01/24/2017
322	004.439	000.000	C	.000000	.000000	SDESTRET	SIDE STREET NAME	COCOA COMMONS	ID		TO562AR	01/24/2017
322	004.649	000.000	C	.000000	.000000	SDESTRET	SIDE STREET NAME	SR 524(INDUSTRY RD)	ID		TO562AR	01/24/2017
322	001.514	000.000	C	.000000	.000000	SIGNALID	SIGNAL CABINET ID NUMBER	70273	ID		TO562AR	07/12/2018
322	001.634	000.000	C	.000000	.000000	SIGNALID	SIGNAL CABINET ID NUMBER	70271	ID		TO562AR	06/20/2018
322	001.695	000.000	C	.000000	.000000	SIGNALID	SIGNAL CABINET ID NUMBER	70272	ID		TO562AR	06/20/2018
322	002.518	000.000	C	.000000	.000000	SIGNALID	SIGNAL CABINET ID NUMBER	73274	ID		TO562AR	07/12/2018
322	002.916	000.000	C	.000000	.000000	SIGNALID	SIGNAL CABINET ID NUMBER	70175	ID		TO562AR	01/24/2017
322	004.194	000.000	C	.000000	.000000	SIGNALID	SIGNAL CABINET ID NUMBER	70176	ID		TO562AR	01/24/2017
322	004.439	000.000	C	.000000	.000000	SIGNALID	SIGNAL CABINET ID NUMBER	70177	ID		TO562AR	01/24/2017
322	004.649	000.000	C	.000000	.000000	SIGNALID	SIGNAL CABINET ID NUMBER	70178	ID		TO562AR	01/24/2017
322	001.514	000.000	C	.000000	.000000	SIGNALTY	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	CD		TO562AR	07/12/2018
322	001.634	000.000	C	.000000	.000000	SIGNALTY	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	CD		TO562AR	06/20/2018
322	001.695	000.000	C	.000000	.000000	SIGNALTY	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	CD		TO562AR	06/20/2018
322	002.518	000.000	C	.000000	.000000	SIGNALTY	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	CD		TO562AR	07/12/2018
322	002.916	000.000	C	.000000	.000000	SIGNALTY	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	CD		RCICNVRT	08/17/1992
322	004.194	000.000	C	.000000	.000000	SIGNALTY	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	CD		RCICNVRT	07/26/2000
322	004.439	000.000	C	.000000	.000000	SIGNALTY	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	CD		RCICNVRT	12/02/2003
322	004.649	000.000	C	.000000	.000000	SIGNALTY	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	CD		RCICNVRT	08/17/1992
322	001.514	000.000	C	.000000	.000000	SIGOPDTE	DATE SIGNAL OPERATIONAL	03/12/2018	DA		TO562AR	07/12/2018
322	001.634	000.000	C	.000000	.000000	SIGOPDTE	DATE SIGNAL OPERATIONAL	03/12/2018	DA		TO562AR	06/20/2018
322	001.695	000.000	C	.000000	.000000	SIGOPDTE	DATE SIGNAL OPERATIONAL	07/09/2018	DA		TO562AR	07/12/2018

Roadway Characteristics Inventory

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Run Date: 02/19/2019 . . Run Time: 18.34.28

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322	002.518	000.000	C	.000000	.000000	SIGOPDTE	DATE SIGNAL OPERATIONAL	07/10/2018	DA		TO562AR	07/12/2018
322	002.916	000.000	C	.000000	.000000	SIGOPDTE	DATE SIGNAL OPERATIONAL	07/31/1992	DA		RCICNVRT	08/17/1992
322	004.194	000.000	C	.000000	.000000	SIGOPDTE	DATE SIGNAL OPERATIONAL	12/22/1997	DA		RCICNVRT	07/26/2000
322	004.439	000.000	C	.000000	.000000	SIGOPDTE	DATE SIGNAL OPERATIONAL	11/18/2003	DA		RCICNVRT	12/02/2003
322	004.649	000.000	C	.000000	.000000	SIGOPDTE	DATE SIGNAL OPERATIONAL	07/31/1992	DA		RCICNVRT	08/17/1992
322	001.514	000.000	C	.000000	.000000	SIGSTRCT	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	CD		TO562AR	07/12/2018
322	001.634	000.000	C	.000000	.000000	SIGSTRCT	TYPE OF SIGNAL STRUCTURE	01 - MAST ARM	CD		TO562AR	06/20/2018
322	001.695	000.000	C	.000000	.000000	SIGSTRCT	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	CD		TO562AR	07/12/2018
322	002.518	000.000	C	.000000	.000000	SIGSTRCT	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	CD		TO562AR	07/12/2018
322	002.916	000.000	C	.000000	.000000	SIGSTRCT	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	CD		TO562AR	01/24/2017
322	004.194	000.000	C	.000000	.000000	SIGSTRCT	TYPE OF SIGNAL STRUCTURE	01 - MAST ARM	CD		TO562JS	05/12/2008
322	004.439	000.000	C	.000000	.000000	SIGSTRCT	TYPE OF SIGNAL STRUCTURE	01 - MAST ARM	CD		TO562JS	05/12/2008
322	004.649	000.000	C	.000000	.000000	SIGSTRCT	TYPE OF SIGNAL STRUCTURE	01 - MAST ARM	CD		TO562JS	05/12/2008
322	001.514	000.000	C	.000000	.000000	TYPECABL	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	CD		TO562AR	07/12/2018

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Sorted By: Characteristic Code, Beg. MP, End. MP and Side of Road

FEAT NUM	Beg MP	End MP	Side	Beg Lat	Long	Code	Characteristic Description	Value	Unit	Tied	Last updated by	Last updated on
322	001.695	000.000	C	.000000	.000000	TYPECABL	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	CD		TO562AR	07/12/2018
322	002.518	000.000	C	.000000	.000000	TYPECABL	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	CD		TO562AR	07/12/2018
322	002.916	000.000	C	.000000	.000000	TYPECABL	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	CD		TO562AR	01/24/2017
326	001.070	000.000	C	28.369030	80.812660	TRFSTANO	TRAFFIC STATION NUMBER	700425	ID		PL530GT	07/31/2006
326	002.036	000.000	C	28.377300	80.799470	TRFSTANO	TRAFFIC STATION NUMBER	700411	ID		PL530GT	07/31/2006
326	003.985	000.000	C	.000000	.000000	TRFSTANO	TRAFFIC STATION NUMBER	700426	ID	B	PL934RR	07/21/2005
326	001.070	000.000	C	28.369030	80.812660	TRSTATYP	TRAFFIC STATION TYPE	P - PTMS	CD		PL530GT	10/19/2006
326	002.036	000.000	C	28.377300	80.799470	TRSTATYP	TRAFFIC STATION TYPE	P - PTMS	CD		PL530GT	10/19/2006
326	003.985	000.000	C	.000000	.000000	TRSTATYP	TRAFFIC STATION TYPE	P - PTMS	CD	B	PL934RR	07/21/2005
330	000.000	001.670	C	.000000	.000000	FLWBRKID	COUNT STATION ASSIGNED TO BRK.	700425	ID	B	PL934RR	10/02/2004
330	001.670	002.916	C	.000000	.000000	FLWBRKID	COUNT STATION ASSIGNED TO BRK.	700411	ID	E	PL934RR	10/02/2004
330	002.916	004.649	C	.000000	.000000	FLWBRKID	COUNT STATION ASSIGNED TO BRK.	700426	ID	B/E	PL934RR	10/02/2004
330	004.649	004.749	C	.000000	.000000	FLWBRKID	COUNT STATION ASSIGNED TO BRK.	700435	ID	B	PL934RR	10/02/2004
330	000.000	001.670	C	.000000	.000000	TRFBRKCD	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	CD	B	PL934TH	12/12/2006
330	001.670	002.916	C	.000000	.000000	TRFBRKCD	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	CD	E	PL934TH	12/12/2006
330	002.916	004.649	C	.000000	.000000	TRFBRKCD	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	CD	B/E	PL934TH	12/12/2006
330	004.649	004.749	C	.000000	.000000	TRFBRKCD	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	CD	B	PL934TH	12/12/2006
331	000.000	001.670	C	.000000	.000000	AADTDATE	AADT DATE	12/31/2017	DA		PL934JG	04/09/2018
331	001.670	002.916	C	.000000	.000000	AADTDATE	AADT DATE	12/31/2017	DA		PL934JG	04/09/2018
331	002.916	004.649	C	.000000	.000000	AADTDATE	AADT DATE	12/31/2017	DA		PL934JG	04/09/2018
331	004.649	004.749	C	.000000	.000000	AADTDATE	AADT DATE	12/31/2017	DA		PL934JG	04/09/2018
331	000.000	001.670	C	.000000	.000000	AADTTYPE	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	CD		PL934JG	04/09/2018
331	001.670	002.916	C	.000000	.000000	AADTTYPE	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	CD		PL934JG	04/09/2018
331	002.916	004.649	C	.000000	.000000	AADTTYPE	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	CD		PL934JG	04/09/2018
331	004.649	004.749	C	.000000	.000000	AADTTYPE	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	CD		PL934JG	04/09/2018
331	000.000	001.670	C	.000000	.000000	AVGDFACT	RDWY SECTION AVG "D" FACTOR	54.3	EA		PL934JG	04/09/2018
331	001.670	002.916	C	.000000	.000000	AVGDFACT	RDWY SECTION AVG "D" FACTOR	54.3	EA		PL934JG	04/09/2018
331	002.916	004.649	C	.000000	.000000	AVGDFACT	RDWY SECTION AVG "D" FACTOR	54.3	EA		PL934JG	04/09/2018
331	004.649	004.749	C	.000000	.000000	AVGDFACT	RDWY SECTION AVG "D" FACTOR	54.3	EA		PL934JG	04/09/2018
331	000.000	001.670	C	.000000	.000000	AVGKFACT	STANDARD K FACTOR	9	EA		PL934JG	04/09/2018
331	001.670	002.916	C	.000000	.000000	AVGKFACT	STANDARD K FACTOR	9	EA		PL934JG	04/09/2018
331	002.916	004.649	C	.000000	.000000	AVGKFACT	STANDARD K FACTOR	9	EA		PL934JG	04/09/2018
331	004.649	004.749	C	.000000	.000000	AVGKFACT	STANDARD K FACTOR	9	EA		PL934JG	04/09/2018

Roadway Characteristics Inventory

FEATURE/CHARACTERISTIC SORT

Run Date: 02/19/2019 . . Run Time: 18.34.28

Roadway ID: 70070000

Sorted By: Characteristic Code, Beg. MP, End. MP and Side of Road

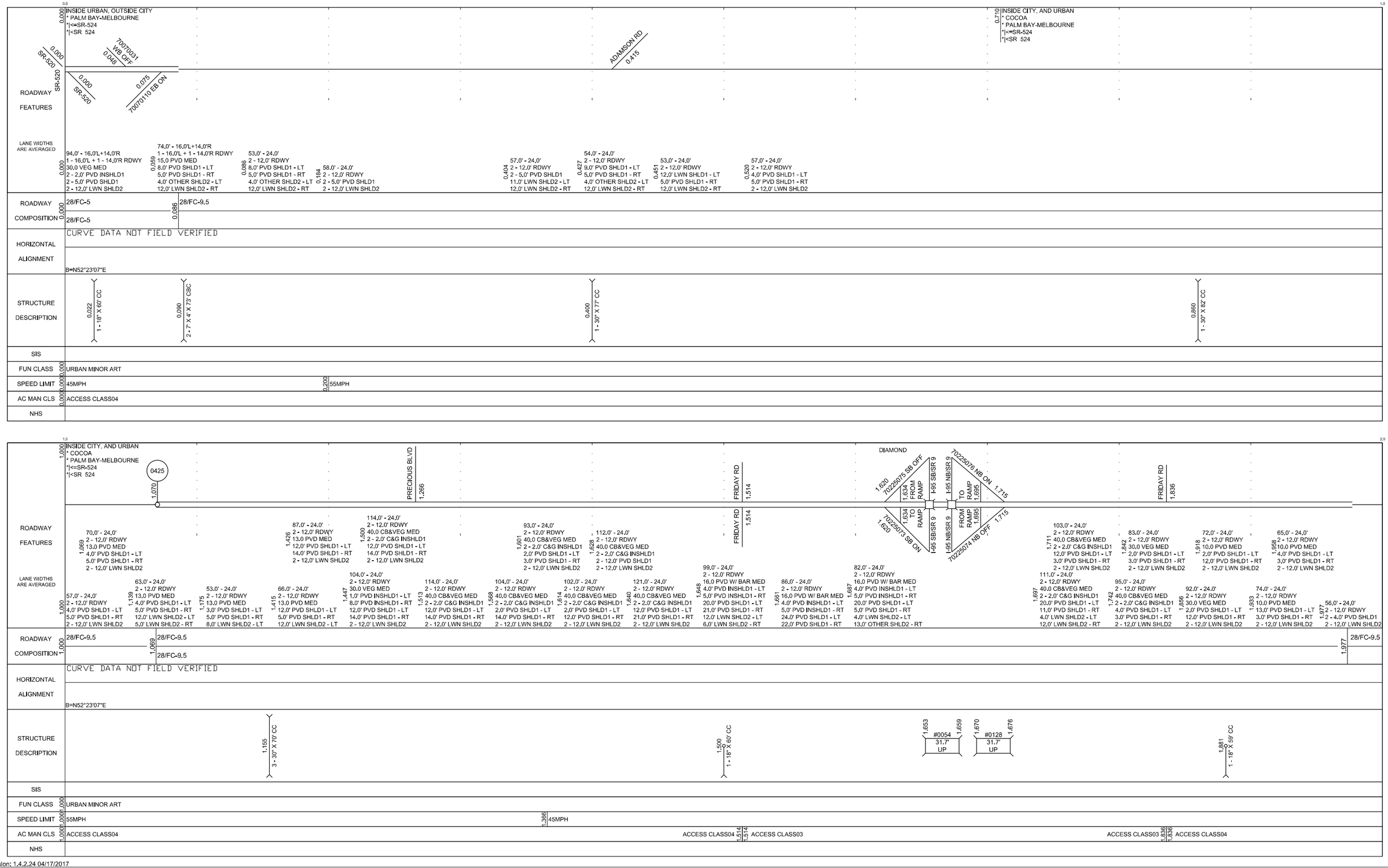
FEAT NUM	Beg MP	End MP	Side	Beg Lat	Long	Code	Characteristic Description	Value	Unit	Tied	Last updated by	Last updated on
331	000.000	001.670	C	.000000	.000000	AVGTFACT	SECTION AVERAGE T FACTOR	10.6	EA		PL934JG	04/09/2018
331	001.670	002.916	C	.000000	.000000	AVGTFACT	SECTION AVERAGE T FACTOR	21.3	EA		PL934JG	04/09/2018
331	002.916	004.649	C	.000000	.000000	AVGTFACT	SECTION AVERAGE T FACTOR	10.6	EA		PL934JG	04/09/2018
331	004.649	004.749	C	.000000	.000000	AVGTFACT	SECTION AVERAGE T FACTOR	10.6	EA		PL934JG	04/09/2018
331	000.000	001.670	C	.000000	.000000	SECTADT	SECTION AVERAGE ADT	5700	EA		PL934JG	04/09/2018
331	001.670	002.916	C	.000000	.000000	SECTADT	SECTION AVERAGE ADT	11600	EA		PL934JG	04/09/2018
331	002.916	004.649	C	.000000	.000000	SECTADT	SECTION AVERAGE ADT	17100	EA		PL934JG	04/09/2018
331	004.649	004.749	C	.000000	.000000	SECTADT	SECTION AVERAGE ADT	26000	EA		PL934JG	04/09/2018
341	000.411	003.488	R	.000000	.000000	LOCOWNER	OWNER OF LOCAL LUMINARIES	BREVARD COUNTY	EA		CN514HB	07/18/2017
341	000.411	003.488	R	.000000	.000000	NOLOCLUM	LUMINAIRES UNDER LOCAL AGRMNT	6	EA		CN514HB	07/18/2017

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	08/20/2016	09/26/2016	012.801	012.968	06/21/2018 BH	07/16/2018 GD
BY	TIFFANY HILL/BARRY HALLMAN	GLEN DVOROVY	000.000	012.968	04/05/2017 MP	04/17/2017 GD

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR 524/SR 528	BREVARD	05	70070000	1 OF 4



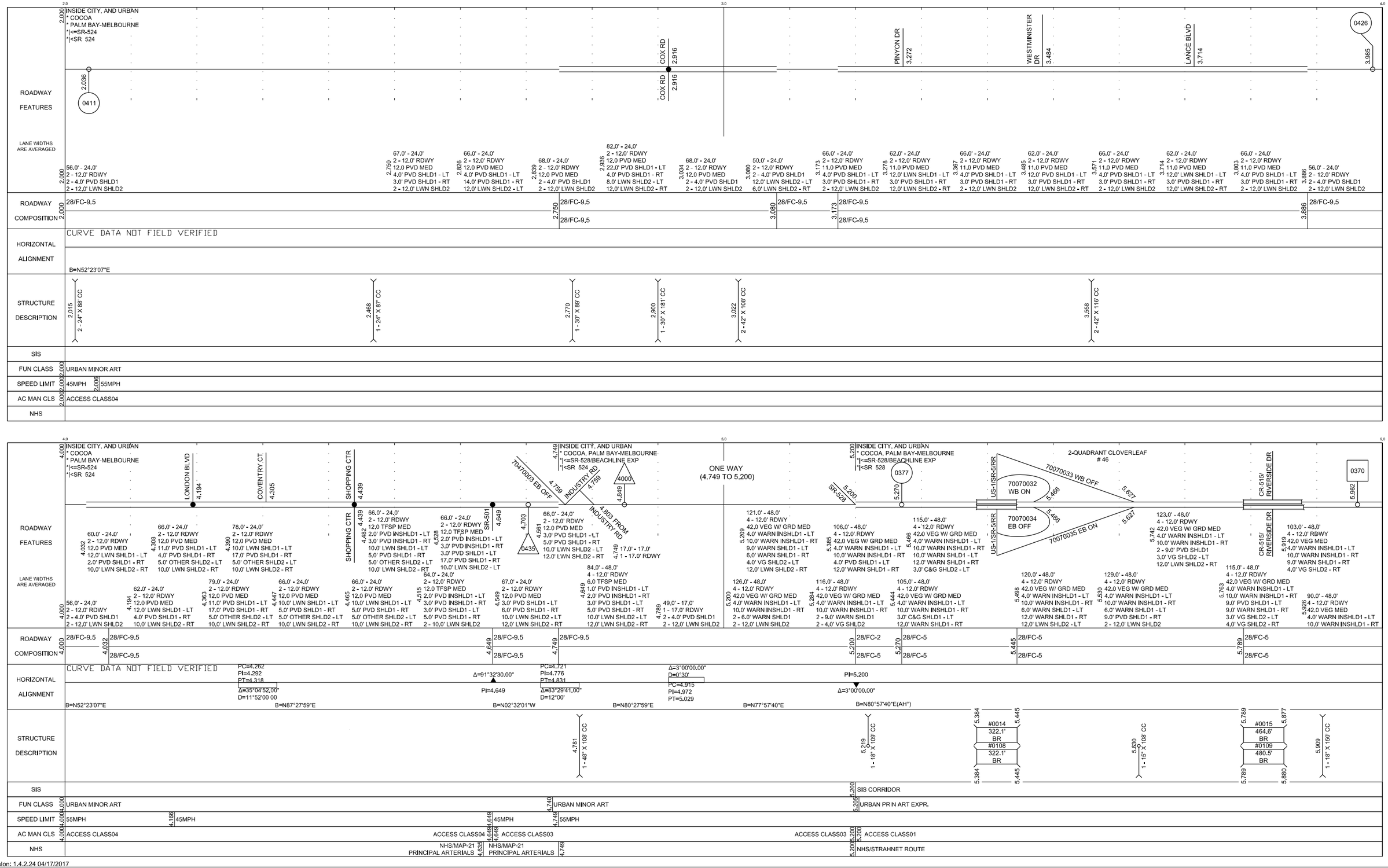
Version: 1.4.2.24 04/17/2017

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	08/20/2016	09/26/2016	012.801	012.968	06/21/2018 BH	07/16/2018 GD
BY	TIFFANY HILL/BARRY HALLMAN	GLEN DVOROVY	000.000	012.968	04/05/2017 MP	04/17/2017 GD

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR 524/SR 528	BREVARD	05	70070000	2 OF 4



Version: 1.4.2.24 04/17/2017

Table 3-1: Existing Bus and Dial-A-Bus Operating Characteristics (Routes Effective December 16, 2016)

Route #	Description	Monday-Friday	Saturday	Sunday	Frequency
Route 1	Titusville/Viera	5:10am-8:30pm	7:10am-6:30pm	N/A	30-60 Min. (Mon-Fri.)/60-120 Min. (Sat.)
Route 2	Titusville	6:14am-7:55pm	8:23am-6:35pm	N/A	60 Min. (Mon-Fri.)/ 60 Min. (Sat.)
Route 3	Merritt Island	7:49am-6:02pm	8:16am-5:02pm	N/A	60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 4	520 Connector	5:50am-11:35pm	5:50am-1:35pm	8:00am-5:55pm	10-30 Min (Mon-Fri.)/ 30-60 Min. (Sat.)/60 Min. (Sun.)
Route 5	Titusville/Mims	8:00am-4:55pm	8:00am-4:55pm	N/A	60 Min. (Mon-Fri.)/60-180 Min. Mid-Day (Sat.)
Route 6	Cocoa/Rockledge	5:45am-8:12pm	7:15am-6:12pm	N/A	15-30 Min. (Mon-Fri.)/ 30-60 Min. (Sat.)
Route 7	Rockledge/Viera	7:24am-5:50pm	7:24-5:50pm	N/A	60 Min.-120 Min. Mid-Day (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 8	West Cocoa	6:45am-6:14pm	6:45am-6:14pm	N/A	30-150 Min. (Mon-Fri.)/ 30-120 Min. (Sat.)
Route 9	Cape Canaveral/Cocoa Beach	6:00am-11:13pm	6:00am-1:13pm	7:45am-5:40pm	15-30 Min./60 Min PM (Mon-Sat.)/ 60 Min.-90 Min. Mid-Day (Sun.)
Route 21	Downtown Melbourne	7:15am-8:19pm	7:15am-6:19pm	10:00am-3:03pm	30 Min.-60 Min. Evening (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)/ 60 Min. (Sun.)
Route 22	South Palm Bay	7:35am-8:30pm	7:35am-5:30pm	N/A	60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 23	West Palm Bay	6:35am-8:30pm	7:35am-5:30pm	N/A	60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 24	Melbourne/Eau Gallie	6:55am-8:50pm	7:55am-5:50pm	N/A	60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 25	Palm Bay Connector	6:07am-9:07pm	8:07am-6:07pm	N/A	30-60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 26	South Beach	7:00am-7:52pm	8:00am-6:05pm	N/A	120/180 Min. (Mon-Fri.)/ 120/180 Min. (Sat.)
Route 27	East Palm Bay	6:35am-8:30pm	7:35am-5:30pm	N/A	60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 28	North Melbourne	6:55am-8:50pm	7:55am-5:50pm	N/A	30-60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 29	Melbourne/Viera	5:57am-8:02pm	8:00am-6:02pm	N/A	30-60 Min. (Mon-Fri.)/30-60 Min.-120 Min. Mid-Day (Sat.)
Route 32	South Mainland Dial-A-Bus (Viera Complex to Sebastian Super Wal-Mart)	8:00am-4:00pm (Monday, Tuesday, Friday)	N/A	N/A	Call before 2pm the day before your trip for home pickup
Route 33	Eau Gallie Arts District	10:30am-2:20pm	N/A	N/A	Two AM and two PM trips with flag stops along the route

Although TBEST provides ridership projections at the route and bus stop levels, its strength lies more in its ability to facilitate relative comparisons of ridership productivity. As a result, model outputs are not absolute ridership projections but, rather, are comparative for evaluation in actual service implementation decisions. TBEST has generated interest from departments of transportation in other states and continues to be a work in progress that will become more useful as its capabilities are enhanced in future updates to the model. Consequently, it is important for Space Coast Area Transit to integrate sound planning judgment and experience when interpreting TBEST results.

Ridership Forecast

Using these inputs, assumptions, and actual ridership data, the TBEST model was validated. Using the validation model as the base model, TBEST ridership forecasts for this TDP major update with a starting year of 2018 and horizon year of 2027, were developed. The generated annual ridership forecasts reflect the estimated level of service utilization if *no changes* were to be made to any of the fixed-route services.

Table 5-2 shows the projected number of annual riders by route in 2018 and 2027 as well as average ridership growth rates from 2018 to 2027 derived from TBEST. The baseline ridership growth rate is 8.4%.

Table 7-2: Annual Ridership and Growth Rates with No Improvements, 2018-2027*

Route	Annual Ridership, 2018	Annual Ridership, 2027	Absolute Change, 2018-2027	Growth Rate, 2018-2027
Route 1	361,924	388,945	27,021	7.5%
Route 2	97,469	106,397	8,928	9.2%
Route 3	51,957	56,035	4,078	7.8%
Route 4	347,037	370,656	23,619	6.8%
Route 5	37,263	40,095	2,832	7.6%
Route 6	261,784	277,970	16,186	6.2%
Route 7	37,390	40,473	3,083	8.2%
Route 8	27,047	28,718	1,671	6.2%
Route 9	254,907	270,739	15,832	6.2%
Route 21	157,921	175,988	18,067	11.4%
Route 21S	4,130	4,386	256	6.2%
Route 22	68,872	75,700	6,828	9.9%
Route 23	89,479	98,186	8,707	9.7%
Route 24	86,585	94,258	7,673	8.9%
Route 25	149,542	167,509	17,967	12.0%
Route 26	41,007	45,096	4,089	10.0%
Route 27	110,201	125,899	15,698	14.2%
Route 28	111,850	121,296	9,446	8.4%
Route 29	128,171	138,933	10,762	8.4%
Route 33	776	845	69	8.9%
Total	**2,425,312**	**2,622,984**	**197,672**	**8.4%**

*Based on TBEST Model.



Call The RideLine
321.633.1878
321Transit.com

ROUTE 6 • COCOA/ROCKLEDGE • MONDAY–SATURDAY SCHEDULE (SAT HOURS IN DARK BLUE)

This route has DESIGNATED STOPS only. The bus will drop off and pick up ONLY at marked bus stops along the route. ***TRANSFER STOPS*** are indicated in bold italics.

MAP #	TIME POINTS	A	B	A	B	A	B	C	A	B	C	A	B	C	A	B	C	A	MAP #	TRANSFER TO ROUTE NUMBER
	Cocoa Loop	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM/PM		
1	COCOA TRANSIT CENTER (DEPART)	***5:50***	***6:20***	***6:50***	***7:20***	***7:50***	***8:15***	***8:30***	***8:50***	***9:10***	***9:30***	***9:50***	***10:10***	***10:30***	***10:50***	***11:10***	***11:30***	***11:50***	1	#1 #4 #8
2	DIXON BLVD. & FISKE BLVD.	5:54	6:24	6:54	7:24	7:54	8:19	8:34	8:54	9:14	9:34	9:54	10:14	10:34	10:54	11:14	11:34	11:54	2	
3	DIXON BLVD. @ WESTMINSTER ASBURY	5:56	6:26	6:56	7:26	7:56	8:21	8:36	8:56	9:16	9:36	9:56	10:16	10:36	10:56	11:16	11:36	11:56	3	
4	COCOA HIGH SCHOOL	—	—	—	—	—	8:25	—	—	—	—	—	—	—	—	—	—	—	4	
5	CLEARLAKE RD. @ WALMART	6:00	6:30	7:00	7:30	8:00	—	8:40	9:00	9:20	9:40	10:00	10:20	10:40	11:00	11:20	11:40	12:00	5	
6	COCOA COMMONS	6:04	6:34	7:04	7:34	8:04	—	8:44	9:04	9:24	9:44	10:04	10:24	10:44	11:04	11:24	11:44	12:04	6	
7	EFSC COCOA	6:08	6:38	7:08	7:38	8:08	8:29	8:48	9:08	9:28	9:48	10:08	10:28	10:48	11:08	11:28	11:48	12:08	7	
8	CLEARLAKE RD. & LAKE DR.	6:13	6:43	7:13	7:43	8:13	8:33	8:53	9:13	9:33	9:53	10:13	10:33	10:53	11:13	11:33	11:53	12:13	8	
1	COCOA TRANSIT CENTER (ARRIVE)	***6:17***	***6:47***	***7:17***	***7:47***	***8:17***	***8:37***	***8:57***	***9:17***	***9:37***	***9:57***	***10:17***	***10:37***	***10:57***	***11:17***	***11:37***	***11:57***	***12:17***	1	#1 #4 #8
	Rockledge Loop	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM/PM	PM	PM		
1	COCOA TRANSIT CENTER (DEPART)	***6:20***	***6:50***	***7:20***	7:50	***8:20***	***8:40***	***9:00***	***9:20***	***9:40***	***10:00***	***10:20***	***10:40***	***11:00***	***11:20***	***11:40***	***12:00***	***12:20***	1	#1 #4 #8
9	FISKE BLVD. ACROSS FROM BOUGANVILLEA DR.	6:22	6:52	7:22	7:52	8:22	8:42	9:02	9:22	9:42	10:02	10:22	10:42	11:02	11:22	11:42	12:02	12:22	9	
10	BARTON BLVD. & CEDAR ST.	6:27	6:57	***7:27***	7:57	***8:27***	8:47	9:07	***9:27***	9:47	10:07	***10:27***	10:47	11:07	***11:27***	11:47	12:07	***12:27***	10	#7
11	BARTON BLVD. & MURRELL RD.	6:29	6:59	7:29	7:59	8:29	8:49	9:09	9:29	9:49	10:09	10:29	10:49	11:09	11:29	11:49	12:09	12:29	11	
12	FLORIDA AVE. & ROCKLEDGE AVE.	6:34	7:04	7:34	8:04	8:34	8:54	9:14	9:34	9:54	10:14	10:34	10:54	11:14	11:34	11:54	12:14	12:34	12	
13	FLORIDA AVE. @ COCOA CITY HALL	6:38	—	—	8:08	—	—	9:18	—	—	10:18	—	—	11:18	—	—	12:18	—	13	
14	ROSA L. JONES DR. & FISKE BLVD.	6:43	7:12	7:42	8:13	8:42	9:02	9:23	9:42	10:02	10:23	10:42	11:02	11:23	11:42	12:02	12:23	12:42	14	
1	COCOA TRANSIT CENTER (ARRIVE)	***6:45***	***7:15***	***7:45***	***8:15***	***8:45***	***9:05***	***9:25***	***9:45***	***10:05***	***10:25***	***10:45***	***11:05***	***11:25***	***11:45***	***12:05***	***12:25***	***12:45***	1	#1 #4 #8
MAP #	TIME POINTS	B	A	B	C	A	B	C	A	B	C	A	B	C	A	A	A	A	MAP #	TRANSFER TO ROUTE NUMBER
	Cocoa Loop	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
1	COCOA TRANSIT CENTER (DEPART)	***12:10***	***12:50***	***1:10***	***1:30***	***1:50***	***2:10***	***2:30***	***2:50***	***3:10***	***3:30***	3:50	***4:10***	***4:30***	***4:50***	***5:50***	***6:50***	***7:50***	1	#1 #4 #8
2	DIXON BLVD. & FISKE BLVD.	12:14	12:54	1:14	1:34	1:54	2:14	2:34	2:54	3:14	3:34	3:54	4:14	4:34	4:54	5:54	6:54	7:54	2	
3	DIXON BLVD.@ WESTMINSTER ASBURY	12:16	12:56	1:16	1:36	1:56	2:16	2:36	2:56	3:16	3:36	3:56	4:16	4:36	4:56	5:56	6:56	7:56	3	
4	COCOA HIGH SCHOOL	—	—	—	—	—	—	— *	—	—	3:40*	—	—	—	—	—	—	—	4	
5	CLEARLAKE RD. @ WALMART	12:20	1:00	1:20	1:40	2:00	2:20	2:40	3:00	3:20	—	4:00	4:20	4:40	5:00	6:00	7:00	8:00	5	
6	COCOA COMMONS	12:24	1:04	1:24	1:44	2:04	2:24	2:44	3:04	3:24	—	4:04	4:24	4:44	5:04	6:04	7:04	8:04	6	
7	EFSC COCOA	12:28	1:08	1:28	1:48	2:08	2:28	2:48	3:08	3:28	3:45	4:08	4:28	4:48	5:08	6:08	7:08	8:08	7	
8	CLEARLAKE RD. & LAKE DR.	12:33	1:13	1:33	1:53	2:13	2:33	2:53	3:13	3:33	3:50	4:13	4:33	4:53	5:13	6:13	7:13	8:13	8	
1	COCOA TRANSIT CENTER (ARRIVE)	***12:37***	***1:17***	***1:37***	***1:57***	***2:17***	***2:37***	***2:57***	***3:17***	***3:37***	***3:55***	***4:17***	***4:37***	***4:57***	***5:17***	***6:17***	***7:17***	***8:17***	1	#1 #4 #8
	Rockledge Loop	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
1	COCOA TRANSIT CENTER (DEPART)	***12:40***	***1:20***	1:40	***2:00***	***2:20***	***2:40***	***3:00***	***3:20***	***3:40***	***4:00***	***4:20***	***4:40***	—	***5:20***	***6:20***	***7:20***	—	1	#1 #4 #8
9	FISKE BLVD. ACROSS FROM BOUGANVILLEA DR.	12:42	1:22	1:42	2:02	2:22	2:42	3:02	3:22	3:42	4:02	4:22	4:42	—	5:22	6:22	7:22	—	9	
10	BARTON BLVD. & CEDAR ST.	12:47	***1:27***	1:47	2:07	***2:27***	2:47	3:07	***3:27***	3:47	4:07	***4:27***	4:47	—	***5:27***	6:27	7:27	—	10	#7
11	BARTON BLVD. & MURRELL RD.	12:49	1:29	1:49	2:09	2:29	2:49	3:09	3:29	3:49	4:09	4:29	4:49	—	5:29	6:29	7:29	—	11	
12	FLORIDA AVE. & ROCKLEDGE AVE.	12:54	1:34	1:54	2:14	2:34	2:54	3:14	3:34	3:54	4:14	4:34	4:54	—	5:34	6:34	7:34	—	12	
13	FLORIDA AVE. @ COCOA CITY HALL	—	—	—	2:18	—	—	3:18	—	—	4:18	—	—	—	—	—	—	—	13	
14	ROSA L. JONES DR. & FISKE BLVD.	1:02	1:42	2:02	2:23	2:42	3:02	3:23	3:42	4:02	4:23	4:42	5:02	—	5:42	6:42	7:42	—	14	
1	COCOA TRANSIT CENTER (ARRIVE)	***1:05***	***1:45***	***2:05***	***2:25***	***2:45***	***3:05***	***3:25***	***3:45***	***4:05***	***4:25***	***4:45***	***5:05***	—	***5:45***	***6:45***	***7:45***	—	1	#1 #4 #8

*Mondays, Tuesdays, Wednesdays, Thursdays to Cocoa High School at 3:40 PM. On Fridays to Cocoa High School at 2:40 PM.

NOTES:

Appendix C

Raw Traffic Counts

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	1
COUNT LOCATION	SR 524, West of Precious Blvd
VHB PROJECT #	62954.32
Equipment ID	53

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	EB	WB
ADT	6,015	3,011	3,004

Peak Hour 3:45 PM to 4:45 PM

Peak Hour Total	EB	WB
526	200	326

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 8.74% **D =** 62.0%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	1
COUNT LOCATION	SR 524, West of Precious Blvd
VHB PROJECT #	62954.32
Equipment ID	53

HOUR END AT	HOURLY VOLUME DIRECTION (EB)	HOURLY VOLUME DIRECTION (WB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (EB)	DISTRIBUTION PERCENT DIRECTION (WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	11	21	32	0.37%	0.70%	0.53%
2:00 AM	12	12	24	0.40%	0.40%	0.40%
3:00 AM	8	7	15	0.27%	0.23%	0.25%
4:00 AM	15	7	22	0.50%	0.23%	0.37%
5:00 AM	29	15	44	0.96%	0.50%	0.73%
6:00 AM	77	48	125	2.56%	1.60%	2.08%
7:00 AM	191	108	299	6.34%	3.60%	4.97%
8:00 AM	305	124	429	10.13%	4.13%	7.13%
9:00 AM	255	184	439	8.47%	6.13%	7.30%
10:00 AM	189	159	348	6.28%	5.29%	5.79%
11:00 AM	174	152	326	5.78%	5.06%	5.42%
12:00 PM	191	179	370	6.34%	5.96%	6.15%
1:00 PM	196	202	398	6.51%	6.72%	6.62%
2:00 PM	177	199	376	5.88%	6.62%	6.25%
3:00 PM	204	213	417	6.78%	7.09%	6.93%
4:00 PM	219	273	492	7.27%	9.09%	8.18%
5:00 PM	195	311	506	6.48%	10.35%	8.41%
6:00 PM	205	275	480	6.81%	9.15%	7.98%
7:00 PM	140	194	334	4.65%	6.46%	5.55%
8:00 PM	74	121	195	2.46%	4.03%	3.24%
9:00 PM	52	84	136	1.73%	2.80%	2.26%
10:00 PM	43	59	102	1.43%	1.96%	1.70%
11:00 PM	32	30	62	1.06%	1.00%	1.03%
12:00 AM	17	27	44	0.56%	0.90%	0.73%
TOTALS	**3,011**	**3,004**	**6,015**	**100.02%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, West of Precious Blvd

VHB Project #: 62954.32

22-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	3	3	10	33	53	74	54	37	58
30	2	5	3	3	5	22	51	79	65	46	36	50
45	0	5	2	5	9	14	51	87	70	37	46	45
00	1	2	1	3	13	30	63	82	53	55	43	53
Hr Total	**6**	**12**	**7**	**14**	**30**	**76**	**198**	**301**	**262**	**192**	**162**	**206**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	42	49	62	49	48	55	27	19	12	11	4
30	49	39	45	47	46	53	33	17	16	11	2	4
45	48	38	53	65	62	60	28	12	7	8	8	6
00	35	34	57	55	49	49	21	21	10	10	7	3
Hr Total	**176**	**153**	**204**	**229**	**206**	**210**	**137**	**77**	**52**	**41**	**28**	**17**

24 Hour Total : 2,996
AM Peak Hour begins : 7:15 AM Peak Volume : 322 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 14:45 PM Peak Volume : 231 PM PeaK Hour Factor : 0.89

22-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	0	1	2	7	18	35	47	45	42	37
30	5	1	1	0	2	12	20	20	35	37	32	52
45	3	3	3	5	5	12	41	25	50	41	43	40
00	5	1	4	2	1	15	32	34	43	36	32	46
Hr Total	**21**	**6**	**8**	**8**	**10**	**46**	**111**	**114**	**175**	**159**	**149**	**175**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	52	44	57	79	72	57	41	24	15	6	13
30	43	45	45	56	104	84	63	31	17	17	6	4
45	55	44	47	73	77	67	38	33	20	23	7	6
00	54	50	56	85	72	64	42	29	27	10	9	5
Hr Total	**194**	**191**	**192**	**271**	**332**	**287**	**200**	**134**	**88**	**65**	**28**	**28**

24 Hour Total : 2,992
AM Peak Hour begins : 8:00 AM Peak Volume : 175 AM Peak Hour Factor : 0.88
PM Peak Hour begins : 15:45 PM Peak Volume : 345 PM PeaK Hour Factor : 0.83

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	1	1	4	5	17	51	88	121	99	79	95
30	7	6	4	3	7	34	71	99	100	83	68	102
45	3	8	5	10	14	26	92	112	120	78	89	85
00	6	3	5	5	14	45	95	116	96	91	75	99
Hr Total	**27**	**18**	**15**	**22**	**40**	**122**	**309**	**415**	**437**	**351**	**311**	**381**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	94	93	119	128	120	112	68	43	27	17	17
30	92	84	90	103	150	137	96	48	33	28	8	8
45	103	82	100	138	139	127	66	45	27	31	15	12
00	89	84	113	140	121	113	63	50	37	20	16	8
Hr Total	**370**	**344**	**396**	**500**	**538**	**497**	**337**	**211**	**140**	**106**	**56**	**45**

24 Hour Total : 5,988
AM Peak Hour begins : 7:45 AM Peak Volume : 457 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 15:45 PM Peak Volume : 557 PM PeaK Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, West of Precious Blvd

VHB Project #: 62954.32

24-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	5	2	5	14	41	59	86	50	45	39
30	3	0	1	7	5	15	45	81	69	48	40	45
45	4	3	2	3	7	16	44	97	56	49	47	38
00	2	2	0	3	11	31	52	71	36	39	53	51
Hr Total	**14**	**11**	**8**	**15**	**28**	**76**	**182**	**308**	**247**	**186**	**185**	**173**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	41	43	56	42	60	48	14	14	8	8	5
30	48	47	21	60	53	36	34	19	12	8	6	3
45	49	56	90	49	47	45	39	19	8	15	10	3
00	50	55	49	43	38	56	18	16	16	12	10	2
Hr Total	**213**	**199**	**203**	**208**	**180**	**197**	**139**	**68**	**50**	**43**	**34**	**13**

24 Hour Total : 2,980
AM Peak Hour begins : 7:15 AM Peak Volume : 335 AM Peak Hour Factor : 0.86
PM Peak Hour begins : 14:30 PM Peak Volume : 255 PM PeaK Hour Factor : 0.71

24-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	3	1	0	3	8	16	28	43	28	36	39
30	2	8	1	0	6	5	22	30	45	34	35	53
45	1	4	2	2	5	18	31	37	45	51	45	48
00	5	0	0	1	4	17	36	37	59	44	38	42
Hr Total	**20**	**15**	**4**	**3**	**18**	**48**	**105**	**132**	**192**	**157**	**154**	**182**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	53	72	66	64	68	57	27	23	13	16	7
30	42	64	53	54	78	67	46	32	21	11	9	4
45	55	42	56	67	76	63	51	24	16	12	5	7
00	54	46	51	86	69	64	32	23	18	16	1	6
Hr Total	**208**	**205**	**232**	**273**	**287**	**262**	**186**	**106**	**78**	**52**	**31**	**24**

24 Hour Total : 2,974
AM Peak Hour begins : 8:00 AM Peak Volume : 192 AM Peak Hour Factor : 0.81
PM Peak Hour begins : 15:45 PM Peak Volume : 304 PM PeaK Hour Factor : 0.88

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	9	6	2	8	22	57	87	129	78	81	78
30	5	8	2	7	11	20	67	111	114	82	75	98
45	5	7	4	5	12	34	75	134	101	100	92	86
00	7	2	0	4	15	48	88	108	95	83	91	93
Hr Total	**34**	**26**	**12**	**18**	**46**	**124**	**287**	**440**	**439**	**343**	**339**	**355**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	94	115	122	106	128	105	41	37	21	24	12
30	90	111	74	114	131	103	80	51	33	19	15	7
45	104	98	146	116	123	108	90	43	24	27	15	10
00	104	101	100	129	107	120	50	39	34	28	11	8
Hr Total	**421**	**404**	**435**	**481**	**467**	**459**	**325**	**174**	**128**	**95**	**65**	**37**

24 Hour Total : 5,954
AM Peak Hour begins : 7:30 AM Peak Volume : 485 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 15:45 PM Peak Volume : 489 PM PeaK Hour Factor : 0.93

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	2
COUNT LOCATION	SR 524, b/w Precious Blvd & W. Friday Rd
VHB PROJECT #	62954.32
Equipment ID	90

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	EB	WB
ADT	7,267	3,695	3,572

Peak Hour 3:45 PM to 4:45 PM

Peak Hour Total	EB	WB
634	250	384

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 8.72% **D =** 60.6%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	2
COUNT LOCATION	SR 524, b/w Precious Blvd & W. Friday Rd
VHB PROJECT #	62954.32
Equipment ID	90

HOUR END AT	HOURLY VOLUME DIRECTION (EB)	HOURLY VOLUME DIRECTION (WB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (EB)	DISTRIBUTION PERCENT DIRECTION (WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	14	26	40	0.38%	0.73%	0.55%
2:00 AM	14	12	26	0.38%	0.34%	0.36%
3:00 AM	10	8	18	0.27%	0.22%	0.25%
4:00 AM	18	6	24	0.49%	0.17%	0.33%
5:00 AM	33	15	48	0.89%	0.42%	0.66%
6:00 AM	89	46	135	2.41%	1.29%	1.86%
7:00 AM	220	115	335	5.95%	3.22%	4.61%
8:00 AM	380	135	515	10.28%	3.78%	7.09%
9:00 AM	312	218	530	8.44%	6.10%	7.29%
10:00 AM	252	185	437	6.82%	5.18%	6.01%
11:00 AM	215	180	395	5.82%	5.04%	5.44%
12:00 PM	237	211	448	6.41%	5.91%	6.16%
1:00 PM	234	245	479	6.33%	6.86%	6.59%
2:00 PM	243	232	475	6.58%	6.49%	6.54%
3:00 PM	248	249	497	6.71%	6.97%	6.84%
4:00 PM	267	314	581	7.23%	8.79%	8.00%
5:00 PM	247	370	617	6.68%	10.36%	8.49%
6:00 PM	245	348	593	6.63%	9.74%	8.16%
7:00 PM	163	240	403	4.41%	6.72%	5.55%
8:00 PM	88	153	241	2.38%	4.28%	3.32%
9:00 PM	65	111	176	1.76%	3.11%	2.42%
10:00 PM	50	82	132	1.35%	2.30%	1.82%
11:00 PM	31	38	69	0.84%	1.06%	0.95%
12:00 AM	20	33	53	0.54%	0.92%	0.73%
TOTALS	**3,695**	**3,572**	**7,267**	**99.98%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w Precious Blvd & W. Friday Rd

VHB Project #: 62954.32

22-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	1	3	3	12	36	71	93	75	54	73
30	2	3	3	5	4	27	54	93	86	58	49	60
45	0	7	2	6	9	15	59	119	81	52	57	54
00	3	1	2	3	17	35	70	101	55	71	50	73
Hr Total	**9**	**11**	**8**	**17**	**33**	**89**	**219**	**384**	**315**	**256**	**210**	**260**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	58	59	64	67	58	63	33	24	13	13	5
30	62	57	57	63	51	61	37	18	21	11	0	4
45	61	55	61	80	77	74	32	16	8	9	6	6
00	45	47	71	68	64	59	26	24	13	13	9	3
Hr Total	**220**	**217**	**248**	**275**	**259**	**252**	**158**	**91**	**66**	**46**	**28**	**18**

24 Hour Total : 3,689
AM Peak Hour begins : 7:15 AM Peak Volume : 406 AM Peak Hour Factor : 0.85
PM Peak Hour begins : 14:45 PM Peak Volume : 278 PM PeaK Hour Factor : 0.87

22-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	0	1	1	9	22	39	63	55	51	44
30	7	1	1	0	3	9	16	26	44	40	38	64
45	3	3	3	4	5	13	41	27	57	45	52	47
00	5	1	4	1	1	15	34	34	51	39	39	56
Hr Total	**24**	**6**	**8**	**6**	**10**	**46**	**113**	**126**	**215**	**179**	**180**	**211**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	61	52	69	93	92	76	49	29	20	11	16
30	54	51	60	71	119	105	75	34	26	27	10	6
45	68	50	59	83	96	78	43	42	30	26	6	7
00	61	61	63	96	82	85	50	34	33	15	9	6
Hr Total	**237**	**223**	**234**	**319**	**390**	**360**	**244**	**159**	**118**	**88**	**36**	**35**

24 Hour Total : 3,567
AM Peak Hour begins : 8:00 AM Peak Volume : 215 AM Peak Hour Factor : 0.85
PM Peak Hour begins : 15:45 PM Peak Volume : 404 PM PeaK Hour Factor : 0.85

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	1	1	4	4	21	58	110	156	130	105	117
30	9	4	4	5	7	36	70	119	130	98	87	124
45	3	10	5	10	14	28	100	146	138	97	109	101
00	8	2	6	4	18	50	104	135	106	110	89	129
Hr Total	**33**	**17**	**16**	**23**	**43**	**135**	**332**	**510**	**530**	**435**	**390**	**471**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	119	111	133	160	150	139	82	53	33	24	21
30	116	108	117	134	170	166	112	52	47	38	10	10
45	129	105	120	163	173	152	75	58	38	35	12	13
00	106	108	134	164	146	144	76	58	46	28	18	9
Hr Total	**457**	**440**	**482**	**594**	**649**	**612**	**402**	**250**	**184**	**134**	**64**	**53**

24 Hour Total : 7,256
AM Peak Hour begins : 7:30 AM Peak Volume : 567 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 15:45 PM Peak Volume : 667 PM PeaK Hour Factor : 0.96

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w Precious Blvd & W. Friday Rd

VHB Project #: 62954.32

24-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	7	3	6	14	48	73	102	70	48	49
30	3	4	1	7	5	20	55	93	91	59	51	55
45	4	4	3	4	8	21	49	121	67	65	54	48
00	2	1	0	4	11	33	68	89	46	50	65	60
Hr Total	**16**	**14**	**11**	**18**	**30**	**88**	**220**	**376**	**306**	**244**	**218**	**212**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	55	60	74	55	71	55	20	18	12	9	8
30	51	64	32	68	71	44	43	23	14	8	7	3
45	61	75	94	65	60	60	49	22	9	16	6	5
00	57	72	58	49	47	61	20	17	20	14	11	2
Hr Total	**247**	**266**	**244**	**256**	**233**	**236**	**167**	**82**	**61**	**50**	**33**	**18**

24 Hour Total : 3,646
AM Peak Hour begins : 7:15 AM Peak Volume : 405 AM Peak Hour Factor : 0.84
PM Peak Hour begins : 14:30 PM Peak Volume : 294 PM PeaK Hour Factor : 0.78

24-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	3	1	0	2	7	22	33	52	35	44	43
30	4	9	1	0	6	5	20	28	52	45	41	59
45	2	4	4	1	7	17	35	41	48	63	47	64
00	5	0	0	2	3	17	39	42	66	47	45	41
Hr Total	**26**	**16**	**6**	**3**	**18**	**46**	**116**	**144**	**218**	**190**	**177**	**207**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	65	74	74	79	85	75	40	30	18	19	10
30	49	74	59	62	90	86	56	46	29	23	9	4
45	65	48	61	74	97	86	61	28	19	16	7	10
00	59	53	68	96	82	76	42	32	22	18	3	5
Hr Total	**251**	**240**	**262**	**306**	**348**	**333**	**234**	**146**	**100**	**75**	**38**	**29**

24 Hour Total : 3,529
AM Peak Hour begins : 8:00 AM Peak Volume : 218 AM Peak Hour Factor : 0.83
PM Peak Hour begins : 15:45 PM Peak Volume : 362 PM PeaK Hour Factor : 0.93

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	8	8	3	8	21	70	106	154	105	92	92
30	7	13	2	7	11	25	75	121	143	104	92	114
45	6	8	7	5	15	38	84	162	115	128	101	112
00	7	1	0	6	14	50	107	131	112	97	110	101
Hr Total	**42**	**30**	**17**	**21**	**48**	**134**	**336**	**520**	**524**	**434**	**395**	**419**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	120	134	148	134	156	130	60	48	30	28	18
30	100	138	91	130	161	130	99	69	43	31	16	7
45	126	123	155	139	157	146	110	50	28	32	13	15
00	116	125	126	145	129	137	62	49	42	32	14	7
Hr Total	**498**	**506**	**506**	**562**	**581**	**569**	**401**	**228**	**161**	**125**	**71**	**47**

24 Hour Total : 7,175
AM Peak Hour begins : 7:30 AM Peak Volume : 590 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 16:15 PM Peak Volume : 603 PM PeaK Hour Factor : 0.94

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	3
COUNT LOCATION	SR 524, b/w W. Friday Rd & I-95 SB Ramps
VHB PROJECT #	62954.32
Equipment ID	15

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 29, 2019	**Start Time**	12:00 AM
End Date	January 31, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	EB	WB
ADT	10,088	5,092	4,996

Peak Hour 4:15 PM to 5:15 PM

Peak Hour Total	EB	WB
911	374	537

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 9.03% **D =** 59.0%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	3
COUNT LOCATION	SR 524, b/w W. Friday Rd & I-95 SB Ramps
VHB PROJECT #	62954.32
Equipment ID	15

HOUR END AT	HOURLY VOLUME DIRECTION (EB)	HOURLY VOLUME DIRECTION (WB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (EB)	DISTRIBUTION PERCENT DIRECTION (WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	15	30	45	0.29%	0.60%	0.45%
2:00 AM	17	18	35	0.33%	0.36%	0.35%
3:00 AM	17	15	32	0.33%	0.30%	0.32%
4:00 AM	29	15	44	0.57%	0.30%	0.44%
5:00 AM	40	27	67	0.79%	0.54%	0.66%
6:00 AM	134	55	189	2.63%	1.10%	1.87%
7:00 AM	304	121	425	5.97%	2.42%	4.21%
8:00 AM	495	191	686	9.72%	3.82%	6.80%
9:00 AM	412	259	671	8.09%	5.18%	6.65%
10:00 AM	343	222	565	6.74%	4.44%	5.60%
11:00 AM	294	303	597	5.77%	6.06%	5.92%
12:00 PM	315	306	621	6.19%	6.12%	6.16%
1:00 PM	339	329	668	6.66%	6.59%	6.62%
2:00 PM	342	327	669	6.72%	6.55%	6.63%
3:00 PM	329	346	675	6.46%	6.93%	6.69%
4:00 PM	355	422	777	6.97%	8.45%	7.70%
5:00 PM	354	521	875	6.95%	10.43%	8.67%
6:00 PM	365	528	893	7.17%	10.57%	8.85%
7:00 PM	233	338	571	4.58%	6.77%	5.66%
8:00 PM	127	213	340	2.49%	4.26%	3.37%
9:00 PM	87	166	253	1.71%	3.32%	2.51%
10:00 PM	62	112	174	1.22%	2.24%	1.72%
11:00 PM	49	80	129	0.96%	1.60%	1.28%
12:00 AM	35	52	87	0.69%	1.04%	0.86%
TOTALS	**5,092**	**4,996**	**10,088**	**100.00%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 29, 2019 Start Time 00:00
Stop Date : January 29, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w W. Friday Rd & I-95 SB Ramps

VHB Project #: 62954.32

29-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	7	7	21	49	110	94	91	72	79
30	8	7	2	6	11	31	77	107	115	93	79	90
45	0	6	7	11	5	35	94	129	86	83	82	73
00	1	1	3	4	14	45	90	141	87	90	71	78
Hr Total	**14**	**18**	**16**	**28**	**37**	**132**	**310**	**487**	**382**	**357**	**304**	**320**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	97	86	99	85	99	87	38	20	15	18	11
30	93	99	98	82	95	100	64	28	34	16	7	8
45	79	85	75	79	87	91	45	28	14	14	9	11
00	88	76	89	86	87	68	53	31	13	15	18	5
Hr Total	**344**	**357**	**348**	**346**	**354**	**358**	**249**	**125**	**81**	**60**	**52**	**35**

24 Hour Total : 5,114
AM Peak Hour begins : 7:00 AM Peak Volume : 487 AM Peak Hour Factor : 0.86
PM Peak Hour begins : 16:45 PM Peak Volume : 377 PM PeaK Hour Factor : 0.94

29-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	4	5	3	10	19	48	56	51	69	69
30	6	8	6	2	5	12	21	52	66	46	65	84
45	3	7	4	4	7	21	27	27	79	69	82	73
00	10	4	1	5	9	13	48	62	63	68	87	65
Hr Total	**27**	**23**	**15**	**16**	**24**	**56**	**115**	**189**	**264**	**234**	**303**	**291**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	87	84	89	121	148	93	63	46	38	18	18
30	90	74	86	95	148	124	95	45	42	32	30	14
45	78	92	87	110	126	119	74	43	33	31	23	10
00	89	83	108	136	118	119	72	44	39	22	17	12
Hr Total	**335**	**336**	**365**	**430**	**513**	**510**	**334**	**195**	**160**	**123**	**88**	**54**

24 Hour Total : 5,000
AM Peak Hour begins : 10:30 AM Peak Volume : 322 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 16:15 PM Peak Volume : 540 PM PeaK Hour Factor : 0.91

29-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	8	12	10	31	68	158	150	142	141	148
30	14	15	8	8	16	43	98	159	181	139	144	174
45	3	13	11	15	12	56	121	156	165	152	164	146
00	11	5	4	9	23	58	138	203	150	158	158	143
Hr Total	**41**	**41**	**31**	**44**	**61**	**188**	**425**	**676**	**646**	**591**	**607**	**611**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	184	170	188	206	247	180	101	66	53	36	29
30	183	173	184	177	243	224	159	73	76	48	37	22
45	157	177	162	189	213	210	119	71	47	45	32	21
00	177	159	197	222	205	187	125	75	52	37	35	17
Hr Total	**679**	**693**	**713**	**776**	**867**	**868**	**583**	**320**	**241**	**183**	**140**	**89**

24 Hour Total : 10,114
AM Peak Hour begins : 7:45 AM Peak Volume : 699 AM Peak Hour Factor : 0.86
PM Peak Hour begins : 16:15 PM Peak Volume : 908 PM PeaK Hour Factor : 0.92

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 30, 2019 Start Time 00:00
Stop Date : January 30, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w W. Friday Rd & I-95 SB Ramps

VHB Project #: 62954.32

31-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	7	5	7	22	43	105	122	77	61	73
30	5	3	5	8	9	34	78	114	107	89	58	80
45	4	5	3	11	10	33	77	143	114	78	66	77
00	3	4	1	5	15	44	98	138	98	83	96	80
Hr Total	**15**	**14**	**16**	**29**	**41**	**133**	**296**	**500**	**441**	**327**	**281**	**310**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	91	78	103	72	98	52	31	29	20	16	9
30	73	76	74	83	92	101	64	24	18	17	12	11
45	98	79	73	80	101	93	52	41	26	14	9	9
00	77	79	85	96	86	78	47	31	19	10	8	5
Hr Total	**331**	**325**	**310**	**362**	**351**	**370**	**215**	**127**	**92**	**61**	**45**	**34**

24 Hour Total : 5,026
AM Peak Hour begins : 7:15 AM Peak Volume : 517 AM Peak Hour Factor : 0.90
PM Peak Hour begins : 16:30 PM Peak Volume : 386 PM PeaK Hour Factor : 0.96

31-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	2	2	3	5	12	20	42	62	47	75	71
30	2	3	10	2	7	11	24	45	68	50	75	90
45	8	1	1	5	4	12	33	49	66	60	78	82
00	9	5	1	2	12	16	48	56	57	51	74	76
Hr Total	**31**	**11**	**14**	**12**	**28**	**51**	**125**	**192**	**253**	**208**	**302**	**319**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	82	78	87	123	127	94	54	44	33	27	16
30	96	94	87	112	134	143	88	71	49	22	20	15
45	80	63	75	106	151	140	78	55	42	20	8	12
00	67	77	85	108	120	132	79	49	35	23	14	6
Hr Total	**322**	**316**	**325**	**413**	**528**	**542**	**339**	**229**	**170**	**98**	**69**	**49**

24 Hour Total : 4,946
AM Peak Hour begins : 11:00 AM Peak Volume : 319 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 17:00 PM Peak Volume : 542 PM PeaK Hour Factor : 0.95

31-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	4	9	8	12	34	63	147	184	124	136	144
30	7	6	15	10	16	45	102	159	175	139	133	170
45	12	6	4	16	14	45	110	192	180	138	144	159
00	12	9	2	7	27	60	146	194	155	134	170	156
Hr Total	**46**	**25**	**30**	**41**	**69**	**184**	**421**	**692**	**694**	**535**	**583**	**629**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	173	156	190	195	225	146	85	73	53	43	25
30	169	170	161	195	226	244	152	95	67	39	32	26
45	178	142	148	186	252	233	130	96	68	34	17	21
00	144	156	170	204	206	210	126	80	54	33	22	11
Hr Total	**653**	**641**	**635**	**775**	**879**	**912**	**554**	**356**	**262**	**159**	**114**	**83**

24 Hour Total : 9,972
AM Peak Hour begins : 7:30 AM Peak Volume : 745 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 16:30 PM Peak Volume : 927 PM PeaK Hour Factor : 0.92

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	4
COUNT LOCATION	SR 524, b/w I-95 NB Ramps & E. Friday Rd
VHB PROJECT #	62954.32
Equipment ID	86

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	EB	WB
ADT	18,905	9,496	9,409

Peak Hour 4:45 PM to 5:45 PM

Peak Hour Total	EB	WB
1,450	698	752

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 7.67% **D =** 51.9%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	4
COUNT LOCATION	SR 524, b/w I-95 NB Ramps & E. Friday Rd
VHB PROJECT #	62954.32
Equipment ID	86

HOUR END AT	HOURLY VOLUME DIRECTION (EB)	HOURLY VOLUME DIRECTION (WB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (EB)	DISTRIBUTION PERCENT DIRECTION (WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	106	122	228	1.12%	1.30%	1.21%
2:00 AM	95	90	185	1.00%	0.96%	0.98%
3:00 AM	107	101	208	1.13%	1.07%	1.10%
4:00 AM	130	67	197	1.37%	0.71%	1.04%
5:00 AM	134	116	250	1.41%	1.23%	1.32%
6:00 AM	260	230	490	2.74%	2.44%	2.59%
7:00 AM	400	387	787	4.21%	4.11%	4.16%
8:00 AM	628	658	1,286	6.61%	6.99%	6.80%
9:00 AM	547	622	1,169	5.76%	6.61%	6.18%
10:00 AM	534	545	1,079	5.62%	5.79%	5.71%
11:00 AM	483	504	987	5.09%	5.36%	5.22%
12:00 PM	581	528	1,109	6.12%	5.61%	5.87%
1:00 PM	610	624	1,234	6.42%	6.63%	6.53%
2:00 PM	548	579	1,127	5.77%	6.15%	5.96%
3:00 PM	616	573	1,189	6.49%	6.09%	6.29%
4:00 PM	649	652	1,301	6.83%	6.93%	6.88%
5:00 PM	699	657	1,356	7.36%	6.98%	7.17%
6:00 PM	667	743	1,410	7.02%	7.90%	7.46%
7:00 PM	508	494	1,002	5.35%	5.25%	5.30%
8:00 PM	395	337	732	4.16%	3.58%	3.87%
9:00 PM	268	285	553	2.82%	3.03%	2.93%
10:00 PM	234	199	433	2.46%	2.11%	2.29%
11:00 PM	165	166	331	1.74%	1.76%	1.75%
12:00 AM	132	130	262	1.39%	1.38%	1.39%
TOTALS	**9,496**	**9,409**	**18,905**	**99.99%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w I-95 NB Ramps & E. Friday Rd

VHB Project #: 62954.32

22-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	26	30	23	35	53	70	156	139	136	103	155
30	27	13	25	27	31	68	96	152	138	118	111	162
45	24	23	18	39	32	48	97	168	141	129	121	156
00	33	26	27	29	30	84	143	184	124	129	107	136
Hr Total	**120**	**88**	**100**	**118**	**128**	**253**	**406**	**660**	**542**	**512**	**442**	**609**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	119	135	149	199	175	141	125	79	62	62	20
30	140	148	155	146	196	168	114	83	82	44	39	30
45	144	150	174	155	139	163	125	77	55	77	38	44
00	129	131	154	169	191	137	106	93	68	51	40	31
Hr Total	**576**	**548**	**618**	**619**	**725**	**643**	**486**	**378**	**284**	**234**	**179**	**125**

24 Hour Total : 9,393
AM Peak Hour begins : 7:00 AM Peak Volume : 660 AM Peak Hour Factor : 0.90
PM Peak Hour begins : 16:00 PM Peak Volume : 725 PM PeaK Hour Factor : 0.91

22-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	18	15	16	24	35	53	162	159	151	119	118
30	30	15	25	21	23	53	72	175	177	120	134	147
45	28	24	39	16	28	66	120	197	166	137	122	113
00	41	14	24	13	25	62	112	163	121	132	130	131
Hr Total	**129**	**71**	**103**	**66**	**100**	**216**	**357**	**697**	**623**	**540**	**505**	**509**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	140	151	133	158	162	195	126	87	71	48	38	40
30	168	127	165	155	176	215	152	80	57	57	56	31
45	140	124	141	172	158	209	89	81	70	48	50	37
00	174	137	151	178	164	142	132	72	77	59	31	30
Hr Total	**622**	**539**	**590**	**663**	**660**	**761**	**499**	**320**	**275**	**212**	**175**	**138**

24 Hour Total : 9,370
AM Peak Hour begins : 7:00 AM Peak Volume : 697 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 16:45 PM Peak Volume : 783 PM PeaK Hour Factor : 0.91

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	44	45	39	59	88	123	318	298	287	222	273
30	57	28	50	48	54	121	168	327	315	238	245	309
45	52	47	57	55	60	114	217	365	307	266	243	269
00	74	40	51	42	55	146	255	347	245	261	237	267
Hr Total	**249**	**159**	**203**	**184**	**228**	**469**	**763**	**1,357**	**1,165**	**1,052**	**947**	**1,118**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	303	270	268	307	361	370	267	212	150	110	100	60
30	308	275	320	301	372	383	266	163	139	101	95	61
45	284	274	315	327	297	372	214	158	125	125	88	81
00	303	268	305	347	355	279	238	165	145	110	71	61
Hr Total	**1,198**	**1,087**	**1,208**	**1,282**	**1,385**	**1,404**	**985**	**698**	**559**	**446**	**354**	**263**

24 Hour Total : 18,763
AM Peak Hour begins : 7:00 AM Peak Volume : 1,357 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 16:45 PM Peak Volume : 1,480 PM PeaK Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w I-95 NB Ramps & E. Friday Rd

VHB Project #: 62954.32

24-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	26	29	18	30	48	89	134	138	143	124	136
30	15	32	26	33	37	46	94	142	161	141	120	129
45	13	18	32	40	34	67	90	170	120	141	135	128
00	29	24	25	48	38	104	119	149	130	129	143	157
Hr Total	**90**	**100**	**112**	**139**	**139**	**265**	**392**	**595**	**549**	**554**	**522**	**550**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	170	134	141	143	162	162	138	92	77	64	36	38
30	141	144	147	193	164	159	141	111	76	64	37	36
45	163	119	169	170	158	188	125	88	55	55	42	34
00	166	148	155	171	187	179	123	118	44	50	36	31
Hr Total	**640**	**545**	**612**	**677**	**671**	**688**	**527**	**409**	**252**	**233**	**151**	**139**

24 Hour Total : 9,551
AM Peak Hour begins : 7:30 AM Peak Volume : 618 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 15:15 PM Peak Volume : 696 PM PeaK Hour Factor : 0.90

24-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	23	26	23	29	40	84	142	167	135	122	143
30	19	34	16	15	21	60	81	169	164	146	134	133
45	31	31	25	19	51	79	118	153	178	144	105	146
00	24	18	29	9	28	62	131	155	111	123	140	123
Hr Total	**112**	**106**	**96**	**66**	**129**	**241**	**414**	**619**	**620**	**548**	**501**	**545**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	170	146	147	133	215	140	90	113	57	46	35
30	142	176	138	155	191	172	137	115	66	33	41	26
45	187	143	127	179	147	153	102	83	60	50	34	37
00	153	126	142	157	180	183	107	64	54	44	35	22
Hr Total	**623**	**615**	**553**	**638**	**651**	**723**	**486**	**352**	**293**	**184**	**156**	**120**

24 Hour Total : 9,391
AM Peak Hour begins : 7:45 AM Peak Volume : 664 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 16:15 PM Peak Volume : 733 PM PeaK Hour Factor : 0.85

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	71	49	55	41	59	88	173	276	305	278	246	279
30	34	66	42	48	58	106	175	311	325	287	254	262
45	44	49	57	59	85	146	208	323	298	285	240	274
00	53	42	54	57	66	166	250	304	241	252	283	280
Hr Total	**202**	**206**	**208**	**205**	**268**	**506**	**806**	**1,214**	**1,169**	**1,102**	**1,023**	**1,095**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	311	304	287	290	295	377	278	182	190	121	82	73
30	283	320	285	348	355	331	278	226	142	97	78	62
45	350	262	296	349	305	341	227	171	115	105	76	71
00	319	274	297	328	367	362	230	182	98	94	71	53
Hr Total	**1,263**	**1,160**	**1,165**	**1,315**	**1,322**	**1,411**	**1,013**	**761**	**545**	**417**	**307**	**259**

24 Hour Total : 18,942
AM Peak Hour begins : 7:30 AM Peak Volume : 1,257 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 16:45 PM Peak Volume : 1,416 PM PeaK Hour Factor : 0.94

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	5
COUNT LOCATION	SR 524, b/w Cox Rd & Westminster Dr
VHB PROJECT #	62954.32
Equipment ID	28

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	EB	WB
ADT	13,859	6,873	6,986

Peak Hour 5:00 PM to 6:00 PM

Peak Hour Total	EB	WB
1,153	551	602

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 8.32% **D =** 52.2%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	5
COUNT LOCATION	SR 524, b/w Cox Rd & Westminster Dr
VHB PROJECT #	62954.32
Equipment ID	28

HOUR END AT	HOURLY VOLUME DIRECTION (EB)	HOURLY VOLUME DIRECTION (WB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (EB)	DISTRIBUTION PERCENT DIRECTION (WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	59	41	100	0.86%	0.59%	0.72%
2:00 AM	25	21	46	0.36%	0.30%	0.33%
3:00 AM	34	32	66	0.49%	0.46%	0.48%
4:00 AM	45	38	83	0.65%	0.54%	0.60%
5:00 AM	64	51	115	0.93%	0.73%	0.83%
6:00 AM	167	113	280	2.43%	1.62%	2.02%
7:00 AM	335	233	568	4.87%	3.34%	4.10%
8:00 AM	460	414	874	6.69%	5.93%	6.31%
9:00 AM	479	443	922	6.97%	6.34%	6.65%
10:00 AM	429	371	800	6.24%	5.31%	5.77%
11:00 AM	422	393	815	6.14%	5.63%	5.88%
12:00 PM	461	440	901	6.71%	6.30%	6.50%
1:00 PM	480	520	1,000	6.98%	7.44%	7.22%
2:00 PM	458	466	924	6.66%	6.67%	6.67%
3:00 PM	418	514	932	6.08%	7.36%	6.72%
4:00 PM	479	556	1,035	6.97%	7.96%	7.47%
5:00 PM	529	593	1,122	7.70%	8.49%	8.10%
6:00 PM	551	602	1,153	8.02%	8.62%	8.32%
7:00 PM	332	397	729	4.83%	5.68%	5.26%
8:00 PM	249	250	499	3.62%	3.58%	3.60%
9:00 PM	164	217	381	2.39%	3.11%	2.75%
10:00 PM	107	131	238	1.56%	1.88%	1.72%
11:00 PM	68	79	147	0.99%	1.13%	1.06%
12:00 AM	58	71	129	0.84%	1.02%	0.93%
TOTALS	**6,873**	**6,986**	**13,859**	**99.98%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w Cox Rd & Westminster Dr

VHB Project #: 62954.32

22-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	11	6	8	21	28	58	98	148	114	99	114
30	15	4	6	14	10	52	72	108	103	116	87	117
45	13	11	11	12	19	32	89	113	115	90	91	123
00	12	5	7	14	13	51	109	130	105	101	108	116
Hr Total	**62**	**31**	**30**	**48**	**63**	**163**	**328**	**449**	**471**	**421**	**385**	**470**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	138	113	96	102	162	138	102	85	35	26	23	18
30	109	105	93	115	104	169	77	67	49	24	13	10
45	117	116	124	104	123	145	73	52	39	25	13	21
00	109	110	109	113	111	105	70	58	34	26	20	17
Hr Total	**473**	**444**	**422**	**434**	**500**	**557**	**322**	**262**	**157**	**101**	**69**	**66**

24 Hour Total : 6,728
AM Peak Hour begins : 7:15 AM Peak Volume : 499 AM Peak Hour Factor : 0.84
PM Peak Hour begins : 16:45 PM Peak Volume : 563 PM PeaK Hour Factor : 0.83

22-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	6	4	7	7	25	86	94	83	88	93
30	8	4	8	13	18	26	50	106	110	85	94	123
45	9	8	15	22	12	32	68	119	126	88	84	109
00	10	2	6	8	11	45	66	117	100	93	112	113
Hr Total	**37**	**18**	**35**	**47**	**48**	**110**	**209**	**428**	**430**	**349**	**378**	**438**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	118	122	138	154	150	103	58	53	34	23	22
30	155	99	124	119	169	161	123	69	43	28	18	19
45	136	98	118	142	116	137	88	53	55	33	21	11
00	139	126	133	164	119	171	90	55	47	44	16	17
Hr Total	**535**	**441**	**497**	**563**	**558**	**619**	**404**	**235**	**198**	**139**	**78**	**69**

24 Hour Total : 6,863
AM Peak Hour begins : 7:45 AM Peak Volume : 447 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 15:30 PM Peak Volume : 629 PM PeaK Hour Factor : 0.93

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	15	12	12	28	35	83	184	242	197	187	207
30	23	8	14	27	28	78	122	214	213	201	181	240
45	22	19	26	34	31	64	157	232	241	178	175	232
00	22	7	13	22	24	96	175	247	205	194	220	229
Hr Total	**99**	**49**	**65**	**95**	**111**	**273**	**537**	**877**	**901**	**770**	**763**	**908**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	243	231	218	240	316	288	205	143	88	60	46	40
30	264	204	217	234	273	330	200	136	92	52	31	29
45	253	214	242	246	239	282	161	105	94	58	34	32
00	248	236	242	277	230	276	160	113	81	70	36	34
Hr Total	**1,008**	**885**	**919**	**997**	**1,058**	**1,176**	**726**	**497**	**355**	**240**	**147**	**135**

24 Hour Total : 13,591
AM Peak Hour begins : 7:45 AM Peak Volume : 943 AM Peak Hour Factor : 0.95
PM Peak Hour begins : 17:00 PM Peak Volume : 1,176 PM PeaK Hour Factor : 0.89

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w Cox Rd & Westminster Dr

VHB Project #: 62954.32

24-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	5	5	8	18	40	69	79	124	109	116	107
30	14	4	14	8	10	26	89	113	129	123	132	120
45	8	3	12	10	16	36	93	141	127	118	105	105
00	7	6	4	15	18	68	88	136	106	84	103	118
Hr Total	**52**	**18**	**35**	**41**	**62**	**170**	**339**	**469**	**486**	**434**	**456**	**450**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	124	97	136	148	161	93	61	51	32	20	13
30	113	132	97	113	119	141	92	69	36	32	10	14
45	107	107	105	131	154	121	81	57	46	25	15	15
00	130	105	113	143	134	120	74	47	36	24	19	7
Hr Total	**485**	**468**	**412**	**523**	**555**	**543**	**340**	**234**	**169**	**113**	**64**	**49**

24 Hour Total : 6,967
AM Peak Hour begins : 7:30 AM Peak Volume : 530 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 16:30 PM Peak Volume : 590 PM PeaK Hour Factor : 0.92

24-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	6	9	14	11	41	101	127	123	98	111
30	15	8	7	7	16	20	51	91	112	84	98	112
45	9	7	5	7	14	45	77	95	125	99	93	100
00	8	3	9	4	8	39	86	111	90	84	118	116
Hr Total	**43**	**22**	**27**	**27**	**52**	**115**	**255**	**398**	**454**	**390**	**407**	**439**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	150	132	135	167	150	107	73	85	32	23	15
30	136	121	139	146	149	137	101	84	54	29	28	22
45	126	114	131	128	143	152	99	56	48	32	11	18
00	122	106	126	137	167	145	81	49	47	27	17	14
Hr Total	**503**	**491**	**528**	**546**	**626**	**584**	**388**	**262**	**234**	**120**	**79**	**69**

24 Hour Total : 7,059
AM Peak Hour begins : 7:45 AM Peak Volume : 475 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 16:00 PM Peak Volume : 626 PM PeaK Hour Factor : 0.94

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	9	11	17	32	51	110	180	251	232	214	218
30	29	12	21	15	26	46	140	204	241	207	230	232
45	17	10	17	17	30	81	170	236	252	217	198	205
00	15	9	13	19	26	107	174	247	196	168	221	234
Hr Total	**95**	**40**	**62**	**68**	**114**	**285**	**594**	**867**	**940**	**824**	**863**	**889**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	254	274	229	271	315	311	200	134	136	64	43	28
30	249	253	236	259	268	278	193	153	90	61	38	36
45	233	221	236	259	297	273	180	113	94	57	26	33
00	252	211	239	280	301	265	155	96	83	51	36	21
Hr Total	**988**	**959**	**940**	**1,069**	**1,181**	**1,127**	**728**	**496**	**403**	**233**	**143**	**118**

24 Hour Total : 14,026
AM Peak Hour begins : 7:45 AM Peak Volume : 991 AM Peak Hour Factor : 0.98
PM Peak Hour begins : 16:30 PM Peak Volume : 1,187 PM PeaK Hour Factor : 0.95

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	6
COUNT LOCATION	SR 524, b/w Westminster Dr & Lance Blvd
VHB PROJECT #	62954.32
Equipment ID	7

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	EB	WB
ADT	14,761	7,381	7,380

Peak Hour 5:00 PM to 6:00 PM

Peak Hour Total	EB	WB
1,237	571	666

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 8.38% **D =** 53.8%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	6
COUNT LOCATION	SR 524, b/w Westminster Dr & Lance Blvd
VHB PROJECT #	62954.32
Equipment ID	7

HOUR END AT	HOURLY VOLUME DIRECTION (EB)	HOURLY VOLUME DIRECTION (WB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (EB)	DISTRIBUTION PERCENT DIRECTION (WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	59	43	102	0.80%	0.58%	0.69%
2:00 AM	28	25	53	0.38%	0.34%	0.36%
3:00 AM	32	35	67	0.43%	0.47%	0.45%
4:00 AM	47	41	88	0.64%	0.56%	0.60%
5:00 AM	70	51	121	0.95%	0.69%	0.82%
6:00 AM	188	102	290	2.55%	1.38%	1.96%
7:00 AM	374	216	590	5.07%	2.93%	4.00%
8:00 AM	537	378	915	7.28%	5.12%	6.20%
9:00 AM	526	447	973	7.13%	6.06%	6.59%
10:00 AM	469	379	848	6.35%	5.14%	5.74%
11:00 AM	457	416	873	6.19%	5.64%	5.91%
12:00 PM	502	471	973	6.80%	6.38%	6.59%
1:00 PM	506	540	1,046	6.86%	7.32%	7.09%
2:00 PM	482	488	970	6.53%	6.61%	6.57%
3:00 PM	458	549	1,007	6.21%	7.44%	6.82%
4:00 PM	511	605	1,116	6.92%	8.20%	7.56%
5:00 PM	549	653	1,202	7.44%	8.85%	8.14%
6:00 PM	571	666	1,237	7.74%	9.02%	8.38%
7:00 PM	352	436	788	4.77%	5.91%	5.34%
8:00 PM	262	288	550	3.55%	3.90%	3.73%
9:00 PM	167	241	408	2.26%	3.27%	2.76%
10:00 PM	108	144	252	1.46%	1.95%	1.71%
11:00 PM	68	90	158	0.92%	1.22%	1.07%
12:00 AM	58	76	134	0.79%	1.03%	0.91%
TOTALS	**7,381**	**7,380**	**14,761**	**100.02%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w Westminster Dr & Lance Blvd

VHB Project #: 62954.32

22-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	10	5	7	22	32	62	113	161	131	111	131
30	16	4	6	17	12	53	83	130	118	121	92	127
45	12	11	10	11	21	32	100	135	128	98	99	127
00	13	9	6	13	16	64	118	144	111	111	115	120
Hr Total	**66**	**34**	**27**	**48**	**71**	**181**	**363**	**522**	**518**	**461**	**417**	**505**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	138	109	109	116	156	141	111	95	40	28	23	18
30	120	110	108	124	120	165	84	72	46	21	13	9
45	126	126	140	116	125	158	79	48	43	23	11	22
00	122	119	122	113	113	115	73	58	33	25	17	17
Hr Total	**506**	**464**	**479**	**469**	**514**	**579**	**347**	**273**	**162**	**97**	**64**	**66**

24 Hour Total : 7,233
AM Peak Hour begins : 7:15 AM Peak Volume : 570 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 17:00 PM Peak Volume : 579 PM PeaK Hour Factor : 0.88

22-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	6	4	5	9	9	26	74	96	89	93	108
30	9	2	12	15	15	22	49	96	103	91	96	116
45	11	10	15	26	13	28	65	102	140	89	97	114
00	11	4	7	6	11	38	53	113	94	88	116	122
Hr Total	**41**	**22**	**38**	**52**	**48**	**97**	**193**	**385**	**433**	**357**	**402**	**460**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	122	128	155	165	163	125	69	64	39	25	25
30	170	104	132	136	194	181	130	76	42	32	22	21
45	131	98	132	148	136	147	101	62	60	36	24	12
00	138	140	138	173	131	185	102	74	51	43	18	17
Hr Total	**556**	**464**	**530**	**612**	**626**	**676**	**458**	**281**	**217**	**150**	**89**	**75**

24 Hour Total : 7,262
AM Peak Hour begins : 11:00 AM Peak Volume : 460 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 15:30 PM Peak Volume : 680 PM PeaK Hour Factor : 0.88

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	16	9	12	31	41	88	187	257	220	204	239
30	25	6	18	32	27	75	132	226	221	212	188	243
45	23	21	25	37	34	60	165	237	268	187	196	241
00	24	13	13	19	27	102	171	257	205	199	231	242
Hr Total	**107**	**56**	**65**	**100**	**119**	**278**	**556**	**907**	**951**	**818**	**819**	**965**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	231	237	271	321	304	236	164	104	67	48	43
30	290	214	240	260	314	346	214	148	88	53	35	30
45	257	224	272	264	261	305	180	110	103	59	35	34
00	260	259	260	286	244	300	175	132	84	68	35	34
Hr Total	**1,062**	**928**	**1,009**	**1,081**	**1,140**	**1,255**	**805**	**554**	**379**	**247**	**153**	**141**

24 Hour Total : 14,495
AM Peak Hour begins : 7:45 AM Peak Volume : 1,003 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 17:00 PM Peak Volume : 1,255 PM PeaK Hour Factor : 0.91

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w Westminster Dr & Lance Blvd

VHB Project #: 62954.32

24-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	5	6	9	19	43	80	98	137	118	127	112
30	14	6	14	8	11	30	103	136	146	132	137	130
45	9	3	12	12	17	45	100	164	135	130	118	118
00	5	7	3	15	20	73	101	152	115	94	113	136
Hr Total	**51**	**21**	**35**	**44**	**67**	**191**	**384**	**550**	**533**	**474**	**495**	**496**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	136	104	136	155	172	86	70	49	37	22	12
30	119	139	103	119	123	143	105	70	37	31	13	11
45	111	118	116	145	157	118	87	60	46	27	14	17
00	134	104	111	151	146	128	77	50	37	23	21	8
Hr Total	**503**	**497**	**434**	**551**	**581**	**561**	**355**	**250**	**169**	**118**	**70**	**48**

24 Hour Total : 7,478
AM Peak Hour begins : 7:30 AM Peak Volume : 599 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 16:30 PM Peak Volume : 618 PM PeaK Hour Factor : 0.90

24-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	5	10	16	10	37	88	128	122	115	118
30	13	13	9	7	15	14	47	88	101	84	97	119
45	11	6	5	7	15	44	69	77	128	106	94	119
00	8	4	11	4	6	37	85	117	103	85	122	123
Hr Total	**43**	**27**	**30**	**28**	**52**	**105**	**238**	**370**	**460**	**397**	**428**	**479**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	150	149	136	175	169	109	91	96	37	22	20
30	130	134	146	157	169	160	107	88	63	41	28	23
45	131	114	121	148	161	177	106	60	56	31	19	20
00	136	114	149	155	173	149	89	55	48	26	20	13
Hr Total	**524**	**512**	**565**	**596**	**678**	**655**	**411**	**294**	**263**	**135**	**89**	**76**

24 Hour Total : 7,455
AM Peak Hour begins : 11:00 AM Peak Volume : 479 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 16:45 PM Peak Volume : 679 PM PeaK Hour Factor : 0.96

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	9	11	19	35	53	117	186	265	240	242	230
30	27	19	23	15	26	44	150	224	247	216	234	249
45	20	9	17	19	32	89	169	241	263	236	212	237
00	13	11	14	19	26	110	186	269	218	179	235	259
Hr Total	**94**	**48**	**65**	**72**	**119**	**296**	**622**	**920**	**993**	**871**	**923**	**975**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	286	253	272	330	341	195	161	145	74	44	32
30	249	273	249	276	292	303	212	158	100	72	41	34
45	242	232	237	293	318	295	193	120	102	58	33	37
00	270	218	260	306	319	277	166	105	85	49	41	21
Hr Total	**1,027**	**1,009**	**999**	**1,147**	**1,259**	**1,216**	**766**	**544**	**432**	**253**	**159**	**124**

24 Hour Total : 14,933
AM Peak Hour begins : 7:45 AM Peak Volume : 1,044 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 16:30 PM Peak Volume : 1,281 PM PeaK Hour Factor : 0.94

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	7
COUNT LOCATION	SR 524, b/w Lance Blvd and London Blvd
VHB PROJECT #	62954.32
Equipment ID	75

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 29, 2019	**Start Time**	12:00 AM
End Date	January 31, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	EB	WB
ADT	15,722	7,536	8,186

Peak Hour 5:00 PM to 6:00 PM

Peak Hour Total	EB	WB
1,321	573	748

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 8.40% **D =** 56.6%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	7
COUNT LOCATION	SR 524, b/w Lance Blvd and London Blvd
VHB PROJECT #	62954.32
Equipment ID	75

HOUR END AT	HOURLY VOLUME DIRECTION (EB)	HOURLY VOLUME DIRECTION (WB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (EB)	DISTRIBUTION PERCENT DIRECTION (WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	36	75	111	0.48%	0.92%	0.71%
2:00 AM	35	41	76	0.46%	0.50%	0.48%
3:00 AM	36	35	71	0.48%	0.43%	0.45%
4:00 AM	28	50	78	0.37%	0.61%	0.50%
5:00 AM	77	60	137	1.02%	0.73%	0.87%
6:00 AM	186	130	316	2.47%	1.59%	2.01%
7:00 AM	381	258	639	5.06%	3.15%	4.06%
8:00 AM	621	418	1,039	8.24%	5.11%	6.61%
9:00 AM	596	449	1,045	7.91%	5.48%	6.65%
10:00 AM	504	412	916	6.69%	5.03%	5.83%
11:00 AM	473	378	851	6.28%	4.62%	5.41%
12:00 PM	444	473	917	5.89%	5.78%	5.83%
1:00 PM	500	588	1,088	6.63%	7.18%	6.92%
2:00 PM	452	506	958	6.00%	6.18%	6.09%
3:00 PM	455	556	1,011	6.04%	6.79%	6.43%
4:00 PM	458	708	1,166	6.08%	8.65%	7.42%
5:00 PM	563	724	1,287	7.47%	8.84%	8.19%
6:00 PM	573	748	1,321	7.60%	9.14%	8.40%
7:00 PM	403	504	907	5.35%	6.16%	5.77%
8:00 PM	282	401	683	3.74%	4.90%	4.34%
9:00 PM	177	278	455	2.35%	3.40%	2.89%
10:00 PM	130	170	300	1.73%	2.08%	1.91%
11:00 PM	85	129	214	1.13%	1.58%	1.36%
12:00 AM	41	95	136	0.54%	1.16%	0.87%
TOTALS	**7,536**	**8,186**	**15,722**	**100.01%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 29, 2019 Start Time 00:00
Stop Date : January 29, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w Lance Blvd and London Blvd

VHB Project #: 62954.32

29-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	11	10	19	29	63	139	166	119	134	104
30	12	14	11	6	11	36	102	145	148	129	112	135
45	2	3	5	6	17	52	110	166	143	134	112	113
00	3	14	9	14	24	66	106	165	139	137	118	120
Hr Total	**30**	**38**	**36**	**36**	**71**	**183**	**381**	**615**	**596**	**519**	**476**	**472**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	119	108	125	166	145	110	82	38	27	21	12
30	139	127	114	109	141	132	81	68	46	46	13	8
45	138	130	107	119	119	135	113	53	36	18	14	9
00	120	127	121	109	136	115	101	77	29	26	9	3
Hr Total	**543**	**503**	**450**	**462**	**562**	**527**	**405**	**280**	**149**	**117**	**57**	**32**

24 Hour Total : 7,540
AM Peak Hour begins : 7:30 AM Peak Volume : 645 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 16:00 PM Peak Volume : 562 PM PeaK Hour Factor : 0.85

29-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	13	12	6	11	23	46	86	107	112	94	111
30	9	9	9	6	14	30	50	103	109	106	102	122
45	17	11	12	25	12	46	68	106	108	104	93	143
00	22	11	4	5	19	43	92	103	111	102	102	113
Hr Total	**77**	**44**	**37**	**42**	**56**	**142**	**256**	**398**	**435**	**424**	**391**	**489**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	143	134	136	150	196	190	142	120	80	55	25	19
30	140	109	131	154	180	190	130	102	88	51	46	30
45	131	159	138	195	177	185	139	107	61	45	45	28
00	153	139	148	215	176	181	117	86	57	38	31	24
Hr Total	**567**	**541**	**553**	**714**	**729**	**746**	**528**	**415**	**286**	**189**	**147**	**101**

24 Hour Total : 8,307
AM Peak Hour begins : 11:00 AM Peak Volume : 489 AM Peak Hour Factor : 0.86
PM Peak Hour begins : 15:30 PM Peak Volume : 786 PM PeaK Hour Factor : 0.91

29-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	20	23	16	30	52	109	225	273	231	228	215
30	21	23	20	12	25	66	152	248	257	235	214	257
45	19	14	17	31	29	98	178	272	251	238	205	256
00	25	25	13	19	43	109	198	268	250	239	220	233
Hr Total	**107**	**82**	**73**	**78**	**127**	**325**	**637**	**1,013**	**1,031**	**943**	**867**	**961**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	289	253	244	275	362	335	252	202	118	82	46	31
30	279	236	245	263	321	322	211	170	134	97	59	38
45	269	289	245	314	296	320	252	160	97	63	59	37
00	273	266	269	324	312	296	218	163	86	64	40	27
Hr Total	**1,110**	**1,044**	**1,003**	**1,176**	**1,291**	**1,273**	**933**	**695**	**435**	**306**	**204**	**133**

24 Hour Total : 15,847
AM Peak Hour begins : 7:30 AM Peak Volume : 1,070 AM Peak Hour Factor : 0.98
PM Peak Hour begins : 15:30 PM Peak Volume : 1,321 PM PeaK Hour Factor : 0.91

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 30, 2019 Start Time 00:00
Stop Date : January 30, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w Lance Blvd and London Blvd

VHB Project #: 62954.32

31-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	9	4	22	34	82	143	169	145	102	91
30	22	9	8	2	20	52	99	149	167	125	119	87
45	6	10	10	9	19	39	88	163	124	113	117	118
00	2	6	7	4	19	61	109	171	132	105	130	118
Hr Total	**41**	**30**	**34**	**19**	**80**	**186**	**378**	**626**	**592**	**488**	**468**	**414**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	119	110	120	147	177	93	81	65	45	37	15
30	85	98	120	101	148	149	114	61	51	44	27	12
45	114	86	111	124	128	153	99	73	47	25	27	12
00	131	97	118	106	137	139	92	67	39	27	21	9
Hr Total	**456**	**400**	**459**	**451**	**560**	**618**	**398**	**282**	**202**	**141**	**112**	**48**

24 Hour Total : 7,483
AM Peak Hour begins : 7:30 AM Peak Volume : 670 AM Peak Hour Factor : 0.98
PM Peak Hour begins : 17:00 PM Peak Volume : 618 PM PeaK Hour Factor : 0.87

31-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	12	1	9	12	15	39	86	101	94	90	95
30	18	7	13	15	15	31	42	103	114	100	90	131
45	12	13	4	13	13	26	78	124	129	102	87	120
00	26	5	13	18	20	44	100	125	116	103	97	109
Hr Total	**70**	**37**	**31**	**55**	**60**	**116**	**259**	**438**	**460**	**399**	**364**	**455**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	138	124	137	168	210	212	129	94	70	44	29	21
30	194	131	132	160	197	210	128	104	79	36	33	26
45	153	110	119	171	179	175	124	92	76	31	26	19
00	122	104	167	202	131	152	96	96	43	38	20	22
Hr Total	**607**	**469**	**555**	**701**	**717**	**749**	**477**	**386**	**268**	**149**	**108**	**88**

24 Hour Total : 8,018
AM Peak Hour begins : 7:45 AM Peak Volume : 469 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 15:45 PM Peak Volume : 788 PM PeaK Hour Factor : 0.94

31-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	17	10	13	34	49	121	229	270	239	192	186
30	40	16	21	17	35	83	141	252	281	225	209	218
45	18	23	14	22	32	65	166	287	253	215	204	238
00	28	11	20	22	39	105	209	296	248	208	227	227
Hr Total	**111**	**67**	**65**	**74**	**140**	**302**	**637**	**1,064**	**1,052**	**887**	**832**	**869**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	264	243	247	288	357	389	222	175	135	89	66	36
30	279	229	252	261	345	359	242	165	130	80	60	38
45	267	196	230	295	307	328	223	165	123	56	53	31
00	253	201	285	308	268	291	188	163	82	65	41	31
Hr Total	**1,063**	**869**	**1,014**	**1,152**	**1,277**	**1,367**	**875**	**668**	**470**	**290**	**220**	**136**

24 Hour Total : 15,501
AM Peak Hour begins : 7:30 AM Peak Volume : 1,134 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 17:00 PM Peak Volume : 1,367 PM PeaK Hour Factor : 0.88

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	8
COUNT LOCATION	SR 524 b/w London Blvd & Coventry Ct
VHB PROJECT #	62954.32
Equipment ID	107

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	EB	WB
ADT	16,886	8,451	8,435

Peak Hour 5:00 PM to 6:00 PM

Peak Hour Total	EB	WB
1,459	645	814

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 8.64% **D =** 55.8%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	8
COUNT LOCATION	SR 524 b/w London Blvd & Coventry Ct
VHB PROJECT #	62954.32
Equipment ID	107

HOUR END AT	HOURLY VOLUME DIRECTION (EB)	HOURLY VOLUME DIRECTION (WB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (EB)	DISTRIBUTION PERCENT DIRECTION (WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	62	48	110	0.73%	0.57%	0.65%
2:00 AM	27	27	54	0.32%	0.32%	0.32%
3:00 AM	37	42	79	0.44%	0.50%	0.47%
4:00 AM	51	44	95	0.60%	0.52%	0.56%
5:00 AM	80	51	131	0.95%	0.60%	0.78%
6:00 AM	210	98	308	2.48%	1.16%	1.82%
7:00 AM	450	220	670	5.32%	2.61%	3.97%
8:00 AM	666	361	1,027	7.88%	4.28%	6.08%
9:00 AM	628	476	1,104	7.43%	5.64%	6.54%
10:00 AM	551	401	952	6.52%	4.75%	5.64%
11:00 AM	520	455	975	6.15%	5.39%	5.77%
12:00 PM	566	530	1,096	6.70%	6.28%	6.49%
1:00 PM	570	608	1,178	6.74%	7.21%	6.98%
2:00 PM	543	545	1,088	6.43%	6.46%	6.44%
3:00 PM	531	604	1,135	6.28%	7.16%	6.72%
4:00 PM	577	722	1,299	6.83%	8.56%	7.69%
5:00 PM	582	768	1,350	6.89%	9.10%	7.99%
6:00 PM	645	814	1,459	7.63%	9.65%	8.64%
7:00 PM	418	538	956	4.95%	6.38%	5.66%
8:00 PM	299	360	659	3.54%	4.27%	3.90%
9:00 PM	181	317	498	2.14%	3.76%	2.95%
10:00 PM	116	195	311	1.37%	2.31%	1.84%
11:00 PM	76	120	196	0.90%	1.42%	1.16%
12:00 AM	65	91	156	0.77%	1.08%	0.92%
TOTALS	**8,451**	**8,435**	**16,886**	**99.99%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : SR 524 b/w London Blvd & Coventry Ct

VHB Project #: 62954.32

22-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	10	8	9	22	29	75	132	196	145	118	148
30	16	4	10	19	16	63	89	154	147	147	117	137
45	13	10	7	13	23	40	122	190	143	124	117	154
00	13	4	9	13	21	69	139	176	141	127	139	126
Hr Total	**69**	**28**	**34**	**54**	**82**	**201**	**425**	**652**	**627**	**543**	**491**	**565**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	130	132	142	163	148	133	107	44	28	23	23
30	130	118	124	140	134	181	100	76	49	24	16	9
45	135	137	161	139	141	176	99	62	46	24	18	23
00	144	139	146	125	119	128	80	60	37	25	18	17
Hr Total	**566**	**524**	**563**	**546**	**557**	**633**	**412**	**305**	**176**	**101**	**75**	**72**

24 Hour Total : 8,301
AM Peak Hour begins : 7:15 AM Peak Volume : 716 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 17:00 PM Peak Volume : 633 PM PeaK Hour Factor : 0.87

22-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	4	7	9	12	44	71	101	89	103	130
30	13	1	12	17	14	18	46	97	110	104	98	131
45	6	10	16	29	13	29	58	88	142	91	113	140
00	13	5	9	8	10	39	59	110	94	103	127	127
Hr Total	**46**	**23**	**41**	**61**	**46**	**98**	**207**	**366**	**447**	**387**	**441**	**528**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	127	161	188	200	205	164	89	94	58	29	28
30	188	118	141	180	218	205	135	103	61	43	31	24
45	159	123	143	165	176	191	137	77	72	50	34	15
00	149	141	152	201	143	219	121	82	71	50	24	19
Hr Total	**633**	**509**	**597**	**734**	**737**	**820**	**557**	**351**	**298**	**201**	**118**	**86**

24 Hour Total : 8,332
AM Peak Hour begins : 10:45 AM Peak Volume : 528 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 17:00 PM Peak Volume : 820 PM PeaK Hour Factor : 0.94

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	17	12	16	31	41	119	203	297	234	221	278
30	29	5	22	36	30	81	135	251	257	251	215	268
45	19	20	23	42	36	69	180	278	285	215	230	294
00	26	9	18	21	31	108	198	286	235	230	266	253
Hr Total	**115**	**51**	**75**	**115**	**128**	**299**	**632**	**1,018**	**1,074**	**930**	**932**	**1,093**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	294	257	293	330	363	353	297	196	138	86	52	51
30	318	236	265	320	352	386	235	179	110	67	47	33
45	294	260	304	304	317	367	236	139	118	74	52	38
00	293	280	298	326	262	347	201	142	108	75	42	36
Hr Total	**1,199**	**1,033**	**1,160**	**1,280**	**1,294**	**1,453**	**969**	**656**	**474**	**302**	**193**	**158**

24 Hour Total : 16,633
AM Peak Hour begins : 7:45 AM Peak Volume : 1,125 AM Peak Hour Factor : 0.95
PM Peak Hour begins : 17:00 PM Peak Volume : 1,453 PM PeaK Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : SR 524 b/w London Blvd & Coventry Ct

VHB Project #: 62954.32

24-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	5	7	12	20	45	99	129	149	138	137	138
30	13	7	15	8	14	38	117	152	188	148	148	144
45	8	5	11	12	18	57	121	197	162	153	137	138
00	6	5	4	13	25	76	136	200	126	117	124	145
Hr Total	**52**	**22**	**37**	**45**	**77**	**216**	**473**	**678**	**625**	**556**	**546**	**565**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	154	151	111	153	164	178	112	83	53	40	25	14
30	129	150	125	146	132	176	118	79	46	35	14	13
45	141	137	118	148	157	155	98	68	43	31	15	20
00	148	122	142	159	153	145	93	61	41	23	22	9
Hr Total	**572**	**560**	**496**	**606**	**606**	**654**	**421**	**291**	**183**	**129**	**76**	**56**

24 Hour Total : 8,542
AM Peak Hour begins : 7:30 AM Peak Volume : 734 AM Peak Hour Factor : 0.92
PM Peak Hour begins : 16:30 PM Peak Volume : 664 PM PeaK Hour Factor : 0.93

24-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	7	5	18	9	31	79	141	109	114	128
30	15	12	9	7	16	14	52	88	117	91	106	139
45	10	8	7	10	15	37	68	74	124	111	103	127
00	10	4	16	3	5	37	80	113	122	103	144	137
Hr Total	**49**	**29**	**39**	**25**	**54**	**97**	**231**	**354**	**504**	**414**	**467**	**531**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	167	156	178	210	205	152	95	113	51	35	24
30	149	149	157	168	205	198	120	110	86	52	31	32
45	150	123	143	173	189	199	129	86	73	43	26	23
00	139	140	154	191	192	205	116	75	60	39	29	16
Hr Total	**580**	**579**	**610**	**710**	**796**	**807**	**517**	**366**	**332**	**185**	**121**	**95**

24 Hour Total : 8,492
AM Peak Hour begins : 10:45 AM Peak Volume : 538 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 17:00 PM Peak Volume : 807 PM PeaK Hour Factor : 0.98

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	10	14	17	38	54	130	208	290	247	251	266
30	28	19	24	15	30	52	169	240	305	239	254	283
45	18	13	18	22	33	94	189	271	286	264	240	265
00	16	9	20	16	30	113	216	313	248	220	268	282
Hr Total	**101**	**51**	**76**	**70**	**131**	**313**	**704**	**1,032**	**1,129**	**970**	**1,013**	**1,096**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	296	318	267	331	374	383	264	178	166	91	60	38
30	278	299	282	314	337	374	238	189	132	87	45	45
45	291	260	261	321	346	354	227	154	116	74	41	43
00	287	262	296	350	345	350	209	136	101	62	51	25
Hr Total	**1,152**	**1,139**	**1,106**	**1,316**	**1,402**	**1,461**	**938**	**657**	**515**	**314**	**197**	**151**

24 Hour Total : 17,034
AM Peak Hour begins : 7:45 AM Peak Volume : 1,194 AM Peak Hour Factor : 0.95
PM Peak Hour begins : 17:00 PM Peak Volume : 1,461 PM PeaK Hour Factor : 0.95

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	8
COUNT LOCATION	SR 524, b/w Coventry Ct & Industry Rd
VHB PROJECT #	62954.32
Equipment ID	107

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	EB	WB
ADT	18,188	9,571	8,617

Peak Hour 5:00 PM to 6:00 PM

Peak Hour Total	EB	WB
1,508	721	787

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 8.29% **D =** 52.2%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	8
COUNT LOCATION	SR 524, b/w Coventry Ct & Industry Rd
VHB PROJECT #	62954.32
Equipment ID	107

HOUR END AT	HOURLY VOLUME DIRECTION (EB)	HOURLY VOLUME DIRECTION (WB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (EB)	DISTRIBUTION PERCENT DIRECTION (WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	63	47	110	0.66%	0.55%	0.60%
2:00 AM	29	31	60	0.30%	0.36%	0.33%
3:00 AM	36	41	77	0.38%	0.48%	0.42%
4:00 AM	54	44	98	0.56%	0.51%	0.54%
5:00 AM	84	54	138	0.88%	0.63%	0.76%
6:00 AM	224	112	336	2.34%	1.30%	1.85%
7:00 AM	497	233	730	5.19%	2.70%	4.01%
8:00 AM	752	405	1,157	7.86%	4.70%	6.36%
9:00 AM	713	507	1,220	7.45%	5.88%	6.71%
10:00 AM	622	452	1,074	6.50%	5.25%	5.90%
11:00 AM	605	488	1,093	6.32%	5.66%	6.01%
12:00 PM	659	562	1,221	6.89%	6.52%	6.71%
1:00 PM	672	620	1,292	7.02%	7.20%	7.10%
2:00 PM	633	555	1,188	6.61%	6.44%	6.53%
3:00 PM	622	609	1,231	6.50%	7.07%	6.77%
4:00 PM	660	723	1,383	6.90%	8.39%	7.60%
5:00 PM	662	758	1,420	6.92%	8.80%	7.81%
6:00 PM	721	787	1,508	7.53%	9.13%	8.29%
7:00 PM	465	505	970	4.86%	5.86%	5.33%
8:00 PM	326	353	679	3.41%	4.10%	3.73%
9:00 PM	192	309	501	2.01%	3.59%	2.75%
10:00 PM	128	197	325	1.34%	2.29%	1.79%
11:00 PM	81	132	213	0.85%	1.53%	1.17%
12:00 AM	71	93	164	0.74%	1.08%	0.90%
TOTALS	**9,571**	**8,617**	**18,188**	**100.02%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w Coventry Ct & Industry Rd

VHB Project #: 62954.32

22-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	10	9	9	22	34	79	145	238	163	136	184
30	16	3	8	21	15	63	94	169	161	164	136	162
45	13	12	7	13	23	47	142	216	157	144	141	166
00	13	4	9	14	24	73	154	201	157	145	163	151
Hr Total	**70**	**29**	**33**	**57**	**84**	**217**	**469**	**731**	**713**	**616**	**576**	**663**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	183	141	156	169	191	161	139	109	52	30	22	24
30	155	139	149	153	155	202	122	89	52	25	23	9
45	153	164	190	158	155	190	106	62	46	28	18	26
00	180	163	176	139	132	139	82	66	39	26	19	20
Hr Total	**671**	**607**	**671**	**619**	**633**	**692**	**449**	**326**	**189**	**109**	**82**	**79**

24 Hour Total : 9,385
AM Peak Hour begins : 7:15 AM Peak Volume : 824 AM Peak Hour Factor : 0.87
PM Peak Hour begins : 17:00 PM Peak Volume : 692 PM PeaK Hour Factor : 0.86

22-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	4	9	8	14	31	81	117	114	114	145
30	14	1	10	15	16	21	52	102	127	112	120	145
45	8	10	15	30	13	33	63	104	141	111	111	149
00	12	5	9	7	7	37	58	120	95	106	134	126
Hr Total	**45**	**24**	**38**	**61**	**44**	**105**	**204**	**407**	**480**	**443**	**479**	**565**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	132	156	176	215	205	149	94	94	60	28	26
30	195	123	152	187	217	199	143	92	58	45	39	25
45	156	137	153	163	190	181	115	69	71	51	25	19
00	148	136	149	207	126	202	118	83	64	44	29	17
Hr Total	**640**	**528**	**610**	**733**	**748**	**787**	**525**	**338**	**287**	**200**	**121**	**87**

24 Hour Total : 8,499
AM Peak Hour begins : 10:45 AM Peak Volume : 573 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 15:45 PM Peak Volume : 829 PM PeaK Hour Factor : 0.96

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	18	13	18	30	48	110	226	355	277	250	329
30	30	4	18	36	31	84	146	271	288	276	256	307
45	21	22	22	43	36	80	205	320	298	255	252	315
00	25	9	18	21	31	110	212	321	252	251	297	277
Hr Total	**115**	**53**	**71**	**118**	**128**	**322**	**673**	**1,138**	**1,193**	**1,059**	**1,055**	**1,228**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	324	273	312	345	406	366	288	203	146	90	50	50
30	350	262	301	340	372	401	265	181	110	70	62	34
45	309	301	343	321	345	371	221	131	117	79	43	45
00	328	299	325	346	258	341	200	149	103	70	48	37
Hr Total	**1,311**	**1,135**	**1,281**	**1,352**	**1,381**	**1,479**	**974**	**664**	**476**	**309**	**203**	**166**

24 Hour Total : 17,884
AM Peak Hour begins : 7:30 AM Peak Volume : 1,284 AM Peak Hour Factor : 0.90
PM Peak Hour begins : 17:00 PM Peak Volume : 1,479 PM PeaK Hour Factor : 0.92

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, b/w Coventry Ct & Industry Rd

VHB Project #: 62954.32

24-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	7	7	14	21	50	104	140	164	153	163	142
30	15	9	14	8	13	40	130	171	221	158	163	179
45	8	5	12	13	22	59	134	222	188	186	163	161
00	6	6	5	14	26	80	156	239	138	130	142	170
Hr Total	**53**	**27**	**38**	**49**	**82**	**229**	**524**	**772**	**711**	**627**	**631**	**652**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	176	134	187	191	198	130	95	57	45	25	18
30	150	181	143	168	153	191	129	88	46	40	13	13
45	162	166	133	166	177	185	109	77	51	34	19	21
00	181	135	162	179	170	173	109	63	39	26	20	10
Hr Total	**670**	**658**	**572**	**700**	**691**	**747**	**477**	**323**	**193**	**145**	**77**	**62**

24 Hour Total : 9,710
AM Peak Hour begins : 7:30 AM Peak Volume : 846 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 17:00 PM Peak Volume : 747 PM PeaK Hour Factor : 0.94

24-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	9	8	17	17	42	90	151	118	124	141
30	19	13	9	5	18	22	59	86	116	97	116	146
45	8	9	6	10	20	34	75	89	131	123	111	122
00	8	5	16	3	7	43	84	136	135	122	146	148
Hr Total	**48**	**36**	**40**	**26**	**62**	**116**	**260**	**401**	**533**	**460**	**497**	**557**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	176	160	177	203	200	139	109	105	48	42	24
30	137	148	161	165	210	185	120	96	87	59	31	30
45	159	120	139	175	182	194	119	91	71	42	31	24
00	149	136	146	195	171	205	105	71	66	43	39	19
Hr Total	**597**	**580**	**606**	**712**	**766**	**784**	**483**	**367**	**329**	**192**	**143**	**97**

24 Hour Total : 8,692
AM Peak Hour begins : 11:00 AM Peak Volume : 557 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 15:45 PM Peak Volume : 790 PM PeaK Hour Factor : 0.94

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	16	16	22	38	67	146	230	315	271	287	283
30	34	22	23	13	31	62	189	257	337	255	279	325
45	16	14	18	23	42	93	209	311	319	309	274	283
00	14	11	21	17	33	123	240	375	273	252	288	318
Hr Total	**101**	**63**	**78**	**75**	**144**	**345**	**784**	**1,173**	**1,244**	**1,087**	**1,128**	**1,209**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	329	352	294	364	394	398	269	204	162	93	67	42
30	287	329	304	333	363	376	249	184	133	99	44	43
45	321	286	272	341	359	379	228	168	122	76	50	45
00	330	271	308	374	341	378	214	134	105	69	59	29
Hr Total	**1,267**	**1,238**	**1,178**	**1,412**	**1,457**	**1,531**	**960**	**690**	**522**	**337**	**220**	**159**

24 Hour Total : 18,402
AM Peak Hour begins : 7:45 AM Peak Volume : 1,346 AM Peak Hour Factor : 0.90
PM Peak Hour begins : 17:00 PM Peak Volume : 1,531 PM PeaK Hour Factor : 0.96

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	10
COUNT LOCATION	Industry Rd, north of SR 524
VHB PROJECT #	62954.32
Equipment ID	133

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	21,912	11,555	10,357

Peak Hour 4:45 PM to 5:45 PM

Peak Hour Total	NB	SB
1,885	978	907

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 8.60% **D =** 51.9%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	10
COUNT LOCATION	Industry Rd, north of SR 524
VHB PROJECT #	62954.32
Equipment ID	133

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	80	49	129	0.69%	0.47%	0.59%
2:00 AM	44	31	75	0.38%	0.30%	0.34%
3:00 AM	49	52	101	0.42%	0.50%	0.46%
4:00 AM	72	51	123	0.62%	0.49%	0.56%
5:00 AM	103	68	171	0.89%	0.66%	0.78%
6:00 AM	283	158	441	2.45%	1.53%	2.01%
7:00 AM	551	368	919	4.77%	3.55%	4.19%
8:00 AM	783	720	1,503	6.78%	6.95%	6.86%
9:00 AM	706	740	1,446	6.11%	7.14%	6.60%
10:00 AM	627	645	1,272	5.43%	6.23%	5.81%
11:00 AM	632	621	1,253	5.47%	6.00%	5.72%
12:00 PM	669	685	1,354	5.79%	6.61%	6.18%
1:00 PM	812	714	1,526	7.03%	6.89%	6.96%
2:00 PM	770	647	1,417	6.66%	6.25%	6.47%
3:00 PM	743	650	1,393	6.43%	6.28%	6.36%
4:00 PM	854	822	1,676	7.39%	7.94%	7.65%
5:00 PM	937	926	1,863	8.11%	8.94%	8.50%
6:00 PM	926	866	1,792	8.01%	8.36%	8.18%
7:00 PM	659	538	1,197	5.70%	5.19%	5.46%
8:00 PM	457	323	780	3.95%	3.12%	3.56%
9:00 PM	336	260	596	2.91%	2.51%	2.72%
10:00 PM	221	197	418	1.91%	1.90%	1.91%
11:00 PM	142	132	274	1.23%	1.27%	1.25%
12:00 AM	99	94	193	0.86%	0.91%	0.88%
TOTALS	**11,555**	**10,357**	**21,912**	**99.99%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : Industry Rd, north of SR 524

VHB Project #: 62954.32

22-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	15	8	16	18	45	113	170	232	152	127	164
30	13	6	13	23	18	58	112	202	162	154	141	178
45	17	11	8	18	26	62	152	186	167	152	139	138
00	19	10	15	14	37	97	154	214	161	149	181	177
Hr Total	**78**	**42**	**44**	**71**	**99**	**262**	**531**	**772**	**722**	**607**	**588**	**657**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	168	176	221	258	219	205	110	98	53	39	31
30	205	162	171	196	260	266	174	131	92	58	37	17
45	194	247	192	213	219	247	145	103	77	41	33	31
00	195	201	207	205	238	161	141	115	70	56	35	19
Hr Total	**782**	**778**	**746**	**835**	**975**	**893**	**665**	**459**	**337**	**208**	**144**	**98**

24 Hour Total : 11,393
AM Peak Hour begins : 7:15 AM Peak Volume : 834 AM Peak Hour Factor : 0.90
PM Peak Hour begins : 16:00 PM Peak Volume : 975 PM PeaK Hour Factor : 0.94

22-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	4	9	10	25	45	132	194	196	147	153
30	17	4	8	14	14	25	85	168	184	159	151	167
45	8	14	21	24	16	52	97	188	189	147	166	167
00	12	8	15	19	21	51	116	216	159	130	148	182
Hr Total	**47**	**30**	**48**	**66**	**61**	**153**	**343**	**704**	**726**	**632**	**612**	**669**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	186	137	149	191	231	223	150	84	75	59	29	19
30	158	166	165	210	243	243	154	90	69	45	39	23
45	183	160	157	211	220	214	118	85	52	50	27	16
00	175	185	173	236	234	182	120	72	49	52	26	24
Hr Total	**702**	**648**	**644**	**848**	**928**	**862**	**542**	**331**	**245**	**206**	**121**	**82**

24 Hour Total : 10,250
AM Peak Hour begins : 7:45 AM Peak Volume : 783 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 15:45 PM Peak Volume : 930 PM PeaK Hour Factor : 0.96

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	19	12	25	28	70	158	302	426	348	274	317
30	30	10	21	37	32	83	197	370	346	313	292	345
45	25	25	29	42	42	114	249	374	356	299	305	305
00	31	18	30	33	58	148	270	430	320	279	329	359
Hr Total	**125**	**72**	**92**	**137**	**160**	**415**	**874**	**1,476**	**1,448**	**1,239**	**1,200**	**1,326**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	374	305	325	412	489	442	355	194	173	112	68	50
30	363	328	336	406	503	509	328	221	161	103	76	40
45	377	407	349	424	439	461	263	188	129	91	60	47
00	370	386	380	441	472	343	261	187	119	108	61	43
Hr Total	**1,484**	**1,426**	**1,390**	**1,683**	**1,903**	**1,755**	**1,207**	**790**	**582**	**414**	**265**	**180**

24 Hour Total : 21,643
AM Peak Hour begins : 7:15 AM Peak Volume : 1,600 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 16:00 PM Peak Volume : 1,903 PM PeaK Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : Industry Rd, north of SR 524

VHB Project #: 62954.32

24-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	13	8	11	19	62	124	173	156	130	160	159
30	25	7	18	16	19	55	144	187	186	158	178	176
45	12	13	20	17	29	83	144	190	191	173	149	175
00	12	12	6	25	37	101	157	241	157	184	186	169
Hr Total	**79**	**45**	**52**	**69**	**104**	**301**	**569**	**791**	**690**	**645**	**673**	**679**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	195	191	188	191	237	258	196	121	103	77	52	33
30	225	189	173	198	199	242	171	108	82	56	25	24
45	210	193	185	243	214	238	149	123	89	52	41	29
00	211	186	193	240	246	219	134	101	59	48	21	12
Hr Total	**841**	**759**	**739**	**872**	**896**	**957**	**650**	**453**	**333**	**233**	**139**	**98**

24 Hour Total : 11,667
AM Peak Hour begins : 7:00 AM Peak Volume : 791 AM Peak Hour Factor : 0.82
PM Peak Hour begins : 16:45 PM Peak Volume : 984 PM PeaK Hour Factor : 0.95

24-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	11	5	18	24	62	145	193	214	153	155
30	15	11	11	9	18	26	88	157	190	171	156	180
45	14	8	13	11	24	51	113	182	187	139	147	172
00	8	4	19	8	14	58	128	249	183	133	171	191
Hr Total	**50**	**30**	**54**	**33**	**74**	**159**	**391**	**733**	**753**	**657**	**627**	**698**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	165	163	186	243	250	164	110	86	48	42	23
30	163	165	156	193	222	216	137	82	75	53	29	37
45	180	163	151	193	236	210	138	63	58	48	30	23
00	181	151	185	221	221	192	93	60	54	37	39	22
Hr Total	**723**	**644**	**655**	**793**	**922**	**868**	**532**	**315**	**273**	**186**	**140**	**105**

24 Hour Total : 10,415
AM Peak Hour begins : 7:45 AM Peak Volume : 819 AM Peak Hour Factor : 0.82
PM Peak Hour begins : 16:15 PM Peak Volume : 929 PM PeaK Hour Factor : 0.93

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	20	19	16	37	86	186	318	349	344	313	314
30	40	18	29	25	37	81	232	344	376	329	334	356
45	26	21	33	28	53	134	257	372	378	312	296	347
00	20	16	25	33	51	159	285	490	340	317	357	360
Hr Total	**129**	**75**	**106**	**102**	**178**	**460**	**960**	**1,524**	**1,443**	**1,302**	**1,300**	**1,377**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	394	356	351	377	480	508	360	231	189	125	94	56
30	388	354	329	391	421	458	308	190	157	109	54	61
45	390	356	336	436	450	448	287	186	147	100	71	52
00	392	337	378	461	467	411	227	161	113	85	60	34
Hr Total	**1,564**	**1,403**	**1,394**	**1,665**	**1,818**	**1,825**	**1,182**	**768**	**606**	**419**	**279**	**203**

24 Hour Total : 22,082
AM Peak Hour begins : 7:45 AM Peak Volume : 1,593 AM Peak Hour Factor : 0.81
PM Peak Hour begins : 16:30 PM Peak Volume : 1,883 PM PeaK Hour Factor : 0.93

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	11
COUNT LOCATION	Pinyon Dr, North of SR 524
VHB PROJECT #	62954.32
Equipment ID	80

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	389	251	138

Peak Hour 4:45 PM to 5:45 PM

Peak Hour Total	NB	SB
38	28	10

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 9.77% **D =** 73.7%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	11
COUNT LOCATION	Pinyon Dr, North of SR 524
VHB PROJECT #	62954.32
Equipment ID	80

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	0	0	0	0.00%	0.00%	0.00%
2:00 AM	1	1	2	0.40%	0.72%	0.51%
3:00 AM	3	0	3	1.20%	0.00%	0.77%
4:00 AM	0	2	2	0.00%	1.45%	0.51%
5:00 AM	1	2	3	0.40%	1.45%	0.77%
6:00 AM	3	4	7	1.20%	2.90%	1.80%
7:00 AM	7	11	18	2.79%	7.97%	4.63%
8:00 AM	14	19	33	5.58%	13.77%	8.48%
9:00 AM	11	8	19	4.38%	5.80%	4.88%
10:00 AM	8	14	22	3.19%	10.14%	5.66%
11:00 AM	10	7	17	3.98%	5.07%	4.37%
12:00 PM	17	7	24	6.77%	5.07%	6.17%
1:00 PM	14	6	20	5.58%	4.35%	5.14%
2:00 PM	15	8	23	5.98%	5.80%	5.91%
3:00 PM	10	8	18	3.98%	5.80%	4.63%
4:00 PM	24	8	32	9.56%	5.80%	8.23%
5:00 PM	28	8	36	11.16%	5.80%	9.25%
6:00 PM	23	9	32	9.16%	6.52%	8.23%
7:00 PM	21	7	28	8.37%	5.07%	7.20%
8:00 PM	16	6	22	6.37%	4.35%	5.66%
9:00 PM	12	2	14	4.78%	1.45%	3.60%
10:00 PM	7	1	8	2.79%	0.72%	2.06%
11:00 PM	5	0	5	1.99%	0.00%	1.29%
12:00 AM	1	0	1	0.40%	0.00%	0.26%
TOTALS	**251**	**138**	**389**	**100.01%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019
Stop Date : January 22, 2019
County : Brevard
Location : Pinyon Dr, North of SR 524

Start Time 00:00
Stop Time 24:00

VHB Project #: 62954.32

22-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	0	1	2	4	2	2	0	5
30	0	0	0	0	0	0	1	6	6	3	1	3
45	0	0	0	0	0	0	1	2	1	2	4	4
00	0	0	0	0	2	2	2	2	2	0	3	2
Hr Total	**0**	**1**	**1**	**0**	**2**	**3**	**6**	**14**	**11**	**7**	**8**	**14**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	2	3	7	4	9	8	3	2	3	2	1
30	7	2	3	7	8	7	3	6	4	1	1	0
45	7	2	2	1	7	4	2	5	4	1	0	0
00	4	6	1	9	9	4	3	2	2	1	1	0
Hr Total	**19**	**12**	**9**	**24**	**28**	**24**	**16**	**16**	**12**	**6**	**4**	**1**

24 Hour Total : 238
AM Peak Hour begins : 10:30 AM Peak Volume : 15 AM Peak Hour Factor : 0.75
PM Peak Hour begins : 16:15 PM Peak Volume : 33 PM PeaK Hour Factor : 0.92

22-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	0	2	2	0	4	2	0
30	0	0	0	1	0	1	3	4	4	1	1	3
45	0	0	0	0	1	0	1	5	1	3	1	4
00	0	0	0	0	0	0	3	2	1	4	1	0
Hr Total	**0**	**1**	**0**	**2**	**1**	**1**	**9**	**13**	**6**	**12**	**5**	**7**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	1	1	2	1	2	2	1	1	0	0	0
30	2	3	1	2	3	4	1	1	0	0	0	0
45	1	3	2	2	1	4	0	0	0	1	0	0
00	0	1	4	4	3	1	2	0	0	0	0	0
Hr Total	**4**	**8**	**8**	**10**	**8**	**11**	**5**	**2**	**1**	**1**	**0**	**0**

24 Hour Total : 115
AM Peak Hour begins : 6:45 AM Peak Volume : 14 AM Peak Hour Factor : 0.70
PM Peak Hour begins : 16:45 PM Peak Volume : 13 PM PeaK Hour Factor : 0.81

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	1	1	0	1	4	6	2	6	2	5
30	0	0	0	1	0	1	4	10	10	4	2	6
45	0	0	0	0	1	0	2	7	2	5	5	8
00	0	0	0	0	2	2	5	4	3	4	4	2
Hr Total	**0**	**2**	**1**	**2**	**3**	**4**	**15**	**27**	**17**	**19**	**13**	**21**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	3	4	9	5	11	10	4	3	3	2	1
30	9	5	4	9	11	11	4	7	4	1	1	0
45	8	5	4	3	8	8	2	5	4	2	0	0
00	4	7	5	13	12	5	5	2	2	1	1	0
Hr Total	**23**	**20**	**17**	**34**	**36**	**35**	**21**	**18**	**13**	**7**	**4**	**1**

24 Hour Total : 353
AM Peak Hour begins : 6:45 AM Peak Volume : 28 AM Peak Hour Factor : 0.70
PM Peak Hour begins : 16:15 PM Peak Volume : 42 PM PeaK Hour Factor : 0.88

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : Pinyon Dr, North of SR 524

VHB Project #: 62954.32

24-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	1	3	0	3	2
30	0	0	2	0	0	0	0	5	3	3	1	7
45	0	0	1	0	0	0	2	4	1	4	3	3
00	0	0	0	0	0	1	2	2	1	1	3	5
Hr Total	**0**	**0**	**3**	**0**	**0**	**2**	**5**	**12**	**8**	**8**	**10**	**17**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	4	2	4	10	6	6	9	4	3	1	1
30	3	6	4	11	6	5	6	2	4	0	0	0
45	2	5	1	0	4	7	5	2	1	2	1	0
00	2	1	1	6	6	2	6	2	1	0	0	0
Hr Total	**7**	**16**	**8**	**21**	**26**	**20**	**23**	**15**	**10**	**5**	**2**	**1**

24 Hour Total : 219
AM Peak Hour begins : 11:00 AM Peak Volume : 17 AM Peak Hour Factor : 0.61
PM Peak Hour begins : 15:15 PM Peak Volume : 27 PM PeaK Hour Factor : 0.61

24-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	3	3	1	4	2
30	0	0	0	0	0	0	5	5	1	2	1	1
45	0	0	0	0	0	1	3	10	2	5	1	2
00	0	0	0	0	1	2	3	3	0	5	2	1
Hr Total	**0**	**0**	**0**	**0**	**1**	**4**	**12**	**21**	**6**	**13**	**8**	**6**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	3	1	0	2	1	0	4	1	0	0	0
30	1	1	2	2	1	0	5	1	0	0	0	0
45	3	2	4	0	0	1	1	3	1	0	0	0
00	2	1	0	3	3	3	1	0	0	0	0	0
Hr Total	**6**	**7**	**7**	**5**	**6**	**5**	**7**	**8**	**2**	**0**	**0**	**0**

24 Hour Total : 124
AM Peak Hour begins : 6:45 AM Peak Volume : 21 AM Peak Hour Factor : 0.53
PM Peak Hour begins : 18:15 PM Peak Volume : 11 PM PeaK Hour Factor : 0.55

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	2	4	6	1	7	4
30	0	0	2	0	0	0	5	10	4	5	2	8
45	0	0	1	0	0	1	5	14	3	9	4	5
00	0	0	0	0	1	3	5	5	1	6	5	6
Hr Total	**0**	**0**	**3**	**0**	**1**	**6**	**17**	**33**	**14**	**21**	**18**	**23**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	7	3	4	12	7	6	13	5	3	1	1
30	4	7	6	13	7	5	11	3	4	0	0	0
45	5	7	5	0	4	8	6	5	2	2	1	0
00	4	2	1	9	9	5	7	2	1	0	0	0
Hr Total	**13**	**23**	**15**	**26**	**32**	**25**	**30**	**23**	**12**	**5**	**2**	**1**

24 Hour Total : 343
AM Peak Hour begins : 7:15 AM Peak Volume : 35 AM Peak Hour Factor : 0.63
PM Peak Hour begins : 18:15 PM Peak Volume : 37 PM PeaK Hour Factor : 0.71

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	12
COUNT LOCATION	Westminster Dr, North of SR 524
VHB PROJECT #	62954.32
Equipment ID	27

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	1,654	835	819

Peak Hour 5:00 PM to 6:00 PM

Peak Hour Total	NB	SB
164	108	56

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 9.92% **D =** 65.9%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	12
COUNT LOCATION	Westminster Dr, North of SR 524
VHB PROJECT #	62954.32
Equipment ID	27

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	7	2	9	0.84%	0.24%	0.54%
2:00 AM	3	1	4	0.36%	0.12%	0.24%
3:00 AM	3	1	4	0.36%	0.12%	0.24%
4:00 AM	4	3	7	0.48%	0.37%	0.42%
5:00 AM	1	5	6	0.12%	0.61%	0.36%
6:00 AM	4	29	33	0.48%	3.54%	2.00%
7:00 AM	9	56	65	1.08%	6.84%	3.93%
8:00 AM	21	99	120	2.51%	12.09%	7.26%
9:00 AM	31	58	89	3.71%	7.08%	5.38%
10:00 AM	27	43	70	3.23%	5.25%	4.23%
11:00 AM	43	47	90	5.15%	5.74%	5.44%
12:00 PM	43	49	92	5.15%	5.98%	5.56%
1:00 PM	42	52	94	5.03%	6.35%	5.68%
2:00 PM	56	47	103	6.71%	5.74%	6.23%
3:00 PM	50	42	92	5.99%	5.13%	5.56%
4:00 PM	68	52	120	8.14%	6.35%	7.26%
5:00 PM	89	46	135	10.66%	5.62%	8.16%
6:00 PM	108	56	164	12.93%	6.84%	9.92%
7:00 PM	71	49	120	8.50%	5.98%	7.26%
8:00 PM	58	32	90	6.95%	3.91%	5.44%
9:00 PM	40	18	58	4.79%	2.20%	3.51%
10:00 PM	27	13	40	3.23%	1.59%	2.42%
11:00 PM	17	11	28	2.04%	1.34%	1.69%
12:00 AM	13	8	21	1.56%	0.98%	1.27%
TOTALS	**835**	**819**	**1,654**	**100.00%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : Westminster Dr, North of SR 524

VHB Project #: 62954.32

22-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	2	0	0	1	2	8	6	13	7
30	2	0	0	0	0	1	1	2	6	6	10	9
45	3	1	0	0	0	1	3	9	9	3	8	13
00	2	1	3	2	1	1	2	9	11	6	15	16
Hr Total	**9**	**2**	**3**	**4**	**1**	**3**	**7**	**22**	**34**	**21**	**46**	**45**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	16	15	9	28	26	22	15	10	4	2	4
30	12	14	14	15	17	37	18	12	9	12	3	5
45	8	10	7	13	22	23	26	16	6	10	2	0
00	8	13	13	20	21	26	16	21	7	2	6	2
Hr Total	**40**	**53**	**49**	**57**	**88**	**112**	**82**	**64**	**32**	**28**	**13**	**11**

24 Hour Total : 826
AM Peak Hour begins : 10:00 AM Peak Volume : 46 AM Peak Hour Factor : 0.77
PM Peak Hour begins : 17:00 PM Peak Volume : 112 PM PeaK Hour Factor : 0.76

22-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	4	3	16	19	15	15	15
30	1	0	0	1	1	4	13	32	14	6	10	13
45	0	0	0	1	0	6	18	28	18	8	13	8
00	1	1	0	0	2	15	19	22	11	11	11	12
Hr Total	**2**	**1**	**1**	**2**	**4**	**29**	**53**	**98**	**62**	**40**	**49**	**48**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	12	17	14	12	15	14	11	5	6	1	3
30	12	12	10	17	16	12	20	5	3	1	3	0
45	14	10	13	12	10	17	7	7	4	4	1	3
00	13	12	7	5	7	12	10	5	4	2	1	0
Hr Total	**54**	**46**	**47**	**48**	**45**	**56**	**51**	**28**	**16**	**13**	**6**	**6**

24 Hour Total : 805
AM Peak Hour begins : 7:15 AM Peak Volume : 101 AM Peak Hour Factor : 0.79
PM Peak Hour begins : 17:30 PM Peak Volume : 63 PM PeaK Hour Factor : 0.79

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	2	1	4	4	18	27	21	28	22
30	3	0	0	1	1	5	14	34	20	12	20	22
45	3	1	0	1	0	7	21	37	27	11	21	21
00	3	2	3	2	3	16	21	31	22	17	26	28
Hr Total	**11**	**3**	**4**	**6**	**5**	**32**	**60**	**120**	**96**	**61**	**95**	**93**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	28	32	23	40	41	36	26	15	10	3	7
30	24	26	24	32	33	49	38	17	12	13	6	5
45	22	20	20	25	32	40	33	23	10	14	3	3
00	21	25	20	25	28	38	26	26	11	4	7	2
Hr Total	**94**	**99**	**96**	**105**	**133**	**168**	**133**	**92**	**48**	**41**	**19**	**17**

24 Hour Total : 1,631
AM Peak Hour begins : 7:15 AM Peak Volume : 129 AM Peak Hour Factor : 0.87
PM Peak Hour begins : 17:00 PM Peak Volume : 168 PM PeaK Hour Factor : 0.86

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : Westminster Dr, North of SR 524

VHB Project #: 62954.32

24-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	2	2	4	3	5	14	9
30	0	2	0	2	0	0	1	2	3	6	4	9
45	2	0	1	1	0	1	2	4	10	13	9	11
00	0	0	0	0	0	0	3	8	8	7	10	11
Hr Total	**4**	**2**	**1**	**3**	**0**	**3**	**8**	**18**	**24**	**31**	**37**	**40**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	19	11	21	14	22	16	12	18	10	1	4
30	10	14	10	21	26	25	17	14	8	8	7	5
45	11	11	15	22	27	35	14	14	12	5	6	4
00	8	13	15	13	20	22	11	11	8	2	5	2
Hr Total	**42**	**57**	**51**	**77**	**87**	**104**	**58**	**51**	**46**	**25**	**19**	**15**

24 Hour Total : 803
AM Peak Hour begins : 9:15 AM Peak Volume : 40 AM Peak Hour Factor : 0.71
PM Peak Hour begins : 17:00 PM Peak Volume : 104 PM PeaK Hour Factor : 0.74

24-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	5	12	23	16	16	8	16
30	1	0	0	1	1	8	15	25	13	10	12	10
45	0	0	0	2	1	8	14	27	11	10	12	12
00	0	0	0	0	1	7	17	21	11	8	10	9
Hr Total	**1**	**0**	**0**	**3**	**3**	**28**	**58**	**96**	**51**	**44**	**42**	**47**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	14	7	12	9	20	11	7	4	5	3	2
30	13	10	11	15	11	12	13	9	5	2	6	2
45	11	18	14	18	9	12	13	11	5	2	1	2
00	10	5	3	11	14	9	7	8	4	1	4	2
Hr Total	**46**	**47**	**35**	**56**	**43**	**53**	**44**	**35**	**18**	**10**	**14**	**8**

24 Hour Total : 782
AM Peak Hour begins : 7:00 AM Peak Volume : 96 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 16:45 PM Peak Volume : 58 PM PeaK Hour Factor : 0.73

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	7	14	27	19	21	22	25
30	1	2	0	3	1	8	16	27	16	16	16	19
45	2	0	1	3	1	9	16	31	21	23	21	23
00	0	0	0	0	1	7	20	29	19	15	20	20
Hr Total	**5**	**2**	**1**	**6**	**3**	**31**	**66**	**114**	**75**	**75**	**79**	**87**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	33	18	33	23	42	27	19	22	15	4	6
30	23	24	21	36	37	37	30	23	13	10	13	7
45	22	29	29	40	36	47	27	25	17	7	7	6
00	18	18	18	24	34	31	18	19	12	3	9	4
Hr Total	**88**	**104**	**86**	**133**	**130**	**157**	**102**	**86**	**64**	**35**	**33**	**23**

24 Hour Total : 1,585
AM Peak Hour begins : 7:00 AM Peak Volume : 114 AM Peak Hour Factor : 0.92
PM Peak Hour begins : 16:45 PM Peak Volume : 160 PM PeaK Hour Factor : 0.85

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	13
COUNT LOCATION	Lance Blvd, North of SR 524
VHB PROJECT #	62954.32
Equipment ID	0

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	1,180	615	565

Peak Hour 4:45 PM to 5:45 PM

Peak Hour Total	NB	SB
104	63	41

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 8.81% **D =** 60.6%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	13
COUNT LOCATION	Lance Blvd, North of SR 524
VHB PROJECT #	62954.32
Equipment ID	0

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	6	5	11	0.98%	0.88%	0.93%
2:00 AM	4	2	6	0.65%	0.35%	0.51%
3:00 AM	4	1	5	0.65%	0.18%	0.42%
4:00 AM	4	3	7	0.65%	0.53%	0.59%
5:00 AM	4	4	8	0.65%	0.71%	0.68%
6:00 AM	5	14	19	0.81%	2.48%	1.61%
7:00 AM	12	34	46	1.95%	6.02%	3.90%
8:00 AM	14	60	74	2.28%	10.62%	6.27%
9:00 AM	26	45	71	4.23%	7.96%	6.02%
10:00 AM	17	30	47	2.76%	5.31%	3.98%
11:00 AM	22	25	47	3.58%	4.42%	3.98%
12:00 PM	27	33	60	4.39%	5.84%	5.08%
1:00 PM	31	28	59	5.04%	4.96%	5.00%
2:00 PM	28	32	60	4.55%	5.66%	5.08%
3:00 PM	33	31	64	5.37%	5.49%	5.42%
4:00 PM	63	34	97	10.24%	6.02%	8.22%
5:00 PM	65	37	102	10.57%	6.55%	8.64%
6:00 PM	55	41	96	8.94%	7.26%	8.14%
7:00 PM	52	31	83	8.46%	5.49%	7.03%
8:00 PM	41	23	64	6.67%	4.07%	5.42%
9:00 PM	44	18	62	7.15%	3.19%	5.25%
10:00 PM	26	15	41	4.23%	2.65%	3.47%
11:00 PM	21	11	32	3.41%	1.95%	2.71%
12:00 AM	11	8	19	1.79%	1.42%	1.61%
TOTALS	**615**	**565**	**1,180**	**100.00%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : Lance Blvd, North of SR 524

VHB Project #: 62954.32

22-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	1	2	0	1	2	3	4	3	7	4
30	2	0	1	2	1	0	2	1	4	6	6	11
45	0	1	1	1	1	2	7	4	9	6	6	7
00	0	1	0	0	0	3	4	8	7	4	7	10
Hr Total	**6**	**2**	**3**	**5**	**2**	**6**	**15**	**16**	**24**	**19**	**26**	**32**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	8	11	18	12	18	12	8	12	8	6	4
30	6	8	6	15	16	10	16	11	12	5	5	1
45	13	6	6	10	18	14	13	5	14	3	2	3
00	3	9	15	19	17	8	11	11	12	9	4	3
Hr Total	**35**	**31**	**38**	**62**	**63**	**50**	**52**	**35**	**50**	**25**	**17**	**11**

24 Hour Total : 625
AM Peak Hour begins : 11:00 AM Peak Volume : 32 AM Peak Hour Factor : 0.73
PM Peak Hour begins : 16:15 PM Peak Volume : 69 PM PeaK Hour Factor : 0.96

22-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	2	7	6	12	8	9	10
30	2	0	1	1	1	4	4	16	12	6	5	10
45	1	0	0	2	0	3	17	22	7	8	4	10
00	0	0	0	0	2	3	5	15	14	6	10	6
Hr Total	**4**	**0**	**1**	**3**	**4**	**12**	**33**	**59**	**45**	**28**	**28**	**36**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	13	12	6	11	9	4	2	3	3	2	3
30	4	7	6	13	8	8	9	6	6	3	0	2
45	8	8	8	4	6	8	9	4	7	4	2	1
00	6	13	9	11	9	9	9	4	4	3	4	1
Hr Total	**22**	**41**	**35**	**34**	**34**	**34**	**31**	**16**	**20**	**13**	**8**	**7**

24 Hour Total : 548
AM Peak Hour begins : 7:15 AM Peak Volume : 65 AM Peak Hour Factor : 0.74
PM Peak Hour begins : 13:00 PM Peak Volume : 41 PM PeaK Hour Factor : 0.79

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	1	2	1	3	9	9	16	11	16	14
30	4	0	2	3	2	4	6	17	16	12	11	21
45	1	1	1	3	1	5	24	26	16	14	10	17
00	0	1	0	0	2	6	9	23	21	10	17	16
Hr Total	**10**	**2**	**4**	**8**	**6**	**18**	**48**	**75**	**69**	**47**	**54**	**68**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	21	23	24	23	27	16	10	15	11	8	7
30	10	15	12	28	24	18	25	17	18	8	5	3
45	21	14	14	14	24	22	22	9	21	7	4	4
00	9	22	24	30	26	17	20	15	16	12	8	4
Hr Total	**57**	**72**	**73**	**96**	**97**	**84**	**83**	**51**	**70**	**38**	**25**	**18**

24 Hour Total : 1,173
AM Peak Hour begins : 7:15 AM Peak Volume : 82 AM Peak Hour Factor : 0.79
PM Peak Hour begins : 15:45 PM Peak Volume : 101 PM PeaK Hour Factor : 0.84

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : Lance Blvd, North of SR 524

VHB Project #: 62954.32

24-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	1	0	0	2	6	5	3	5
30	3	1	1	0	0	0	3	3	6	2	3	7
45	0	1	0	0	1	1	3	1	9	4	3	5
00	0	0	2	1	1	0	2	4	7	4	6	3
Hr Total	**5**	**3**	**4**	**1**	**3**	**1**	**8**	**10**	**28**	**15**	**15**	**20**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	10	6	9	17	15	14	14	7	6	9	0
30	9	4	7	17	13	12	12	13	11	7	5	6
45	5	3	3	14	14	18	16	11	9	7	4	3
00	7	6	8	22	20	14	8	8	8	6	6	1
Hr Total	**26**	**23**	**24**	**62**	**64**	**59**	**50**	**46**	**35**	**26**	**24**	**10**

24 Hour Total : 562
AM Peak Hour begins : 8:00 AM Peak Volume : 28 AM Peak Hour Factor : 0.78
PM Peak Hour begins : 15:15 PM Peak Volume : 70 PM PeaK Hour Factor : 0.80

24-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	1	1	3	7	11	11	12	3	8
30	1	2	0	0	1	2	4	16	18	4	3	8
45	0	1	0	0	0	6	12	17	7	6	7	8
00	0	0	0	0	2	3	10	15	7	9	7	5
Hr Total	**4**	**3**	**0**	**1**	**4**	**14**	**33**	**59**	**43**	**31**	**20**	**29**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	3	5	7	11	10	6	11	3	4	3	1
30	8	6	5	7	8	10	4	7	5	1	3	1
45	5	4	9	9	8	13	9	6	3	10	3	2
00	15	8	4	9	12	13	10	3	3	1	1	2
Hr Total	**32**	**21**	**23**	**32**	**39**	**46**	**29**	**27**	**14**	**16**	**10**	**6**

24 Hour Total : 536
AM Peak Hour begins : 7:30 AM Peak Volume : 61 AM Peak Hour Factor : 0.85
PM Peak Hour begins : 17:00 PM Peak Volume : 46 PM PeaK Hour Factor : 0.89

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	1	1	2	3	7	13	17	17	6	13
30	4	3	1	0	1	2	7	19	24	6	6	15
45	0	2	0	0	1	7	15	18	16	10	10	13
00	0	0	2	1	3	3	12	19	14	13	13	8
Hr Total	**9**	**6**	**4**	**2**	**7**	**15**	**41**	**69**	**71**	**46**	**35**	**49**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	13	11	16	28	25	20	25	10	10	12	1
30	17	10	12	24	21	22	16	20	16	8	8	7
45	10	7	12	23	22	31	25	17	12	17	7	5
00	22	14	12	31	32	27	18	11	11	7	7	3
Hr Total	**58**	**44**	**47**	**94**	**103**	**105**	**79**	**73**	**49**	**42**	**34**	**16**

24 Hour Total : 1,098
AM Peak Hour begins : 7:30 AM Peak Volume : 78 AM Peak Hour Factor : 0.81
PM Peak Hour begins : 16:45 PM Peak Volume : 110 PM PeaK Hour Factor : 0.86

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	14
COUNT LOCATION	London Blvd, north of SR 524
VHB PROJECT #	62954.32
Equipment ID	59

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	2,451	1,196	1,255

Peak Hour 4:45 PM to 5:45 PM

Peak Hour Total	NB	SB
237	152	85

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 9.67% **D =** 64.1%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	14
COUNT LOCATION	London Blvd, north of SR 524
VHB PROJECT #	62954.32
Equipment ID	59

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	9	6	15	0.75%	0.48%	0.61%
2:00 AM	4	2	6	0.33%	0.16%	0.24%
3:00 AM	3	1	4	0.25%	0.08%	0.16%
4:00 AM	4	5	9	0.33%	0.40%	0.37%
5:00 AM	3	13	16	0.25%	1.04%	0.65%
6:00 AM	5	33	38	0.42%	2.63%	1.55%
7:00 AM	14	76	90	1.17%	6.06%	3.67%
8:00 AM	21	130	151	1.76%	10.36%	6.16%
9:00 AM	46	104	150	3.85%	8.29%	6.12%
10:00 AM	43	90	133	3.60%	7.17%	5.43%
11:00 AM	56	78	134	4.68%	6.22%	5.47%
12:00 PM	65	65	130	5.43%	5.18%	5.30%
1:00 PM	68	73	141	5.69%	5.82%	5.75%
2:00 PM	71	76	147	5.94%	6.06%	6.00%
3:00 PM	71	83	154	5.94%	6.61%	6.28%
4:00 PM	89	72	161	7.44%	5.74%	6.57%
5:00 PM	142	75	217	11.87%	5.98%	8.85%
6:00 PM	143	80	223	11.96%	6.37%	9.10%
7:00 PM	99	75	174	8.28%	5.98%	7.10%
8:00 PM	75	42	117	6.27%	3.35%	4.77%
9:00 PM	70	32	102	5.85%	2.55%	4.16%
10:00 PM	50	15	65	4.18%	1.20%	2.65%
11:00 PM	26	16	42	2.17%	1.27%	1.71%
12:00 AM	19	13	32	1.59%	1.04%	1.31%
TOTALS	**1,196**	**1,255**	**2,451**	**100.00%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : London Blvd, north of SR 524

VHB Project #: 62954.32

22-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	0	1	1	1	3	9	15	11	13
30	3	0	0	1	0	0	1	7	11	9	9	21
45	1	0	0	1	1	1	6	3	10	8	14	19
00	1	0	2	2	0	1	3	10	11	13	18	16
Hr Total	**9**	**1**	**2**	**4**	**2**	**3**	**11**	**23**	**41**	**45**	**52**	**69**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	11	20	29	31	30	35	20	20	20	3	8
30	16	17	14	23	37	34	14	20	16	15	7	4
45	23	16	23	14	36	50	17	17	10	11	8	7
00	14	19	19	23	40	24	26	15	12	8	8	4
Hr Total	**75**	**63**	**76**	**89**	**144**	**138**	**92**	**72**	**58**	**54**	**26**	**23**

24 Hour Total : 1,172
AM Peak Hour begins : 10:45 AM Peak Volume : 71 AM Peak Hour Factor : 0.85
PM Peak Hour begins : 16:45 PM Peak Volume : 154 PM PeaK Hour Factor : 0.77

22-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	3	3	4	14	28	37	21	19	16
30	0	0	1	2	5	4	11	21	31	26	18	13
45	2	1	0	0	1	11	21	42	16	22	21	22
00	1	0	0	0	4	5	22	46	24	22	20	11
Hr Total	**7**	**1**	**1**	**5**	**13**	**24**	**68**	**137**	**108**	**91**	**78**	**62**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	15	18	22	12	14	25	14	6	4	2	4
30	22	13	19	15	20	18	21	7	6	5	9	0
45	18	23	24	16	23	21	17	10	8	2	6	5
00	22	21	26	12	29	17	12	8	6	4	2	5
Hr Total	**86**	**72**	**87**	**65**	**84**	**70**	**75**	**39**	**26**	**15**	**19**	**14**

24 Hour Total : 1,247
AM Peak Hour begins : 7:30 AM Peak Volume : 156 AM Peak Hour Factor : 0.85
PM Peak Hour begins : 14:15 PM Peak Volume : 91 PM PeaK Hour Factor : 0.88

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	0	3	4	5	15	31	46	36	30	29
30	3	0	1	3	5	4	12	28	42	35	27	34
45	3	1	0	1	2	12	27	45	26	30	35	41
00	2	0	2	2	4	6	25	56	35	35	38	27
Hr Total	**16**	**2**	**3**	**9**	**15**	**27**	**79**	**160**	**149**	**136**	**130**	**131**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	26	38	51	43	44	60	34	26	24	5	12
30	38	30	33	38	57	52	35	27	22	20	16	4
45	41	39	47	30	59	71	34	27	18	13	14	12
00	36	40	45	35	69	41	38	23	18	12	10	9
Hr Total	**161**	**135**	**163**	**154**	**228**	**208**	**167**	**111**	**84**	**69**	**45**	**37**

24 Hour Total : 2,419
AM Peak Hour begins : 7:30 AM Peak Volume : 189 AM Peak Hour Factor : 0.84
PM Peak Hour begins : 16:45 PM Peak Volume : 236 PM PeaK Hour Factor : 0.83

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : London Blvd, north of SR 524

VHB Project #: 62954.32

24-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	0	1	0	3	3	18	8	13	22
30	0	1	1	0	0	1	4	4	16	9	14	13
45	1	3	1	0	1	2	3	4	7	9	13	13
00	2	0	0	1	2	1	5	6	7	12	17	11
Hr Total	**7**	**4**	**2**	**1**	**4**	**4**	**15**	**17**	**48**	**38**	**57**	**59**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	15	16	30	36	36	32	17	19	11	8	6
30	23	25	16	15	32	40	24	23	18	13	2	2
45	11	18	23	16	34	37	25	19	23	10	8	3
00	13	21	11	26	36	33	24	16	19	9	6	3
Hr Total	**59**	**79**	**66**	**87**	**138**	**146**	**105**	**75**	**79**	**43**	**24**	**14**

24 Hour Total : 1,171
AM Peak Hour begins : 10:15 AM Peak Volume : 66 AM Peak Hour Factor : 0.75
PM Peak Hour begins : 16:45 PM Peak Volume : 149 PM PeaK Hour Factor : 0.93

24-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	3	0	9	17	33	25	22	21	18
30	2	0	1	1	2	6	19	24	37	23	21	19
45	0	1	0	0	4	14	23	30	20	22	16	18
00	1	0	0	0	4	11	24	33	18	19	18	13
Hr Total	**5**	**2**	**1**	**4**	**10**	**40**	**83**	**120**	**100**	**86**	**76**	**68**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	22	21	22	13	15	20	12	11	6	3	3
30	20	18	16	17	20	22	19	12	10	4	3	1
45	17	19	15	21	13	31	14	11	8	2	2	2
00	14	19	24	18	19	20	20	8	7	1	4	3
Hr Total	**59**	**78**	**76**	**78**	**65**	**88**	**73**	**43**	**36**	**13**	**12**	**9**

24 Hour Total : 1,225
AM Peak Hour begins : 7:30 AM Peak Volume : 125 AM Peak Hour Factor : 0.85
PM Peak Hour begins : 17:15 PM Peak Volume : 93 PM PeaK Hour Factor : 0.75

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	0	3	1	9	20	36	43	30	34	40
30	2	1	2	1	2	7	23	28	53	32	35	32
45	1	4	1	0	5	16	26	34	27	31	29	31
00	3	0	0	1	6	12	29	39	25	31	35	24
Hr Total	**12**	**6**	**3**	**5**	**14**	**44**	**98**	**137**	**148**	**124**	**133**	**127**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	37	37	52	49	51	52	29	30	17	11	9
30	43	43	32	32	52	62	43	35	28	17	5	3
45	28	37	38	37	47	68	39	30	31	12	10	5
00	27	40	35	44	55	53	44	24	26	10	10	6
Hr Total	**118**	**157**	**142**	**165**	**203**	**234**	**178**	**118**	**115**	**56**	**36**	**23**

24 Hour Total : 2,396
AM Peak Hour begins : 7:30 AM Peak Volume : 169 AM Peak Hour Factor : 0.80
PM Peak Hour begins : 16:45 PM Peak Volume : 236 PM PeaK Hour Factor : 0.87

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	15
COUNT LOCATION	Coventry Ct, north of SR 524
VHB PROJECT #	62954.32
Equipment ID	34

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	870	508	362

Peak Hour 4:00 PM to 5:00 PM

Peak Hour Total	NB	SB
89	55	34

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 10.23% **D =** 61.8%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	15
COUNT LOCATION	Coventry Ct, north of SR 524
VHB PROJECT #	62954.32
Equipment ID	34

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	2	0	2	0.39%	0.00%	0.23%
2:00 AM	3	2	5	0.59%	0.55%	0.57%
3:00 AM	2	0	2	0.39%	0.00%	0.23%
4:00 AM	2	2	4	0.39%	0.55%	0.46%
5:00 AM	2	2	4	0.39%	0.55%	0.46%
6:00 AM	7	10	17	1.38%	2.76%	1.95%
7:00 AM	10	30	40	1.97%	8.29%	4.60%
8:00 AM	14	41	55	2.76%	11.33%	6.32%
9:00 AM	22	32	54	4.33%	8.84%	6.21%
10:00 AM	18	24	42	3.54%	6.63%	4.83%
11:00 AM	29	21	50	5.71%	5.80%	5.75%
12:00 PM	26	19	45	5.12%	5.25%	5.17%
1:00 PM	32	18	50	6.30%	4.97%	5.75%
2:00 PM	34	19	53	6.69%	5.25%	6.09%
3:00 PM	30	17	47	5.91%	4.70%	5.40%
4:00 PM	40	24	64	7.87%	6.63%	7.36%
5:00 PM	55	34	89	10.83%	9.39%	10.23%
6:00 PM	48	26	74	9.45%	7.18%	8.51%
7:00 PM	36	17	53	7.09%	4.70%	6.09%
8:00 PM	30	9	39	5.91%	2.49%	4.48%
9:00 PM	24	5	29	4.72%	1.38%	3.33%
10:00 PM	21	5	26	4.13%	1.38%	2.99%
11:00 PM	14	3	17	2.76%	0.83%	1.95%
12:00 AM	7	2	9	1.38%	0.55%	1.03%
TOTALS	**508**	**362**	**870**	**100.00%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : Coventry Ct, north of SR 524

VHB Project #: 62954.32

22-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	3	5	4	5	6
30	0	2	1	0	0	2	2	4	5	6	12	8
45	0	0	0	1	0	1	1	4	6	4	10	6
00	0	0	0	0	1	2	6	2	3	6	9	11
Hr Total	**0**	**2**	**1**	**1**	**1**	**6**	**9**	**13**	**19**	**20**	**36**	**31**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	6	8	10	16	14	6	6	6	6	0	1
30	10	9	10	9	15	7	13	8	9	5	4	0
45	4	12	7	11	13	18	9	2	6	6	1	3
00	10	4	10	12	8	7	6	6	3	8	3	1
Hr Total	**30**	**31**	**35**	**42**	**52**	**46**	**34**	**22**	**24**	**25**	**8**	**5**

24 Hour Total : 493
AM Peak Hour begins : 10:15 AM Peak Volume : 37 AM Peak Hour Factor : 0.77
PM Peak Hour begins : 15:45 PM Peak Volume : 56 PM PeaK Hour Factor : 0.88

22-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	6	9	10	5	8	7
30	0	0	0	1	0	2	6	10	8	3	5	3
45	0	1	0	1	1	4	11	14	6	4	5	2
00	0	0	0	0	0	4	9	10	5	5	5	4
Hr Total	**0**	**1**	**0**	**2**	**1**	**12**	**32**	**43**	**29**	**17**	**23**	**16**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	4	3	3	8	8	4	3	2	1	2	0
30	10	4	6	7	9	7	4	2	1	0	2	0
45	2	3	9	7	11	8	4	1	2	3	1	0
00	4	10	2	7	6	4	1	2	0	0	0	0
Hr Total	**20**	**21**	**20**	**24**	**34**	**27**	**13**	**8**	**5**	**4**	**5**	**0**

24 Hour Total : 357
AM Peak Hour begins : 7:15 AM Peak Volume : 44 AM Peak Hour Factor : 0.79
PM Peak Hour begins : 15:45 PM Peak Volume : 35 PM PeaK Hour Factor : 0.80

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	3	6	12	15	9	13	13
30	0	2	1	1	0	4	8	14	13	9	17	11
45	0	1	0	2	1	5	12	18	12	8	15	8
00	0	0	0	0	1	6	15	12	8	11	14	15
Hr Total	**0**	**3**	**1**	**3**	**2**	**18**	**41**	**56**	**48**	**37**	**59**	**47**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	11	13	24	22	10	9	8	7	2	1
30	20	13	16	16	24	14	17	10	10	5	6	0
45	6	15	16	18	24	26	13	3	8	9	2	3
00	14	14	12	19	14	11	7	8	3	8	3	1
Hr Total	**50**	**52**	**55**	**66**	**86**	**73**	**47**	**30**	**29**	**29**	**13**	**5**

24 Hour Total : 850
AM Peak Hour begins : 6:45 AM Peak Volume : 59 AM Peak Hour Factor : 0.82
PM Peak Hour begins : 15:45 PM Peak Volume : 91 PM PeaK Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : Coventry Ct, north of SR 524

VHB Project #: 62954.32

24-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	0	0	1	3	7	0	1	5
30	3	2	1	0	0	0	2	8	1	5	7	3
45	0	1	0	0	2	0	3	2	6	6	6	5
00	0	0	0	0	0	5	3	2	11	4	7	5
Hr Total	**3**	**3**	**2**	**1**	**2**	**5**	**9**	**15**	**25**	**15**	**21**	**18**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	6	3	8	14	12	7	13	4	6	8	2
30	9	8	6	8	10	13	13	10	5	3	4	2
45	5	7	8	10	18	10	9	4	8	2	4	2
00	10	13	6	10	13	14	8	10	6	6	3	1
Hr Total	**32**	**34**	**23**	**36**	**55**	**49**	**37**	**37**	**23**	**17**	**19**	**7**

24 Hour Total : 488
AM Peak Hour begins : 8:00 AM Peak Volume : 25 AM Peak Hour Factor : 0.57
PM Peak Hour begins : 16:30 PM Peak Volume : 56 PM PeaK Hour Factor : 0.78

24-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	1	5	11	4	6	6	2
30	0	0	0	0	0	2	4	7	14	7	4	4
45	0	1	0	0	0	2	7	11	10	7	7	5
00	0	0	0	0	2	1	10	8	7	8	1	8
Hr Total	**0**	**2**	**0**	**0**	**2**	**6**	**26**	**37**	**35**	**28**	**18**	**19**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	6	4	7	8	8	4	1	0	1	0	0
30	3	3	4	6	9	7	3	2	2	1	0	3
45	2	4	1	5	7	5	5	3	2	3	1	0
00	6	2	4	4	9	4	6	3	0	0	0	0
Hr Total	**14**	**15**	**13**	**22**	**33**	**24**	**18**	**9**	**4**	**5**	**1**	**3**

24 Hour Total : 334
AM Peak Hour begins : 6:45 AM Peak Volume : 39 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 16:00 PM Peak Volume : 33 PM PeaK Hour Factor : 0.92

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	1	0	1	6	14	11	6	7	7
30	3	2	1	0	0	2	6	15	15	12	11	7
45	0	2	0	0	2	2	10	13	16	13	13	10
00	0	0	0	0	2	6	13	10	18	12	8	13
Hr Total	**3**	**5**	**2**	**1**	**4**	**11**	**35**	**52**	**60**	**43**	**39**	**37**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	12	7	15	22	20	11	14	4	7	8	2
30	12	11	10	14	19	20	16	12	7	4	4	5
45	7	11	9	15	25	15	14	7	10	5	5	2
00	16	15	10	14	22	18	14	13	6	6	3	1
Hr Total	**46**	**49**	**36**	**58**	**88**	**73**	**55**	**46**	**27**	**22**	**20**	**10**

24 Hour Total : 822
AM Peak Hour begins : 8:00 AM Peak Volume : 60 AM Peak Hour Factor : 0.83
PM Peak Hour begins : 16:00 PM Peak Volume : 88 PM PeaK Hour Factor : 0.88

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	16
COUNT LOCATION	Publix Shopping Center, south of SR 524
VHB PROJECT #	62954.32
Equipment ID	215

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	2,195	1,507	688

Peak Hour 5:15 PM to 6:15 PM

Peak Hour Total	NB	SB
217	149	68

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 9.89% **D =** 68.7%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	16
COUNT LOCATION	Publix Shopping Center, south of SR 524
VHB PROJECT #	62954.32
Equipment ID	215

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	4	1	5	0.27%	0.15%	0.23%
2:00 AM	3	0	3	0.20%	0.00%	0.14%
3:00 AM	0	1	1	0.00%	0.15%	0.05%
4:00 AM	3	2	5	0.20%	0.29%	0.23%
5:00 AM	10	1	11	0.66%	0.15%	0.50%
6:00 AM	8	1	9	0.53%	0.15%	0.41%
7:00 AM	16	4	20	1.06%	0.58%	0.91%
8:00 AM	25	40	65	1.66%	5.81%	2.96%
9:00 AM	38	56	94	2.52%	8.14%	4.28%
10:00 AM	81	27	108	5.37%	3.92%	4.92%
11:00 AM	106	40	146	7.03%	5.81%	6.65%
12:00 PM	123	48	171	8.16%	6.98%	7.79%
1:00 PM	131	66	197	8.69%	9.59%	8.97%
2:00 PM	137	54	191	9.09%	7.85%	8.70%
3:00 PM	110	57	167	7.30%	8.28%	7.61%
4:00 PM	126	53	179	8.36%	7.70%	8.15%
5:00 PM	117	72	189	7.76%	10.47%	8.61%
6:00 PM	149	63	212	9.89%	9.16%	9.66%
7:00 PM	125	46	171	8.29%	6.69%	7.79%
8:00 PM	80	25	105	5.31%	3.63%	4.78%
9:00 PM	63	11	74	4.18%	1.60%	3.37%
10:00 PM	32	10	42	2.12%	1.45%	1.91%
11:00 PM	11	8	19	0.73%	1.16%	0.87%
12:00 AM	9	2	11	0.60%	0.29%	0.50%
TOTALS	**1,507**	**688**	**2,195**	**99.98%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : Publix Shopping Center, south of SR 524

VHB Project #: 62954.32

22-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	3	0	2	7	12	21	25	26
30	0	0	0	0	2	3	4	6	8	17	26	35
45	0	1	0	1	4	1	7	8	7	16	26	34
00	2	0	0	1	1	3	3	9	9	21	36	30
Hr Total	**5**	**1**	**0**	**2**	**10**	**7**	**16**	**30**	**36**	**75**	**113**	**125**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	37	28	34	34	38	35	23	17	10	1	3
30	35	20	22	37	18	35	33	16	20	7	6	3
45	28	37	27	25	36	41	34	17	15	12	3	0
00	32	31	35	41	33	33	22	21	11	13	2	1
Hr Total	**131**	**125**	**112**	**137**	**121**	**147**	**124**	**77**	**63**	**42**	**12**	**7**

24 Hour Total : 1,518
AM Peak Hour begins : 10:45 AM Peak Volume : 131 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 16:45 PM Peak Volume : 147 PM PeaK Hour Factor : 0.90

22-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	10	13	6	7	6
30	0	0	0	0	0	0	1	13	10	7	8	14
45	0	0	0	0	0	0	1	15	13	4	14	14
00	0	0	0	1	1	0	0	6	14	6	8	14
Hr Total	**0**	**0**	**0**	**1**	**1**	**0**	**3**	**44**	**50**	**23**	**37**	**48**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	13	13	10	8	12	19	5	1	2	0	0
30	18	15	11	10	16	14	13	3	5	1	1	0
45	17	9	16	16	20	26	6	4	1	2	2	0
00	19	14	26	11	19	13	8	1	2	3	3	2
Hr Total	**69**	**51**	**66**	**47**	**63**	**65**	**46**	**13**	**9**	**8**	**6**	**2**

24 Hour Total : 652
AM Peak Hour begins : 8:00 AM Peak Volume : 50 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 17:15 PM Peak Volume : 72 PM PeaK Hour Factor : 0.69

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	3	0	3	17	25	27	32	32
30	0	0	0	0	2	3	5	19	18	24	34	49
45	0	1	0	1	4	1	8	23	20	20	40	48
00	2	0	0	2	2	3	3	15	23	27	44	44
Hr Total	**5**	**1**	**0**	**3**	**11**	**7**	**19**	**74**	**86**	**98**	**150**	**173**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	50	41	44	42	50	54	28	18	12	1	3
30	53	35	33	47	34	49	46	19	25	8	7	3
45	45	46	43	41	56	67	40	21	16	14	5	0
00	51	45	61	52	52	46	30	22	13	16	5	3
Hr Total	**200**	**176**	**178**	**184**	**184**	**212**	**170**	**90**	**72**	**50**	**18**	**9**

24 Hour Total : 2,170
AM Peak Hour begins : 10:45 AM Peak Volume : 173 AM Peak Hour Factor : 0.88
PM Peak Hour begins : 16:45 PM Peak Volume : 218 PM PeaK Hour Factor : 0.81

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : Publix Shopping Center, south of SR 524

VHB Project #: 62954.32

24-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	1	0	2	6	6	8	25	21	25
30	1	1	0	0	1	1	4	4	9	19	24	34
45	0	0	0	0	5	1	3	3	8	15	31	33
00	0	0	0	0	1	5	2	5	13	26	21	26
Hr Total	**2**	**3**	**0**	**1**	**7**	**9**	**15**	**18**	**38**	**85**	**97**	**118**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	39	26	29	28	37	41	25	18	11	2	4
30	35	34	33	24	35	39	29	25	13	2	2	1
45	31	39	25	29	24	38	33	17	16	4	1	2
00	25	37	23	31	25	35	22	14	13	3	3	2
Hr Total	**128**	**149**	**107**	**113**	**112**	**149**	**125**	**81**	**60**	**20**	**8**	**9**

24 Hour Total : 1,454
AM Peak Hour begins : 11:00 AM Peak Volume : 118 AM Peak Hour Factor : 0.87
PM Peak Hour begins : 17:15 PM Peak Volume : 153 PM PeaK Hour Factor : 0.93

24-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	6	12	9	10	12
30	0	0	0	0	0	0	0	9	16	7	9	10
45	0	0	0	0	0	1	0	12	12	5	11	11
00	0	0	1	2	0	0	2	8	19	7	9	13
Hr Total	**1**	**0**	**1**	**2**	**0**	**1**	**2**	**35**	**59**	**28**	**39**	**46**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	13	13	20	24	15	18	5	4	3	3	2
30	17	14	7	12	18	12	9	10	2	3	2	0
45	15	16	11	15	21	14	5	11	2	3	1	0
00	20	11	16	11	16	19	11	8	2	0	0	0
Hr Total	**61**	**54**	**47**	**58**	**79**	**60**	**43**	**34**	**10**	**9**	**6**	**2**

24 Hour Total : 677
AM Peak Hour begins : 8:00 AM Peak Volume : 59 AM Peak Hour Factor : 0.78
PM Peak Hour begins : 16:00 PM Peak Volume : 79 PM PeaK Hour Factor : 0.82

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	1	0	2	6	12	20	34	31	37
30	1	1	0	0	1	1	4	13	25	26	33	44
45	0	0	0	0	5	2	3	15	20	20	42	44
00	0	0	1	2	1	5	4	13	32	33	30	39
Hr Total	**3**	**3**	**1**	**3**	**7**	**10**	**17**	**53**	**97**	**113**	**136**	**164**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	52	39	49	52	52	59	30	22	14	5	6
30	52	48	40	36	53	51	38	35	15	5	4	1
45	46	55	36	44	45	52	38	28	18	7	2	2
00	45	48	39	42	41	54	33	22	15	3	3	2
Hr Total	**189**	**203**	**154**	**171**	**191**	**209**	**168**	**115**	**70**	**29**	**14**	**11**

24 Hour Total : 2,131
AM Peak Hour begins : 11:00 AM Peak Volume : 164 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 17:15 PM Peak Volume : 216 PM PeaK Hour Factor : 0.92

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	17
COUNT LOCATION	Shopping Center north side of SR 524
VHB PROJECT #	62954.32
Equipment ID	117

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 22, 2019	**Start Time**	12:00 AM
End Date	January 24, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	1,613	381	1,232

Peak Hour 11:30 AM to 12:30 PM

Peak Hour Total	NB	SB
147	35	112

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 9.11% **D =** 76.2%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	17
COUNT LOCATION	Shopping Center north side of SR 524
VHB PROJECT #	62954.32
Equipment ID	117

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	2	3	5	0.52%	0.24%	0.31%
2:00 AM	1	2	3	0.26%	0.16%	0.19%
3:00 AM	1	2	3	0.26%	0.16%	0.19%
4:00 AM	2	1	3	0.52%	0.08%	0.19%
5:00 AM	4	7	11	1.05%	0.57%	0.68%
6:00 AM	2	16	18	0.52%	1.30%	1.12%
7:00 AM	14	42	56	3.67%	3.41%	3.47%
8:00 AM	23	61	84	6.04%	4.95%	5.21%
9:00 AM	24	81	105	6.30%	6.57%	6.51%
10:00 AM	22	87	109	5.77%	7.06%	6.76%
11:00 AM	19	75	94	4.99%	6.09%	5.83%
12:00 PM	24	91	115	6.30%	7.39%	7.13%
1:00 PM	34	108	142	8.92%	8.77%	8.80%
2:00 PM	28	96	124	7.35%	7.79%	7.69%
3:00 PM	28	81	109	7.35%	6.57%	6.76%
4:00 PM	22	77	99	5.77%	6.25%	6.14%
5:00 PM	37	98	135	9.71%	7.95%	8.37%
6:00 PM	34	90	124	8.92%	7.31%	7.69%
7:00 PM	28	70	98	7.35%	5.68%	6.08%
8:00 PM	18	65	83	4.72%	5.28%	5.15%
9:00 PM	5	42	47	1.31%	3.41%	2.91%
10:00 PM	5	19	24	1.31%	1.54%	1.49%
11:00 PM	3	10	13	0.79%	0.81%	0.81%
12:00 AM	1	8	9	0.26%	0.65%	0.56%
TOTALS	**381**	**1,232**	**1,613**	**99.96%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 22, 2019 Start Time 00:00
Stop Date : January 22, 2019 Stop Time 24:00
County : Brevard
Location : Shopping Center north side of SR 524

VHB Project #: 62954.32

22-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	0	1	7	6	5	6	3
30	0	0	0	0	0	1	3	4	6	0	2	5
45	0	1	0	0	1	1	6	4	4	7	6	5
00	0	0	0	2	1	0	4	7	6	6	4	4
Hr Total	**1**	**1**	**0**	**2**	**3**	**2**	**14**	**22**	**22**	**18**	**18**	**17**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	7	4	9	7	7	5	2	2	0	0
30	10	5	8	6	9	10	7	8	1	1	1	0
45	3	3	5	6	5	9	4	3	2	0	1	0
00	9	7	8	9	11	8	10	2	0	1	0	0
Hr Total	**32**	**25**	**28**	**25**	**34**	**34**	**28**	**18**	**5**	**4**	**2**	**0**

24 Hour Total : 355
AM Peak Hour begins : 7:30 AM Peak Volume : 23 AM Peak Hour Factor : 0.82
PM Peak Hour begins : 16:45 PM Peak Volume : 37 PM PeaK Hour Factor : 0.84

22-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	2	1	6	15	19	19	21	16
30	0	0	3	0	0	4	8	20	23	20	19	24
45	2	0	0	0	3	6	13	9	14	25	18	26
00	0	1	0	0	3	2	10	18	22	22	16	26
Hr Total	**3**	**1**	**3**	**0**	**8**	**13**	**37**	**62**	**78**	**86**	**74**	**92**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	21	28	13	24	16	22	20	9	5	1	0
30	27	20	19	17	29	36	16	15	20	3	4	0
45	22	23	17	22	29	24	19	8	21	5	0	3
00	23	28	16	24	16	13	13	11	6	2	2	0
Hr Total	**101**	**92**	**80**	**76**	**98**	**89**	**70**	**54**	**56**	**15**	**7**	**3**

24 Hour Total : 1,198
AM Peak Hour begins : 11:00 AM Peak Volume : 92 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 15:45 PM Peak Volume : 106 PM PeaK Hour Factor : 0.91

22-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	3	1	7	22	25	24	27	19
30	0	0	3	0	0	5	11	24	29	20	21	29
45	2	1	0	0	4	7	19	13	18	32	24	31
00	0	1	0	2	4	2	14	25	28	28	20	30
Hr Total	**4**	**2**	**3**	**2**	**11**	**15**	**51**	**84**	**100**	**104**	**92**	**109**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	31	35	17	33	23	29	25	11	7	1	0
30	37	25	27	23	38	46	23	23	21	4	5	0
45	25	26	22	28	34	33	23	11	23	5	1	3
00	32	35	24	33	27	21	23	13	6	3	2	0
Hr Total	**133**	**117**	**108**	**101**	**132**	**123**	**98**	**72**	**61**	**19**	**9**	**3**

24 Hour Total : 1,553
AM Peak Hour begins : 11:00 AM Peak Volume : 109 AM Peak Hour Factor : 0.88
PM Peak Hour begins : 15:45 PM Peak Volume : 138 PM PeaK Hour Factor : 0.91

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 23, 2019 Start Time 00:00
Stop Date : January 23, 2019 Stop Time 24:00
County : Brevard
Location : Shopping Center north side of SR 524

VHB Project #: 62954.32

24-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	2	4	5	9	4	4
30	0	0	0	0	1	0	2	5	7	7	4	7
45	1	0	0	0	0	0	3	5	5	2	11	12
00	0	0	1	2	1	0	4	7	6	6	0	6
Hr Total	**1**	**0**	**1**	**2**	**3**	**0**	**11**	**21**	**23**	**24**	**19**	**29**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	8	5	4	9	8	9	3	3	2	1	0
30	8	8	3	3	8	7	5	3	1	1	1	0
45	4	8	8	5	12	6	6	8	0	2	0	1
00	8	4	9	4	9	10	7	1	0	0	0	0
Hr Total	**33**	**28**	**25**	**16**	**38**	**31**	**27**	**15**	**4**	**5**	**2**	**1**

24 Hour Total : 359
AM Peak Hour begins : 11:00 AM Peak Volume : 29 AM Peak Hour Factor : 0.60
PM Peak Hour begins : 16:00 PM Peak Volume : 38 PM PeaK Hour Factor : 0.79

24-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	1	4	11	14	27	20	14	16
30	0	0	0	0	1	2	4	15	20	28	21	24
45	1	0	0	1	0	8	12	9	16	20	19	26
00	0	1	0	0	1	3	17	20	19	17	19	23
Hr Total	**1**	**2**	**0**	**1**	**3**	**17**	**44**	**58**	**82**	**85**	**73**	**89**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	28	19	17	22	20	12	18	13	6	3	4
30	32	25	16	21	28	18	23	20	2	7	3	2
45	25	21	24	15	24	24	19	14	8	7	2	4
00	23	24	19	23	21	28	14	23	3	2	3	2
Hr Total	**113**	**98**	**78**	**76**	**95**	**90**	**68**	**75**	**26**	**22**	**11**	**12**

24 Hour Total : 1,219
AM Peak Hour begins : 11:00 AM Peak Volume : 89 AM Peak Hour Factor : 0.86
PM Peak Hour begins : 12:00 PM Peak Volume : 113 PM PeaK Hour Factor : 0.86

24-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	2	4	13	18	32	29	18	20
30	0	0	0	0	2	2	6	20	27	35	25	31
45	2	0	0	1	0	8	15	14	21	22	30	38
00	0	1	1	2	2	3	21	27	25	23	19	29
Hr Total	**2**	**2**	**1**	**3**	**6**	**17**	**55**	**79**	**105**	**109**	**92**	**118**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	36	24	21	31	28	21	21	16	8	4	4
30	40	33	19	24	36	25	28	23	3	8	4	2
45	29	29	32	20	36	30	25	22	8	9	2	5
00	31	28	28	27	30	38	21	24	3	2	3	2
Hr Total	**146**	**126**	**103**	**92**	**133**	**121**	**95**	**90**	**30**	**27**	**13**	**13**

24 Hour Total : 1,578
AM Peak Hour begins : 11:00 AM Peak Volume : 118 AM Peak Hour Factor : 0.78
PM Peak Hour begins : 12:00 PM Peak Volume : 146 PM PeaK Hour Factor : 0.79

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	1
COUNT LOCATION	I-95, north of SR 524
VHB PROJECT #	62954.32
Equipment ID	111

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 29, 2019	**Start Time**	12:00 AM
End Date	January 31, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	73,583	36,511	37,072

Peak Hour 4:30 PM to 5:30 PM

Peak Hour Total	NB	SB
5,651	2,655	2,996

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 7.68% **D =** 53.0%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	1
COUNT LOCATION	I-95, north of SR 524
VHB PROJECT #	62954.32
Equipment ID	111

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	337	405	742	0.92%	1.09%	1.01%
2:00 AM	276	311	587	0.76%	0.84%	0.80%
3:00 AM	317	334	651	0.87%	0.90%	0.88%
4:00 AM	442	343	785	1.21%	0.93%	1.07%
5:00 AM	739	536	1,275	2.02%	1.45%	1.73%
6:00 AM	883	983	1,866	2.42%	2.65%	2.54%
7:00 AM	1,943	1,760	3,703	5.32%	4.75%	5.03%
8:00 AM	2,858	2,343	5,201	7.83%	6.32%	7.07%
9:00 AM	2,527	2,272	4,799	6.92%	6.13%	6.52%
10:00 AM	1,804	2,028	3,832	4.94%	5.47%	5.21%
11:00 AM	1,716	2,011	3,727	4.70%	5.42%	5.07%
12:00 PM	1,899	2,121	4,020	5.20%	5.72%	5.46%
1:00 PM	2,270	2,086	4,356	6.22%	5.63%	5.92%
2:00 PM	2,085	2,229	4,314	5.71%	6.01%	5.86%
3:00 PM	2,385	2,332	4,717	6.53%	6.29%	6.41%
4:00 PM	2,364	2,578	4,942	6.47%	6.95%	6.72%
5:00 PM	2,650	2,931	5,581	7.26%	7.91%	7.58%
6:00 PM	2,489	2,983	5,472	6.82%	8.05%	7.44%
7:00 PM	2,035	2,079	4,114	5.57%	5.61%	5.59%
8:00 PM	1,503	1,287	2,790	4.12%	3.47%	3.79%
9:00 PM	1,043	1,183	2,226	2.86%	3.19%	3.03%
10:00 PM	724	817	1,541	1.98%	2.20%	2.09%
11:00 PM	657	636	1,293	1.80%	1.72%	1.76%
12:00 AM	565	484	1,049	1.55%	1.31%	1.43%
TOTALS	**36,511**	**37,072**	**73,583**	**100.00%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 29, 2019
Stop Date : January 29, 2019
County : Brevard
Location : I-95, north of SR 524

Start Time 00:00
Stop Time 24:00

VHB Project #: 62954.32

29-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	79	72	58	96	165	210	303	597	675	470	410	451
30	74	52	74	89	196	190	470	718	651	462	438	452
45	103	78	89	127	180	210	562	745	608	431	430	472
00	77	70	92	124	193	244	589	768	568	422	419	504
Hr Total	**333**	**272**	**313**	**436**	**734**	**854**	**1,924**	**2,828**	**2,502**	**1,785**	**1,697**	**1,879**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	531	515	542	536	642	627	548	396	284	202	173	131
30	583	515	576	539	652	671	518	382	270	189	171	163
45	564	515	600	634	636	596	540	369	256	173	144	127
00	568	519	642	629	693	569	407	340	221	152	162	136
Hr Total	**2,246**	**2,064**	**2,360**	**2,338**	**2,623**	**2,463**	**2,013**	**1,487**	**1,031**	**716**	**650**	**557**

24 Hour Total : 36,105
AM Peak Hour begins : 7:15 AM Peak Volume : 2,906 AM Peak Hour Factor : 0.95
PM Peak Hour begins : 16:30 PM Peak Volume : 2,627 PM PeaK Hour Factor : 0.95

29-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	119	83	93	20	130	183	363	568	614	585	470	511
30	83	85	87	150	116	240	407	573	556	507	471	534
45	69	61	96	43	112	289	468	611	562	470	509	539
00	98	74	77	113	167	311	529	617	594	503	501	575
Hr Total	**369**	**303**	**353**	**326**	**525**	**1,023**	**1,767**	**2,369**	**2,326**	**2,065**	**1,951**	**2,159**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	503	482	569	604	762	734	615	390	314	215	157	143
30	543	560	544	600	668	784	542	304	411	224	177	129
45	544	557	574	621	715	704	548	222	287	173	164	116
00	511	560	557	711	716	770	433	274	291	170	137	103
Hr Total	**2,101**	**2,159**	**2,244**	**2,536**	**2,861**	**2,992**	**2,138**	**1,190**	**1,303**	**782**	**635**	**491**

24 Hour Total : 36,968
AM Peak Hour begins : 7:15 AM Peak Volume : 2,415 AM Peak Hour Factor : 0.98
PM Peak Hour begins : 17:00 PM Peak Volume : 2,992 PM PeaK Hour Factor : 0.95

29-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	198	155	151	116	295	393	666	1,165	1,289	1,055	880	962
30	157	137	161	239	312	430	877	1,291	1,207	969	909	986
45	172	139	185	170	292	499	1,030	1,356	1,170	901	939	1,011
00	175	144	169	237	360	555	1,118	1,385	1,162	925	920	1,079
Hr Total	**702**	**575**	**666**	**762**	**1,259**	**1,877**	**3,691**	**5,197**	**4,828**	**3,850**	**3,648**	**4,038**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,034	997	1,111	1,140	1,404	1,361	1,163	786	598	417	330	274
30	1,126	1,075	1,120	1,139	1,320	1,455	1,060	686	681	413	348	292
45	1,108	1,072	1,174	1,255	1,351	1,300	1,088	591	543	346	308	243
00	1,079	1,079	1,199	1,340	1,409	1,339	840	614	512	322	299	239
Hr Total	**4,347**	**4,223**	**4,604**	**4,874**	**5,484**	**5,455**	**4,151**	**2,677**	**2,334**	**1,498**	**1,285**	**1,048**

24 Hour Total : 73,073
AM Peak Hour begins : 7:15 AM Peak Volume : 5,321 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 16:30 PM Peak Volume : 5,576 PM PeaK Hour Factor : 0.96

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 30, 2019
Stop Date : January 30, 2019
County : Brevard
Location : I-95, north of SR 524

Start Time 00:00
Stop Time 24:00

VHB Project #: 62954.32

31-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	81	73	59	98	168	192	309	609	689	480	417	460
30	76	53	75	91	200	213	480	733	663	470	447	461
45	105	80	91	130	184	236	572	760	619	440	439	482
00	79	71	94	127	191	269	601	784	580	431	428	514
Hr Total	**341**	**277**	**319**	**446**	**743**	**910**	**1,962**	**2,886**	**2,551**	**1,821**	**1,731**	**1,917**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	542	525	553	547	655	640	559	404	290	206	177	134
30	595	525	588	550	664	685	529	390	276	193	173	166
45	575	525	612	647	649	608	551	377	261	177	147	130
00	580	530	655	642	707	581	415	347	226	155	165	139
Hr Total	**2,292**	**2,105**	**2,408**	**2,386**	**2,675**	**2,514**	**2,054**	**1,518**	**1,053**	**731**	**662**	**569**

24 Hour Total : 36,871
AM Peak Hour begins : 7:15 AM Peak Volume : 2,966 AM Peak Hour Factor : 0.95
PM Peak Hour begins : 16:30 PM Peak Volume : 2,681 PM PeaK Hour Factor : 0.95

31-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	123	68	89	101	126	176	356	537	580	523	517	513
30	99	65	48	97	115	213	407	595	558	510	491	541
45	113	84	102	75	145	262	502	605	540	496	535	522
00	105	99	75	84	158	288	486	578	540	461	527	505
Hr Total	**440**	**316**	**314**	**357**	**544**	**939**	**1,751**	**2,315**	**2,218**	**1,990**	**2,070**	**2,081**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	500	540	621	642	727	766	643	392	269	269	186	147
30	522	598	589	642	753	758	497	362	285	222	167	114
45	538	605	608	643	727	776	461	339	254	172	152	106
00	509	556	600	692	792	673	416	289	253	187	130	109
Hr Total	**2,069**	**2,299**	**2,418**	**2,619**	**2,999**	**2,973**	**2,017**	**1,382**	**1,061**	**850**	**635**	**476**

24 Hour Total : 37,133
AM Peak Hour begins : 7:15 AM Peak Volume : 2,358 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 16:45 PM Peak Volume : 3,092 PM PeaK Hour Factor : 0.98

31-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	204	141	148	199	294	368	665	1,146	1,269	1,003	934	973
30	175	118	123	188	315	426	887	1,328	1,221	980	938	1,002
45	218	164	193	205	329	498	1,074	1,365	1,159	936	974	1,004
00	184	170	169	211	349	557	1,087	1,362	1,120	892	955	1,019
Hr Total	**781**	**593**	**633**	**803**	**1,287**	**1,849**	**3,713**	**5,201**	**4,769**	**3,811**	**3,801**	**3,998**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,042	1,065	1,174	1,189	1,382	1,406	1,202	796	559	475	363	281
30	1,117	1,123	1,177	1,192	1,417	1,443	1,026	752	561	415	340	280
45	1,113	1,130	1,220	1,290	1,376	1,384	1,012	716	515	349	299	236
00	1,089	1,086	1,255	1,334	1,499	1,254	831	636	479	342	295	248
Hr Total	**4,361**	**4,404**	**4,826**	**5,005**	**5,674**	**5,487**	**4,071**	**2,900**	**2,114**	**1,581**	**1,297**	**1,045**

24 Hour Total : 74,004
AM Peak Hour begins : 7:15 AM Peak Volume : 5,324 AM Peak Hour Factor : 0.98
PM Peak Hour begins : 16:45 PM Peak Volume : 5,732 PM PeaK Hour Factor : 0.96

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	1
COUNT LOCATION	I-95, between SR 524 and SR 520
VHB PROJECT #	62954.32
Equipment ID	81

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 29, 2019	**Start Time**	12:00 AM
End Date	January 31, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	78,677	39,099	39,578

Peak Hour 4:45 PM to 5:45 PM

Peak Hour Total	NB	SB
6,162	2,966	3,196

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 7.83% **D =** 51.9%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	1
COUNT LOCATION	I-95, between SR 524 and SR 520
VHB PROJECT #	62954.32
Equipment ID	81

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	346	423	769	0.88%	1.07%	0.98%
2:00 AM	281	313	594	0.72%	0.79%	0.75%
3:00 AM	323	341	664	0.83%	0.86%	0.84%
4:00 AM	474	332	806	1.21%	0.84%	1.02%
5:00 AM	760	557	1,317	1.94%	1.41%	1.67%
6:00 AM	928	1,039	1,967	2.37%	2.63%	2.50%
7:00 AM	2,023	1,976	3,999	5.17%	4.99%	5.08%
8:00 AM	2,952	2,726	5,678	7.55%	6.89%	7.22%
9:00 AM	2,620	2,581	5,201	6.70%	6.52%	6.61%
10:00 AM	1,898	2,208	4,106	4.85%	5.58%	5.22%
11:00 AM	1,810	2,157	3,967	4.63%	5.45%	5.04%
12:00 PM	2,019	2,258	4,277	5.16%	5.71%	5.44%
1:00 PM	2,427	2,233	4,660	6.21%	5.64%	5.92%
2:00 PM	2,202	2,393	4,595	5.63%	6.05%	5.84%
3:00 PM	2,567	2,458	5,025	6.57%	6.21%	6.39%
4:00 PM	2,587	2,700	5,287	6.62%	6.82%	6.72%
5:00 PM	2,928	3,089	6,017	7.49%	7.80%	7.65%
6:00 PM	2,848	3,141	5,989	7.28%	7.94%	7.61%
7:00 PM	2,235	2,174	4,409	5.72%	5.49%	5.60%
8:00 PM	1,631	1,304	2,935	4.17%	3.29%	3.73%
9:00 PM	1,153	1,215	2,368	2.95%	3.07%	3.01%
10:00 PM	807	822	1,629	2.06%	2.08%	2.07%
11:00 PM	696	648	1,344	1.78%	1.64%	1.71%
12:00 AM	584	490	1,074	1.49%	1.24%	1.37%
TOTALS	**39,099**	**39,578**	**78,677**	**99.98%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 29, 2019 Start Time 00:00
Stop Date : January 29, 2019 Stop Time 24:00
County : Brevard
Location : I-95, between SR 524 and SR 520

VHB Project #: 62954.32

29-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	78	58	100	171	216	317	624	698	490	427	472
30	85	48	76	92	205	202	488	742	661	481	455	484
45	99	80	85	141	188	219	572	749	625	450	451	511
00	81	73	98	134	193	255	628	810	607	454	441	534
Hr Total	**345**	**279**	**317**	**467**	**757**	**892**	**2,005**	**2,925**	**2,591**	**1,875**	**1,774**	**2,001**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	583	548	596	573	691	708	622	447	313	228	187	126
30	621	540	603	608	726	773	568	400	298	210	184	170
45	596	549	644	685	726	677	576	400	289	193	155	132
00	602	553	682	702	761	631	443	372	248	169	169	145
Hr Total	**2,402**	**2,190**	**2,525**	**2,568**	**2,904**	**2,789**	**2,209**	**1,619**	**1,148**	**800**	**695**	**573**

24 Hour Total : 38,650
AM Peak Hour begins : 7:15 AM Peak Volume : 2,999 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 16:30 PM Peak Volume : 2,968 PM PeaK Hour Factor : 0.96

29-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	118	82	90	19	131	192	392	660	694	640	514	551
30	92	89	91	152	120	249	451	687	655	546	513	577
45	70	63	101	33	117	308	529	713	637	504	540	559
00	107	71	81	114	177	328	600	694	660	556	553	628
Hr Total	**387**	**305**	**363**	**318**	**545**	**1,077**	**1,972**	**2,754**	**2,646**	**2,246**	**2,120**	**2,315**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	521	521	623	632	784	802	655	385	326	218	153	143
30	593	588	574	638	719	798	572	314	412	227	179	130
45	561	596	591	650	730	737	550	226	302	168	167	120
00	568	580	598	746	771	786	448	275	282	173	140	106
Hr Total	**2,243**	**2,285**	**2,386**	**2,666**	**3,004**	**3,123**	**2,225**	**1,200**	**1,322**	**786**	**639**	**499**

24 Hour Total : 39,426
AM Peak Hour begins : 7:15 AM Peak Volume : 2,788 AM Peak Hour Factor : 0.98
PM Peak Hour begins : 17:00 PM Peak Volume : 3,123 PM PeaK Hour Factor : 0.97

29-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	198	160	148	119	302	408	709	1,284	1,392	1,130	941	1,023
30	177	137	167	244	325	451	939	1,429	1,316	1,027	968	1,061
45	169	143	186	174	305	527	1,101	1,462	1,262	954	991	1,070
00	188	144	179	248	370	583	1,228	1,504	1,267	1,010	994	1,162
Hr Total	**732**	**584**	**680**	**785**	**1,302**	**1,969**	**3,977**	**5,679**	**5,237**	**4,121**	**3,894**	**4,316**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,104	1,069	1,219	1,205	1,475	1,510	1,277	832	639	446	340	269
30	1,214	1,128	1,177	1,246	1,445	1,571	1,140	714	710	437	363	300
45	1,157	1,145	1,235	1,335	1,456	1,414	1,126	626	591	361	322	252
00	1,170	1,133	1,280	1,448	1,532	1,417	891	647	530	342	309	251
Hr Total	**4,645**	**4,475**	**4,911**	**5,234**	**5,908**	**5,912**	**4,434**	**2,819**	**2,470**	**1,586**	**1,334**	**1,072**

24 Hour Total : 78,076
AM Peak Hour begins : 7:15 AM Peak Volume : 5,787 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 16:30 PM Peak Volume : 6,069 PM PeaK Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 30, 2019 Start Time 00:00
Stop Date : January 30, 2019 Stop Time 24:00
County : Brevard
Location : I-95, between SR 524 and SR 520

VHB Project #: 62954.32

31-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	75	55	98	169	208	327	624	717	513	438	487
30	81	56	81	97	210	215	495	762	677	490	474	495
45	102	79	94	140	184	240	593	795	638	467	471	509
00	76	71	95	143	198	298	623	798	614	447	460	543
Hr Total	**345**	**281**	**325**	**478**	**761**	**961**	**2,038**	**2,979**	**2,646**	**1,917**	**1,843**	**2,034**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	592	565	596	586	698	732	620	437	312	225	188	138
30	624	559	639	589	731	780	591	428	313	226	180	176
45	605	533	658	702	736	715	583	389	287	190	152	135
00	628	554	716	725	784	678	464	387	243	170	175	144
Hr Total	**2,449**	**2,211**	**2,609**	**2,602**	**2,949**	**2,905**	**2,258**	**1,641**	**1,155**	**811**	**695**	**593**

24 Hour Total : 39,486
AM Peak Hour begins : 7:15 AM Peak Volume : 3,072 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 16:30 PM Peak Volume : 3,032 PM PeaK Hour Factor : 0.97

31-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	130	69	95	103	127	182	401	608	683	585	548	545
30	106	68	45	95	116	230	456	713	633	561	515	579
45	118	88	97	69	159	281	575	712	624	535	560	539
00	104	93	81	77	166	305	546	663	574	486	570	538
Hr Total	**458**	**318**	**318**	**344**	**568**	**998**	**1,978**	**2,696**	**2,514**	**2,167**	**2,193**	**2,201**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	526	591	653	677	770	799	684	408	292	276	186	143
30	560	658	608	678	803	791	525	375	291	217	178	121
45	573	645	642	662	754	845	476	343	264	170	151	111
00	562	606	626	716	846	722	435	278	260	194	140	103
Hr Total	**2,221**	**2,500**	**2,529**	**2,733**	**3,173**	**3,157**	**2,120**	**1,404**	**1,107**	**857**	**655**	**478**

24 Hour Total : 39,687
AM Peak Hour begins : 7:15 AM Peak Volume : 2,771 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 16:45 PM Peak Volume : 3,281 PM PeaK Hour Factor : 0.97

31-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	216	144	150	201	296	390	728	1,232	1,400	1,098	986	1,032
30	187	124	126	192	326	445	951	1,475	1,310	1,051	989	1,074
45	220	167	191	209	343	521	1,168	1,507	1,262	1,002	1,031	1,048
00	180	164	176	220	364	603	1,169	1,461	1,188	933	1,030	1,081
Hr Total	**803**	**599**	**643**	**822**	**1,329**	**1,959**	**4,016**	**5,675**	**5,160**	**4,084**	**4,036**	**4,235**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,118	1,156	1,249	1,263	1,468	1,531	1,304	845	604	501	374	281
30	1,184	1,217	1,247	1,267	1,534	1,571	1,116	803	604	443	358	297
45	1,178	1,178	1,300	1,364	1,490	1,560	1,059	732	551	360	303	246
00	1,190	1,160	1,342	1,441	1,630	1,400	899	665	503	364	315	247
Hr Total	**4,670**	**4,711**	**5,138**	**5,335**	**6,122**	**6,062**	**4,378**	**3,045**	**2,262**	**1,668**	**1,350**	**1,071**

24 Hour Total : 79,173
AM Peak Hour begins : 7:15 AM Peak Volume : 5,843 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 16:45 PM Peak Volume : 6,292 PM PeaK Hour Factor : 0.97

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	1
COUNT LOCATION	I-95, between SR 524 and SR 520
VHB PROJECT #	62954.32
Equipment ID	81

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 29, 2019	**Start Time**	12:00 AM
End Date	January 31, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	66,337	32,730	33,607

Peak Hour 7:15 AM to 8:15 AM

Peak Hour Total	NB	SB
4,953	2,059	2,894

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 7.47% **D =** 58.4%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	1
COUNT LOCATION	I-95, between SR 524 and SR 520
VHB PROJECT #	62954.32
Equipment ID	81

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	346	405	751	1.06%	1.21%	1.13%
2:00 AM	265	300	565	0.81%	0.89%	0.85%
3:00 AM	290	271	561	0.89%	0.81%	0.85%
4:00 AM	310	279	589	0.95%	0.83%	0.89%
5:00 AM	453	430	883	1.38%	1.28%	1.33%
6:00 AM	843	760	1,603	2.58%	2.26%	2.42%
7:00 AM	1,508	1,895	3,403	4.61%	5.64%	5.13%
8:00 AM	2,003	2,837	4,840	6.12%	8.44%	7.30%
9:00 AM	1,981	2,493	4,474	6.05%	7.42%	6.74%
10:00 AM	1,780	1,946	3,726	5.44%	5.79%	5.62%
11:00 AM	1,763	1,586	3,349	5.39%	4.72%	5.05%
12:00 PM	1,871	1,679	3,550	5.72%	5.00%	5.35%
1:00 PM	1,886	2,008	3,894	5.76%	5.97%	5.87%
2:00 PM	1,963	2,073	4,036	6.00%	6.17%	6.08%
3:00 PM	2,056	2,017	4,073	6.28%	6.00%	6.14%
4:00 PM	2,290	2,036	4,326	7.00%	6.06%	6.52%
5:00 PM	2,611	2,077	4,688	7.98%	6.18%	7.07%
6:00 PM	2,724	2,012	4,736	8.32%	5.99%	7.14%
7:00 PM	1,840	1,944	3,784	5.62%	5.78%	5.70%
8:00 PM	1,166	1,485	2,651	3.56%	4.42%	4.00%
9:00 PM	1,052	1,035	2,087	3.21%	3.08%	3.15%
10:00 PM	742	761	1,503	2.27%	2.26%	2.27%
11:00 PM	560	684	1,244	1.71%	2.04%	1.88%
12:00 AM	427	594	1,021	1.30%	1.77%	1.54%
TOTALS	**32,730**	**33,607**	**66,337**	**100.01%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 29, 2019 Start Time 00:00
Stop Date : January 29, 2019 Stop Time 24:00
County : Brevard
Location : I-95, between SR 524 and SR 520

VHB Project #: 62954.32

29-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	77	82	11	116	159	306	482	535	515	434	470
30	81	67	76	139	103	210	354	494	490	437	408	485
45	66	59	91	38	97	238	406	526	490	430	422	478
00	93	62	57	111	138	265	448	543	512	458	444	514
Hr Total	**320**	**265**	**306**	**299**	**454**	**872**	**1,514**	**2,045**	**2,027**	**1,840**	**1,708**	**1,947**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	462	415	495	534	672	695	533	366	265	200	137	124
30	482	512	476	534	594	710	504	260	374	201	158	115
45	509	498	503	556	646	641	467	198	261	166	150	98
00	474	497	520	662	637	696	387	265	254	158	130	95
Hr Total	**1,927**	**1,922**	**1,994**	**2,286**	**2,549**	**2,742**	**1,891**	**1,089**	**1,154**	**725**	**575**	**432**

24 Hour Total : 32,883
AM Peak Hour begins : 7:15 AM Peak Volume : 2,098 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 17:00 PM Peak Volume : 2,742 PM PeaK Hour Factor : 0.97

29-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	70	68	55	77	146	293	592	648	493	423	391
30	97	75	49	65	89	182	439	719	649	485	380	392
45	82	92	80	68	127	190	556	724	579	459	373	410
00	109	54	65	82	123	218	552	720	546	451	364	437
Hr Total	**393**	**291**	**262**	**270**	**416**	**736**	**1,840**	**2,755**	**2,422**	**1,888**	**1,540**	**1,630**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	461	488	509	479	531	509	496	379	286	188	179	139
30	506	520	490	517	501	504	493	350	258	208	183	153
45	489	517	463	490	499	495	511	379	245	185	135	137
00	493	487	497	492	485	445	388	334	215	156	167	147
Hr Total	**1,949**	**2,012**	**1,959**	**1,978**	**2,016**	**1,953**	**1,888**	**1,442**	**1,004**	**737**	**664**	**576**

24 Hour Total : 32,621
AM Peak Hour begins : 7:15 AM Peak Volume : 2,811 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 13:15 PM Peak Volume : 2,033 PM PeaK Hour Factor : 0.98

29-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	185	147	150	66	193	305	599	1,074	1,183	1,008	857	861
30	178	142	125	204	192	392	793	1,213	1,139	922	788	877
45	148	151	171	106	224	428	962	1,250	1,069	889	795	888
00	202	116	122	193	261	483	1,000	1,263	1,058	909	808	951
Hr Total	**713**	**556**	**568**	**569**	**870**	**1,608**	**3,354**	**4,800**	**4,449**	**3,728**	**3,248**	**3,577**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	923	903	1,004	1,013	1,203	1,204	1,029	745	551	388	316	263
30	988	1,032	966	1,051	1,095	1,214	997	610	632	409	341	268
45	998	1,015	966	1,046	1,145	1,136	978	577	506	351	285	235
00	967	984	1,017	1,154	1,122	1,141	775	599	469	314	297	242
Hr Total	**3,876**	**3,934**	**3,953**	**4,264**	**4,565**	**4,695**	**3,779**	**2,531**	**2,158**	**1,462**	**1,239**	**1,008**

24 Hour Total : 65,504
AM Peak Hour begins : 7:15 AM Peak Volume : 4,909 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 17:00 PM Peak Volume : 4,695 PM PeaK Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 30, 2019 Start Time 00:00
Stop Date : January 30, 2019 Stop Time 24:00
County : Brevard
Location : I-95, between SR 524 and SR 520

VHB Project #: 62954.32

31-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	110	58	70	78	98	153	313	452	511	462	443	446
30	77	53	45	86	98	195	339	525	488	445	438	468
45	94	70	84	71	126	221	427	507	470	424	455	444
00	90	81	72	83	128	242	420	475	466	388	480	436
Hr Total	**371**	**262**	**271**	**318**	**450**	**811**	**1,499**	**1,959**	**1,935**	**1,719**	**1,816**	**1,794**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	437	472	534	547	646	694	557	353	242	244	160	122
30	462	512	523	553	662	696	452	318	265	201	137	113
45	478	544	517	570	672	690	413	299	218	150	130	94
00	465	474	542	622	693	624	366	270	222	163	115	92
Hr Total	**1,842**	**2,002**	**2,116**	**2,292**	**2,673**	**2,704**	**1,788**	**1,240**	**947**	**758**	**542**	**421**

24 Hour Total : 32,530
AM Peak Hour begins : 7:15 AM Peak Volume : 2,018 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 16:45 PM Peak Volume : 2,773 PM PeaK Hour Factor : 1.00

31-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	74	72	59	82	155	311	627	686	522	448	414
30	103	79	52	69	95	193	465	761	687	514	402	415
45	87	97	85	72	134	202	589	767	613	486	395	434
00	115	57	69	87	131	231	584	762	578	478	385	463
Hr Total	**416**	**307**	**278**	**287**	**442**	**781**	**1,949**	**2,917**	**2,564**	**2,000**	**1,630**	**1,726**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	488	517	539	507	563	539	526	401	303	199	189	147
30	536	551	518	547	530	534	522	371	274	221	194	162
45	518	547	491	518	528	524	541	401	259	196	143	145
00	522	516	527	521	514	472	410	354	228	166	177	156
Hr Total	**2,064**	**2,131**	**2,075**	**2,093**	**2,135**	**2,069**	**1,999**	**1,527**	**1,064**	**782**	**703**	**610**

24 Hour Total : 34,549
AM Peak Hour begins : 7:15 AM Peak Volume : 2,976 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 13:15 PM Peak Volume : 2,153 PM PeaK Hour Factor : 0.98

31-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	221	132	142	137	180	308	624	1,079	1,197	984	891	860
30	180	132	97	155	193	388	804	1,286	1,175	959	840	883
45	181	167	169	143	260	423	1,016	1,274	1,083	910	850	878
00	205	138	141	170	259	473	1,004	1,237	1,044	866	865	899
Hr Total	**787**	**569**	**549**	**605**	**892**	**1,592**	**3,448**	**4,876**	**4,499**	**3,719**	**3,446**	**3,520**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	925	989	1,073	1,054	1,209	1,233	1,083	754	545	443	349	269
30	998	1,063	1,041	1,100	1,192	1,230	974	689	539	422	331	275
45	996	1,091	1,008	1,088	1,200	1,214	954	700	477	346	273	239
00	987	990	1,069	1,143	1,207	1,096	776	624	450	329	292	248
Hr Total	**3,906**	**4,133**	**4,191**	**4,385**	**4,808**	**4,773**	**3,787**	**2,767**	**2,011**	**1,540**	**1,245**	**1,031**

24 Hour Total : 67,079
AM Peak Hour begins : 7:15 AM Peak Volume : 4,994 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 16:45 PM Peak Volume : 4,884 PM PeaK Hour Factor : 0.99

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	20
COUNT LOCATION	SR 524, East of Industry Rd
VHB PROJECT #	62954.32
Equipment ID	102

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 29, 2019	**Start Time**	12:00 AM
End Date	January 31, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	EB	WB
ADT	18,636	8,635	10,001

Peak Hour 4:30 PM to 5:30 PM

Peak Hour Total	EB	WB
1,678	709	969

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 9.00% **D =** 57.8%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	20
COUNT LOCATION	SR 524, East of Industry Rd
VHB PROJECT #	62954.32
Equipment ID	102

HOUR END AT	HOURLY VOLUME DIRECTION (EB)	HOURLY VOLUME DIRECTION (WB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (EB)	DISTRIBUTION PERCENT DIRECTION (WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	51	60	111	0.59%	0.60%	0.60%
2:00 AM	24	45	69	0.28%	0.45%	0.37%
3:00 AM	35	33	68	0.41%	0.33%	0.36%
4:00 AM	25	48	73	0.29%	0.48%	0.39%
5:00 AM	51	49	100	0.59%	0.49%	0.54%
6:00 AM	92	133	225	1.07%	1.33%	1.21%
7:00 AM	271	228	499	3.14%	2.28%	2.68%
8:00 AM	604	400	1,004	6.99%	4.00%	5.39%
9:00 AM	632	427	1,059	7.32%	4.27%	5.68%
10:00 AM	565	402	967	6.54%	4.02%	5.19%
11:00 AM	556	557	1,113	6.44%	5.57%	5.97%
12:00 PM	546	601	1,147	6.32%	6.01%	6.15%
1:00 PM	605	779	1,384	7.01%	7.79%	7.43%
2:00 PM	598	716	1,314	6.93%	7.16%	7.05%
3:00 PM	545	728	1,273	6.31%	7.28%	6.83%
4:00 PM	640	894	1,534	7.41%	8.94%	8.23%
5:00 PM	686	937	1,623	7.94%	9.37%	8.71%
6:00 PM	709	936	1,645	8.21%	9.36%	8.83%
7:00 PM	472	658	1,130	5.47%	6.58%	6.06%
8:00 PM	340	525	865	3.94%	5.25%	4.64%
9:00 PM	233	387	620	2.70%	3.87%	3.33%
10:00 PM	177	221	398	2.05%	2.21%	2.14%
11:00 PM	112	137	249	1.30%	1.37%	1.34%
12:00 AM	66	100	166	0.76%	1.00%	0.89%
TOTALS	**8,635**	**10,001**	**18,636**	**100.01%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 29, 2019 Start Time 00:00
Stop Date : January 29, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, East of Industry Rd

VHB Project #: 62954.32

29-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	6	5	7	10	13	27	100	157	162	134	132
30	8	8	2	7	9	26	43	120	172	158	142	112
45	15	7	13	5	13	21	91	168	135	113	185	159
00	4	8	14	9	15	38	111	199	142	130	123	161
Hr Total	**41**	**29**	**34**	**28**	**47**	**98**	**272**	**587**	**606**	**563**	**584**	**564**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	150	121	144	160	150	149	97	73	39	34	27
30	146	158	153	164	158	181	114	100	65	48	27	10
45	155	166	129	146	195	184	132	77	57	35	27	20
00	143	131	151	166	156	189	104	82	52	62	19	12
Hr Total	**594**	**605**	**554**	**620**	**669**	**704**	**499**	**356**	**247**	**184**	**107**	**69**

24 Hour Total : 8,661
AM Peak Hour begins : 7:30 AM Peak Volume : 696 AM Peak Hour Factor : 0.87
PM Peak Hour begins : 17:00 PM Peak Volume : 704 PM PeaK Hour Factor : 0.93

29-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	17	9	8	7	18	44	90	107	107	119	141
30	14	9	8	13	5	30	46	107	90	97	144	147
45	18	7	9	14	9	42	69	97	95	92	150	164
00	11	11	7	15	21	41	57	109	114	133	147	153
Hr Total	**62**	**44**	**33**	**50**	**42**	**131**	**216**	**403**	**406**	**429**	**560**	**605**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	214	195	220	226	267	195	157	128	70	39	27
30	204	178	153	193	233	254	183	140	95	62	41	23
45	192	213	182	250	241	219	160	128	79	63	33	25
00	187	182	223	261	207	209	169	124	85	39	16	28
Hr Total	**793**	**787**	**753**	**924**	**907**	**949**	**707**	**549**	**387**	**234**	**129**	**103**

24 Hour Total : 10,203
AM Peak Hour begins : 11:00 AM Peak Volume : 605 AM Peak Hour Factor : 0.92
PM Peak Hour begins : 15:30 PM Peak Volume : 970 PM PeaK Hour Factor : 0.93

29-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	23	14	15	17	31	71	190	264	269	253	273
30	22	17	10	20	14	56	89	227	262	255	286	259
45	33	14	22	19	22	63	160	265	230	205	335	323
00	15	19	21	24	36	79	168	308	256	263	270	314
Hr Total	**103**	**73**	**67**	**78**	**89**	**229**	**488**	**990**	**1,012**	**992**	**1,144**	**1,169**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	360	364	316	364	386	417	344	254	201	109	73	54
30	350	336	306	357	391	435	297	240	160	110	68	33
45	347	379	311	396	436	403	292	205	136	98	60	45
00	330	313	374	427	363	398	273	206	137	101	35	40
Hr Total	**1,387**	**1,392**	**1,307**	**1,544**	**1,576**	**1,653**	**1,206**	**905**	**634**	**418**	**236**	**172**

24 Hour Total : 18,864
AM Peak Hour begins : 11:00 AM Peak Volume : 1,169 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 17:00 PM Peak Volume : 1,653 PM PeaK Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 30, 2019 Start Time 00:00
Stop Date : January 30, 2019 Stop Time 24:00
County : Brevard
Location : SR 524, East of Industry Rd

VHB Project #: 62954.32

31-Jan-19 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	12	4	12	15	41	122	174	157	107	122
30	26	6	6	6	2	19	48	133	189	157	131	119
45	9	5	7	2	17	25	75	156	157	139	149	143
00	15	4	10	6	22	26	104	209	135	111	138	142
Hr Total	**59**	**19**	**35**	**18**	**53**	**85**	**268**	**620**	**655**	**564**	**525**	**526**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	154	152	125	160	170	173	129	102	67	49	37	20
30	147	152	143	146	164	193	101	79	58	38	24	13
45	156	133	114	167	185	182	106	66	61	43	24	17
00	157	152	152	185	183	165	107	74	32	40	29	9
Hr Total	**614**	**589**	**534**	**658**	**702**	**713**	**443**	**321**	**218**	**170**	**114**	**59**

24 Hour Total : 8,562
AM Peak Hour begins : 7:45 AM Peak Volume : 729 AM Peak Hour Factor : 0.87
PM Peak Hour begins : 16:30 PM Peak Volume : 734 PM PeaK Hour Factor : 0.95

31-Jan-19 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	10	11	4	5	12	41	86	102	83	117	126
30	16	11	7	12	10	27	59	113	102	90	109	148
45	12	12	4	16	14	43	59	91	133	94	164	164
00	17	10	9	12	24	51	79	106	110	106	163	156
Hr Total	**58**	**43**	**31**	**44**	**53**	**133**	**238**	**396**	**447**	**373**	**553**	**594**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	176	177	221	258	253	168	123	127	63	35	28
30	208	148	158	191	235	242	156	149	106	43	57	19
45	147	176	186	223	246	235	137	111	82	63	26	29
00	179	143	180	226	226	193	144	116	69	37	25	20
Hr Total	**764**	**643**	**701**	**861**	**965**	**923**	**605**	**499**	**384**	**206**	**143**	**96**

24 Hour Total : 9,753
AM Peak Hour begins : 10:30 AM Peak Volume : 601 AM Peak Hour Factor : 0.92
PM Peak Hour begins : 16:30 PM Peak Volume : 967 PM PeaK Hour Factor : 0.96

31-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	14	23	8	17	27	82	208	276	240	224	248
30	42	17	13	18	12	46	107	246	291	247	240	267
45	21	17	11	18	31	68	134	247	290	233	313	307
00	32	14	19	18	46	77	183	315	245	217	301	298
Hr Total	**117**	**62**	**66**	**62**	**106**	**218**	**506**	**1,016**	**1,102**	**937**	**1,078**	**1,120**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	384	328	302	381	428	426	297	225	194	112	72	48
30	355	300	301	337	399	435	257	228	164	81	81	32
45	303	309	300	390	431	417	243	177	143	106	50	46
00	336	295	332	411	409	358	251	190	101	77	54	29
Hr Total	**1,378**	**1,232**	**1,235**	**1,519**	**1,667**	**1,636**	**1,048**	**820**	**602**	**376**	**257**	**155**

24 Hour Total : 18,315
AM Peak Hour begins : 7:45 AM Peak Volume : 1,172 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 16:30 PM Peak Volume : 1,701 PM PeaK Hour Factor : 0.98

Traffic Count Data

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	21
COUNT LOCATION	Industry Rd, South of SR 524
VHB PROJECT #	62954.32
Equipment ID	108

TYPE OF COUNT: 48-Hour APPROACH VOLUME COUNT

TIME OF COUNT:

Start Date	January 29, 2019	**Start Time**	12:00 AM
End Date	January 31, 2019	**End Time**	12:00 AM

VOLUME AVERAGES

	Total	NB	SB
ADT	5,454	2,546	2,908

Peak Hour 4:30 PM to 5:30 PM

Peak Hour Total	NB	SB
536	249	287

MEASURED TRAVEL CHARACTERISTICS

Peak to Daily Ratio

K = 9.83% **D =** 53.5%

Hourly Distribution of Traffic Volumes

Vanasse Hangen Brustlin, Inc.

PROJECT	SR 524 DTTM
LOCATION CODE	21
COUNT LOCATION	Industry Rd, South of SR 524
VHB PROJECT #	62954.32
Equipment ID	108

HOUR END AT	HOURLY VOLUME DIRECTION (NB)	HOURLY VOLUME DIRECTION (SB)	TOTAL VOLUMES BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB)	DISTRIBUTION PERCENT DIRECTION (SB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	7	14	21	0.27%	0.48%	0.39%
2:00 AM	2	16	18	0.08%	0.55%	0.33%
3:00 AM	6	14	20	0.24%	0.48%	0.37%
4:00 AM	3	18	21	0.12%	0.62%	0.39%
5:00 AM	8	28	36	0.31%	0.96%	0.66%
6:00 AM	8	54	62	0.31%	1.86%	1.14%
7:00 AM	16	75	91	0.63%	2.58%	1.67%
8:00 AM	89	103	192	3.50%	3.54%	3.52%
9:00 AM	93	125	218	3.65%	4.30%	4.00%
10:00 AM	94	130	224	3.69%	4.47%	4.11%
11:00 AM	153	180	333	6.01%	6.19%	6.11%
12:00 PM	197	213	410	7.74%	7.32%	7.52%
1:00 PM	238	254	492	9.35%	8.73%	9.02%
2:00 PM	206	205	411	8.09%	7.05%	7.54%
3:00 PM	200	198	398	7.86%	6.81%	7.30%
4:00 PM	201	256	457	7.89%	8.80%	8.38%
5:00 PM	237	270	507	9.31%	9.28%	9.30%
6:00 PM	229	278	507	8.99%	9.56%	9.30%
7:00 PM	219	186	405	8.60%	6.40%	7.43%
8:00 PM	160	119	279	6.28%	4.09%	5.12%
9:00 PM	97	79	176	3.81%	2.72%	3.23%
10:00 PM	58	45	103	2.28%	1.55%	1.89%
11:00 PM	16	24	40	0.63%	0.83%	0.73%
12:00 AM	9	24	33	0.35%	0.83%	0.61%
TOTALS	**2,546**	**2,908**	**5,454**	**99.99%**	**100.00%**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 29, 2019 Start Time 00:00
Stop Date : January 29, 2019 Stop Time 24:00
County : Brevard
Location : Industry Rd, South of SR 524

VHB Project #: 62954.32

29-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	0	0	6	22	20	19	34	54
30	1	0	0	1	1	4	0	25	28	24	36	38
45	0	0	1	0	1	2	5	23	22	22	48	56
00	1	0	1	1	0	1	3	17	30	24	36	52
Hr Total	**3**	**0**	**3**	**2**	**2**	**7**	**14**	**87**	**100**	**89**	**154**	**200**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	40	58	54	68	64	56	48	36	10	12	6
30	70	50	58	60	52	58	70	30	20	14	0	0
45	60	38	48	34	68	42	48	38	28	22	2	4
00	72	62	36	40	52	64	46	42	10	12	4	0
Hr Total	**250**	**190**	**200**	**188**	**240**	**228**	**220**	**158**	**94**	**58**	**18**	**10**

24 Hour Total : 2,515
AM Peak Hour begins : 11:00 AM Peak Volume : 200 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 12:00 PM Peak Volume : 250 PM PeaK Hour Factor : 0.87

29-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	2	5	7	12	23	28	36	35	33
30	2	2	4	3	8	8	15	25	26	31	40	61
45	4	1	3	6	6	20	13	19	31	30	54	61
00	2	5	3	6	10	19	21	27	38	34	47	60
Hr Total	**12**	**10**	**12**	**17**	**29**	**54**	**61**	**94**	**123**	**131**	**176**	**215**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	49	46	59	62	73	63	40	21	14	3	5
30	61	57	46	68	68	86	49	32	24	18	11	6
45	64	58	49	80	68	61	48	29	22	14	4	5
00	50	54	57	64	62	77	40	25	19	11	4	8
Hr Total	**228**	**218**	**198**	**271**	**260**	**297**	**200**	**126**	**86**	**57**	**22**	**24**

24 Hour Total : 2,921
AM Peak Hour begins : 11:00 AM Peak Volume : 215 AM Peak Hour Factor : 0.88
PM Peak Hour begins : 17:00 PM Peak Volume : 297 PM PeaK Hour Factor : 0.86

29-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	3	2	5	7	18	45	48	55	69	87
30	3	2	4	4	9	12	15	50	54	55	76	99
45	4	1	4	6	7	22	18	42	53	52	102	117
00	3	5	4	7	10	20	24	44	68	58	83	112
Hr Total	**15**	**10**	**15**	**19**	**31**	**61**	**75**	**181**	**223**	**220**	**330**	**415**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	89	104	113	130	137	119	88	57	24	15	11
30	131	107	104	128	120	144	119	62	44	32	11	6
45	124	96	97	114	136	103	96	67	50	36	6	9
00	122	116	93	104	114	141	86	67	29	23	8	8
Hr Total	**478**	**408**	**398**	**459**	**500**	**525**	**420**	**284**	**180**	**115**	**40**	**34**

24 Hour Total : 5,436
AM Peak Hour begins : 11:00 AM Peak Volume : 415 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 16:30 PM Peak Volume : 531 PM PeaK Hour Factor : 0.92

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : January 30, 2019 Start Time 00:00
Stop Date : January 30, 2019 Stop Time 24:00
County : Brevard
Location : Industry Rd, South of SR 524

VHB Project #: 62954.32

31-Jan-19 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	4	0	0	0	2	16	32	24	26	46
30	0	2	2	2	0	0	4	16	22	22	36	52
45	0	0	0	0	4	2	4	26	16	32	50	30
00	2	0	0	0	8	6	6	30	16	20	40	66
Hr Total	**8**	**4**	**6**	**2**	**12**	**8**	**16**	**88**	**86**	**98**	**152**	**194**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	58	58	54	50	56	84	60	26	32	8	0
30	70	72	48	64	56	72	28	34	26	10	2	6
45	58	52	44	48	74	56	62	44	32	6	2	2
00	48	40	50	48	54	46	44	24	16	10	2	0
Hr Total	**226**	**222**	**200**	**214**	**234**	**230**	**218**	**162**	**100**	**58**	**14**	**8**

24 Hour Total : 2,560
AM Peak Hour begins : 11:00 AM Peak Volume : 194 AM Peak Hour Factor : 0.74
PM Peak Hour begins : 17:15 PM Peak Volume : 258 PM PeaK Hour Factor : 0.77

31-Jan-19 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	11	5	3	3	3	13	26	40	29	38	43
30	5	1	1	4	6	10	21	25	27	26	43	40
45	1	2	1	3	8	18	19	33	33	36	55	61
00	3	4	6	5	9	22	35	27	26	36	45	65
Hr Total	**12**	**18**	**13**	**15**	**26**	**53**	**88**	**111**	**126**	**127**	**181**	**209**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	47	54	62	66	62	47	29	16	14	6	5
30	86	40	35	56	66	73	45	32	24	5	9	9
45	64	53	41	56	77	64	43	29	16	8	6	2
00	53	49	66	65	70	56	35	20	15	4	3	5
Hr Total	**277**	**189**	**196**	**239**	**279**	**255**	**170**	**110**	**71**	**31**	**24**	**21**

24 Hour Total : 2,841
AM Peak Hour begins : 11:00 AM Peak Volume : 209 AM Peak Hour Factor : 0.80
PM Peak Hour begins : 16:30 PM Peak Volume : 282 PM PeaK Hour Factor : 0.92

31-Jan-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	13	9	3	3	3	15	42	72	53	64	89
30	5	3	3	6	6	10	25	41	49	48	79	92
45	1	2	1	3	12	20	23	59	49	68	105	91
00	5	4	6	5	17	28	41	57	42	56	85	131
Hr Total	**20**	**22**	**19**	**17**	**38**	**61**	**104**	**199**	**212**	**225**	**333**	**403**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	105	112	116	116	118	131	89	42	46	14	5
30	156	112	83	120	122	145	73	66	50	15	11	15
45	122	105	85	104	151	120	105	73	48	14	8	4
00	101	89	116	113	124	102	79	44	31	14	5	5
Hr Total	**503**	**411**	**396**	**453**	**513**	**485**	**388**	**272**	**171**	**89**	**38**	**29**

24 Hour Total : 5,401
AM Peak Hour begins : 11:00 AM Peak Volume : 403 AM Peak Hour Factor : 0.77
PM Peak Hour begins : 16:30 PM Peak Volume : 538 PM PeaK Hour Factor : 0.89

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	1
COUNT LOCATION:	Precious Blvd, North of SR 524
EQUIPMENT ID:	70

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	5:00 PM
Average Daily:	970	Average Peak Hour:	106
Daily Truck Avg:	31	Max Hour Truck Avg:	7
		Peak Hour Truck Avg:	4

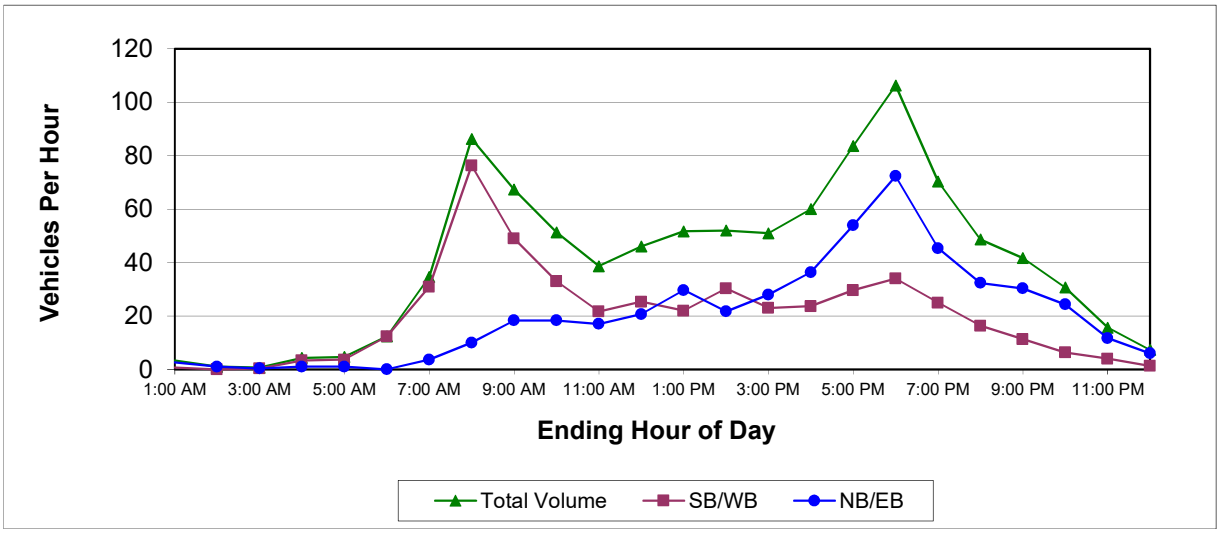
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	11.0%	D=	68.0%
T Max Hour	6.3%	T daily	3.2%
T med (max)	4.4%	T med Daily	2.6%
T heavy (max)	1.9%	T heavy Daily	0.6%
T Peak Hour	3.4%		
T med Peak Hour	3.4%	Axle Factor	1.00
T heavy Peak Hour	0.0%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 1
COUNT LOCATION: Precious Blvd, North of SR 524
EQUIPMENT ID: 70

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	3	1	3	0.55%	0.14%	0.34%
2:00 AM	1	0	1	0.21%	0.00%	0.10%
3:00 AM	0	0	1	0.07%	0.07%	0.07%
4:00 AM	1	3	4	0.21%	0.69%	0.45%
5:00 AM	1	4	5	0.21%	0.76%	0.48%
6:00 AM	0	12	12	0.00%	2.55%	1.27%
7:00 AM	4	31	35	0.75%	6.41%	3.58%
8:00 AM	10	76	86	2.06%	15.78%	8.90%
9:00 AM	18	49	67	3.77%	10.13%	6.94%
10:00 AM	18	33	51	3.77%	6.82%	5.29%
11:00 AM	17	22	39	3.50%	4.48%	3.99%
12:00 PM	21	25	46	4.25%	5.24%	4.74%
1:00 PM	30	22	52	6.10%	4.55%	5.33%
2:00 PM	22	30	52	4.46%	6.27%	5.36%
3:00 PM	28	23	51	5.76%	4.76%	5.26%
4:00 PM	36	24	60	7.48%	4.89%	6.19%
5:00 PM	54	30	84	11.11%	6.13%	8.63%
6:00 PM	72	34	106	14.88%	7.03%	10.97%
7:00 PM	45	25	70	9.33%	5.17%	7.25%
8:00 PM	32	16	49	6.65%	3.38%	5.02%
9:00 PM	30	11	42	6.24%	2.34%	4.30%
10:00 PM	24	6	31	5.01%	1.31%	3.16%
11:00 PM	12	4	16	2.40%	0.83%	1.62%
12:00 AM	6	1	7	1.23%	0.28%	0.76%
TOTALS	486	484	970	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 1
COUNT LOCATION: Precious Blvd, North of SR 524
EQUIPMENT ID: 70

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	1	0.10%
Class 2	Cars	822	84.65%
Class 3	Pick-Ups & Vans	116	11.95%
Class 4	Buses	4	0.41%
Class 5	2 Axle, Single Unit Trucks	21	2.16%
Class 6	3 Axle, Single Unit Trucks	5	0.51%
Class 7	4 Axle, Single Unit Trucks	0	0.00%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	1	0.10%
Class 9	3 Axle Tractor with 2 Axle Trailer	1	0.10%
Class 10	3 Axle Tractor with 3 Axle Trailer	0	0.00%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**971**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	2
COUNT LOCATION:	W. Friday Road, South of SR 524
EQUIPMENT ID:	24/24

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	4:45 PM
Average Daily:	1,719	Average Peak Hour:	182
Daily Truck Avg:	174	Max Hour Truck Avg:	20
		Peak Hour Truck Avg:	15

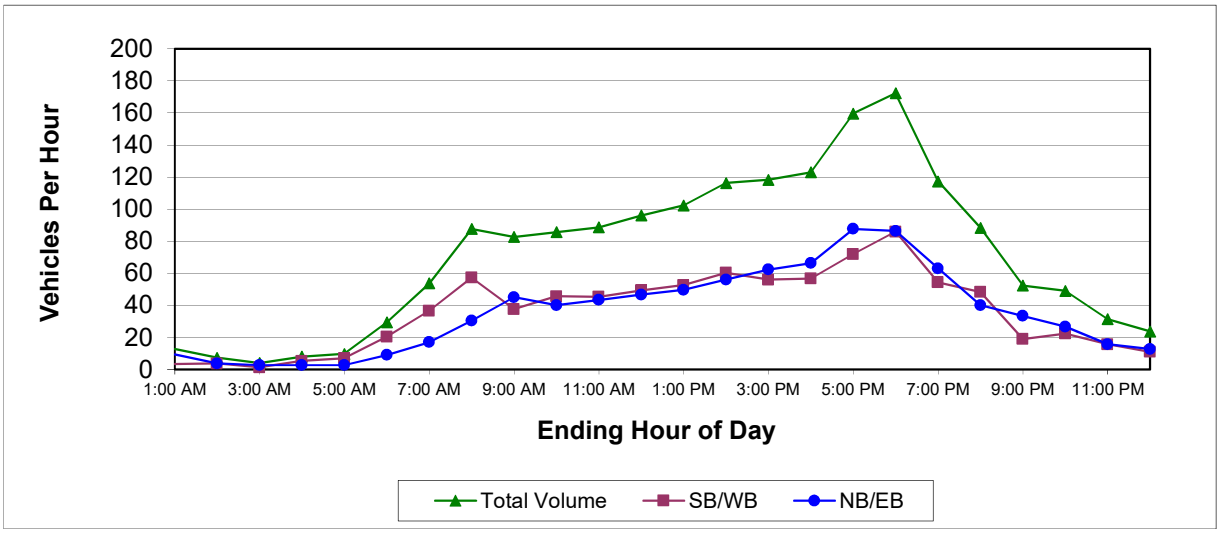
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	10.6%	D=	53.5%
T Max Hour	11.0%	T daily	10.1%
T med (max)	9.3%	T med Daily	9.4%
T heavy (max)	1.6%	T heavy Daily	0.8%
T Peak Hour	8.1%		
T med Peak Hour	7.7%	Axle Factor	1.00
T heavy Peak Hour	0.4%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 2
COUNT LOCATION: W. Friday Road, South of SR 524
EQUIPMENT ID: 24/24

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	9	3	13	1.10%	0.38%	0.74%
2:00 AM	4	4	7	0.43%	0.42%	0.43%
3:00 AM	3	1	4	0.31%	0.15%	0.23%
4:00 AM	3	5	8	0.31%	0.61%	0.47%
5:00 AM	3	7	10	0.31%	0.81%	0.56%
6:00 AM	9	20	29	1.06%	2.34%	1.71%
7:00 AM	17	37	54	2.00%	4.23%	3.12%
8:00 AM	30	57	88	3.56%	6.61%	5.10%
9:00 AM	45	38	83	5.28%	4.34%	4.81%
10:00 AM	40	46	86	4.69%	5.27%	4.98%
11:00 AM	43	45	89	5.09%	5.23%	5.16%
12:00 PM	47	49	96	5.48%	5.69%	5.58%
1:00 PM	50	53	102	5.83%	6.07%	5.95%
2:00 PM	56	60	116	6.57%	6.96%	6.77%
3:00 PM	62	56	118	7.32%	6.46%	6.88%
4:00 PM	66	57	123	7.79%	6.53%	7.15%
5:00 PM	88	72	160	10.29%	8.30%	9.29%
6:00 PM	86	86	172	10.13%	9.92%	10.02%
7:00 PM	63	54	117	7.39%	6.26%	6.82%
8:00 PM	40	48	88	4.69%	5.57%	5.14%
9:00 PM	33	19	52	3.91%	2.19%	3.04%
10:00 PM	27	22	49	3.13%	2.57%	2.85%
11:00 PM	16	16	31	1.84%	1.81%	1.82%
12:00 AM	13	11	24	1.49%	1.27%	1.38%
TOTALS	852	867	1,719	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 2
COUNT LOCATION: W. Friday Road, South of SR 524
EQUIPMENT ID: 24/24

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	4	0.23%
Class 2	Cars	1,260	73.30%
Class 3	Pick-Ups & Vans	281	16.35%
Class 4	Buses	13	0.76%
Class 5	2 Axle, Single Unit Trucks	148	8.61%
Class 6	3 Axle, Single Unit Trucks	5	0.29%
Class 7	4 Axle, Single Unit Trucks	0	0.00%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	7	0.41%
Class 9	3 Axle Tractor with 2 Axle Trailer	1	0.06%
Class 10	3 Axle Tractor with 3 Axle Trailer	0	0.00%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**1,719**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	3
COUNT LOCATION:	W. Friday Road, North of SR 524
EQUIPMENT ID:	116

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	12:15 PM
Average Daily:	974	Average Peak Hour:	98
Daily Truck Avg:	43	Max Hour Truck Avg:	9
		Peak Hour Truck Avg:	3

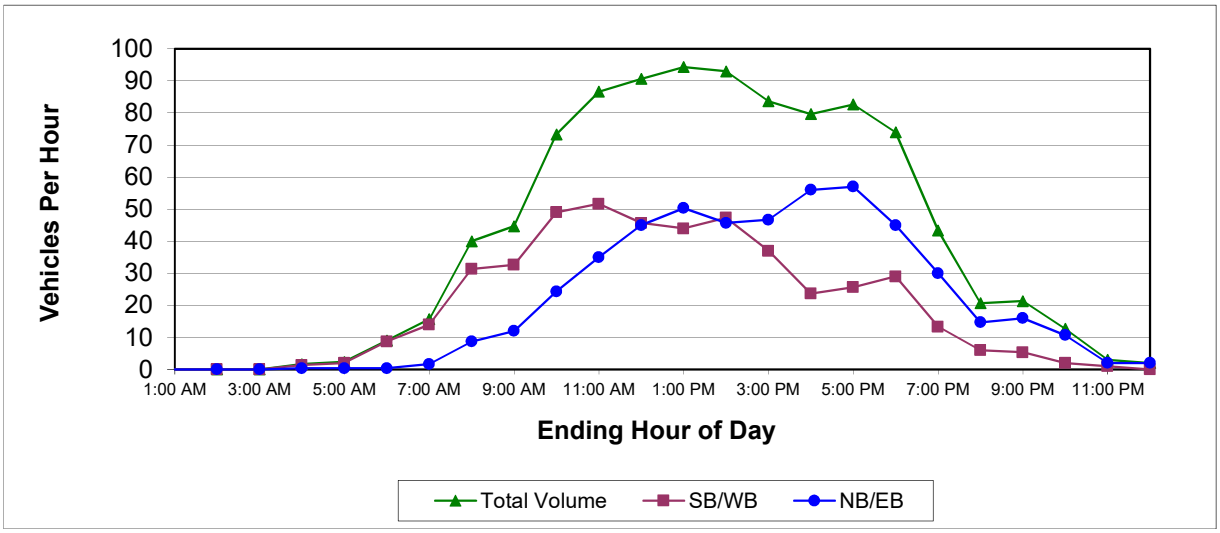
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	10.0%	D=	50.2%
T Max Hour	8.9%	T daily	4.4%
T med (max)	7.2%	T med Daily	4.0%
T heavy (max)	1.7%	T heavy Daily	0.3%
T Peak Hour	3.1%		
T med Peak Hour	2.7%	Axle Factor	1.00
T heavy Peak Hour	0.3%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 3
COUNT LOCATION: W. Friday Road, North of SR 524
EQUIPMENT ID: 116

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	0	0	0	0.00%	0.00%	0.00%
2:00 AM	0	0	0	0.00%	0.00%	0.00%
3:00 AM	0	0	0	0.00%	0.00%	0.00%
4:00 AM	0	1	2	0.07%	0.28%	0.17%
5:00 AM	0	2	2	0.07%	0.42%	0.24%
6:00 AM	0	9	9	0.07%	1.84%	0.92%
7:00 AM	2	14	16	0.33%	2.97%	1.61%
8:00 AM	9	31	40	1.72%	6.66%	4.11%
9:00 AM	12	33	45	2.38%	6.94%	4.58%
10:00 AM	24	49	73	4.83%	10.41%	7.53%
11:00 AM	35	52	87	6.95%	10.98%	8.89%
12:00 PM	45	46	91	8.93%	9.70%	9.31%
1:00 PM	50	44	94	9.99%	9.35%	9.68%
2:00 PM	46	47	93	9.07%	10.06%	9.54%
3:00 PM	47	37	84	9.27%	7.86%	8.59%
4:00 PM	56	24	80	11.12%	5.03%	8.18%
5:00 PM	57	26	83	11.32%	5.45%	8.48%
6:00 PM	45	29	74	8.93%	6.16%	7.59%
7:00 PM	30	13	43	5.96%	2.83%	4.45%
8:00 PM	15	6	21	2.91%	1.27%	2.12%
9:00 PM	16	5	21	3.18%	1.13%	2.19%
10:00 PM	11	2	13	2.12%	0.42%	1.30%
11:00 PM	2	1	3	0.40%	0.21%	0.31%
12:00 AM	2	0	2	0.40%	0.00%	0.21%
TOTALS	504	471	974	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 3
COUNT LOCATION: W. Friday Road, North of SR 524
EQUIPMENT ID: 116

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	3	0.31%
Class 2	Cars	808	83.04%
Class 3	Pick-Ups & Vans	120	12.33%
Class 4	Buses	1	0.10%
Class 5	2 Axle, Single Unit Trucks	38	3.91%
Class 6	3 Axle, Single Unit Trucks	2	0.21%
Class 7	4 Axle, Single Unit Trucks	0	0.00%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	1	0.10%
Class 9	3 Axle Tractor with 2 Axle Trailer	0	0.00%
Class 10	3 Axle Tractor with 3 Axle Trailer	0	0.00%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**973**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	4
COUNT LOCATION:	SR 524 b/w E. Friday Rd and Cox Rd
EQUIPMENT ID:	60/60

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	4:45 PM
Average Daily:	10,857	Average Peak Hour:	887
Daily Truck Avg:	1,972	Max Hour Truck Avg:	205
		Peak Hour Truck Avg:	112

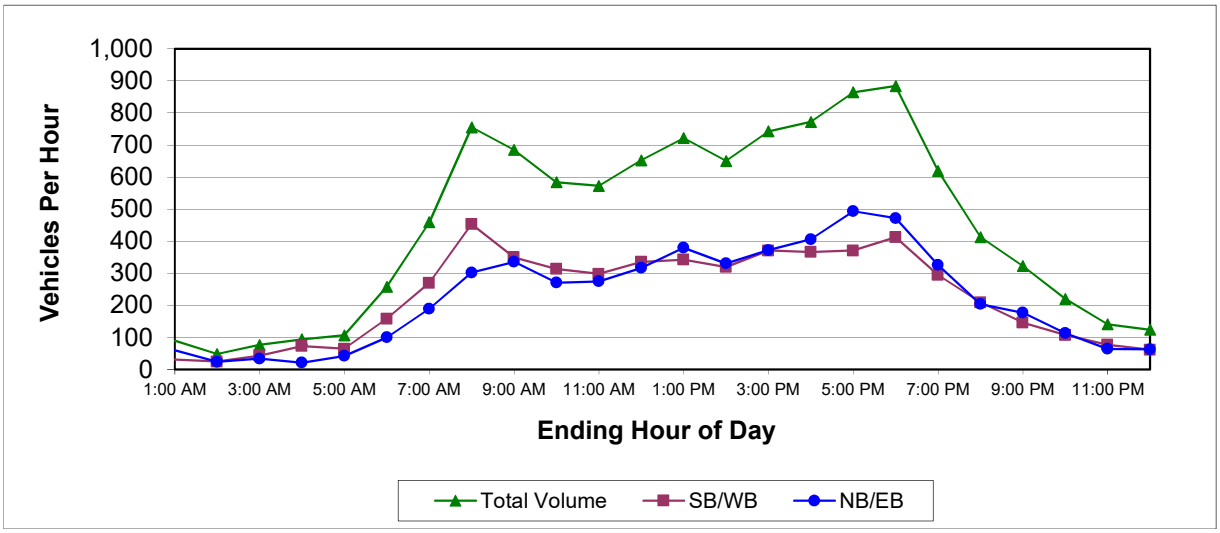
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	8.2%	D=	53.8%
T Max Hour	23.1%	T daily	18.2%
T med (max)	15.3%	T med Daily	11.3%
T heavy (max)	7.8%	T heavy Daily	6.9%
T Peak Hour	12.7%		
T med Peak Hour	9.4%	Axle Factor	0.96
T heavy Peak Hour	3.3%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 4
COUNT LOCATION: SR 524 b/w E. Friday Rd and Cox Rd
EQUIPMENT ID: 60/60

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	59	31	90	1.11%	0.56%	0.83%
2:00 AM	24	25	48	0.44%	0.45%	0.45%
3:00 AM	33	43	76	0.62%	0.78%	0.70%
4:00 AM	21	73	94	0.39%	1.32%	0.86%
5:00 AM	42	64	106	0.78%	1.17%	0.98%
6:00 AM	100	158	258	1.86%	2.88%	2.38%
7:00 AM	189	270	459	3.53%	4.92%	4.23%
8:00 AM	302	453	755	5.63%	8.26%	6.96%
9:00 AM	335	349	685	6.25%	6.36%	6.31%
10:00 AM	270	314	584	5.04%	5.71%	5.38%
11:00 AM	274	298	572	5.11%	5.43%	5.27%
12:00 PM	317	336	652	5.90%	6.11%	6.01%
1:00 PM	379	342	722	7.07%	6.23%	6.65%
2:00 PM	331	320	650	6.16%	5.82%	5.99%
3:00 PM	372	371	743	6.93%	6.75%	6.84%
4:00 PM	406	366	772	7.57%	6.67%	7.11%
5:00 PM	493	371	864	9.19%	6.76%	7.96%
6:00 PM	472	412	884	8.79%	7.51%	8.14%
7:00 PM	325	294	620	6.06%	5.36%	5.71%
8:00 PM	204	209	413	3.80%	3.81%	3.80%
9:00 PM	177	146	323	3.29%	2.66%	2.97%
10:00 PM	113	107	220	2.11%	1.95%	2.03%
11:00 PM	64	77	141	1.19%	1.40%	1.30%
12:00 AM	63	61	124	1.17%	1.12%	1.14%
TOTALS	5,366	5,491	10,857	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 4
COUNT LOCATION: SR 524 b/w E. Friday Rd and Cox Rd
EQUIPMENT ID: 60/60

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	255	2.35%
Class 2	Cars	7,066	65.08%
Class 3	Pick-Ups & Vans	1,564	14.41%
Class 4	Buses	50	0.46%
Class 5	2 Axle, Single Unit Trucks	1,172	10.79%
Class 6	3 Axle, Single Unit Trucks	252	2.32%
Class 7	4 Axle, Single Unit Trucks	44	0.41%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	91	0.84%
Class 9	3 Axle Tractor with 2 Axle Trailer	329	3.03%
Class 10	3 Axle Tractor with 3 Axle Trailer	17	0.16%
Class 11	5 Axle Multi Trailer	3	0.03%
Class 12	6 Axle Multi Trailer	8	0.07%
Class 13	7 or more Axles	6	0.06%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**10,857**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	5
COUNT LOCATION:	I-95 SB on ramp from SR 524
EQUIPMENT ID:	16

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	7:15 AM
Average Daily:	5,218	Average Peak Hour:	565
Daily Truck Avg:	958	Max Hour Truck Avg:	118
		Peak Hour Truck Avg:	80

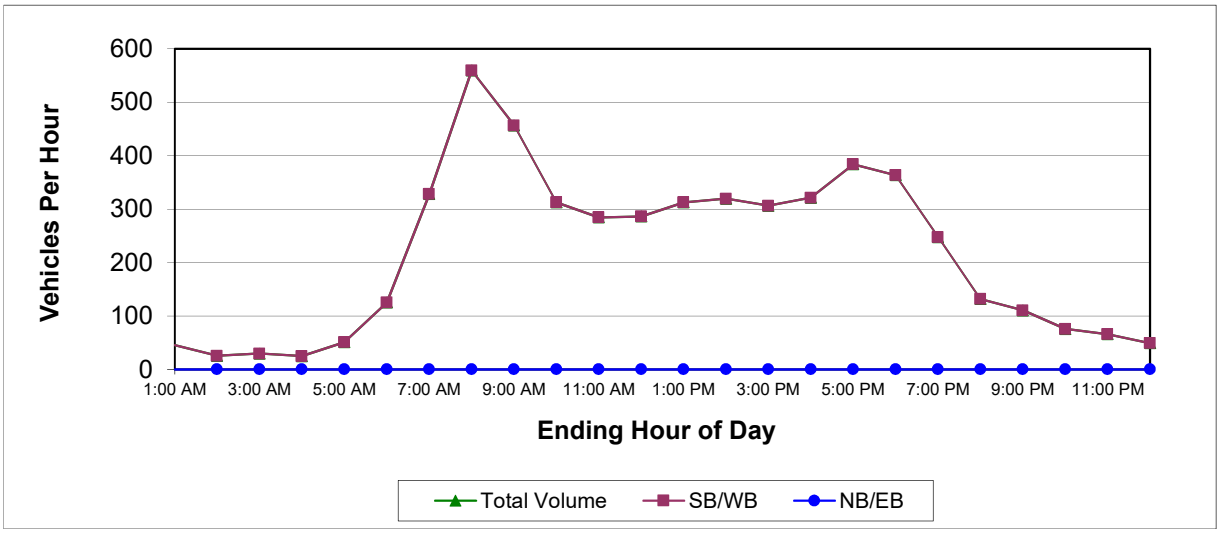
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	10.8%	D=	100.0%
T Max Hour	20.9%	T daily	18.4%
T med (max)	12.7%	T med Daily	7.1%
T heavy (max)	8.2%	T heavy Daily	11.3%
T Peak Hour	14.2%		
T med Peak Hour	7.0%	Axle Factor	0.94
T heavy Peak Hour	7.2%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 5
COUNT LOCATION: I-95 SB on ramp from SR 524
EQUIPMENT ID: 16

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	0	45	45	#DIV/0!	0.87%	0.87%
2:00 AM	0	25	25	#DIV/0!	0.49%	0.49%
3:00 AM	0	30	30	#DIV/0!	0.57%	0.57%
4:00 AM	0	25	25	#DIV/0!	0.48%	0.48%
5:00 AM	0	51	51	#DIV/0!	0.98%	0.98%
6:00 AM	0	125	125	#DIV/0!	2.40%	2.40%
7:00 AM	0	328	328	#DIV/0!	6.29%	6.29%
8:00 AM	0	559	559	#DIV/0!	10.72%	10.72%
9:00 AM	0	457	457	#DIV/0!	8.75%	8.75%
10:00 AM	0	313	313	#DIV/0!	5.99%	5.99%
11:00 AM	0	285	285	#DIV/0!	5.46%	5.46%
12:00 PM	0	286	286	#DIV/0!	5.49%	5.49%
1:00 PM	0	313	313	#DIV/0!	5.99%	5.99%
2:00 PM	0	320	320	#DIV/0!	6.13%	6.13%
3:00 PM	0	306	306	#DIV/0!	5.87%	5.87%
4:00 PM	0	321	321	#DIV/0!	6.16%	6.16%
5:00 PM	0	384	384	#DIV/0!	7.36%	7.36%
6:00 PM	0	364	364	#DIV/0!	6.97%	6.97%
7:00 PM	0	248	248	#DIV/0!	4.75%	4.75%
8:00 PM	0	132	132	#DIV/0!	2.52%	2.52%
9:00 PM	0	111	111	#DIV/0!	2.12%	2.12%
10:00 PM	0	76	76	#DIV/0!	1.45%	1.45%
11:00 PM	0	66	66	#DIV/0!	1.26%	1.26%
12:00 AM	0	49	49	#DIV/0!	0.94%	0.94%
TOTALS	0	5,218	5,218	#DIV/0!	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 5
COUNT LOCATION: I-95 SB on ramp from SR 524
EQUIPMENT ID: 16

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	10	0.19%
Class 2	Cars	3,513	67.32%
Class 3	Pick-Ups & Vans	737	14.12%
Class 4	Buses	40	0.77%
Class 5	2 Axle, Single Unit Trucks	328	6.29%
Class 6	3 Axle, Single Unit Trucks	121	2.32%
Class 7	4 Axle, Single Unit Trucks	33	0.63%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	67	1.28%
Class 9	3 Axle Tractor with 2 Axle Trailer	340	6.52%
Class 10	3 Axle Tractor with 3 Axle Trailer	5	0.10%
Class 11	5 Axle Multi Trailer	4	0.08%
Class 12	6 Axle Multi Trailer	7	0.13%
Class 13	7 or more Axles	13	0.25%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**5,218**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	6
COUNT LOCATION:	I-95 SB off ramp to SR 524
EQUIPMENT ID:	256

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	3:45 PM
Average Daily:	2,649	Average Peak Hour:	231
Daily Truck Avg:	930	Max Hour Truck Avg:	77
		Peak Hour Truck Avg:	70

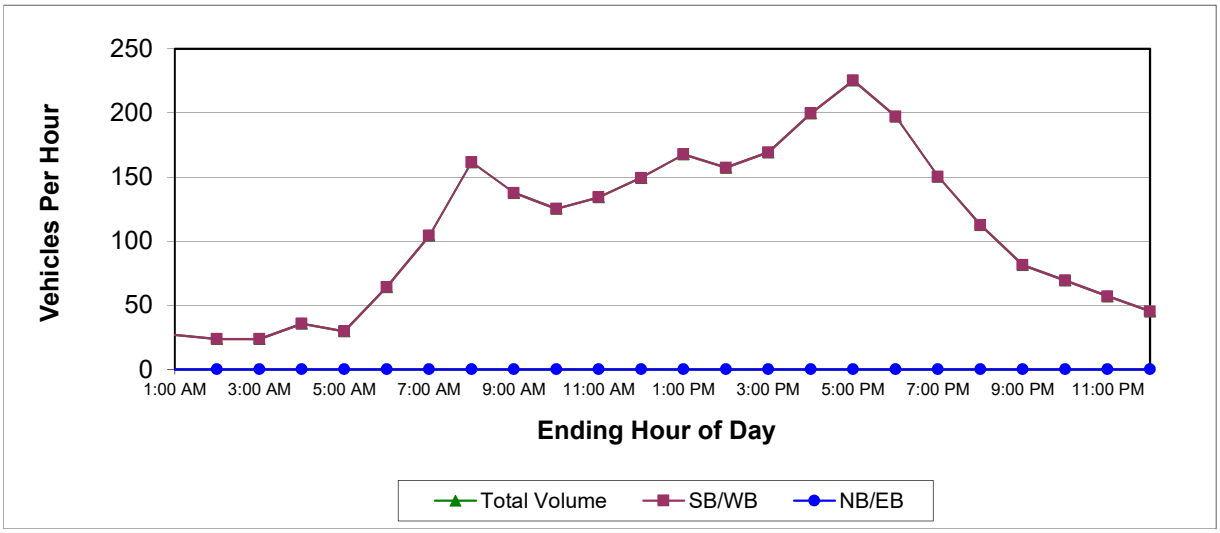
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	8.7%	D=	100.0%
T Max Hour	33.2%	T daily	35.1%
T med (max)	20.9%	T med Daily	22.5%
T heavy (max)	12.3%	T heavy Daily	12.6%
T Peak Hour	30.4%		
T med Peak Hour	20.9%	Axle Factor	0.93
T heavy Peak Hour	9.5%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 6
COUNT LOCATION: I-95 SB off ramp to SR 524
EQUIPMENT ID: 256

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	0	27	27	#DIV/0!	1.02%	1.02%
2:00 AM	0	24	24	#DIV/0!	0.89%	0.89%
3:00 AM	0	24	24	#DIV/0!	0.89%	0.89%
4:00 AM	0	36	36	#DIV/0!	1.35%	1.35%
5:00 AM	0	30	30	#DIV/0!	1.12%	1.12%
6:00 AM	0	64	64	#DIV/0!	2.43%	2.43%
7:00 AM	0	104	104	#DIV/0!	3.94%	3.94%
8:00 AM	0	162	162	#DIV/0!	6.10%	6.10%
9:00 AM	0	138	138	#DIV/0!	5.20%	5.20%
10:00 AM	0	125	125	#DIV/0!	4.73%	4.73%
11:00 AM	0	134	134	#DIV/0!	5.07%	5.07%
12:00 PM	0	149	149	#DIV/0!	5.64%	5.64%
1:00 PM	0	168	168	#DIV/0!	6.33%	6.33%
2:00 PM	0	157	157	#DIV/0!	5.94%	5.94%
3:00 PM	0	169	169	#DIV/0!	6.39%	6.39%
4:00 PM	0	200	200	#DIV/0!	7.54%	7.54%
5:00 PM	0	225	225	#DIV/0!	8.51%	8.51%
6:00 PM	0	197	197	#DIV/0!	7.45%	7.45%
7:00 PM	0	150	150	#DIV/0!	5.67%	5.67%
8:00 PM	0	113	113	#DIV/0!	4.25%	4.25%
9:00 PM	0	81	81	#DIV/0!	3.07%	3.07%
10:00 PM	0	69	69	#DIV/0!	2.62%	2.62%
11:00 PM	0	57	57	#DIV/0!	2.15%	2.15%
12:00 AM	0	45	45	#DIV/0!	1.71%	1.71%
TOTALS	0	2,649	2,649	#DIV/0!	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 6
COUNT LOCATION: I-95 SB off ramp to SR 524
EQUIPMENT ID: 256

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	12	0.45%
Class 2	Cars	1,352	51.04%
Class 3	Pick-Ups & Vans	356	13.44%
Class 4	Buses	50	1.89%
Class 5	2 Axle, Single Unit Trucks	545	20.57%
Class 6	3 Axle, Single Unit Trucks	52	1.96%
Class 7	4 Axle, Single Unit Trucks	3	0.11%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	91	3.44%
Class 9	3 Axle Tractor with 2 Axle Trailer	184	6.95%
Class 10	3 Axle Tractor with 3 Axle Trailer	1	0.04%
Class 11	5 Axle Multi Trailer	2	0.08%
Class 12	6 Axle Multi Trailer	1	0.04%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**2,649**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	7
COUNT LOCATION:	I-95 NB on ramp from SR 524
EQUIPMENT ID:	38

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	7:30 AM
Average Daily:	2,406	Average Peak Hour:	195
Daily Truck Avg:	817	Max Hour Truck Avg:	63
		Peak Hour Truck Avg:	51

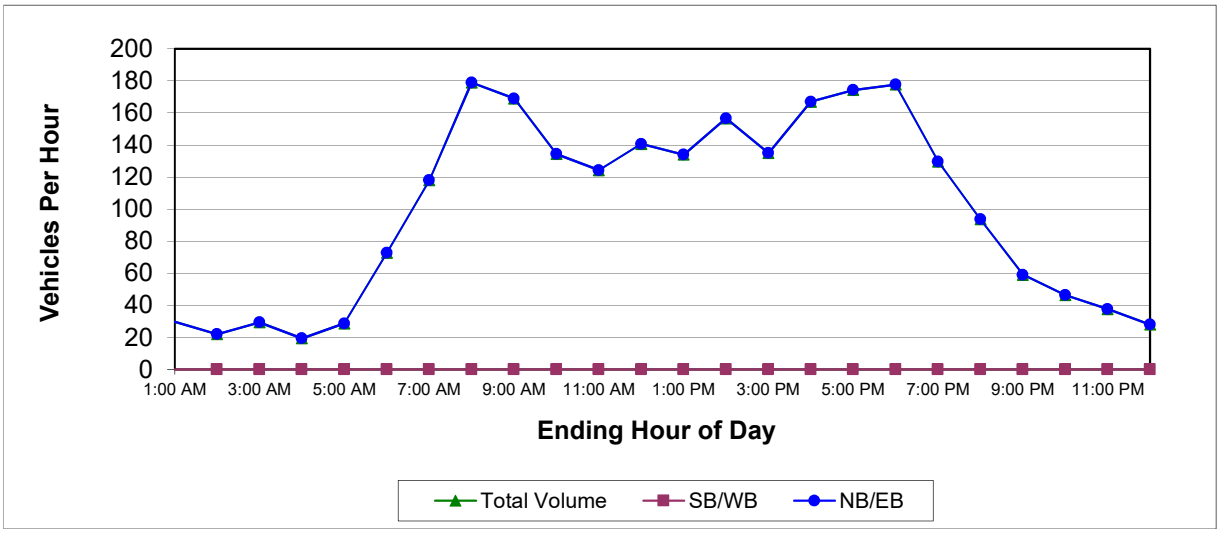
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	8.1%	D=	100.0%
T Max Hour	32.2%	T daily	34.0%
T med (max)	20.9%	T med Daily	22.6%
T heavy (max)	11.3%	T heavy Daily	11.3%
T Peak Hour	26.4%		
T med Peak Hour	20.4%	Axle Factor	0.94
T heavy Peak Hour	6.0%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 7
COUNT LOCATION: I-95 NB on ramp from SR 524
EQUIPMENT ID: 38

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	30	0	30	1.23%	#DIV/0!	1.23%
2:00 AM	22	0	22	0.91%	#DIV/0!	0.91%
3:00 AM	29	0	29	1.22%	#DIV/0!	1.22%
4:00 AM	19	0	19	0.80%	#DIV/0!	0.80%
5:00 AM	29	0	29	1.19%	#DIV/0!	1.19%
6:00 AM	73	0	73	3.02%	#DIV/0!	3.02%
7:00 AM	118	0	118	4.90%	#DIV/0!	4.90%
8:00 AM	179	0	179	7.44%	#DIV/0!	7.44%
9:00 AM	169	0	169	7.02%	#DIV/0!	7.02%
10:00 AM	134	0	134	5.58%	#DIV/0!	5.58%
11:00 AM	124	0	124	5.17%	#DIV/0!	5.17%
12:00 PM	141	0	141	5.85%	#DIV/0!	5.85%
1:00 PM	134	0	134	5.57%	#DIV/0!	5.57%
2:00 PM	157	0	157	6.51%	#DIV/0!	6.51%
3:00 PM	135	0	135	5.61%	#DIV/0!	5.61%
4:00 PM	167	0	167	6.94%	#DIV/0!	6.94%
5:00 PM	174	0	174	7.25%	#DIV/0!	7.25%
6:00 PM	178	0	178	7.38%	#DIV/0!	7.38%
7:00 PM	130	0	130	5.39%	#DIV/0!	5.39%
8:00 PM	94	0	94	3.89%	#DIV/0!	3.89%
9:00 PM	59	0	59	2.45%	#DIV/0!	2.45%
10:00 PM	46	0	46	1.93%	#DIV/0!	1.93%
11:00 PM	38	0	38	1.57%	#DIV/0!	1.57%
12:00 AM	28	0	28	1.16%	#DIV/0!	1.16%
TOTALS	2,406	0	2,406	100.0%	#DIV/0!	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 7
COUNT LOCATION: I-95 NB on ramp from SR 524
EQUIPMENT ID: 38

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	34	1.41%
Class 2	Cars	1,224	50.89%
Class 3	Pick-Ups & Vans	331	13.76%
Class 4	Buses	46	1.91%
Class 5	2 Axle, Single Unit Trucks	497	20.67%
Class 6	3 Axle, Single Unit Trucks	8	0.33%
Class 7	4 Axle, Single Unit Trucks	1	0.04%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	196	8.15%
Class 9	3 Axle Tractor with 2 Axle Trailer	62	2.58%
Class 10	3 Axle Tractor with 3 Axle Trailer	0	0.00%
Class 11	5 Axle Multi Trailer	2	0.08%
Class 12	6 Axle Multi Trailer	2	0.08%
Class 13	7 or more Axles	2	0.08%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**2,405**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	8
COUNT LOCATION:	I-95 NB off ramp to SR 524
EQUIPMENT ID:	6

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	5:00 PM
Average Daily:	4,951	Average Peak Hour:	524
Daily Truck Avg:	742	Max Hour Truck Avg:	65
		Peak Hour Truck Avg:	48

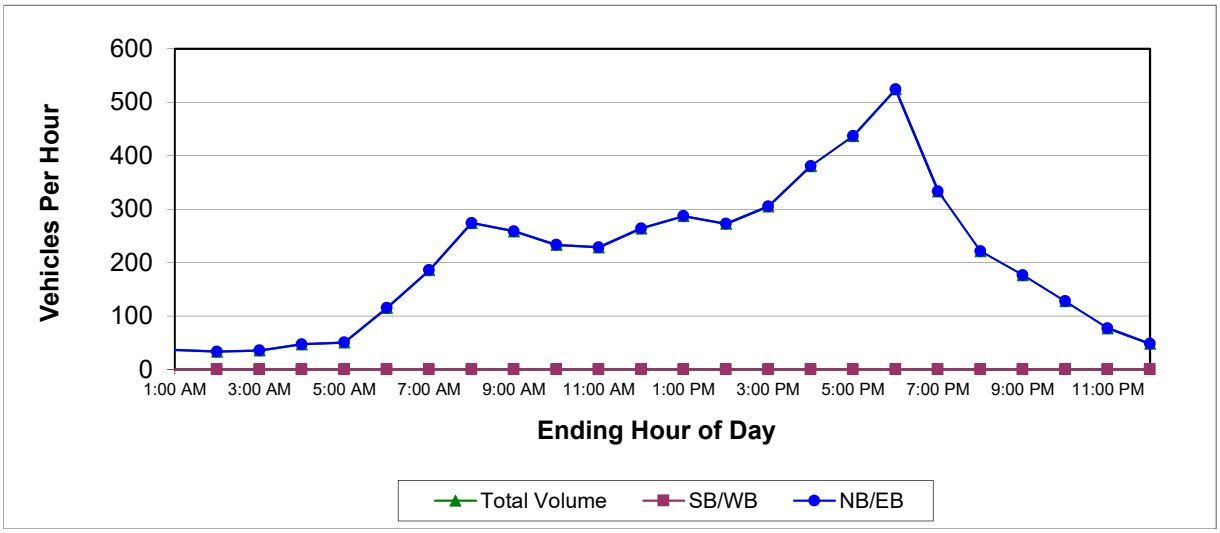
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	10.6%	D=	100.0%
T Max Hour	12.4%	T daily	15.0%
T med (max)	5.2%	T med Daily	5.3%
T heavy (max)	7.2%	T heavy Daily	9.7%
T Peak Hour	9.2%		
T med Peak Hour	4.8%	Axle Factor	0.95
T heavy Peak Hour	4.4%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 8
COUNT LOCATION: I-95 NB off ramp to SR 524
EQUIPMENT ID: 6

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	36	0	36	0.73%	#DIV/0!	0.73%
2:00 AM	33	0	33	0.67%	#DIV/0!	0.67%
3:00 AM	35	0	35	0.71%	#DIV/0!	0.71%
4:00 AM	47	0	47	0.95%	#DIV/0!	0.95%
5:00 AM	50	0	50	1.02%	#DIV/0!	1.02%
6:00 AM	115	0	115	2.32%	#DIV/0!	2.32%
7:00 AM	186	0	186	3.75%	#DIV/0!	3.75%
8:00 AM	274	0	274	5.53%	#DIV/0!	5.53%
9:00 AM	258	0	258	5.22%	#DIV/0!	5.22%
10:00 AM	233	0	233	4.71%	#DIV/0!	4.71%
11:00 AM	229	0	229	4.62%	#DIV/0!	4.62%
12:00 PM	264	0	264	5.33%	#DIV/0!	5.33%
1:00 PM	287	0	287	5.80%	#DIV/0!	5.80%
2:00 PM	273	0	273	5.51%	#DIV/0!	5.51%
3:00 PM	305	0	305	6.17%	#DIV/0!	6.17%
4:00 PM	381	0	381	7.69%	#DIV/0!	7.69%
5:00 PM	437	0	437	8.83%	#DIV/0!	8.83%
6:00 PM	524	0	524	10.58%	#DIV/0!	10.58%
7:00 PM	333	0	333	6.73%	#DIV/0!	6.73%
8:00 PM	221	0	221	4.47%	#DIV/0!	4.47%
9:00 PM	176	0	176	3.56%	#DIV/0!	3.56%
10:00 PM	128	0	128	2.58%	#DIV/0!	2.58%
11:00 PM	77	0	77	1.56%	#DIV/0!	1.56%
12:00 AM	48	0	48	0.97%	#DIV/0!	0.97%
TOTALS	4,951	0	4,951	100.0%	#DIV/0!	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 8
COUNT LOCATION: I-95 NB off ramp to SR 524
EQUIPMENT ID: 6

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	26	0.53%
Class 2	Cars	3,630	73.33%
Class 3	Pick-Ups & Vans	553	11.17%
Class 4	Buses	10	0.20%
Class 5	2 Axle, Single Unit Trucks	249	5.03%
Class 6	3 Axle, Single Unit Trucks	65	1.31%
Class 7	4 Axle, Single Unit Trucks	5	0.10%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	199	4.02%
Class 9	3 Axle Tractor with 2 Axle Trailer	199	4.02%
Class 10	3 Axle Tractor with 3 Axle Trailer	3	0.06%
Class 11	5 Axle Multi Trailer	6	0.12%
Class 12	6 Axle Multi Trailer	1	0.02%
Class 13	7 or more Axles	4	0.08%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**4,950**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	9
COUNT LOCATION:	I-95 NB on ramp from SR 520
EQUIPMENT ID:	64

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	4:45 PM
Average Daily:	4,419	Average Peak Hour:	424
Daily Truck Avg:	460	Max Hour Truck Avg:	41
		Peak Hour Truck Avg:	21

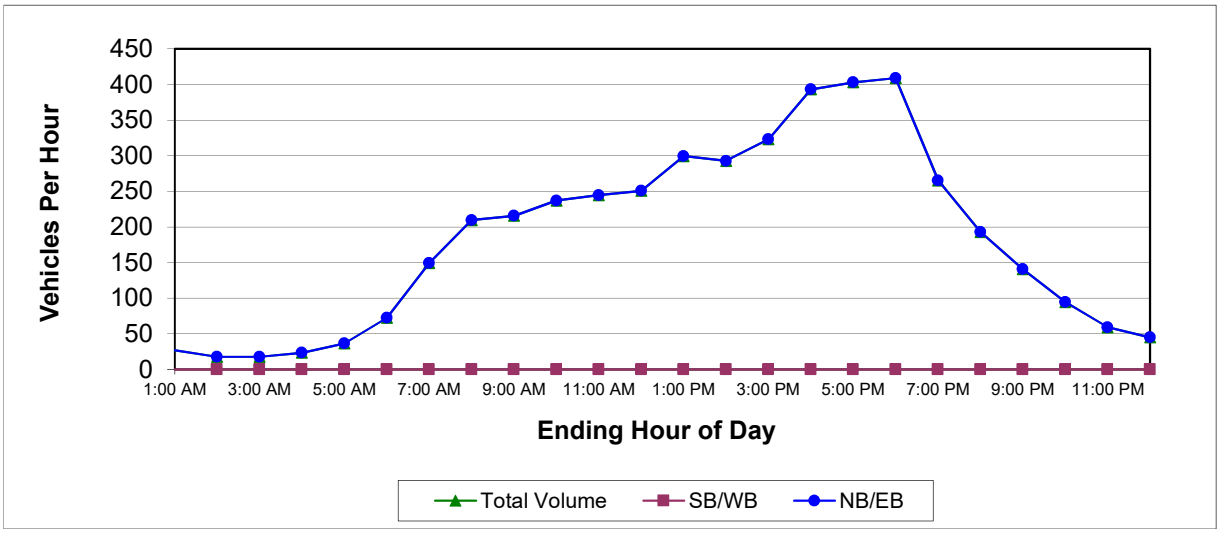
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	9.6%	D=	100.0%
T Max Hour	9.6%	T daily	10.4%
T med (max)	5.7%	T med Daily	5.8%
T heavy (max)	3.9%	T heavy Daily	4.6%
T Peak Hour	5.0%		
T med Peak Hour	3.0%	Axle Factor	0.98
T heavy Peak Hour	2.0%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 9
COUNT LOCATION: I-95 NB on ramp from SR 520
EQUIPMENT ID: 64

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	27	0	27	0.60%	#DIV/0!	0.60%
2:00 AM	18	0	18	0.40%	#DIV/0!	0.40%
3:00 AM	18	0	18	0.40%	#DIV/0!	0.40%
4:00 AM	23	0	23	0.53%	#DIV/0!	0.53%
5:00 AM	36	0	36	0.82%	#DIV/0!	0.82%
6:00 AM	72	0	72	1.64%	#DIV/0!	1.64%
7:00 AM	149	0	149	3.38%	#DIV/0!	3.38%
8:00 AM	210	0	210	4.75%	#DIV/0!	4.75%
9:00 AM	216	0	216	4.88%	#DIV/0!	4.88%
10:00 AM	237	0	237	5.36%	#DIV/0!	5.36%
11:00 AM	245	0	245	5.54%	#DIV/0!	5.54%
12:00 PM	251	0	251	5.67%	#DIV/0!	5.67%
1:00 PM	299	0	299	6.77%	#DIV/0!	6.77%
2:00 PM	293	0	293	6.62%	#DIV/0!	6.62%
3:00 PM	323	0	323	7.31%	#DIV/0!	7.31%
4:00 PM	393	0	393	8.89%	#DIV/0!	8.89%
5:00 PM	403	0	403	9.12%	#DIV/0!	9.12%
6:00 PM	409	0	409	9.26%	#DIV/0!	9.26%
7:00 PM	265	0	265	6.00%	#DIV/0!	6.00%
8:00 PM	193	0	193	4.37%	#DIV/0!	4.37%
9:00 PM	141	0	141	3.18%	#DIV/0!	3.18%
10:00 PM	95	0	95	2.14%	#DIV/0!	2.14%
11:00 PM	59	0	59	1.34%	#DIV/0!	1.34%
12:00 AM	45	0	45	1.02%	#DIV/0!	1.02%
TOTALS	4,419	0	4,419	100.0%	#DIV/0!	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 9
COUNT LOCATION: I-95 NB on ramp from SR 520
EQUIPMENT ID: 64

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	3	0.07%
Class 2	Cars	3,327	75.31%
Class 3	Pick-Ups & Vans	628	14.21%
Class 4	Buses	21	0.48%
Class 5	2 Axle, Single Unit Trucks	234	5.30%
Class 6	3 Axle, Single Unit Trucks	9	0.20%
Class 7	4 Axle, Single Unit Trucks	1	0.02%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	171	3.87%
Class 9	3 Axle Tractor with 2 Axle Trailer	21	0.48%
Class 10	3 Axle Tractor with 3 Axle Trailer	0	0.00%
Class 11	5 Axle Multi Trailer	1	0.02%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	2	0.05%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**4,418**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	10
COUNT LOCATION:	I-95 SB off ramp to SR 520
EQUIPMENT ID:	124

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	7:30 AM
Average Daily:	4,184	Average Peak Hour:	413
Daily Truck Avg:	345	Max Hour Truck Avg:	34
		Peak Hour Truck Avg:	22

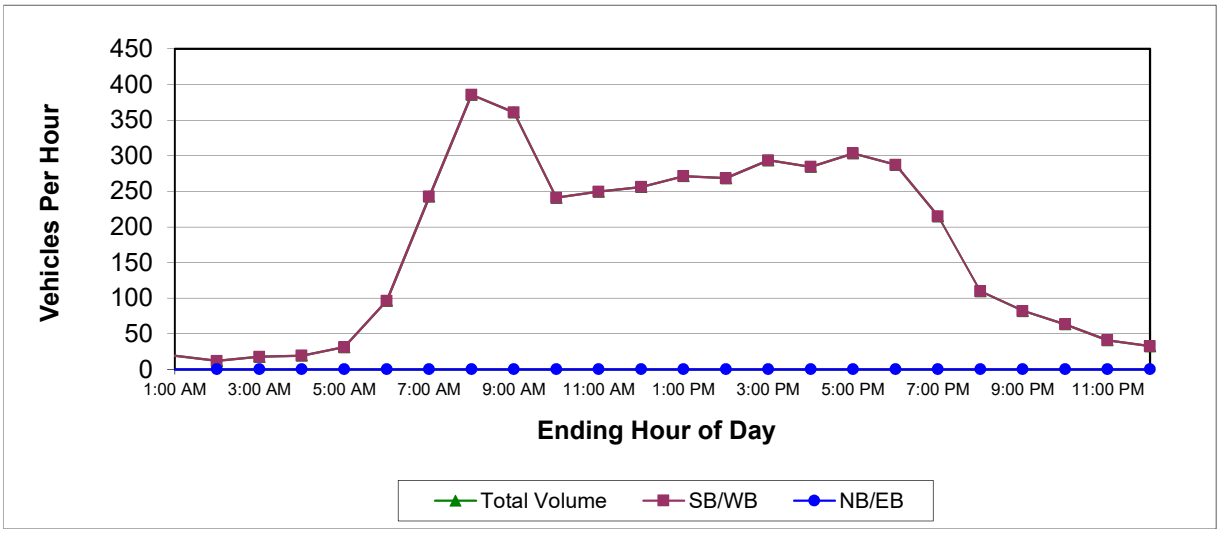
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	9.9%	D=	100.0%
T Max Hour	8.2%	T daily	8.2%
T med (max)	4.6%	T med Daily	4.5%
T heavy (max)	3.6%	T heavy Daily	3.8%
T Peak Hour	5.2%		
T med Peak Hour	4.0%	Axle Factor	0.98
T heavy Peak Hour	1.2%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 10
COUNT LOCATION: I-95 SB off ramp to SR 520
EQUIPMENT ID: 124

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	0	19	19	#DIV/0!	0.46%	0.46%
2:00 AM	0	12	12	#DIV/0!	0.29%	0.29%
3:00 AM	0	18	18	#DIV/0!	0.42%	0.42%
4:00 AM	0	19	19	#DIV/0!	0.46%	0.46%
5:00 AM	0	31	31	#DIV/0!	0.75%	0.75%
6:00 AM	0	96	96	#DIV/0!	2.30%	2.30%
7:00 AM	0	243	243	#DIV/0!	5.80%	5.80%
8:00 AM	0	386	386	#DIV/0!	9.22%	9.22%
9:00 AM	0	361	361	#DIV/0!	8.62%	8.62%
10:00 AM	0	241	241	#DIV/0!	5.76%	5.76%
11:00 AM	0	250	250	#DIV/0!	5.97%	5.97%
12:00 PM	0	256	256	#DIV/0!	6.12%	6.12%
1:00 PM	0	271	271	#DIV/0!	6.49%	6.49%
2:00 PM	0	268	268	#DIV/0!	6.41%	6.41%
3:00 PM	0	294	294	#DIV/0!	7.02%	7.02%
4:00 PM	0	284	284	#DIV/0!	6.80%	6.80%
5:00 PM	0	303	303	#DIV/0!	7.25%	7.25%
6:00 PM	0	287	287	#DIV/0!	6.87%	6.87%
7:00 PM	0	215	215	#DIV/0!	5.14%	5.14%
8:00 PM	0	110	110	#DIV/0!	2.62%	2.62%
9:00 PM	0	82	82	#DIV/0!	1.96%	1.96%
10:00 PM	0	63	63	#DIV/0!	1.51%	1.51%
11:00 PM	0	41	41	#DIV/0!	0.98%	0.98%
12:00 AM	0	33	33	#DIV/0!	0.78%	0.78%
TOTALS	0	4,184	4,184	#DIV/0!	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 10
COUNT LOCATION: I-95 SB off ramp to SR 520
EQUIPMENT ID: 124

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	13	0.31%
Class 2	Cars	3,341	79.85%
Class 3	Pick-Ups & Vans	485	11.59%
Class 4	Buses	14	0.33%
Class 5	2 Axle, Single Unit Trucks	174	4.16%
Class 6	3 Axle, Single Unit Trucks	40	0.96%
Class 7	4 Axle, Single Unit Trucks	1	0.02%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	47	1.12%
Class 9	3 Axle Tractor with 2 Axle Trailer	67	1.60%
Class 10	3 Axle Tractor with 3 Axle Trailer	0	0.00%
Class 11	5 Axle Multi Trailer	1	0.02%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	1	0.02%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**4,184**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	11
COUNT LOCATION:	E. Friday Road, north of SR 524
EQUIPMENT ID:	98/98

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	5:15 PM
Average Daily:	3,064	Average Peak Hour:	298
Daily Truck Avg:	216	Max Hour Truck Avg:	30
		Peak Hour Truck Avg:	23

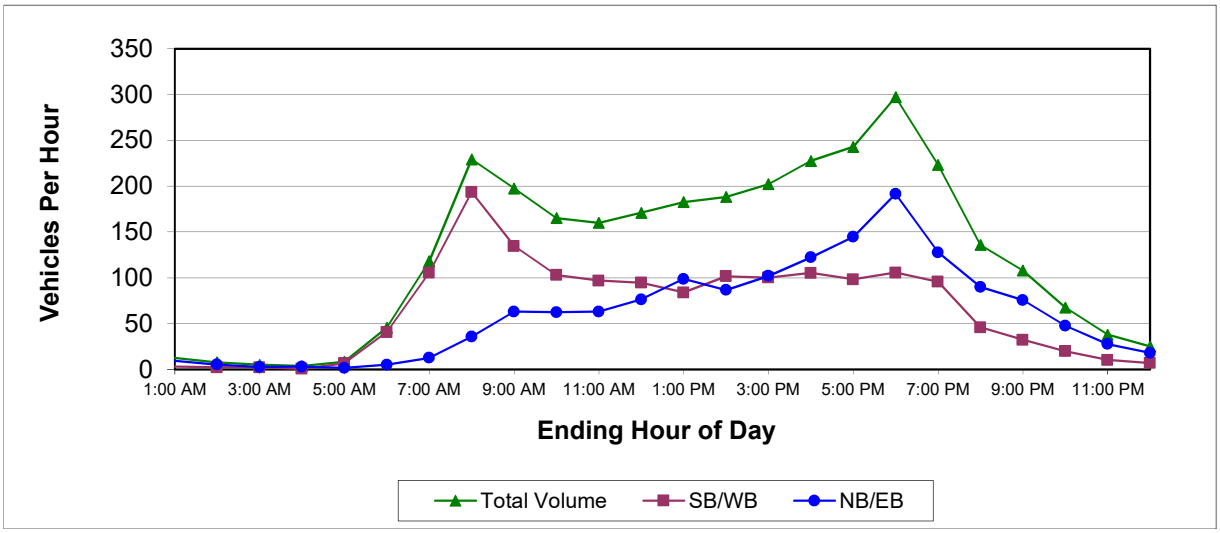
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	9.7%	D=	62.8%
T Max Hour	10.0%	T daily	7.1%
T med (max)	8.9%	T med Daily	6.3%
T heavy (max)	1.0%	T heavy Daily	0.7%
T Peak Hour	7.6%		
T med Peak Hour	7.2%	Axle Factor	1.00
T heavy Peak Hour	0.4%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 11
COUNT LOCATION: E. Friday Road, north of SR 524
EQUIPMENT ID: 98/98

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	9	3	12	0.63%	0.19%	0.40%
2:00 AM	5	2	8	0.36%	0.15%	0.25%
3:00 AM	3	2	5	0.18%	0.15%	0.16%
4:00 AM	3	1	4	0.20%	0.04%	0.12%
5:00 AM	2	7	8	0.11%	0.42%	0.27%
6:00 AM	5	41	46	0.34%	2.56%	1.49%
7:00 AM	13	106	118	0.86%	6.64%	3.86%
8:00 AM	36	194	229	2.42%	12.17%	7.49%
9:00 AM	63	135	198	4.28%	8.46%	6.45%
10:00 AM	62	103	165	4.23%	6.47%	5.40%
11:00 AM	63	97	160	4.28%	6.10%	5.22%
12:00 PM	76	95	171	5.18%	5.95%	5.58%
1:00 PM	99	84	183	6.70%	5.28%	5.96%
2:00 PM	87	102	188	5.89%	6.39%	6.15%
3:00 PM	102	100	202	6.93%	6.31%	6.60%
4:00 PM	122	105	228	8.31%	6.62%	7.43%
5:00 PM	145	98	243	9.82%	6.18%	7.93%
6:00 PM	192	106	297	13.01%	6.64%	9.71%
7:00 PM	128	96	223	8.67%	6.01%	7.29%
8:00 PM	90	46	136	6.11%	2.89%	4.44%
9:00 PM	76	32	108	5.14%	2.03%	3.53%
10:00 PM	48	20	68	3.24%	1.26%	2.21%
11:00 PM	28	10	38	1.88%	0.65%	1.24%
12:00 AM	18	7	25	1.22%	0.44%	0.82%
TOTALS	1,473	1,591	3,064	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 11
COUNT LOCATION: E. Friday Road, north of SR 524
EQUIPMENT ID: 98/98

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	15	0.49%
Class 2	Cars	2,161	70.55%
Class 3	Pick-Ups & Vans	671	21.91%
Class 4	Buses	12	0.39%
Class 5	2 Axle, Single Unit Trucks	182	5.94%
Class 6	3 Axle, Single Unit Trucks	10	0.33%
Class 7	4 Axle, Single Unit Trucks	3	0.10%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	8	0.26%
Class 9	3 Axle Tractor with 2 Axle Trailer	1	0.03%
Class 10	3 Axle Tractor with 3 Axle Trailer	0	0.00%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**3,063**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	12
COUNT LOCATION:	E. Friday Road, south of SR 524
EQUIPMENT ID:	132

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	11:45 AM
Average Daily:	5,658	Average Peak Hour:	418
Daily Truck Avg:	2,403	Max Hour Truck Avg:	187
		Peak Hour Truck Avg:	174

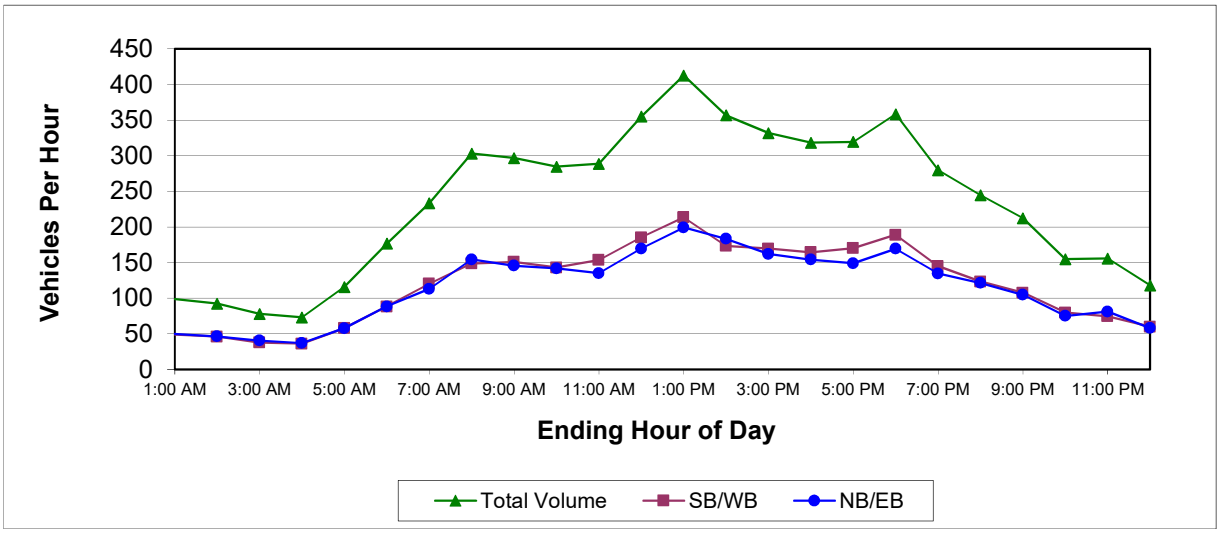
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	7.4%	D=	53.0%
T Max Hour	44.7%	T daily	42.5%
T med (max)	21.1%	T med Daily	17.6%
T heavy (max)	23.7%	T heavy Daily	24.9%
T Peak Hour	41.6%		
T med Peak Hour	19.3%	Axle Factor	0.86
T heavy Peak Hour	22.3%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 12
COUNT LOCATION: E. Friday Road, south of SR 524
EQUIPMENT ID: 132

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	50	49	99	1.79%	1.70%	1.74%
2:00 AM	46	46	92	1.67%	1.59%	1.63%
3:00 AM	40	38	78	1.46%	1.30%	1.38%
4:00 AM	37	36	73	1.34%	1.25%	1.29%
5:00 AM	58	58	116	2.08%	2.01%	2.04%
6:00 AM	88	88	177	3.19%	3.06%	3.12%
7:00 AM	113	120	233	4.08%	4.17%	4.12%
8:00 AM	154	149	303	5.57%	5.15%	5.36%
9:00 AM	146	151	297	5.26%	5.23%	5.24%
10:00 AM	142	143	285	5.11%	4.95%	5.03%
11:00 AM	135	154	289	4.87%	5.32%	5.10%
12:00 PM	170	185	355	6.12%	6.42%	6.27%
1:00 PM	199	213	413	7.20%	7.39%	7.29%
2:00 PM	183	173	357	6.62%	6.00%	6.30%
3:00 PM	162	170	332	5.85%	5.88%	5.86%
4:00 PM	154	164	318	5.56%	5.69%	5.63%
5:00 PM	149	170	319	5.38%	5.90%	5.64%
6:00 PM	169	189	358	6.11%	6.55%	6.33%
7:00 PM	135	145	280	4.86%	5.02%	4.94%
8:00 PM	121	123	245	4.38%	4.27%	4.32%
9:00 PM	105	108	212	3.78%	3.73%	3.75%
10:00 PM	75	80	155	2.71%	2.76%	2.73%
11:00 PM	81	75	156	2.92%	2.59%	2.75%
12:00 AM	58	60	118	2.09%	2.08%	2.09%
TOTALS	2,770	2,887	5,658	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 12
COUNT LOCATION: E. Friday Road, south of SR 524
EQUIPMENT ID: 132

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	201	3.55%
Class 2	Cars	2,280	40.29%
Class 3	Pick-Ups & Vans	774	13.68%
Class 4	Buses	129	2.28%
Class 5	2 Axle, Single Unit Trucks	866	15.30%
Class 6	3 Axle, Single Unit Trucks	243	4.29%
Class 7	4 Axle, Single Unit Trucks	18	0.32%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	304	5.37%
Class 9	3 Axle Tractor with 2 Axle Trailer	772	13.64%
Class 10	3 Axle Tractor with 3 Axle Trailer	5	0.09%
Class 11	5 Axle Multi Trailer	12	0.21%
Class 12	6 Axle Multi Trailer	17	0.30%
Class 13	7 or more Axles	38	0.67%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**5,659**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	13
COUNT LOCATION:	Cox Road, south of SR 524
EQUIPMENT ID:	54/54

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	3:30 PM
Average Daily:	4,614	Average Peak Hour:	407
Daily Truck Avg:	431	Max Hour Truck Avg:	50
		Peak Hour Truck Avg:	33

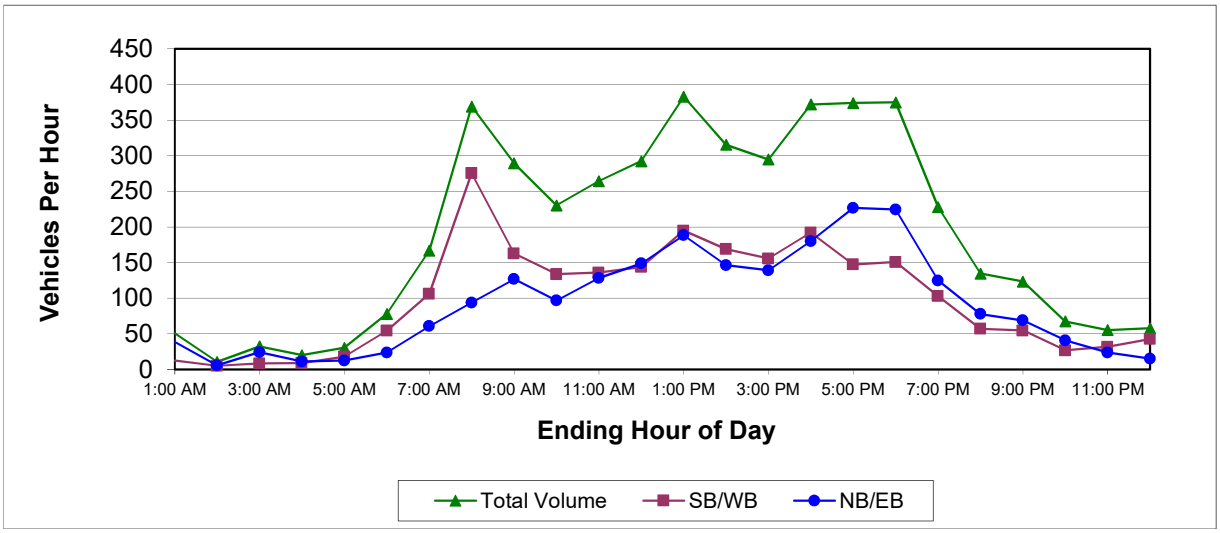
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	8.8%	D=	56.4%
T Max Hour	12.3%	T daily	9.3%
T med (max)	7.4%	T med Daily	6.1%
T heavy (max)	4.9%	T heavy Daily	3.2%
T Peak Hour	8.2%		
T med Peak Hour	5.5%	Axle Factor	0.99
T heavy Peak Hour	2.7%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 13
COUNT LOCATION: Cox Road, south of SR 524
EQUIPMENT ID: 54/54

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	38	12	51	1.72%	0.52%	1.10%
2:00 AM	6	5	11	0.25%	0.21%	0.23%
3:00 AM	24	8	32	1.08%	0.35%	0.70%
4:00 AM	11	9	20	0.49%	0.38%	0.43%
5:00 AM	12	18	30	0.55%	0.75%	0.66%
6:00 AM	24	54	78	1.06%	2.27%	1.69%
7:00 AM	61	106	167	2.73%	4.45%	3.62%
8:00 AM	94	275	369	4.21%	11.52%	8.00%
9:00 AM	127	163	289	5.69%	6.81%	6.27%
10:00 AM	97	134	230	4.35%	5.59%	4.99%
11:00 AM	128	136	264	5.77%	5.69%	5.73%
12:00 PM	149	144	292	6.68%	6.01%	6.34%
1:00 PM	188	195	383	8.47%	8.15%	8.30%
2:00 PM	146	169	315	6.58%	7.07%	6.83%
3:00 PM	139	156	295	6.25%	6.51%	6.39%
4:00 PM	180	192	372	8.09%	8.03%	8.06%
5:00 PM	227	147	374	10.19%	6.17%	8.11%
6:00 PM	224	151	375	10.08%	6.30%	8.13%
7:00 PM	125	103	228	5.60%	4.31%	4.93%
8:00 PM	78	57	135	3.49%	2.39%	2.92%
9:00 PM	69	55	123	3.09%	2.29%	2.67%
10:00 PM	41	27	67	1.83%	1.12%	1.46%
11:00 PM	24	32	55	1.06%	1.33%	1.20%
12:00 AM	15	43	58	0.67%	1.79%	1.25%
TOTALS	2,225	2,390	4,614	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 13
COUNT LOCATION: Cox Road, south of SR 524
EQUIPMENT ID: 54/54

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	38	0.82%
Class 2	Cars	3,354	72.69%
Class 3	Pick-Ups & Vans	791	17.14%
Class 4	Buses	18	0.39%
Class 5	2 Axle, Single Unit Trucks	266	5.77%
Class 6	3 Axle, Single Unit Trucks	75	1.63%
Class 7	4 Axle, Single Unit Trucks	9	0.20%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	30	0.65%
Class 9	3 Axle Tractor with 2 Axle Trailer	29	0.63%
Class 10	3 Axle Tractor with 3 Axle Trailer	1	0.02%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	2	0.04%
Class 13	7 or more Axles	1	0.02%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**4,614**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	62954.32
LOCATION CODE:	14
COUNT LOCATION:	Cox Road, north of SR 524
EQUIPMENT ID:	65/65

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	1/22/2019	Start Time:	Midnight
End Date:	1/25/2019	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	4:00 PM
Average Daily:	2,582	Average Peak Hour:	241
Daily Truck Avg:	255	Max Hour Truck Avg:	34
		Peak Hour Truck Avg:	21

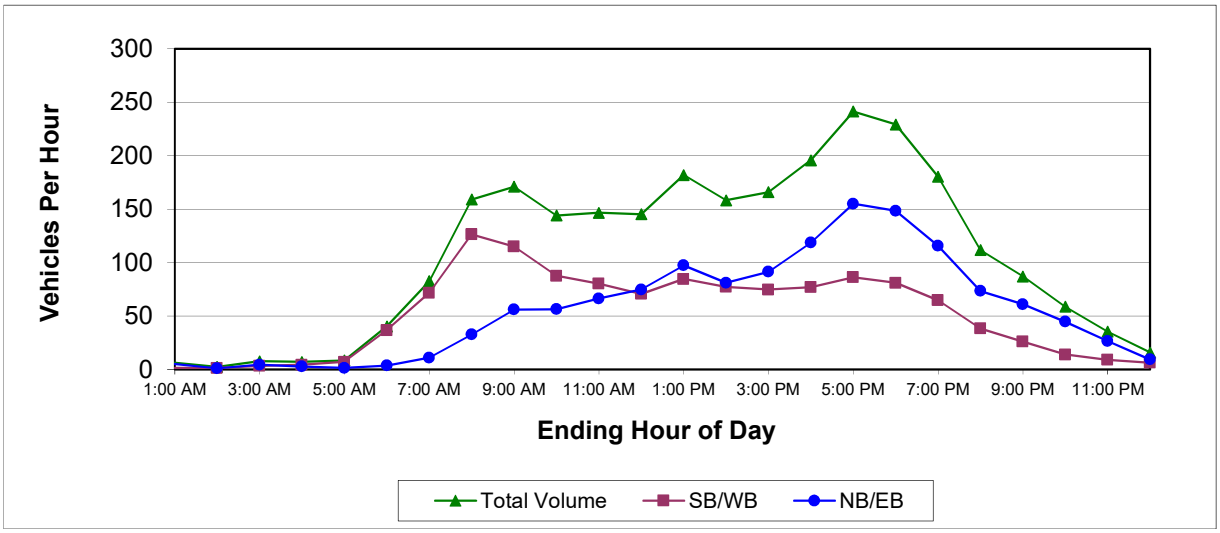
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	9.3%	D=	64.2%
T Max Hour	14.0%	T daily	9.9%
T med (max)	11.3%	T med Daily	8.4%
T heavy (max)	2.6%	T heavy Daily	1.5%
T Peak Hour	8.8%		
T med Peak Hour	7.9%	Axle Factor	0.99
T heavy Peak Hour	1.0%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.32
LOCATION CODE: 14
COUNT LOCATION: Cox Road, north of SR 524
EQUIPMENT ID: 65/65

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	5	1	6	0.37%	0.11%	0.25%
2:00 AM	1	1	2	0.07%	0.11%	0.09%
3:00 AM	4	3	8	0.32%	0.27%	0.30%
4:00 AM	3	4	7	0.20%	0.35%	0.27%
5:00 AM	1	7	8	0.10%	0.56%	0.32%
6:00 AM	4	37	40	0.27%	2.95%	1.56%
7:00 AM	11	72	83	0.82%	5.76%	3.20%
8:00 AM	33	126	159	2.44%	10.15%	6.16%
9:00 AM	56	115	171	4.19%	9.24%	6.62%
10:00 AM	56	88	144	4.21%	7.04%	5.58%
11:00 AM	66	80	147	4.96%	6.45%	5.68%
12:00 PM	75	71	145	5.58%	5.68%	5.63%
1:00 PM	97	85	182	7.28%	6.80%	7.05%
2:00 PM	81	77	158	6.06%	6.21%	6.13%
3:00 PM	91	75	166	6.83%	6.00%	6.43%
4:00 PM	119	77	196	8.88%	6.18%	7.58%
5:00 PM	155	86	241	11.59%	6.93%	9.35%
6:00 PM	148	81	229	11.09%	6.51%	8.88%
7:00 PM	116	65	180	8.65%	5.19%	6.98%
8:00 PM	73	38	112	5.48%	3.08%	4.32%
9:00 PM	61	26	87	4.56%	2.09%	3.37%
10:00 PM	45	14	59	3.34%	1.12%	2.27%
11:00 PM	26	9	35	1.97%	0.72%	1.37%
12:00 AM	9	6	16	0.70%	0.51%	0.61%
TOTALS	1,337	1,245	2,582	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62954.32
LOCATION CODE: 14
COUNT LOCATION: Cox Road, north of SR 524
EQUIPMENT ID: 65/65

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	22	0.85%
Class 2	Cars	1,747	67.63%
Class 3	Pick-Ups & Vans	558	21.60%
Class 4	Buses	14	0.54%
Class 5	2 Axle, Single Unit Trucks	203	7.86%
Class 6	3 Axle, Single Unit Trucks	17	0.66%
Class 7	4 Axle, Single Unit Trucks	12	0.46%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	7	0.27%
Class 9	3 Axle Tractor with 2 Axle Trailer	2	0.08%
Class 10	3 Axle Tractor with 3 Axle Trailer	0	0.00%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	1	0.04%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**2,583**	**100.00%**

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Precious Blvd	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	18	0	3
7:15 - 7:30	0	0	0	15	0	1
7:30 - 7:45	0	0	0	21	0	0
7:45 - 8:00	0	0	0	13	0	0
8:00 - 8:15	0	0	0	15	0	0
8:15 - 8:30	0	0	0	13	0	2
8:30 - 8:45	0	0	0	9	0	2
8:45 - 9:00	0	0	0	8	0	3
	0	0	0	112	0	11

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	58	0	0	25	3
7:15 - 7:30	0	80	0	0	25	1
7:30 - 7:45	0	96	0	0	35	2
7:45 - 8:00	0	94	0	0	33	2
8:00 - 8:15	0	86	0	0	38	3
8:15 - 8:30	0	64	0	0	42	5
8:30 - 8:45	0	55	0	0	39	5
8:45 - 9:00	0	34	0	0	41	4
	0	567	0	0	278	25

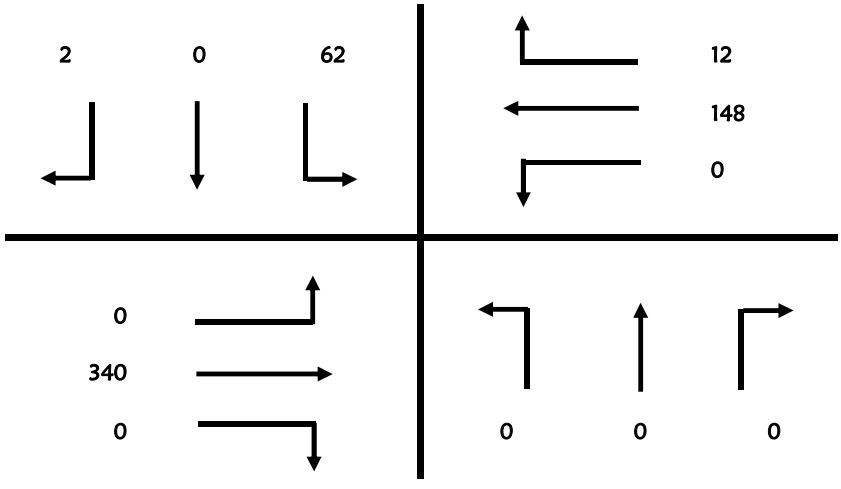
North / South
Precious Blvd

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.92

Total Pk Hr Voume
564



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Precious Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**Trucks**	

VHB Project #: 62954.32

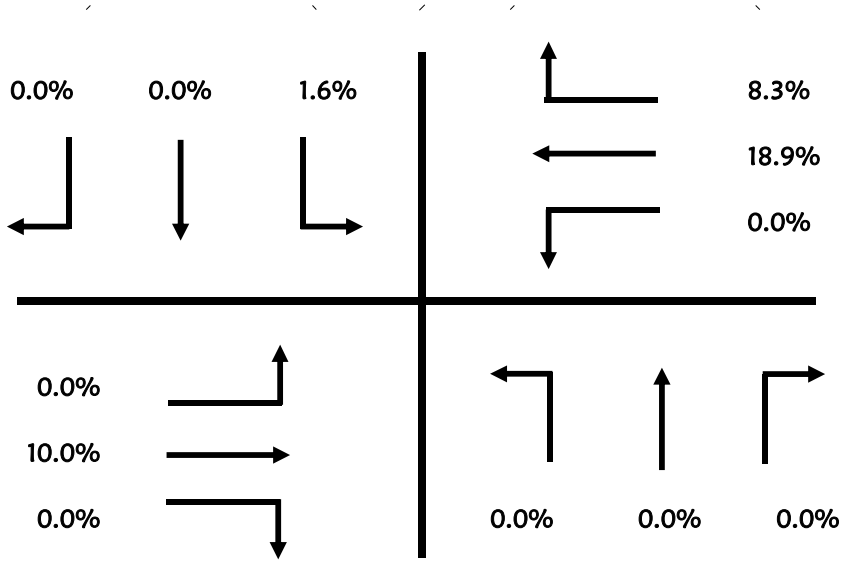
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	1
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	1	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	1	0	0	3	1
7:15 - 7:30	0	1	0	0	3	0
7:30 - 7:45	0	5	0	0	9	0
7:45 - 8:00	0	8	0	0	6	1
8:00 - 8:15	0	13	0	0	6	0
8:15 - 8:30	0	8	0	0	7	0
8:30 - 8:45	0	4	0	0	6	0
8:45 - 9:00	0	5	0	0	8	0

North / South
Precious Blvd

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Precious Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

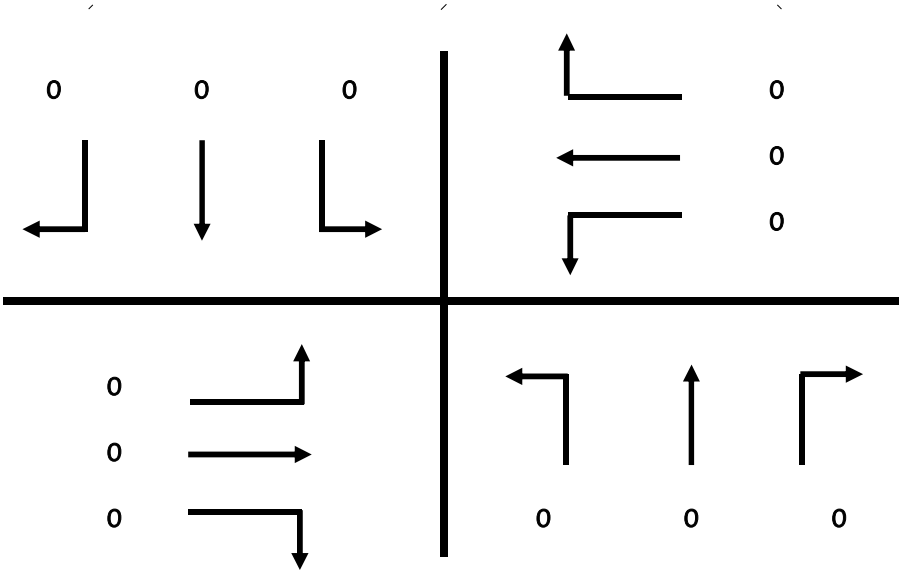
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

North / South
Precious Blvd

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Precious Blvd	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	8	0	0
11:15 - 11:30	0	0	0	7	0	0
11:30 - 11:45	0	0	0	3	0	2
11:45 - 12:00	0	0	0	4	0	0
12:00 - 12:15	0	0	0	6	0	0
12:15 - 12:30	0	0	0	5	0	3
12:30 - 12:45	0	0	0	4	0	0
12:45 - 13:00	0	0	0	4	0	1
	0	0	0	41	0	6

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	37	0	0	33	1
11:15 - 11:30	1	41	0	0	48	4
11:30 - 11:45	0	37	0	0	44	5
11:45 - 12:00	1	48	0	0	33	6
12:00 - 12:15	1	55	0	0	51	11
12:15 - 12:30	2	40	0	1	40	6
12:30 - 12:45	1	48	0	0	44	8
12:45 - 13:00	0	46	0	0	44	5
	6	352	0	1	337	46

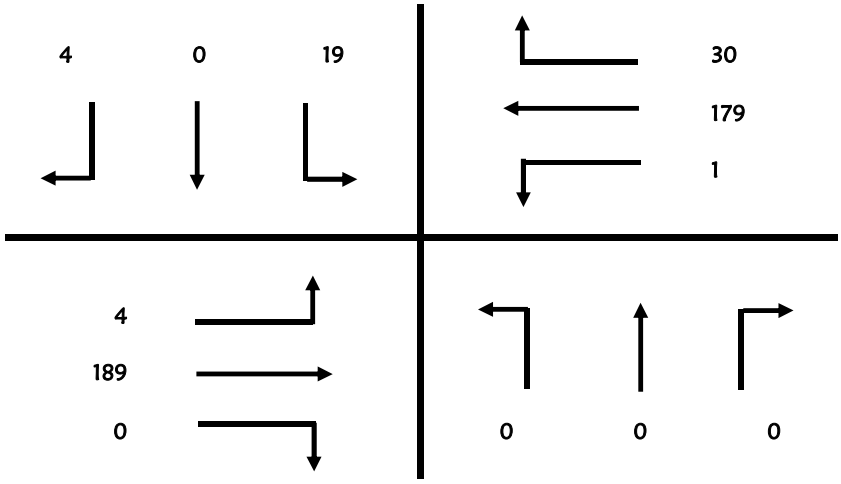
North / South
Precious Blvd

East / West
SR 524

Peak Hour
12:00 - 13:00

Peak Hour Factor
0.86

Total Pk Hr Voume
426



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Precious Blvd	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	11:00 to 13:00		**Trucks**

VHB Project #: 62954.32

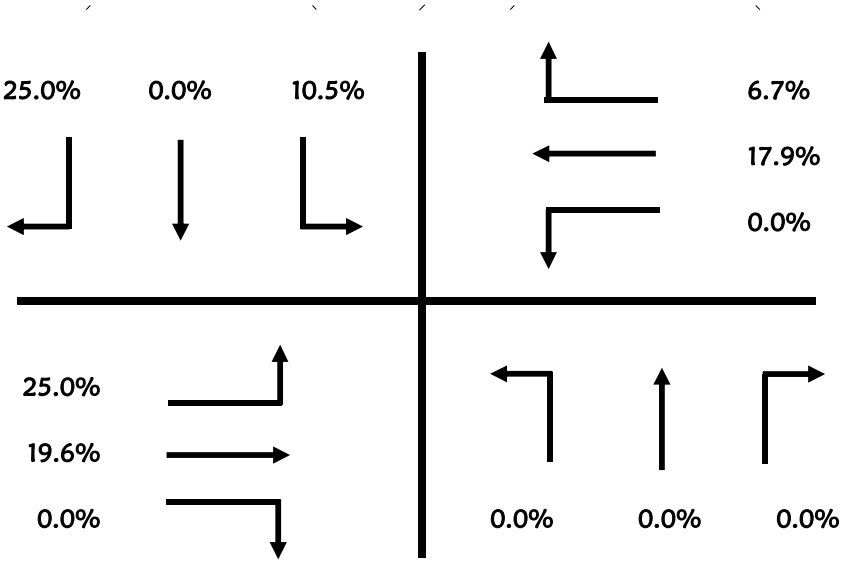
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	2	0	0
12:15 - 12:30	0	0	0	0	0	1
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	9	0	0	5	0
11:15 - 11:30	0	2	0	0	10	0
11:30 - 11:45	0	6	0	0	8	0
11:45 - 12:00	0	11	0	0	7	0
12:00 - 12:15	0	14	0	0	10	0
12:15 - 12:30	1	7	0	0	7	0
12:30 - 12:45	0	7	0	0	8	1
12:45 - 13:00	0	9	0	0	7	1

North / South
Precious Blvd

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Precious Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

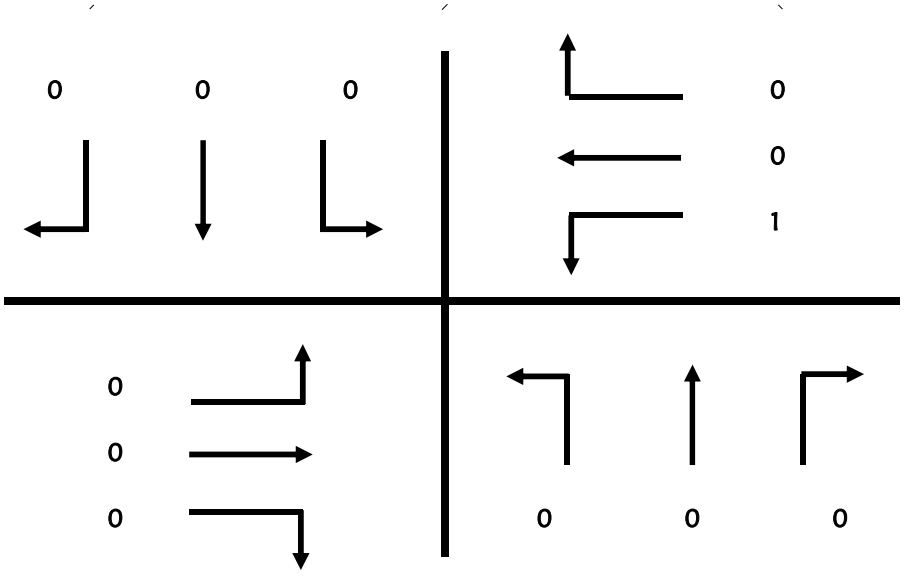
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	1	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

North / South
Precious Blvd

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Precious Blvd	&	SR 524
Date	Wednesday, January 23, 2019 7:0		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	6	0	0
16:15 - 16:30	0	0	0	7	0	1
16:30 - 16:45	0	0	0	8	0	1
16:45 - 17:00	0	0	0	6	0	0
17:00 - 17:15	0	0	0	7	0	0
17:15 - 17:30	0	0	0	9	0	2
17:30 - 17:45	0	0	0	11	0	0
17:45 - 18:00	0	0	0	8	0	1
	0	0	0	62	0	5

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	41	0	1	58	12
16:15 - 16:30	0	50	0	0	69	10
16:30 - 16:45	1	41	0	0	54	20
16:45 - 17:00	1	54	0	0	67	11
17:00 - 17:15	0	56	0	1	64	16
17:15 - 17:30	2	43	0	0	65	20
17:30 - 17:45	1	44	0	1	68	20
17:45 - 18:00	1	37	0	0	68	11
	6	366	0	3	513	120

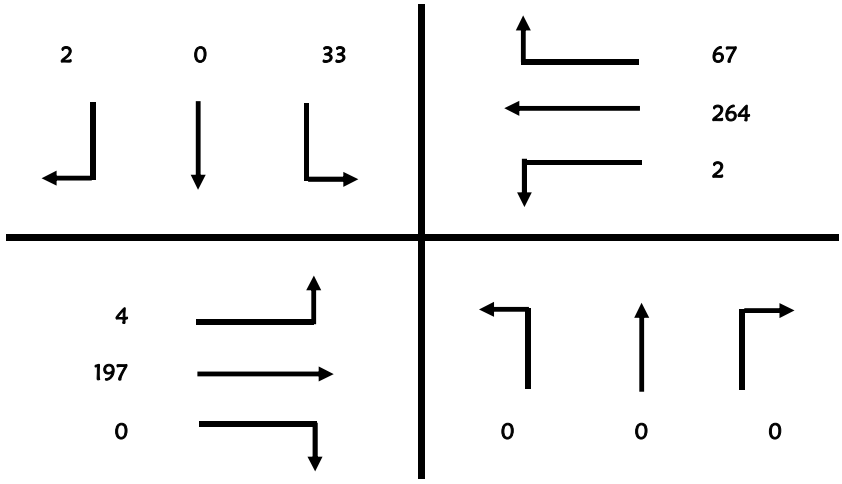
North / South
Precious Blvd

East / West
SR 524

Peak Hour
16:45 - 17:45

Peak Hour Factor
0.98

Total Pk Hr Voume
569



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Precious Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**Trucks**	

VHB Project #: 62954.32

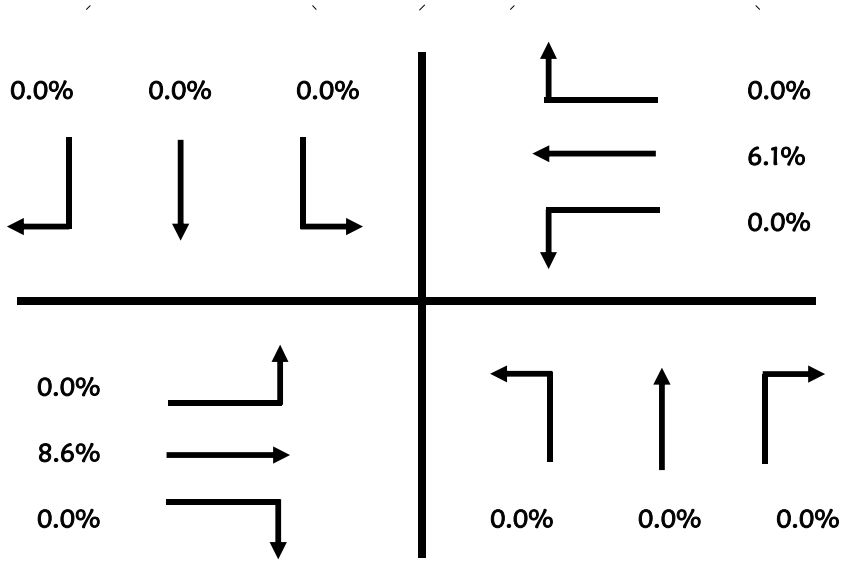
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	5	0	1	3	0
16:15 - 16:30	0	7	0	0	3	0
16:30 - 16:45	0	6	0	0	2	0
16:45 - 17:00	0	1	0	0	3	0
17:00 - 17:15	0	7	0	0	2	0
17:15 - 17:30	0	3	0	0	3	0
17:30 - 17:45	0	6	0	0	8	0
17:45 - 18:00	0	1	0	0	3	0

North / South
Precious Blvd

East / West
SR 524

Peak Hour
16:45 - 17:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Precious Blvd		&	SR 524	
Date	Wednesday, January 23, 2019 7				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

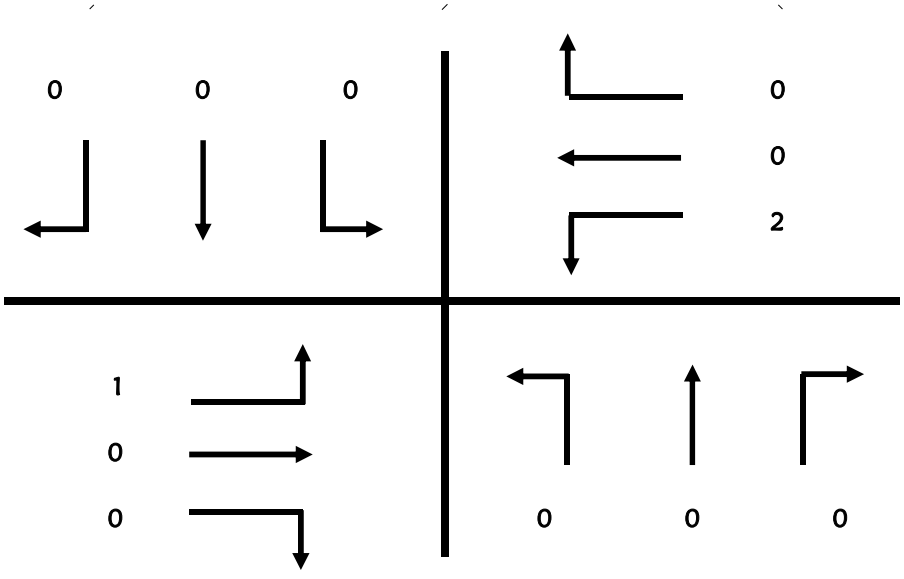
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	1	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	1	0	0	1	0	0
17:45 - 18:00	0	0	0	0	0	0

North / South
Precious Blvd

East / West
SR 524

Peak Hour
16:45 - 17:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	West Friday Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	0	10	4	0	0
7:15 - 7:30	1	0	14	6	0	0
7:30 - 7:45	0	0	28	4	0	0
7:45 - 8:00	0	0	11	9	0	2
8:00 - 8:15	1	0	3	10	0	1
8:15 - 8:30	1	0	12	6	0	2
8:30 - 8:45	1	0	8	7	0	1
8:45 - 9:00	3	0	7	12	2	2
	8	0	93	58	2	8

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	76	1	12	27	0
7:15 - 7:30	0	84	0	14	28	1
7:30 - 7:45	1	119	2	9	33	3
7:45 - 8:00	0	103	0	11	37	0
8:00 - 8:15	0	93	2	14	40	3
8:15 - 8:30	0	84	0	17	47	0
8:30 - 8:45	1	63	4	10	43	1
8:45 - 9:00	0	44	2	15	44	3
	2	666	11	102	299	11

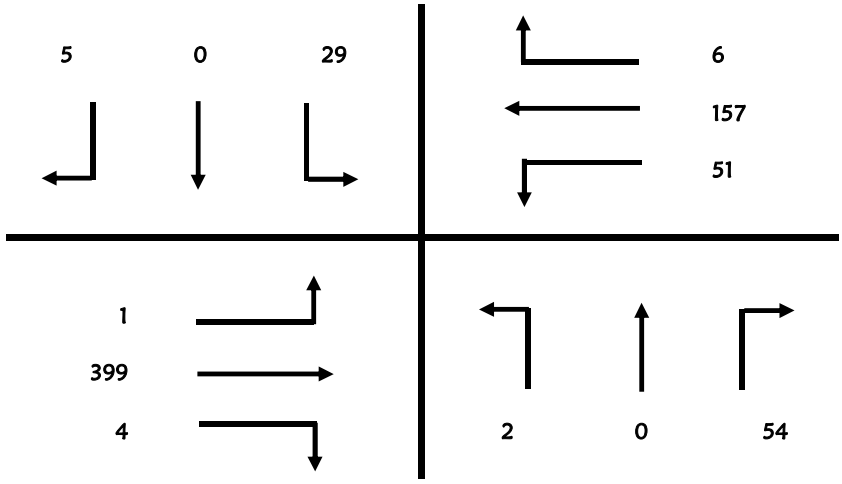
North / South
West Friday Road

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.89

Total Pk Hr Voume
708



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	West Friday Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00		**Trucks**

VHB Project #: 62954.32

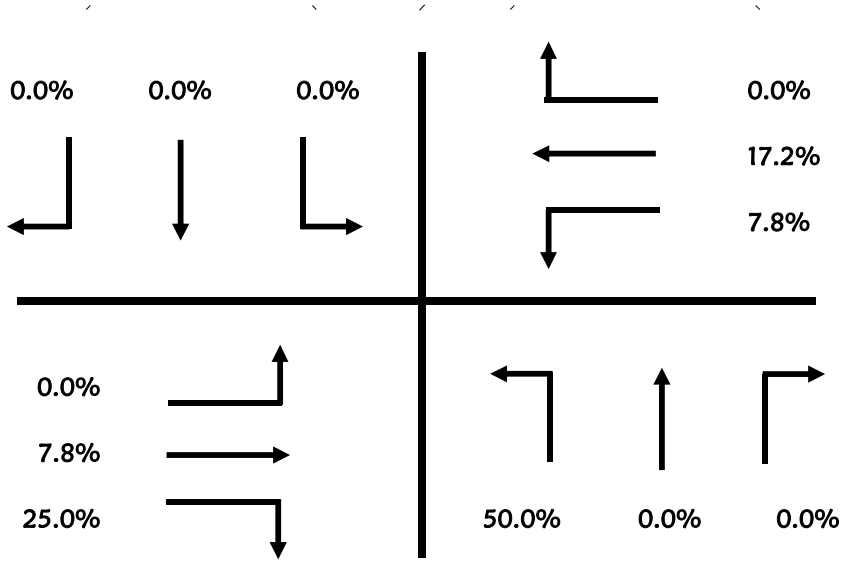
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	0	1	0	0	0
7:15 - 7:30	1	0	3	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	1	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	3	0
7:15 - 7:30	0	1	0	1	2	0
7:30 - 7:45	0	5	0	1	6	0
7:45 - 8:00	0	5	0	2	7	0
8:00 - 8:15	0	12	1	1	7	0
8:15 - 8:30	0	9	0	0	7	0
8:30 - 8:45	0	4	0	1	7	0
8:45 - 9:00	0	5	1	0	11	0

North / South
West Friday Road

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	West Friday Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

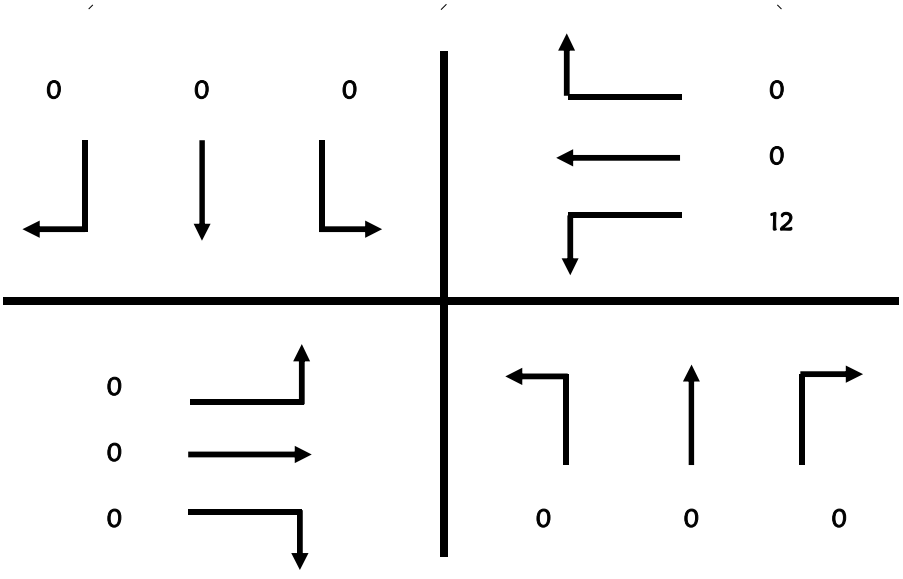
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	7	0	0
7:15 - 7:30	0	0	0	3	0	0
7:30 - 7:45	0	0	0	2	0	0
7:45 - 8:00	0	0	0	3	0	0
8:00 - 8:15	0	0	0	2	0	0
8:15 - 8:30	0	0	0	5	0	0
8:30 - 8:45	0	0	0	6	0	0
8:45 - 9:00	0	0	0	7	0	0

North / South
West Friday Road

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	West Friday Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	2	4	3	7	3	0
11:15 - 11:30	0	1	11	10	2	1
11:30 - 11:45	2	2	6	8	0	1
11:45 - 12:00	1	0	15	7	0	1
12:00 - 12:15	1	0	8	7	0	3
12:15 - 12:30	3	1	12	8	1	0
12:30 - 12:45	0	2	14	13	1	1
12:45 - 13:00	2	0	8	6	0	0
	11	10	77	66	7	7

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	42	2	13	30	11
11:15 - 11:30	0	46	2	17	57	10
11:30 - 11:45	1	41	2	14	45	6
11:45 - 12:00	0	53	0	26	36	12
12:00 - 12:15	0	57	1	16	59	9
12:15 - 12:30	0	46	2	15	41	11
12:30 - 12:45	0	46	1	11	56	8
12:45 - 13:00	0	50	2	19	50	8
	2	381	12	131	374	75

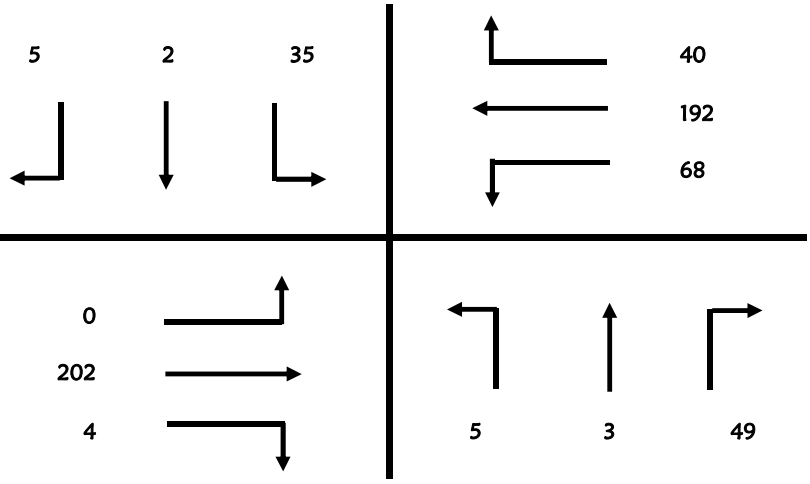
North / South
West Friday Road

East / West
SR 524

Peak Hour
11:45 - 12:45

Peak Hour Factor
0.94

Total Pk Hr Voume
605



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	West Friday Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**Trucks**	

VHB Project #: 62954.32

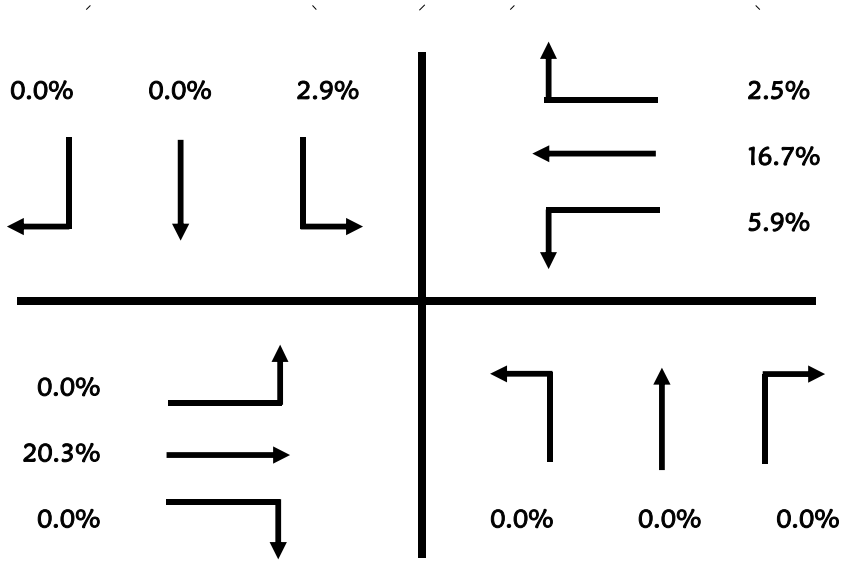
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	1	1	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	1	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	1	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	8	0	0	6	0
11:15 - 11:30	0	4	1	0	10	1
11:30 - 11:45	0	5	0	0	11	0
11:45 - 12:00	0	10	0	1	7	0
12:00 - 12:15	0	16	0	0	9	1
12:15 - 12:30	0	10	0	3	7	0
12:30 - 12:45	0	5	0	0	9	0
12:45 - 13:00	0	10	0	0	8	0

North / South
West Friday Road

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	West Friday Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

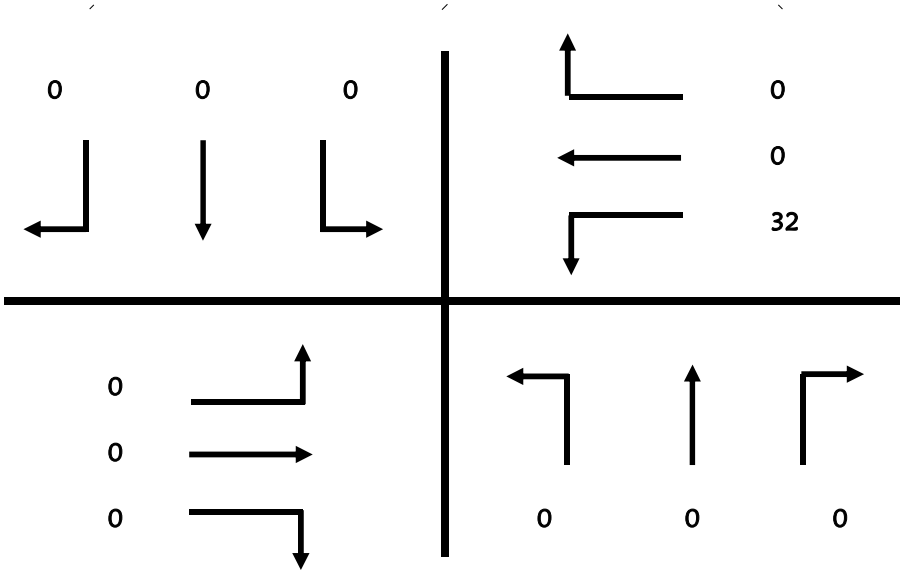
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	5	0	0
11:15 - 11:30	0	0	0	8	0	0
11:30 - 11:45	0	0	0	2	0	0
11:45 - 12:00	0	0	0	9	0	0
12:00 - 12:15	0	0	0	9	0	0
12:15 - 12:30	0	0	0	7	0	0
12:30 - 12:45	0	0	0	7	0	0
12:45 - 13:00	0	0	0	8	0	0

North / South
West Friday Road

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	West Friday Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	11	9	2	0
16:15 - 16:30	2	1	6	11	0	0
16:30 - 16:45	0	0	16	2	0	0
16:45 - 17:00	3	0	14	10	1	0
17:00 - 17:15	4	0	23	3	0	0
17:15 - 17:30	2	0	18	3	0	0
17:30 - 17:45	1	3	14	14	2	0
17:45 - 18:00	3	0	11	5	0	0
	15	4	113	57	5	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	41	2	25	67	11
16:15 - 16:30	0	61	0	25	75	8
16:30 - 16:45	0	51	4	17	83	11
16:45 - 17:00	1	43	0	13	77	11
17:00 - 17:15	0	65	1	25	76	23
17:15 - 17:30	0	43	2	33	89	10
17:30 - 17:45	1	58	1	15	81	18
17:45 - 18:00	1	60	2	29	84	11
	5	422	12	182	632	103

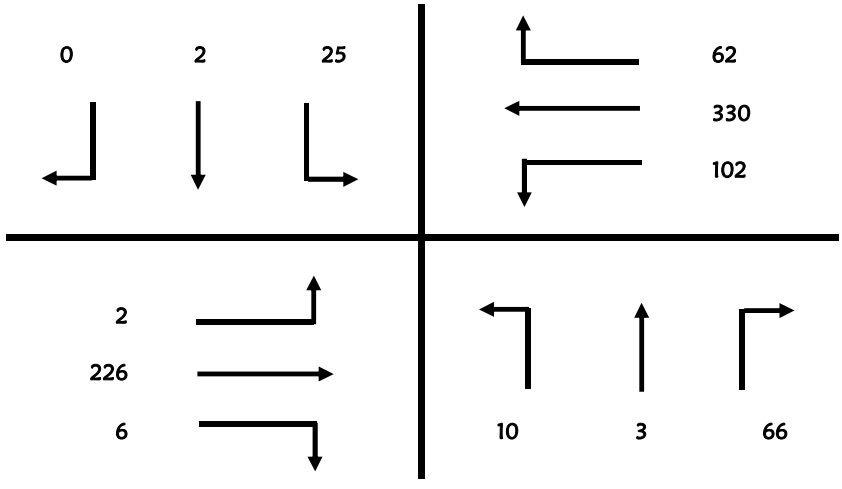
North / South
West Friday Road

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.95

Total Pk Hr Voume
834



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	West Friday Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**Trucks**	

VHB Project #: 62954.32

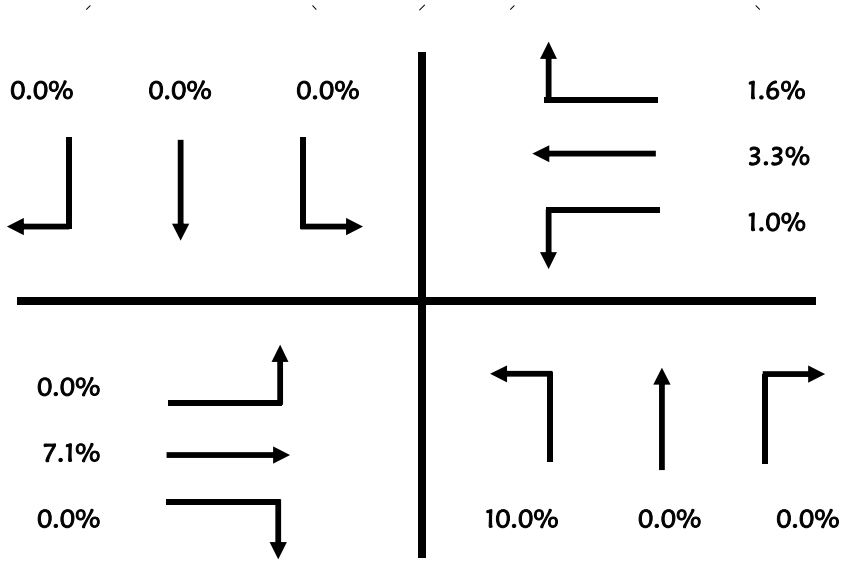
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	1	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	1	0	0	0
16:45 - 17:00	0	0	1	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	5	1	0	3	1
16:15 - 16:30	0	7	0	1	5	0
16:30 - 16:45	0	6	2	0	7	0
16:45 - 17:00	0	2	0	0	3	0
17:00 - 17:15	0	7	0	1	3	0
17:15 - 17:30	0	2	0	0	3	0
17:30 - 17:45	0	6	0	0	2	1
17:45 - 18:00	0	1	0	0	3	0

North / South
West Friday Road

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	West Friday Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

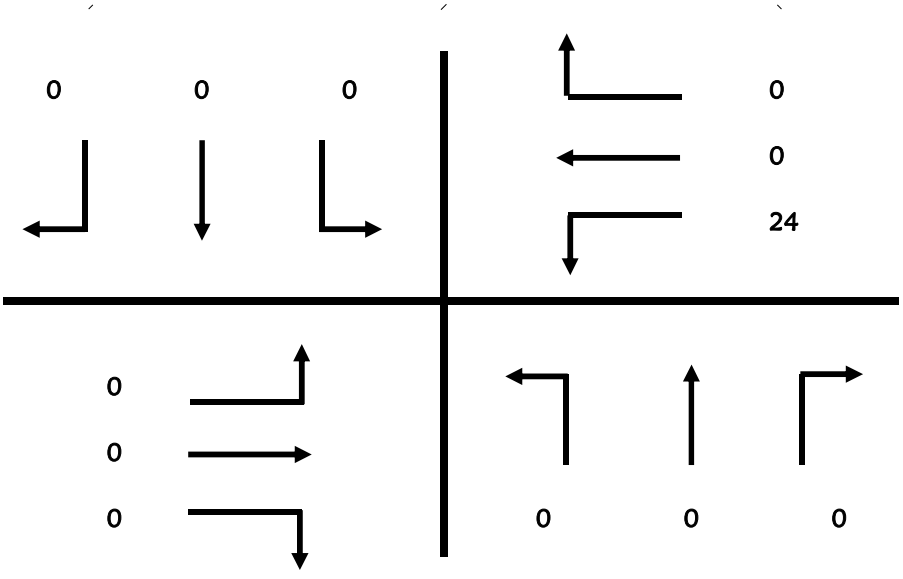
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	2	0	0
16:15 - 16:30	0	0	0	3	0	0
16:30 - 16:45	0	0	0	5	0	0
16:45 - 17:00	0	0	0	1	0	0
17:00 - 17:15	0	0	0	5	0	0
17:15 - 17:30	0	0	0	7	0	0
17:30 - 17:45	0	0	0	3	0	0
17:45 - 18:00	0	0	0	9	0	0

North / South
West Friday Road

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	I-95 SB Ramps	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	32	0	14
7:15 - 7:30	0	0	0	29	0	5
7:30 - 7:45	0	0	0	36	0	18
7:45 - 8:00	0	0	0	33	0	13
8:00 - 8:15	0	0	0	17	0	9
8:15 - 8:30	0	0	0	29	0	16
8:30 - 8:45	0	0	0	14	0	13
8:45 - 9:00	0	0	0	25	0	13
	0	0	0	215	0	101

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	51	47	83	25	0
7:15 - 7:30	0	55	60	91	28	0
7:30 - 7:45	0	85	69	87	33	0
7:45 - 8:00	0	58	53	75	32	0
8:00 - 8:15	0	57	53	84	46	0
8:15 - 8:30	0	67	42	74	44	0
8:30 - 8:45	0	46	40	76	42	0
8:45 - 9:00	0	42	29	47	46	0
	0	461	393	617	296	0

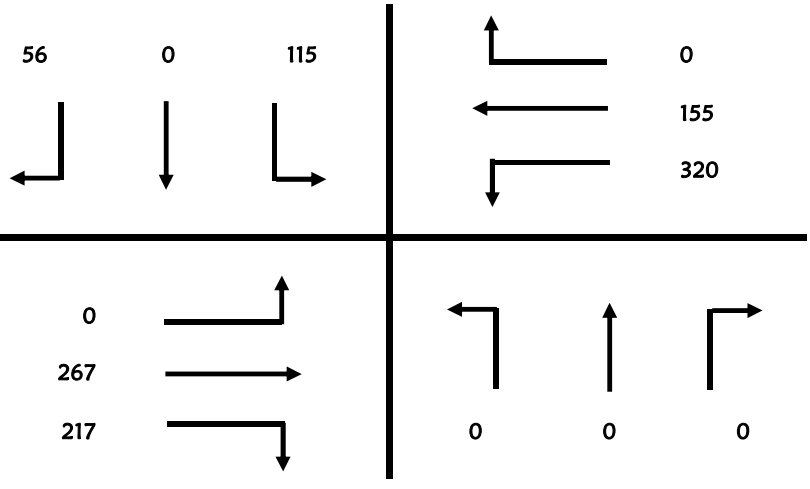
North / South
I-95 SB Ramps

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.86

Total Pk Hr Voume
1,130



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	I-95 SB Ramps		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**Trucks**	

VHB Project #: 62954.32

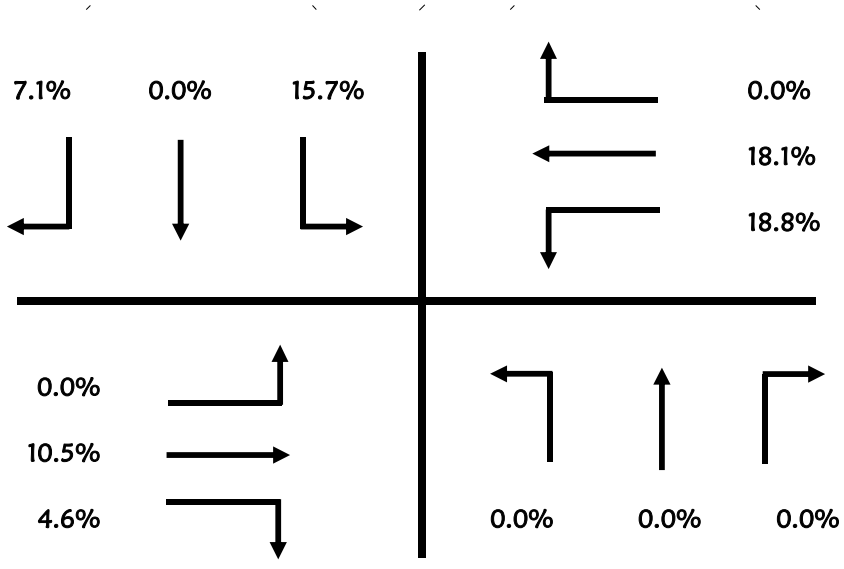
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	8	0	0
7:15 - 7:30	0	0	0	5	0	0
7:30 - 7:45	0	0	0	4	0	1
7:45 - 8:00	0	0	0	4	0	1
8:00 - 8:15	0	0	0	4	0	1
8:15 - 8:30	0	0	0	6	0	1
8:30 - 8:45	0	0	0	7	0	4
8:45 - 9:00	0	0	0	10	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	1	2	13	3	0
7:15 - 7:30	0	3	2	13	1	0
7:30 - 7:45	0	4	1	5	8	0
7:45 - 8:00	0	5	3	15	8	0
8:00 - 8:15	0	12	2	18	4	0
8:15 - 8:30	0	7	4	22	8	0
8:30 - 8:45	0	7	1	27	6	0
8:45 - 9:00	0	3	2	13	9	0

North / South
I-95 SB Ramps

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	I-95 SB Ramps		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

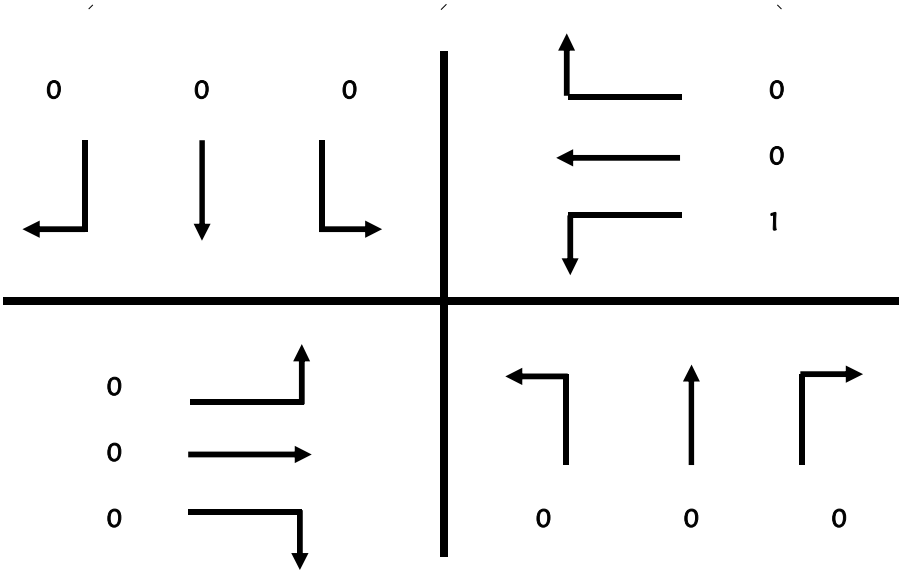
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	1	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

North / South
I-95 SB Ramps

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	I-95 SB			& SR 524	
Date	Wednesday, January 23, 2019			**All Vehicles**	
Time Period	11:00	to	13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	27	0	12
11:15 - 11:30	0	0	0	14	0	16
11:30 - 11:45	0	0	0	30	0	10
11:45 - 12:00	0	0	0	31	0	14
12:00 - 12:15	0	0	0	27	0	13
12:15 - 12:30	0	0	0	25	0	10
12:30 - 12:45	0	0	0	29	0	16
12:45 - 13:00	0	0	0	23	0	8
	0	0	0	206	0	99

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	42	18	49	49	0
11:15 - 11:30	0	50	25	45	61	0
11:30 - 11:45	0	36	20	42	55	0
11:45 - 12:00	0	62	24	54	60	0
12:00 - 12:15	0	63	18	50	73	0
12:15 - 12:30	0	45	29	49	53	0
12:30 - 12:45	0	55	20	58	55	0
12:45 - 13:00	0	52	23	61	67	0
	0	405	177	408	473	0

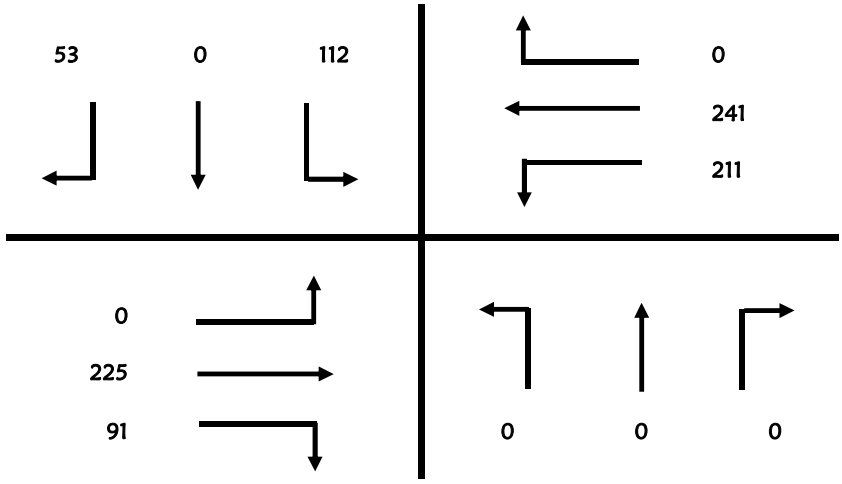
North / South
I-95 SB

East / West
SR 524

Peak Hour
11:45 - 12:45

Peak Hour Factor
0.95

Total Pk Hr Voume
933



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	I-95 SB		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00		**Trucks**

VHB Project #: 62954.32

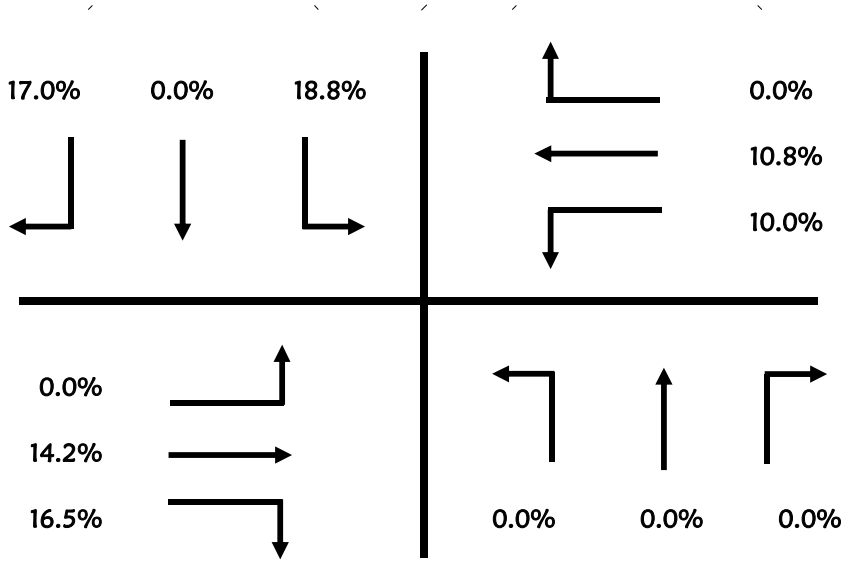
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	8	0	2
11:15 - 11:30	0	0	0	2	0	4
11:30 - 11:45	0	0	0	12	0	2
11:45 - 12:00	0	0	0	5	0	4
12:00 - 12:15	0	0	0	7	0	0
12:15 - 12:30	0	0	0	5	0	2
12:30 - 12:45	0	0	0	4	0	3
12:45 - 13:00	0	0	0	8	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	4	4	7	4	0
11:15 - 11:30	0	3	0	12	12	0
11:30 - 11:45	0	3	3	4	8	0
11:45 - 12:00	0	4	6	5	5	0
12:00 - 12:15	0	12	5	4	9	0
12:15 - 12:30	0	9	4	3	6	0
12:30 - 12:45	0	7	0	9	6	0
12:45 - 13:00	0	6	5	14	9	0

North / South
I-95 SB

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	I-95 SB		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

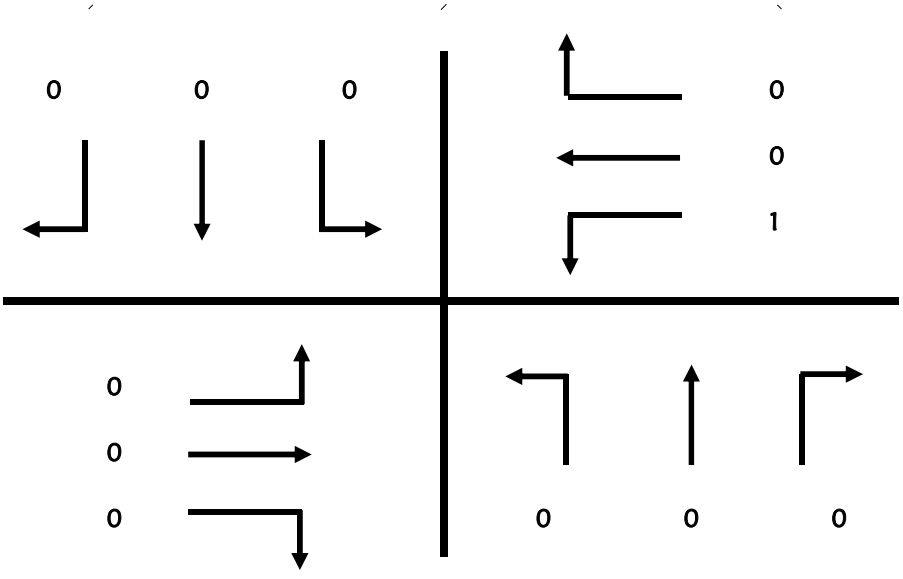
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	1	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

North / South
I-95 SB

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	I-95 SB Ramps	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	31	0	27
16:15 - 16:30	0	0	0	30	0	19
16:30 - 16:45	0	0	0	29	0	32
16:45 - 17:00	0	0	0	19	0	22
17:00 - 17:15	0	0	0	33	0	19
17:15 - 17:30	0	0	0	31	0	24
17:30 - 17:45	0	0	0	20	0	15
17:45 - 18:00	0	0	0	34	0	17
	0	0	0	227	0	175

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	48	27	73	93	0
16:15 - 16:30	0	57	34	71	104	0
16:30 - 16:45	0	60	32	54	97	0
16:45 - 17:00	0	50	25	62	86	0
17:00 - 17:15	0	70	26	57	104	0
17:15 - 17:30	0	51	22	73	110	0
17:30 - 17:45	0	42	29	72	90	0
17:45 - 18:00	0	46	36	67	105	0
	0	424	231	529	789	0

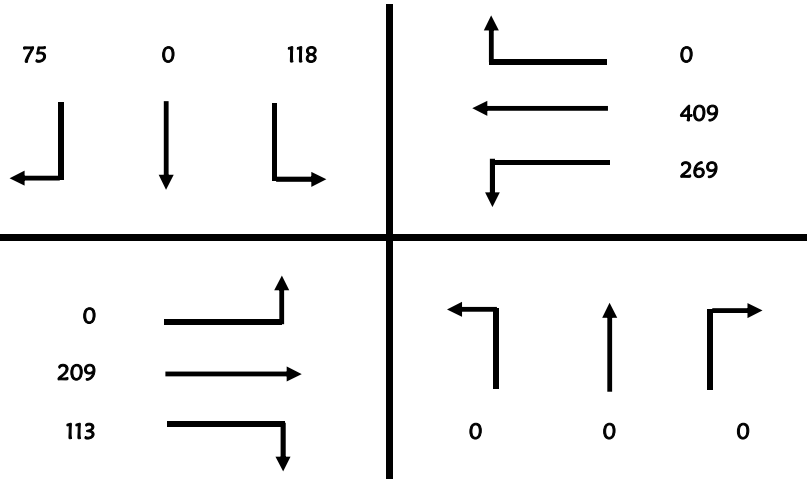
North / South
I-95 SB Ramps

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.96

Total Pk Hr Voume
1,193



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	I-95 SB Ramps		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**Trucks**	

VHB Project #: 62954.32

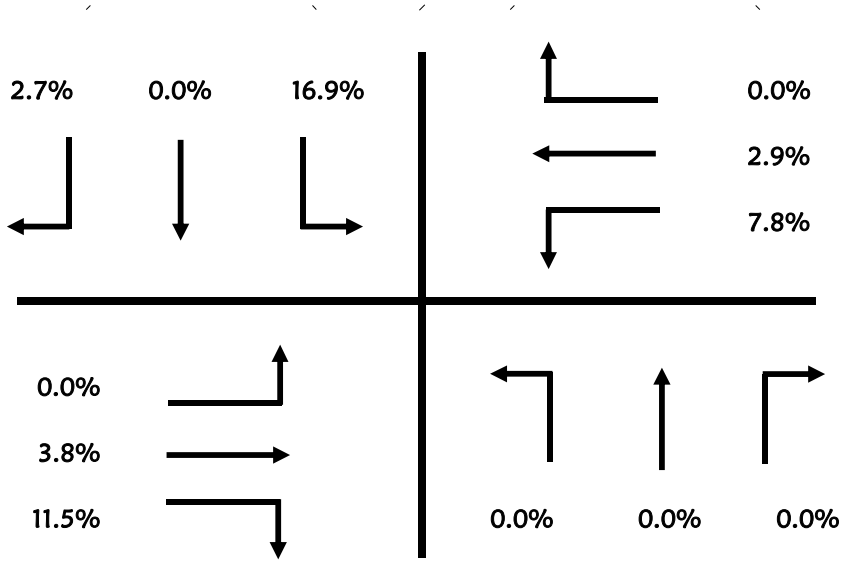
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	9	0	4
16:15 - 16:30	0	0	0	7	0	1
16:30 - 16:45	0	0	0	8	0	1
16:45 - 17:00	0	0	0	2	0	1
17:00 - 17:15	0	0	0	5	0	0
17:15 - 17:30	0	0	0	4	0	1
17:30 - 17:45	0	0	0	5	0	0
17:45 - 18:00	0	0	0	6	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	1	5	5	3	0
16:15 - 16:30	0	4	4	6	4	0
16:30 - 16:45	0	3	4	3	7	0
16:45 - 17:00	0	2	0	3	2	0
17:00 - 17:15	0	3	5	2	4	0
17:15 - 17:30	0	2	1	4	2	0
17:30 - 17:45	0	3	5	9	3	0
17:45 - 18:00	0	0	2	6	3	0

North / South
I-95 SB Ramps

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	I-95 SB Ramps		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

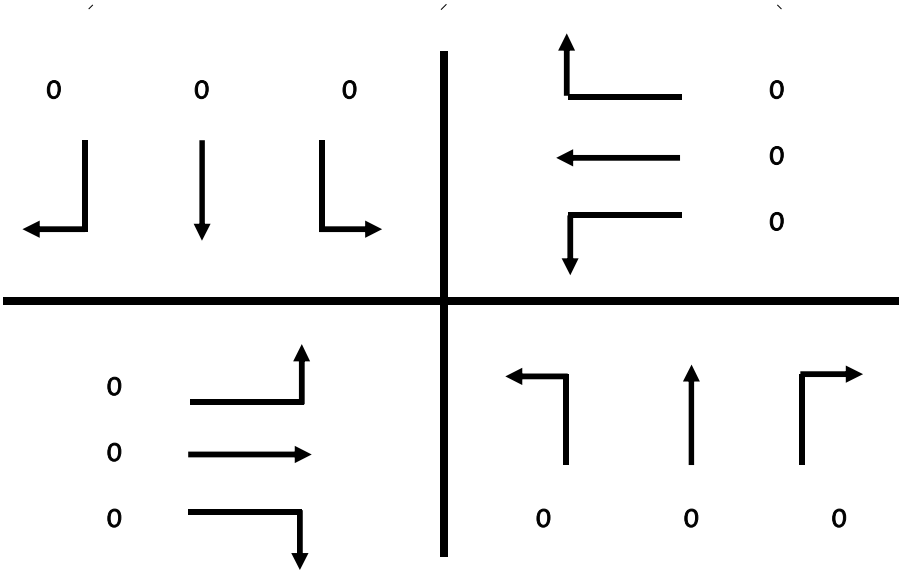
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

North / South
I-95 SB Ramps

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	I-95 NB Ramps	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	7	0	44	0	0	0
7:15 - 7:30	10	0	58	0	0	0
7:30 - 7:45	12	0	64	0	0	0
7:45 - 8:00	9	0	52	0	0	0
8:00 - 8:15	14	0	60	0	0	0
8:15 - 8:30	11	0	57	0	0	0
8:30 - 8:45	14	0	54	0	0	0
8:45 - 9:00	14	0	54	0	0	0
	91	0	443	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	14	70	0	0	103	21
7:15 - 7:30	18	65	0	0	116	25
7:30 - 7:45	21	94	0	0	106	22
7:45 - 8:00	13	79	0	0	107	31
8:00 - 8:15	16	69	0	0	109	27
8:15 - 8:30	17	75	0	0	103	39
8:30 - 8:45	14	41	0	0	109	35
8:45 - 9:00	15	53	0	0	74	19
	128	546	0	0	827	219

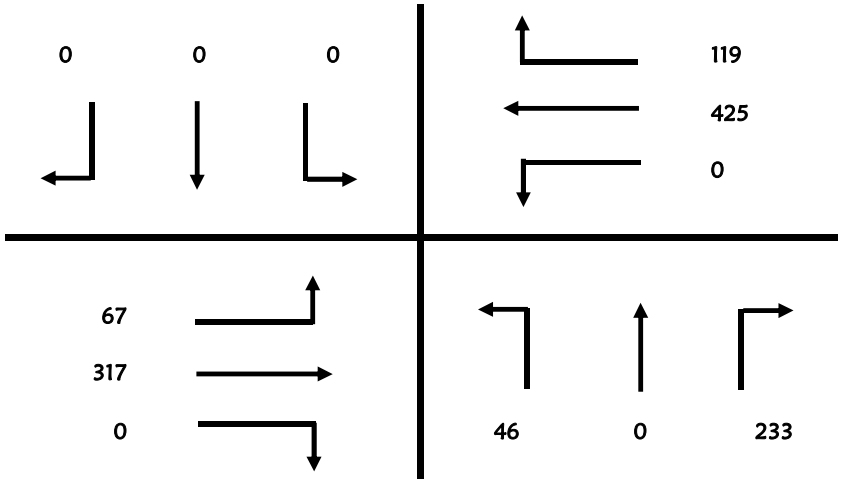
North / South
I-95 NB Ramps

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.95

Total Pk Hr Voume
1,207



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	I-95 NB Ramps		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00		**Trucks**

VHB Project #: 62954.32

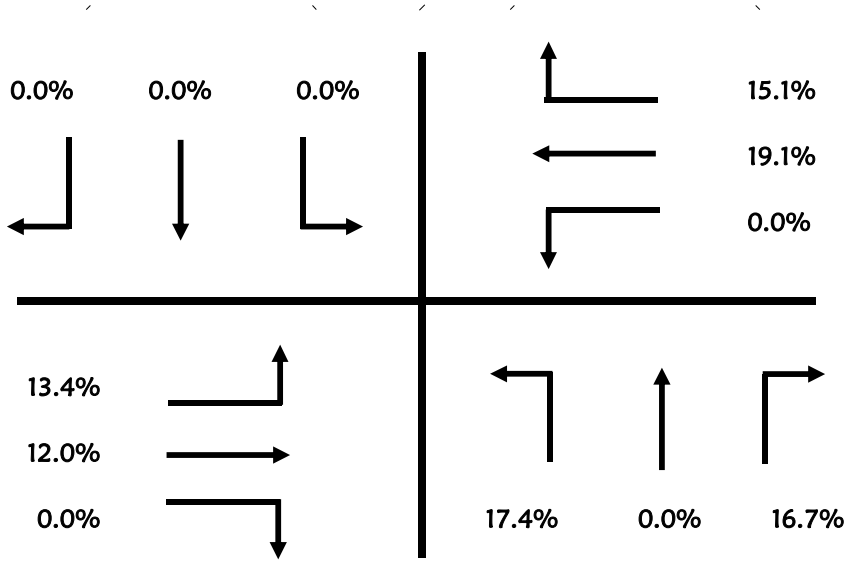
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	2	0	6	0	0	0
7:15 - 7:30	1	0	6	0	0	0
7:30 - 7:45	4	0	9	0	0	0
7:45 - 8:00	1	0	6	0	0	0
8:00 - 8:15	1	0	8	0	0	0
8:15 - 8:30	2	0	16	0	0	0
8:30 - 8:45	4	0	13	0	0	0
8:45 - 9:00	1	0	13	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	9	0	0	13	4
7:15 - 7:30	1	5	0	0	15	7
7:30 - 7:45	0	8	0	0	8	5
7:45 - 8:00	1	9	0	0	23	4
8:00 - 8:15	7	9	0	0	20	4
8:15 - 8:30	1	12	0	0	30	5
8:30 - 8:45	1	9	0	0	30	11
8:45 - 9:00	2	11	0	0	19	4

North / South
I-95 NB Ramps

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	I-95 NB Ramps		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

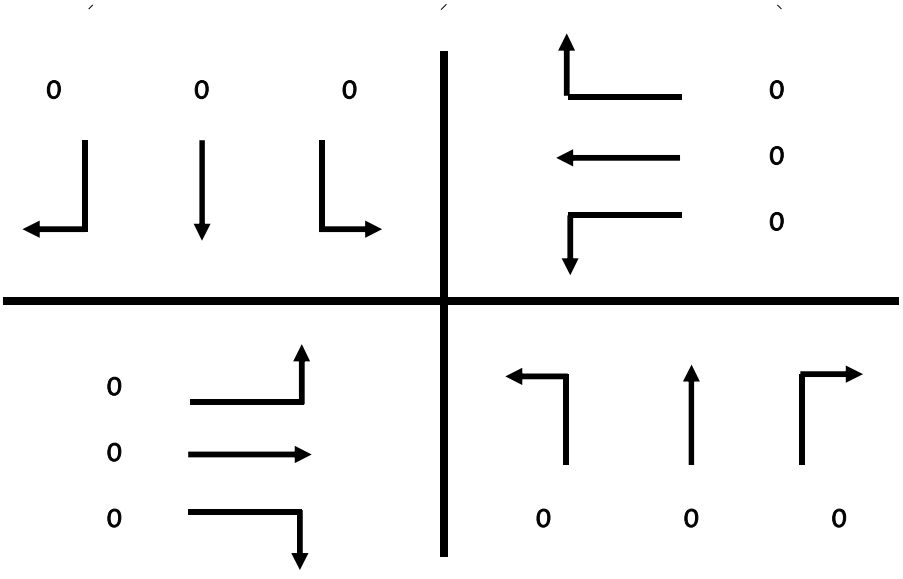
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

North / South
I-95 NB Ramps

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	I-95 NB	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	14	0	50	0	0	0
11:15 - 11:30	20	0	42	0	0	0
11:30 - 11:45	18	0	41	0	0	0
11:45 - 12:00	17	0	55	0	0	0
12:00 - 12:15	21	0	55	0	0	0
12:15 - 12:30	11	0	53	0	0	0
12:30 - 12:45	16	0	60	0	0	0
12:45 - 13:00	22	0	66	0	0	0
	139	0	422	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	10	56	0	0	87	26
11:15 - 11:30	7	59	0	0	79	21
11:30 - 11:45	7	59	0	0	86	29
11:45 - 12:00	17	75	0	0	93	22
12:00 - 12:15	12	78	0	0	98	14
12:15 - 12:30	7	57	0	0	98	26
12:30 - 12:45	13	78	0	0	98	34
12:45 - 13:00	15	57	0	0	96	21
	88	519	0	0	735	193

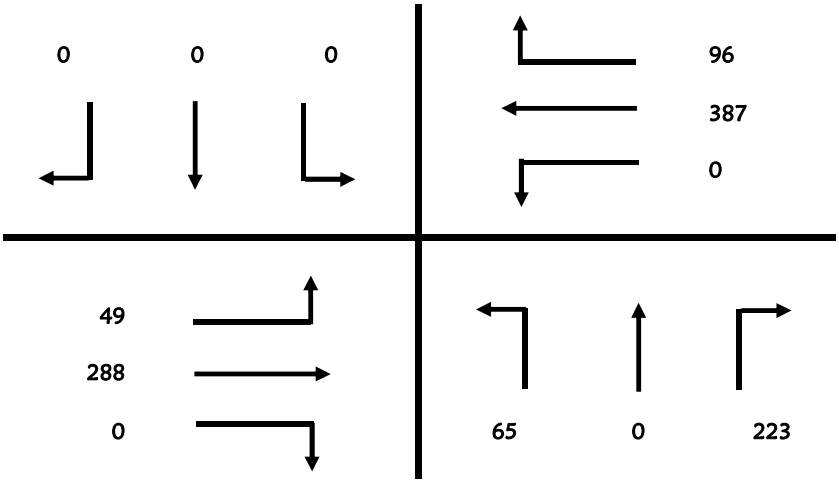
North / South
I-95 NB

East / West
SR 524

Peak Hour
11:45 - 12:45

Peak Hour Factor
0.93

Total Pk Hr Voume
1,108



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	I-95 NB	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	11:00 to 13:00		**Trucks**

VHB Project #: 62954.32

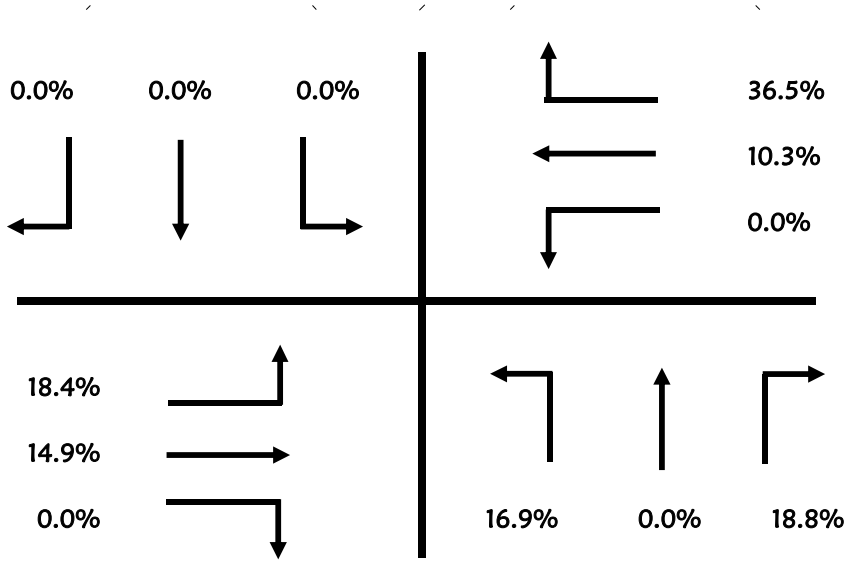
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	0	11	0	0	0
11:15 - 11:30	2	0	10	0	0	0
11:30 - 11:45	4	0	14	0	0	0
11:45 - 12:00	3	0	10	0	0	0
12:00 - 12:15	4	0	9	0	0	0
12:15 - 12:30	3	0	14	0	0	0
12:30 - 12:45	1	0	9	0	0	0
12:45 - 13:00	2	0	12	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	2	9	0	0	12	10
11:15 - 11:30	1	5	0	0	20	8
11:30 - 11:45	1	14	0	0	6	11
11:45 - 12:00	1	9	0	0	8	4
12:00 - 12:15	3	16	0	0	9	6
12:15 - 12:30	1	10	0	0	6	11
12:30 - 12:45	4	8	0	0	17	14
12:45 - 13:00	2	12	0	0	20	5

North / South
I-95 NB

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	I-95 NB		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

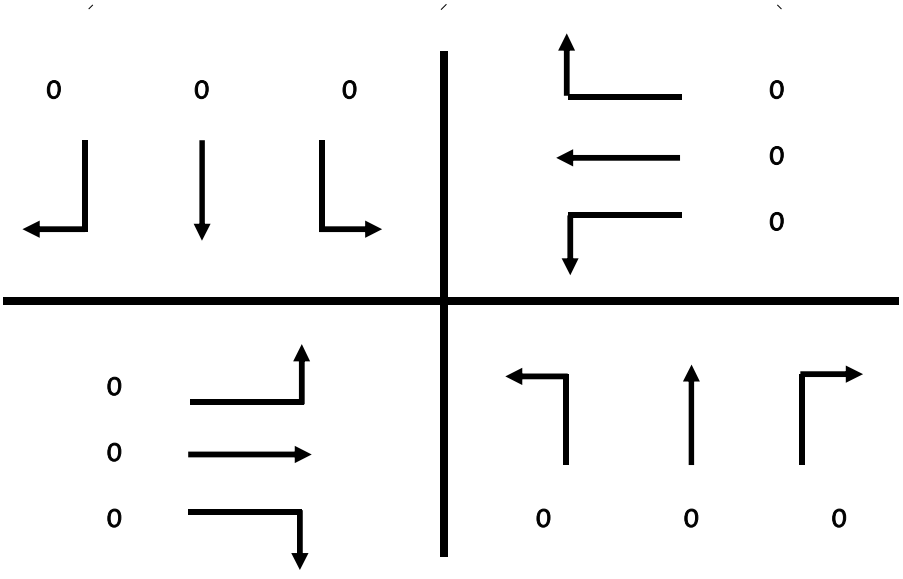
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

North / South
I-95 NB

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	I-95 NB Ramps	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	25	0	66	0	0	0
16:15 - 16:30	48	0	67	0	0	0
16:30 - 16:45	36	0	78	0	0	0
16:45 - 17:00	43	0	75	0	0	0
17:00 - 17:15	53	0	81	0	0	0
17:15 - 17:30	50	0	91	0	0	0
17:30 - 17:45	41	0	101	0	0	0
17:45 - 18:00	45	0	91	0	0	0
	341	0	650	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	8	69	0	0	142	48
16:15 - 16:30	14	75	0	0	121	26
16:30 - 16:45	11	75	0	0	116	24
16:45 - 17:00	13	57	0	0	113	28
17:00 - 17:15	24	75	0	0	110	28
17:15 - 17:30	16	69	0	0	124	33
17:30 - 17:45	10	51	0	0	131	24
17:45 - 18:00	8	71	0	0	124	30
	104	542	0	0	981	241

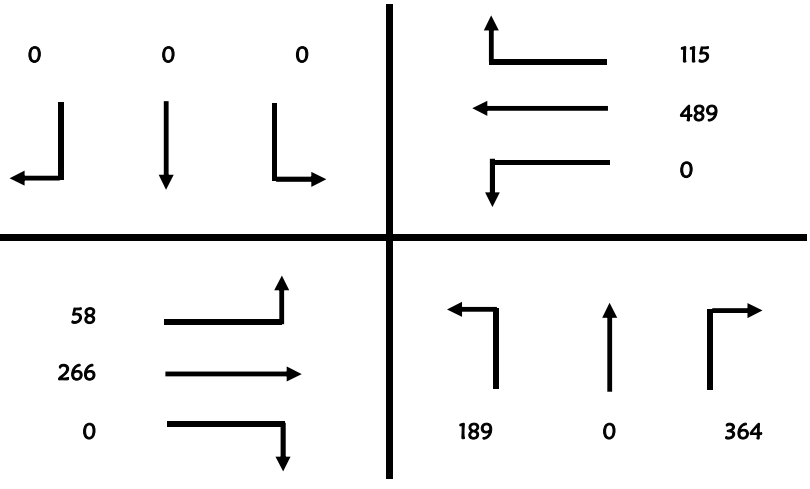
North / South
I-95 NB Ramps

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.97

Total Pk Hr Voume
1,481



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	I-95 NB Ramps		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**Trucks**	

VHB Project #: 62954.32

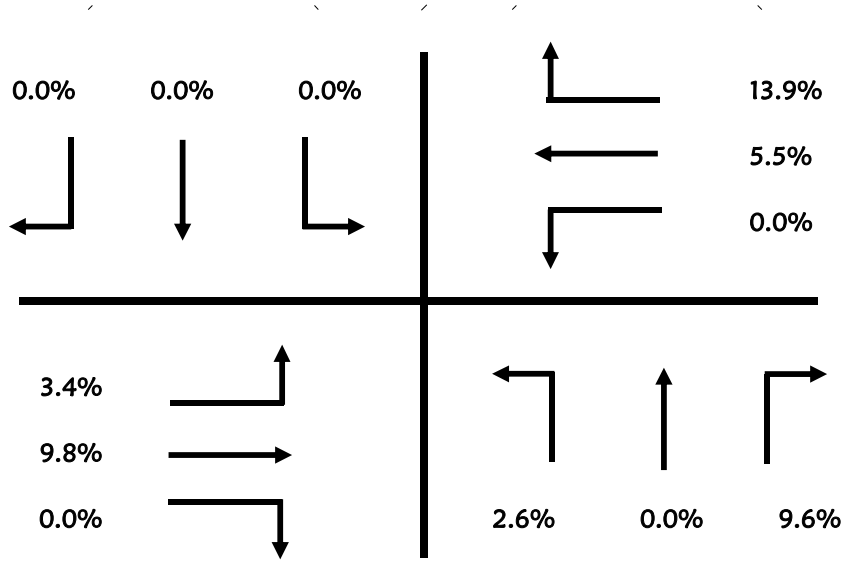
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	12	0	0	0
16:15 - 16:30	3	0	7	0	0	0
16:30 - 16:45	2	0	18	0	0	0
16:45 - 17:00	2	0	8	0	0	0
17:00 - 17:15	2	0	9	0	0	0
17:15 - 17:30	1	0	9	0	0	0
17:30 - 17:45	1	0	11	0	0	0
17:45 - 18:00	1	0	6	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	10	0	0	6	8
16:15 - 16:30	1	10	0	0	8	5
16:30 - 16:45	0	11	0	0	7	6
16:45 - 17:00	1	3	0	0	3	10
17:00 - 17:15	1	5	0	0	5	3
17:15 - 17:30	0	8	0	0	4	6
17:30 - 17:45	1	6	0	0	11	3
17:45 - 18:00	0	7	0	0	7	4

North / South
I-95 NB Ramps

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	I-95 NB Ramps		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

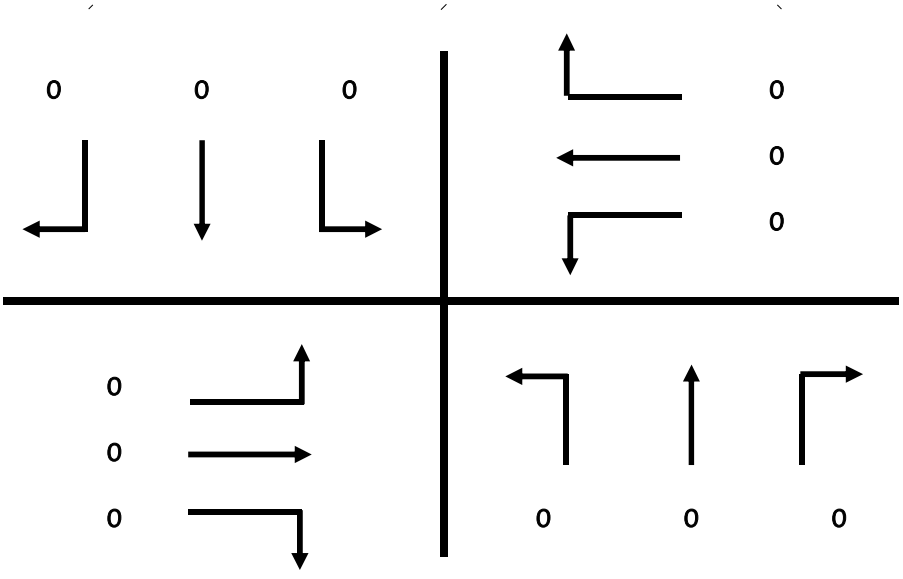
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

North / South
I-95 NB Ramps

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	East Friday Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	34	0	12	8	2	30
7:15 - 7:30	30	0	15	13	1	32
7:30 - 7:45	30	0	20	11	5	34
7:45 - 8:00	31	0	7	13	0	29
8:00 - 8:15	32	0	8	17	2	24
8:15 - 8:30	33	3	9	12	4	28
8:30 - 8:45	32	0	7	6	2	14
8:45 - 9:00	16	0	16	4	3	19
	238	3	94	84	19	210

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	6	68	41	5	58	2
7:15 - 7:30	4	92	35	3	71	4
7:30 - 7:45	8	114	29	4	76	7
7:45 - 8:00	16	114	29	9	75	5
8:00 - 8:15	11	77	32	2	73	8
8:15 - 8:30	12	76	32	11	83	5
8:30 - 8:45	13	68	27	9	83	9
8:45 - 9:00	13	63	30	7	62	11
	83	672	255	50	581	51

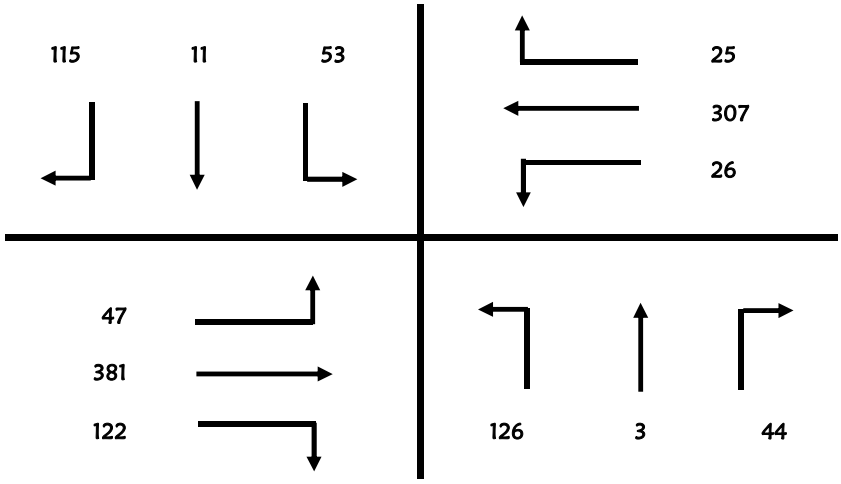
North / South
East Friday Road

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.93

Total Pk Hr Voume
1,260



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	East Friday Road	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	7:00 to 9:00		**Trucks**

VHB Project #: 62954.32

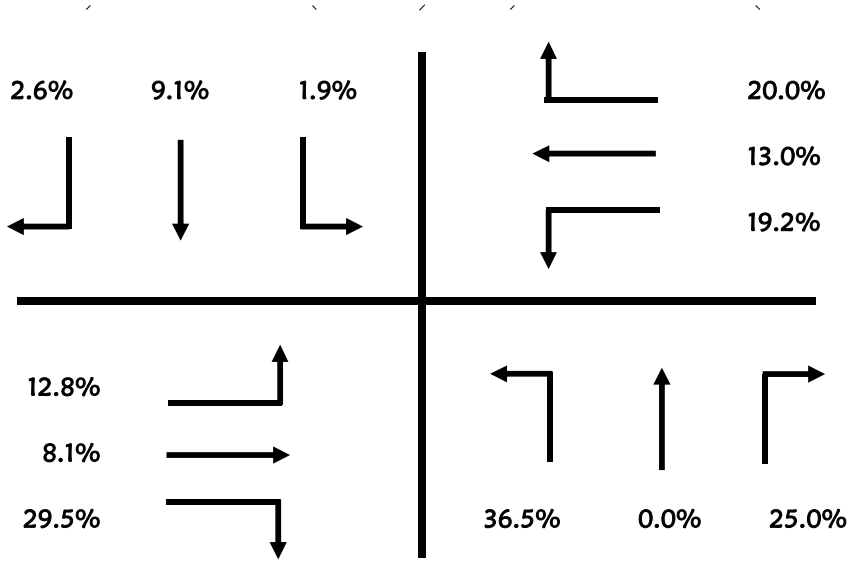
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	16	0	7	0	0	0
7:15 - 7:30	9	0	2	0	0	0
7:30 - 7:45	15	0	4	0	0	1
7:45 - 8:00	12	0	2	1	0	1
8:00 - 8:15	6	0	2	0	1	0
8:15 - 8:30	13	0	3	0	0	1
8:30 - 8:45	15	0	2	0	0	1
8:45 - 9:00	8	0	8	1	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	8	17	0	7	0
7:15 - 7:30	0	5	9	0	8	1
7:30 - 7:45	1	4	8	0	6	3
7:45 - 8:00	4	15	7	2	6	2
8:00 - 8:15	1	5	8	0	11	0
8:15 - 8:30	0	7	13	3	17	0
8:30 - 8:45	1	8	13	7	29	1
8:45 - 9:00	0	7	14	4	15	1

North / South
East Friday Road

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	East Friday Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

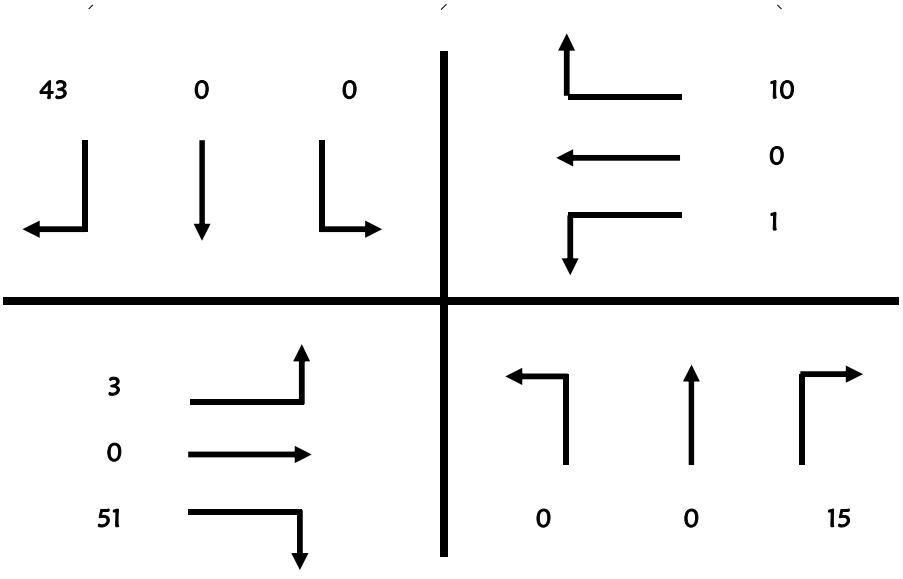
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	4	0	0	21
7:15 - 7:30	0	0	6	0	0	16
7:30 - 7:45	0	0	7	0	0	17
7:45 - 8:00	0	0	2	0	0	13
8:00 - 8:15	0	0	5	0	0	9
8:15 - 8:30	0	0	1	0	0	4
8:30 - 8:45	0	0	2	0	0	1
8:45 - 9:00	0	0	6	0	0	5

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	12	0	0	1
7:15 - 7:30	0	0	18	0	0	2
7:30 - 7:45	1	0	11	0	0	5
7:45 - 8:00	1	0	10	0	0	2
8:00 - 8:15	1	0	17	0	0	2
8:15 - 8:30	0	0	13	1	0	1
8:30 - 8:45	0	0	7	0	0	6
8:45 - 9:00	2	0	11	0	0	4

North / South
East Friday Road

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	East Friday Road	&	SR 524
Date	Tuesday, January 22, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	24	0	8	12	1	14
11:15 - 11:30	31	3	15	7	0	17
11:30 - 11:45	18	2	11	15	2	9
11:45 - 12:00	31	6	10	12	2	11
12:00 - 12:15	32	1	16	8	2	12
12:15 - 12:30	40	3	16	9	1	8
12:30 - 12:45	25	0	14	8	0	4
12:45 - 13:00	31	1	18	8	1	12
	232	16	108	79	9	87

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	14	73	33	7	54	13
11:15 - 11:30	14	71	32	14	67	5
11:30 - 11:45	9	77	36	15	59	10
11:45 - 12:00	18	61	35	9	56	6
12:00 - 12:15	18	55	50	23	64	11
12:15 - 12:30	15	52	35	9	76	11
12:30 - 12:45	18	67	42	9	87	6
12:45 - 13:00	13	59	30	12	76	12
	119	515	293	98	539	74

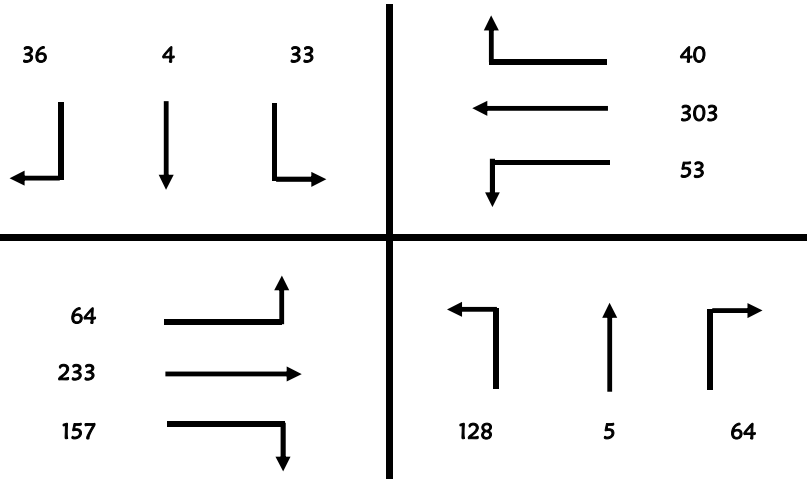
North / South
East Friday Road

East / West
SR 524

Peak Hour
12:00 - 13:00

Peak Hour Factor
0.96

Total Pk Hr Voume
1,120



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	East Friday Road		&	SR 524	
Date	Tuesday, January 22, 2019				
Time Period	11:00	to	13:00	**Trucks**	

VHB Project #: 62954.32

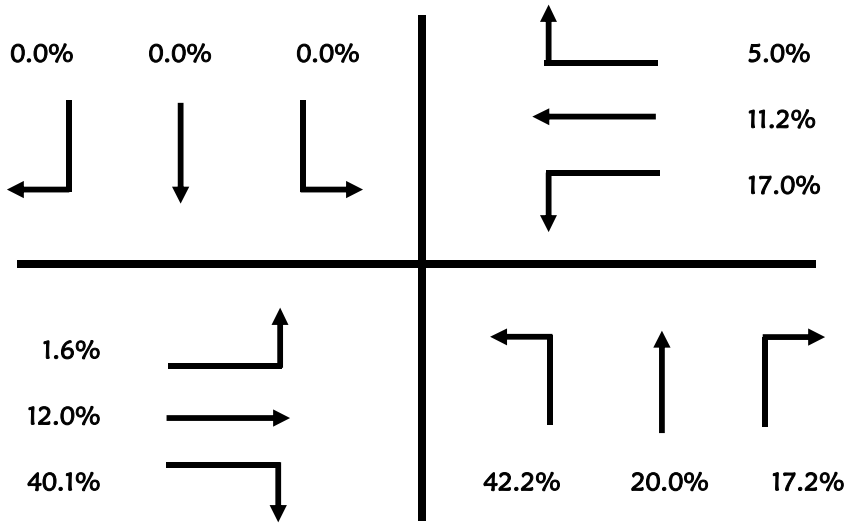
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	12	0	4	1	0	0
11:15 - 11:30	6	0	3	0	0	0
11:30 - 11:45	4	0	0	0	0	0
11:45 - 12:00	10	1	2	0	0	1
12:00 - 12:15	14	0	2	0	0	0
12:15 - 12:30	15	0	4	0	0	0
12:30 - 12:45	12	0	1	0	0	0
12:45 - 13:00	13	1	4	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	14	10	2	9	0
11:15 - 11:30	2	13	10	2	8	1
11:30 - 11:45	0	7	17	1	12	1
11:45 - 12:00	0	6	13	2	6	0
12:00 - 12:15	0	5	22	2	8	0
12:15 - 12:30	1	9	14	3	10	1
12:30 - 12:45	0	6	18	1	7	0
12:45 - 13:00	0	8	9	3	9	1

North / South
East Friday Road

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	East Friday Road		&	SR 524	
Date	Tuesday, January 22, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

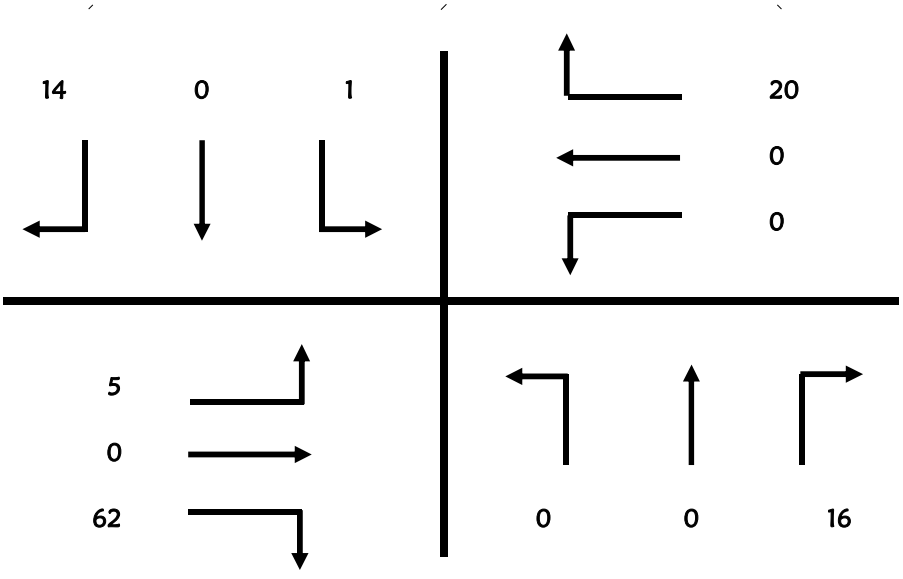
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	3	0	0	7
11:15 - 11:30	0	0	8	0	0	14
11:30 - 11:45	0	0	5	0	0	4
11:45 - 12:00	0	0	6	0	0	7
12:00 - 12:15	0	0	7	1	0	6
12:15 - 12:30	0	0	2	0	0	2
12:30 - 12:45	0	0	4	0	0	1
12:45 - 13:00	0	0	3	0	0	5

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	4	0	12	0	0	5
11:15 - 11:30	1	0	15	0	0	0
11:30 - 11:45	0	0	22	0	0	1
11:45 - 12:00	2	0	7	0	0	4
12:00 - 12:15	4	0	18	0	0	8
12:15 - 12:30	0	0	17	0	0	4
12:30 - 12:45	1	0	11	0	0	4
12:45 - 13:00	0	0	16	0	0	4

North / South
East Friday Road

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	East Friday Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	37	0	10	4	1	12
16:15 - 16:30	33	3	12	6	1	17
16:30 - 16:45	28	1	4	7	2	11
16:45 - 17:00	34	2	11	10	0	15
17:00 - 17:15	31	1	8	11	2	15
17:15 - 17:30	35	3	13	10	1	10
17:30 - 17:45	38	2	14	7	3	11
17:45 - 18:00	34	1	10	12	2	10
	270	13	82	67	12	101

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	25	78	33	13	121	18
16:15 - 16:30	21	87	46	5	114	12
16:30 - 16:45	30	84	29	7	81	11
16:45 - 17:00	42	65	21	10	75	19
17:00 - 17:15	33	86	35	10	115	12
17:15 - 17:30	35	91	40	10	106	17
17:30 - 17:45	34	106	32	9	97	12
17:45 - 18:00	35	78	30	13	110	10
	255	675	266	77	819	111

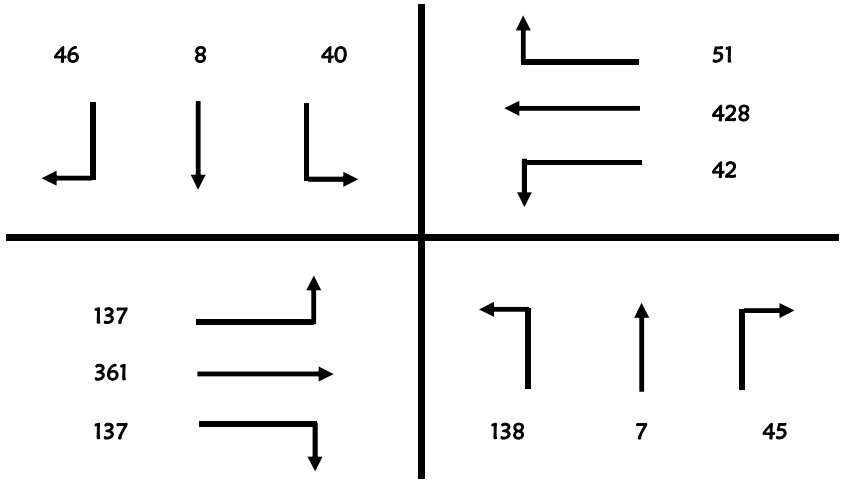
North / South
East Friday Road

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.97

Total Pk Hr Voume
1,440



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	East Friday Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**Trucks**	

VHB Project #: 62954.32

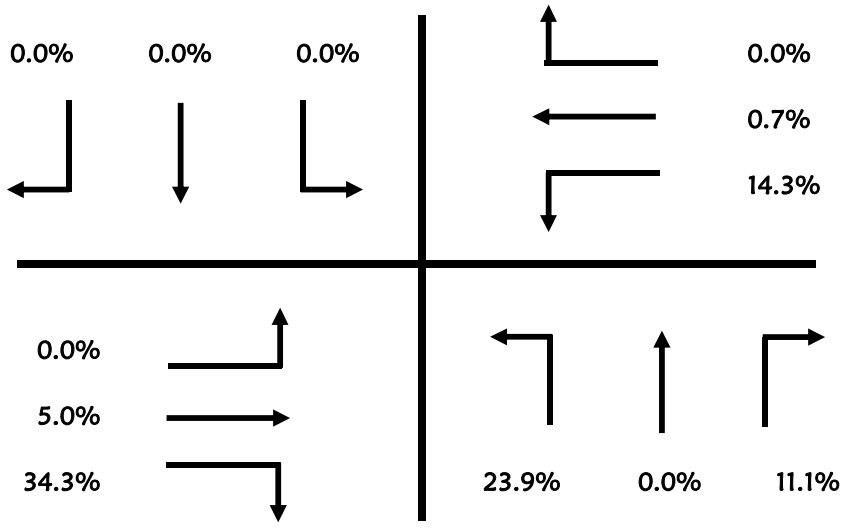
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	12	0	2	0	0	1
16:15 - 16:30	11	0	4	0	0	3
16:30 - 16:45	4	0	0	1	0	1
16:45 - 17:00	13	0	3	0	0	0
17:00 - 17:15	6	0	0	0	0	0
17:15 - 17:30	6	0	2	0	0	0
17:30 - 17:45	10	0	1	0	0	0
17:45 - 18:00	11	0	2	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	5	11	1	2	0
16:15 - 16:30	0	12	14	1	7	1
16:30 - 16:45	2	6	7	1	6	0
16:45 - 17:00	1	4	8	2	3	0
17:00 - 17:15	0	7	11	2	1	0
17:15 - 17:30	0	2	17	1	0	0
17:30 - 17:45	0	7	11	1	2	0
17:45 - 18:00	0	2	8	2	0	0

North / South
East Friday Road

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	East Friday Road	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	16:00 to 18:00		**U-Turn & RTOR**

VHB Project #: 62954.32

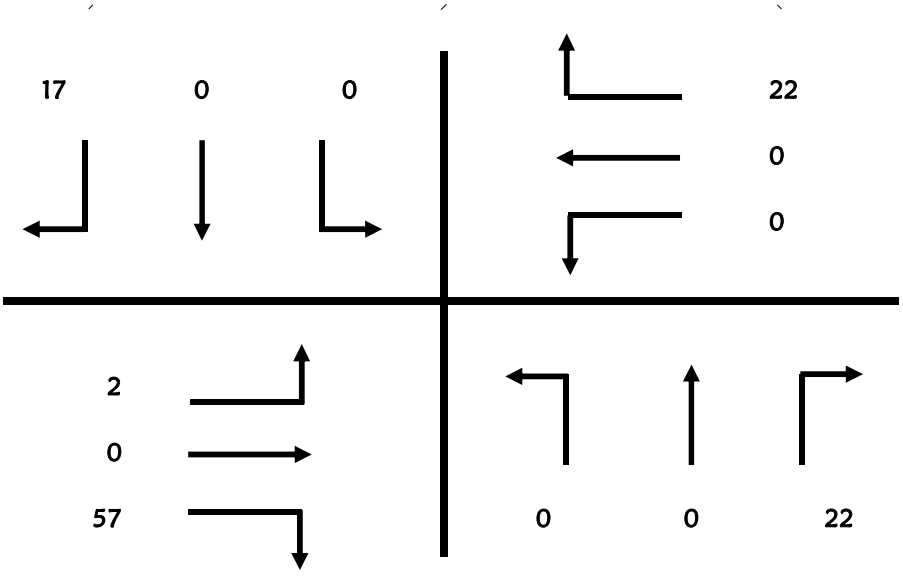
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	4	0	0	7
16:15 - 16:30	0	0	6	0	0	7
16:30 - 16:45	0	0	2	0	0	5
16:45 - 17:00	0	0	6	0	0	4
17:00 - 17:15	0	0	5	0	0	2
17:15 - 17:30	0	0	6	0	0	6
17:30 - 17:45	0	0	7	0	0	4
17:45 - 18:00	0	0	4	0	0	5

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	8	0	0	3
16:15 - 16:30	1	0	18	0	0	9
16:30 - 16:45	0	0	9	0	0	0
16:45 - 17:00	0	0	8	0	0	7
17:00 - 17:15	0	0	20	0	0	4
17:15 - 17:30	1	0	15	0	0	8
17:30 - 17:45	1	0	12	0	0	7
17:45 - 18:00	0	0	10	0	0	3

North / South
East Friday Road

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Cox Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	5	2	12	9	7	8
7:15 - 7:30	3	2	14	11	8	8
7:30 - 7:45	6	1	15	20	9	10
7:45 - 8:00	12	4	19	19	11	13
8:00 - 8:15	14	3	23	15	13	4
8:15 - 8:30	10	1	24	14	14	10
8:30 - 8:45	6	4	17	14	12	6
8:45 - 9:00	4	4	18	9	9	7
	60	21	142	111	83	66

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	64	19	19	63	6
7:15 - 7:30	1	87	26	26	61	1
7:30 - 7:45	2	101	38	28	60	3
7:45 - 8:00	5	83	31	41	64	3
8:00 - 8:15	3	81	21	32	90	10
8:15 - 8:30	3	79	11	15	71	6
8:30 - 8:45	4	79	14	25	76	11
8:45 - 9:00	3	74	6	20	59	7
	21	648	166	206	544	47

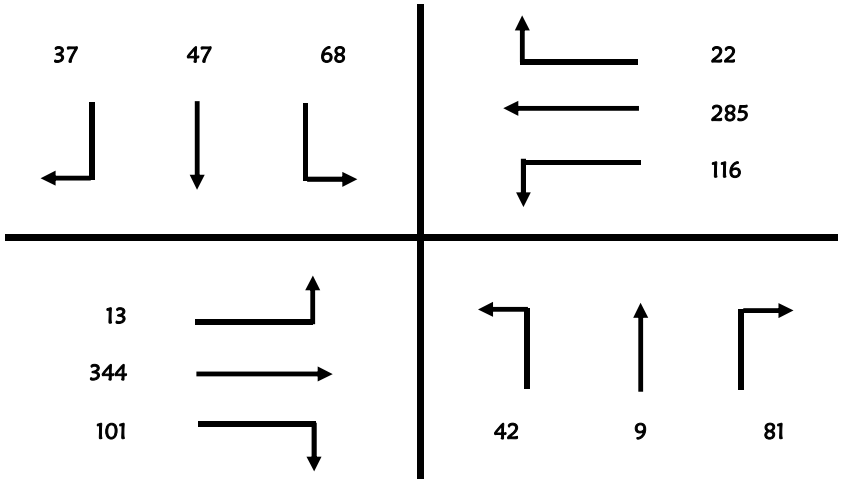
North / South
Cox Road

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.94

Total Pk Hr Voume
1,165



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Cox Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00		**Trucks**

VHB Project #: 62954.32

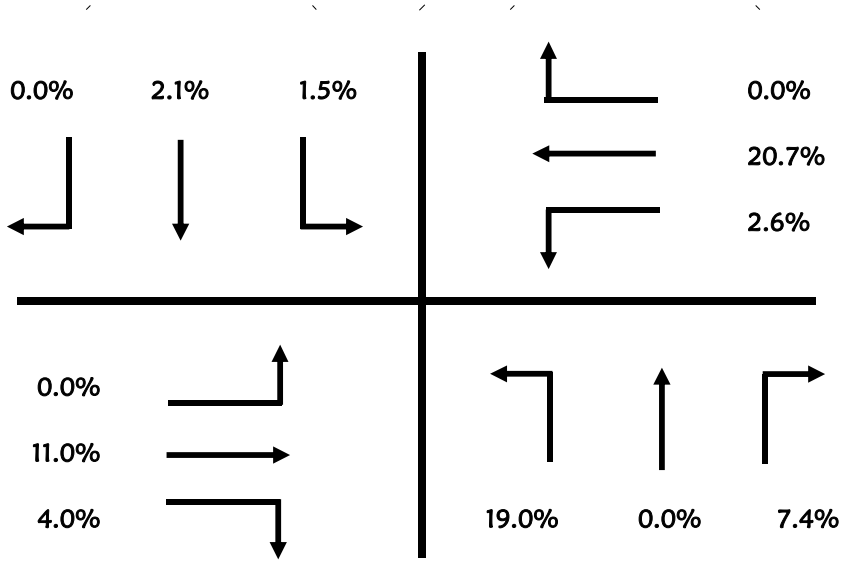
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	3	0	0	0
7:15 - 7:30	1	1	3	0	1	0
7:30 - 7:45	1	0	0	0	0	0
7:45 - 8:00	5	0	2	1	0	0
8:00 - 8:15	1	0	0	0	1	0
8:15 - 8:30	1	0	4	0	0	0
8:30 - 8:45	1	0	2	0	0	0
8:45 - 9:00	1	0	2	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	3	0	0	10	0
7:15 - 7:30	0	7	1	1	7	0
7:30 - 7:45	0	10	2	1	4	0
7:45 - 8:00	0	9	0	0	17	0
8:00 - 8:15	0	5	1	2	14	0
8:15 - 8:30	0	14	1	0	24	0
8:30 - 8:45	0	18	2	2	25	0
8:45 - 9:00	0	8	0	1	18	0

North / South
Cox Road

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Cox Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

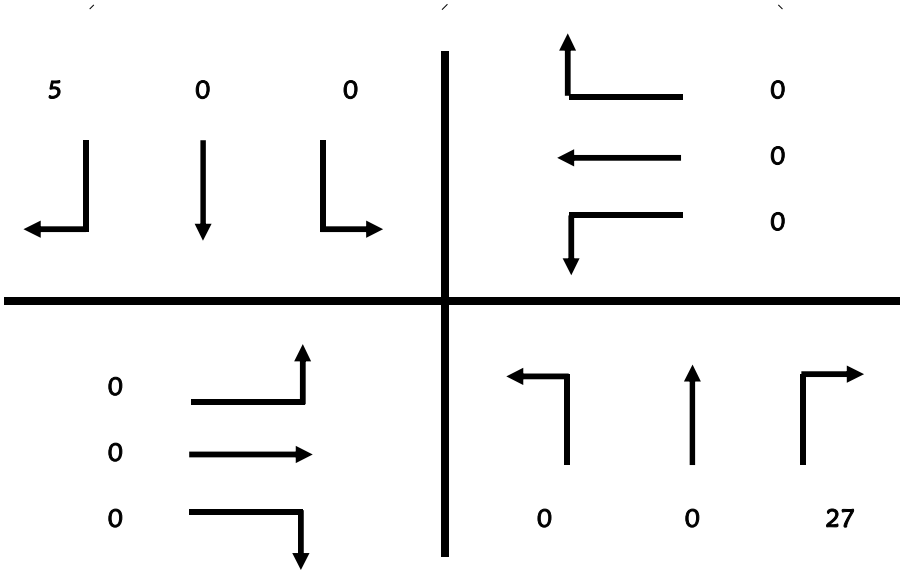
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	10	0	0	2
7:15 - 7:30	0	0	8	0	0	2
7:30 - 7:45	0	0	8	0	0	3
7:45 - 8:00	0	0	4	0	0	1
8:00 - 8:15	0	0	10	0	0	0
8:15 - 8:30	0	0	5	0	0	1
8:30 - 8:45	0	0	9	0	0	3
8:45 - 9:00	0	0	7	0	0	4

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

North / South
Cox Road

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Cox Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	5	8	20	10	4	6
11:15 - 11:30	8	2	27	11	5	4
11:30 - 11:45	10	4	18	16	4	2
11:45 - 12:00	8	4	36	11	6	6
12:00 - 12:15	16	7	46	8	11	2
12:15 - 12:30	9	7	29	8	7	4
12:30 - 12:45	8	5	27	12	13	5
12:45 - 13:00	12	6	25	6	11	3
	76	43	228	82	61	32

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	67	7	21	72	9
11:15 - 11:30	4	88	7	27	64	11
11:30 - 11:45	2	55	10	25	59	15
11:45 - 12:00	7	75	8	26	69	11
12:00 - 12:15	3	83	11	25	78	13
12:15 - 12:30	3	66	11	36	82	14
12:30 - 12:45	2	75	9	23	81	12
12:45 - 13:00	6	80	9	36	70	14
	28	589	72	219	575	99

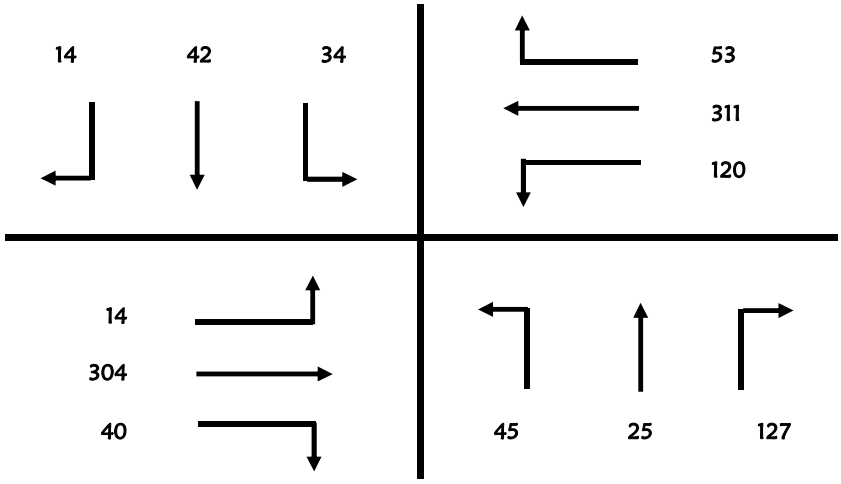
North / South
Cox Road

East / West
SR 524

Peak Hour
12:00 - 13:00

Peak Hour Factor
0.93

Total Pk Hr Voume
1,129



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Cox Road	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	11:00 to 13:00		**Trucks**

VHB Project #: 62954.32

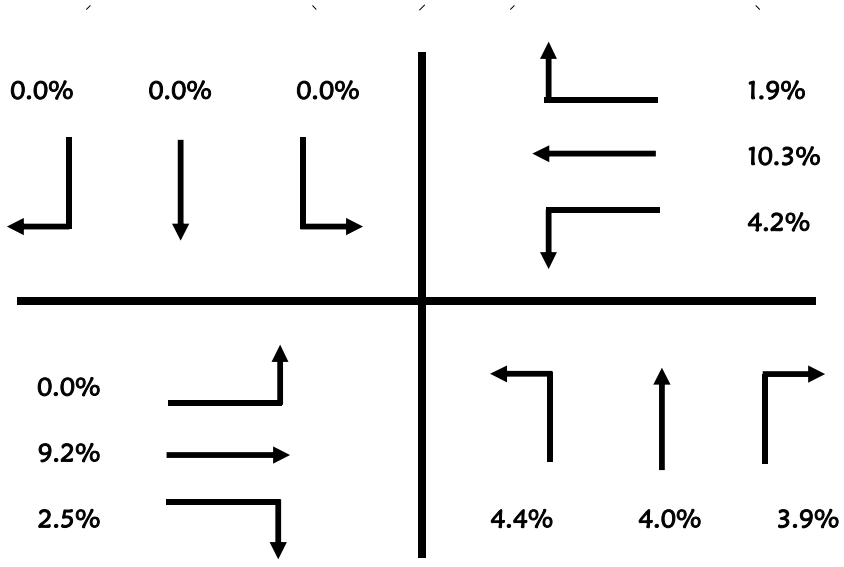
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	0	0	0	0	0
11:15 - 11:30	1	0	1	1	0	0
11:30 - 11:45	1	0	4	0	0	0
11:45 - 12:00	1	0	0	0	0	1
12:00 - 12:15	0	0	3	0	0	0
12:15 - 12:30	0	1	1	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	2	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	8	0	2	13	0
11:15 - 11:30	1	8	0	2	12	1
11:30 - 11:45	0	11	1	1	3	0
11:45 - 12:00	0	11	1	0	6	0
12:00 - 12:15	0	6	0	1	6	0
12:15 - 12:30	0	10	1	4	3	0
12:30 - 12:45	0	4	0	0	11	1
12:45 - 13:00	0	8	0	0	12	0

North / South
Cox Road

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Cox Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

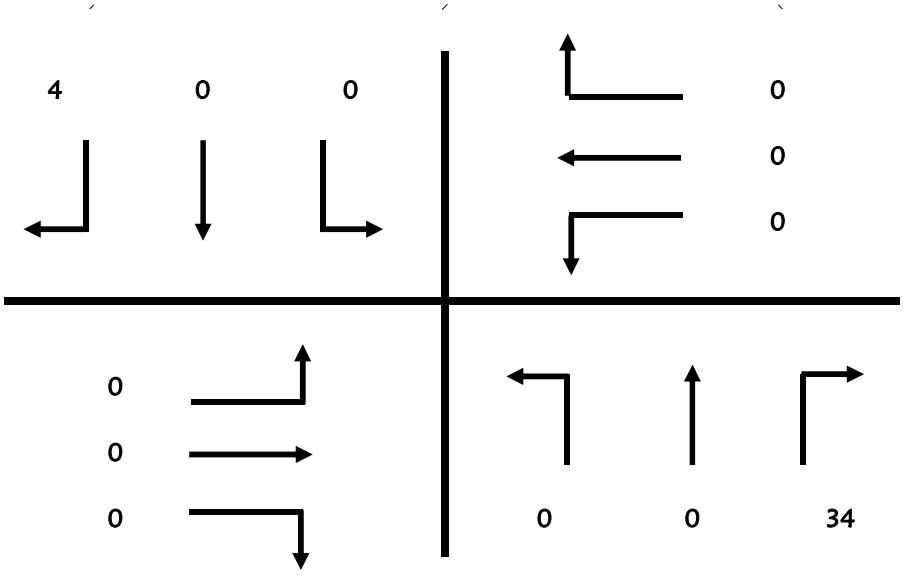
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	5	0	0	5
11:15 - 11:30	0	0	7	0	0	0
11:30 - 11:45	0	0	6	0	0	0
11:45 - 12:00	0	0	8	0	0	1
12:00 - 12:15	0	0	14	0	0	0
12:15 - 12:30	0	0	7	0	0	2
12:30 - 12:45	0	0	6	0	0	1
12:45 - 13:00	0	0	7	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

North / South
Cox Road

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Cox Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	47	12	55	12	9	5
16:15 - 16:30	9	9	22	15	4	6
16:30 - 16:45	6	13	31	14	7	3
16:45 - 17:00	7	12	23	15	4	6
17:00 - 17:15	21	10	55	12	5	6
17:15 - 17:30	9	7	32	8	10	4
17:30 - 17:45	12	21	29	7	10	9
17:45 - 18:00	5	8	25	5	6	7
	116	92	272	88	55	46

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	9	77	11	21	115	22
16:15 - 16:30	5	84	6	20	106	18
16:30 - 16:45	10	106	8	28	96	22
16:45 - 17:00	4	87	6	24	97	16
17:00 - 17:15	6	88	3	22	106	21
17:15 - 17:30	11	105	8	24	113	19
17:30 - 17:45	7	88	4	30	100	21
17:45 - 18:00	6	100	4	38	110	14
	58	735	50	207	843	153

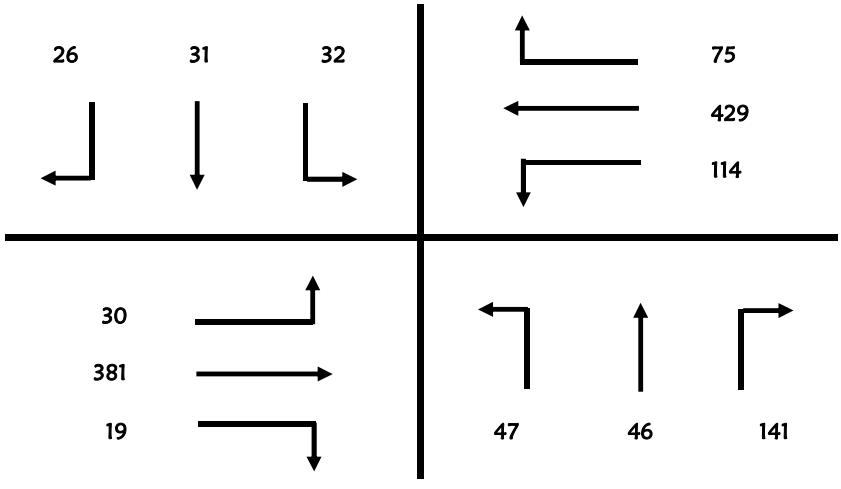
North / South
Cox Road

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.97

Total Pk Hr Voume
1,371



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Cox Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00		**Trucks**

VHB Project #: 62954.32

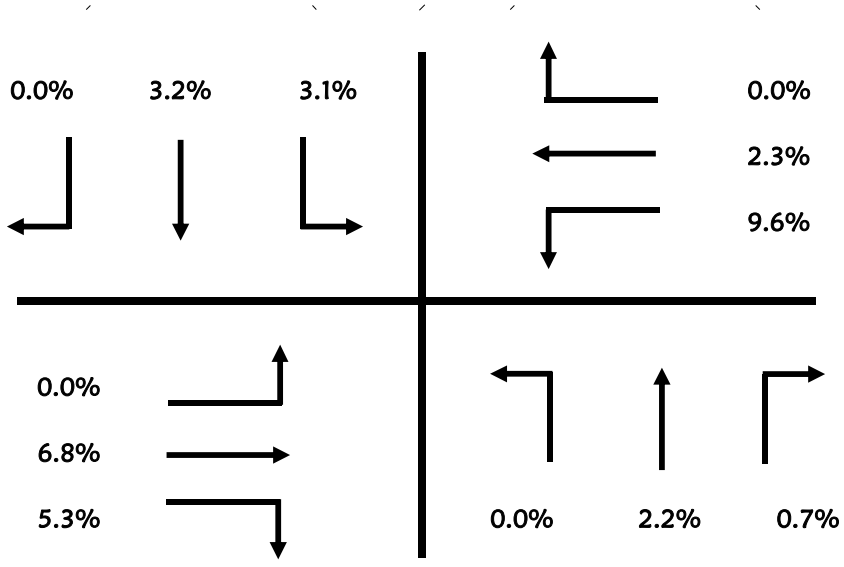
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	1	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	1	0	0	0
16:45 - 17:00	0	0	1	1	0	0
17:00 - 17:15	0	1	0	0	1	0
17:15 - 17:30	0	0	0	1	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	7	1	1	4	1
16:15 - 16:30	0	3	0	2	5	1
16:30 - 16:45	0	14	0	0	4	0
16:45 - 17:00	0	8	0	0	2	2
17:00 - 17:15	0	3	0	2	3	0
17:15 - 17:30	0	10	1	2	2	0
17:30 - 17:45	0	8	0	1	3	0
17:45 - 18:00	0	5	0	6	2	0

North / South
Cox Road

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Cox Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

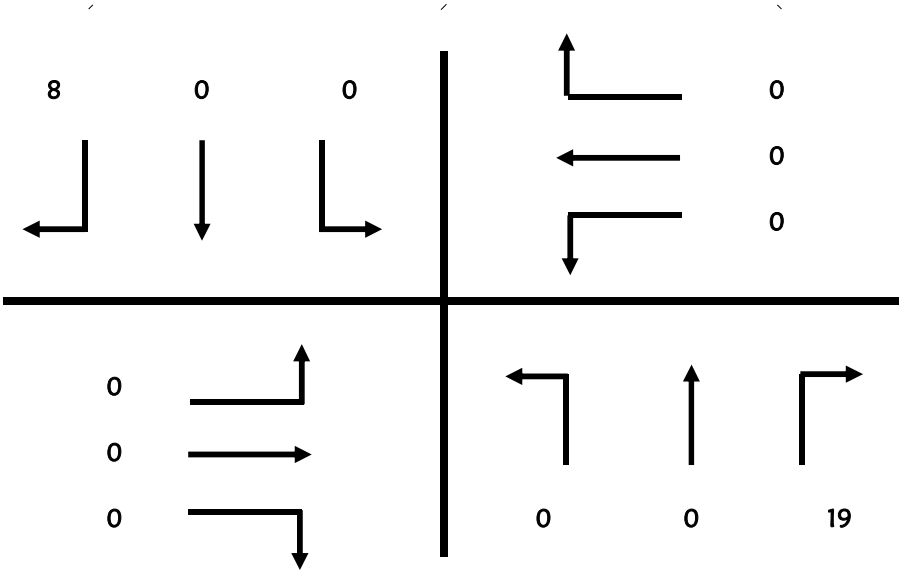
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	7	0	0	1
16:15 - 16:30	0	0	6	0	0	2
16:30 - 16:45	0	0	5	0	0	0
16:45 - 17:00	0	0	4	0	0	1
17:00 - 17:15	0	0	6	0	0	1
17:15 - 17:30	0	0	5	0	0	3
17:30 - 17:45	0	0	2	0	0	3
17:45 - 18:00	0	0	6	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

North / South
Cox Road

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Pinyon Dr	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	2	0	2
7:15 - 7:30	0	0	0	7	0	2
7:30 - 7:45	0	0	0	9	0	0
7:45 - 8:00	0	0	0	5	0	1
8:00 - 8:15	0	0	0	3	0	0
8:15 - 8:30	0	0	0	3	0	0
8:30 - 8:45	0	0	0	2	0	0
8:45 - 9:00	0	0	0	2	0	0
	0	0	0	33	0	5

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	88	0	0	85	0
7:15 - 7:30	0	110	0	0	92	4
7:30 - 7:45	0	126	0	0	90	0
7:45 - 8:00	1	124	0	0	113	1
8:00 - 8:15	0	116	0	0	120	3
8:15 - 8:30	0	126	0	0	101	1
8:30 - 8:45	0	107	0	0	101	1
8:45 - 9:00	0	98	0	0	95	0
	1	895	0	0	797	10

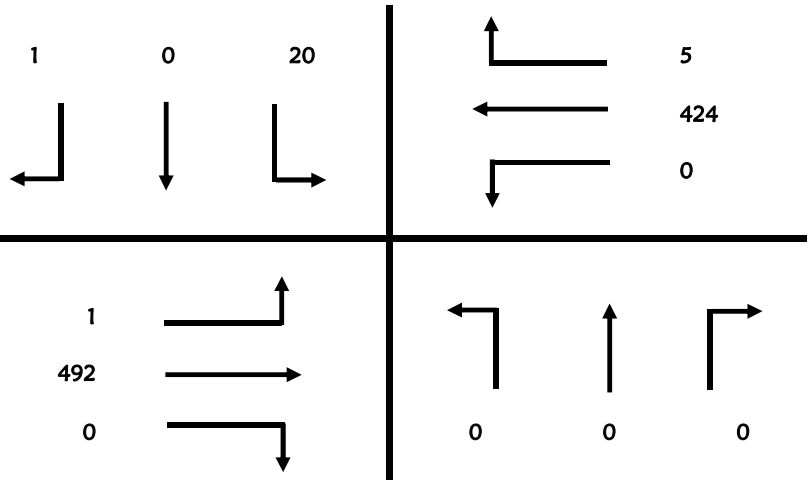
North / South
Pinyon Dr

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.96

Total Pk Hr Voume
943



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Pinyon Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**Trucks**	

VHB Project #: 62954.32

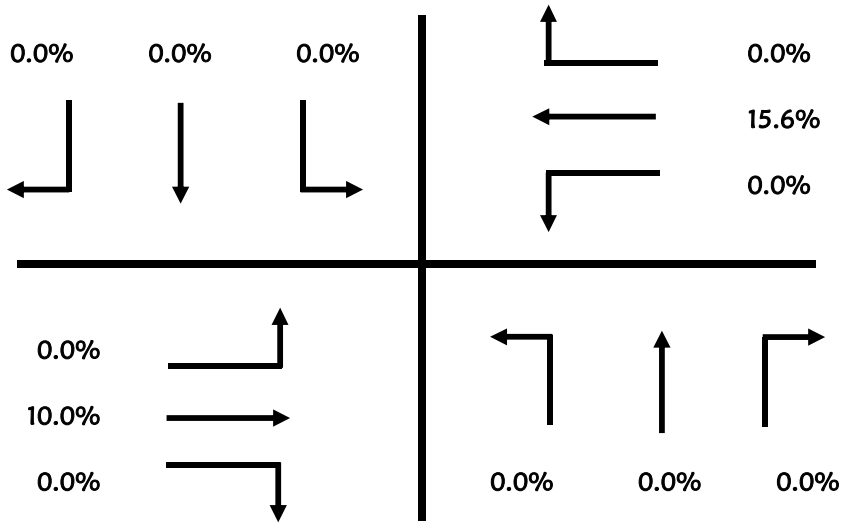
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	7	0	0	8	0
7:15 - 7:30	0	9	0	0	9	0
7:30 - 7:45	0	11	0	0	6	0
7:45 - 8:00	0	13	0	0	18	0
8:00 - 8:15	0	5	0	0	16	0
8:15 - 8:30	0	20	0	0	26	0
8:30 - 8:45	0	15	0	0	23	0
8:45 - 9:00	0	11	0	0	16	0

North / South
Pinyon Dr

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Pinyon Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

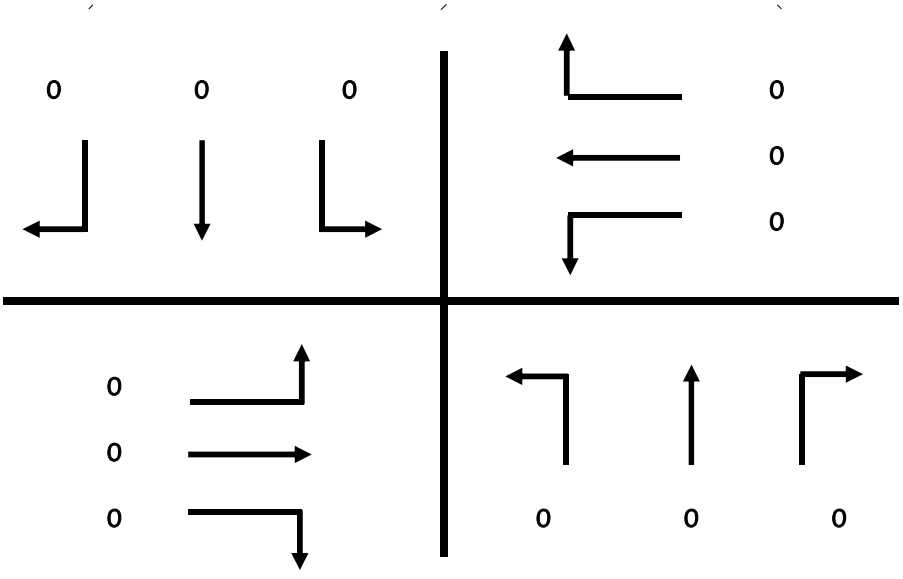
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

North / South
Pinyon Dr

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Pinyon Dr	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	1	0	2
11:15 - 11:30	0	0	0	4	0	0
11:30 - 11:45	0	0	0	2	0	0
11:45 - 12:00	0	0	0	2	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	1	0	1
12:30 - 12:45	0	0	0	4	0	0
12:45 - 13:00	0	0	0	1	0	1
	0	0	0	15	0	4

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	110	0	0	95	5
11:15 - 11:30	1	113	0	0	104	4
11:30 - 11:45	0	91	0	0	103	3
11:45 - 12:00	0	118	0	0	103	4
12:00 - 12:15	1	135	0	0	120	1
12:15 - 12:30	0	104	0	0	128	2
12:30 - 12:45	1	115	0	0	115	3
12:45 - 13:00	1	112	0	0	123	2
	4	898	0	0	891	24

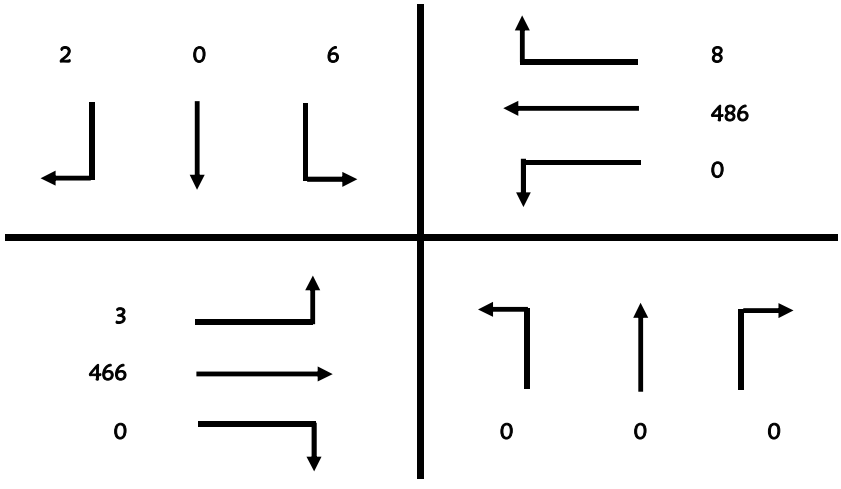
North / South
Pinyon Dr

East / West
SR 524

Peak Hour
12:00 - 13:00

Peak Hour Factor
0.95

Total Pk Hr Voume
971



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Pinyon Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**Trucks**	

VHB Project #: 62954.32

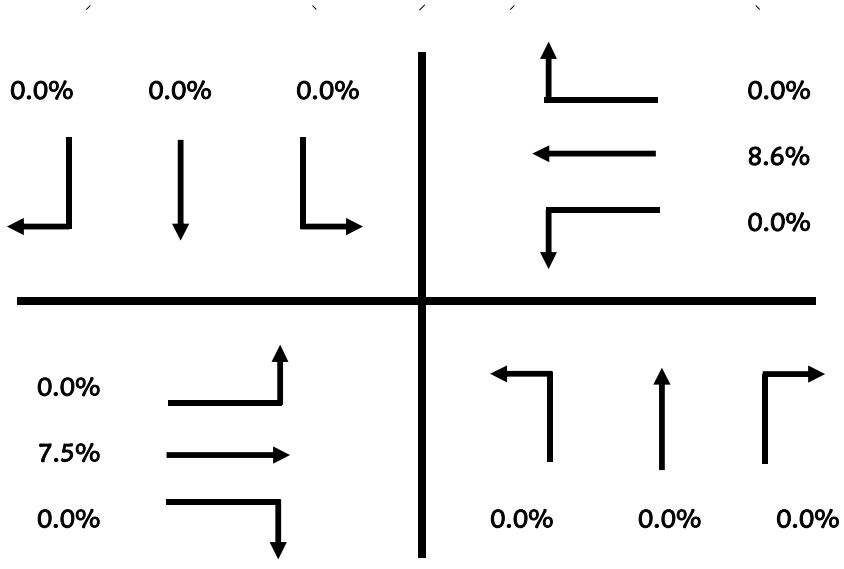
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	9	0	0	12	0
11:15 - 11:30	0	12	0	0	12	0
11:30 - 11:45	0	16	0	0	5	0
11:45 - 12:00	0	10	0	0	6	0
12:00 - 12:15	0	9	0	0	7	0
12:15 - 12:30	0	12	0	0	7	0
12:30 - 12:45	0	4	0	0	14	0
12:45 - 13:00	0	10	0	0	14	0

North / South
Pinyon Dr

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Pinyon Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

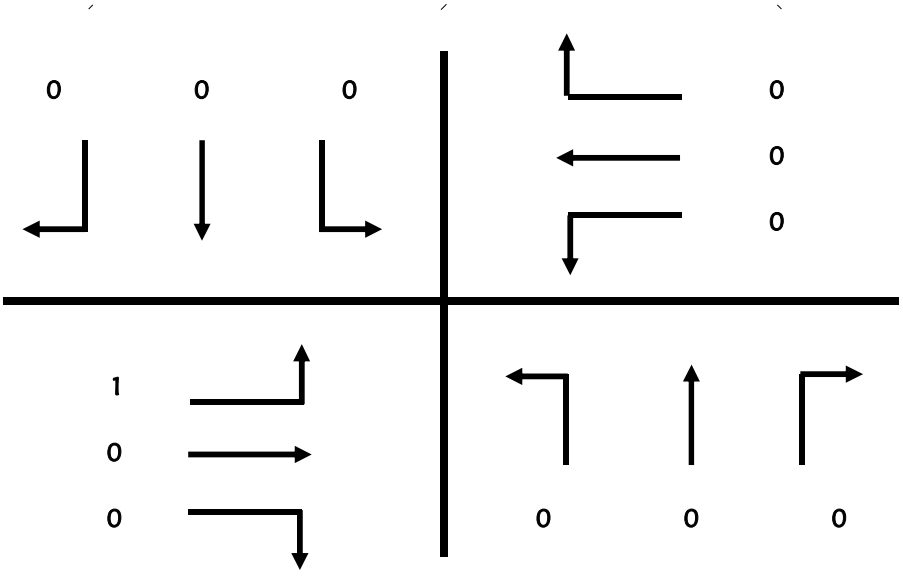
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	1	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

North / South
Pinyon Dr

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Pinyon Dr	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	2	0	0
16:15 - 16:30	0	0	0	1	0	0
16:30 - 16:45	0	0	0	1	0	0
16:45 - 17:00	0	0	0	4	0	0
17:00 - 17:15	0	0	0	1	0	0
17:15 - 17:30	0	0	0	1	0	1
17:30 - 17:45	0	0	0	1	0	0
17:45 - 18:00	0	0	0	6	0	0
	0	0	0	17	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	147	0	0	159	9
16:15 - 16:30	0	117	0	0	140	5
16:30 - 16:45	0	153	0	0	135	3
16:45 - 17:00	1	119	0	0	147	5
17:00 - 17:15	0	152	0	0	145	5
17:15 - 17:30	3	151	0	0	140	5
17:30 - 17:45	0	119	0	0	156	6
17:45 - 18:00	0	126	0	0	154	1
	5	1,084	0	0	1,176	39

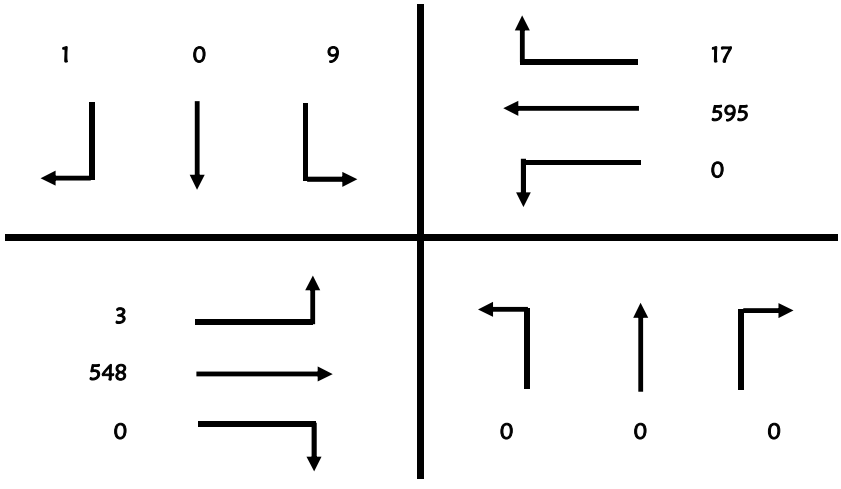
North / South
Pinyon Dr

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.97

Total Pk Hr Voume
1,173



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Pinyon Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**Trucks**	

VHB Project #: 62954.32

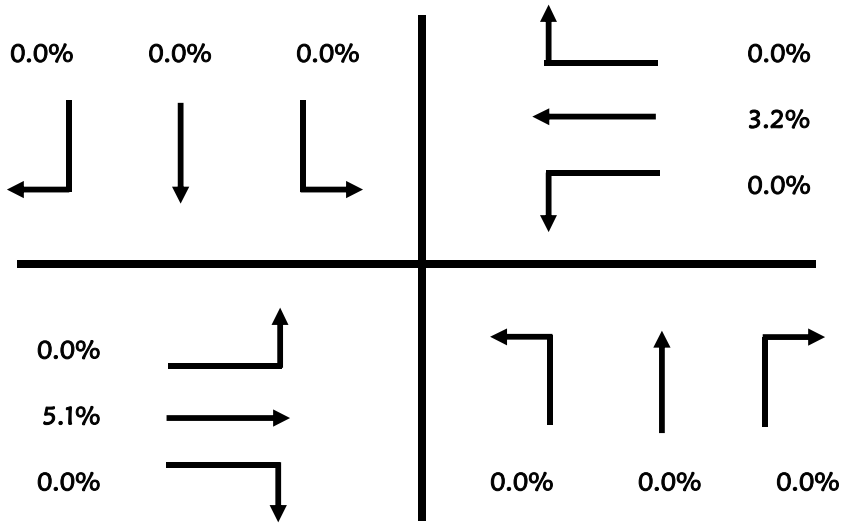
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	8	0	0	7	0
16:15 - 16:30	0	3	0	0	5	0
16:30 - 16:45	0	13	0	0	5	0
16:45 - 17:00	0	10	0	0	6	0
17:00 - 17:15	0	3	0	0	3	0
17:15 - 17:30	0	11	0	0	4	0
17:30 - 17:45	0	8	0	0	4	0
17:45 - 18:00	0	6	0	0	8	0

North / South
Pinyon Dr

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Pinyon Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

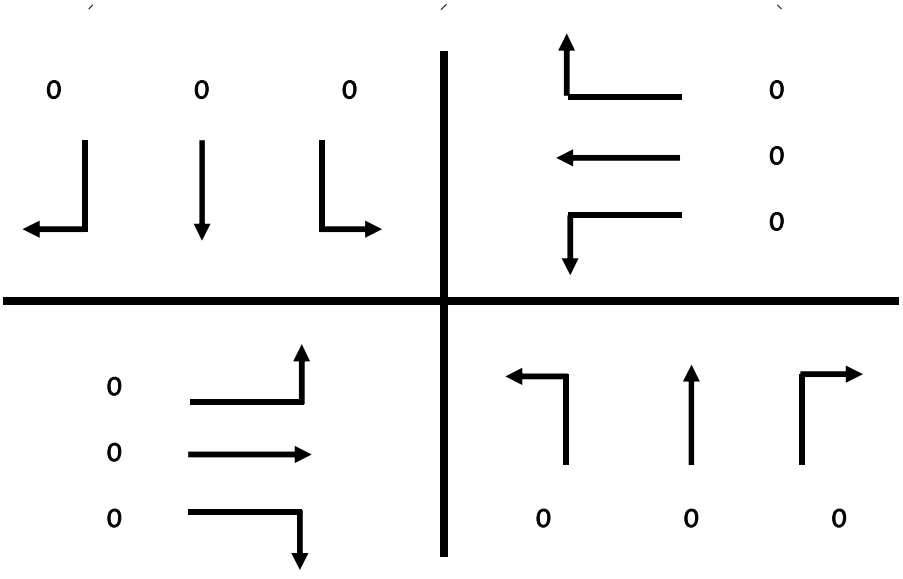
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

North / South
Pinyon Dr

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Westminster Dr	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	12	0	10
7:15 - 7:30	0	0	0	17	0	12
7:30 - 7:45	0	0	0	13	0	16
7:45 - 8:00	0	0	0	13	0	8
8:00 - 8:15	0	0	0	10	0	7
8:15 - 8:30	0	0	0	7	0	5
8:30 - 8:45	0	0	0	10	0	3
8:45 - 9:00	0	0	0	7	0	3
	0	0	0	89	0	64

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	86	0	0	74	3
7:15 - 7:30	2	110	0	0	85	1
7:30 - 7:45	3	130	0	0	73	0
7:45 - 8:00	4	122	0	0	105	3
8:00 - 8:15	1	121	0	0	120	2
8:15 - 8:30	3	128	0	0	93	2
8:30 - 8:45	2	108	0	0	104	5
8:45 - 9:00	3	100	0	0	89	5
	19	905	0	0	743	21

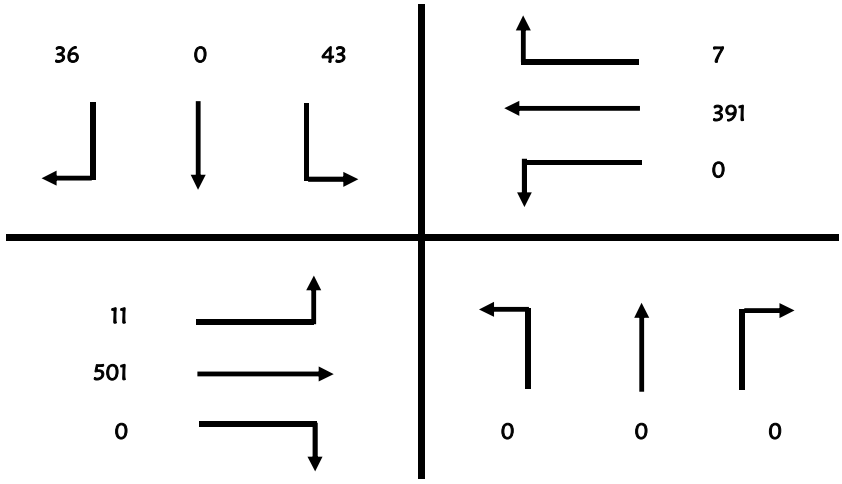
North / South
Westminster Dr

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.95

Total Pk Hr Voume
989



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Westminster Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**Trucks**	

VHB Project #: 62954.32

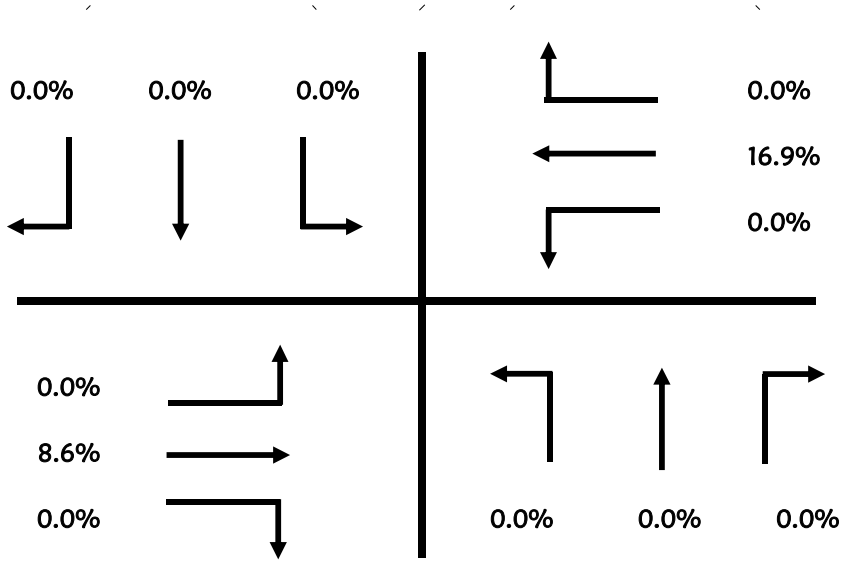
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	2	0	1
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	6	0	0	9	0
7:15 - 7:30	0	10	0	0	8	1
7:30 - 7:45	0	8	0	0	6	0
7:45 - 8:00	0	12	0	0	19	0
8:00 - 8:15	0	5	0	0	17	0
8:15 - 8:30	0	18	0	0	24	0
8:30 - 8:45	0	20	0	0	26	0
8:45 - 9:00	1	9	0	0	20	0

North / South
Westminster Dr

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Westminster Dr	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	7:00 to 9:00		**U-Turn & RTOR**

VHB Project #: 62954.32

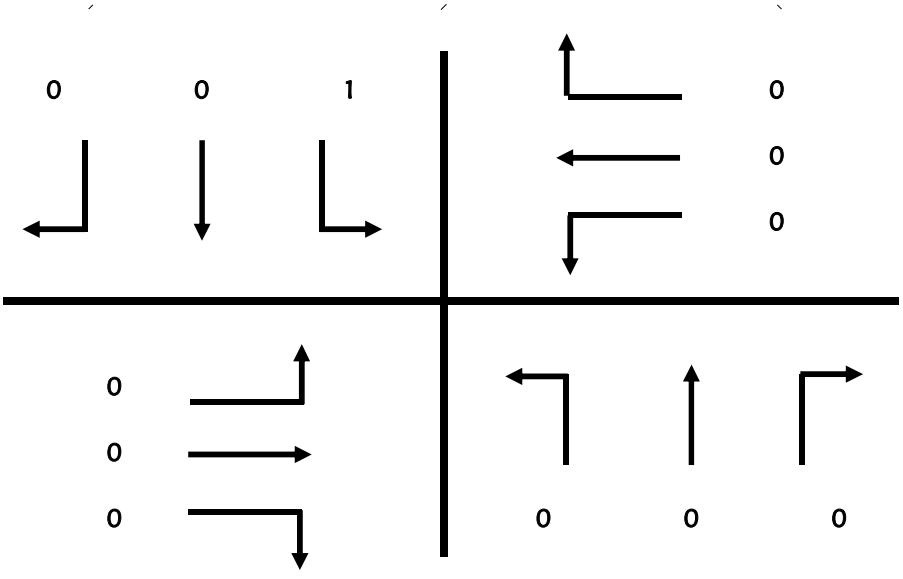
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	1	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

North / South
Westminster Dr

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Westminster Dr	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	8	0	6
11:15 - 11:30	0	0	0	8	0	2
11:30 - 11:45	0	0	0	10	0	2
11:45 - 12:00	0	0	0	9	0	1
12:00 - 12:15	0	0	0	6	0	5
12:15 - 12:30	0	0	0	5	0	8
12:30 - 12:45	0	0	0	5	0	6
12:45 - 13:00	0	0	0	4	0	6
	0	0	0	55	0	36

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	99	0	0	92	5
11:15 - 11:30	5	118	0	0	105	4
11:30 - 11:45	0	92	0	0	105	11
11:45 - 12:00	3	117	0	0	106	9
12:00 - 12:15	3	131	0	0	111	9
12:15 - 12:30	6	100	0	0	127	3
12:30 - 12:45	3	113	0	0	113	8
12:45 - 13:00	3	108	0	0	118	6
	24	878	0	0	877	55

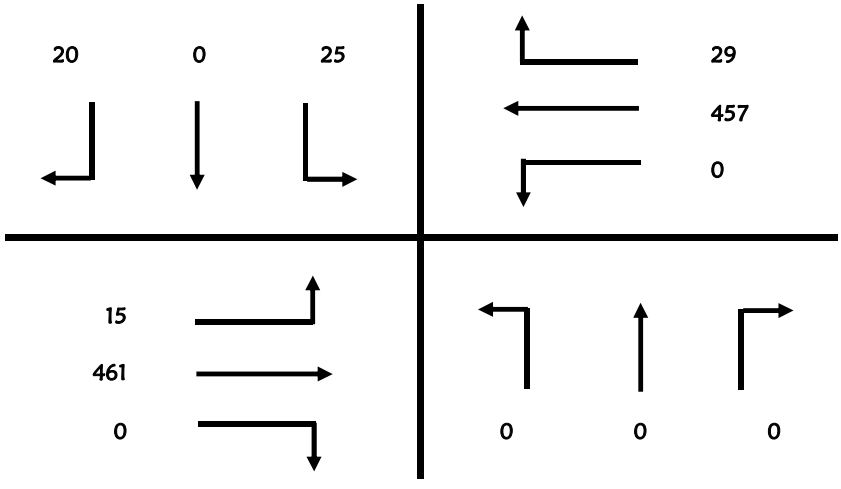
North / South
Westminster Dr

East / West
SR 524

Peak Hour
11:45 - 12:45

Peak Hour Factor
0.95

Total Pk Hr Voume
1,007



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Westminster Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00		**Trucks**

VHB Project #: 62954.32

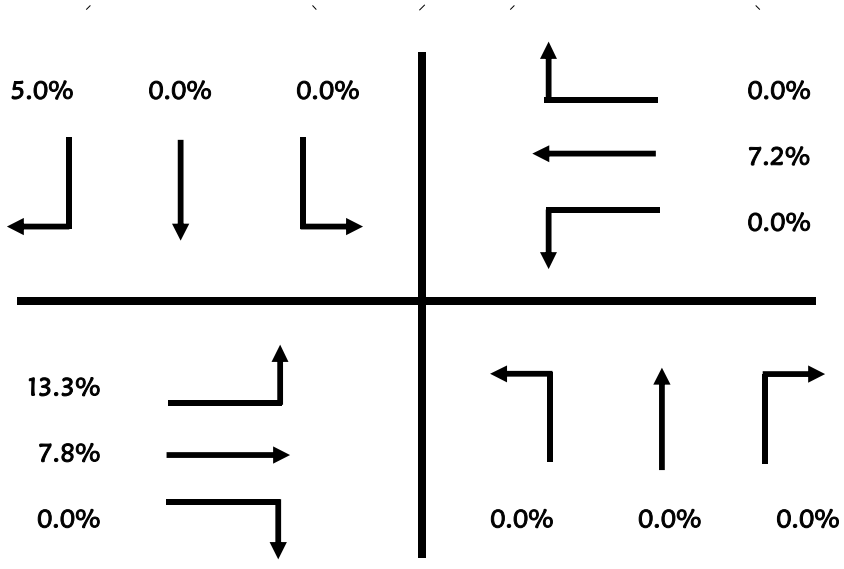
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	1
12:45 - 13:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	9	0	0	13	0
11:15 - 11:30	0	10	0	0	14	0
11:30 - 11:45	0	16	0	0	5	0
11:45 - 12:00	0	11	0	0	6	0
12:00 - 12:15	0	10	0	0	7	0
12:15 - 12:30	2	10	0	0	7	0
12:30 - 12:45	0	5	0	0	13	0
12:45 - 13:00	0	9	0	0	13	0

North / South
Westminster Dr

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Westminster Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

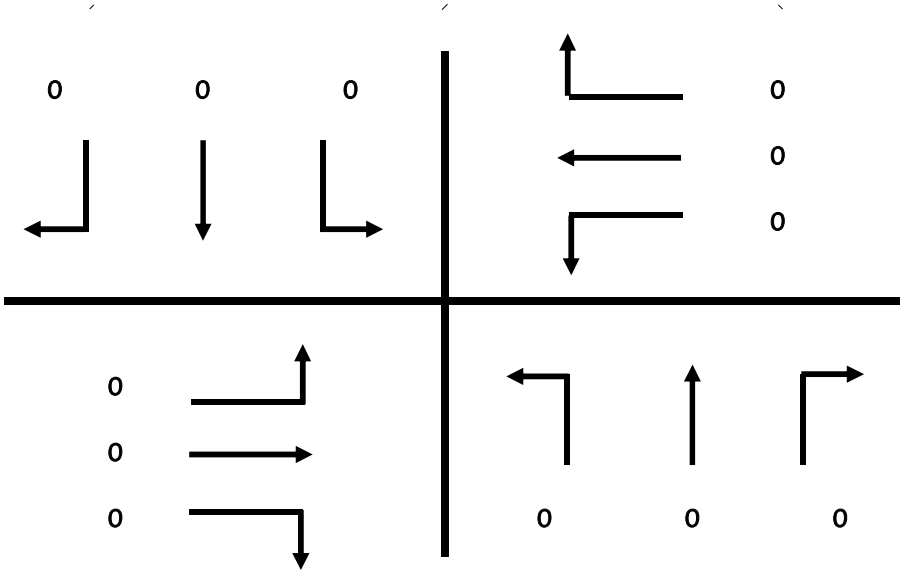
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

North / South
Westminster Dr

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Westminster Dr	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	5	0	4
16:15 - 16:30	0	0	0	10	0	3
16:30 - 16:45	0	0	0	2	0	6
16:45 - 17:00	0	0	0	7	0	6
17:00 - 17:15	0	0	0	17	0	7
17:15 - 17:30	0	0	0	9	0	1
17:30 - 17:45	0	0	0	6	0	5
17:45 - 18:00	0	0	0	3	0	6
	0	0	0	59	0	38

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	6	138	0	0	162	9
16:15 - 16:30	6	117	0	0	146	20
16:30 - 16:45	8	143	0	0	139	18
16:45 - 17:00	9	117	0	0	142	12
17:00 - 17:15	6	151	0	0	144	17
17:15 - 17:30	11	135	0	0	146	15
17:30 - 17:45	12	110	0	0	153	20
17:45 - 18:00	9	129	0	0	152	13
	67	1,040	0	0	1,184	124

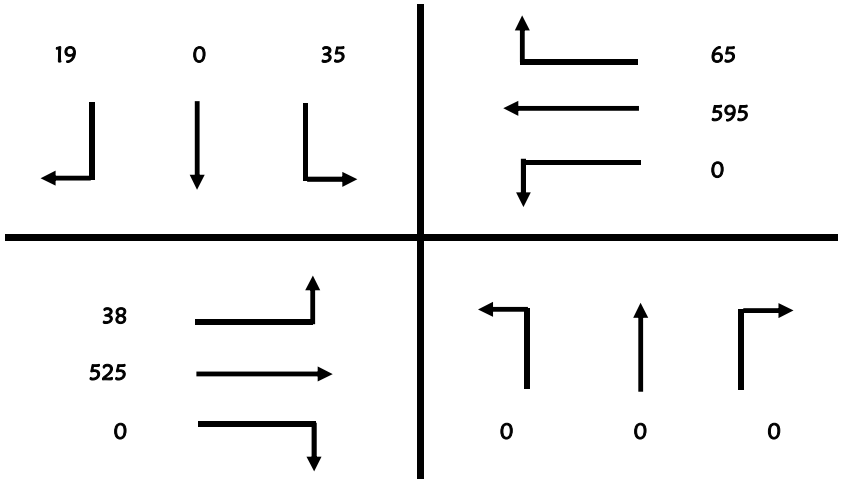
North / South
Westminster Dr

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.93

Total Pk Hr Voume
1,277



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Westminster Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00		**Trucks**

VHB Project #: 62954.32

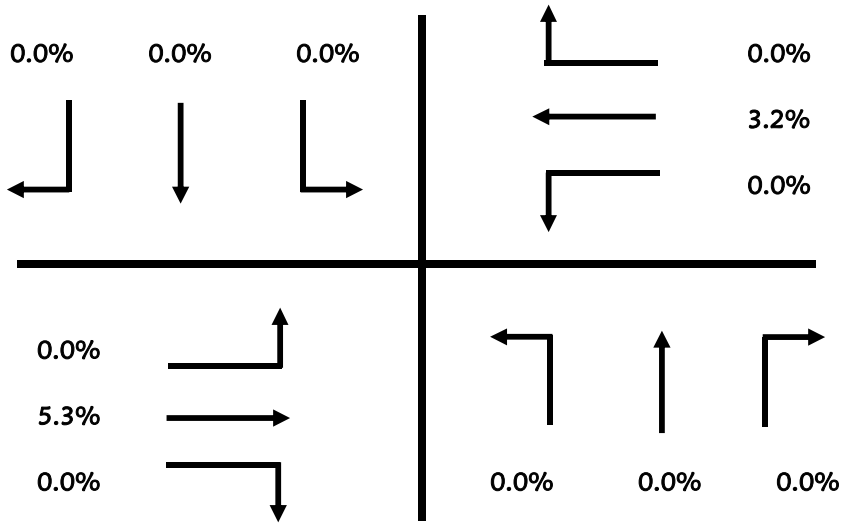
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	1
16:15 - 16:30	0	0	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	7	0	0	7	1
16:15 - 16:30	0	3	0	0	6	0
16:30 - 16:45	1	14	0	0	4	0
16:45 - 17:00	0	11	0	0	6	0
17:00 - 17:15	0	3	0	0	3	0
17:15 - 17:30	0	11	0	0	4	0
17:30 - 17:45	0	8	0	0	4	0
17:45 - 18:00	0	6	0	0	8	0

North / South
Westminster Dr

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Westminster Dr		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

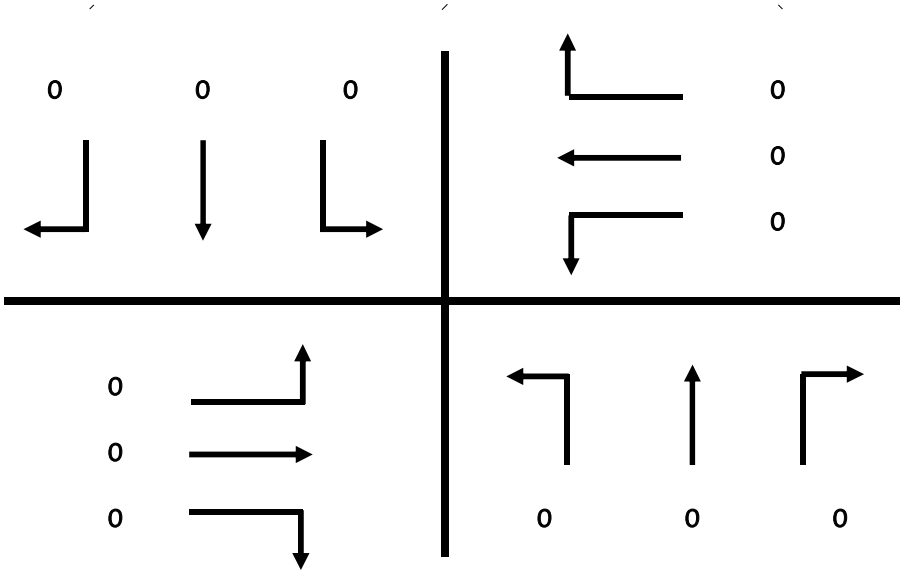
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	1	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

North / South
Westminster Dr

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Lance Blvd	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	7	0	4
7:15 - 7:30	0	0	0	9	0	7
7:30 - 7:45	0	0	0	13	0	4
7:45 - 8:00	0	0	0	10	0	4
8:00 - 8:15	0	0	0	8	0	3
8:15 - 8:30	0	0	0	11	0	5
8:30 - 8:45	0	0	0	5	0	2
8:45 - 9:00	0	0	0	8	0	0
	0	0	0	71	0	29

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	99	0	0	72	2
7:15 - 7:30	0	128	0	0	77	2
7:30 - 7:45	0	149	0	0	68	1
7:45 - 8:00	2	144	0	0	105	2
8:00 - 8:15	2	129	0	0	119	4
8:15 - 8:30	2	116	0	0	95	5
8:30 - 8:45	1	116	0	0	101	7
8:45 - 9:00	0	107	0	0	97	6
	7	988	0	0	734	29

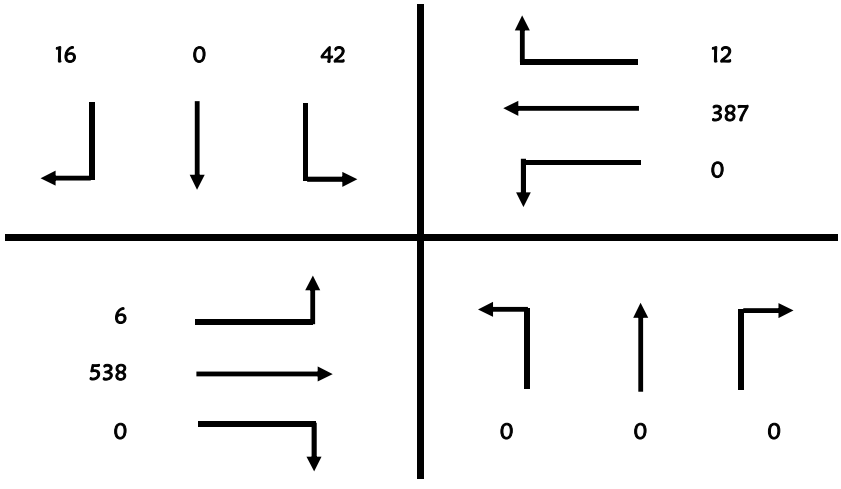
North / South
Lance Blvd

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.94

Total Pk Hr Voume
1,001



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Lance Blvd	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	7:00 to 9:00		**Trucks**

VHB Project #: 62954.32

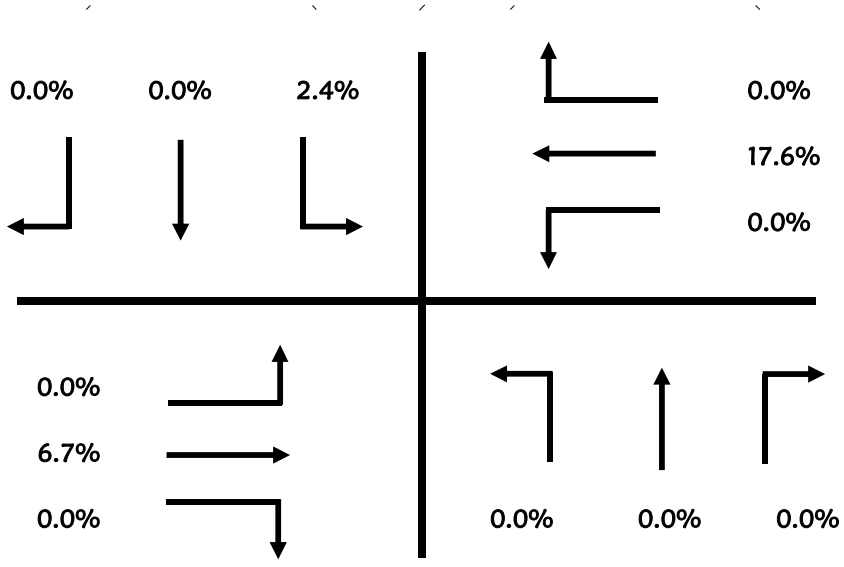
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	1
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	1	0	0
8:30 - 8:45	0	0	0	1	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	5	0	0	7	0
7:15 - 7:30	0	11	0	0	8	0
7:30 - 7:45	0	8	0	0	6	0
7:45 - 8:00	0	13	0	0	18	0
8:00 - 8:15	0	5	0	0	16	0
8:15 - 8:30	0	10	0	0	28	0
8:30 - 8:45	0	20	0	0	22	0
8:45 - 9:00	0	9	0	0	22	0

North / South
Lance Blvd

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Lance Blvd	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	7:00 to 9:00		**U-Turn & RTOR**

VHB Project #: 62954.32

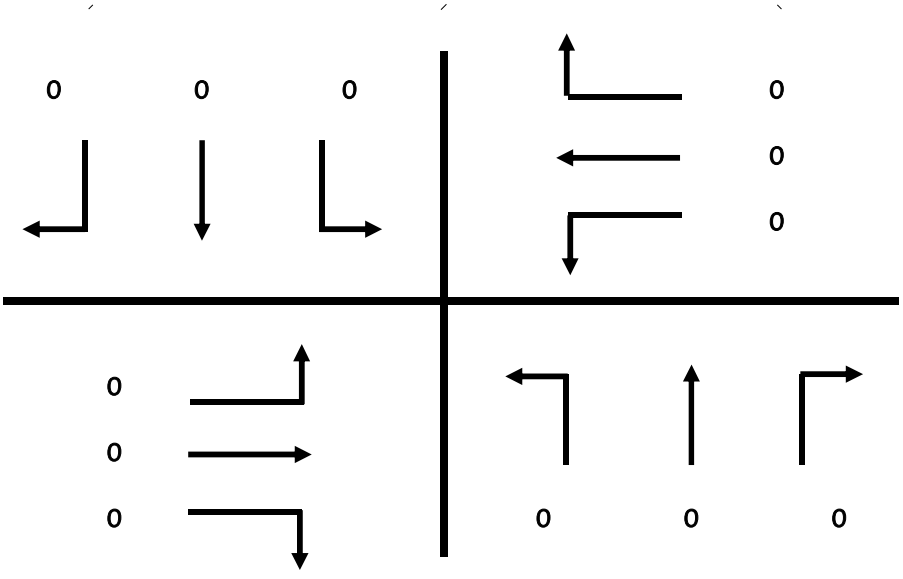
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

North / South
Lance Blvd

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Lance Blvd	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	9	0	0
11:15 - 11:30	0	0	0	3	0	2
11:30 - 11:45	0	0	0	4	0	4
11:45 - 12:00	0	0	0	4	0	1
12:00 - 12:15	0	0	0	3	0	1
12:15 - 12:30	0	0	0	7	0	1
12:30 - 12:45	0	0	0	5	0	0
12:45 - 13:00	0	0	0	10	0	4
	0	0	0	45	0	13

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	107	0	0	98	4
11:15 - 11:30	0	125	0	0	108	8
11:30 - 11:45	0	109	0	0	102	3
11:45 - 12:00	0	125	0	0	118	3
12:00 - 12:15	1	137	0	0	123	5
12:15 - 12:30	2	103	0	0	124	6
12:30 - 12:45	1	112	0	0	126	4
12:45 - 13:00	1	114	0	0	117	6
	6	932	0	0	916	39

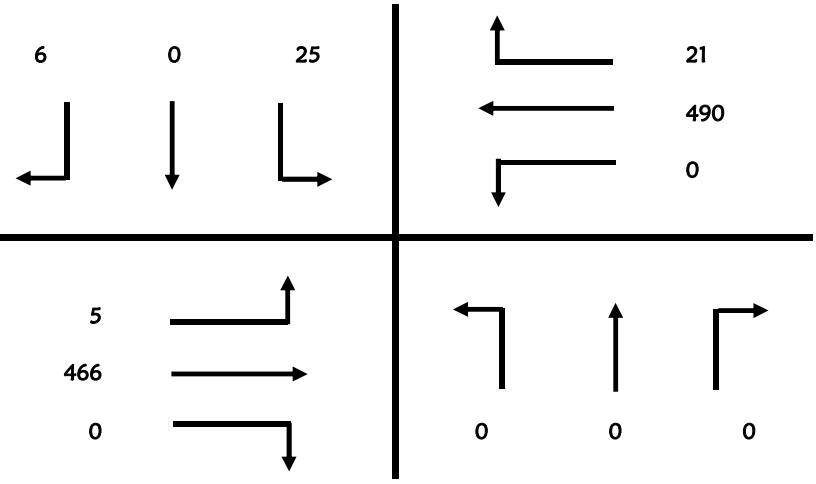
North / South
Lance Blvd

East / West
SR 524

Peak Hour
12:00 - 13:00

Peak Hour Factor
0.94

Total Pk Hr Voume
1,013



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Lance Blvd	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	11:00 to 13:00		**Trucks**

VHB Project #: 62954.32

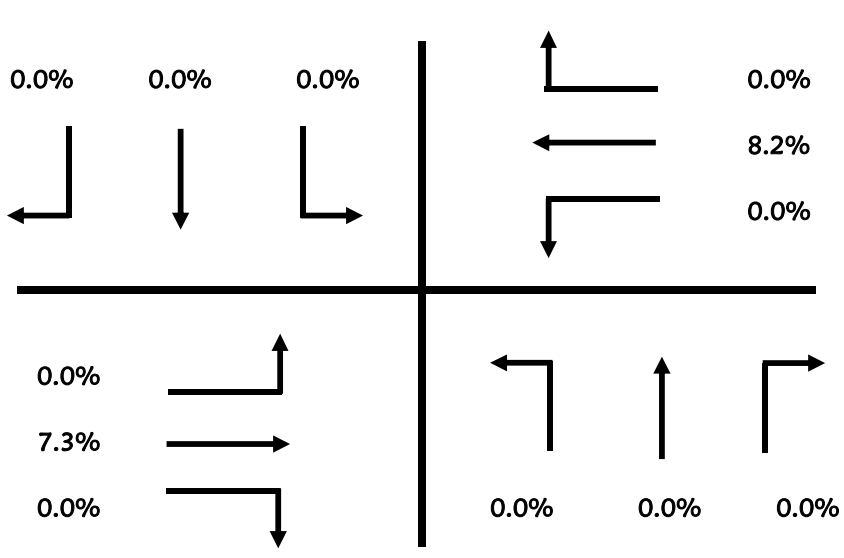
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	9	0	0	13	0
11:15 - 11:30	0	8	0	0	11	0
11:30 - 11:45	0	15	0	0	4	0
11:45 - 12:00	0	11	0	0	4	1
12:00 - 12:15	0	9	0	0	7	0
12:15 - 12:30	0	11	0	0	6	0
12:30 - 12:45	0	4	0	0	13	0
12:45 - 13:00	0	10	0	0	14	0

North / South
Lance Blvd

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Lance Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

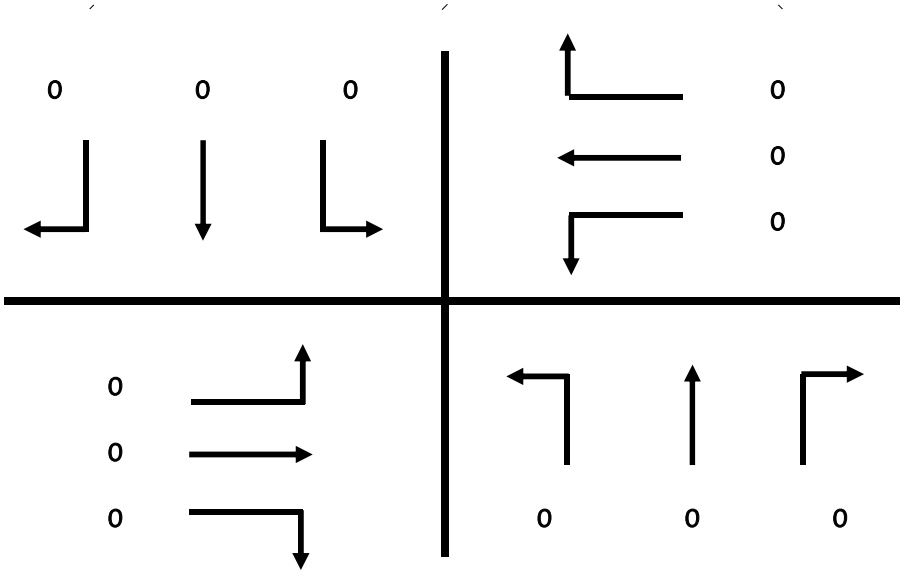
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	1	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

North / South
Lance Blvd

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Lance Blvd	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	5	0	6
16:15 - 16:30	0	0	0	6	0	2
16:30 - 16:45	0	0	0	5	0	2
16:45 - 17:00	0	0	0	10	0	3
17:00 - 17:15	0	0	0	9	0	2
17:15 - 17:30	0	0	0	7	0	2
17:30 - 17:45	0	0	0	11	0	4
17:45 - 18:00	0	0	0	12	0	1
	0	0	0	65	0	22

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	4	139	0	0	165	13
16:15 - 16:30	4	123	0	0	160	11
16:30 - 16:45	4	141	0	0	151	8
16:45 - 17:00	3	122	0	1	153	17
17:00 - 17:15	2	162	0	0	164	13
17:15 - 17:30	4	146	0	0	151	7
17:30 - 17:45	4	112	0	0	176	13
17:45 - 18:00	5	128	0	0	161	9
	30	1,073	0	1	1,281	91

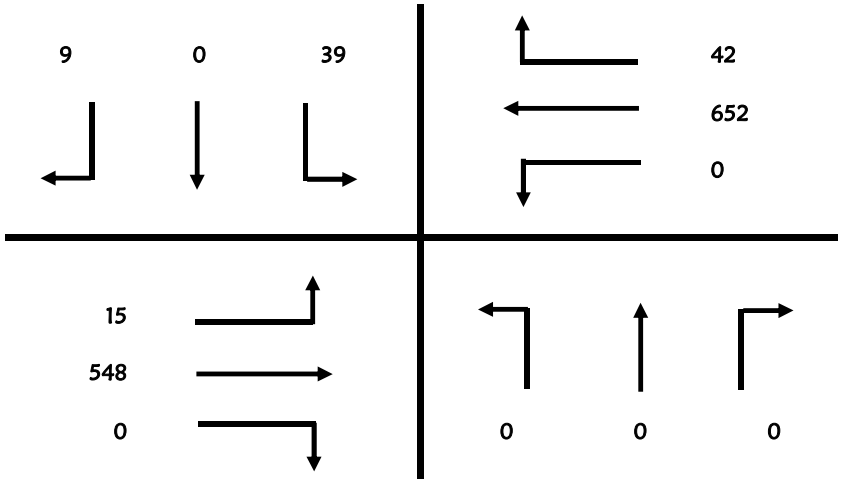
North / South
Lance Blvd

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.93

Total Pk Hr Voume
1,305



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Lance Blvd	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	16:00 to 18:00		**Trucks**

VHB Project #: 62954.32

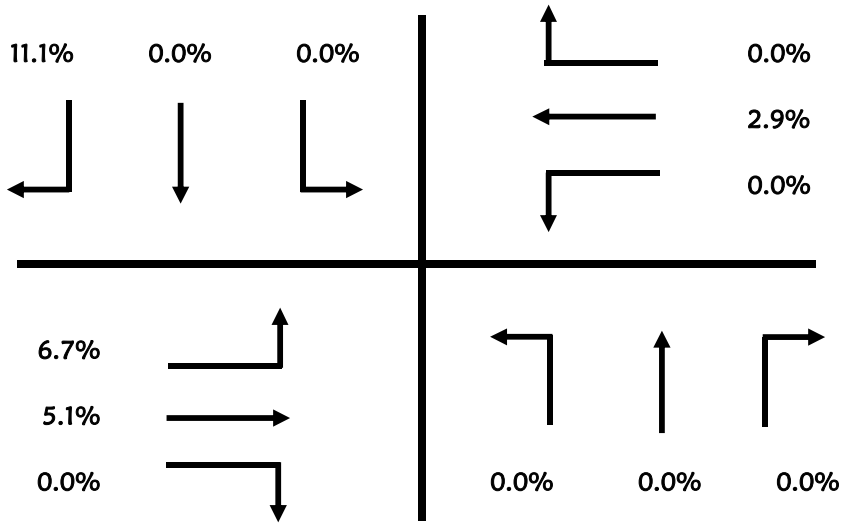
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	1	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	1
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	7	0	0	9	0
16:15 - 16:30	0	3	0	0	6	0
16:30 - 16:45	0	12	0	0	4	0
16:45 - 17:00	0	11	0	0	7	0
17:00 - 17:15	0	4	0	0	4	0
17:15 - 17:30	1	10	0	0	4	0
17:30 - 17:45	0	9	0	0	3	0
17:45 - 18:00	0	5	0	0	8	0

North / South
Lance Blvd

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Lance Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

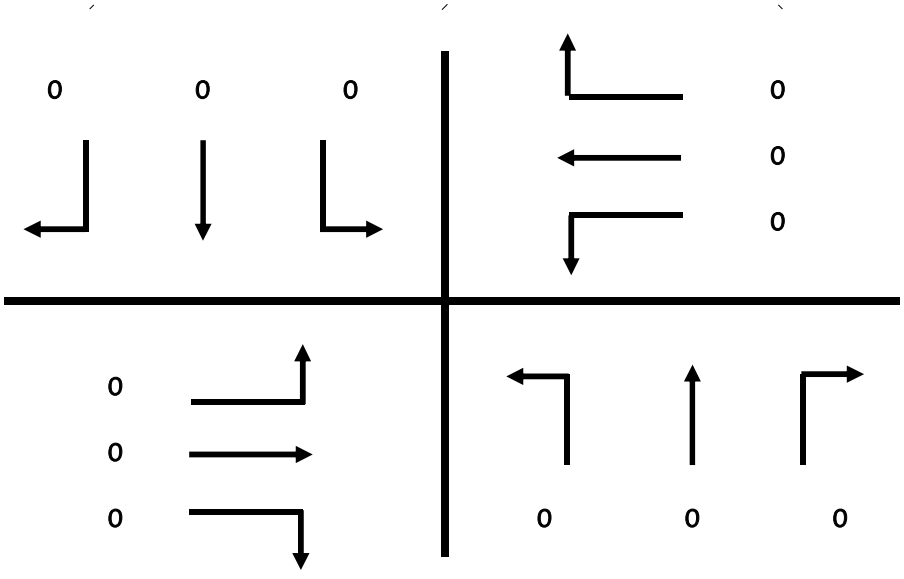
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	1	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

North / South
Lance Blvd

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	London Blvd	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	25	0	5
7:15 - 7:30	0	0	0	14	0	5
7:30 - 7:45	0	0	0	25	0	4
7:45 - 8:00	0	0	0	27	0	6
8:00 - 8:15	0	0	0	17	0	5
8:15 - 8:30	0	0	0	31	0	2
8:30 - 8:45	0	0	0	17	0	3
8:45 - 9:00	0	0	0	12	0	5
	0	0	0	168	0	35

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	103	0	0	70	2
7:15 - 7:30	1	129	0	0	76	3
7:30 - 7:45	2	160	0	0	70	3
7:45 - 8:00	0	157	0	0	97	8
8:00 - 8:15	4	130	0	0	119	11
8:15 - 8:30	1	136	0	0	99	11
8:30 - 8:45	1	121	0	0	101	7
8:45 - 9:00	2	110	0	0	99	6
	12	1,046	0	0	731	51

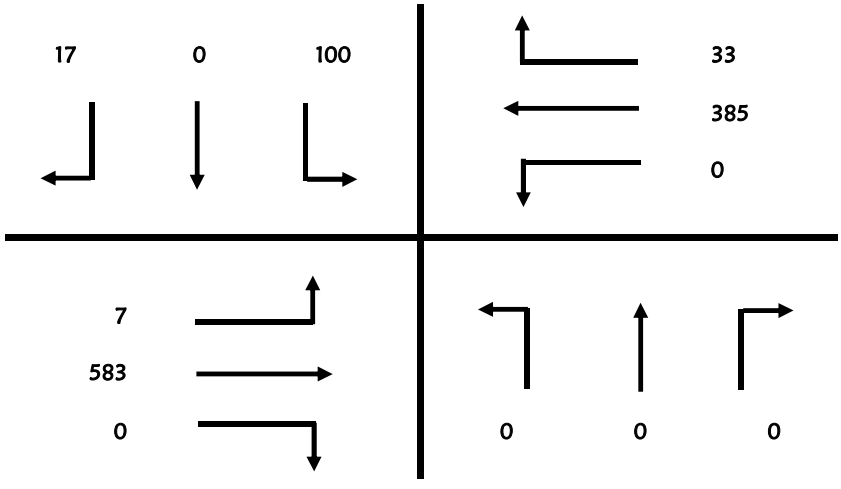
North / South
London Blvd

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.95

Total Pk Hr Voume
1,125



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	London Blvd	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	7:00 to 9:00		**Trucks**

VHB Project #: 62954.32

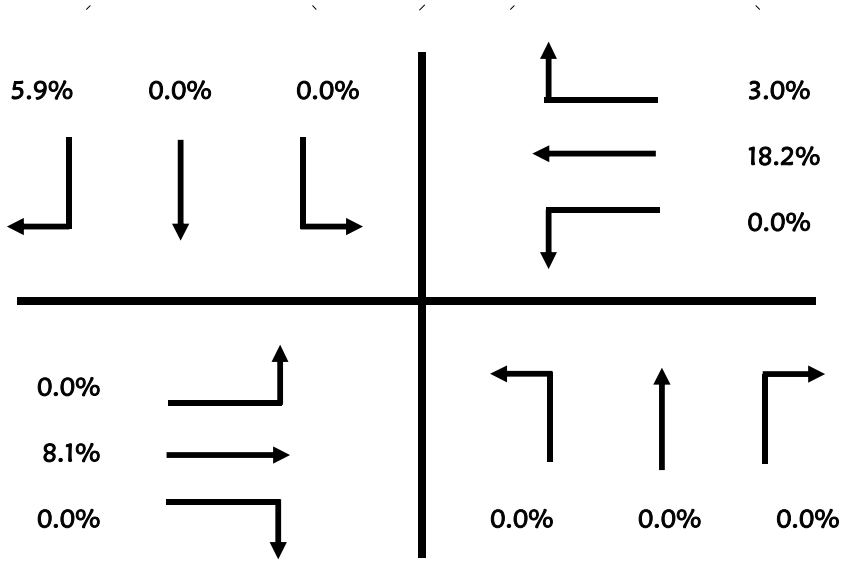
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	1
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	1
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	1	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	5	0	0	8	0
7:15 - 7:30	0	11	0	0	8	0
7:30 - 7:45	0	10	0	0	6	0
7:45 - 8:00	0	13	0	0	21	1
8:00 - 8:15	0	6	0	0	19	0
8:15 - 8:30	0	18	0	0	24	0
8:30 - 8:45	0	21	0	0	26	0
8:45 - 9:00	0	9	0	0	18	0

North / South
London Blvd

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	London Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

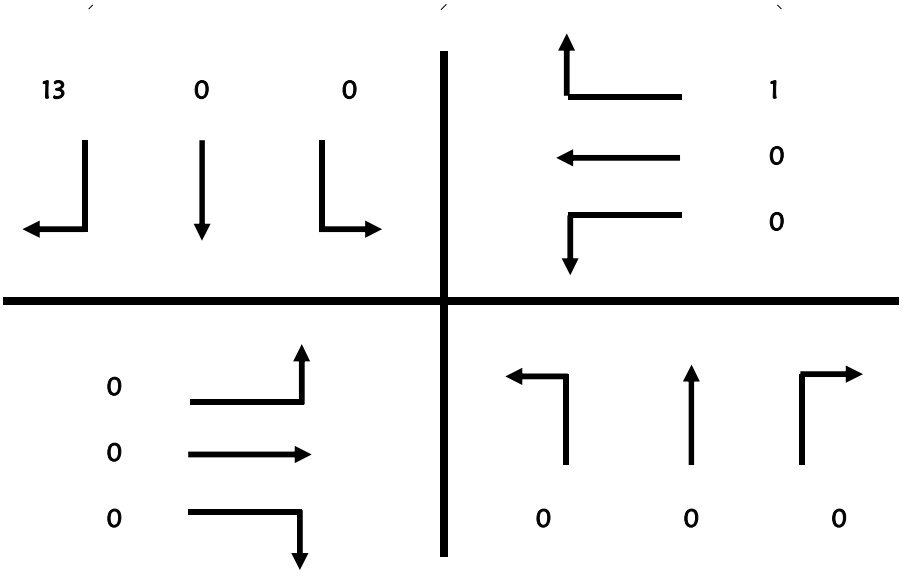
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	2
7:15 - 7:30	0	0	0	0	0	4
7:30 - 7:45	0	0	0	0	0	4
7:45 - 8:00	0	0	0	0	0	5
8:00 - 8:15	0	0	0	0	0	3
8:15 - 8:30	0	0	0	0	0	1
8:30 - 8:45	0	0	0	0	0	2
8:45 - 9:00	0	0	0	0	0	4

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	1
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

North / South
London Blvd

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	London Blvd	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	12	0	5
11:15 - 11:30	0	0	0	14	0	4
11:30 - 11:45	0	0	0	17	0	1
11:45 - 12:00	0	0	0	13	0	2
12:00 - 12:15	0	0	0	8	0	1
12:15 - 12:30	0	0	0	13	0	5
12:30 - 12:45	0	0	0	16	0	0
12:45 - 13:00	0	0	0	9	0	2
	0	0	0	102	0	20

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	116	0	0	102	19
11:15 - 11:30	1	124	0	0	107	12
11:30 - 11:45	3	107	0	0	114	10
11:45 - 12:00	2	135	0	0	120	10
12:00 - 12:15	2	130	0	0	130	11
12:15 - 12:30	1	118	0	0	116	16
12:30 - 12:45	1	111	0	0	131	11
12:45 - 13:00	4	129	0	0	127	6
	15	970	0	0	947	95

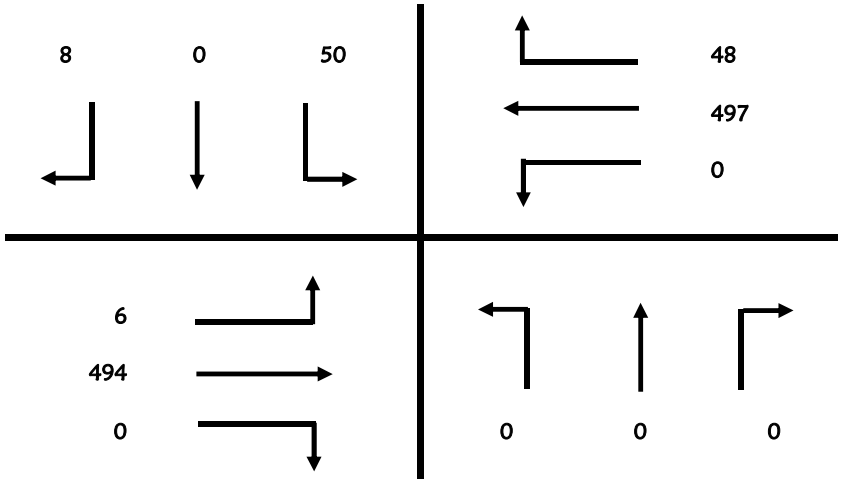
North / South
London Blvd

East / West
SR 524

Peak Hour
11:45 - 12:45

Peak Hour Factor
0.98

Total Pk Hr Voume
1,103



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	London Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**Trucks**	

VHB Project #: 62954.32

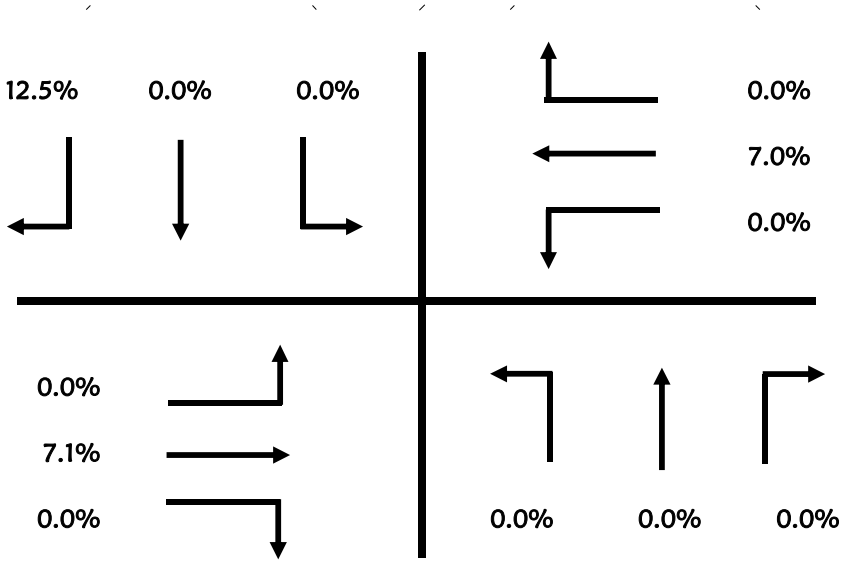
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	1
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	9	0	0	14	2
11:15 - 11:30	0	9	0	0	9	0
11:30 - 11:45	0	15	0	0	5	0
11:45 - 12:00	0	12	0	0	9	0
12:00 - 12:15	0	9	0	0	5	0
12:15 - 12:30	0	12	0	0	7	0
12:30 - 12:45	0	2	0	0	14	0
12:45 - 13:00	0	11	0	0	13	0

North / South
London Blvd

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	London Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

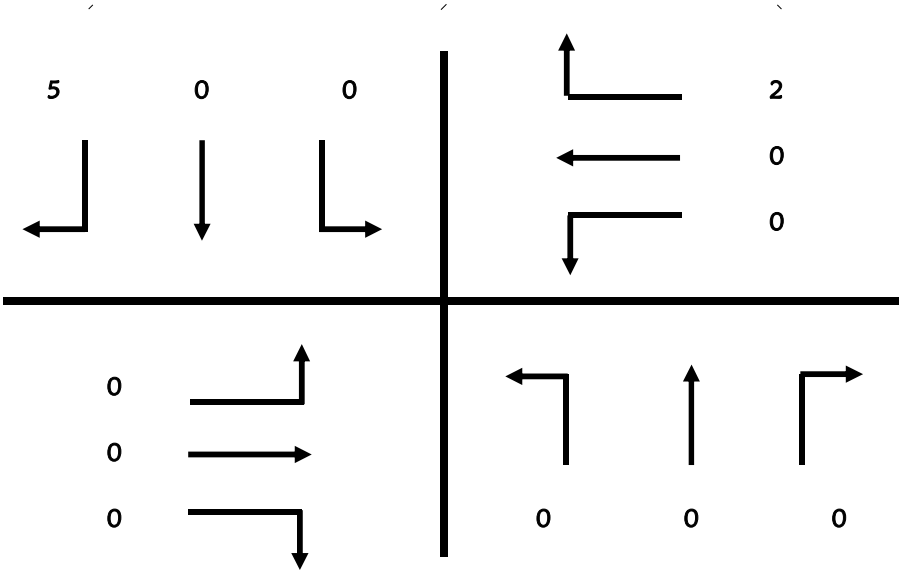
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	4
11:15 - 11:30	0	0	0	0	0	2
11:30 - 11:45	0	0	0	0	0	1
11:45 - 12:00	0	0	0	0	0	2
12:00 - 12:15	0	0	0	0	0	1
12:15 - 12:30	0	0	0	0	0	2
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	2
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	1
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	1
12:45 - 13:00	0	0	0	0	0	1

North / South
London Blvd

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	London Blvd	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	12	0	2
16:15 - 16:30	0	0	0	11	0	4
16:30 - 16:45	0	0	0	11	0	2
16:45 - 17:00	0	0	0	13	0	4
17:00 - 17:15	0	0	0	10	0	4
17:15 - 17:30	0	0	0	21	0	1
17:30 - 17:45	0	0	0	25	0	3
17:45 - 18:00	0	0	0	15	0	2
	0	0	0	118	0	22

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	5	143	0	0	171	28
16:15 - 16:30	4	113	0	0	177	28
16:30 - 16:45	3	145	0	0	164	24
16:45 - 17:00	6	125	0	0	171	27
17:00 - 17:15	5	169	0	0	177	29
17:15 - 17:30	4	148	0	0	161	29
17:30 - 17:45	10	119	0	0	173	18
17:45 - 18:00	4	143	0	0	158	29
	41	1,105	0	0	1,352	212

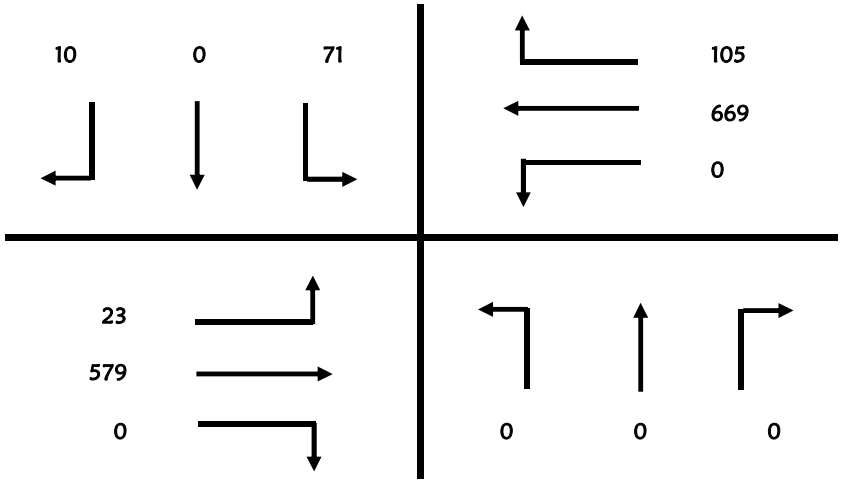
North / South
London Blvd

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.92

Total Pk Hr Voume
1,457



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	London Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**Trucks**	

VHB Project #: 62954.32

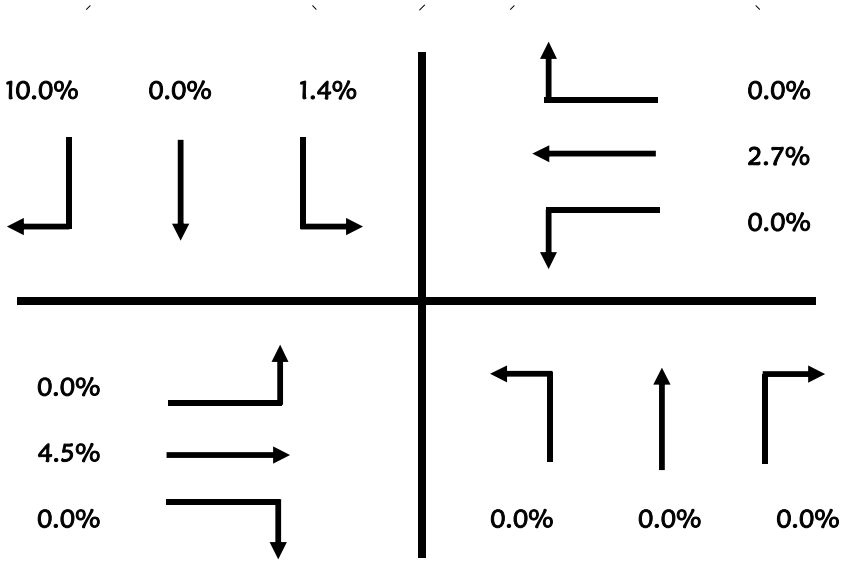
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	1	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	1	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	11	0	0	8	0
16:15 - 16:30	0	3	0	0	5	0
16:30 - 16:45	0	12	0	0	4	0
16:45 - 17:00	0	12	0	0	6	0
17:00 - 17:15	0	4	0	0	3	0
17:15 - 17:30	0	8	0	0	4	0
17:30 - 17:45	0	8	0	0	4	0
17:45 - 18:00	0	6	0	0	7	0

North / South
London Blvd

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	London Blvd		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

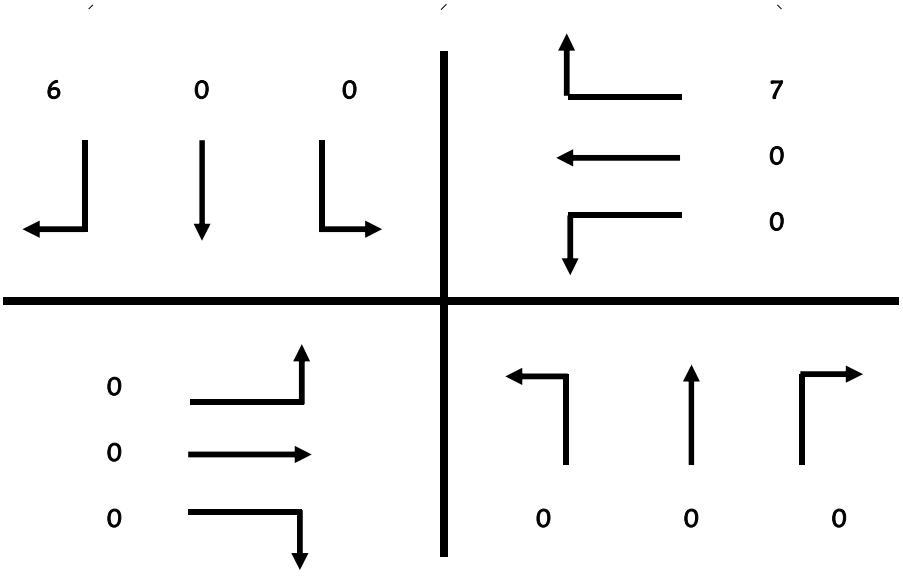
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	2
16:15 - 16:30	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	1
16:45 - 17:00	0	0	0	0	0	3
17:00 - 17:15	0	0	0	0	0	3
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	2
17:45 - 18:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	2
17:00 - 17:15	0	0	0	0	0	3
17:15 - 17:30	0	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	3

North / South
London Blvd

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Coventry Ct	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	9	0	2
7:15 - 7:30	0	0	0	8	0	4
7:30 - 7:45	0	0	0	9	0	1
7:45 - 8:00	0	0	0	10	0	0
8:00 - 8:15	0	0	0	5	0	2
8:15 - 8:30	0	0	0	11	0	2
8:30 - 8:45	0	0	0	12	0	1
8:45 - 9:00	0	0	0	8	0	2
	0	0	0	72	0	14

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	126	0	0	70	3
7:15 - 7:30	0	143	0	0	74	3
7:30 - 7:45	0	182	0	0	73	2
7:45 - 8:00	0	189	0	0	104	2
8:00 - 8:15	1	142	0	0	129	3
8:15 - 8:30	0	169	0	0	110	1
8:30 - 8:45	0	142	0	0	105	4
8:45 - 9:00	1	118	0	0	103	6
	2	1,211	0	0	768	24

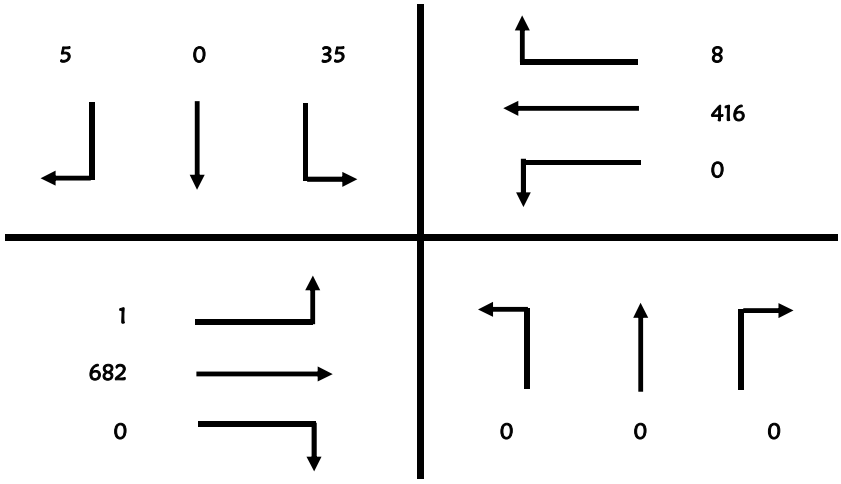
North / South
Coventry Ct

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.94

Total Pk Hr Voume
1,147



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Coventry Ct		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**Trucks**	

VHB Project #: 62954.32

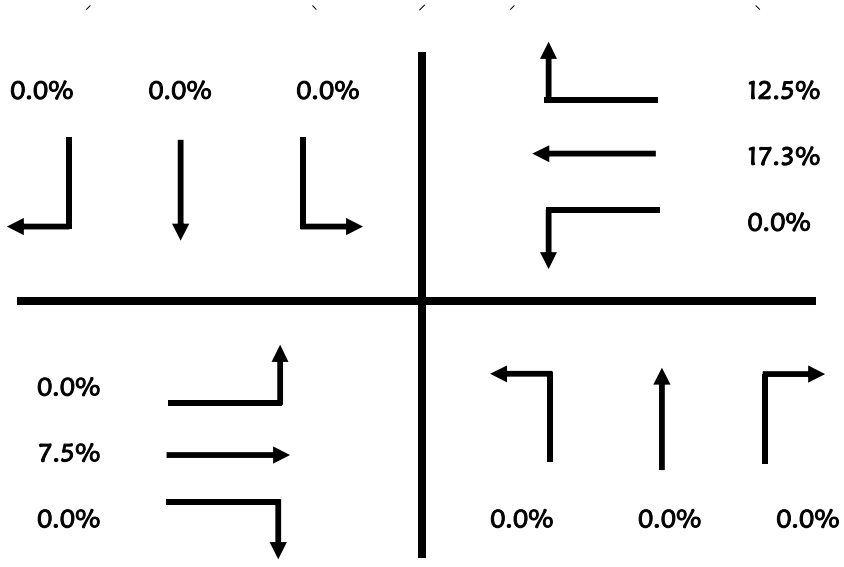
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	1	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	5	0	0	8	1
7:15 - 7:30	0	11	0	0	8	0
7:30 - 7:45	0	10	0	0	6	0
7:45 - 8:00	0	14	0	0	21	1
8:00 - 8:15	0	6	0	0	19	0
8:15 - 8:30	0	21	0	0	26	0
8:30 - 8:45	0	23	0	0	24	0
8:45 - 9:00	0	10	0	0	18	0

North / South
Coventry Ct

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Coventry Ct		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

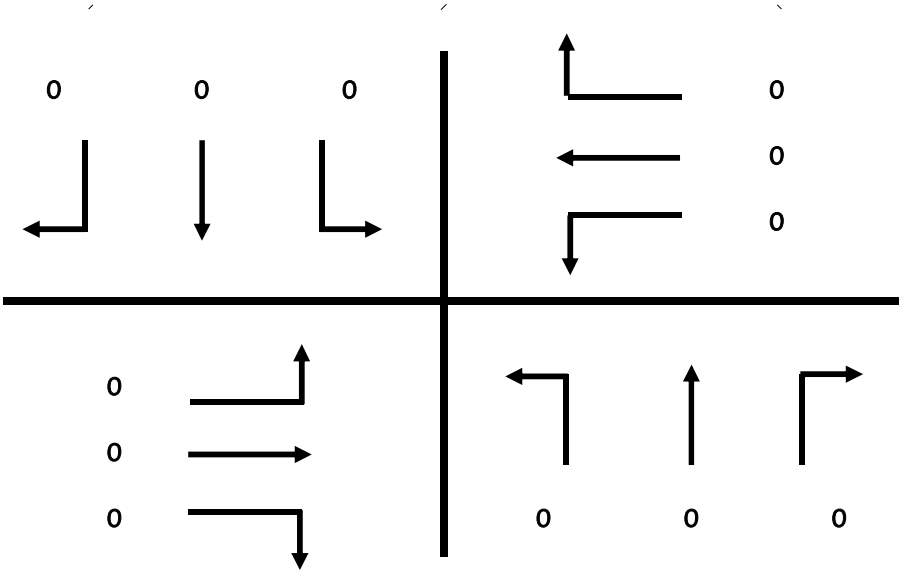
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

North / South
Coventry Ct

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Coventry Ct	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	3	0	1
11:15 - 11:30	0	0	0	3	0	1
11:30 - 11:45	0	0	0	5	0	2
11:45 - 12:00	0	0	0	7	0	0
12:00 - 12:15	0	0	0	3	0	0
12:15 - 12:30	0	0	0	3	0	0
12:30 - 12:45	0	0	0	2	0	0
12:45 - 13:00	0	0	0	6	0	1
	0	0	0	32	0	5

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	126	0	0	120	4
11:15 - 11:30	0	138	0	0	118	3
11:30 - 11:45	1	128	0	0	123	3
11:45 - 12:00	1	144	0	0	128	5
12:00 - 12:15	1	138	0	0	146	7
12:15 - 12:30	1	125	0	0	132	6
12:30 - 12:45	1	130	0	1	145	4
12:45 - 13:00	0	136	0	0	132	10
	6	1,065	0	1	1,044	42

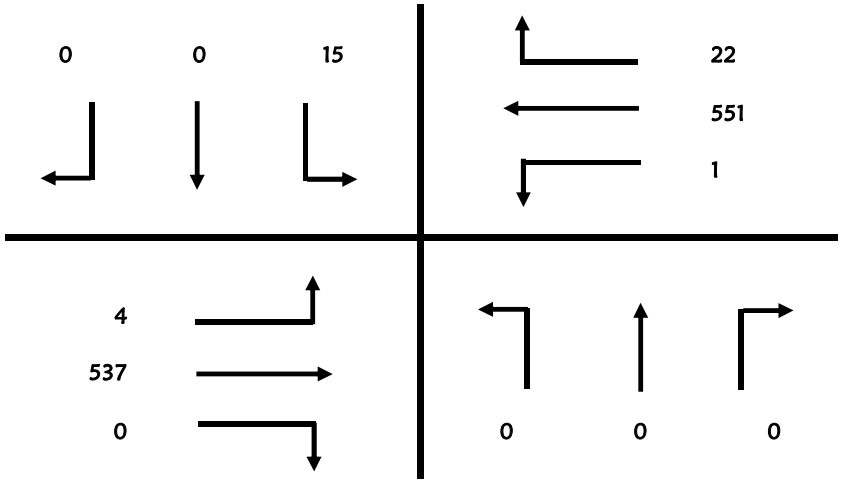
North / South
Coventry Ct

East / West
SR 524

Peak Hour
11:45 - 12:45

Peak Hour Factor
0.96

Total Pk Hr Voume
1,130



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Coventry Ct		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**Trucks**	

VHB Project #: 62954.32

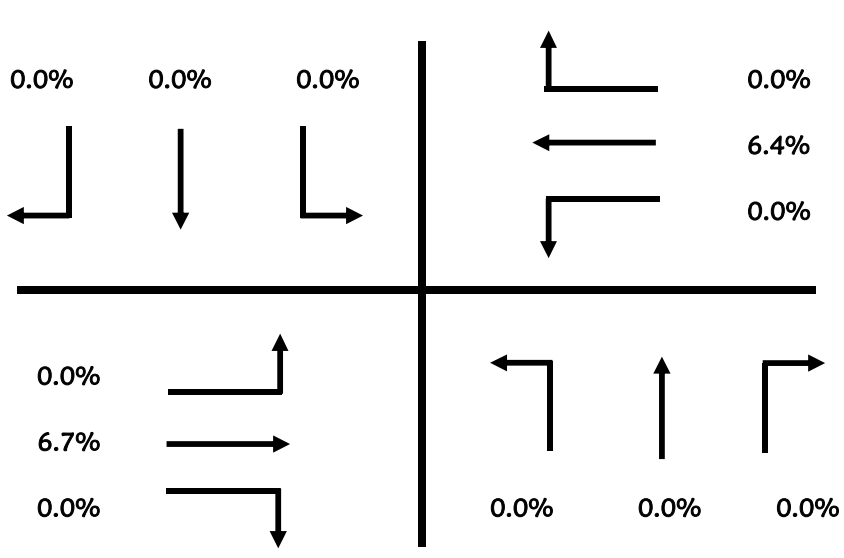
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	9	0	0	15	1
11:15 - 11:30	0	8	0	0	10	0
11:30 - 11:45	0	16	0	0	5	1
11:45 - 12:00	0	12	0	0	9	0
12:00 - 12:15	0	8	0	0	6	0
12:15 - 12:30	0	12	0	0	6	0
12:30 - 12:45	0	4	0	0	14	0
12:45 - 13:00	0	12	0	0	12	0

North / South
Coventry Ct

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Coventry Ct		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

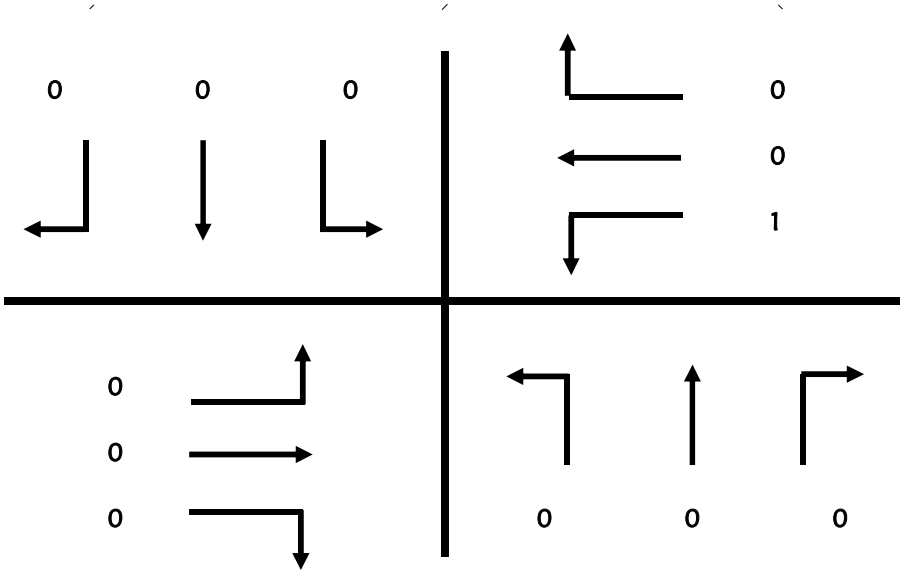
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	1	0	0
12:45 - 13:00	0	0	0	0	0	0

North / South
Coventry Ct

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Coventry Ct	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	7	0	1
16:15 - 16:30	0	0	0	7	0	0
16:30 - 16:45	0	0	0	5	0	1
16:45 - 17:00	0	0	0	5	0	4
17:00 - 17:15	0	0	0	3	0	4
17:15 - 17:30	0	0	0	4	0	1
17:30 - 17:45	0	0	0	5	0	1
17:45 - 18:00	0	0	0	3	0	1
	0	0	0	39	0	13

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	155	0	0	197	9
16:15 - 16:30	0	124	0	0	204	8
16:30 - 16:45	4	145	0	0	184	13
16:45 - 17:00	0	141	0	0	193	14
17:00 - 17:15	1	178	0	0	202	11
17:15 - 17:30	2	165	0	0	190	10
17:30 - 17:45	1	145	0	0	189	9
17:45 - 18:00	1	160	0	0	186	12
	11	1,213	0	0	1,545	86

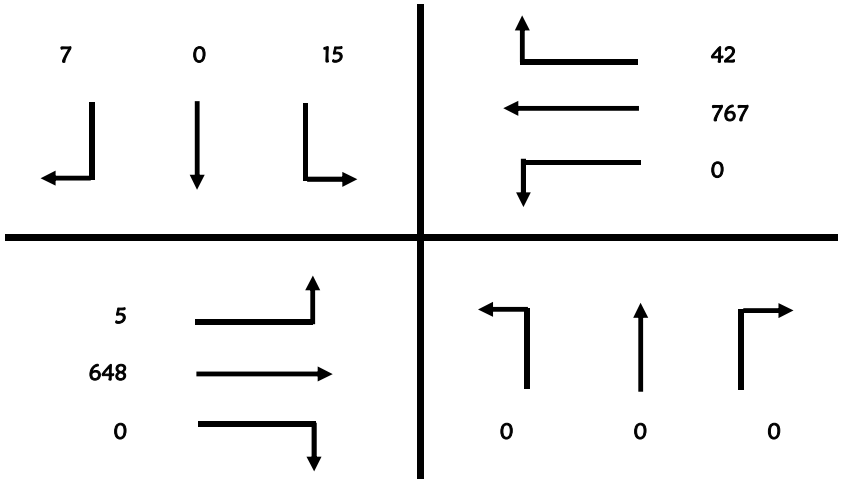
North / South
Coventry Ct

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.93

Total Pk Hr Voume
1,484



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Coventry Ct		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**Trucks**	

VHB Project #: 62954.32

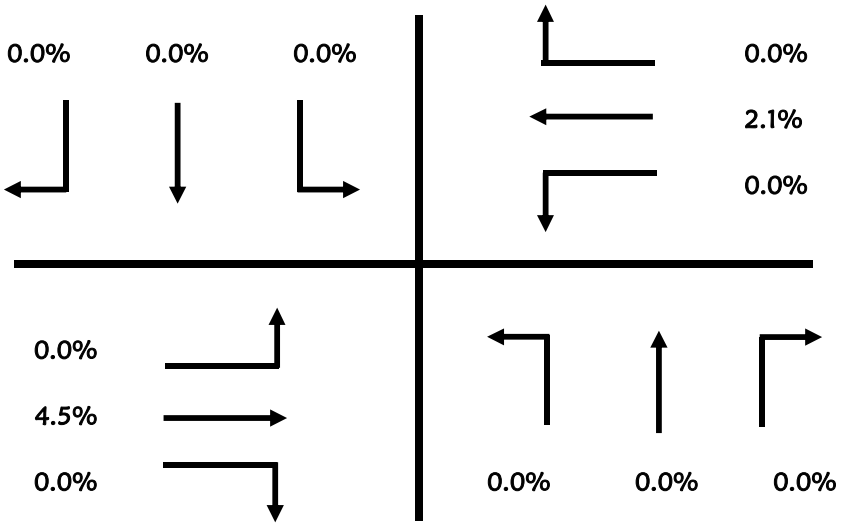
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	1
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	10	0	0	7	1
16:15 - 16:30	0	3	0	0	5	0
16:30 - 16:45	0	13	0	0	4	0
16:45 - 17:00	0	14	0	0	7	0
17:00 - 17:15	0	4	0	0	3	0
17:15 - 17:30	0	8	0	0	1	0
17:30 - 17:45	0	9	0	0	5	0
17:45 - 18:00	0	8	0	0	7	0

North / South
Coventry Ct

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Coventry Ct		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

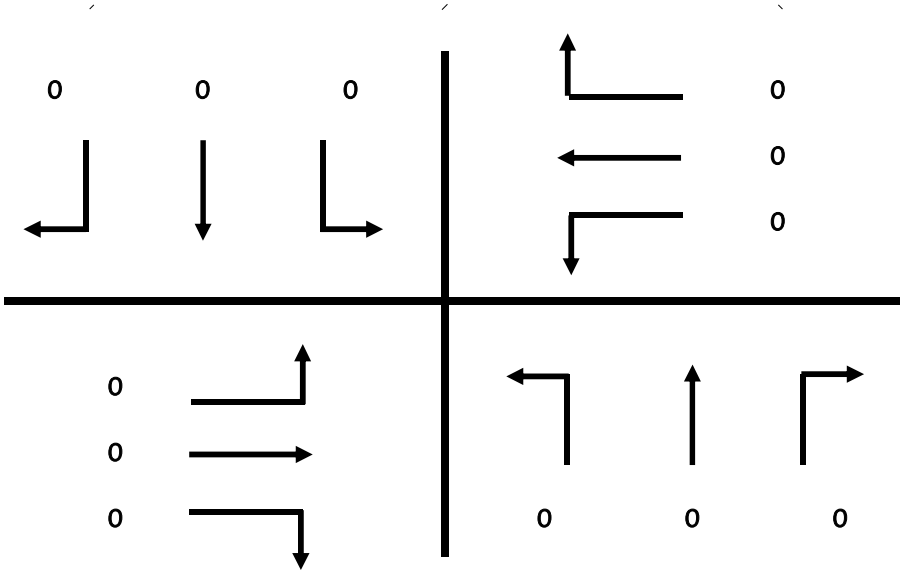
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

North / South
Coventry Ct

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Shopping Plaza	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	3	0	1	10	0	1
7:15 - 7:30	6	0	0	13	0	3
7:30 - 7:45	2	1	0	4	0	1
7:45 - 8:00	1	0	0	16	0	5
8:00 - 8:15	9	0	2	21	1	2
8:15 - 8:30	6	2	1	18	1	3
8:30 - 8:45	7	1	2	12	0	2
8:45 - 9:00	7	2	1	16	0	0
	41	6	7	110	2	17

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	4	144	0	3	66	0
7:15 - 7:30	3	150	4	2	64	0
7:30 - 7:45	4	201	2	6	86	0
7:45 - 8:00	5	166	5	3	101	1
8:00 - 8:15	2	149	5	2	121	0
8:15 - 8:30	6	168	4	6	88	0
8:30 - 8:45	2	140	4	5	109	1
8:45 - 9:00	6	113	9	3	93	1
	32	1,231	33	30	728	3

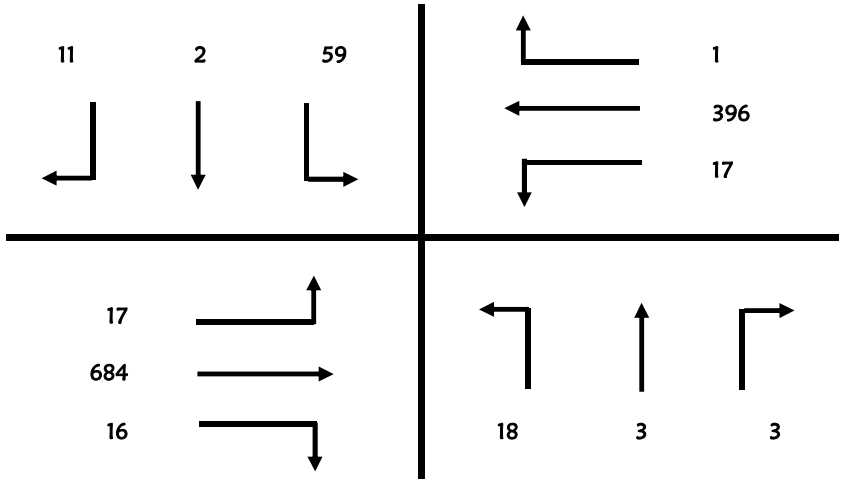
North / South
Shopping Plaza

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.98

Total Pk Hr Voume
1,227



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Shopping Plaza		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00		**Trucks**

VHB Project #: 62954.32

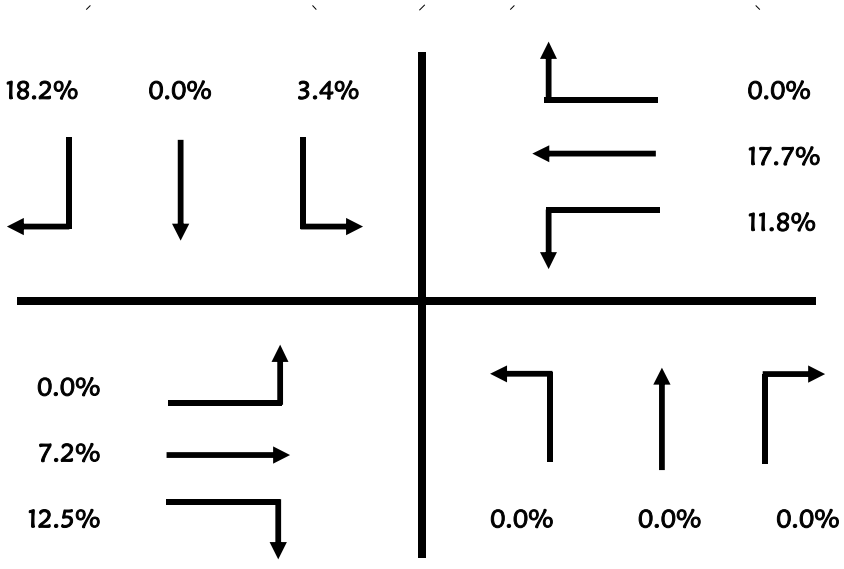
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	1	0	0	0	0	1
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	1
8:00 - 8:15	0	0	0	1	0	1
8:15 - 8:30	0	0	0	1	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	1	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	8	0	1	10	0
7:15 - 7:30	0	9	0	0	5	0
7:30 - 7:45	0	10	0	1	8	0
7:45 - 8:00	0	11	1	0	18	0
8:00 - 8:15	0	7	0	1	24	0
8:15 - 8:30	0	21	1	0	20	0
8:30 - 8:45	0	20	0	1	23	0
8:45 - 9:00	0	10	0	0	15	0

North / South
Shopping Plaza

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Shopping Plaza		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

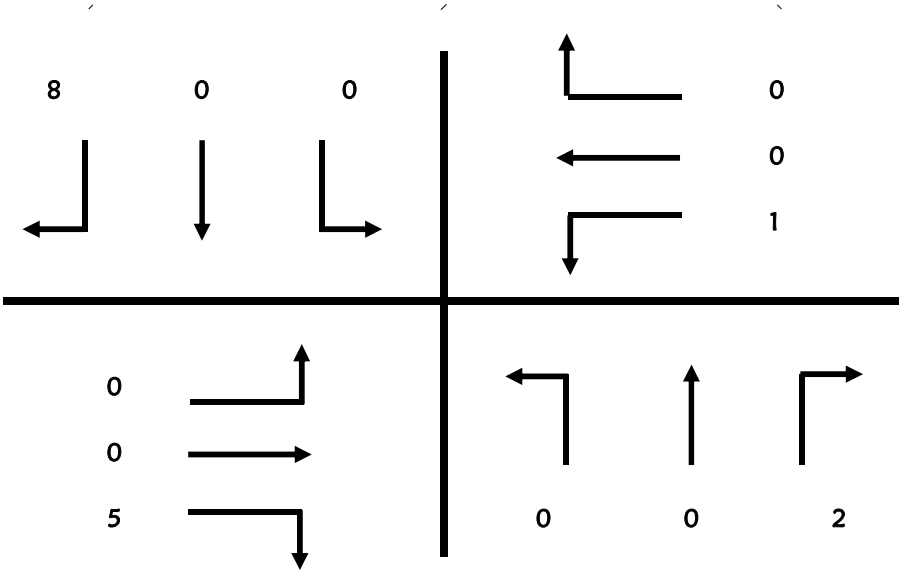
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	1	0	0	1
7:15 - 7:30	0	0	0	0	0	1
7:30 - 7:45	0	0	0	0	0	1
7:45 - 8:00	0	0	0	0	0	4
8:00 - 8:15	0	0	1	0	0	2
8:15 - 8:30	0	0	1	0	0	1
8:30 - 8:45	0	0	0	0	0	1
8:45 - 9:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	2	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	2	0	0	0
8:15 - 8:30	0	0	1	1	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	1	0	0	1

North / South
Shopping Plaza

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Shopping Plaza	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	15	0	3	15	0	4
11:15 - 11:30	18	3	2	17	1	5
11:30 - 11:45	15	5	4	11	0	5
11:45 - 12:00	18	0	6	20	0	4
12:00 - 12:15	23	4	2	20	1	8
12:15 - 12:30	23	3	4	15	1	12
12:30 - 12:45	18	4	3	16	2	5
12:45 - 13:00	23	1	1	18	2	7
	153	20	25	132	7	50

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	3	133	11	8	103	1
11:15 - 11:30	10	118	11	18	113	1
11:30 - 11:45	6	106	9	7	104	2
11:45 - 12:00	8	143	11	10	113	0
12:00 - 12:15	9	120	13	6	120	0
12:15 - 12:30	5	109	7	12	117	0
12:30 - 12:45	4	135	12	10	105	0
12:45 - 13:00	6	109	9	10	121	2
	51	973	83	81	896	6

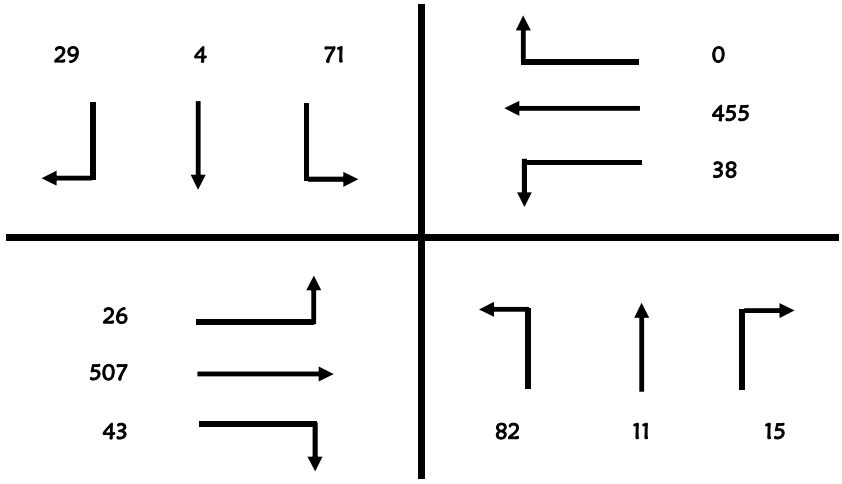
North / South
Shopping Plaza

East / West
SR 524

Peak Hour
11:45 - 12:45

Peak Hour Factor
0.96

Total Pk Hr Voume
1,281



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Shopping Plaza		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**Trucks**	

VHB Project #: 62954.32

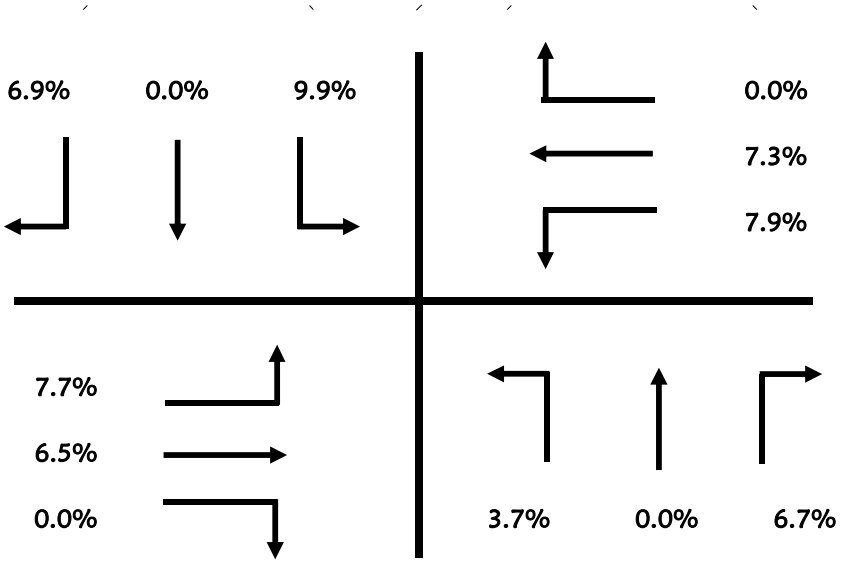
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	0
11:15 - 11:30	0	0	0	1	0	2
11:30 - 11:45	0	0	0	0	0	1
11:45 - 12:00	0	0	0	2	0	0
12:00 - 12:15	2	0	0	3	0	0
12:15 - 12:30	0	0	0	0	0	1
12:30 - 12:45	1	0	1	2	0	1
12:45 - 13:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	10	0	0	20	0
11:15 - 11:30	2	11	0	3	5	0
11:30 - 11:45	1	13	1	1	5	0
11:45 - 12:00	1	9	0	0	9	0
12:00 - 12:15	0	11	0	1	6	0
12:15 - 12:30	1	9	0	2	6	0
12:30 - 12:45	0	4	0	0	12	0
12:45 - 13:00	0	10	1	0	12	0

North / South
Shopping Plaza

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Shopping Plaza		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

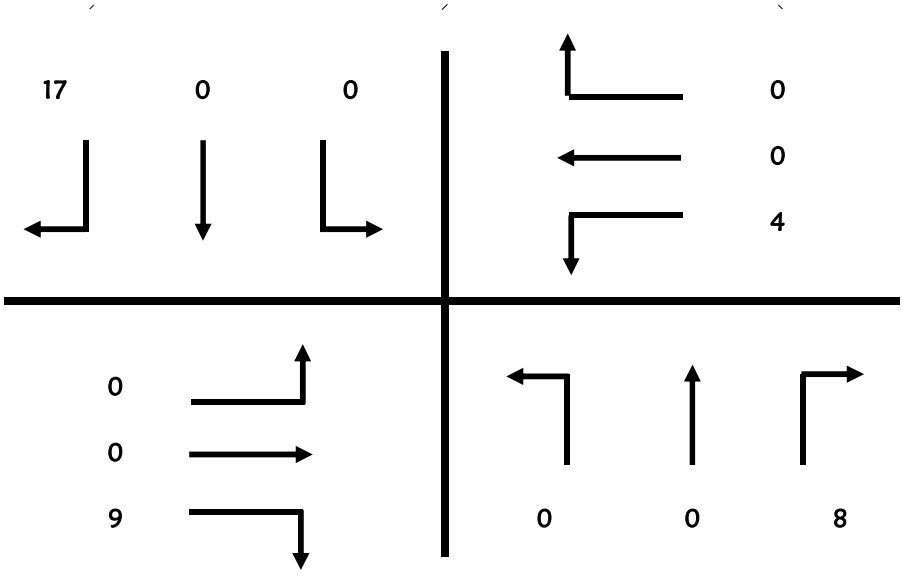
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	1	0	0	3
11:15 - 11:30	0	0	1	0	0	1
11:30 - 11:45	0	0	4	0	0	3
11:45 - 12:00	0	0	5	0	0	2
12:00 - 12:15	0	0	1	0	0	7
12:15 - 12:30	0	0	1	0	0	6
12:30 - 12:45	0	0	1	0	0	2
12:45 - 13:00	0	0	0	0	0	4

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	1	0	0	0
11:15 - 11:30	0	0	1	2	0	0
11:30 - 11:45	0	0	1	0	0	0
11:45 - 12:00	0	0	1	2	0	0
12:00 - 12:15	0	0	4	0	0	0
12:15 - 12:30	0	0	2	0	0	0
12:30 - 12:45	0	0	2	2	0	0
12:45 - 13:00	0	0	0	0	0	0

North / South
Shopping Plaza

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Shopping Plaza	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	22	1	2	9	1	10
16:15 - 16:30	32	3	3	13	0	12
16:30 - 16:45	24	2	1	10	0	10
16:45 - 17:00	29	0	2	8	0	10
17:00 - 17:15	21	1	3	16	0	4
17:15 - 17:30	31	1	2	14	0	5
17:30 - 17:45	36	2	0	9	0	9
17:45 - 18:00	31	4	4	18	0	7
	226	14	17	97	1	67

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	6	145	13	6	190	0
16:15 - 16:30	3	118	10	9	165	3
16:30 - 16:45	6	145	7	8	161	1
16:45 - 17:00	6	119	15	5	163	1
17:00 - 17:15	5	167	20	6	187	1
17:15 - 17:30	3	140	10	4	160	0
17:30 - 17:45	3	139	12	7	156	2
17:45 - 18:00	7	129	11	4	146	0
	39	1,102	98	49	1,328	8

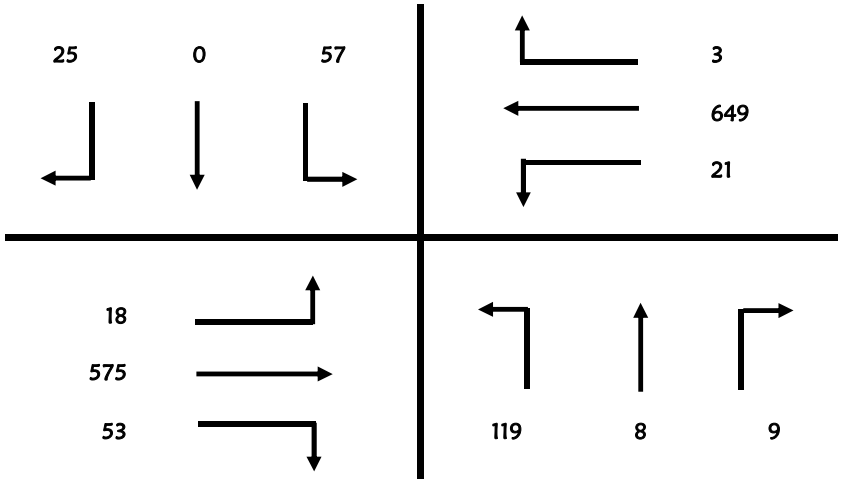
North / South
Shopping Plaza

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.89

Total Pk Hr Voume
1,537



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Shopping Plaza		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**Trucks**	

VHB Project #: 62954.32

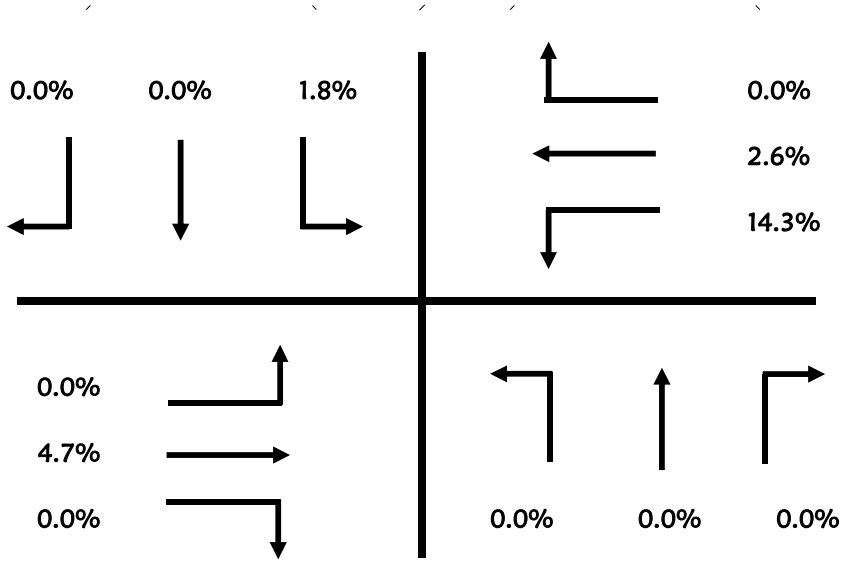
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	1	0	0	0	3
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	1
16:45 - 17:00	0	0	1	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	1	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	9	0	1	8	0
16:15 - 16:30	0	3	0	1	5	0
16:30 - 16:45	0	16	1	1	4	0
16:45 - 17:00	0	9	0	0	3	0
17:00 - 17:15	0	6	0	1	3	0
17:15 - 17:30	0	8	0	1	2	0
17:30 - 17:45	0	7	0	0	5	0
17:45 - 18:00	0	6	0	1	7	0

North / South
Shopping Plaza

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Shopping Plaza		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

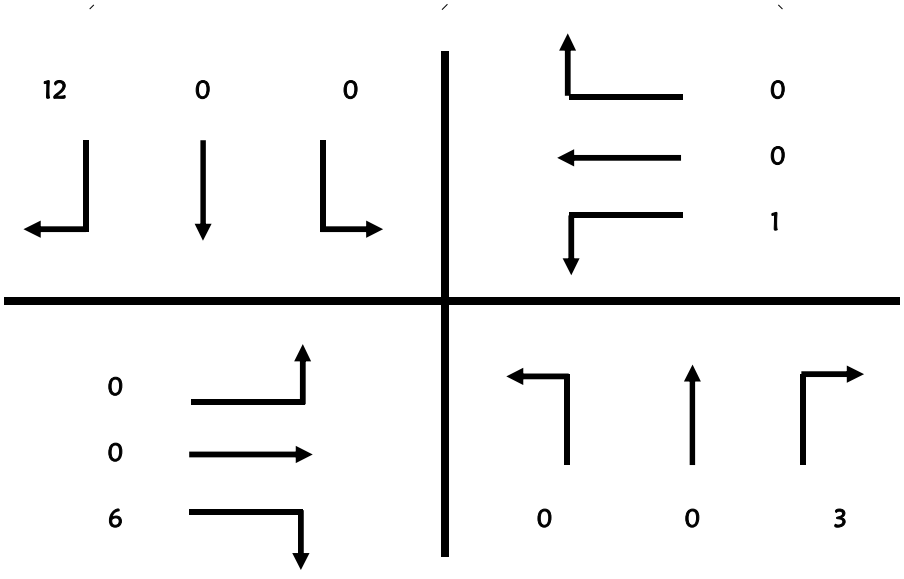
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	2	0	0	5
16:15 - 16:30	0	0	1	0	0	1
16:30 - 16:45	0	0	1	0	0	8
16:45 - 17:00	0	0	1	0	0	3
17:00 - 17:15	0	0	1	0	0	3
17:15 - 17:30	0	0	1	0	0	1
17:30 - 17:45	0	0	0	0	0	5
17:45 - 18:00	0	0	1	0	0	3

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	3	0	0	0
16:15 - 16:30	0	0	1	3	0	0
16:30 - 16:45	0	0	1	2	0	1
16:45 - 17:00	0	0	5	0	0	0
17:00 - 17:15	0	0	2	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	1	0	0
17:45 - 18:00	0	0	4	0	0	0

North / South
Shopping Plaza

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Industry Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	2	12	7	62	19	49
7:15 - 7:30	5	8	8	74	13	58
7:30 - 7:45	1	13	12	109	10	56
7:45 - 8:00	2	14	17	138	16	84
8:00 - 8:15	5	14	6	82	12	85
8:15 - 8:30	0	4	13	95	14	74
8:30 - 8:45	6	15	8	77	23	77
8:45 - 9:00	7	12	8	82	18	72
	28	92	79	719	125	555

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	97	36	4	8	23	54
7:15 - 7:30	96	51	6	13	20	59
7:30 - 7:45	109	70	2	14	30	57
7:45 - 8:00	123	95	3	11	31	76
8:00 - 8:15	81	73	4	15	43	48
8:15 - 8:30	114	77	1	11	32	50
8:30 - 8:45	83	74	5	12	28	58
8:45 - 9:00	74	55	3	15	38	53
	777	531	28	99	245	455

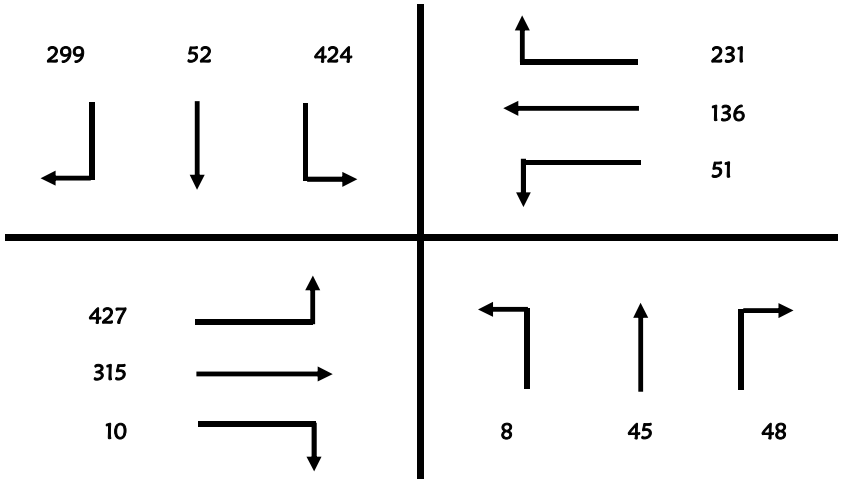
North / South
Industry Road

East / West
SR 524

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.84

Total Pk Hr Voume
2,046



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Industry Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**Trucks**	

VHB Project #: 62954.32

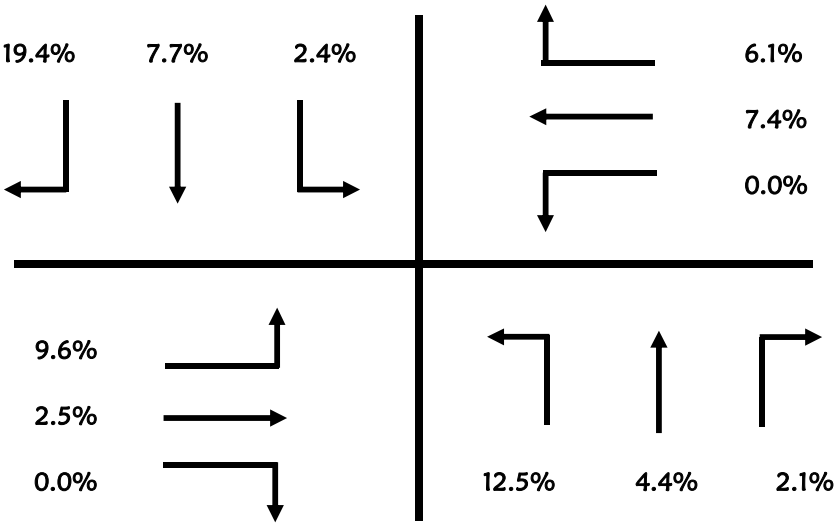
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	1	3	2	10
7:15 - 7:30	0	1	0	4	0	6
7:30 - 7:45	0	1	0	2	0	6
7:45 - 8:00	0	0	0	4	1	15
8:00 - 8:15	1	1	0	1	2	17
8:15 - 8:30	0	0	1	3	1	20
8:30 - 8:45	1	1	0	2	0	22
8:45 - 9:00	0	1	1	2	1	16

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	4	1	1	0	2	3
7:15 - 7:30	10	1	0	1	0	3
7:30 - 7:45	7	2	0	0	1	7
7:45 - 8:00	12	2	0	0	3	3
8:00 - 8:15	5	2	0	0	5	3
8:15 - 8:30	17	2	0	0	1	1
8:30 - 8:45	19	1	0	0	0	1
8:45 - 9:00	11	4	0	1	2	1

North / South
Industry Road

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Industry Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

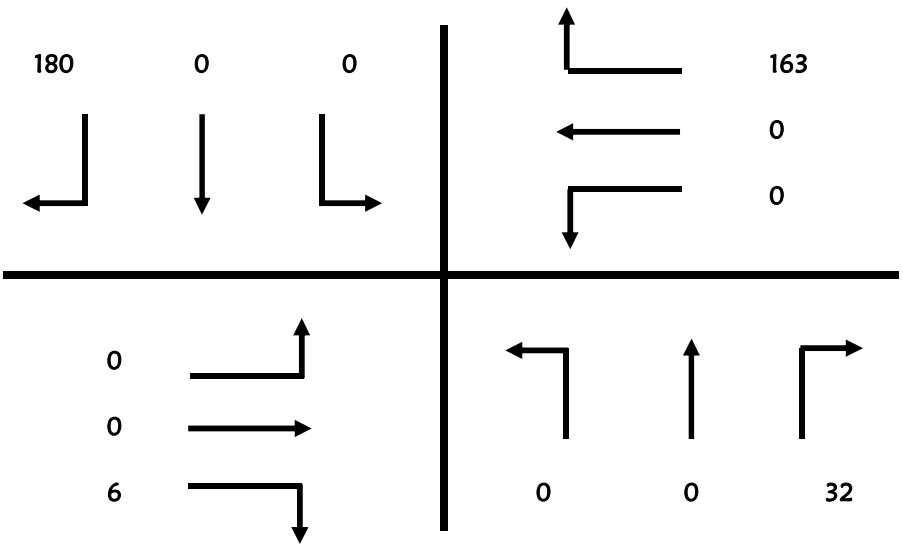
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	6	0	0	33
7:15 - 7:30	0	0	4	0	0	44
7:30 - 7:45	0	0	8	0	0	25
7:45 - 8:00	0	0	10	0	0	47
8:00 - 8:15	0	0	4	0	0	52
8:15 - 8:30	0	0	10	0	0	56
8:30 - 8:45	0	0	7	0	0	63
8:45 - 9:00	0	0	7	0	0	44

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	1	0	0	29
7:15 - 7:30	0	0	2	0	0	30
7:30 - 7:45	0	0	1	0	0	43
7:45 - 8:00	0	0	1	0	0	61
8:00 - 8:15	0	0	3	0	0	27
8:15 - 8:30	0	0	1	0	0	32
8:30 - 8:45	0	0	2	0	0	46
8:45 - 9:00	0	0	1	1	0	33

North / South
Industry Road

East / West
SR 524

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Industry Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	4	15	16	56	21	60
11:15 - 11:30	1	21	22	59	26	73
11:30 - 11:45	4	21	20	67	26	67
11:45 - 12:00	13	17	15	77	24	81
12:00 - 12:15	8	18	19	111	27	66
12:15 - 12:30	7	34	36	64	23	68
12:30 - 12:45	10	28	26	88	22	64
12:45 - 13:00	6	14	18	60	18	77
	53	168	172	582	187	556

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	57	64	1	35	56	71
11:15 - 11:30	70	90	6	34	61	72
11:30 - 11:45	65	83	2	26	48	78
11:45 - 12:00	75	71	6	38	44	72
12:00 - 12:15	65	70	11	49	72	89
12:15 - 12:30	72	66	1	49	70	104
12:30 - 12:45	65	72	8	43	57	100
12:45 - 13:00	90	73	2	33	59	82
	559	589	37	307	467	668

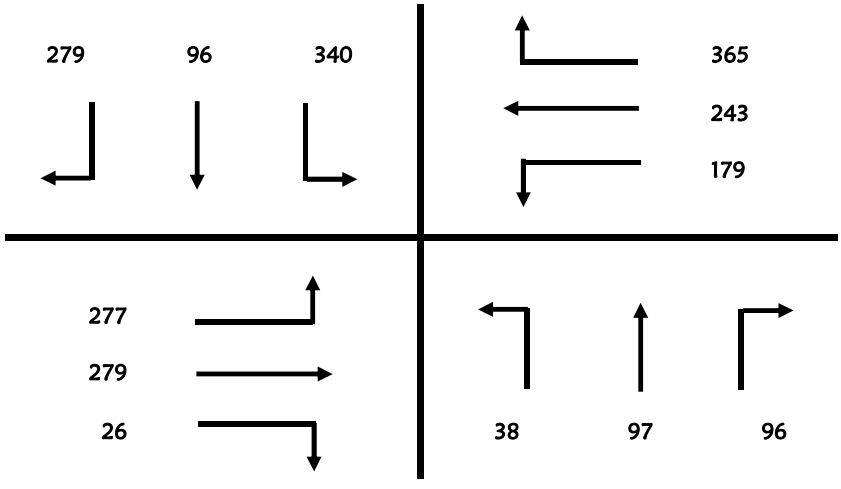
North / South
Industry Road

East / West
SR 524

Peak Hour
11:45 - 12:45

Peak Hour Factor
0.96

Total Pk Hr Voume
2,315



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Industry Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**Trucks**	

VHB Project #: 62954.32

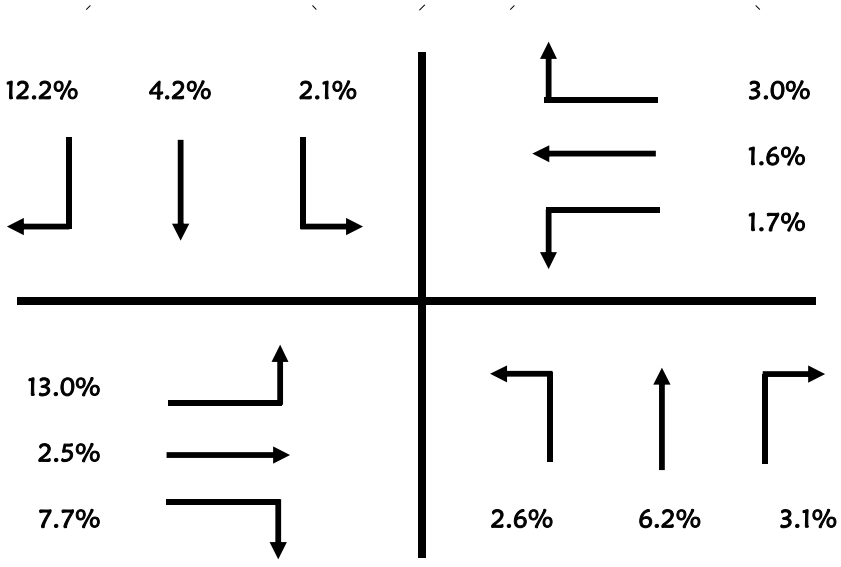
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	1	0	0	0	14
11:15 - 11:30	0	0	3	2	2	8
11:30 - 11:45	0	1	0	1	2	6
11:45 - 12:00	0	0	1	1	2	10
12:00 - 12:15	1	1	1	2	0	5
12:15 - 12:30	0	5	0	3	2	7
12:30 - 12:45	0	0	1	1	0	12
12:45 - 13:00	0	0	1	3	1	11

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	6	2	0	1	2	3
11:15 - 11:30	9	4	0	2	3	1
11:30 - 11:45	9	6	0	0	2	2
11:45 - 12:00	11	2	1	1	1	3
12:00 - 12:15	10	1	1	2	1	3
12:15 - 12:30	12	3	0	0	1	4
12:30 - 12:45	3	1	0	0	1	1
12:45 - 13:00	10	2	0	0	2	1

North / South
Industry Road

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Industry Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

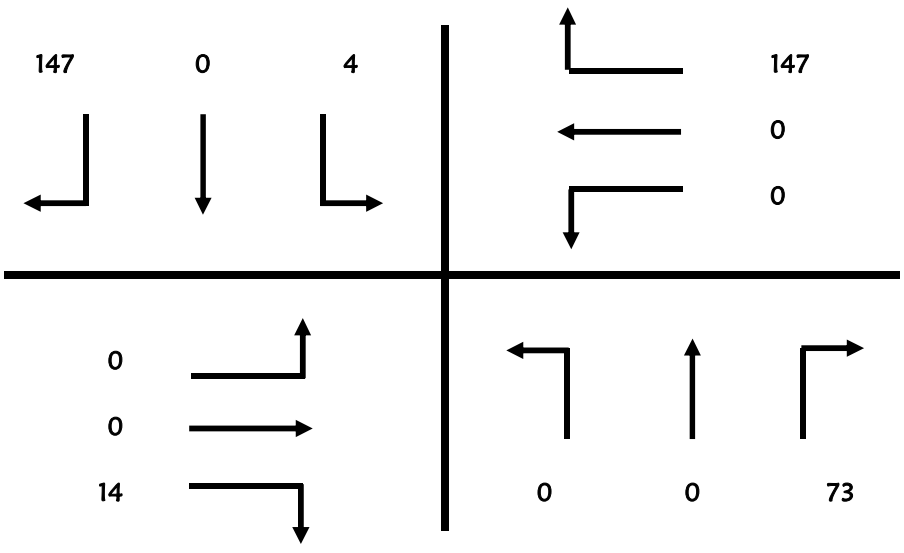
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	10	0	0	25
11:15 - 11:30	0	0	17	0	0	39
11:30 - 11:45	0	0	19	0	0	33
11:45 - 12:00	0	0	12	0	0	44
12:00 - 12:15	0	0	15	0	0	29
12:15 - 12:30	0	0	26	2	0	40
12:30 - 12:45	0	0	20	2	0	34
12:45 - 13:00	0	0	15	0	0	41

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	0	0	0	49
11:15 - 11:30	0	0	4	0	0	30
11:30 - 11:45	0	0	1	0	0	28
11:45 - 12:00	0	0	4	0	0	31
12:00 - 12:15	0	0	6	0	0	41
12:15 - 12:30	0	0	0	0	0	43
12:30 - 12:45	0	0	4	0	0	32
12:45 - 13:00	0	0	1	0	0	24

North / South
Industry Road

East / West
SR 524

Peak Hour
11:45 - 12:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Industry Road	&	SR 524
Date	Wednesday, January 23, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62954.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	5	29	15	97	37	77
16:15 - 16:30	7	17	23	109	26	96
16:30 - 16:45	11	18	18	104	34	87
16:45 - 17:00	12	25	30	92	32	105
17:00 - 17:15	8	28	25	118	28	93
17:15 - 17:30	7	24	29	90	31	95
17:30 - 17:45	9	26	25	81	33	92
17:45 - 18:00	6	17	29	86	19	89
	65	184	194	777	240	734

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	76	88	2	38	105	112
16:15 - 16:30	77	59	2	33	90	90
16:30 - 16:45	76	72	6	38	83	100
16:45 - 17:00	81	59	3	35	83	120
17:00 - 17:15	81	71	5	49	73	127
17:15 - 17:30	90	71	3	40	77	114
17:30 - 17:45	97	78	7	23	77	104
17:45 - 18:00	86	65	5	29	75	104
	664	563	33	285	663	871

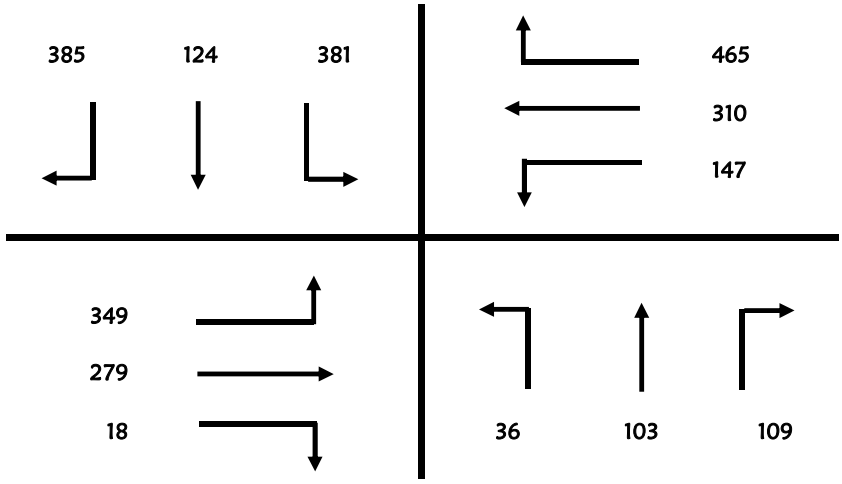
North / South
Industry Road

East / West
SR 524

Peak Hour
16:45 - 17:45

Peak Hour Factor
0.96

Total Pk Hr Voume
2,706



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Industry Road	&	SR 524
Date	Wednesday, January 23, 2019		
Time Period	16:00 to 18:00		**Trucks**

VHB Project #: 62954.32

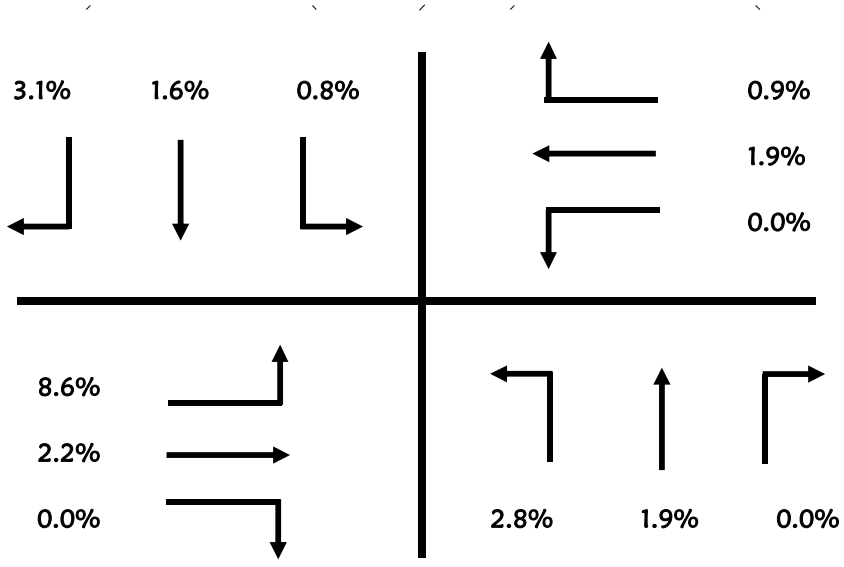
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	1	0	2	1	7
16:15 - 16:30	0	0	0	4	0	3
16:30 - 16:45	1	0	0	3	1	1
16:45 - 17:00	1	1	0	1	1	3
17:00 - 17:15	0	1	0	2	0	1
17:15 - 17:30	0	0	0	0	1	4
17:30 - 17:45	0	0	0	0	0	4
17:45 - 18:00	0	2	0	0	0	6

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	8	3	0	1	3	1
16:15 - 16:30	4	1	0	1	1	1
16:30 - 16:45	12	2	0	0	3	3
16:45 - 17:00	11	3	0	0	3	4
17:00 - 17:15	4	1	0	0	2	0
17:15 - 17:30	7	1	0	0	1	0
17:30 - 17:45	8	1	0	0	0	0
17:45 - 18:00	6	0	1	0	0	1

North / South
Industry Road

East / West
SR 524

Peak Hour
16:45 - 17:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Industry Road		&	SR 524	
Date	Wednesday, January 23, 2019				
Time Period	16:00	to	18:00	**U-Turn & RTOR**	

VHB Project #: 62954.32

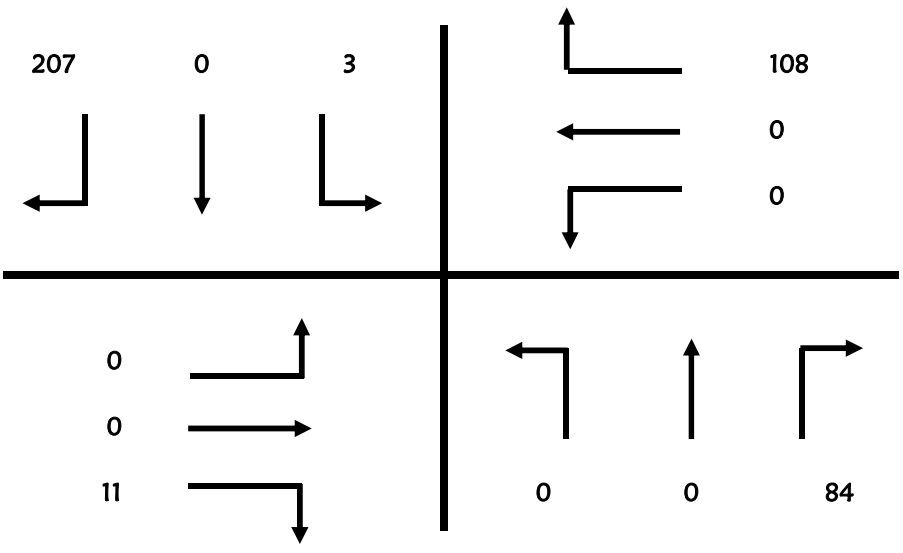
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	13	0	0	34
16:15 - 16:30	0	0	18	0	0	57
16:30 - 16:45	0	0	18	0	0	50
16:45 - 17:00	0	0	25	2	0	57
17:00 - 17:15	0	0	14	1	0	49
17:15 - 17:30	0	0	22	0	0	52
17:30 - 17:45	0	0	23	0	0	49
17:45 - 18:00	0	0	27	0	0	38

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	52
16:15 - 16:30	0	0	0	0	0	26
16:30 - 16:45	0	0	4	0	0	42
16:45 - 17:00	0	0	2	0	0	38
17:00 - 17:15	0	0	3	0	0	44
17:15 - 17:30	0	0	2	0	0	13
17:30 - 17:45	0	0	4	0	0	13
17:45 - 18:00	0	0	3	0	0	15

North / South
Industry Road

East / West
SR 524

Peak Hour
16:45 - 17:45



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	SR 524	&	Walmart
Date	Wednesday, January 30, 2019 7:0		**All Vehicles**
Time Period	7:00 to 9:00		

VHB Project #: 62594.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	2	0	0	0	0	0
7:15 - 7:30	3	0	1	0	0	0
7:30 - 7:45	2	0	0	0	0	0
7:45 - 8:00	1	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	2	0	0	0	0	0
8:30 - 8:45	3	0	0	0	0	0
8:45 - 9:00	3	0	0	0	0	0
	16	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	85	4	0	52	0
7:15 - 7:30	0	105	6	0	70	0
7:30 - 7:45	0	139	5	0	93	0
7:45 - 8:00	0	132	5	1	81	0
8:00 - 8:15	0	106	3	0	73	0
8:15 - 8:30	0	92	2	1	98	0
8:30 - 8:45	0	93	2	1	91	0
8:45 - 9:00	0	99	6	0	65	0
	0	851	33	3	623	0

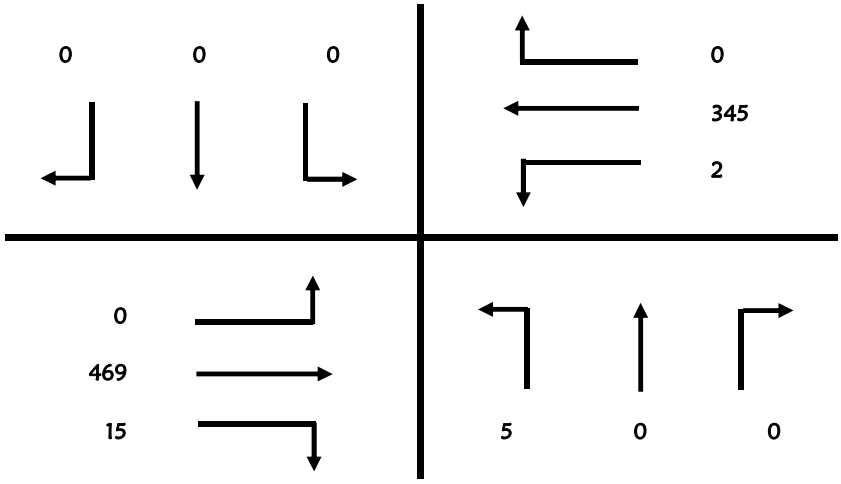
North / South
SR 524

East / West
Walmart

Peak Hour
7:30 - 8:30

Peak Hour Factor
0.87

Total Pk Hr Voume
836



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	SR 524	&	Walmart
Date	Wednesday, January 30, 2019		
Time Period	7:00 to 9:00		**Trucks**

VHB Project #: 62594.32

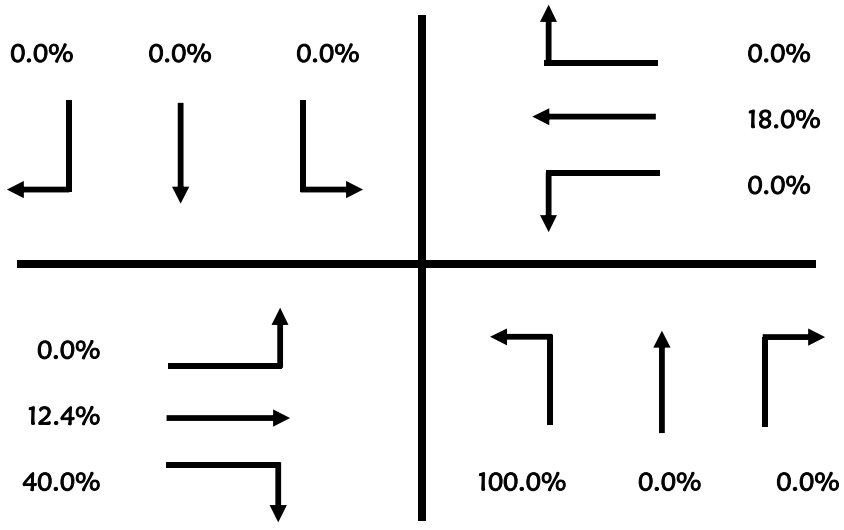
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	2	0	0	0	0	0
7:15 - 7:30	3	0	0	0	0	0
7:30 - 7:45	2	0	0	0	0	0
7:45 - 8:00	1	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	2	0	0	0	0	0
8:30 - 8:45	2	0	0	0	0	0
8:45 - 9:00	3	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	5	2	0	6	0
7:15 - 7:30	0	3	2	0	9	0
7:30 - 7:45	0	6	2	0	22	0
7:45 - 8:00	0	13	2	0	8	0
8:00 - 8:15	0	24	1	0	12	0
8:15 - 8:30	0	15	1	0	20	0
8:30 - 8:45	0	9	1	0	29	0
8:45 - 9:00	0	15	3	0	19	0

North / South
SR 524

East / West
Walmart

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	SR 524		&	Walmart	
Date	Wednesday, January 30, 2019 7				
Time Period	7:00	to	9:00	**U-Turn & RTOR**	

VHB Project #: 62594.32

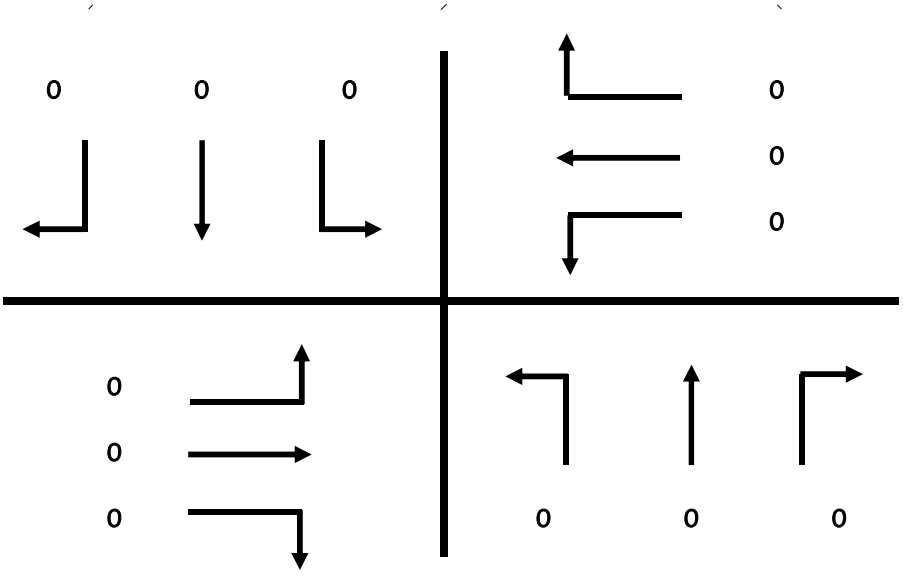
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	1	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

North / South
SR 524

East / West
Walmart

Peak Hour
7:30 - 8:30



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Walmart	&	SR 524
Date	Wednesday, January 30, 2019		**All Vehicles**
Time Period	11:00 to 13:00		

VHB Project #: 62594.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	7	0	4	0	0	0
11:15 - 11:30	2	0	3	0	0	0
11:30 - 11:45	5	0	2	0	0	0
11:45 - 12:00	8	0	4	0	0	0
12:00 - 12:15	1	0	0	0	0	0
12:15 - 12:30	5	0	0	0	0	0
12:30 - 12:45	6	0	3	0	0	0
12:45 - 13:00	4	0	1	0	0	0
	38	0	17	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	75	4	1	80	0
11:15 - 11:30	0	82	4	1	82	0
11:30 - 11:45	0	79	1	1	84	0
11:45 - 12:00	0	74	3	1	79	0
12:00 - 12:15	0	84	3	2	76	0
12:15 - 12:30	0	75	5	2	92	0
12:30 - 12:45	0	103	4	2	79	0
12:45 - 13:00	0	92	2	2	71	0
	1	664	26	12	643	0

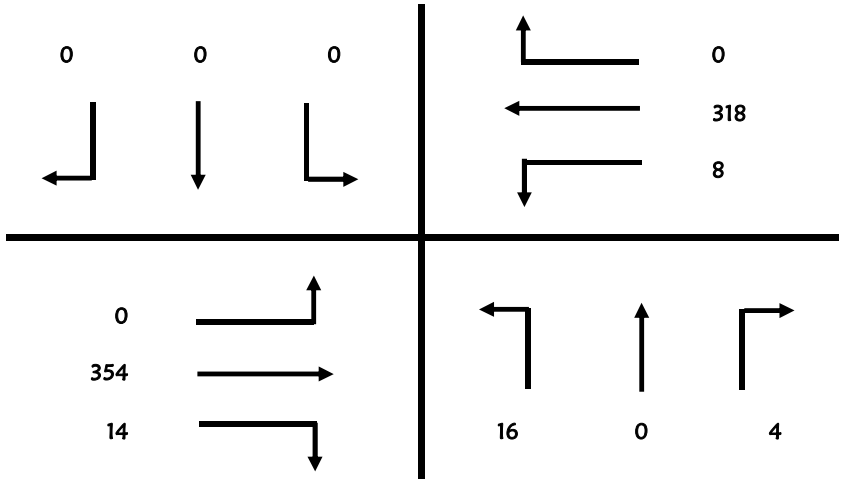
North / South
Walmart

East / West
SR 524

Peak Hour
12:00 - 13:00

Peak Hour Factor
0.91

Total Pk Hr Voume
714



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	cocoa
Intersection	Walmart	&	SR 524
Date	Wednesday, January 30, 2019		
Time Period	11:00 to 13:00		**Trucks**

VHB Project #: 62594.32

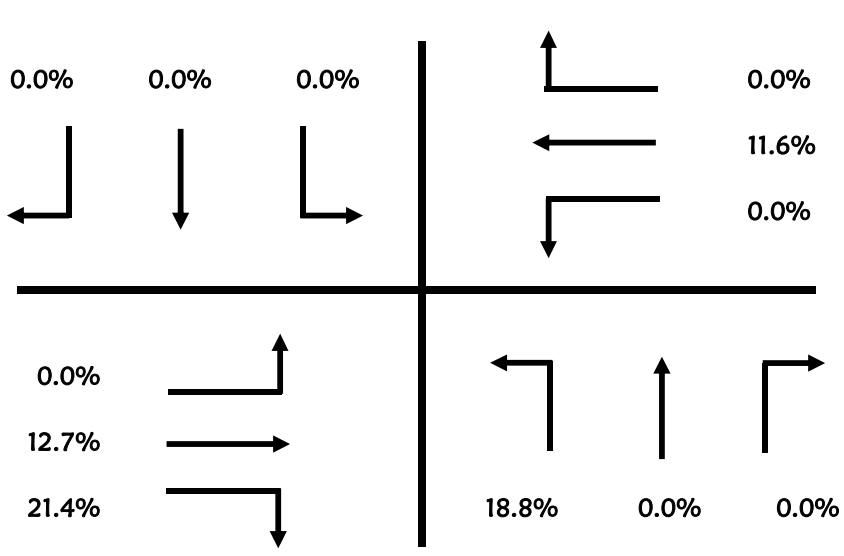
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	2	0	0	0	0	0
11:15 - 11:30	0	0	1	0	0	0
11:30 - 11:45	1	0	0	0	0	0
11:45 - 12:00	3	0	1	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	1	0	0	0	0	0
12:30 - 12:45	1	0	0	0	0	0
12:45 - 13:00	1	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	11	2	0	9	0
11:15 - 11:30	0	7	1	0	8	0
11:30 - 11:45	0	10	0	0	10	0
11:45 - 12:00	0	7	3	0	9	0
12:00 - 12:15	0	12	1	0	9	0
12:15 - 12:30	0	9	2	0	14	0
12:30 - 12:45	0	10	0	0	7	0
12:45 - 13:00	0	14	0	0	7	0

North / South
Walmart

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	cocoa	
Intersection	Walmart		&	SR 524	
Date	Wednesday, January 30, 2019				
Time Period	11:00	to	13:00	**U-Turn & RTOR**	

VHB Project #: 62594.32

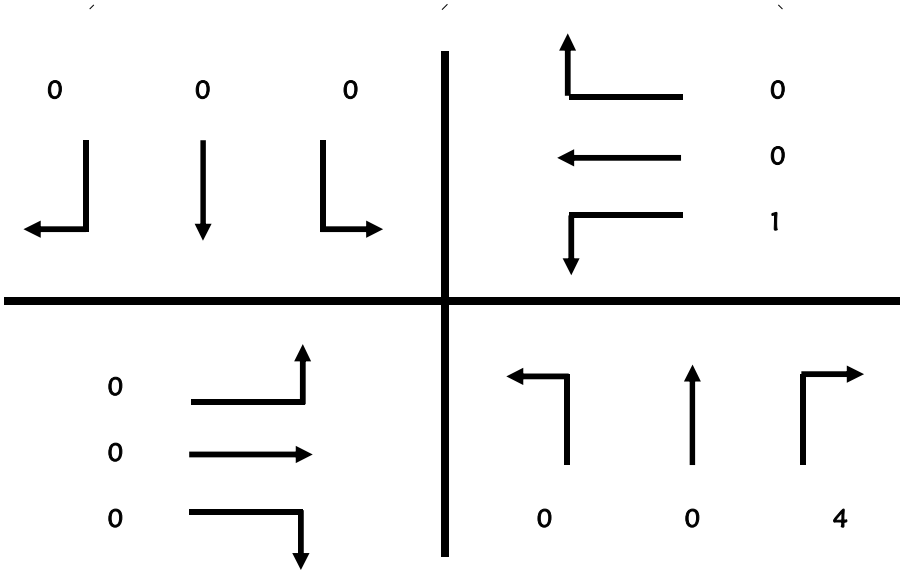
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	0	0	3	0	0	0
11:15 - 11:30	0	0	3	0	0	0
11:30 - 11:45	0	0	2	0	0	0
11:45 - 12:00	0	0	4	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	3	0	0	0
12:45 - 13:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
11:00 - 11:15	1	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	0	0	1	0	0
11:45 - 12:00	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	1	0	0
12:45 - 13:00	0	0	0	0	0	0

North / South
Walmart

East / West
SR 524

Peak Hour
12:00 - 13:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Walmart	&	SR 524
Date	Wednesday, January 30, 2019		**All Vehicles**
Time Period	16:00 to 18:00		

VHB Project #: 62594.32

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	7	0	3	0	0	0
16:15 - 16:30	2	0	1	0	0	0
16:30 - 16:45	3	0	3	0	0	0
16:45 - 17:00	8	0	1	0	0	0
17:00 - 17:15	3	0	1	0	0	0
17:15 - 17:30	7	0	1	0	0	0
17:30 - 17:45	4	0	2	0	0	0
17:45 - 18:00	6	0	0	0	0	0
	40	0	12	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	97	1	0	168	0
16:15 - 16:30	0	95	3	0	150	0
16:30 - 16:45	0	123	3	1	100	0
16:45 - 17:00	0	88	2	1	102	0
17:00 - 17:15	0	130	3	0	124	0
17:15 - 17:30	0	117	5	1	132	0
17:30 - 17:45	0	91	5	1	135	0
17:45 - 18:00	0	104	1	0	115	0
	0	845	23	4	1,026	0

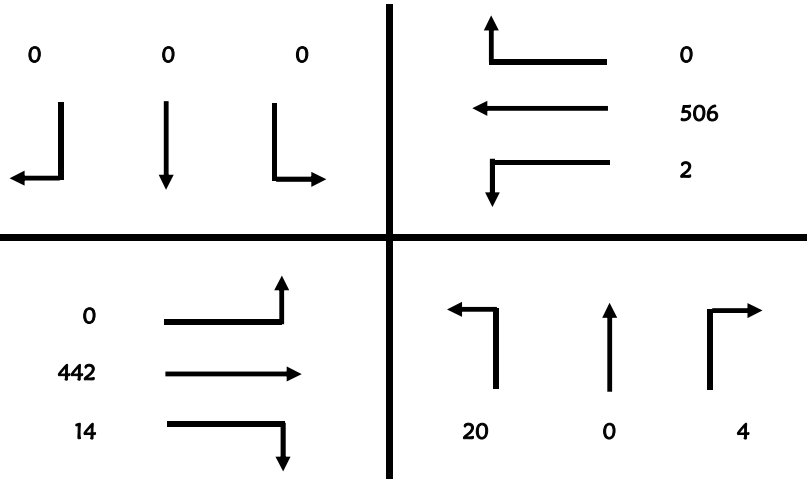
North / South
Walmart

East / West
SR 524

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.94

Total Pk Hr Voume
988



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard		**City**	Cocoa	
Intersection	Walmart		&	SR 524	
Date	Wednesday, January 30, 2019				
Time Period	16:00	to	18:00	**Trucks**	

VHB Project #: 62594.32

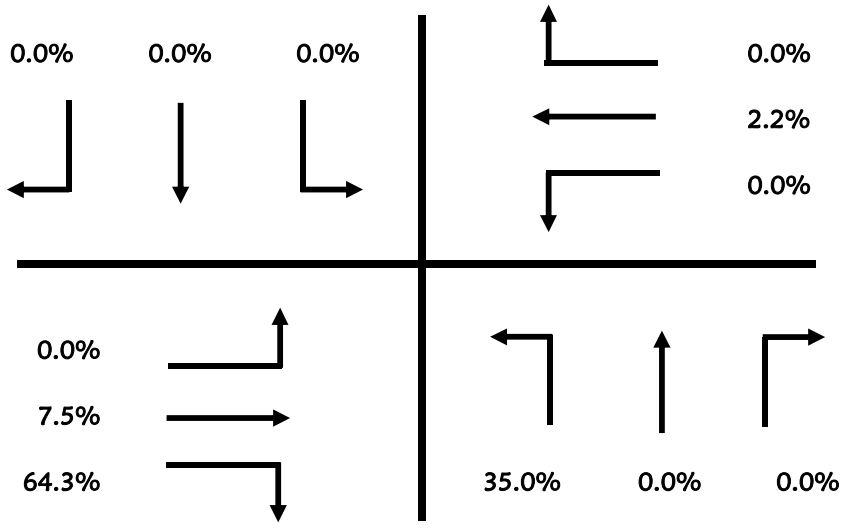
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	0	0	0	0
16:15 - 16:30	2	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	6	0	0	0	0	0
17:00 - 17:15	2	0	0	0	0	0
17:15 - 17:30	2	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0
17:45 - 18:00	2	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	11	1	0	8	0
16:15 - 16:30	0	8	3	0	5	0
16:30 - 16:45	0	16	2	0	6	0
16:45 - 17:00	0	7	1	0	7	0
17:00 - 17:15	0	11	3	0	8	0
17:15 - 17:30	0	11	2	0	2	0
17:30 - 17:45	0	4	4	0	0	0
17:45 - 18:00	0	7	0	0	1	0

North / South
Walmart

East / West
SR 524

Peak Hour
17:00 - 18:00



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County	Brevard	**City**	Cocoa
Intersection	Walmart	&	SR 524
Date	Wednesday, January 30, 2019		
Time Period	16:00 to 18:00		**U-Turn & RTOR**

VHB Project #: 62594.32

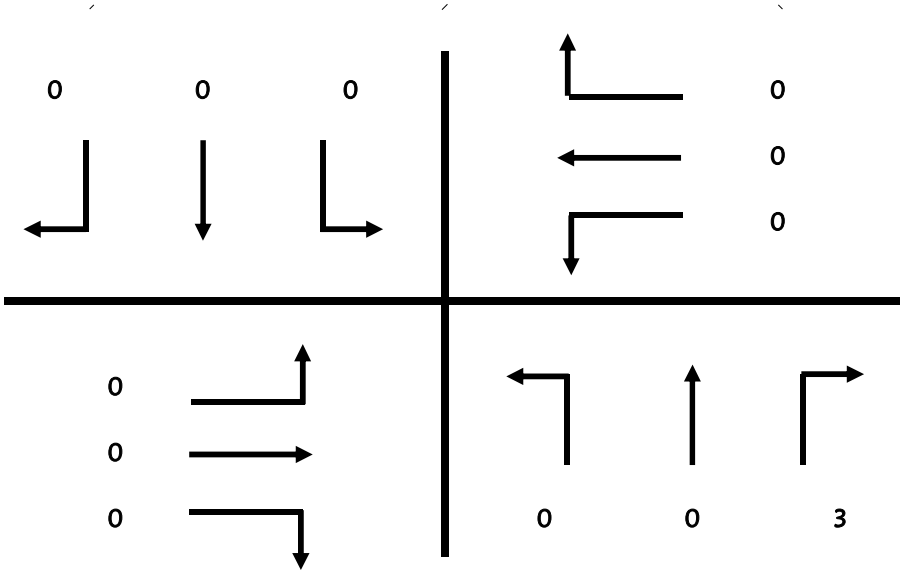
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	2	0	0	0
16:15 - 16:30	0	0	1	0	0	0
16:30 - 16:45	0	0	2	0	0	0
16:45 - 17:00	0	0	1	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	1	0	0	0
17:30 - 17:45	0	0	2	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	1	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

North / South
Walmart

East / West
SR 524

Peak Hour
17:00 - 18:00



Appendix D

FDOT Counts and Seasonal & Axle Factors

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 0366 - ON I-95, 0.588 MI. S OF SR-524 (ITS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	45000 F	N 23000	S 22000	9.00	53.10	18.80
2016	42000 C	N 21500	S 20500	9.00	53.20	19.40
2015	40000 S	N 15500	S 24500	9.00	51.50	13.90
2014	37500 F	N 14500	S 23000	9.00	51.20	12.00
2013	36000 C	N 14000	S 22000	9.00	51.30	13.30
2012	37500 C	N 20000	S 17500	9.00	52.80	19.20
2011	57500 C	N 31000	S 26500	9.00	53.70	18.00
2010	39500 C	N 21500	S 18000	11.32	53.54	18.70
2009	61400 E	N 31400	S 30000	11.81	53.26	13.60
2008	63000 S	N 32000	S 31000	11.50	55.11	17.40
2007	65000 F	N 33000	S 32000	10.60	57.53	19.90
2006	65000 C	N 33000	S 32000	10.30	56.47	18.20
2005	84000 C	N 43500	S 40500	10.50	53.60	22.60
2004	68500 C	N 35000	S 33500	10.70	57.10	17.20
2003	64500 C	N 32500	S 32000	11.40	53.70	15.90
2002	54500 C	N 28000	S 26500	11.30	54.10	18.00

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

COUNTY: 70
STATION: 0368
DESCRIPTION: ON I-95, 0.917 MI. N OF SR-524 (RVL)
START DATE: 10/25/2017
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	103	80	94	86	363	82	72	79	54	287	650
0100	66	81	88	67	302	46	44	62	62	214	516
0200	63	58	58	74	253	45	50	57	61	213	466
0300	73	61	72	61	267	66	68	67	59	260	527
0400	66	76	78	131	351	76	95	141	115	427	778
0500	134	174	194	249	751	163	228	259	279	929	1680
0600	318	446	523	502	1789	355	386	449	462	1652	3441
0700	583	649	691	718	2641	509	588	644	580	2321	4962
0800	625	595	545	516	2281	532	488	516	419	1955	4236
0900	477	404	450	454	1785	484	471	438	427	1820	3605
1000	454	505	473	501	1933	408	437	429	437	1711	3644
1100	472	448	455	443	1818	450	451	422	446	1769	3587
1200	457	467	468	436	1828	475	433	513	471	1892	3720
1300	463	444	436	492	1835	465	495	503	528	1991	3826
1400	444	529	492	495	1960	540	541	532	561	2174	4134
1500	475	527	543	641	2186	602	604	705	631	2542	4728
1600	637	666	614	682	2599	721	681	732	744	2878	5477
1700	649	636	611	550	2446	852	805	700	668	3025	5471
1800	512	510	447	371	1840	571	514	464	372	1921	3761
1900	350	305	277	262	1194	393	346	297	291	1327	2521
2000	289	237	230	255	1011	288	248	263	222	1021	2032
2100	249	225	215	170	859	224	248	169	193	834	1693
2200	184	155	157	145	641	186	146	151	120	603	1244
2300	131	110	109	107	457	109	117	100	92	418	875
24-HOUR TOTALS:					33390					34184	67574

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	2683	715	2344	715	5027
P.M.	1615	2611	1630	3133	1630	5714
DAILY	715	2683	1630	3133	1630	5714

GENERATED BY SPS 5.0.53P

COUNTY: 70
STATION: 0368
DESCRIPTION: ON I-95, 0.917 MI. N OF SR-524 (RVL)
START DATE: 10/26/2017
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	86	105	98	95	384	73	72	75	58	278	662
0100	70	75	81	71	297	52	50	51	47	200	497
0200	65	79	69	56	269	58	45	41	52	196	465
0300	70	63	65	62	260	64	56	55	86	261	521
0400	63	60	87	108	318	88	103	128	128	447	765
0500	146	147	171	274	738	193	218	279	292	982	1720
0600	343	427	542	534	1846	335	410	469	510	1724	3570
0700	568	712	728	661	2669	534	593	620	625	2372	5041
0800	571	613	562	494	2240	595	504	532	494	2125	4365
0900	488	480	492	471	1931	507	497	490	460	1954	3885
1000	467	515	472	522	1976	429	453	437	479	1798	3774
1100	450	490	472	484	1896	465	455	498	484	1902	3798
1200	369	512	512	485	1878	485	564	489	522	2060	3938
1300	376	479	475	506	1836	487	560	554	514	2115	3951
1400	480	543	562	512	2097	567	578	650	594	2389	4486
1500	538	580	605	662	2385	665	584	657	661	2567	4952
1600	649	662	675	778	2764	704	722	785	803	3014	5778
1700	688	695	641	538	2562	869	816	810	718	3213	5775
1800	538	472	467	471	1948	618	557	501	427	2103	4051
1900	382	370	317	320	1389	376	414	370	362	1522	2911
2000	316	283	244	274	1117	330	321	301	281	1233	2350
2100	236	236	199	199	870	260	231	228	221	940	1810
2200	203	177	215	140	735	181	162	135	129	607	1342
2300	158	144	130	143	575	149	128	135	123	535	1110
24-HOUR TOTALS:					34980					36537	71517

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	2672	715	2433	715	5105
P.M.	1630	2836	1645	3298	1630	6109
DAILY	1630	2836	1645	3298	1630	6109

GENERATED BY SPS 5.0.53P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 0368 - ON I-95, 0.917 MI. N OF SR-524 (RVL) PIEZO NW

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	58000 C	N 28500	S 29500	9.00	53.10	15.70
2016	65000 C	N 32000	S 33000	9.00	53.20	15.70
2015	57000 F	N 28500	S 28500	9.00	51.50	14.60
2014	54000 C	N 27000	S 27000	9.00	51.20	14.60
2013	50500 C	N 25500	S 25000	9.00	51.30	15.90
2012	53000 C	N 27000	S 26000	9.00	52.80	19.20
2011	52000 C	N 26500	S 25500	9.00	53.70	18.00
2010	39000 C	N 18500	S 20500	11.32	53.54	18.70
2009	54500 S	N 29500	S 25000	11.81	53.26	13.60
2008	55500 F	N 30000	S 25500	11.50	55.11	17.40
2007	57500 C	N 31000	S 26500	10.60	57.53	19.90
2006	63000 C	N 31500	S 31500	10.30	56.47	18.20
2005	62500 C	N 33500	S 29000	10.50	53.60	22.60
2004	57500 C	N 28500	S 29000	10.70	57.10	17.20
2003	57500 C	N 28000	S 29500	11.40	53.70	15.90
2002	52000 C	N 26000	S 26000	11.30	54.10	18.00

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

COUNTY: 70
STATION: 0411
DESCRIPTION: ON SR-524, 0.195 MI. E OF I-95 (RCLP)
START DATE: 10/04/2017
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	5	5	5	15	30	5	4	3	7	19	49
0100	11	8	12	17	48	7	5	6	9	27	75
0200	26	29	37	55	147	22	18	24	25	89	236
0300	60	84	84	114	342	49	44	51	67	211	553
0400	108	116	156	144	524	57	98	87	70	312	836
0500	100	117	108	77	402	95	90	90	89	364	766
0600	87	68	87	90	332	70	85	84	62	301	633
0700	74	77	70	94	315	70	93	81	65	309	624
0800	70	64	96	78	308	74	77	94	75	320	628
0900	84	78	85	84	331	94	102	88	74	358	689
1000	75	66	61	69	271	81	76	75	92	324	595
1100	70	70	89	82	311	74	89	91	84	338	649
1200	80	89	71	65	305	105	85	110	125	425	730
1300	73	78	76	83	310	153	126	127	138	544	854
1400	95	112	114	84	405	143	107	126	125	501	906
1500	63	66	67	46	242	101	98	78	59	336	578
1600	53	56	43	38	190	73	71	75	54	273	463
1700	28	30	34	27	119	66	47	43	40	196	315
1800	9	15	0	14	38	31	32	22	33	118	156
1900	11	13	8	7	39	17	22	16	16	71	110
2000	20	9	6	3	38	16	26	8	7	57	95
2100	1	5	0	4	10	30	8	3	12	53	63
2200	2	10	4	9	25	9	7	4	5	25	50
2300	10	0	7	3	20	5	3	3	7	18	38
24-HOUR TOTALS:					5102					5589	10691

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	830	336	830	365	830	701
P.M.	1400	405	1300	544	1345	918
DAILY	400	524	1300	544	1345	918

TRUCK PERCENTAGE 21.05 21.88 21.49

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	20	3257	751	28	719	148	5	51	121	2	0	0	0	0	0	1074	5102
W	32	3488	846	34	931	108	36	43	59	10	1	0	1	0	0	1223	5589

GENERATED BY SPS 5.0.53P

COUNTY: 70
STATION: 0411
DESCRIPTION: ON SR-524, 0.195 MI. E OF I-95 (RCLP)
START DATE: 10/05/2017
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	3	6	2	9	20	5	5	13	11	34	54
0100	11	9	13	7	40	14	15	7	12	48	88
0200	18	28	40	68	154	16	23	21	29	89	243
0300	53	94	67	95	309	45	52	55	61	213	522
0400	84	80	101	131	396	71	76	78	59	284	680
0500	121	114	98	77	410	84	84	88	80	336	746
0600	64	73	74	73	284	69	76	55	59	259	543
0700	104	64	67	82	317	72	71	81	82	306	623
0800	57	73	80	79	289	86	75	68	68	297	586
0900	92	66	65	98	321	84	74	74	75	307	628
1000	72	71	76	68	287	87	73	92	72	324	611
1100	73	79	89	78	319	83	83	87	106	359	678
1200	70	84	75	77	306	99	91	114	126	430	736
1300	86	104	95	94	379	164	114	123	112	513	892
1400	103	113	102	87	405	149	123	105	116	493	898
1500	63	92	77	57	289	105	85	83	74	347	636
1600	43	42	50	46	181	61	61	60	43	225	406
1700	42	30	32	26	130	43	48	34	33	158	288
1800	21	32	33	22	108	27	23	28	30	108	216
1900	30	18	11	8	67	25	21	8	16	70	137
2000	20	10	10	12	52	10	17	10	10	47	99
2100	9	7	7	10	33	18	17	10	3	48	81
2200	8	5	3	10	26	5	6	2	7	20	46
2300	7	2	6	7	22	4	7	5	9	25	47
24-HOUR TOTALS:					5144					5340	10484

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	815	324	730	324	700	623
P.M.	1345	412	1245	527	1330	912
DAILY	430	467	1245	527	1330	912

TRUCK PERCENTAGE 22.59 19.81 21.18

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	12	3218	752	29	801	116	8	48	150	9	1	0	0	0	0	1162	5144
W	24	3429	829	31	775	83	35	35	64	31	1	2	1	0	0	1058	5340

GENERATED BY SPS 5.0.53P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 0411 - ON SR-524, 0.195 MI. E OF I-95 (RCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	11600 C	E 5600	W 6000	9.00	54.30	21.30
2016	11400 C	E 5800	W 5600	9.00	53.40	8.60
2015	10700 C	E 5500	W 5200	9.00	53.80	8.00
2014	10200 C	E 5300	W 4900	9.00	53.80	8.80
2013	10100 C	E 5200	W 4900	9.00	54.20	14.50
2012	9700 C	E 5000	W 4700	9.00	53.60	9.50
2011	9900 C	E 5100	W 4800	9.00	54.30	9.20
2010	10400 C	E 5400	W 5000	10.91	56.02	9.50
2009	10600 C	E 5400	W 5200	11.80	61.02	9.50
2008	9600 C	E 4800	W 4800	11.37	57.79	9.30
2007	10700 C	E 5200	W 5500	10.03	55.54	9.40
2006	11200 C	E 5700	W 5500	11.35	57.22	15.90
2005	12300 C	E 6800	W 5500	11.30	53.80	7.60
2004	10900 C	E 5700	W 5200	10.10	56.80	3.90
2003	10600 C	E 5800	W 4800	9.80	53.10	3.10
2002	10900 C	E 5600	W 5300	9.90	53.90	5.30

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

COUNTY: 70
STATION: 0425
DESCRIPTION: ON SR-524, 0.595 MI. W OF I-95 (RVL)
START DATE: 08/23/2017
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	3	3	4	1	11	4	7	4	5	20	31
0100	1	2	5	1	9	4	3	2	1	10	19
0200	2	1	2	2	7	0	3	2	3	8	15
0300	1	1	5	3	10	3	1	2	3	9	19
0400	6	3	5	6	20	4	3	4	6	17	37
0500	11	14	19	26	70	3	7	11	12	33	103
0600	23	43	42	51	159	17	15	21	36	89	248
0700	51	68	83	70	272	37	34	28	37	136	408
0800	62	67	54	41	224	29	39	48	37	153	377
0900	46	48	36	33	163	41	34	25	38	138	301
1000	38	42	48	39	167	35	23	36	42	136	303
1100	43	47	33	43	166	47	31	37	32	147	313
1200	47	51	30	51	179	39	44	38	47	168	347
1300	46	37	49	40	172	39	34	44	41	158	330
1400	43	44	41	39	167	38	38	55	39	170	337
1500	54	39	54	48	195	48	41	64	53	206	401
1600	46	62	58	52	218	59	66	74	62	261	479
1700	47	42	49	31	169	59	72	55	81	267	436
1800	38	39	41	26	144	55	63	52	34	204	348
1900	32	26	23	16	97	28	35	33	30	126	223
2000	16	26	13	14	69	20	32	27	17	96	165
2100	9	12	8	8	37	20	18	22	14	74	111
2200	12	2	2	2	18	12	12	13	14	51	69
2300	7	2	3	6	18	13	8	7	4	32	50
24-HOUR TOTALS:					2761					2709	5470

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	283	815	165	730	415
P.M.	1615	219	1630	267	1615	480
DAILY	715	283	1630	267	1615	480

GENERATED BY SPS 5.0.53P

COUNTY: 70
STATION: 0425
DESCRIPTION: ON SR-524, 0.595 MI. W OF I-95 (RVL)
START DATE: 08/24/2017
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	3	3	2	2	10	4	2	5	3	14	24
0100	3	3	0	4	10	8	7	1	0	16	26
0200	1	2	0	0	3	1	3	0	2	6	9
0300	1	3	0	3	7	3	3	1	6	13	20
0400	7	7	11	7	32	2	4	7	2	15	47
0500	9	17	25	28	79	11	11	9	12	43	122
0600	26	55	47	44	172	22	20	25	22	89	261
0700	53	72	79	80	284	53	32	27	27	139	423
0800	70	54	46	42	212	25	39	27	26	117	329
0900	36	46	41	36	159	32	26	18	33	109	268
1000	48	37	30	28	143	37	28	27	33	125	268
1100	48	38	39	20	145	37	36	38	31	142	287
1200	57	43	36	50	186	44	44	23	51	162	348
1300	39	38	37	46	160	44	25	28	34	131	291
1400	42	27	36	36	141	33	33	33	47	146	287
1500	51	42	42	45	180	29	44	43	63	179	359
1600	41	50	49	50	190	77	66	56	67	266	456
1700	41	47	60	39	187	63	67	78	74	282	469
1800	45	27	35	17	124	55	39	31	47	172	296
1900	29	17	21	20	87	48	38	32	26	144	231
2000	22	17	9	14	62	29	27	39	31	126	188
2100	13	10	8	9	40	13	15	14	8	50	90
2200	13	6	3	8	30	14	13	11	7	45	75
2300	5	5	5	3	18	13	9	7	8	37	55
24-HOUR TOTALS:					2661					2568	5229

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	301	700	139	700	423
P.M.	1645	198	1700	282	1645	473
DAILY	715	301	1700	282	1645	473

GENERATED BY SPS 5.0.53P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 0425 - ON SR-524, 0.595 MI. W OF I-95 (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	5700 C	E 2900	W 2800	9.00	54.30	10.60
2016	5200 C	E 2700	W 2500	9.00	53.40	6.50
2015	4800 C	E 2400	W 2400	9.00	53.80	6.40
2014	4500 C	E 2200	W 2300	9.00	53.80	7.10
2013	4700 C	E 2300	W 2400	9.00	54.20	8.90
2012	4500 C	E 2300	W 2200	9.00	53.60	6.80
2011	4200 C	E 2100	W 2100	9.00	54.30	7.20
2010	4600 C	E 2400	W 2200	10.91	56.02	5.70
2009	5600 C	E 2600	W 3000	11.80	61.02	7.40
2008	6500 C	E 3200	W 3300	11.37	57.79	6.70
2007	4200 C	E 2100	W 2100	10.03	55.54	6.00
2006	6500 C	E 3300	W 3200	11.35	57.22	7.80
2005	6100 C	E 3000	W 3100	11.30	53.80	7.60
2004	5000 F	E 2500	W 2500	10.10	56.80	3.90
2003	4800 C	E 2400	W 2400	9.80	53.10	3.10
2002	4000 C	E 2000	W 2000	9.90	53.90	5.30

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

COUNTY: 70
STATION: 0426
DESCRIPTION: ON SR-524, 0.664 MI. W OF SR-501 (UVL)
START DATE: 08/24/2017
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	20	18	9	8	55	16	13	5	10	44	99
0100	13	7	3	6	29	7	7	6	7	27	56
0200	8	8	12	7	35	6	3	5	7	21	56
0300	5	8	7	14	34	11	5	2	5	23	57
0400	16	14	29	31	90	10	5	14	11	40	130
0500	36	67	64	78	245	15	23	32	28	98	343
0600	91	111	130	120	452	46	53	57	86	242	694
0700	147	165	187	160	659	70	115	101	114	400	1059
0800	149	161	148	134	592	101	116	94	95	406	998
0900	126	114	123	135	498	87	111	109	89	396	894
1000	114	123	115	121	473	102	74	93	97	366	839
1100	96	109	126	110	441	114	105	108	123	450	891
1200	145	125	135	118	523	141	141	136	141	559	1082
1300	116	111	117	112	456	107	101	132	134	474	930
1400	106	124	113	134	477	112	123	116	146	497	974
1500	106	126	109	124	465	169	127	183	222	701	1166
1600	177	123	138	149	587	180	180	192	173	725	1312
1700	156	161	161	149	627	189	187	177	150	703	1330
1800	120	97	104	85	406	146	116	120	120	502	908
1900	81	72	82	75	310	95	99	93	103	390	700
2000	66	63	43	35	207	100	93	81	70	344	551
2100	36	39	27	31	133	56	52	41	47	196	329
2200	32	29	23	25	109	36	40	32	26	134	243
2300	14	16	15	8	53	22	26	24	19	91	144
24-HOUR TOTALS:					7956					7829	15785

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	661	730	432	715	1092
P.M.	1645	627	1545	774	1645	1353
DAILY	715	661	1545	774	1645	1353

GENERATED BY SPS 5.0.53P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 0426 - ON SR-524, 0.664 MI. W OF SR-501 (UVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	17100 C	E 8600	W 8500	9.00	54.30	10.60
2016	16100 C	E 8100	W 8000	9.00	53.40	6.50
2015	15300 C	E 7600	W 7700	9.00	53.80	6.40
2014	14200 C	E 7200	W 7000	9.00	53.80	7.10
2013	12100 C	E 5400	W 6700	9.00	54.20	8.90
2012	13400 C	E 6700	W 6700	9.00	53.60	6.80
2011	14500 C	E 7300	W 7200	9.00	54.30	7.20
2010	15000 C	E 7400	W 7600	10.91	56.02	5.70
2009	15000 C	E 7400	W 7600	11.80	61.02	7.40
2008	15200 C	E 7800	W 7400	11.37	57.79	6.70
2007	15800 C	E 7900	W 7900	10.03	55.54	6.00
2006	15000 C	E 7500	W 7500	11.35	57.22	7.80
2005	16700 C	E 8300	W 8400	11.30	53.80	7.60
2004	14400 C	E 7200	W 7200	10.10	56.80	3.90
2003	14800 C	E 7400	W 7400	9.80	53.10	3.10
2002	14600 C	E 7300	W 7300	9.90	53.90	5.30

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

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 70 - BREVARD

WEEK	DATES	7001 BREVARD COUNTYWIDE	7002 I95, SR520 - SR-44	7003 SR514	7004 SR46
1	01/01/2017 - 01/07/2017	0.98	0.83	0.97	0.95
2	01/08/2017 - 01/14/2017	0.99	0.83	0.97	0.95
3	01/15/2017 - 01/21/2017	0.99	0.83	0.97	0.95
4	01/22/2017 - 01/28/2017	0.99	0.83	0.97	0.95
5	01/29/2017 - 02/04/2017	0.99	0.83	0.97	0.95
6	02/05/2017 - 02/11/2017	0.99	0.84	0.97	0.95
7	02/12/2017 - 02/18/2017	0.99	0.84	0.97	0.95
8	02/19/2017 - 02/25/2017	0.99	0.84	0.97	0.95
9	02/26/2017 - 03/04/2017	0.99	0.84	0.97	0.95
10	03/05/2017 - 03/11/2017	0.98	0.84	0.97	0.95
11	03/12/2017 - 03/18/2017	0.98	0.84	0.97	0.95
12	03/19/2017 - 03/25/2017	0.98	0.84	0.97	0.95
13	03/26/2017 - 04/01/2017	0.98	0.84	0.97	0.95
14	04/02/2017 - 04/08/2017	0.98	0.84	0.97	0.95
15	04/09/2017 - 04/15/2017	0.98	0.84	0.97	0.95
16	04/16/2017 - 04/22/2017	0.98	0.84	0.97	0.95
17	04/23/2017 - 04/29/2017	0.98	0.84	0.97	0.95
18	04/30/2017 - 05/06/2017	0.98	0.83	0.97	0.95
19	05/07/2017 - 05/13/2017	0.98	0.83	0.97	0.95
20	05/14/2017 - 05/20/2017	0.98	0.83	0.97	0.95
21	05/21/2017 - 05/27/2017	0.98	0.83	0.97	0.95
22	05/28/2017 - 06/03/2017	0.98	0.83	0.97	0.95
23	06/04/2017 - 06/10/2017	0.98	0.83	0.97	0.95
24	06/11/2017 - 06/17/2017	0.98	0.83	0.97	0.95
25	06/18/2017 - 06/24/2017	0.98	0.83	0.97	0.95
26	06/25/2017 - 07/01/2017	0.98	0.84	0.97	0.95
27	07/02/2017 - 07/08/2017	0.98	0.84	0.97	0.95
28	07/09/2017 - 07/15/2017	0.98	0.84	0.97	0.95
29	07/16/2017 - 07/22/2017	0.98	0.84	0.97	0.95
30	07/23/2017 - 07/29/2017	0.98	0.83	0.97	0.95
31	07/30/2017 - 08/05/2017	0.98	0.83	0.97	0.95
32	08/06/2017 - 08/12/2017	0.98	0.82	0.97	0.95
33	08/13/2017 - 08/19/2017	0.98	0.82	0.97	0.95
34	08/20/2017 - 08/26/2017	0.98	0.83	0.97	0.95
35	08/27/2017 - 09/02/2017	0.98	0.83	0.97	0.95
36	09/03/2017 - 09/09/2017	0.98	0.84	0.97	0.95
37	09/10/2017 - 09/16/2017	0.98	0.84	0.97	0.95
38	09/17/2017 - 09/23/2017	0.98	0.83	0.97	0.95
39	09/24/2017 - 09/30/2017	0.98	0.82	0.97	0.95
40	10/01/2017 - 10/07/2017	0.98	0.82	0.97	0.95
41	10/08/2017 - 10/14/2017	0.98	0.81	0.97	0.95
42	10/15/2017 - 10/21/2017	0.98	0.80	0.97	0.95
43	10/22/2017 - 10/28/2017	0.98	0.81	0.97	0.95
44	10/29/2017 - 11/04/2017	0.98	0.81	0.97	0.95
45	11/05/2017 - 11/11/2017	0.98	0.82	0.97	0.95
46	11/12/2017 - 11/18/2017	0.98	0.82	0.97	0.95
47	11/19/2017 - 11/25/2017	0.98	0.82	0.97	0.95
48	11/26/2017 - 12/02/2017	0.98	0.83	0.97	0.95
49	12/03/2017 - 12/09/2017	0.98	0.83	0.97	0.95
50	12/10/2017 - 12/16/2017	0.98	0.83	0.97	0.95
51	12/17/2017 - 12/23/2017	0.98	0.83	0.97	0.95
52	12/24/2017 - 12/30/2017	0.99	0.83	0.97	0.95
53	12/31/2017 - 12/31/2017	0.99	0.83	0.97	0.95

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 70 - BREVARD

WEEK	DATES	7005 SR405,SR50 NE TO SR5	7006 SR507 & SR519	7007 SR50,ORANGE CO-I95	7008 SR524, SR-501
1	01/01/2017 - 01/07/2017	0.99	0.99	0.99	0.97
2	01/08/2017 - 01/14/2017	0.99	0.99	0.99	0.97
3	01/15/2017 - 01/21/2017	0.99	0.99	0.99	0.97
4	01/22/2017 - 01/28/2017	0.99	0.99	0.99	0.97
5	01/29/2017 - 02/04/2017	0.99	0.99	0.99	0.97
6	02/05/2017 - 02/11/2017	0.99	0.99	0.99	0.97
7	02/12/2017 - 02/18/2017	0.99	0.99	0.99	0.97
8	02/19/2017 - 02/25/2017	0.99	0.99	0.99	0.97
9	02/26/2017 - 03/04/2017	0.99	0.99	0.99	0.97
10	03/05/2017 - 03/11/2017	0.99	0.99	0.99	0.97
11	03/12/2017 - 03/18/2017	0.99	0.99	0.99	0.97
12	03/19/2017 - 03/25/2017	0.99	0.99	0.99	0.97
13	03/26/2017 - 04/01/2017	0.99	0.99	0.99	0.97
14	04/02/2017 - 04/08/2017	0.99	0.99	0.99	0.97
15	04/09/2017 - 04/15/2017	0.99	0.99	0.99	0.97
16	04/16/2017 - 04/22/2017	0.99	0.99	0.99	0.97
17	04/23/2017 - 04/29/2017	0.99	0.99	0.99	0.97
18	04/30/2017 - 05/06/2017	0.99	0.99	0.99	0.97
19	05/07/2017 - 05/13/2017	0.99	0.99	0.99	0.97
20	05/14/2017 - 05/20/2017	0.99	0.99	0.99	0.97
21	05/21/2017 - 05/27/2017	0.99	0.99	0.99	0.97
22	05/28/2017 - 06/03/2017	0.99	0.99	0.99	0.97
23	06/04/2017 - 06/10/2017	0.99	0.99	0.99	0.97
24	06/11/2017 - 06/17/2017	0.99	0.99	0.99	0.97
25	06/18/2017 - 06/24/2017	0.99	0.99	0.99	0.97
26	06/25/2017 - 07/01/2017	0.99	0.99	0.99	0.97
27	07/02/2017 - 07/08/2017	0.99	0.99	0.99	0.97
28	07/09/2017 - 07/15/2017	0.99	0.99	0.99	0.97
29	07/16/2017 - 07/22/2017	0.99	0.99	0.99	0.97
30	07/23/2017 - 07/29/2017	0.99	0.99	0.99	0.97
31	07/30/2017 - 08/05/2017	0.99	0.99	0.99	0.97
32	08/06/2017 - 08/12/2017	0.99	0.99	0.99	0.97
33	08/13/2017 - 08/19/2017	0.99	0.99	0.99	0.97
34	08/20/2017 - 08/26/2017	0.99	0.99	0.99	0.97
35	08/27/2017 - 09/02/2017	0.99	0.99	0.99	0.97
36	09/03/2017 - 09/09/2017	0.99	0.99	0.99	0.97
37	09/10/2017 - 09/16/2017	0.99	0.99	0.99	0.97
38	09/17/2017 - 09/23/2017	0.99	0.99	0.99	0.97
39	09/24/2017 - 09/30/2017	0.99	0.99	0.99	0.97
40	10/01/2017 - 10/07/2017	0.99	0.99	0.99	0.97
41	10/08/2017 - 10/14/2017	0.99	0.99	0.99	0.97
42	10/15/2017 - 10/21/2017	0.99	0.99	0.99	0.97
43	10/22/2017 - 10/28/2017	0.99	0.99	0.99	0.97
44	10/29/2017 - 11/04/2017	0.99	0.99	0.99	0.97
45	11/05/2017 - 11/11/2017	0.99	0.99	0.99	0.97
46	11/12/2017 - 11/18/2017	0.99	0.99	0.99	0.97
47	11/19/2017 - 11/25/2017	0.99	0.99	0.99	0.97
48	11/26/2017 - 12/02/2017	0.99	0.99	0.99	0.97
49	12/03/2017 - 12/09/2017	0.99	0.99	0.99	0.97
50	12/10/2017 - 12/16/2017	0.99	0.99	0.99	0.97
51	12/17/2017 - 12/23/2017	0.99	0.99	0.99	0.97
52	12/24/2017 - 12/30/2017	0.99	0.99	0.99	0.97
53	12/31/2017 - 12/31/2017	0.99	0.99	0.99	0.97

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7000 BREVARD COUNTYWIDE

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	1.00	1.09
2	01/08/2017 - 01/14/2017	0.99	1.08
3	01/15/2017 - 01/21/2017	0.98	1.07
4	01/22/2017 - 01/28/2017	0.96	1.04
* 5	01/29/2017 - 02/04/2017	0.95	1.03
* 6	02/05/2017 - 02/11/2017	0.93	1.01
* 7	02/12/2017 - 02/18/2017	0.92	1.00
* 8	02/19/2017 - 02/25/2017	0.91	0.99
* 9	02/26/2017 - 03/04/2017	0.90	0.98
*10	03/05/2017 - 03/11/2017	0.89	0.97
*11	03/12/2017 - 03/18/2017	0.88	0.96
*12	03/19/2017 - 03/25/2017	0.89	0.97
*13	03/26/2017 - 04/01/2017	0.91	0.99
*14	04/02/2017 - 04/08/2017	0.92	1.00
*15	04/09/2017 - 04/15/2017	0.94	1.02
*16	04/16/2017 - 04/22/2017	0.95	1.03
*17	04/23/2017 - 04/29/2017	0.96	1.04
18	04/30/2017 - 05/06/2017	0.97	1.05
19	05/07/2017 - 05/13/2017	0.98	1.07
20	05/14/2017 - 05/20/2017	0.99	1.08
21	05/21/2017 - 05/27/2017	1.00	1.09
22	05/28/2017 - 06/03/2017	1.02	1.11
23	06/04/2017 - 06/10/2017	1.03	1.12
24	06/11/2017 - 06/17/2017	1.04	1.13
25	06/18/2017 - 06/24/2017	1.04	1.13
26	06/25/2017 - 07/01/2017	1.03	1.12
27	07/02/2017 - 07/08/2017	1.03	1.12
28	07/09/2017 - 07/15/2017	1.02	1.11
29	07/16/2017 - 07/22/2017	1.03	1.12
30	07/23/2017 - 07/29/2017	1.03	1.12
31	07/30/2017 - 08/05/2017	1.04	1.13
32	08/06/2017 - 08/12/2017	1.04	1.13
33	08/13/2017 - 08/19/2017	1.05	1.14
34	08/20/2017 - 08/26/2017	1.08	1.17
35	08/27/2017 - 09/02/2017	1.12	1.22
36	09/03/2017 - 09/09/2017	1.15	1.25
37	09/10/2017 - 09/16/2017	1.19	1.29
38	09/17/2017 - 09/23/2017	1.16	1.26
39	09/24/2017 - 09/30/2017	1.13	1.23
40	10/01/2017 - 10/07/2017	1.10	1.20
41	10/08/2017 - 10/14/2017	1.08	1.17
42	10/15/2017 - 10/21/2017	1.05	1.14
43	10/22/2017 - 10/28/2017	1.04	1.13
44	10/29/2017 - 11/04/2017	1.03	1.12
45	11/05/2017 - 11/11/2017	1.02	1.11
46	11/12/2017 - 11/18/2017	1.02	1.11
47	11/19/2017 - 11/25/2017	1.01	1.10
48	11/26/2017 - 12/02/2017	1.01	1.10
49	12/03/2017 - 12/09/2017	1.01	1.10
50	12/10/2017 - 12/16/2017	1.00	1.09
51	12/17/2017 - 12/23/2017	0.99	1.08
52	12/24/2017 - 12/30/2017	0.98	1.07
53	12/31/2017 - 12/31/2017	0.98	1.07

* PEAK SEASON

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7095 BREVARD I95

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	0.95	0.98
2	01/08/2017 - 01/14/2017	1.01	1.04
3	01/15/2017 - 01/21/2017	1.07	1.10
4	01/22/2017 - 01/28/2017	1.06	1.09
5	01/29/2017 - 02/04/2017	1.05	1.08
6	02/05/2017 - 02/11/2017	1.04	1.07
7	02/12/2017 - 02/18/2017	1.03	1.06
* 8	02/19/2017 - 02/25/2017	1.01	1.04
* 9	02/26/2017 - 03/04/2017	0.99	1.02
*10	03/05/2017 - 03/11/2017	0.96	0.99
*11	03/12/2017 - 03/18/2017	0.94	0.97
*12	03/19/2017 - 03/25/2017	0.94	0.97
*13	03/26/2017 - 04/01/2017	0.95	0.98
*14	04/02/2017 - 04/08/2017	0.95	0.98
*15	04/09/2017 - 04/15/2017	0.95	0.98
*16	04/16/2017 - 04/22/2017	0.96	0.99
*17	04/23/2017 - 04/29/2017	0.98	1.01
*18	04/30/2017 - 05/06/2017	0.99	1.02
*19	05/07/2017 - 05/13/2017	1.00	1.03
*20	05/14/2017 - 05/20/2017	1.02	1.05
21	05/21/2017 - 05/27/2017	1.02	1.05
22	05/28/2017 - 06/03/2017	1.02	1.05
23	06/04/2017 - 06/10/2017	1.03	1.06
24	06/11/2017 - 06/17/2017	1.03	1.06
25	06/18/2017 - 06/24/2017	1.02	1.05
26	06/25/2017 - 07/01/2017	1.01	1.04
27	07/02/2017 - 07/08/2017	1.00	1.03
28	07/09/2017 - 07/15/2017	0.99	1.02
29	07/16/2017 - 07/22/2017	1.00	1.03
30	07/23/2017 - 07/29/2017	1.01	1.04
31	07/30/2017 - 08/05/2017	1.02	1.05
32	08/06/2017 - 08/12/2017	1.03	1.06
33	08/13/2017 - 08/19/2017	1.04	1.07
34	08/20/2017 - 08/26/2017	1.04	1.07
35	08/27/2017 - 09/02/2017	1.04	1.07
36	09/03/2017 - 09/09/2017	1.04	1.07
37	09/10/2017 - 09/16/2017	1.04	1.07
38	09/17/2017 - 09/23/2017	1.04	1.07
39	09/24/2017 - 09/30/2017	1.05	1.08
40	10/01/2017 - 10/07/2017	1.05	1.08
41	10/08/2017 - 10/14/2017	1.05	1.08
42	10/15/2017 - 10/21/2017	1.06	1.09
43	10/22/2017 - 10/28/2017	1.03	1.06
44	10/29/2017 - 11/04/2017	1.00	1.03
45	11/05/2017 - 11/11/2017	0.98	1.01
46	11/12/2017 - 11/18/2017	0.95	0.98
47	11/19/2017 - 11/25/2017	0.95	0.98
48	11/26/2017 - 12/02/2017	0.95	0.98
49	12/03/2017 - 12/09/2017	0.95	0.98
50	12/10/2017 - 12/16/2017	0.95	0.98
51	12/17/2017 - 12/23/2017	0.99	1.02
52	12/24/2017 - 12/30/2017	1.03	1.06
53	12/31/2017 - 12/31/2017	1.07	1.10

* PEAK SEASON

Appendix E

Signal Timings & Intersection Analysis Outputs

Station : 1036 - SR 524 & I 95 SB ramp (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green		12			5	12		7								
Gap Ext		3			3	3		3								
Max1		45			15	45		30								
Max2		45			45	45		45								
Yellow Clr	4.8	4.8	3.5	4.8	4.8	4.8	4.8	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		3.4	2.9	2	3.4	3.4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

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

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 1, Interval Times [1.1.6.1]

	Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1								3.5	1.5		
2								3.5	1.5		
3								3.5	1.5		
4								3.5	1.5		
5								3.5	1.5		
6								3.5	1.5		
7								3.5	1.5		
8								3.5	1.5		

Alternate Phase Program 2, Interval Times [1.1.6.1]

	Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1								3.5	1.5		
2								3.5	1.5		
3								3.5	1.5		
4								3.5	1.5		
5								3.5	1.5		
6								3.5	1.5		
7								3.5	1.5		
8								3.5	1.5		

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Brevard County Timing Sheet 1/16/2019 1:06:41 PM

Station : 1036 - SR 524 & I 95 SB ramp (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Rud	Start Red Time	Phase Mode	Startup Call	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo					
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF						

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1036								

Port Parameters [6.2]

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

Overlap General Parameters [1.5.1]

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

Overlap Program Parameters [1.5.2.1]

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

Overlap Conflict Parameters+ [1.5.2.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

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

Station : 1036 - SR 524 & I 95 SB ramp (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

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

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

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

Station : 1036 - SR 524 & I 95 SB ramp (Standard File)

Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	
3	
4	
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10	
11	
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Preemption Times[3.1]/Phases[3.2]/Options[3.3]

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

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

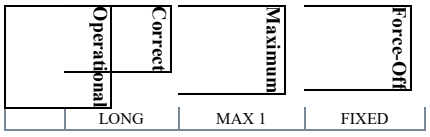
Station : 1036 - SR 524 & I 95 SB ramp (Standard File)

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

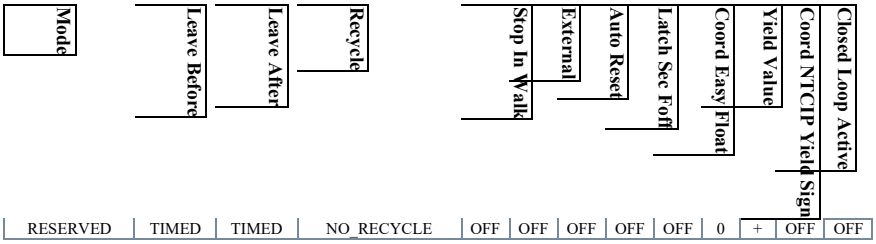
Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over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

Coordination, Modes,+ [2.1]

Modes



Modes+



Coordination, Pattern 1-16 [2.1]

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

Coordination, Pattern 17-32 [2.1]

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

Station : 1036 - SR 524 & I 95 SB ramp (Standard File)

Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

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

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

Station : 1036 - SR 524 & I 95 SB ramp (Standard File)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Station : 1036 - SR 524 & I 95 SB ramp (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																	1
2																																																			1
3																																																			1
4																																																			1
5																																																			1
6																																																			1
7																																																			1
8																																																			1
9																																																			1
10																																																			1
11																																																			1
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25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

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

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

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

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

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

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

Station : 1036 - SR 524 & I 95 SB ramp (Standard File)

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

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

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

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

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

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

Station : 1036 - SR 524 & I 95 SB ramp (Standard File)

TB Coor, Action Table [4.5]

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

Station : 1037 - SR 524 & I 95 NB ramp (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	5	12		7		12										
Gap Ext	3	3		3		3										
Max1	15	45		30		45										
Max2	45	45		45		45										
Yellow Clr	4.7	4.7	3.5	3.2	3.5	4.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.7	2		3.1		2.7			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

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

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 1, Interval Times [1.1.6.1]

	Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1								3.5	1.5		
2								3.5	1.5		
3								3.5	1.5		
4								3.5	1.5		
5								3.5	1.5		
6								3.5	1.5		
7								3.5	1.5		
8								3.5	1.5		

Alternate Phase Program 2, Interval Times [1.1.6.1]

	Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1								3.5	1.5		
2								3.5	1.5		
3								3.5	1.5		
4								3.5	1.5		
5								3.5	1.5		
6								3.5	1.5		
7								3.5	1.5		
8								3.5	1.5		

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Brevard County Timing Sheet 1/16/2019 1:05:49 PM

Station : 1037 - SR 524 & I 95 NB ramp (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Rud	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo					
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF						

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1037								

Port Parameters [6.2]

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

Overlap General Parameters [1.5.1]

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

Overlap Program Parameters [1.5.2.1]

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

Overlap Conflict Parameters+ [1.5.2.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	1	2		4		6		4								
Switch Phase																
Delay Time	3							7								

Station : 1037 - SR 524 & I 95 NB ramp (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

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

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

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

Station : 1037 - SR 524 & I 95 NB ramp (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
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60	
61	
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63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
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Preemption Times[3.1]/Phases[3.2]/Options[3.3]

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

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

Station : 1037 - SR 524 & I 95 NB ramp (Standard File)

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

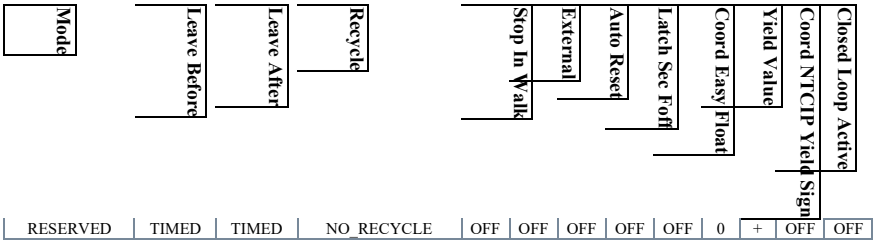
Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over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

Coordination, Modes,+ [2.1]

Modes



Modes+



Coordination, Pattern 1-16 [2.1]

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

Coordination, Pattern 17-32 [2.1]

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

Station : 1037 - SR 524 & I 95 NB ramp (Standard File)

Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

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

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

Station : 1037 - SR 524 & I 95 NB ramp (Standard File)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Station : 1037 - SR 524 & I 95 NB ramp (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																	1
2																																																			1
3																																																			1
4																																																			1
5																																																			1
6																																																			1
7																																																			1
8																																																			1
9																																																			1
10																																																			1
11																																																			1
12																																																			1
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14																																																			1
15																																																			1
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19																																																			1
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26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

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

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

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

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

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

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

Station : 1037 - SR 524 & I 95 NB ramp (Standard File)

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

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

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

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

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

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

Station : 1037 - SR 524 & I 95 NB ramp (Standard File)

TB Coor, Action Table [4.5]

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

Station : 1035 - SR 524 & Friday Rd. (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	5	12		7	5	12	5	7								
Gap Ext	3	3		3	3	3	3	3								
Max1	16	45		30	18	4	15	15								
Max2	15	45		30	15	45	15	30								
Yellow Clr	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.5	2.5	3.4	3.4	2.5	2.5	3.4	3.4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

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

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 1, Interval Times [1.1.6.1]

	Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1								3.5	1.5		
2								3.5	1.5		
3								3.5	1.5		
4								3.5	1.5		
5								3.5	1.5		
6								3.5	1.5		
7								3.5	1.5		
8								3.5	1.5		

Alternate Phase Program 2, Interval Times [1.1.6.1]

	Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1								3.5	1.5		
2								3.5	1.5		
3								3.5	1.5		
4								3.5	1.5		
5								3.5	1.5		
6								3.5	1.5		
7								3.5	1.5		
8								3.5	1.5		

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Brevard County Timing Sheet 1/16/2019 1:07:16 PM

Station : 1035 - SR 524 & Friday Rd. (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Rud	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo					
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF						

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1035								

Port Parameters [6.2]

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

Overlap General Parameters [1.5.1]

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

Overlap Program Parameters [1.5.2.1]

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

Overlap Conflict Parameters+ [1.5.2.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

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

Station : 1035 - SR 524 & Friday Rd. (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

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

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

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

Station : 1035 - SR 524 & Friday Rd. (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
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61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

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

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

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

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

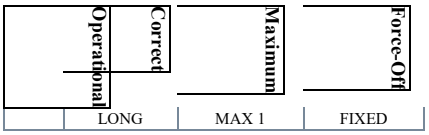
Station : 1035 - SR 524 & Friday Rd. (Standard File)

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

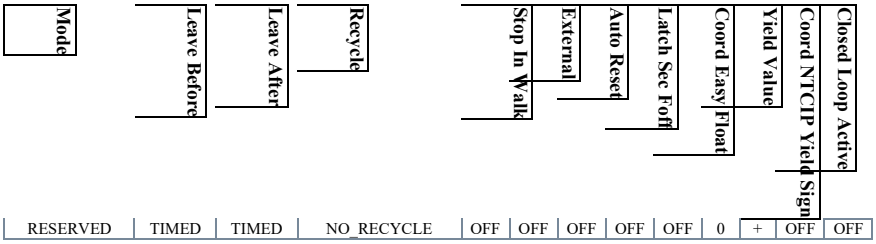
Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over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

Coordination, Modes,+ [2.1]

Modes



Modes+



Coordination, Pattern 1-16 [2.1]

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

Coordination, Pattern 17-32 [2.1]

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

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Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																	1
2																																																			1
3																																																			1
4																																																			1
5																																																			1
6																																																			1
7																																																			1
8																																																			1
9																																																			1
10																																																			1
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18																																																			1
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25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

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

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

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

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

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

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

Station : 1035 - SR 524 & Friday Rd. (Standard File)

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

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

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

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

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

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

Station : 1035 - SR 524 & Friday Rd. (Standard File)

TB Coor, Action Table [4.5]

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

Station : 1038 - SR 524 & Wal-mart distribution center (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green		12		7	5	12										
Gap Ext		3		3	3	3										
Max1		45		30	15	45	25	25								
Max2		45		45	45	45	50	50								
Yellow Clr	3.5	5.4	3.5	3.2	5.4	5.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2.1		3.4	2.1	2.1			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

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

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 1, Interval Times [1.1.6.1]

	Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1								3.5	1.5		
2								3.5	1.5		
3								3.5	1.5		
4								3.5	1.5		
5								3.5	1.5		
6								3.5	1.5		
7								3.5	1.5		
8								3.5	1.5		

Alternate Phase Program 2, Interval Times [1.1.6.1]

	Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1								3.5	1.5		
2								3.5	1.5		
3								3.5	1.5		
4								3.5	1.5		
5								3.5	1.5		
6								3.5	1.5		
7								3.5	1.5		
8								3.5	1.5		

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Brevard County Timing Sheet 1/16/2019 1:07:49 PM

Station : 1038 - SR 524 & Wal-mart distribution center (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Rud	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo					
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF						

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1038								

Port Parameters [6.2]

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

Overlap General Parameters [1.5.1]

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

Overlap Program Parameters [1.5.2.1]

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

Overlap Conflict Parameters+ [1.5.2.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase		2		4	5	6	4									
Switch Phase																
Delay Time				5	5		7	10								

Station : 1038 - SR 524 & Wal-mart distribution center (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

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

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

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

Station : 1038 - SR 524 & Wal-mart distribution center (Standard File)

Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	
3	
4	
5	
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7	
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10	
11	
12	
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Preemption Times[3.1]/Phases[3.2]/Options[3.3]

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

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

Station : 1038 - SR 524 & Wal-mart distribution center (Standard File)

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

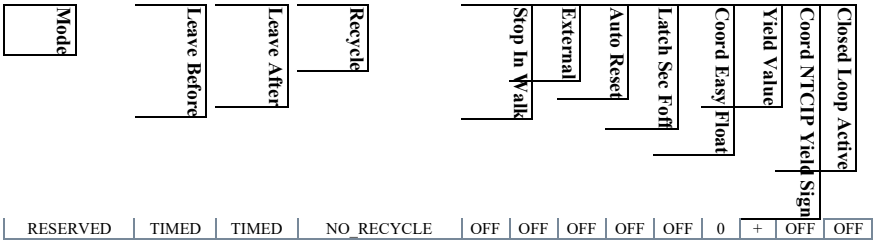
Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over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

Coordination, Modes,+ [2.1]

Modes



Modes+



Coordination, Pattern 1-16 [2.1]

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

Coordination, Pattern 17-32 [2.1]

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

Station : 1038 - SR 524 & Wal-mart distribution center (Standard File)

Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Station : 1038 - SR 524 & Wal-mart distribution center (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																	1
2																																																			1
3																																																			1
4																																																			1
5																																																			1
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23																																																			1
24																																																			1
25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

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

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

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

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

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

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

Station : 1038 - SR 524 & Wal-mart distribution center (Standard File)

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

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

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

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

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

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

Station : 1038 - SR 524 & Wal-mart distribution center (Standard File)

TB Coor, Action Table [4.5]

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

All changes directed by FDOT. See Clearance timings sheet. 5-20-15

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		15		6	5	15		6
Gap, Ext		3.5		3.5	3.5	3.5		3.5
Max 1		50		25	15	50		25
Max 2					15			
Yel Clearance		5.5		4.3 4	3.5 ~~4.3~~	5.5		4.3 8
Red Clearance		2.5 0		2.5 0	2.4	2.5 0		2.5 0
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Phase Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable		1		1	1	1		1
Min Recall		1				1		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry				1				1
Auto Flash Exit		1				1		
Dual Entry		1		1		1		1
Enable Simul Gap		1				1		
Gaurant Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Phase Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
Walk Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Omit Yellow								
Ped Out/Olap								
Start Yel, Next Ph								

Auto Flash Parms [1.4.1]

Flash Parameter		Clearance Time	
Mode	VOT_MON	Yellow	45
		Red	30

Auto Flash, Phases/Overlaps [1.4.2]

Yel (phases)	2	6						
Yel (overlaps)								

Sr 524 & COX Rd (ID 6185) (Standard File)

01/24/14

Changed Yellow & Red times per FDOT

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		10		7		10		7
Gap, Ext		3		3		3		3
Max 1		60		30		60		30
Max 2		75		40		75		40
Yel Clearance		5.3 ~~4.7~~		3.4 ~~4~~		5.1 ~~4.7~~		4
Red Clearance		2		2.5		2		2
Walk						5		
Ped Clearance						27		
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Auto Flash Parms [1.4.1]

Flash Parameter		Clearance Time	
Mode	VOT_MON	Yellow	45
		Red	30

Auto Flash, Phases/Overlaps [1.4.2]

Yel (phases)	2	6						
Yel (overlaps)								

Phase Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable		1		1		1		
Min Recall		1				1		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls		1				1		
Auto Flash Entry								1
Auto Flash Exit		1				1		
Dual Entry		1				1		
Enable Simul Gap		1				1		
Gaurant Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Phase Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
Walk Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Omit Yellow								
Ped Out/Olap								
Start Yel, Next Ph								

SR 524 & London Blvd (ID 1019) (Standard File)

01/13/14 Speed Limit = 45 Miles

Detector, Vehicle Parameters 1-24 [5.1]

Det#	Call Φ	Switch Φ	Delay	Extenc	Queue	NoAct	MaxPres	ErrCnt	FailTime
1	1						15	70	1
2	2						15	70	15
3	3						15	70	15
4	4						15	70	15
5	5						15	70	15
6	6						15	70	15
7	7						15	70	15
8	8						15	70	15
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									

Detector, Vehicle Parameters 41-64 [5.1]

Det#	Call Φ	Switch Φ	Delay	Extend	Queue	NoAct	MaxPres	ErrCnt	FailTime
41									
42									
43									
44									
45									
46									
47									
48									
49									
50									
51									
52									
53									
54									
55									
56									
57									
58									
59									
60									
61									
62									
63									
64									

Signal Clearance Timings

Location: SR 524 & London Blvd.
North/South Street: London Blvd.
East/West Street: SR 524

Section: 70070
MP: 4.194
Maintaining Agency: Cocoa
Controller: Naztec Free

Direction	Width of Intersection measured on Google (ft)	Field verified Width of intersection (ft)	Speed Limit (mph)	Field Measured Slope	Phase	Calculated Yellow Clearance (sec)	Existing Yellow Clearance (sec)	Proposed Yellow Clearance (sec)	Calculated Red Clearance* (sec)	Existing Red Clearance (sec)	Proposed Red Clearance (sec)	Width of Crosswalk (ft)	Existing Ped Walk (sec)	Existing Ped Clearance (sec)	Calcultated Ped Clearance Timing (sec)	Proposed Ped Clearance Timing (sec)
SBL	108		25		4	3.3	4.0	**3.4**	3.5	2.0	**2.5**					
SB	N/A	x	25	-0.50%	4	N/A	N/A	**N/A**	N/A	N/A	**N/A**	N/A	N/A	N/A	N/A	**N/A**
EBL	78		50		N/A	5.2	5.0	**5.2**	2.7	2.5	**2.0**					
EB	88	x	50	-0.50%	2	5.2	5.0	**5.2**	1.5	2.5	**2.0**	N/A	N/A	N/A	N/A	**N/A**
WBL	N/A		50		N/A	N/A	N/A	**N/A**	N/A	N/A	**N/A**					
WB	112	x	50	-0.20%	6	5.1	5.0	**5.1**	1.8	2.5	**2.0**	91	5	27	26	**26**

* speed of 25 mph was used for left turn calculation of red clearance time unless speed limit of approach was lower

Field Measurements (Grade)						
Approach Direction	Speed Limit		Dilemma Zone Field Locations			Slope used
			Location A	Location B	Location C	
SB	25	Distance from stop bar (ft)	0	51	102	-0.50%
		Smart level (%)	-0.40%	-0.50%	-0.40%	
EB	50	Distance from stop bar (ft)	0	150	330	-0.50%
		Smart level (%)	0.10%	-0.40%	-0.50%	
WB	50	Distance from stop bar (ft)	0	160	360	-0.20%
		Smart level (%)	-0.20%	-0.10%	-0.20%	

Phase Times [1.1.1]

changed yellow & Red times per FDOT

	1	2	3	4	5	6	7	8
Min Green	5	17		5	5	17		5
Gap, Ext	3	3		3	3	3		3
Max 1	20	60		30	20	60		30
Max 2	25	70		35	25	70		35
Yel Clearance	~~4~~ 4.1	5.1		3.4	~~4~~ 4.1	5.1		3.4
Red Clearance	~~2~~ 2	2		2	~~2~~ 2	2		2
Walk		7				5		5
Ped Clearance		15				20		26
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Phase Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1	1		1	1	1		1
Min Recall		1				1		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls		1				1		
Auto Flash Entry				1				1
Auto Flash Exit		1				1		
Dual Entry		1		1		1		1
Enable Simul Gap		1				1		
Gaurant Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Auto Flash Parms [1.4.1]

Flash Parameter		Clearance Time	
Mode	VOT_MON	Yellow	45
		Red	30

Auto Flash, Phases/Overlaps [1.4.2]

Yel (phases)	2	6						
Yel (overlaps)								

Phase Options+ [1.1.3]

Reservice								
Walk Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Omit Yellow								
Ped Out/Olap								
Start Yel, Next Ph								

SR 524 & Shoppes of North Cocoa (ID 1031) (Standard File)

06/04/13 Speed Limit = 45 Miles

Signal Clearance Timings

Location: SR 524 & Shoppes of Cocoa N.
North/South Street: Shoppes of Cocoa N.
East/West Street: SR 524

Section: 70070
MP: 4.431
Maintaining Agency: Cocoa
Controller: Naztec Free

Direction	Width of Intersection measured on Google (ft)	Field verified Width of intersection (ft)	Speed Limit (mph)	Field Measured Slope	Phase	Calculated Yellow Clearance (sec)	Existing Yellow Clearance (sec)	Proposed Yellow Clearance (sec)	Calculated Red Clearance* (sec)	Existing Red Clearance (sec)	Proposed Red Clearance (sec)	Width of Crosswalk (ft)	Existing Ped Walk (sec)	Existing Ped Clearance (sec)	Calcultated Ped Clearance Timing (sec)	Proposed Ped Clearance Timing (sec)
NBL	79		25		N/A	3.3	4.0	**3.4**	2.7	2.0	**2.0**					
NB	90	x	25	-0.60%	4	3.3	4.0	**3.4**	3.0	2.0	**2.0**	N/A	N/A	N/A	N/A	**N/A**
SBL	76		25		N/A	3.3	4.0	**3.4**	2.7	2.0	**2.0**					
SB	79	x	25	-0.50%	8	3.3	4.0	**3.4**	2.7	2.0	**2.0**	[illegible]	5	26	26	**26**
EBL	72		50		1	5.1	4.0	**5.1**	2.6	2.0	**2.0**					
EB	72	x	50	-0.20%	6	5.1	5.0	**5.1**	1.3	2.0	**2.0**	71	5	20	21	**21**
WBL	72		50		5	5.1	4.0	**5.1**	2.6	2.0	**2.0**					
WB	72	x	50	-0.20%	2	5.1	5.0	**5.1**	1.3	2.0	**2.0**	67	7	15	20	**20**

* speed of 25 mph was used for left turn calculation of red clearance time unless speed limit of approach was lower

Field Measurements (Grade)						
Approach Direction	Speed Limit		Dilemma Zone Field Locations			Slope used
			Location A	Location B	Location C	
NB	25	Distance from stop bar (ft)	0	51	102	
		Smart level (%)	-0.10%	-0.60%	1.40%	-0.60%
SB	25	Distance from stop bar (ft)	0	51	102	
		Smart level (%)	-0.50%	-0.30%	0.00%	-0.50%
EB	50	Distance from stop bar (ft)	0	160	360	
		Smart level (%)	-0.20%	0.10%	0.20%	-0.20%
WB	50	Distance from stop bar (ft)	0	160	360	
		Smart level (%)	0.00%	-0.10%	-0.20%	-0.20%

Changed yellow & Red times per FDOT

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	12	15	5	7	5	15	5	7
Gap, Ext	3	3	3	3	3	3	3	3
Max 1	70	50	55	25	25	60	20	40
Max 2								
Yel Clearance	5.2 ~~4.8~~	5.1 ~~4.8~~	3.7 ~~4.5~~	3.4 ~~4~~	5.1 ~~4.7~~	5.2 ~~4.8~~	3.4 ~~4~~	3.7 ~~4.5~~
Red Clearance	2.6	2	2.6	2.9 ~~2.7~~	2.4	2	2.6 ~~2.7~~	2
Walk		7				7		7
Ped Clearance		42				32		26
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Phase Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1	1	1	1	1	1	1	1
Min Recall		1				1		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls		1				1		
Auto Flash Entry				1				1
Auto Flash Exit		1				1		
Dual Entry		1		1		1		1
Enable Simul Gap		1				1		
Gaurant Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Phase Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
Walk Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Omit Yellow								
Ped Out/Olap								
Start Yel, Next Ph								

Auto Flash Parms [1.4.1]

Flash Parameter		Clearance Time	
Mode	VOT_MON	Yellow	45
		Red	30

Auto Flash, Phases/Overlaps [1.4.2]

Yel (phases)	2	6						
Yel (overlaps)								

SR 524 & Industry Rd- C018 -mlid# 386 (ID 1018) (Standard File

10/31/13

Detector, Vehicle Parameters 1-24 [5.1]

Det#	Call Φ	Switch Φ	Delay	Extend	Queue	NoAct	MaxPres	ErrCnt	FailTime
1	1		30						2
2	2								2
3	2								2
4	3								2
5	3		30						2
6	4		70						2
7	4		30						2
8	6								2
9	6								2
10	6								2
11	7		30						2
12	8		50						2
13	8								2
14	5								2
15									2
16									2
17									2
18									2
19									
20									
21									
22									
23									
4									

Detector, Vehicle Parameters 41-64 [5.1]

Det#	Call Φ	Switch Φ	Delay	Extend	Queue	NoAct	MaxPres	ErrCnt	FailTime
41									
42									
43									
44									
45									
46									
47									
48									
49									
50									
51									
52									
53									
54									
55									
56									
57									
58									
59									
60									
61									
62									
63									
64									

Signal Clearance Timings

Location: SR 524/528 & Industry Rd.
North/South Street: Industry
East/West Street: SR 524/528

Section: 70070
MP: 4.649
Maintaining Agency: Cocoa
Controller: Naztec Free

Direction	Width of Intersection measured on Google (ft)	Field verified Width of intersection (ft)	Speed Limit (mph)	Field Measured Slope	Phase	Calculated Yellow Clearance (sec)	Existing Yellow Clearance (sec)	Proposed Yellow Clearance (sec)	Calculated Red Clearance* (sec)	Existing Red Clearance (sec)	Proposed Red Clearance (sec)	Width of Crosswalk (ft)	Existing Ped Walk (sec)	Existing Ped Clearance (sec)	Calcultated Ped Clearance Timing (sec)	Proposed Ped Clearance Timing (sec)
NBL	112		25		7	3.3	4.0	**3.4**	3.6	2.7	**2.6**					
NB	121	x	25	-0.90%	4	3.3	4.0	**3.4**	3.9	2.7	**2.9**	N/A	N/A	N/A	N/A	**N/A**
SBL	109		30		3	3.6	4.5	**3.7**	3.6	2.0	**2.6**					
SB	100	x	30	0.10%	8	3.6	4.5	**3.7**	2.8	2.0	**2.0**	95	7	26	28	**28**
EBL	111		50		1	5.2	4.8	**5.2**	3.6	2.0	**2.6**					
EB	122	x	50	-0.30%	6	5.2	4.8	**5.2**	2.0	2.0	**2.0**	113	7	32	33	**33**
WBL	104		50		5	5.1	4.7	**5.1**	3.4	2.0	**2.4**					
WB	115	x	50	0.00%	2	5.1	4.8	**5.1**	1.9	2.0	**2.0**	149	7	42	43	**43**

* speed of 25 mph was used for left turn calculation of red clearance time unless speed limit of approach was lower

Field Measurements (Grade)						
Approach Direction	Speed Limit		Dilemma Zone Field Locations			Slope used
			Location A	Location B	Location C	
NB	25	Distance from stop bar (ft)	0	51	102	
		Smart level (%)	-0.90%	0.90%	0.60%	-0.90%
SB	30	Distance from stop bar (ft)	0	51	102	
		Smart level (%)	0.10%	0.10%	0.10%	0.10%
EB	50	Distance from stop bar (ft)	0	160	360	
		Smart level (%)	-0.30%	0.10%	0.00%	-0.30%
WB	50	Distance from stop bar (ft)	0	160	360	
		Smart level (%)	0.20%	0.00%	0.00%	0.00%

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	326	142	12	60	2
Future Vol, veh/h	0	326	142	12	60	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	625	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	10	19	8	2	0
Mvmt Flow	0	354	154	13	65	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	508	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1423	-	-	-	525	897
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1423	-	-	-	525	897
Mov Cap-2 Maneuver	-	-	-	-	525	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	710	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1423	-	-	-	525	897
HCM Lane V/C Ratio	-	-	-	-	0.124	0.002
HCM Control Delay (s)	0	-	-	-	12.8	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	383	4	49	151	6	2	0	52	28	0	5
Future Vol, veh/h	1	383	4	49	151	6	2	0	52	28	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	260	400	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	8	25	8	17	0	50	0	0	0	0	0
Mvmt Flow	1	430	4	55	170	7	2	0	58	31	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	434	0	0	719	719	430	743	716	170
Stage 1	-	-	-	-	-	-	432	432	-	280	280	-
Stage 2	-	-	-	-	-	-	287	287	-	463	436	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.6	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.272	-	-	3.95	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1411	-	-	1094	-	-	289	357	629	334	358	879
Stage 1	-	-	-	-	-	-	518	586	-	731	683	-
Stage 2	-	-	-	-	-	-	628	678	-	583	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1411	-	-	1094	-	-	276	339	629	291	340	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	339	-	291	340	-
Stage 1	-	-	-	-	-	-	517	585	-	730	649	-
Stage 2	-	-	-	-	-	-	593	644	-	528	582	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2	11.7	17.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	601	1411	-	-	1094	-	-	291	879
HCM Lane V/C Ratio	0.101	0.001	-	-	0.05	-	-	0.108	0.006
HCM Control Delay (s)	11.7	7.6	-	-	8.5	-	-	18.9	9.1
HCM Lane LOS	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.4	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	258	208	307	149	0	0	0	0	110	0	54
Future Volume (veh/h)	0	258	208	307	149	0	0	0	0	110	0	54
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1737	1826	1618	1618	0				1663	0	1796
Adj Flow Rate, veh/h	0	300	0	357	173	0				128	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86				0.86	0.86	0.86
Percent Heavy Veh, %	0	11	5	19	19	0				16	0	7
Cap, veh/h	0	409		528	957	0				182	0	
Arrive On Green	0.00	0.24	0.00	0.20	0.59	0.00				0.11	0.00	0.00
Sat Flow, veh/h	0	1737	1547	1541	1618	0				1584	0	1522
Grp Volume(v), veh/h	0	300	0	357	173	0				128	0	0
Grp Sat Flow(s),veh/h/ln	0	1737	1547	1541	1618	0				1584	0	1522
Q Serve(g_s), s	0.0	8.1	0.0	8.0	2.5	0.0				4.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.1	0.0	8.0	2.5	0.0				4.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	409		528	957	0				182	0	
V/C Ratio(X)	0.00	0.73		0.68	0.18	0.00				0.70	0.00	
Avail Cap(c_a), veh/h	0	1532		665	2148	0				931	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	18.0	0.0	10.5	4.8	0.0				21.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	0.0	1.9	0.1	0.0				4.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.0	2.0	0.5	0.0				1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.6	0.0	12.5	4.9	0.0				26.6	0.0	0.0
LnGrp LOS	A	C		B	A	A				C	A	
Approach Vol, veh/h		300	A		530						128	A
Approach Delay, s/veh		20.6			10.0						26.6	
Approach LOS		C			A						C	

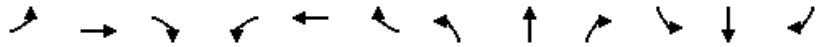
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		37.0			18.2	18.8		14.1				
Change Period (Y+Rc), s		6.8			* 7.7	6.8		8.2				
Max Green Setting (Gmax), s		67.7			* 15	45.0		30.0				
Max Q Clear Time (g_c+I1), s		4.5			10.0	10.1		6.0				
Green Ext Time (p_c), s		1.0			0.5	1.7		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			15.5									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	304	0	0	412	114	44	0	224	0	0	0
Future Volume (veh/h)	64	304	0	0	412	114	44	0	224	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1707	1722	0	0	1618	1678	1648	0	1648			
Adj Flow Rate, veh/h	67	320	0	0	434	0	46	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	13	12	0	0	19	15	17	0	17			
Cap, veh/h	380	1027	0	0	568		109	0				
Arrive On Green	0.07	0.60	0.00	0.00	0.35	0.00	0.07	0.00	0.00			
Sat Flow, veh/h	1626	1722	0	0	1618	1422	1570	0	1397			
Grp Volume(v), veh/h	67	320	0	0	434	0	46	0	0			
Grp Sat Flow(s),veh/h/ln	1626	1722	0	0	1618	1422	1570	0	1397			
Q Serve(g_s), s	0.9	3.8	0.0	0.0	9.8	0.0	1.2	0.0	0.0			
Cycle Q Clear(g_c), s	0.9	3.8	0.0	0.0	9.8	0.0	1.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	380	1027	0	0	568		109	0				
V/C Ratio(X)	0.18	0.31	0.00	0.00	0.76		0.42	0.00				
Avail Cap(c_a), veh/h	869	2801	0	0	1776		1148	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	8.0	4.1	0.0	0.0	11.8	0.0	18.3	0.0	0.0			
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	2.2	0.0	2.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.0	0.0	2.6	0.0	0.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	4.3	0.0	0.0	14.0	0.0	20.8	0.0	0.0			
LnGrp LOS	A	A	A	A	B		C	A				
Approach Vol, veh/h		387			434	A		46	A			
Approach Delay, s/veh		5.0			14.0			20.8				
Approach LOS		A			B			C				

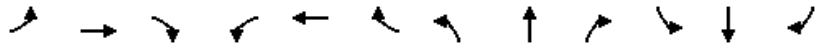
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.1	21.8		9.2		31.9						
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4						
Max Green Setting (Gmax), s	* 15	* 45		* 30		* 67						
Max Q Clear Time (g_c+I1), s	2.9	11.8		3.2		5.8						
Green Ext Time (p_c), s	0.1	2.6		0.1		1.9						

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	366	117	25	295	24	121	3	42	51	11	110
Future Volume (veh/h)	45	366	117	25	295	24	121	3	42	51	11	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1781	1455	1618	1707	1604	1352	1900	1900	1767	1767	1767
Adj Flow Rate, veh/h	48	394	126	27	317	26	130	3	45	55	12	118
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	13	8	30	19	13	20	37	0	0	9	9	9
Cap, veh/h	258	486	337	198	442	352	358	38	568	118	31	144
Arrive On Green	0.04	0.27	0.27	0.03	0.26	0.26	0.10	0.37	0.37	0.15	0.15	0.15
Sat Flow, veh/h	1626	1781	1233	1541	1707	1359	1287	102	1524	333	200	939
Grp Volume(v), veh/h	48	394	126	27	317	26	130	0	48	185	0	0
Grp Sat Flow(s),veh/h/ln	1626	1781	1233	1541	1707	1359	1287	0	1626	1472	0	0
Q Serve(g_s), s	1.5	14.5	5.8	0.9	11.9	1.0	5.6	0.0	1.3	6.1	0.0	0.0
Cycle Q Clear(g_c), s	1.5	14.5	5.8	0.9	11.9	1.0	5.6	0.0	1.3	8.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	0.30		0.64
Lane Grp Cap(c), veh/h	258	486	337	198	442	352	358	0	606	292	0	0
V/C Ratio(X)	0.19	0.81	0.37	0.14	0.72	0.07	0.36	0.00	0.08	0.63	0.00	0.00
Avail Cap(c_a), veh/h	558	1092	756	549	1095	872	503	0	887	379	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.7	23.8	20.7	19.5	23.7	19.7	20.0	0.0	14.2	28.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	3.3	0.7	0.3	2.2	0.1	0.6	0.0	0.1	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.8	1.7	0.3	4.5	0.3	1.7	0.0	0.5	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	27.1	21.3	19.8	25.9	19.7	20.6	0.0	14.3	30.9	0.0	0.0
LnGrp LOS	B	C	C	B	C	B	C	A	B	C	A	A
Approach Vol, veh/h		568			370			178			185	
Approach Delay, s/veh		25.1			25.0			18.9			30.9	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	25.5		34.4	9.3	26.4	15.4	19.0
Change Period (Y+Rc), s	7.3	7.3		* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	16.0	45.0		* 38	18.0	43.0	* 15	* 15
Max Q Clear Time (g_c+I1), s	3.5	13.9		3.3	2.9	16.5	7.6	10.5
Green Ext Time (p_c), s	0.1	1.9		0.3	0.0	2.7	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

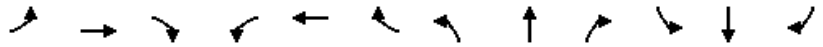
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	450	14	2	331	5	0
Future Volume (veh/h)	450	14	2	331	5	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1722	1307	1900	1633	418	1900
Adj Flow Rate, veh/h	517	16	2	380	6	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	12	40	0	18	100	0
Cap, veh/h	690	444	327	991	5	18
Arrive On Green	0.40	0.40	0.00	0.61	0.01	0.00
Sat Flow, veh/h	1722	1108	1810	1633	398	1610
Grp Volume(v), veh/h	517	16	2	380	6	0
Grp Sat Flow(s),veh/h/ln	1722	1108	1810	1633	398	1610
Q Serve(g_s), s	9.5	0.3	0.0	4.4	0.4	0.0
Cycle Q Clear(g_c), s	9.5	0.3	0.0	4.4	0.4	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	690	444	327	991	5	18
V/C Ratio(X)	0.75	0.04	0.01	0.38	1.33	0.00
Avail Cap(c_a), veh/h	2099	1350	1058	2986	324	1309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.5	6.7	7.2	3.7	18.2	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.2	314.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.1	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	6.8	7.2	4.0	332.4	0.0
LnGrp LOS	B	A	A	A	F	A
Approach Vol, veh/h	533			382	6	
Approach Delay, s/veh	11.0			4.0	332.4	
Approach LOS	B			A	F	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	29.9	7.0	7.6	22.3
Change Period (Y+Rc), s	7.5	* 6.6	7.5	7.5
Max Green Setting (Gmax), s	67.5	* 30	15.0	45.0
Max Q Clear Time (g_c+I1), s	6.4	2.4	2.0	11.5
Green Ext Time (p_c), s	2.1	0.0	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	330	97	111	274	21	40	9	78	65	45	36
Future Volume (veh/h)	12	330	97	111	274	21	40	9	78	65	45	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1737	1841	1856	1589	1900	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	13	351	0	118	291	0	43	10	83	69	48	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	11	4	3	21	0	0	0	0	2	2	2
Cap, veh/h	523	573		472	865		161	36	145	203	89	57
Arrive On Green	0.33	0.33	0.00	0.09	0.54	0.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1105	1737	1560	1767	1589	1610	402	256	1031	628	629	408
Grp Volume(v), veh/h	13	351	0	118	291	0	136	0	0	155	0	0
Grp Sat Flow(s),veh/h/ln	1105	1737	1560	1767	1589	1610	1689	0	0	1665	0	0
Q Serve(g_s), s	0.4	7.7	0.0	1.8	4.6	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.4	7.7	0.0	1.8	4.6	0.0	3.2	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.32		0.61	0.45		0.25
Lane Grp Cap(c), veh/h	523	573		472	865		342	0	0	349	0	0
V/C Ratio(X)	0.02	0.61		0.25	0.34		0.40	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	1374	1910		905	2477		1638	0	0	967	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	12.8	0.0	8.3	5.8	0.0	18.2	0.0	0.0	18.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.3	0.3	0.0	0.9	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.2	0.0	0.4	0.7	0.0	1.2	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	14.1	0.0	8.6	6.0	0.0	19.1	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	B	B		A	A		B	A	A	B	A	A
Approach Vol, veh/h		364	A		409	A		136			155	
Approach Delay, s/veh		14.0			6.8			19.1			19.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.3		13.2	9.8	22.5		13.2				
Change Period (Y+Rc), s		7.5		* 6.8	5.9	7.5		6.8				
Max Green Setting (Gmax), s		70.9		* 45	15.0	50.0		25.0				
Max Q Clear Time (g_c+I1), s		6.6		5.2	3.8	9.7		5.7				
Green Ext Time (p_c), s		2.0		0.9	0.2	2.4		0.8				

Intersection Summary		
HCM 6th Ctrl Delay	12.7	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	472	407	5	19	1
Future Vol, veh/h	1	472	407	5	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	10	16	0	0	0
Mvmt Flow	1	492	424	5	20	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	429	0	-	0	918	424
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	494	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1141	-	-	-	304	634
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	617	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1141	-	-	-	304	634
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	617	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1141	-	-	-	304	634
HCM Lane V/C Ratio	0.001	-	-	-	0.065	0.002
HCM Control Delay (s)	8.2	-	-	-	17.7	10.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	481	375	7	41	35
Future Vol, veh/h	11	481	375	7	41	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	17	0	0	0
Mvmt Flow	12	506	395	7	43	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	402	0	-	0	925	395
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1168	-	-	-	301	659
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1168	-	-	-	298	659
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1168	-	-	-	399
HCM Lane V/C Ratio	0.01	-	-	-	0.201
HCM Control Delay (s)	8.1	-	-	-	16.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	516	372	12	40	15
Future Vol, veh/h	6	516	372	12	40	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	7	18	0	2	0
Mvmt Flow	6	549	396	13	43	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	409	0	-	0	957	396
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1161	-	-	-	286	658
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1161	-	-	-	285	658
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1161	-	-	-	337
HCM Lane V/C Ratio	0.005	-	-	-	0.174
HCM Control Delay (s)	8.1	-	-	-	17.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	560	370	32	96	16
Future Volume (veh/h)	7	560	370	32	96	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1781	1633	1856	1900	1811
Adj Flow Rate, veh/h	7	589	389	0	101	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	8	18	3	0	6
Cap, veh/h	504	800	733		257	218
Arrive On Green	0.45	0.45	0.45	0.00	0.14	0.14
Sat Flow, veh/h	1010	1781	1633	1572	1810	1535
Grp Volume(v), veh/h	7	589	389	0	101	17
Grp Sat Flow(s),veh/h/ln	1010	1781	1633	1572	1810	1535
Q Serve(g_s), s	0.2	8.7	5.5	0.0	1.6	0.3
Cycle Q Clear(g_c), s	5.7	8.7	5.5	0.0	1.6	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	504	800	733		257	218
V/C Ratio(X)	0.01	0.74	0.53		0.39	0.08
Avail Cap(c_a), veh/h	1943	3337	3064		1695	1437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	7.3	6.4	0.0	12.5	11.9
Incr Delay (d2), s/veh	0.0	1.3	0.6	0.0	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.8	0.0	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4	8.6	7.0	0.0	13.5	12.1
LnGrp LOS	A	A	A		B	B
Approach Vol, veh/h		596	389	A	118	
Approach Delay, s/veh		8.6	7.0		13.3	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.6		10.5		21.6
Change Period (Y+Rc), s		7.2		5.9		* 7.2
Max Green Setting (Gmax), s		60.0		30.0		* 60
Max Q Clear Time (g_c+I1), s		10.7		3.6		7.5
Green Ext Time (p_c), s		3.7		0.3		2.4

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	655	399	8	34	5
Future Vol, veh/h	1	655	399	8	34	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	8	17	12	0	0
Mvmt Flow	1	697	424	9	36	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	433	0	-	0	1123	424
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	699	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1137	-	-	-	230	634
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	497	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1137	-	-	-	230	634
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	497	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1137	-	-	-	230	634
HCM Lane V/C Ratio	0.001	-	-	-	0.157	0.008
HCM Control Delay (s)	8.2	-	-	-	23.6	10.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0

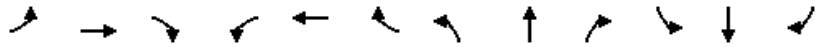
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	657	15	16	380	1	17	3	3	57	2	11
Future Volume (veh/h)	16	657	15	16	380	1	17	3	3	57	2	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1722	1722	1633	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	670	15	16	388	1	17	3	3	58	2	11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	7	12	12	18	0	0	0	0	0	0	0
Cap, veh/h	501	840	682	298	764	753	289	67	67	234	3	17
Arrive On Green	0.02	0.47	0.47	0.02	0.47	0.47	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	1796	1459	1640	1633	1610	1423	872	872	1149	40	218
Grp Volume(v), veh/h	16	670	15	16	388	1	17	0	6	71	0	0
Grp Sat Flow(s),veh/h/ln	1810	1796	1459	1640	1633	1610	1423	0	1743	1407	0	0
Q Serve(g_s), s	0.2	14.3	0.2	0.2	7.5	0.0	0.0	0.0	0.1	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	14.3	0.2	0.2	7.5	0.0	0.4	0.0	0.1	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	0.82		0.15
Lane Grp Cap(c), veh/h	501	840	682	298	764	753	289	0	134	253	0	0
V/C Ratio(X)	0.03	0.80	0.02	0.05	0.51	0.00	0.06	0.00	0.04	0.28	0.00	0.00
Avail Cap(c_a), veh/h	1269	2395	1946	994	2177	2147	1128	0	1162	1119	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	10.2	6.4	8.3	8.4	6.4	19.4	0.0	19.2	20.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.1	0.5	0.0	0.1	0.0	0.1	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	0.0	0.1	1.7	0.0	0.2	0.0	0.1	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	12.0	6.5	8.3	8.9	6.4	19.4	0.0	19.4	20.9	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	B	A	B	C	A	A
Approach Vol, veh/h		701			405			23			71	
Approach Delay, s/veh		11.7			8.9			19.4			20.9	
Approach LOS		B			A			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	28.1		8.9	8.0	28.1		8.9				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	20.0	60.0		30.0	20.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	9.5		2.4	2.2	16.3		4.3				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	4.8		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		11.4
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	302	10	49	131	222	8	43	46	407	50	287
Future Volume (veh/h)	410	302	10	49	131	222	8	43	46	407	50	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1870	1900	1900	1796	1811	1722	1841	1870	1870	1781	1618
Adj Flow Rate, veh/h	488	360	12	58	156	264	10	51	55	485	60	342
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	10	2	0	0	7	6	12	4	2	2	8	19
Cap, veh/h	603	781	672	345	361	309	20	208	179	591	489	377
Arrive On Green	0.25	0.42	0.42	0.04	0.20	0.20	0.01	0.11	0.11	0.17	0.27	0.27
Sat Flow, veh/h	1668	1870	1610	1810	1796	1535	1640	1841	1585	3456	1781	1372
Grp Volume(v), veh/h	488	360	12	58	156	264	10	51	55	485	60	342
Grp Sat Flow(s),veh/h/ln	1668	1870	1610	1810	1796	1535	1640	1841	1585	1728	1781	1372
Q Serve(g_s), s	22.9	14.6	0.5	2.6	8.0	17.4	0.6	2.7	3.3	14.2	2.7	25.3
Cycle Q Clear(g_c), s	22.9	14.6	0.5	2.6	8.0	17.4	0.6	2.7	3.3	14.2	2.7	25.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	603	781	672	345	361	309	20	208	179	591	489	377
V/C Ratio(X)	0.81	0.46	0.02	0.17	0.43	0.85	0.51	0.25	0.31	0.82	0.12	0.91
Avail Cap(c_a), veh/h	1295	1696	1460	706	856	731	313	438	378	1811	1034	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	22.1	18.0	31.3	36.7	40.4	51.5	42.5	42.8	42.0	28.6	36.8
Incr Delay (d2), s/veh	2.7	0.4	0.0	0.2	0.8	6.7	18.6	0.6	1.0	2.9	0.1	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	6.1	0.2	1.1	3.4	6.9	0.4	1.3	1.3	6.1	1.1	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	22.5	18.0	31.5	37.5	47.2	70.1	43.1	43.8	44.9	28.7	45.3
LnGrp LOS	C	C	B	C	D	D	E	D	D	D	C	D
Approach Vol, veh/h		860			478			116			887	
Approach Delay, s/veh		23.5			42.1			45.7			43.9	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	28.3	24.2	18.1	11.6	51.0	7.3	35.1
Change Period (Y+Rc), s	* 7.8	* 7.2	* 6.3	6.3	7.5	7.2	6.0	* 6.3
Max Green Setting (Gmax), s	* 7.8	* 50	* 55	25.0	25.0	95.2	20.0	* 61
Max Q Clear Time (g_c+I1), s	24.9	19.4	16.2	5.3	4.6	16.6	2.6	27.3
Green Ext Time (p_c), s	1.6	1.7	1.7	0.4	0.1	2.1	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-95 SB Ramps	I	49	45.8	29.8	75.6	0.62	29.6	C
I-95 NB Ramps	I	45	9.9	7.2	17.1	0.09	20.0	E
East Friday Rd	I	45	12.6	33.8	46.4	0.12	9.4	F
Walmart Distribution	I	45	42.1	4.3	46.4	0.48	37.2	B
Cox Road	I	55	39.3	24.6	63.9	0.60	33.9	C
London Boulevard	I	55	83.6	9.7	93.3	1.28	49.3	A
Shopping Plaza	I	45	25.5	13.9	39.4	0.25	22.4	D
Industry Road	I	45	21.8	28.6	50.4	0.21	15.0	F
Total	I		280.6	151.9	432.5	3.65	30.4	C

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	55.4	78.8	0.23	10.3	F
Shopping Plaza	I	45	21.8	10.4	32.2	0.21	23.5	D
London Boulevard	I	45	25.5	8.0	33.5	0.25	26.3	D
Cox Road	I	55	83.6	8.9	92.5	1.28	49.7	A
Walmart Distribution	I	55	39.3	1.7	41.0	0.60	52.8	A
East Friday Road	I	45	42.1	35.5	77.6	0.48	22.2	D
I-95 NB Ramps	I	45	12.6	19.6	32.2	0.12	13.5	F
I-95 SB Ramps	I	45	9.9	6.8	16.7	0.09	20.5	E
Total	I		258.2	146.3	404.5	3.25	29.0	C

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	189	253	64	32	2
Future Vol, veh/h	4	189	253	64	32	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	625	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	9	6	0	0	0
Mvmt Flow	4	193	258	65	33	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	323	0	-	0	459	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1248	-	-	-	564	786
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1248	-	-	-	562	786
Mov Cap-2 Maneuver	-	-	-	-	562	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1248	-	-	-	562	786
HCM Lane V/C Ratio	0.003	-	-	-	0.058	0.003
HCM Control Delay (s)	7.9	-	-	-	11.8	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	222	6	98	306	60	10	3	63	24	2	0
Future Vol, veh/h	2	222	6	98	306	60	10	3	63	24	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	260	400	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	7	0	1	3	2	10	0	0	0	0	0
Mvmt Flow	2	234	6	103	322	63	11	3	66	25	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	385	0	0	240	0	0	799	829	234	804	772	322
Stage 1	-	-	-	-	-	-	238	238	-	528	528	-
Stage 2	-	-	-	-	-	-	561	591	-	276	244	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.2	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.59	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1185	-	-	1333	-	-	294	308	810	304	333	724
Stage 1	-	-	-	-	-	-	748	712	-	538	531	-
Stage 2	-	-	-	-	-	-	498	498	-	735	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1185	-	-	1333	-	-	275	284	810	260	307	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	284	-	260	307	-
Stage 1	-	-	-	-	-	-	747	711	-	537	490	-
Stage 2	-	-	-	-	-	-	458	460	-	671	707	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.7	11.8	20.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	609	1185	-	-	1333	-	-	263	-
HCM Lane V/C Ratio	0.131	0.002	-	-	0.077	-	-	0.104	-
HCM Control Delay (s)	11.8	8	-	-	7.9	-	-	20.3	0
HCM Lane LOS	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.3	-	-	0.3	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	201	108	258	392	0	0	0	0	113	0	72
Future Volume (veh/h)	0	201	108	258	392	0	0	0	0	113	0	72
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1722	1781	1856	0				1648	0	1856
Adj Flow Rate, veh/h	0	209	0	269	408	0				118	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	4	12	8	3	0				17	0	3
Cap, veh/h	0	466		585	1053	0				183	0	
Arrive On Green	0.00	0.25	0.00	0.15	0.57	0.00				0.12	0.00	0.00
Sat Flow, veh/h	0	1841	1459	1697	1856	0				1570	0	1572
Grp Volume(v), veh/h	0	209	0	269	408	0				118	0	0
Grp Sat Flow(s),veh/h/ln	0	1841	1459	1697	1856	0				1570	0	1572
Q Serve(g_s), s	0.0	4.5	0.0	4.9	5.8	0.0				3.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.5	0.0	4.9	5.8	0.0				3.4	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	466		585	1053	0				183	0	
V/C Ratio(X)	0.00	0.45		0.46	0.39	0.00				0.65	0.00	
Avail Cap(c_a), veh/h	0	1747		864	2649	0				993	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	14.9	0.0	9.2	5.7	0.0				20.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.6	0.2	0.0				3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	0.0	1.3	1.2	0.0				1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.6	0.0	9.8	5.9	0.0				23.8	0.0	0.0
LnGrp LOS	A	B		A	A	A				C	A	
Approach Vol, veh/h		209	A		677						118	A
Approach Delay, s/veh		15.6			7.5						23.8	
Approach LOS		B			A						C	

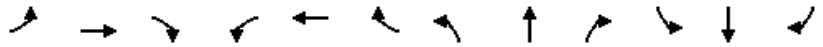
Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	33.7			14.9	18.8		13.7					
Change Period (Y+Rc), s	6.8			* 7.7	6.8		8.2					
Max Green Setting (Gmax), s	67.7			* 15	45.0		30.0					
Max Q Clear Time (g_c+I1), s	7.8			6.9	6.5		5.4					
Green Ext Time (p_c), s	2.5			0.5	1.1		0.3					

Intersection Summary												
HCM 6th Ctrl Delay			11.1									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	258	0	0	469	110	181	0	349	0	0	0
Future Volume (veh/h)	56	258	0	0	469	110	181	0	349	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1752	0	0	1811	1693	1856	0	1752			
Adj Flow Rate, veh/h	58	266	0	0	484	0	187	0	0			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	10	0	0	6	14	3	0	10			
Cap, veh/h	352	985	0	0	626		251	0				
Arrive On Green	0.06	0.56	0.00	0.00	0.35	0.00	0.14	0.00	0.00			
Sat Flow, veh/h	1767	1752	0	0	1811	1434	1767	0	1485			
Grp Volume(v), veh/h	58	266	0	0	484	0	187	0	0			
Grp Sat Flow(s),veh/h/ln	1767	1752	0	0	1811	1434	1767	0	1485			
Q Serve(g_s), s	0.9	3.6	0.0	0.0	11.0	0.0	4.7	0.0	0.0			
Cycle Q Clear(g_c), s	0.9	3.6	0.0	0.0	11.0	0.0	4.7	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	352	985	0	0	626		251	0				
V/C Ratio(X)	0.16	0.27	0.00	0.00	0.77		0.75	0.00				
Avail Cap(c_a), veh/h	825	2525	0	0	1761		1145	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	9.3	5.2	0.0	0.0	13.5	0.0	19.1	0.0	0.0			
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	2.1	0.0	4.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.0	0.0	3.6	0.0	2.1	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	5.4	0.0	0.0	15.6	0.0	23.4	0.0	0.0			
LnGrp LOS	A	A	A	A	B		C	A				
Approach Vol, veh/h		324			484	A		187	A			
Approach Delay, s/veh		6.1			15.6			23.4				
Approach LOS		A			B			C				

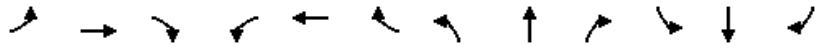
Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.0	23.4		12.9		33.4			
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4			
Max Green Setting (Gmax), s	* 15	* 45		* 30		* 67			
Max Q Clear Time (g_c+I1), s	2.9	13.0		6.7		5.6			
Green Ext Time (p_c), s	0.1	2.9		0.5		1.5			

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	343	132	42	403	49	132	7	43	38	8	44
Future Volume (veh/h)	132	343	132	42	403	49	132	7	43	38	8	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1396	1693	1885	1900	1544	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	136	354	136	43	415	51	136	7	44	39	8	45
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	5	34	14	1	0	24	0	0	0	0	0
Cap, veh/h	310	565	366	288	512	437	394	72	450	125	26	73
Arrive On Green	0.08	0.31	0.31	0.04	0.27	0.27	0.10	0.32	0.32	0.10	0.10	0.10
Sat Flow, veh/h	1810	1826	1183	1612	1885	1610	1471	226	1419	526	272	764
Grp Volume(v), veh/h	136	354	136	43	415	51	136	0	51	92	0	0
Grp Sat Flow(s),veh/h/ln	1810	1826	1183	1612	1885	1610	1471	0	1645	1562	0	0
Q Serve(g_s), s	3.6	11.4	6.2	1.3	14.1	1.6	5.4	0.0	1.5	2.6	0.0	0.0
Cycle Q Clear(g_c), s	3.6	11.4	6.2	1.3	14.1	1.6	5.4	0.0	1.5	3.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	0.42		0.49
Lane Grp Cap(c), veh/h	310	565	366	288	512	437	394	0	522	224	0	0
V/C Ratio(X)	0.44	0.63	0.37	0.15	0.81	0.12	0.34	0.00	0.10	0.41	0.00	0.00
Avail Cap(c_a), veh/h	589	1144	741	646	1236	1056	567	0	918	411	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.4	20.3	18.5	17.3	23.3	18.8	22.6	0.0	16.5	29.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.1	0.6	0.2	3.1	0.1	0.5	0.0	0.1	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.4	1.7	0.4	5.9	0.6	1.9	0.0	0.6	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.4	19.1	17.5	26.5	18.9	23.1	0.0	16.6	31.0	0.0	0.0
LnGrp LOS	B	C	B	B	C	B	C	A	B	C	A	A
Approach Vol, veh/h		626			509			187			92	
Approach Delay, s/veh		20.3			25.0			21.3			31.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	25.9		30.0	10.1	28.5	15.2	14.7
Change Period (Y+Rc), s	7.3	7.3		* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	15.0	45.0		* 38	18.0	43.0	* 15	* 15
Max Q Clear Time (g_c+I1), s	5.6	16.1		3.5	3.3	13.4	7.4	5.8
Green Ext Time (p_c), s	0.2	2.5		0.3	0.1	2.5	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

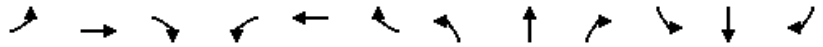
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	424	13	2	486	19	4
Future Volume (veh/h)	424	13	2	486	19	4
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1781	952	1900	1870	1381	1900
Adj Flow Rate, veh/h	451	14	2	517	20	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	64	0	2	35	0
Cap, veh/h	628	284	332	1057	55	67
Arrive On Green	0.35	0.35	0.00	0.56	0.04	0.04
Sat Flow, veh/h	1781	806	1810	1870	1316	1610
Grp Volume(v), veh/h	451	14	2	517	20	4
Grp Sat Flow(s),veh/h/ln	1781	806	1810	1870	1316	1610
Q Serve(g_s), s	7.9	0.4	0.0	6.0	0.5	0.1
Cycle Q Clear(g_c), s	7.9	0.4	0.0	6.0	0.5	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	628	284	332	1057	55	67
V/C Ratio(X)	0.72	0.05	0.01	0.49	0.37	0.06
Avail Cap(c_a), veh/h	2238	1013	1084	3524	1102	1348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	7.6	7.6	4.7	16.7	16.5
Incr Delay (d2), s/veh	1.6	0.1	0.0	0.4	4.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.3	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.6	7.7	7.6	5.0	20.8	16.9
LnGrp LOS	B	A	A	A	C	B
Approach Vol, veh/h	465			519	24	
Approach Delay, s/veh	11.5			5.0	20.1	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	27.7	8.1	7.6	20.1
Change Period (Y+Rc), s	7.5	* 6.6	7.5	7.5
Max Green Setting (Gmax), s	67.5	* 30	15.0	45.0
Max Q Clear Time (g_c+I1), s	8.0	2.5	2.0	9.9
Green Ext Time (p_c), s	3.0	0.0	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	368	18	109	391	72	45	4	135	31	30	25
Future Volume (veh/h)	29	368	18	109	391	72	45	4	135	31	30	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1826	1752	1870	1900	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	30	379	0	112	403	0	46	4	139	32	31	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	7	5	10	2	0	2	2	2	3	3	3
Cap, veh/h	467	567		412	975		141	27	204	170	144	87
Arrive On Green	0.32	0.32	0.00	0.08	0.52	0.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	998	1796	1547	1668	1870	1610	261	152	1149	378	813	492
Grp Volume(v), veh/h	30	379	0	112	403	0	189	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	998	1796	1547	1668	1870	1610	1562	0	0	1683	0	0
Q Serve(g_s), s	1.0	8.7	0.0	1.9	6.2	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	8.7	0.0	1.9	6.2	0.0	5.3	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.24		0.74	0.36		0.29
Lane Grp Cap(c), veh/h	467	567		412	975		372	0	0	402	0	0
V/C Ratio(X)	0.06	0.67		0.27	0.41		0.51	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1202	1891		804	2792		1545	0	0	927	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	14.1	0.0	9.4	6.9	0.0	18.2	0.0	0.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.6	0.0	0.4	0.3	0.0	1.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	0.0	0.5	1.3	0.0	1.7	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	15.7	0.0	9.8	7.3	0.0	19.5	0.0	0.0	17.2	0.0	0.0
LnGrp LOS	B	B		A	A		B	A	A	B	A	A
Approach Vol, veh/h		409	A		515	A		189			89	
Approach Delay, s/veh		15.4			7.8			19.5			17.2	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	32.3		15.2	9.8	22.5		15.2					
Change Period (Y+Rc), s	7.5		* 6.8	5.9	7.5		6.8					
Max Green Setting (Gmax), s	70.9		* 45	15.0	50.0		25.0					
Max Q Clear Time (g_c+I1), s	8.2		7.3	3.9	10.7		4.1					
Green Ext Time (p_c), s	2.8		1.4	0.2	2.8		0.4					

Intersection Summary		
HCM 6th Ctrl Delay	12.9	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	531	571	16	9	1
Future Vol, veh/h	3	531	571	16	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	6	3	0	0	0
Mvmt Flow	3	547	589	16	9	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	605	0	-	0	1142	589
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	553	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	983	-	-	-	224	512
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	983	-	-	-	223	512
Mov Cap-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	983	-	-	-	223	512
HCM Lane V/C Ratio	0.003	-	-	-	0.042	0.002
HCM Control Delay (s)	8.7	-	-	-	21.8	12
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	504	571	62	34	18
Future Vol, veh/h	36	504	571	62	34	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	5	3	0	0	0
Mvmt Flow	39	542	614	67	37	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	681	0	-	0	1234	614
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	921	-	-	-	197	496
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	540	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	921	-	-	-	189	496
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	24.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	921	-	-	-	241
HCM Lane V/C Ratio	0.042	-	-	-	0.232
HCM Control Delay (s)	9.1	-	-	-	24.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	526	626	40	37	9
Future Vol, veh/h	14	526	626	40	37	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	5	3	0	0	11
Mvmt Flow	15	566	673	43	40	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	716	0	-	0	1269	673
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	596	-
Critical Hdwy	4.17	-	-	-	6.4	6.31
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.399
Pot Cap-1 Maneuver	862	-	-	-	188	440
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	554	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	862	-	-	-	185	440
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	554	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	27.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	862	-	-	-	209
HCM Lane V/C Ratio	0.017	-	-	-	0.237
HCM Control Delay (s)	9.3	-	-	-	27.5
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	556	642	101	68	10
Future Volume (veh/h)	22	556	642	101	68	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1856	1900	1885	1752
Adj Flow Rate, veh/h	24	604	698	0	74	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	4	3	0	1	10
Cap, veh/h	366	928	936		203	168
Arrive On Green	0.50	0.50	0.50	0.00	0.11	0.11
Sat Flow, veh/h	759	1841	1856	1610	1795	1485
Grp Volume(v), veh/h	24	604	698	0	74	11
Grp Sat Flow(s),veh/h/ln	759	1841	1856	1610	1795	1485
Q Serve(g_s), s	0.9	8.3	10.2	0.0	1.3	0.2
Cycle Q Clear(g_c), s	11.1	8.3	10.2	0.0	1.3	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	366	928	936		203	168
V/C Ratio(X)	0.07	0.65	0.75		0.36	0.07
Avail Cap(c_a), veh/h	1313	3224	3255		1572	1300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	6.3	6.7	0.0	14.0	13.6
Incr Delay (d2), s/veh	0.1	0.8	1.2	0.0	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	1.6	0.0	0.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.2	7.0	8.0	0.0	15.1	13.7
LnGrp LOS	B	A	A		B	B
Approach Vol, veh/h		628	698	A	85	
Approach Delay, s/veh		7.2	8.0		15.0	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		24.5		9.8		24.5
Change Period (Y+Rc), s		7.2		5.9		* 7.2
Max Green Setting (Gmax), s		60.0		30.0		* 60
Max Q Clear Time (g_c+I1), s		13.1		3.3		12.2
Green Ext Time (p_c), s		3.9		0.2		5.0

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	622	736	40	14	7
Future Vol, veh/h	5	622	736	40	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	6	2	0	0	0
Mvmt Flow	5	669	791	43	15	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	834	0	-	0	1470	791
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	679	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	808	-	-	-	142	393
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	808	-	-	-	141	393
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	27.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	808	-	-	-	141	393
HCM Lane V/C Ratio	0.007	-	-	-	0.107	0.019
HCM Control Delay (s)	9.5	-	-	-	33.6	14.3
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.1

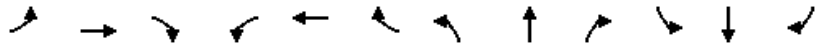
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	568	51	20	638	3	114	8	9	55	0	24
Future Volume (veh/h)	17	568	51	20	638	3	114	8	9	55	0	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1900	1693	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	638	57	22	717	3	128	9	10	62	0	27
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	5	0	14	3	0	0	0	0	0	0	0
Cap, veh/h	290	860	758	311	879	763	326	95	105	226	16	53
Arrive On Green	0.02	0.47	0.47	0.03	0.47	0.47	0.12	0.12	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1810	1826	1610	1612	1856	1610	1405	822	913	909	140	457
Grp Volume(v), veh/h	19	638	57	22	717	3	128	0	19	89	0	0
Grp Sat Flow(s),veh/h/ln	1810	1826	1610	1612	1856	1610	1405	0	1736	1506	0	0
Q Serve(g_s), s	0.3	14.4	1.0	0.4	16.8	0.0	0.9	0.0	0.5	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.3	14.4	1.0	0.4	16.8	0.0	3.6	0.0	0.5	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	0.70		0.30
Lane Grp Cap(c), veh/h	290	860	758	311	879	763	326	0	200	295	0	0
V/C Ratio(X)	0.07	0.74	0.08	0.07	0.82	0.00	0.39	0.00	0.09	0.30	0.00	0.00
Avail Cap(c_a), veh/h	964	2167	1911	907	2202	1911	998	0	1030	997	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	10.9	7.3	8.6	11.4	7.0	21.3	0.0	20.0	20.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.3	0.0	0.1	1.9	0.0	0.8	0.0	0.2	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.1	0.2	0.1	4.9	0.0	1.4	0.0	0.2	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	12.2	7.4	8.7	13.3	7.0	22.1	0.0	20.2	21.5	0.0	0.0
LnGrp LOS	A	B	A	A	B	A	C	A	C	C	A	A
Approach Vol, veh/h		714			742			147			89	
Approach Delay, s/veh		11.7			13.2			21.8			21.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	31.1		11.2	8.4	30.9		11.2				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	20.0	60.0		30.0	20.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.3	18.8		5.6	2.4	16.4		4.7				
Green Ext Time (p_c), s	0.0	5.2		0.4	0.0	4.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	13.7	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	268	17	141	298	446	35	99	105	366	119	370
Future Volume (veh/h)	335	268	17	141	298	446	35	99	105	366	119	370
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1870	1900	1900	1870	1885	1856	1870	1900	1885	1870	1856
Adj Flow Rate, veh/h	349	279	18	147	310	465	36	103	109	381	124	385
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	2	0	0	2	1	3	2	0	1	2	3
Cap, veh/h	446	762	656	524	598	511	51	304	261	466	504	424
Arrive On Green	0.16	0.41	0.41	0.07	0.32	0.32	0.03	0.16	0.16	0.13	0.27	0.27
Sat Flow, veh/h	1682	1870	1610	1810	1870	1598	1767	1870	1610	3483	1870	1572
Grp Volume(v), veh/h	349	279	18	147	310	465	36	103	109	381	124	385
Grp Sat Flow(s),veh/h/ln	1682	1870	1610	1810	1870	1598	1767	1870	1610	1742	1870	1572
Q Serve(g_s), s	16.1	12.6	0.8	6.5	16.5	34.0	2.5	5.9	7.4	13.0	6.3	28.8
Cycle Q Clear(g_c), s	16.1	12.6	0.8	6.5	16.5	34.0	2.5	5.9	7.4	13.0	6.3	28.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	762	656	524	598	511	51	304	261	466	504	424
V/C Ratio(X)	0.78	0.37	0.03	0.28	0.52	0.91	0.70	0.34	0.42	0.82	0.25	0.91
Avail Cap(c_a), veh/h	1148	1462	1259	764	768	656	290	384	331	1573	935	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	25.1	21.6	24.5	33.8	39.7	58.6	45.2	45.8	51.3	34.8	43.0
Incr Delay (d2), s/veh	3.1	0.3	0.0	0.3	0.7	14.3	16.2	0.7	1.1	3.6	0.3	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	5.5	0.3	2.8	7.3	14.8	1.3	2.9	0.1	5.7	2.8	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	25.4	21.6	24.8	34.5	54.1	74.8	45.9	46.9	54.9	35.0	50.7
LnGrp LOS	C	C	C	C	C	D	E	D	D	D	D	D
Approach Vol, veh/h		646			922			248			890	
Approach Delay, s/veh		25.5			42.8			50.5			50.3	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	46.1	22.6	26.1	16.3	56.8	9.5	39.1
Change Period (Y+Rc), s	* 7.8	* 7.2	* 6.3	6.3	7.5	7.2	6.0	* 6.3
Max Green Setting (Gmax), s	* 7.8	* 50	* 55	25.0	25.0	95.2	20.0	* 61
Max Q Clear Time (g_c+I1), s	18.1	36.0	15.0	9.4	8.5	14.6	4.5	30.8
Green Ext Time (p_c), s	1.1	2.9	1.3	0.8	0.3	1.6	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-95 SB Ramps	I	49	45.8	25.1	70.9	0.62	31.6	C
I-95 NB Ramps	I	45	9.9	8.8	18.7	0.09	18.3	E
E. Friday Rd	I	45	12.6	26.0	38.6	0.12	11.3	F
Walmart Distribution	I	45	42.1	7.0	49.1	0.48	35.1	B
Cox Road	I	55	39.3	23.0	62.3	0.60	34.7	B
London Boulevard	I	55	83.6	7.9	91.5	1.28	50.3	A
Shopping Plaza	I	45	25.5	17.4	42.9	0.25	20.6	E
Industry Road	I	45	21.8	32.2	54.0	0.21	14.0	F
Total	I		280.6	147.4	428.0	3.65	30.7	C

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	49.2	72.6	0.23	11.2	F
Shopping Plaza	I	45	21.8	19.2	41.0	0.21	18.4	E
London Boulevard	I	45	25.5	8.8	34.3	0.25	25.7	D
Cox Road	I	55	83.6	7.9	91.5	1.28	50.3	A
Walmart Distribution	I	55	39.3	4.1	43.4	0.60	49.9	A
East Friday Road	I	45	42.1	38.9	81.0	0.48	21.3	D
I-95 NB Ramps	I	45	12.6	22.0	34.6	0.12	12.6	F
I-95 SB Ramps	I	45	9.9	7.7	17.6	0.09	19.4	E
Total	I		258.2	157.8	416.0	3.25	28.2	C

timing at the boundary intersection. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.

LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersection. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.

LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersection, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed, or the volume-to-capacity ratio is greater than 1.0.

Exhibit 18-1 lists the LOS thresholds established for the motorized vehicle mode on urban streets. The threshold value is interpolated when the base free-flow speed is between the values shown in the column headings of this exhibit. For example, the LOS A threshold for a segment with a base free-flow speed of 42 mi/h is 34 mi/h [= (42 – 40)/(45 – 40) × (36 – 32) + 32].

Exhibit 18-1
LOS Criteria: Motorized Vehicle Mode

LOS	Travel Speed Threshold by Base Free-Flow Speed (mi/h) 55	50	45	40	35	30	25	Volume-to-Capacity Ratio[a]
A	>44	>40	>36	>32	>28	>24	>20	≤ 1.0
B	>37	>34	>30	>27	>23	>20	>17	
C	>28	>25	>23	>20	>18	>15	>13	
D	>22	>20	>18	>16	>14	>12	>10	
E	>17	>15	>14	>12	>11	>9	>8	
F	≤17	≤15	≤14	≤12	≤11	≤9	≤8	
F	Any							> 1.0

Note: [a] Volume-to-capacity ratio of through movement at downstream boundary intersection.

Pedestrian, Bicycle, and Transit Modes

Historically, this manual has used a single performance measure as the basis for defining LOS. However, research documented in Chapter 5, Quality and Level-of-Service Concepts, indicates that travelers consider a wide variety of factors in assessing the quality of service provided to them. Some of these factors can be described as performance measures (e.g., speed), and others can be described as basic descriptors of the urban street character (e.g., sidewalk width). The methodologies for evaluating the pedestrian, bicycle, and transit modes combine these factors to determine the corresponding mode's LOS.

The Spatial Limits subsections of Sections 4 and 5 provide guidance on when to use segment- and link-based analyses for the pedestrian and bicycle modes, respectively.

Pedestrian quality of service can be evaluated for the segment, the link, or both. A segment-based pedestrian evaluation uses the worse of the LOS letters resulting from pedestrian space and the segment pedestrian LOS score to determine the overall segment pedestrian LOS. The left side of Exhibit 18-2 lists the threshold values associated with each LOS for the segment-based evaluation of the pedestrian travel mode. The LOS is determined by consideration of both the LOS score and the average pedestrian space on the sidewalk. The applicable LOS for an evaluation is determined from the table by finding the intersection of the row corresponding to the computed score value and the column corresponding to the computed space value.

Appendix F

Crash Data

SR 520 - SR - Friday Road To Industry Road
January 1, 2014 to December 31, 2018

| Crash_Number | Agency_Number | Agency_Name | Ownership | Light | Crash_Date | Crash_Time | Collision | Crash_Severity | Route | Crash_Location | Crash_Direction | Crash_Distance | Crash_Milepost | Intersection | Weather | Surface_Condition | Light_Condition | Traffic_Control | Driver_Substance_Abuse | Driver_Distracted_By | Drivers_License_State | Vehicle_Damage_Extent | Vehicle_Body_Type | Vehicle_Year | Vehicle_Make | Vehicle_Model | Vehicle_Color | Vehicle_Configuration | Vehicle_Damage_Direction | Vehicle_Total_Occupants | Vehicle_Contributing_Circumstance | Vehicle_Maneuver | Vehicle_Direction | Vehicle_Speed | Vehicle_Speed_Limit | Vehicle_Contributing_Circumstance | Vehicle_Contributing_Circumstance | Vehicle_Contributing_Circumstance

Table X: Number of Crashes

Year	Total Number of Crashes	Number of Injury Crashes	Number of Fatal Crashes	Number of Night Crashes	Number of Wet Crashes
Study Corridor: SR 524					
2014	45	12	1	9	7
2015	46	22	0	7	8
2016	64	29	3	12	9
2017	53	20	0	8	2
2018	41	19	0	9	4
2014-2018	**249**	**102**	**4**	**45**	**30**
Average	***49.8***	***20.4***	***0.8***	***9.0***	***6.0***
Percent	***-***	***41.0%***	***1.6%***	***18.1%***	***12.0%***

Table X: Types of Crashes

Crash Type	2014	2015	2016	2017	2018	2014-2018	Average per Year	Percent
Study Corridor: SR 524								
Angle	2	7	4	5	2	**20**	**4.0**	**8.0%**
Animal	0	2	0	0	1	**3**	**0.6**	**1.2%**
Bicycle	0	0	0	0	1	**1**	**0.2**	**0.4%**
Head On	11	5	15	8	1	**40**	**8.0**	**16.1%**
Left Turn	9	6	14	7	5	**41**	**8.2**	**16.5%**
Off Road	5	1	4	3	3	**16**	**3.2**	**6.4%**
Pedestrian	0	0	1	0	1	**2**	**0.4**	**0.8%**
Rear End	11	10	13	15	15	**64**	**12.8**	**25.7%**
Right Turn	0	1	0	0	0	**1**	**0.2**	**0.4%**
Rollover	0	0	1	0	2	**3**	**0.6**	**1.2%**
Sideswipe	0	1	3	1	5	**10**	**2.0**	**4.0%**
Unknown	2	1	1	5	1	**10**	**2.0**	**4.0%**
Other	5	12	8	9	4	**38**	**7.6**	**15.3%**
Total	***45***	***46***	***64***	***53***	***41***	***249***	***-***	***100.0%***

Crash Type	2014	2015	2016	2017	2018	2014-2018	Average per Year	Percent
Intersection 1-2: SR 524 at I-95 Ramps								
Angle	1	2	2	2	0	**7**	**1.40**	**12.96%**
Rear End	0	1	0	1	3	**5**	**1.00**	**9.26%**
Head On	0	1	1	1	0	**3**	**0.60**	**5.56%**
Left Turn	3	3	6	2	2	**16**	**3.20**	**29.63%**
Sideswipe	0	0	2	0	0	**2**	**0.40**	**3.70%**
Pedestrian	0	0	1	0	1	**2**	**0.40**	**3.70%**
Right Turn	0	0	0	0	0	**0**	**0.00**	**0.00%**
Bicycle	0	0	0	0	1	**1**	**0.20**	**1.85%**
Other	3	1	6	4	4	**18**	**3.60**	**33.33%**
Total	***7***	***8***	***18***	***10***	***11***	***54***	***10.80***	***100.00%***
Intersection 3: SR 524 at East Friday Road								
Angle	0	0	0	0	0	**0**	**0.00**	**0.00%**
Rear End	0	0	0	0	0	**0**	**0.00**	**0.00%**
Head On	0	0	0	0	0	**0**	**0.00**	**0.00%**
Left Turn	2	0	0	1	1	**4**	**0.80**	**66.67%**
Sideswipe	0	0	0	0	1	**1**	**0.20**	**16.67%**
Pedestrian	0	0	0	0	0	**0**	**0.00**	**0.00%**
Right Turn	0	0	0	0	0	**0**	**0.00**	**0.00%**
Bicycle	0	0	0	0	0	**0**	**0.00**	**0.00%**
Other	0	0	0	1	0	**1**	**0.20**	**16.67%**
Total	***2***	***0***	***0***	***2***	***2***	***6***	***1.20***	***100.00%***
Intersection 4: SR 524 at Cox Road								
Angle	0	1	0	1	0	**2**	**0.40**	**11.11%**
Rear End	0	1	5	1	0	**7**	**1.40**	**38.89%**
Head On	3	0	2	0	0	**5**	**1.00**	**27.78%**
Left Turn	0	0	0	0	1	**1**	**0.20**	**5.56%**
Sideswipe	0	0	0	0	0	**0**	**0.00**	**0.00%**
Pedestrian	0	0	0	0	0	**0**	**0.00**	**0.00%**
Right Turn	0	0	0	0	0	**0**	**0.00**	**0.00%**
Bicycle	0	0	0	0	0	**0**	**0.00**	**0.00%**
Other	1	1	1	0	0	**3**	**0.60**	**16.67%**
Total	***4***	***3***	***8***	***2***	***1***	***18***	***3.60***	***100.00%***

Crash Type	2014	2015	2016	2017	2018	2014-2018	Average per Year	Percent
Intersection 5: SR 524 at London Boulevard								
Angle	0	0	0	0	0	**0**	**0.00**	**0.00%**
Rear End	1	1	1	1	1	**5**	**1.00**	**62.50%**
Head On	0	0	1	0	0	**1**	**0.20**	**12.50%**
Left Turn	0	0	1	0	0	**1**	**0.20**	**12.50%**
Sideswipe	0	0	0	0	1	**1**	**0.20**	**12.50%**
Pedestrian	0	0	0	0	0	**0**	**0.00**	**0.00%**
Right Turn	0	0	0	0	0	**0**	**0.00**	**0.00%**
Bicycle	0	0	0	0	0	**0**	**0.00**	**0.00%**
Other	0	0	0	0	0	**0**	**0.00**	**0.00%**
Total	***1***	***1***	***3***	***1***	***2***	***8***	***1.60***	***100.00%***
Intersection 6: SR 524 at Shopping Plaza								
Angle	0	0	0	0	0	**0**	**0.00**	**0.00%**
Rear End	0	0	0	0	1	**1**	**0.20**	**20.00%**
Head On	0	0	0	0	0	**0**	**0.00**	**0.00%**
Left Turn	1	1	1	0	0	**3**	**0.60**	**60.00%**
Sideswipe	0	0	0	0	0	**0**	**0.00**	**0.00%**
Pedestrian	0	0	0	0	0	**0**	**0.00**	**0.00%**
Right Turn	0	0	0	0	0	**0**	**0.00**	**0.00%**
Bicycle	0	0	0	0	0	**0**	**0.00**	**0.00%**
Other	1	0	0	0	0	**1**	**0.20**	**20.00%**
Total	***2***	***1***	***1***	***0***	***1***	***5***	***1.00***	***100.00%***
Intersection 7: SR 524 at Industry Road								
Angle	0	1	2	0	1	**4**	**0.80**	**4.44%**
Rear End	8	5	6	8	5	**32**	**6.40**	**35.56%**
Head On	5	3	10	6	0	**24**	**4.80**	**26.67%**
Left Turn	3	0	4	4	1	**12**	**2.40**	**13.33%**
Sideswipe	0	0	1	0	2	**3**	**0.60**	**3.33%**
Pedestrian	0	0	0	0	0	**0**	**0.00**	**0.00%**
Right Turn	0	0	0	0	0	**0**	**0.00**	**0.00%**
Bicycle	0	0	0	0	0	**0**	**0.00**	**0.00%**
Other	2	7	2	3	1	**15**	**3.00**	**16.67%**
Total	***18***	***16***	***25***	***21***	***10***	***90***	***18.00***	***100.00%***

Year	Total Number of Crashes	Number of Injury Crashes	Total Injuries	Number of Fatal Crashes	Total Fatalities	Number of Night Crashes	Number of Wet Crashes
Intersection 1-2: SR 524 at I-95 Ramps							
2014	7	4	5	0	0	1	2
2015	8	3	4	0	0	3	0
2016	18	11	15	2	2	3	4
2017	10	6	11	0	0	1	2
2018	11	6	6	0	0	1	1
2014-2018	**54**	**30**	**41**	**2**	**2**	**9**	**9**
Average	***10.80***	***6.00***	***8.20***	***0.40***	***0.40***	***1.80***	***1.80***
Percent	***-***	***55.56%***	***-***	***3.70%***	***-***	***16.67%***	***16.67%***
Intersection 3: SR 524 at East Friday Road							
2014	2	0	0	0	0	1	0
2015	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0
2017	2	1	1	0	0	0	0
2018	2	0	0	0	0	0	0
2014-2018	**6**	**1**	**1**	**0**	**0**	**1**	**0**
Average	***1.20***	***0.20***	***0.20***	***0.00***	***0.00***	***0.20***	***0.00***
Percent	***-***	***16.67%***	***-***	***0.00%***	***-***	***16.67%***	***0.00%***
Intersection 4: SR 524 at Cox Road							
2014	4	0	0	0	0	0	0
2015	3	2	6	0	0	1	0
2016	8	3	5	0	0	1	0
2017	2	1	1	0	0	0	0
2018	1	1	1	0	0	0	0
2014-2018	**18**	**7**	**13**	**0**	**0**	**2**	**0**
Average	***3.60***	***1.40***	***2.60***	***0.00***	***0.00***	***0.40***	***0.00***
Percent	***-***	***38.89%***	***-***	***0.00%***	***-***	***11.11%***	***0.00%***

Year	Total Number of Crashes	Number of Injury Crashes	Total Injuries	Number of Fatal Crashes	Total Fatalities	Number of Night Crashes	Number of Wet Crashes
Intersection 5: SR 524 at London Boulevard							
2014	1	0	0	0	0	1	0
2015	1	1	1	0	0	0	0
2016	3	3	4	0	0	2	0
2017	1	1	2	0	0	1	0
2018	2	1	1	0	0	0	0
2014-2018	**8**	**6**	**8**	**0**	**0**	**4**	**0**
Average	***1.60***	***1.20***	***1.60***	***0.00***	***0.00***	***0.80***	***0.00***
Percent	***-***	***75.00%***	***-***	***0.00%***	***-***	***50.00%***	***0.00%***
Intersection 6: SR 524 at Shopping Plaza							
2014	2	1	1	0	0	0	0
2015	1	1	1	0	0	0	0
2016	1	1	1	0	0	0	0
2017	0	0	0	0	0	0	0
2018	1	0	0	0	0	0	0
2014-2018	**5**	**3**	**3**	**0**	**0**	**0**	**0**
Average	***1.00***	***0.60***	***0.60***	***0.00***	***0.00***	***0.00***	***0.00***
Percent	***-***	***60.00%***	***-***	***0.00%***	***-***	***0.00%***	***0.00%***
Intersection 7: SR 524 at Industry Road							
2014	18	3	3	0	0	5	4
2015	16	7	8	0	0	0	4
2016	25	7	11	0	0	5	4
2017	21	6	7	0	0	4	0
2018	10	3	4	0	0	3	1
2014-2018	**90**	**26**	**33**	**0**	**0**	**17**	**13**
Average	***18.00***	***5.20***	***6.60***	***0.00***	***0.00***	***3.40***	***2.60***
Percent	***-***	***28.89%***	***-***	***0.00%***	***-***	***18.89%***	***14.44%***

Statewide Average Crash Rates (2012-2016)

District	County	Crash Rate Category	Average Crash Rate	Influence Area Crashes	Crash Count	Millions Entering Vehicles	Total Centerline Miles
Statewide		Interstate Urban	0.92433	933	127812	139285	4051
Statewide		Interstate Rural	0.4385	27	19491	44511	3426
Statewide		Toll Road Urban	0.73693	690	36546	50528	2379
Statewide		Toll Road Rural	0.41288	12	3716	9029	900
Statewide		Urban Other Limited Ac	1.93587	3737	22553	13580	634
Statewide		Rural Other Limited Acc	0.76086	19	15	45	23
Statewide		Ramp Urban	0	59159	16960	4081	1101
Statewide		Ramp Rural	0	55982	37574	9391	4367
Statewide		Urban 2-3Ln 2Wy Divd	6.57533	2398	2777	787	194
Statewide		Urban 2-3Ln 2Wy Divd	5.39119	3731	10394	2620	621
Statewide		Urban 2-3Ln 2Wy Undiv	3.33058	2047	5563	2285	899
Statewide		Suburban 2-3Ln 2Wy Di	3.30867	928	2258	963	233
Statewide		Suburban 2-3Ln 2Wy Di	2.58255	4208	19118	9032	2023
Statewide		Suburban 2-3Ln 2Wy U	1.11885	1861	17278	17106	5841
Statewide		Rural 2-3Ln 2Wy Divd R	1.1717	171	593	652	166
Statewide		Rural 2-3Ln 2Wy Divd P	1.7799	734	4222	2784	998
Statewide		Rural 2-3Ln 2Wy Undivi	0.73644	1456	18624	27266	18643
Statewide		Urban 4-5Ln 2Wy Divd	3.41251	21009	102269	36125	4360
Statewide		Urban 4-5Ln 2Wy Divd	5.60009	21830	89497	19879	2414
Statewide		Urban 4-5Ln 2Wy Undiv	6.31988	2357	14851	2723	458
Statewide		Suburban 4-5Ln 2Wy Di	1.66973	5300	75759	48546	5536
Statewide		Suburban 4-5Ln 2Wy Di	2.30454	1027	9533	4582	474
Statewide		Suburban 4-5Ln 2Wy U	1.62206	52	314	226	44
Statewide		Rural 4-5Ln 2Wy Divd R	0.68389	393	11866	17925	4511
Statewide		Rural 4-5Ln 2Wy Divd P	0.51745	6	414	812	237
Statewide		Rural 4-5Ln 2Wy Undivi	0	0	0	2	1
Statewide		Urban 6+Ln 2Wy Divd F	4.4316	44348	274909	72041	4663
Statewide		Urban 6+Ln 2Wy Divd F	5.02607	3317	19224	4485	321
Statewide		Urban 6+Ln 2Wy Undiv	58.78478	33	324	6	2
Statewide		Suburban 6+Ln 2Wy Div	2.58627	5433	64170	26912	1651
Statewide		Suburban 6+Ln 2Wy Div	1.08671	118	1865	1825	78
Statewide		Suburban 6+Ln 2Wy Un	0	0	0	0	0
Statewide		Rural 6+Ln 2Wy Divd Ra	1.01472	10	250	256	54
Statewide		Rural 6+Ln 2Wy Divd Pa	0.06096	0	1	16	6
Statewide		Rural 6+Ln 2Wy Undivd	0	0	0	0	0
Statewide		Urban One Way	10.20245	9952	28212	3741	959
Statewide		Suburban One Way	2.31175	1823	4821	2874	501
Statewide		Rural One Way	4.54199	621	371	218	126
Statewide		Undefined	0	11462	3774	0	0
Statewide		Not Coded	1.86459	28217	1047918	577140	72897

Appendix G

Sub-area Validation Report

Memorandum

To: Jason Learned

Date: March 11, 2019

Project #: 62954.32

From: Hong Ji
Rajashekar Pemmanaboina

Re: SR 524 PTAR: Sub-area Model Validation

Introduction

The purpose of this memorandum is to present the findings of the subarea travel demand model validation task completed to support the traffic forecasting for the SR 524 PTAR. The latest adopted Central Florida Regional Planning Model (CFRPM) version 6.1 developed by FDOT District Five was used as the travel demand model which reflects the transportation improvements identified within the adopted Space Coast Transportation Planning Organization Long Range Transportation Plan (LRTP).

A subarea model for base year 2015 of the CFRPM v6.1 was created and calibrated in support of the traffic forecasting effort. The subarea model calibration and validation followed the procedures outlined in FDOT's 2014 Project Traffic Forecasting Handbook and Florida Standard Urban Transportation Model Structure (FSUTMS) Model Calibration and Validation Standards. A future year (2045) subarea model scenario was then developed based on the calibration efforts to obtain future year volume forecasts.

This report summarizes the data collection efforts, subarea model calibration, subarea model validation results, and future year scenario development. The study area is bounded by I-95 to the west, US 1 to the east, SR 528 to the north and SR 520 to the south. The study subarea boundary is shown in **Figure 1**.

Data Collection

To support the subarea model validation, year 2015 Annual Average Daily Traffic (AADT) counts for individual roadway segments were obtained from Space Coast Transportation Planning Organization (SCTPO), and Florida Transportation Information 2015 (FTI 2015). The Peak Season Weekly Average Daily Traffic (PSWADT) obtained from CFRPM6.1 was converted to AADT using the 2015 Model Output Conversion Factor MOCF (FTI 2015) of 0.97 for I-95 and 0.94 for all other roadways. The 2015 traffic counts from SCTPO are provided in **Appendix A1.**

225 East Robinson Street, Suite 300
Landmark Center Two
Orlando, FL 32801
P 407.965.0500

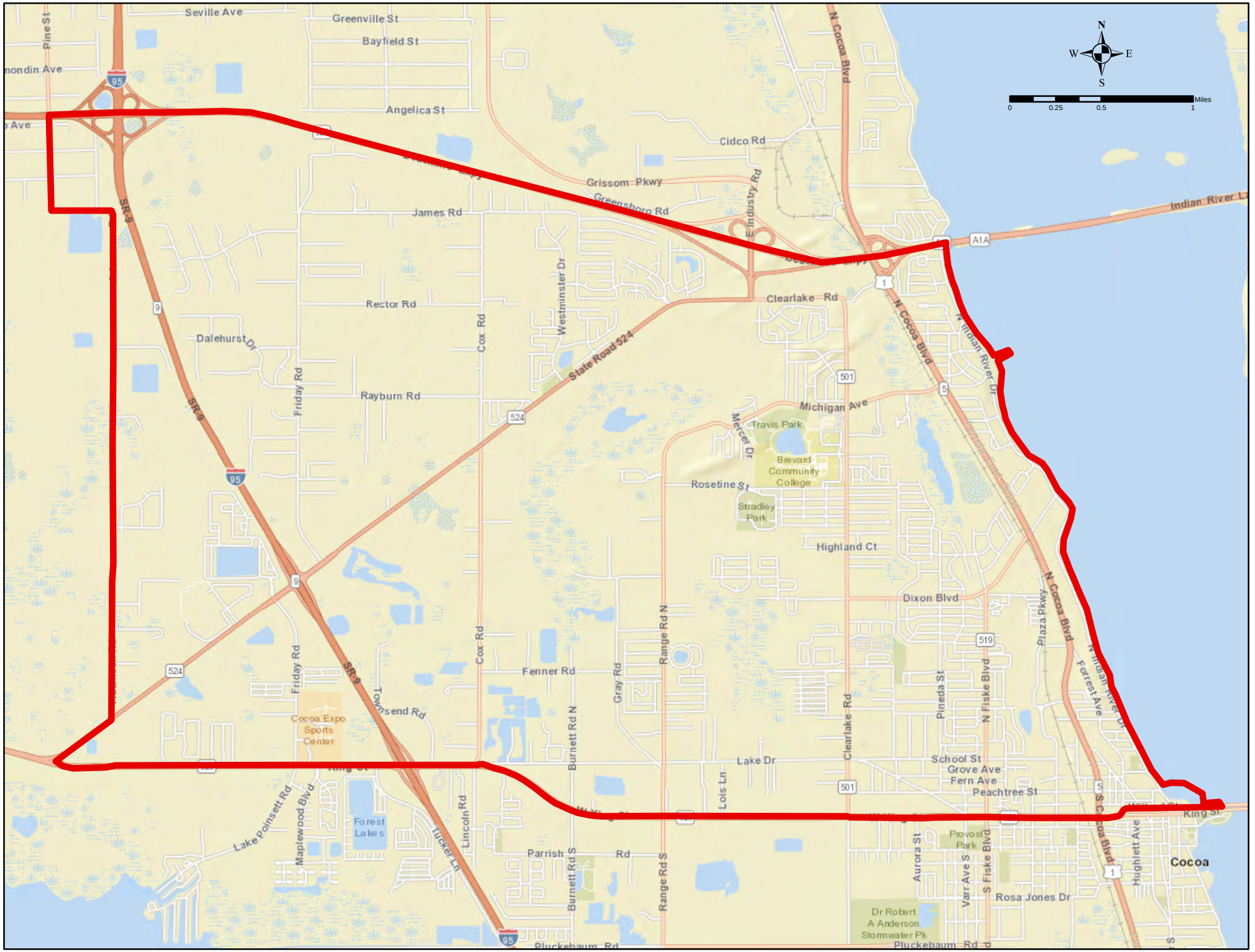


Figure 1: Study Subarea Boundary

Sub Area Model Development

Calibration

The base year 2015 Socio-Economic (SE) data that was developed for the upcoming CFRPM v7 was provided by FDOT District Five. Since the current study uses CFRPM v6.1, the Traffic Analysis Zone (TAZ) structure is different between v6.1 and v7. As such, based on the area coverage of each TAZ within the subarea boundary, 2015 SE data was adjusted appropriately to fit the v6.1 TAZ structure. The TAZ boundary comparison figure and land use changes are provided in **Appendix B1.**

The following steps were completed as part of the network adjustment process:

- Based on the existing roadway network, the following centroid connections were adjusted for TAZ numbers: 3031, 3032, 3037, 3045, 3053, 3060, 3062, 3066, 3067, 3068, 3072, and 3073.
- The following study networks adjustments to reflect the base year roadway conditions:
  - SR 524 from SR 520 to Friday Rd: speed limit was changed to 45 mph
  - Grissom Pkwy from Kings Hwy to Industry Rd: facility type was changed from 32 to 31
  - I-95 from Brevard/Volusia County line to US 192: speed limit was changed to 60 mph
  - Clearlake Rd from Industry Rd to Michigan Ave: facility type was changed from 32 to 31; speed limit was changed to 45 mph
  - Clearlake Rd from SR 520 to Pluckebaum Rd: facility type was changed from 43 to 41; speed limit was changed to 35 mph
  - Adamson Rd from SR 520 to Grissom Pkwy: facility type was changed from 43 to 41
  - Michigan Ave from Clearlake Rd to US 1: facility type was changed from 23 to 26, speed limit was changed to 40 mph
  - Dixon Blvd from Clearlake Rd to US 1: speed limit was changed to 45 mph

Validation

The validation of a traffic model involves verifying various statistics, most of which are related to actual ground counts that have been taken on various links throughout the highway network. Two measures of effectiveness including the ratio of assigned volume to count volume on links, and Percent Root Mean Square Error (RMSE) have been used in this study to evaluate whether the base year 2015 model has been validated within the allowable limits.

The overall volume-to-count (V/C) ratios by facility type and volume group were evaluated for the original and the calibrated subarea models. The comparison results of the V/C ratio evaluation (percent error) are summarized in **Tables 1 and 2.** The percent deviation is defined as ((Year 2015 model assignment in AADT – Year 2015 actual count in AADT)/ (Year 2015 actual count in AADT)). **Table 2** shows the percent deviation error by volume group.

As shown in **Tables 1 and 2**, the calibrated subarea model statistics meet the criteria set forth by FDOT. The relevant model outputs are provided in **Appendices C1 and D1.** The V/C ratios for individual roadway links are provided in **Appendix E1.**

Table 1: Volume-Over-Count Ratio by Facility Type and Percent Error

Facility Type	Criteria	Original Model	Calibrated Model
Freeway (FT1X, FT8X, FT9X)	+/- 7%	3.38%	-3.60%
Divided Arterial (FT2X)	+/- 15%	-9.70%	-9.58%
Undivided Arterial (FT3X)	+/- 15%	-22.53%	-9.99%
Collector (FT 4X)	+/- 25%	-33.62%	-18.43%
One-Way (FT6X)	+/- 25%	N/A	N/A

Table 2: Volume-Over-Count Ratio by Volume Group and Percent Error

Volume Group	Criteria	Original Model	Calibrated Model
LT 10,000 Volume	50%	0.38%	3.60%
10,000-30,000	30%	-14.83%	-12.20%
30,000-50,000	25%	-7.06%	-11.10%
50,000-65,000	20%	9.72%	4.25%
65,000-75,000	15%	5.53%	-0.88%
GT 75,000	10%	N/A	N/A

The percent RMSE (Root Mean Square Error) for the study area is another aggregate measure of how well the model has been validated against the actual counts. The RMSE for the study area comprising 30 roadway links is 2.96% and usually can be +/-35% to 45%. The RMSE evaluation results are shown in **Table 3.**

Table 3: RMSE% by Volume Group of the Calibrated Subarea Model

Volume Group	% RMSE	Acceptable % RMSE	Preferable % RMSE
1-5,000:	9.89%	100%	45%
5,000-10,000:	26.11%	45%	35%
10,000-15,000:	16.09%	35%	27%
15,000- 20,000:	10.68%	30%	25%
20,000- 30,000:	7.79%	27%	15%
30,000- 50,000:	5.65%	25%	15%
50,000- 60,000:	2.91%	20%	10%
60,000+:	3.64%	19%	10%
Areawide	**2.96%**	**45%**	**35%**

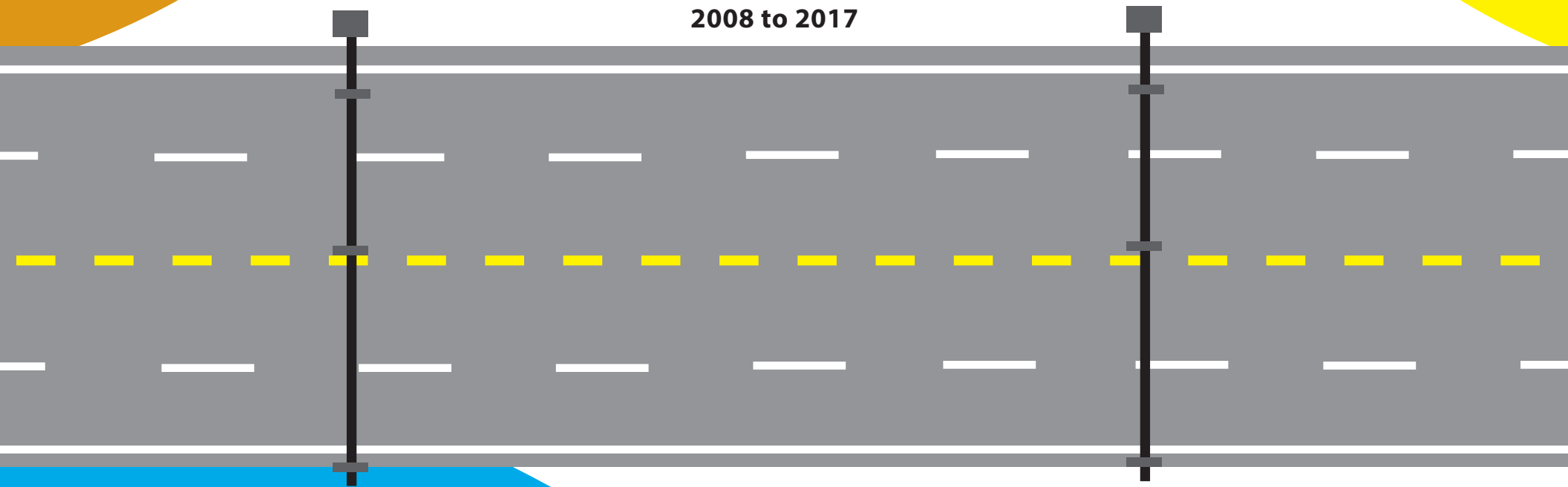
Conclusion

As summarized in this memorandum, the subarea meets the RMSE and VC ratio criteria and therefore, is considered acceptable to estimate future travel demand (2045) within the study area.

Appendix A1

SPACE COAST
TRANSPORTATION PLANNING ORGANIZATION
TRAFFIC COUNTS

Historical Counts from
2008 to 2017



SPACE COAST TPO
TRANSPORTATION PLANNING ORGANIZATION

2725 Judge Fran Jamieson Way
Melbourne, FL 32940
P: 321-690-6890
F: 321-690-6827
www.spacecoasttpo.com
laura.carter@brevardfl.gov

Interactive On-Line Counts:

http://brevard.ms2soft.com/tcds/tsearch.asp?loc=Brevard&mod=

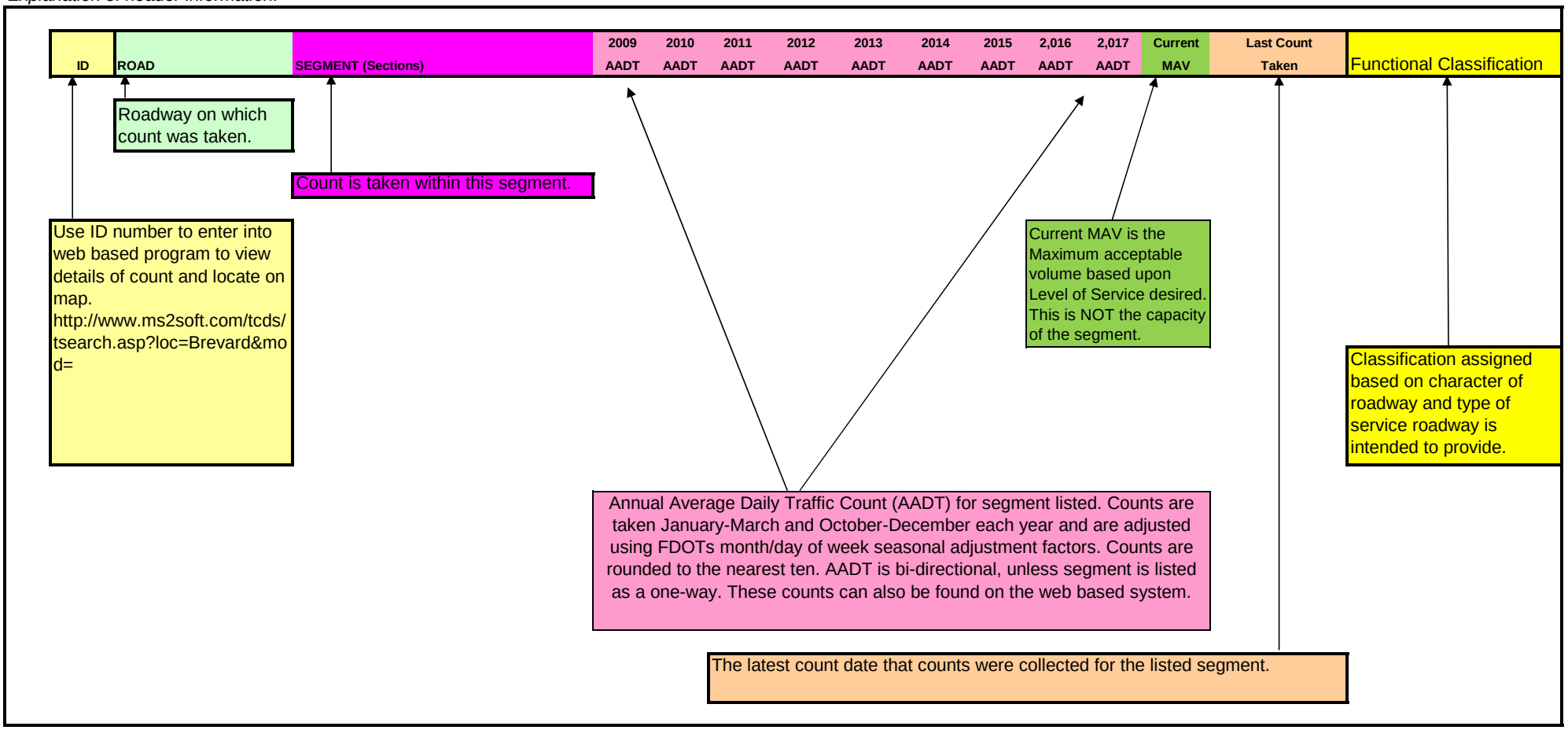
May 10, 2018

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS

Questions? Please contact TPO staff at 321-690-6890

The Space Coast Transportation Planning Organization annually collects traffic counts that are used for a variety of transportation monitoring programs, local government concurrency management systems, the Florida Department of Transportation, private citizens and local businesses. The TPO's consultant collects forty-eight (48) hour directional traffic counts by fifteen (15) minute intervals at specified locations. All counts are taken during the weekday period from 12:01 AM , Monday through 12:00 Noon Friday.

Explanation of header information:



*AADTs: Counts are calculated based on FDOT seasonal factors. It should also be noted that a reduced seasonal adjustment is applied on lower level roads (local and collectors) that experience less seasonal fluctuation in traffic.

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2008 - 2017

ID	ROAD	SEGMENT (Sections)	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2,017 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: NORTH															
206	BARNA	SR 405-SR 50	5,430	5,740	5,470	5,200	4,770	4,770	4,930	5,160	5,540	5,920	15,600	12/12/2017	Urban Major Collector
521	CAMP	GRISSOM-US 1	2,820	2,920	2,800	2,650	2,450	2,290	2,370	2,150	2,670	2,730	15,600	12/13/2017	Urban Major Collector
	CANAVERAL GROVES	PINE-US 1	5,990	4,815	7,310	4,640	7,020	4,365	6,760	4,360	7,290	4,620			
522	CITRUS	PINE-LEE	NC	3,950	NC	3,710	NC	3,550	NC	3,380	NC	3,830	15,600	11/8/2017	Urban Major Collector
212	CANAVERAL GROVES	LEE-GRISSOM	NC	NC	7,310	NC	7,020	NC	6,760	NC	7,290	NC	15,600	12/6/2016	Urban Major Collector
213	CANAVERAL GROVES	GRISSOM-US 1	5,990	5,680	NC	5,570	NC	5,180	NC	5,340	NC	5,410	15,600	11/8/2017	Urban Major Collector
	CARPENTER	FOX LAKE-SR 46	4,637	4,763	4,637	4,687	4,377	4,483	4,390	4,455	4,557	4,437			
188	CARPENTER	FOX LAKE-GARDEN	3,630	3,770	3,740	3,800	3,450	3,560	3,540	3,520	3,480	3,690	15,600	11/8/2017	Urban Major Collector
184	CARPENTER	GARDEN-DAIRY	5,130	5,330	5,220	5,230	4,890	4,970	4,960	5,390	5,390	5,410	15,600	11/29/2017	Urban Major Collector
183	CARPENTER	DAIRY-SR 46	5,150	5,190	4,950	5,030	4,790	4,920	4,670	NC	4,800	4,210	15,600	11/7/2017	Urban Major Collector
	DAIRY	CARPENTER-US 1	6,475	6,090	5,925	5,900	5,850	5,660	5,795	5,475	7,760	6,060			
185	DAIRY	CARPENTER-HOLDER	NC	5,290	NC	5,300	NC	5,100	NC	4,820	NC	5,030	15,600	11/29/2017	Urban Major Collector
523	DAIRY	HOLDER-SINGLETON	6,760	NC	6,280	NC	6,180	NC	6,070	NC	7,760	NC	15,600	11/9/2016	Urban Major Collector
186	DAIRY	SINGLETON-OLD DIXIE	NC	6,890	NC	6,500	NC	6,220	NC	6,130	NC	6,930	15,600	11/8/2017	Urban Major Collector
187	DAIRY	OLD DIXIE-US 1	6,190	NC	5,570	NC	5,520	NC	5,520	NC	NC	6,220	15,600	11/19/2014	Urban Major Collector
596	DEERING PARKWAY	I-95-US 1							1,870	1,720	2,090	2,470	14,200	12/13/2017	Rural Major Collector
	FAY	GOLFVIEW-GRISSOM	9,203	7,023	6,543	6,400	8,065	5,800	7,805	5,825	8,765	6,275			
549	FAY	GOLFVIEW-HOMESTEAD	2,580	2,770	2,660	2,740	NC	2,680	NC	2,880	NC	3,160	15,600	11/15/2017	Urban Major Collector
207	FAY	HOMESTEAD-DEER	7,490	7,900	7,250	6,990	6,780	NC	6,460	NC	6,640	NC	15,600	11/2/2016	Urban Major Collector
229	FAY	DEER-GRISSOM	17,540	10,400	9,720	9,470	9,350	8,920	9,150	8,770	10,890	9,390	15,600	12/6/2017	Urban Major Collector
	FAY	GRISSOM-US 1	13,380	15,595	14,555	14,965	13,975	13,730	13,670	13,590	14,465	14,280			
208	FAY	GRISSOM-AREQUIPPA	13,380	NC	12,830	NC	12,380	NC	12,830	13,400	13,590	NC	33,800	11/2/2016	Urban Major Collector
209	FAY	AREQUIPPA-CAROLE	NC	13,880	NC	13,410	NC	12,230	NC	12,350	NC	12,860	33,800	12/6/2017	Urban Major Collector
210	FAY	CAROLE-US 1	NC	17,310	16,280	16,520	15,570	15,230	14,510	15,020	15,340	15,700	17,700	11/8/2017	Urban Major Collector
235	FOX LAKE	CARPENTER-SOUTH	NC	NC	4,250	NC	3,870	NC	NC	3,920	NC	NC	17,700	11/18/2015	Urban Major Collector
	GRISSOM	INDUSTRY-PORT ST. JOHN PARKWAY	10,940	10,803	10,053	10,633	9,930	9,753	10,223	10,213	10,033	10,357			
197	GRISSOM	INDUSTRY-CANAVERAL GRVS	11,760	11,980	11,060	11,820	10,870	10,680	11,540	11,720	11,300	11,160	15,600	11/8/2017	Urban Minor Arterial
196	GRISSOM	CANAVERAL GRVS-CAMP	9,620	9,710	8,940	9,320	8,980	8,960	9,010	9,490	8,660	9,360	17,700	11/8/2017	Urban Minor Arterial
195	GRISSOM	CAMP-PORT ST. JOHN PARKWAY	11,440	10,720	10,160	10,760	9,940	9,620	10,120	9,430	10,140	10,550	17,700	11/8/2017	Urban Minor Arterial
	GRISSOM	PORT ST. JOHN PARKWAY-KINGS HWY	11,903	11,977	11,863	12,123	11,687	11,573	12,220	11,170	14,117	11,890			
194	GRISSOM	PORT ST. JOHN PARKWAY-BRIDGE	12,360	13,050	12,890	13,680	12,670	12,720	13,840	NC	14,940	13,920	17,700	11/15/2017	Urban Minor Arterial
193	GRISSOM	BRIDGE-FAY	11,390	11,800	11,290	11,750	11,380	12,130	12,390	12,740	13,700	12,070	17,700	11/15/2017	Urban Minor Arterial
192	GRISSOM	FAY-CURTIS	NC	11,080	NC	10,940	NC	9,870	NC	9,600	NC	9,680	15,600	11/15/2017	Urban Minor Arterial
191	GRISSOM	CURTIS-KINGS HIGHWAY	11,960	NC	11,410	NC	11,010	NC	10,430	NC	13,710	NC	15,600	11/2/2016	Urban Minor Arterial
	GRISSOM	KINGS HIGHWAY-SR 405		10,340	9,690	9,655	8,980	8,970	9,310	9,320	8,660	10,080			
190	GRISSOM	KINGS HIGHWAY-SHEPARD	UC	10,480	10,010	9,890	NC	8,970	NC	9,320	NC	10,080	30,400	11/28/2017	Rural Minor Arterial
189	GRISSOM	SHEPARD-SR 405	UC	10,200	9,370	9,420	8,980	NC	9,310	NC	8,620	NC	39,800	11/1/2016	Urban Major Collector
524	GOLFVIEW	PORT ST. JOHN PKWY-FAY	4,550	NC	4,640	NC	4,610	NC	4,830	NC	NC	5,570	15,600	11/15/2017	Urban Major Collector
526	HOLDER	DAIRY-SR 46	NC	2,550	NC	2,720	NC	2,670	NC	NC	NC	2,840	17,700	12/19/2017	Urban Major Collector
	HOPKINS	SR 50-GRACE					9,670	7,640	8,390	6,770	8,995	7,765			
583	HOPKINS	SR 50-KNOX MCRAE						6,970	7,130	NC	7,190	NC	15,600	11/9/2016	Urban Minor Arterial
584	HOPKINS	KNOX MCREA-COUNTRY CLUB DR						9,640	NC	9,090	NC	10,710	15,600	11/29/2017	Urban Minor Arterial
577	HOPKINS	COUNTRY CLUB DR-HARRISON					9,670	9,400	9,650	NC	10,800	NC	15,600	11/9/2016	Urban Minor Arterial
586	HOPKINS	HARRISON-GRACE						4,550	NC	4,450	NC	4,820	15,600	11/29/2017	Urban Minor Arterial
198	INDUSTRY	SR 524-GRISSOM	17,790	16,840	15,940	16,170	15,900	16,040	18,530	18,030	18,430	17,560	41,790	12/13/2017	Urban Minor Arterial
594	INDUSTRY	GRISSOM-CIDCO RD							4,360	NC	4,700	4,590	15,600	11/8/2017	Urban Local
245	KINGS HWY	GRISSOM-US 1	NC	4,940	NC	4,710	NC	4,300	NC	4,060	NC	5,060	15,600	11/28/2017	Urban Major Collector
223	NASA CSWY	US 1-SPACE COMMERCE WAY	15,710	15,790	13,870	12,060	11,200	10,520	11,110	10,170	12,070	12,260	30,400	11/28/2017	Rural Principal Arterial Other

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SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2008 - 2017

ID	ROAD	SEGMENT (Sections)	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2,017 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: NORTH															
239	OLD DIXIE	GARDEN-DAIRY	1,380	NC	1,200	NC	1,320	NC	1,190	NC	NC	NC	15,600	12/9/2014	Urban Major Collector
240	OLD DIXIE	DAIRY-PARKER	NC	930	NC	960	NC	910	NC	860	NC	940	15,600	11/8/2017	Urban Major Collector
	PARRISH	HOLDER-US 1	700	1,290	600	1,320	690	1,340	780	1,240	850	1,210			
242	PARRISH	HOLDER-SINGLETON	700	NC	600	NC	690	NC	780	NC	840	NC	15,600	11/9/2016	Urban Major Collector
241	PARRISH	SINGLETON-US 1	NC	1,290	NC	1,320	NC	1,340	NC	1,240	NC	1,210	15,600	12/13/2017	Urban Major Collector
211	PT ST JOHN PKWY	I-95-GRISSOM	7,910	8,440	8,410	8,570	8,210	8,890	9,960	10,550	10,370	10,990	39,800	11/8/2017	Urban Minor Arterial
	SINGLETON	SR 405 (SOUTH ST)-SR 46	4,965	8,430	4,705	7,830	4,270	7,730	1,680			8,180			
578	SINGLETON	SR 405 (SOUTH ST)-GARDEN					6,970	NC	NC	NC	NC	7,570	17,700	11/8/2017	Urban Major Collector
238	SINGLETON	GARDEN-DAIRY	8,260	8,430	7,970	7,830	NC	7,730	NC	NC	NC	8,790	15,600	11/8/2017	Urban Major Collector
547	SINGLETON	DAIRY-SR 46	1,670	NC	1,440	NC	1,570	NC	1,680	NC	NC	NC	15,600	12/16/2014	Urban Major Collector
	SISSON	SR 405-SR 50	6,125	6,770	6,200	6,365	6,025	6,150	6,770	6,825	7,500	7,905			
234	SISSON	SR 405-SAN MATEO BLVD	5,590	6,170	5,520	5,650	5,340	5,300	5,870	5,980	6,450	6,980	15,600	12/12/2017	Urban Major Collector
550	SISSON	SAN MATEO BLVD-SR 50	6,660	7,370	6,880	7,080	6,710	7,000	7,670	7,670	8,550	8,830	15,600	11/29/2017	Urban Major Collector
201	SR 46	VOLUSIA CO-FAWN LAKE	5,420	5,500	5,520	5,760	5,640	5,750	5,970	5,680	7,230	7,070	8,400	12/13/2017	Rural Principal Arterial Other
	SR 46	FAWN LAKE-US 1	9,380	9,280	9,230	9,420	9,140	9,325	9,605	11,000	10,755	11,040			
200	SR 46	FAWN LAKE-I-95	8,820	8,730	8,590	8,960	8,580	8,970	9,080	NC	9,930	10,360	14,160	11/29/2017	Urban Principal Arterial-Other
199	SR 46	I-95-US 1	9,940	9,830	9,870	9,880	9,700	9,680	10,130	11,000	11,580	11,720	14,160	11/7/2017	Urban Principal Arterial-Other
231	SR 50	ORANGE CO-I-95	11,070	11,540	10,760	10,290	UC	9,160	10,190	10,270	10,470	11,500	40,300	11/28/2017	Rural Principal Arterial Other
	SR 50	I 95-US 1	20,628	21,476	20,018	20,004	UC	18,923	18,487	21,715	20,268	21,568			
232	SR 50	I-95-SR 405	26,010	26,710	26,290	25,080	UC	24,260	UC	27,980	23,810	30,320	41,790	11/8/2017	Urban Principal Arterial-Other
164	SR 50	SR 405-BARNA	20,690	21,560	20,260	20,580	UC	19,220	NC	24,080	NC	23,350	41,790	12/13/2017	Urban Minor Arterial
163	SR 50	BARNA-SISSON	20,370	21,880	20,230	20,280	UC	NC	20,800	NC	21,360	NC	41,790	11/8/2016	Urban Minor Arterial
162	SR 50	SISSON-HOPKINS	20,710	21,400	18,940	19,680	UC	18,620	20,460	20,240	20,900	16,660	34,020	11/29/2017	Urban Minor Arterial
161	SR 50	HOPKINS-US 1	15,360	15,830	14,370	14,400	UC	13,590	14,200	14,560	15,000	15,940	34,020	12/12/2017	Urban Minor Arterial
	SR 405 (COLUMBIA)	SR 50-US 1	19,416	19,668	17,762	17,338	16,786	16,330	16,710	17,004	17,604	18,292			
218	SR 405 (COLUMBIA)	SR 50-BARNA	20,780	20,010	18,580	18,920	18,510	17,090	19,070	19,500	19,110	20,210	41,790	11/28/2017	Urban Principal Arterial-Other
219	SR 405 (COLUMBIA)	BARNA-SR 407	20,200	20,970	19,030	18,820	18,350	17,220	16,850	17,740	17,950	18,510	41,790	11/28/2017	Urban Principal Arterial-Other
220	SR 405 (COLUMBIA)	SR 407-GRISSOM	22,350	23,210	20,900	20,110	19,550	19,660	19,730	20,020	21,110	21,370	41,790	11/28/2017	Urban Principal Arterial-Other
221	SR 405 (COLUMBIA)	GRISSOM-SISSON	18,050	18,320	16,280	15,880	15,060	15,200	16,080	15,730	17,140	17,060	41,790	11/28/2017	Urban Principal Arterial-Other
222	SR 405 (COLUMBIA)	SISSON-US 1	15,700	15,830	14,020	12,960	12,460	12,480	11,820	12,030	12,710	14,310	41,790	12/12/2017	Urban Principal Arterial-Other
	SR 405 (SOUTH)	SR 50-SINGLETON(END 2L)	15,520	15,780	15,180	15,750	15,040	14,605	15,095	14,265	15,690	16,130			
217	SR 405 (SOUTH)	SR 50-FOX LAKE	18,180	18,210	17,510	18,440	17,550	16,940	17,720	16,910	18,210	18,840	18,590	11/8/2017	Urban Minor Arterial
216	SR 405 (SOUTH)	FOX LAKE-SINGLETON	12,860	13,350	12,850	13,060	12,530	12,270	12,470	11,620	13,170	13,420	17,700	11/8/2017	Urban Minor Arterial
	SR 405 (SOUTH)	SINGLETON(END 2L)-US 1	7,005	6,565	6,185	6,245	5,830	6,480	6,070	6,930	6,480	6,630			
215	SR 405 (SOUTH)	SINGLETON-PARK	7,480	7,160	6,870	6,910	6,440	6,480	6,660	6,930	6,960	6,630	37,810	12/13/2017	Urban Minor Arterial
214	SR 405 (SOUTH)	PARK-US 1	6,530	5,970	5,500	5,580	5,220	NC	5,290	NC	5,520	NC	34,020	11/9/2016	Urban Minor Arterial
595	SR 406 (GARDEN)	CARPENTER-I-95							6,260	NC	6,960	NC	15,600	11/9/2016	Urban Major Collector
	SR 406 (GARDEN)	I-95-WASHINGTON	13,125	13,030	12,038	11,920	11,698	11,345	11,890	12,833	13,613	13,243			
202	SR 406 (GARDEN)	I-95-SINGLETON	13,440	13,810	13,940	12,960	12,530	11,670	12,800	13,850	14,510	14,730	41,790	12/13/2017	Urban Principal Arterial-Other
203	SR 406 (GARDEN)	SINGLETON-PARK	16,850	16,250	15,470	15,700	15,410	14,980	15,690	18,060	16,180	16,930	39,800	11/29/2017	Urban Principal Arterial-Other
204	SR 406 (GARDEN)	PARK-HOPKINS	12,400	11,740	10,000	10,510	10,480	10,080	10,960	10,940	13,780	10,930	39,800	12/13/2017	Urban Principal Arterial-Other
205	SR 406 (GARDEN)	HOPKINS-WASHINGTON	9,810	10,320	8,740	8,510	8,370	8,650	8,110	8,480	9,980	10,380	32,400	11/29/2017	Urban Principal Arterial-Other
233	SR 406 (GARDEN)	WASHINGTON-BLACK POINT RD.	5,350	5,210	5,560	4,370	4,800	4,510	4,030	4,900	5,960	5,290	14,800	12/13/2017	Urban Principal Arterial-Other
	SR 407	SR 528-SR 405	6,463	6,487	6,413	6,380	6,070	5,867	6,833	7,210	8,550	8,693			
225	SR 407	SR 528-I-95	6,930	6,360	6,660	6,990	6,340	6,140	6,830	7,220	8,750	9,150	8,820	12/13/2017	Rural Principal Arterial - Freeways & Expressways
548	SR 407	I-95-SHEPARD DR	6,710	7,060	6,630	6,500	6,320	6,290	7,460	7,660	9,190	8,980	24,200	12/12/2017	Urban Principal Arterial - Freeways & Expressways
224	SR 407	SHEPARD DR-SR 405	5,750	6,040	5,950	5,650	5,550	5,170	6,210	6,750	7,710	7,950	24,200	11/28/2017	Urban Principal Arterial - Freeways & Expressways

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AREA: NORTH															
	US 1	SR 528-SR 405	25,120	25,157	23,583	23,388	22,780	25,634	24,064	24,543	22,713	22,772			
226	US 1	SR 528-CANAVERAL GROVES BLVD.	33,950	33,910	31,520	31,410	30,780	UC	UC	NC	29,100	31,820	41,790	12/19/2017	Urban Principal Arterial-Other
159	US 1	CANAVERAL GROVES BLVD.-CAMP	30,510	30,820	29,690	30,220	28,790	27,210	25,690	NC	28,610	25,590	41,790	12/13/2017	Urban Principal Arterial-Other
160	US 1	CAMP-BROADWAY BLVD.	30,230	31,400	29,310	28,210	27,760	27,080	24,890	24,300	28,130	29,170	41,790	11/8/2017	Urban Principal Arterial-Other
227	US 1	BROADWAY BLVD.-FAY	30,920	31,190	29,750	30,660	28,620	27,830	25,530	27,110	27,820	29,560	41,790	11/8/2017	Urban Principal Arterial-Other
228	US 1	FAY-KINGS HIGHWAY	29,310	29,920	27,480	26,860	26,580	25,320	23,960	25,870	27,610	27,240	41,790	12/13/2017	Urban Principal Arterial-Other
230	US 1	KINGS-SR 405	26,720	24,890	23,500	23,630	22,770	20,730	20,250	20,890	22,830	22,810	41,790	11/28/2017	Urban Principal Arterial-Other
	US 1	SR 405-GRACE	26,364	26,442	23,844	24,482	23,654	22,714	23,092	24,818	24,770	24,682			
169	US 1	SR 405-SR 50	26,210	25,340	22,540	22,460	21,610	19,400	19,670	20,130	21,390	20,310	41,790	11/29/2017	Urban Principal Arterial-Other
170	US 1	SR 50-KNOX MCRAE	25,990	25,880	23,500	23,950	23,710	22,550	23,660	26,210	25,030	25,130	41,790	11/29/2017	Urban Principal Arterial-Other
172	US 1	KNOX MCREA-COUNTRY CLUB DRIVE	26,130	27,670	24,780	25,710	24,570	24,100	23,980	26,150	26,640	27,580	41,790	11/29/2017	Urban Principal Arterial-Other
173	US 1	COUNTRY CLUB DRIVE-HARRISON	27,690	28,030	25,920	26,490	25,150	24,210	24,930	26,420	26,680	26,700	41,790	11/29/2017	Urban Principal Arterial-Other
174	US 1	HARRISON-GRACE	25,800	25,290	22,480	23,800	23,230	23,310	23,220	25,180	24,110	23,690	41,790	11/29/2017	Urban Principal Arterial-Other
	US 1 (NB)	GRACE-GARDEN (NB - WASHINGTON)	13,443	12,977	UC	12,130	11,820	11,570	11,457	11,100	12,477	12,230			
182	US 1	GRACE-SOUTH	14,410	13,930	UC	12,940	12,600	12,380	12,300	NC	13,780	13,230	23,880	11/29/2017	Urban Principal Arterial-Other
181	US 1	SOUTH-MAIN	13,160	12,900	UC	12,150	11,810	NC	11,480	NC	12,310	NC	19,440	11/9/2016	Urban Principal Arterial-Other
179	US 1	MAIN-GARDEN	12,760	12,100	UC	11,300	11,050	10,760	10,590	11,100	11,340	11,230	19,440	11/29/2017	Urban Principal Arterial-Other
	US 1 (SB)	GARDEN-GRACE (SB - HOPKINS)	13,460	13,210	UC	11,943	11,820	11,630	11,183	10,925	12,040	12,740			
178	US 1	Garden-Main	12,280	UC	UC	11,200	11,010	10,780	9,870	8,900	11,110	11,970	19,440	11/29/2017	Urban Principal Arterial-Other
176	US 1	Main-South	13,230	12,180	UC	11,470	11,530	NC	11,060	NC	11,600	NC	23,880	11/9/2016	Urban Principal Arterial-Other
175	US 1	South-Grace	14,870	14,240	UC	13,160	12,920	12,480	12,620	12,950	13,410	13,510	23,880	11/29/2017	Urban Principal Arterial-Other
	US 1	GARDEN-SR 46	20,890	21,565	19,455	19,990	19,255	18,505	18,010		19,300	17,930			
165	US 1	Garden-Dairy	24,380	25,370	22,500	23,360	22,450	22,630	21,900	NC	22,490	20,270	41,790	11/8/2017	Urban Principal Arterial-Other
166	US 1	Dairy-SR46	17,400	17,760	16,410	16,620	16,060	14,380	14,120	NC	16,110	15,590	41,790	12/13/2017	Urban Principal Arterial-Other
	US 1	SR 46-VOLUSIA CO.	8,243	8,350	8,067	7,810	7,797	7,507	7,583		8,010	8,123			
167	US 1	SR 46-Lionel	11,090	11,070	10,530	10,420	10,240	9,670	10,030	NC	10,370	10,310	41,790	12/13/2017	Urban Principal Arterial-Other
168	US 1	Lionel-Burkholm	9,870	10,010	9,590	9,420	9,260	9,320	9,040	NC	9,810	10,220	40,300	11/7/2017	Urban Principal Arterial-Other
527	US 1	BURKHOLM-VOLUSIA CO.	3,770	3,970	4,080	3,590	3,890	3,530	3,680	NC	3,850	3,840	40,300	11/7/2017	Rural Principal Arterial Other
AREA: MERRITT ISLAND															
	CONE	S TROPICAL-PLUMOSA	4,277	4,107	4,157	4,073	4,060	3,990		4,180	4,127	4,363			
117	CONE	S Tropical-S Courtenay	4,740	4,560	4,560	4,420	4,390	4,440	NC	4,710	4,570	4,810	15,600	1/25/2017	Urban Minor Collector
115	CONE	S Courtenay-Plumosa	6,080	5,830	5,900	5,830	5,900	5,730	UC	5,880	5,840	6,180	15,600	1/25/2017	Urban Minor Collector
137	CROCKETT	N TROPICAL-N COURTENAY	2,010	1,930	2,010	1,970	1,890	1,800	1,880	1,950	1,970	2,100	15,600	1/18/2017	Urban Minor Collector
	FORTENBERRY	S COURTENAY- SYKES CREEK	5,745	5,175	4,950	4,780	4,535	4,490		4,705	4,730	4,840			
119	FORTENBERRY	S Courtenay-Plumosa	5,290	4,910	4,660	4,430	4,000	4,150	UC	4,460	4,590	4,610	15,600	1/25/2017	Urban Major Collector
154	FORTENBERRY	Plumosa-Sykes Ck Pkwy	6,200	5,440	5,240	5,130	5,070	4,830	UC	4,950	4,870	5,070	15,600	1/11/2017	Urban Major Collector
158	HALL	N COURTENAY-N TROPICAL	2,960	2,900	2,690	3,040	2,890	2,960	UC	2,950	3,080	3,270	15,600	1/18/2017	Urban Major Collector
138	LUCAS	N TROPICAL-N COURTENAY	2,980	3,020	2,840	2,820	2,720	2,970	2,740	3,020	3,180	3,570	15,600	1/18/2017	Urban Major Collector
153	MERRITT AVE	N TROPICAL-N COURTENAY	2,790	2,590	2,630	2,700	2,690	2,720	3,140	3,280	3,240	3,330	15,600	1/11/2017	Urban Major Collector
	MERRITT AVE	N COURTENAY - SYKES CREEK	15,120	14,730	14,750	14,220	14,005	13,790	14,855	15,090	15,970	15,910			
103	MERRITT AVE	N Courtenay-Plumosa	14,630	14,340	14,490	13,880	13,310	13,170	14,080	14,550	NC	14,210	33,800	1/25/2017	Urban Major Collector
110	MERRITT AVE	Plumosa-Sykes Ck Pkwy	15,610	15,120	15,010	14,560	14,700	14,410	15,630	15,630	15,970	15,600	33,800	1/25/2017	Urban Major Collector
104	NEWFOUND HARB.	END-SR 520	7,210	6,760	7,060	6,830	6,610	6,700	6,900	6,950	6,820	7,030	15,600	1/11/2017	Urban Minor Collector

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AREA: MERRITT ISLAND															
	N. BANANA RVR	SR 520-SR 528	10,343	10,340	10,153	9,993	9,683	9,763	9,737	10,070	10,078	10,850			
109	N. BANANA RVR	SR 520-SYKES CREEK	7,140	6,970	7,110	7,030	6,910	6,960	6,630	6,670	6,600	7,040	15,600	2/8/2017	Urban Minor Arterial
107	N. BANANA RVR	Sykes Creek-Central	12,790	13,100	12,650	12,460	12,240	12,110	12,400	12,900	12,040	13,600	15,600	2/8/2017	Urban Minor Arterial
102	N. BANANA RVR	Central-Martin Blvd.	11,100	10,950	10,700	10,490	9,900	10,220	10,180	10,640	10,770	11,410	15,600	2/8/2017	Urban Minor Arterial
602	N. BANANA RVR	Martin Blvd.-SR 528								10,550	10,900	11,350	15,600	2/8/2017	Urban Minor Arterial
613	N. BANANA RVR	SR 528-Sea Ray Drive										4,360	15,600	1/18/2017	Urban Local
	N. COURTENAY	SR 520-SR 528	32,974	32,551	33,357	29,430	30,461	30,734	31,339	33,350	31,930	32,329			
130	N. COURTENAY	SR 520-Merritt	27,130	26,390	27,570	27,140	25,380	25,430	26,500	27,810	27,300	28,270	41,790	1/18/2017	Urban Principal Arterial-Other
131	N. COURTENAY	Merritt-Needle	37,250	36,090	37,640	36,970	34,780	34,880	35,440	37,970	35,290	34,940	41,790	1/25/2017	Urban Principal Arterial-Other
133	N. COURTENAY	Needle-Lucas	35,820	35,310	36,320	30,890	33,210	33,180	34,540	36,350	35,520	33,120	41,790	1/25/2017	Urban Principal Arterial-Other
135	N. COURTENAY	Lucas-Crockett	34,720	34,190	35,550	29,930	32,420	32,870	33,160	35,460	33,490	33,740	41,790	1/18/2017	Urban Principal Arterial-Other
136	N. COURTENAY	Crockett-Pioneer	32,180	32,100	32,580	27,390	29,970	30,080	30,230	32,920	30,870	31,730	41,790	1/18/2017	Urban Principal Arterial-Other
152	N. COURTENAY	Pioneer-S Ramps SR 528	33,040	32,820	33,250	27,900	30,120	30,850	30,540	33,730	32,850	32,310	41,790	1/18/2017	Urban Principal Arterial-Other
155	N. COURTENAY	S Ramps-N Ramps SR 528	30,680	30,960	30,590	25,790	27,350	27,850	28,960	29,210	28,190	32,190	41,790	1/18/2017	Urban Principal Arterial-Other
	N. COURTENAY	SR 528-SPACE COMMERCE WAY	17,893	18,930	18,477	16,933	14,103	14,213	14,017	15,580	14,573	15,963			
140	N. COURTENAY	N Ramps-Hall	24,280	25,070	24,530	23,740	20,900	20,420	19,090	22,300	21,170	22,960	41,790	1/18/2017	Urban Principal Arterial-Other
157	N. COURTENAY	Hall-N Tropical	17,330	18,160	17,820	16,550	13,040	13,570	14,270	15,090	13,490	15,220	41,790	1/18/2017	Urban Principal Arterial-Other
141	N. COURTENAY	N. Tropical-Space Commerce Way	12,070	13,560	13,080	10,510	8,370	8,650	8,690	9,350	9,060	9,710	40,300	1/18/2017	Rural Principal Arterial Other
	N. TROPICAL TR	SR 520-PIONEER	5,113	5,095	4,733	4,948	4,620	4,665	4,658	5,233	5,388	6,620			
147	N. TROPICAL TR	SR 520-Merritt	7,760	7,850	7,210	7,510	7,200	7,440	7,420	8,170	8,260	8,840	15,600	1/11/2017	Urban Major Collector
146	N. TROPICAL TR	Merritt-Lucas	6,140	6,080	5,740	5,920	5,600	5,660	5,550	6,190	6,320	6,380	15,600	2/8/2017	Urban Major Collector
145	N. TROPICAL TR	Lucas-Crockett	4,350	4,310	3,940	4,200	3,790	3,700	3,790	4,370	4,640	4,640	15,600	1/18/2017	Urban Major Collector
156	N. TROPICAL TR	Crockett-Pioneer	2,200	2,140	2,040	2,160	1,890	1,860	1,870	2,200	2,330	NC	15,600	2/23/2016	Urban Major Collector
	N. TROPICAL TR	GRANT-N COURTENAY	1,453	1,760	1,320	1,725	1,020	1,515	1,455	1,565	1,273	1,800			
144	N. TROPICAL TR	Grant-Hall	750	NC	630	NC	580	NC	UC	NC	660	NC	15,600	2/24/2016	Urban Major Collector
143	N. TROPICAL TR	Hall-Crisafulli	1,900	1,810	1,680	1,870	NC	1,670	1,530	1,640	1,720	1,800	15,600	1/18/2017	Urban Major Collector
142	N. TROPICAL TR	Crisafulli-N Courtenay	1,710	1,710	1,650	1,580	1,460	1,360	1,380	1,490	1,440	1,800	15,600	1/18/2017	Urban Major Collector
	PLUMOSA	CONE-MERRITT AVE	5,960	5,950	5,870	5,660	5,600	5,475		5,710	5,705	6,280			
116	PLUMOSA	Cone-Fortenberry	5,830	NC	5,440	NC	5,630	NC	NC	NC	5,010	NC	15,600	2/9/2016	Urban Minor Collector
120	PLUMOSA	Fortenberry-SR 520	5,840	5,840	NC	5,430	NC	5,240	NC	5,190	NC	NC	15,600	1/14/2015	Urban Minor Collector
106	PLUMOSA	SR 520-Merritt Ave	6,210	6,060	6,300	5,890	5,570	5,710	NC	6,230	6,400	6,280	15,600	1/11/2017	Urban Minor Collector
105	S. BANANA DR.	END-SR 520	2,470	2,130	2,200	2,260	1,930	2,230	1,920	2,200	2,120	2,390	12,480	2/8/2017	Urban Major Collector
	S. COURTENAY	PINEDA-FORTENBERRY	11,745	11,608	11,910	11,525	10,998	10,983	9,437	11,240	10,605	10,868			
112	S. TROPICAL TR	PINEDA-S COURTENAY	8,020	7,760	8,160	7,660	7,270	7,170	7,320	7,520	7,390	7,400	12,480	2/8/2017	Urban Minor Arterial
113	S. COURTENAY	S. Tropical Tr-Banana	9,880	9,930	10,210	9,780	9,370	9,140	9,160	9,340	8,820	9,500	15,600	1/10/2017	Urban Minor Arterial
114	S. COURTENAY	Banana-Cone	12,480	12,400	12,730	12,280	11,850	11,910	11,830	12,030	10,890	10,860	15,600	2/8/2017	Urban Minor Arterial
118	S. COURTENAY	Cone-Fortenberry	16,600	16,340	16,540	16,380	15,500	15,710	NC	16,070	15,320	15,710	15,600	1/25/2017	Urban Minor Arterial
	S. COURTENAY	Fortenberry-SR 520	13,530	13,127	13,290	13,250	12,587	12,400		13,097	12,103	13,100			
122	S. COURTENAY	Fortenberry-Magnolia	18,240	17,960	18,050	18,030	16,990	16,600	NC	18,570	17,500	17,210	33,800	1/11/2017	Urban Minor Arterial
139	S. COURTENAY	Magnolia-SR 520	20,980	20,070	20,440	20,260	19,410	19,300	UC	19,320	17,330	20,550	33,800	2/8/2017	Urban Minor Arterial
111	S. TROPICAL TR	S PATRICK-PINEDA	1,370	1,350	1,380	1,460	1,360	1,300	1,340	1,400	1,480	1,540	12,480	1/11/2017	Urban Major Collector
	S. TROPICAL TR	S COURTENAY-SR 520	4,630	4,700	4,557	4,343	4,097	4,283	4,353	4,510	4,377	4,610			
125	S. TROPICAL TR	S Courtenay-Plantation	1,280	1,290	1,270	1,190	1,150	1,260	1,160	1,210	1,270	1,220	12,480	2/8/2017	Urban Major Collector
126	S. TROPICAL TR	Plantation-Cone	7,290	7,440	7,130	6,970	6,670	6,760	6,780	7,030	6,780	7,090	12,480	1/25/2017	Urban Major Collector
124	S. TROPICAL TR	Cone-SR 520	5,320	5,370	5,270	4,870	4,470	4,830	5,120	5,290	5,080	5,520	12,480	1/25/2017	Urban Major Collector

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AREA: MERRITT ISLAND															
603	SPACE COMMERCE WAY	SR 3-NASA CAUSEWAY								3,090	3,040	3,780	12,900	1/18/2017	Rural Principal Arterial Other
	SR 520	HUMPHREY BR-S. BANANA	33,766	33,433	34,103	33,698	30,878	32,220	33,311	34,200	32,467	30,929			
101	SR 520	Bridge-N.Tropical	46,840	46,790	46,750	46,850	NC	44,390	46,090	48,440	44,400	44,820	59,900	1/11/2017	Urban Principal Arterial-Other
148	SR 520	N.Tropical-SR 3	39,110	38,520	38,370	38,460	37,670	37,240	34,900	39,820	37,210	36,850	59,900	1/11/2017	Urban Principal Arterial-Other
97	SR 520	SR 3-Plaza ent	33,870	33,560	34,550	33,760	33,430	31,820	34,410	33,630	32,070	29,870	62,900	1/11/2017	Urban Principal Arterial-Other
98	SR 520	Plaza ent-Plumosa	33,660	33,650	34,430	33,940	30,530	31,860	34,130	33,790	31,800	29,940	62,900	1/11/2017	Urban Principal Arterial-Other
99	SR 520	Plumosa-Mall ent	33,380	34,710	33,970	32,810	32,560	30,560	32,780	32,140	31,640	28,750	62,900	1/11/2017	Urban Principal Arterial-Other
100	SR 520	Mall ent-SykesCrkPkw	27,460	25,800	27,500	25,620	26,270	26,010	28,740	27,140	24,810	23,660	62,900	1/25/2017	Urban Principal Arterial-Other
149	SR 520	Sykes-Newfound HrbDr	33,690	33,190	34,630	34,170	32,270	32,520	33,160	34,480	35,170	30,740	62,900	1/11/2017	Urban Principal Arterial-Other
150	SR 520	Newfound Hbr-N Banana	28,280	28,470	28,560	27,750	27,330	27,290	28,940	29,920	28,670	26,820	62,900	1/18/2017	Urban Principal Arterial-Other
151	SR 520	N Banana-S Banana	27,600	26,210	28,170	29,920	26,960	28,290	26,650	28,440	26,430	26,910	62,900	1/18/2017	Urban Principal Arterial-Other
	SR 528	US 1-SR 401	35,850	36,067	36,903	36,847	35,343	37,053	37,850	39,243	37,940	39,587			
128	SR 528	US 1-N COURTENAY	45,660	44,240	45,990	46,150	43,000	44,700	45,760	49,740	48,660	48,600	74,400	1/17/2017	Urban Principal Arterial-Other
129	SR 528	N Crtny-N Banana Rv Dr	32,750	32,710	33,710	33,920	32,770	33,630	36,360	32,570	31,070	36,810	74,400	1/17/2017	Urban Principal Arterial-Other
127	SR 528	N Banana Rv Dr-SR 401	29,140	31,250	31,010	30,470	30,260	32,830	31,430	35,420	34,090	33,350	74,400	1/17/2017	Urban Principal Arterial-Other
123	SYKES CREEK	FORTENBERRY-SR 520	6,650	5,980	5,630	5,530	5,490	5,610	NC	5,610	5,390	5,440	33,800	1/11/2017	Urban Major Collector
121	SYKES CREEK	SR 520-MERRITT	12,900	12,430	12,460	11,970	12,010	11,770	12,210	12,640	12,680	12,070	39,800	1/18/2017	Urban Major Collector
108	SYKES CREEK	MERRITT-N BANANA	10,180	10,040	9,880	9,670	9,700	9,890	NC	10,610	11,080	10,970	17,700	1/11/2017	Urban Major Collector
AREA: CENTRAL															
75	ADAMSON	PINE-SR 524	4,570	4,590	4,360	5,220	4,720	4,880	4,700	5,210	5,380	5,340	17,700	2/1/2017	Urban Minor Collector
	BARNES	FISKE-MURRELL	14,610	15,260	16,580	16,410	15,420	15,060	15,460	15,895		13,145			
77	BARNES	FISKE-THREE MEADOWS DRIVE	14,610	15,260	16,580	16,410	15,420	15,060	15,460	15,940	UC	13,440	17,700	2/1/2017	Urban Principal Arterial-Other
604	BARNES	THREE MEADOWS DRIVE-MURRELL								15,850	UC	12,850	17,700	2/1/2017	Urban Principal Arterial-Other
72	BARNES	MURRELL-US 1	10,370	10,890	10,930	NC	9,560	NC	9,720	9,910	8,800	9,560	17,700	2/1/2017	Urban Principal Arterial-Other
49	CLEARLAKE	PLUCKEBAUM-SR 520	5,480	5,940	6,380	5,640	5,130	5,400	4,800	5,050	4,590	4,750	15,600	2/1/2017	Urban Major Collector
	CLEARLAKE	SR 520-MICHIGAN	18,970	19,720	20,650	18,265	17,620	15,747	15,933	18,307	18,030	16,990			
29	CLEARLAKE	SR 520-Lake	13,220	13,770	16,580	13,250	12,650	11,550	11,640	14,160	13,400	12,810	39,800	2/15/2017	Urban Minor Arterial
30	CLEARLAKE	Lake-Dixon	18,230	19,300	19,470	17,740	17,010	16,010	16,210	19,620	19,120	18,200	39,800	2/8/2017	Urban Minor Arterial
31	CLEARLAKE	Dixon-Rosetine	22,440	22,940	23,220	20,620	20,250	NC	19,950	NC	21,570	NC	39,800	2/3/2016	Urban Minor Arterial
32	CLEARLAKE	Rosetine-Michigan	21,990	22,870	23,330	21,450	20,570	19,680	NC	21,140	NC	19,960	39,800	2/8/2017	Urban Minor Arterial
	CLEARLAKE	MICHIGAN-SR 524	19,927	20,200	20,023	19,460	18,100	17,233	17,727	19,817	19,927	18,193			
39	CLEARLAKE	Michigan-Otterbein	21,950	22,240	22,180	21,620	20,360	18,910	18,410	21,290	21,320	19,970	39,800	2/15/2017	Urban Minor Arterial
50	CLEARLAKE	Otterbein-N. Wal-Mart Ent.	17,170	17,360	17,100	16,580	14,920	14,120	15,520	16,960	16,090	14,810	41,790	2/1/2017	Urban Minor Arterial
95	CLEARLAKE	WAL-MART-SR 524	20,660	21,000	20,790	20,180	19,020	18,670	19,250	21,200	22,370	19,800	41,790	2/1/2017	Urban Minor Arterial
61	COX	SR 520-SR 524	4,850	4,780	4,400	4,180	3,210	4,260	4,100	4,560	4,810	4,240	17,700	2/1/2017	Urban Major Collector
69	COX	SR 524-JAMES	2,730	2,680	2,670	2,520	2,550	2,580	2,490	2,760	2,690	2,600	17,700	2/1/2017	Urban Major Collector
	DIXON	CLEARLAKE-US 1	12,493	12,095	12,173	11,320	10,970	9,855	9,630	10,160	10,415	10,303			
47	DIXON	Clearlake-Pineda St	13,320	12,920	12,740	11,740	11,490	10,280	10,320	11,360	11,290	10,920	39,800	2/8/2017	Urban Minor Arterial
51	DIXON	Pineda St-Fiske	12,480	12,080	11,820	11,250	10,760	9,590	9,420	10,260	10,130	10,240	39,800	2/8/2017	Urban Minor Arterial
46	DIXON	Fiske-Byrd Plaza ent	12,440	12,100	12,640	11,430	NC	10,140	9,800	10,220	10,760	10,560	39,800	2/8/2017	Urban Minor Arterial
45	DIXON	Byrd Plaza Ent-US 1	11,730	11,280	11,490	10,860	10,660	9,410	8,980	8,800	9,480	9,490	39,800	2/22/2017	Urban Minor Arterial
	FISKE	I-95-BARTON	20,580	21,855	23,645	21,390	20,990	21,360	21,805	23,125	23,310	22,190			
44	FISKE	I-95/Barnes-Eyster	19,570	20,480	23,210	21,050	21,060	21,880	22,160	24,690	25,080	24,190	41,790	2/1/2017	Urban Principal Arterial-Other
96	FISKE	Eyster-Barton	21,590	23,230	24,080	21,730	20,920	20,840	21,450	21,560	21,540	20,190	41,790	2/8/2017	Urban Principal Arterial-Other

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AREA: CENTRAL															
	FISKE	BARTON-SR 520	22,520	23,975	24,613	22,435	20,600	20,578	20,465	21,915	20,000	20,118			
42	FISKE	Barton-St Andrews	25,370	27,300	27,910	25,190	23,480	23,250	24,240	24,150	24,200	22,660	41,790	2/8/2017	Urban Principal Arterial-Other
41	FISKE	St Andrews-Pluckebaum	26,100	27,410	28,010	25,980	23,650	23,370	22,620	25,300	23,490	23,080	41,790	2/1/2017	Urban Principal Arterial-Other
40	FISKE	Pluckebaum-Rosa Jones	20,030	21,340	21,950	20,030	18,360	18,700	18,130	19,860	18,210	18,920	41,790	2/27/2017	Urban Principal Arterial-Other
38	FISKE	Rosa Jones-SR 520	18,580	19,850	20,580	18,540	16,910	16,990	16,870	18,350	14,100	15,810	41,790	2/1/2017	Urban Principal Arterial-Other
37	FISKE	SR 520-DIXON	9,220	9,350	9,240	8,440	8,010	7,490	7,270	8,020	8,220	7,390	15,600	1/24/2017	Urban Minor Arterial
	FLORIDA	US 1-SR 520		10,785	10,990	8,200	8,400	7,125	6,665	7,025	6,710	6,910			
55	FLORIDA	US 1-Rosa Jones		11,930	11,680	9,750	8,400	8,140	7,580	7,980	7,330	6,910	15,600	1/24/2017	Urban Minor Arterial
54	FLORIDA	Rosa Jones-SR 520		9,640	10,300	6,650	NC	6,110	5,750	6,070	6,090	UC	15,600	2/2/2016	Urban Minor Arterial
	FORREST	SR 520-US1		10,525	11,380	10,490	9,890	11,090	9,240	8,630	7,880	8,585			
52	FORREST	SR 520-Peachtree		10,360	11,220	10,290	9,890	12,580	10,170	9,890	8,700	8,930	15,600	2/8/2017	Urban Minor Arterial
53	FORREST	Peachtree-US 1		10,690	11,540	10,690	NC	9,600	8,310	7,370	7,060	8,240	15,600	2/15/2017	Urban Minor Arterial
67	FRIDAY	SR 520-SR 524	1,710	1,680	1,480	1,220	1,170	1,150	1,220	1,530	1,390	1,500	15,600	2/1/2017	Urban Major Collector
64	FRIDAY	SR 524-JAMES	3,080	3,190	3,180	3,230	3,080	3,020	NC	3,290	NC	3,210	17,700	2/1/2017	Urban Local
593	JDG F JAMIESON	TAVISTOCK DRIVE-STADIUM							4,400	4,480	4,650	5,040	17,700	1/25/2017	Urban Local
	JDG F JAMIESON	STADIUM-LAKE ANDREW	12,695	13,665	14,180	14,310	14,385	14,760	15,795	15,785	16,295	16,400			
80	JDG F JAMIESON	Stadium-Gov't Ctr./Sch. Bd. Main Entrance	12,460	13,310	13,660	13,800	13,810	14,310	14,780	15,380	15,970	16,190	39,800	1/25/2017	Urban Minor Arterial
78	JDG F JAMIESON	Gov't Ctr./Sch. Bd. Entrance-Lake Andrew	12,930	14,020	14,700	14,820	14,960	15,210	16,810	16,190	16,620	16,610	39,800	1/25/2017	Urban Minor Arterial
	LAKE	COX-SR 520	4,243	4,270	4,460	3,797	3,287	3,190	3,133	3,767	4,033	3,870			
85	LAKE	Cox-Range	3,610	3,680	NC	3,180	2,290	2,120	2,150	2,630	2,790	2,890	17,700	2/1/2017	Urban Major Collector
62	LAKE	Range-Clearlake	4,610	4,340	4,010	3,820	3,500	3,470	3,260	3,860	3,750	4,040	15,600	2/1/2017	Urban Major Collector
68	LAKE	Clearlake-SR 520	4,510	4,790	4,910	4,390	4,070	3,980	3,990	4,810	5,560	4,680	15,600	1/24/2017	Urban Major Collector
	LAKE ANDREW	WICKHAM-JAMIESON	14,985	15,540	16,395	16,445	16,625	16,555	17,085	17,900	17,350	17,130			
81	LAKE ANDREW	Wickham-The Avenue Main Ent.	16,480	17,650	17,950	18,070	18,220	18,320	18,810	19,940	18,480	18,990	39,800	2/15/2017	Urban Minor Arterial
82	LAKE ANDREW	The Avenue Main Ent.-Jamieson	13,490	13,430	14,840	14,820	15,030	14,790	15,360	15,860	16,220	15,270	39,800	2/1/2017	Urban Minor Arterial
86	MICHIGAN	RANGE-CLEARLAKE	4,370	NC	5,170	NC	4,180	NC	3,930	NC	4,180	NC	15,600	2/24/2016	Urban Major Collector
48	MICHIGAN	CLEARLAKE-US 1	12,530	12,790	12,940	12,630	11,990	12,070	10,280	8,420	9,940	10,820	39,800	2/8/2017	Urban Minor Arterial
	MURRELL	WICKHAM-BARNES	17,298	17,913	17,863	17,495	17,275	16,630	16,070	17,400	16,978	16,493			
528	MURRELL	Wickham-Spyglass	17,600	18,610	18,470	17,880	17,810	17,800	17,120	18,160	17,710	16,870	33,800	2/1/2017	Urban Minor Arterial
59	MURRELL	Spyglass-Viera	17,100	17,250	17,420	17,470	16,970	16,840	16,230	16,810	17,230	16,910	39,800	2/1/2017	Urban Minor Arterial
529	MURRELL	Viera-Club House Drive	18,430	19,140	19,250	18,370	18,210	16,830	16,310	18,310	17,430	16,510	39,800	2/1/2017	Urban Minor Arterial
57	MURRELL	Club House Drive-Barnes	16,060	16,650	16,310	16,260	16,110	15,050	14,620	16,320	15,540	15,680	39,800	2/1/2017	Urban Minor Arterial
592	PEACHTREE	Lake Dr-Fiske						3,010	2,910	NC	NC	NC	15,600	1/8/2014	Urban Major Collector
	PINEHURST/HOLIDAY SPRINGS	WICKHAM-VIERA BLVD	4,623	4,593	4,720	4,685	4,590	4,543	4,458	4,808	4,928	5,088			
17	PINEHURST	Wickham-Spyglass Hill	6,880	6,660	6,960	6,980	6,670	6,490	6,270	6,810	7,100	7,320	15,600	2/1/2017	Urban Minor Collector
530	PINEHURST	Spyglass Hill-Fargo	5,210	5,140	5,250	5,090	5,130	5,140	5,040	5,340	5,350	5,430	15,600	2/1/2017	Urban Minor Collector
16	PINEHURST	Fargo-Holiday Springs	3,000	2,950	3,090	3,050	3,040	3,000	2,950	3,190	3,340	3,380	15,600	2/1/2017	Urban Minor Collector
94	HOLIDAY SPRINGS	PINEHURST-VIERA BLVD.	3,400	3,620	3,580	3,620	3,520	3,540	3,570	3,890	3,920	4,220	15,600	2/15/2017	Urban Minor Collector
568	PLUCKEBAUM	Clearlake-Fiske		7,560	7,470	7,400	6,540	5,970	6,240	7,030	6,490	6,560	15,600	2/27/2017	Urban Major Collector
	RANGE	SR 520-MICHIGAN	4,415	3,440	UC	4,340	5,150	4,330	5,140	4,760	5,860	4,740			
531	RANGE	SR 520-Lake	3,350	3,440	UC	3,260	NC	4,330	NC	4,760	NC	4,740	15,600	2/1/2017	Urban Major Collector
532	RANGE	Lake-Michigan	5,480	NC	UC	5,420	5,150	NC	5,140	NC	5,860	NC	15,600	2/1/2017	Urban Major Collector
74	ROSETINE	RANGE-CLEARLAKE			NC	2,850	2,680	NC	2,730	NC	NC	NC	15,600	2/1/2017	Urban Minor Collector

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AREA: CENTRAL															
18	SPYGLASS HILL	MURRELL-PINEHURST	4,100	3,970	4,320	4,250	3,980	3,880	3,780	3,960	4,240	4,720	15,600	2/8/2017	Urban Minor Collector
	SR 520	ORANGE CO.-I-95	12,297	15,050	14,937	16,157	14,740	15,090	15,167	17,220	16,670	16,637			
534	SR 520	ORANGE CO-SR 524	10,300	12,750	12,790	14,750	13,480	13,140	12,760	15,950	15,170	15,750	40,300	2/27/2017	Rural Principal Arterial Other
1	SR 520	SR 524-Friday	11,560	14,340	14,110	15,180	13,290	14,050	13,990	15,720	14,880	14,320	41,790	2/15/2017	Urban Principal Arterial-Other
84	SR 520	Friday-I-95	15,030	18,060	17,910	18,540	17,450	18,080	18,750	19,990	19,960	19,840	41,790	2/27/2017	Urban Principal Arterial-Other
	SR 520	I-95-CLEARLAKE	19,497	20,377	21,343	19,957	19,850	20,367	20,583	23,857	22,600	21,240			
2	SR 520	I-95-Burnett	18,700	19,820	20,710	19,420	19,910	20,200	21,440	24,190	22,190	21,780	41,790	2/1/2017	Urban Principal Arterial-Other
3	SR 520	Burnett-Range	18,990	20,190	21,640	20,040	20,350	19,980	19,680	24,180	22,970	21,040	41,790	2/1/2017	Urban Principal Arterial-Other
14	SR 520	Range-Clearlake	20,800	21,120	21,680	20,410	19,290	20,920	20,630	23,200	22,640	20,900	41,790	2/1/2017	Urban Principal Arterial-Other
	SR 520	CLEARLAKE-FISKE	22,345	23,020	22,115	21,390	20,045	20,815	21,385	24,880	24,575	22,915			
4	SR 520	Clearlake-Lake	20,770	20,710	19,950	19,630	18,380	19,160	19,560	22,860	22,870	20,200	39,800	2/8/2017	Urban Principal Arterial-Other
5	SR 520	Lake-Fiske	23,920	25,330	24,280	23,150	21,710	22,470	23,210	26,900	26,280	25,630	39,800	1/18/2017	Urban Principal Arterial-Other
	SR 520	FISKE-US 1	24,905	25,100	25,505	25,210	23,390	23,775	25,160	28,120	28,250	26,600			
6	SR 520	Fiske-Blake	25,080	25,320	25,490	25,310	23,390	23,820	25,090	28,270	28,430	26,540	41,790	1/18/2017	Urban Principal Arterial-Other
7	SR 520	Blake-US 1	24,730	24,880	25,520	25,110	NC	23,730	25,230	27,970	28,070	26,660	41,790	1/18/2017	Urban Principal Arterial-Other
	SR 520 (Eastbound)	US 1-CAUSEWAY (EB)	20,580	19,853	19,695	20,125	19,215	19,838	19,020	21,483	18,600	20,718			
8	SR 520	US 1-Forrest	15,360	13,920	13,790	15,200	14,530	15,570	17,090	18,210	13,820	16,750	19,440	2/15/2017	Urban Principal Arterial-Other
9	SR 520	Forrest-Brevard	21,570	21,190	21,780	21,710	20,280	21,020	19,560	21,850	19,620	22,460	19,440	2/15/2017	Urban Principal Arterial-Other
10	SR 520	Brevard-Delannoy	22,190	21,790	20,970	21,450	20,280	20,900	19,450	22,930	22,010	21,670	19,440	1/18/2017	Urban Principal Arterial-Other
11	SR 520	Delannoy-Riveredge	23,200	22,510	22,240	22,140	21,770	21,860	19,980	22,940	18,950	21,990	19,440	1/18/2017	Urban Principal Arterial-Other
	SR 520 (Westbound)	CAUSEWAY-US 1 (WB)	20,193	21,385	20,790	21,085	20,205	20,770	20,643	21,703	20,098	21,220			
12	SR 520	Causeway-Delannoy	22,270	22,960	22,570	23,220	21,860	22,160	21,250	23,700	23,050	21,130	19,440	2/15/2017	Urban Principal Arterial-Other
13	SR 520	Delannoy-Brevard	23,610	24,920	24,230	24,360	23,150	23,970	23,100	23,460	21,900	24,290	19,440	1/18/2017	Urban Principal Arterial-Other
15	SR 520	Brevard-Forrest	20,770	22,980	21,710	21,530	21,080	21,220	21,560	22,400	18,690	21,810	19,440	1/11/2017	Urban Principal Arterial-Other
87	SR 520	Forrest-US 1	14,120	14,680	14,650	15,230	14,730	15,730	16,660	17,250	16,750	17,650	19,440	1/18/2017	Urban Principal Arterial-Other
66	SR 524	SR 520-I-95	4,140	4,090	4,680	4,650	4,400	4,670	4,530	5,690	5,300	5,890	24,200	2/1/2017	Urban Minor Arterial
	SR 524	I-95-INDUSTRY RD	10,495	11,125	11,490	11,180	10,795	11,220	10,880	12,765	12,605	11,710			
73	SR 524	I-95-Cox	9,230	9,510	10,050	9,810	9,610	9,780	9,670	11,440	11,170	10,460	18,590	2/1/2017	Urban Minor Arterial
76	SR 524	Cox-Industry Rd	11,760	12,740	12,930	12,550	11,980	12,660	12,090	14,090	14,040	12,960	19,470	2/1/2017	Urban Minor Arterial
	SR 528	ORANGE CO.-I-95	28,520	27,170	26,750	28,240	26,205	27,835	28,320	34,205	31,740	33,780			
91	SR 528	ORANGE CO-SR 407	29,290	29,280	29,770	31,790	28,950	30,820	30,220	37,830	35,120	37,330	43,000	2/27/2017	Rural Principal Arterial - Freeways & Expressways
90	SR 528	SR 407-I-95	27,750	25,060	23,730	24,690	23,460	24,850	26,420	30,580	28,360	30,230	43,000	2/27/2017	Rural Principal Arterial - Freeways & Expressways
	SR 528	I-95-US 1	26,985	26,120	25,550	25,950	24,945	25,860	25,315	30,165	27,775	28,340			
93	SR 528	I-95-INDUSTRY RD	22,500	22,730	20,820	21,360	20,720	21,000	23,050	23,030	22,810	23,290	74,400	2/27/2017	Urban Principal Arterial - Freeways & Expressways
92	SR 528	INDUSTRY RD-US 1	31,470	29,510	30,280	30,540	29,170	30,720	27,580	37,300	32,740	33,390	74,400	2/27/2017	Urban Principal Arterial - Freeways & Expressways
25	STADIUM PKWY	WICKHAM-JAMIESON	3,710	4,310	4,890	5,090	5,910	6,550	6,890	7,810	8,480	9,150	17,700	2/1/2017	Urban Minor Arterial
	STADIUM PKWY	JAMIESON-I-95	12,395	14,340	15,500	15,880	15,585	16,515	16,965	17,965	18,505	19,665			
26	STADIUM PKWY	Jamieson-Viera Blvd	13,190	15,380	16,570	17,350	17,250	18,270	18,910	19,950	20,890	22,170	39,800	2/15/2017	Urban Minor Arterial
535	STADIUM PKWY	VIERA BLVD.-ROSEMOUNT DR	11,600	13,300	14,430	14,410	13,920	14,760	15,020	15,980	16,120	17,160	39,800	2/1/2017	Urban Minor Arterial
606	STADIUM PKWY	ROSEMOUNT DRIVE-I-95/FISKE								17,190	17,510	18,680	17,700	2/1/2017	Urban Minor Arterial
607	TAVISTOCK	JAMIESON-VIERA BLVD								3,300	3,680	3,720	15,600	1/25/2017	Urban Local
608	TAVISTOCK	VIERA BLVD-STADIUM PARKWAY								2,890	2,680	2,650	15,600	2/1/2017	Urban Local
	US 1	PINEDA-BARNES	33,395	32,957	32,480	33,950	27,120	29,530	31,853	32,577	32,687	30,737			
89	US 1	Pineda-Suntree Blvd	38,020	38,440	39,470	42,600	NC	33,100	37,580	37,310	38,750	34,340	41,790	2/22/2017	Urban Principal Arterial-Other
567	US 1	Suntree Blvd-Viera Blvd		32,170	30,740	31,160	28,680	28,770	31,550	32,650	31,520	30,670	41,790	2/1/2017	Urban Principal Arterial-Other
36	US 1	Viera Blvd-Barnes	28,770	28,260	27,230	28,090	25,560	26,720	26,430	27,770	27,790	27,200	41,790	2/1/2017	Urban Principal Arterial-Other
70	US 1	BARNES-EYSTER	27,480	27,810	24,700	25,800	23,920	26,150	25,690	25,980	26,300	25,060	41,790	2/22/2017	Urban Principal Arterial-Other

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ID	ROAD	SEGMENT (Sections)	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2,017 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: CENTRAL															
	US 1	EYSTER-ROSA JONES	37,540	36,867	UC	34,867	34,703	34,977	35,303	36,267	35,167	34,170			
34	US 1	Eyster-Barton	35,330	35,040	UC	32,330	32,860	33,220	32,820	34,440	33,650	32,520	62,900	2/15/2017	Urban Principal Arterial-Other
33	US 1	Barton-Florida	43,050	42,760	UC	39,440	38,510	38,070	40,180	40,480	39,840	36,860	62,900	2/22/2017	Urban Principal Arterial-Other
88	US 1	Florida-Rosa Jones (Poinsett)	34,240	32,800	UC	32,830	32,740	33,640	32,910	33,880	32,010	33,130	62,900	2/27/2017	Urban Principal Arterial-Other
	US 1	ROSA JONES-PEACHTREE	28,765	22,700	UC	26,940	26,360	26,795	25,375	33,480	30,220	26,885			
24	US 1	Rosa Jones (Poinsett)-SR 520	34,010	UC	UC	32,590	32,430	32,840	32,890	33,480	30,220	33,500	62,900	2/27/2017	Urban Principal Arterial-Other
23	US 1	SR 520-Peachtree	23,520	22,700	UC	21,290	20,290	20,750	17,860	UC	UC	20,270	62,900	2/22/2017	Urban Principal Arterial-Other
	US 1	PEACHTREE-SR 528	29,778	30,400	27,443	28,365	27,363	27,025				26,600			
22	US 1	Peachtree-Forrest	23,590	22,470	18,880	21,080	20,330	20,560	UC	UC	UC	21,290	41,790	2/8/2017	Urban Principal Arterial-Other
21	US 1	Forrest-Dixon	33,250	32,260	29,770	30,260	29,860	29,460	UC	UC	UC	28,620	41,790	2/27/2017	Urban Principal Arterial-Other
20	US 1	Dixon-Michigan	29,730	31,070	28,860	31,080	28,020	28,510	UC	UC	UC	25,890	41,790	2/22/2017	Urban Principal Arterial-Other
19	US 1	Michigan-SR 528	32,540	35,800	32,260	31,040	31,240	29,570	UC	UC	UC	30,600	41,790	2/8/2017	Urban Principal Arterial-Other
572	VIERA BLVD	Tavistock-Stadium						7,070	7,160	NC	8,190	NC	39,800	1/26/2016	Urban Local
	VIERA BLVD	STADIUM-HOLIDAY SPRINGS	10,055	12,245	12,880	13,820	13,240	13,930	14,490	15,950	16,780	17,445			
536	VIERA BLVD	STADIUM-MURRELL	8,030	10,740	12,010	12,790	12,650	13,760	14,600	15,980	17,450	18,130	39,800	2/1/2017	Urban Minor Arterial
58	VIERA BLVD	Murrell-Holiday Springs	12,080	13,750	13,750	14,850	13,830	14,100	14,380	15,920	16,110	16,760	41,790	2/1/2017	Urban Minor Arterial
537	VIERA BLVD	Holiday Springs-US 1	10,550	11,420	11,960	12,830	11,850	12,130	12,190	13,280	13,930	14,800	41,790	2/1/2017	Urban Minor Arterial
AREA: SOUTH															
	AIRPORT	US 192-APOLLO	11,177	10,597	10,990	10,390	10,657	10,570	11,747	11,100	11,993	13,980			
503	AIRPORT	US 192-HIBISCUS	10,670	9,720	9,620	9,590	10,080	9,760	11,200	9,720	10,060	15,100	32,400	11/15/2017	Urban Minor Arterial
502	AIRPORT	HIBISCUS-NASA	9,740	9,450	9,760	9,250	9,500	9,350	10,570	NC	10,900	11,280	39,800	10/17/2017	Urban Minor Arterial
501	AIRPORT	NASA-APOLLO	13,120	12,620	13,590	12,330	12,390	12,600	13,470	12,480	15,020	15,560	39,800	10/17/2017	Urban Minor Arterial
	APOLLO	AIRPORT-SARNO	20,040	20,490	20,370	19,120	19,020	19,350	19,020		22,120	23,430			
510	APOLLO	Airport-St. Michaels	20,040	NC	20,370	NC	19,020	NC	19,020	NC	21,980	NC	41,790	11/28/2016	Urban Minor Arterial
538	APOLLO	St. Michaels - Sarno	NC	20,490	NC	19,120	NC	19,350	NC	NC	22,260	23,430	41,790	10/18/2017	Urban Minor Arterial
571	APOLLO	Sarno - Eau Gallie Blvd					2,330	2,160	UC	UC	10,200	10,890	33,800	10/18/2017	Urban Minor Arterial
	AURORA	JOHN RODES-WICKHAM	8,955	8,395	8,265	7,670	7,670	7,765	6,865	6,845	6,540	7,460			
507	AURORA	J Rodes-Turtlemound	10,900	9,910	9,820	9,040	9,020	8,800	7,800	7,430	7,490	8,650	15,600	10/18/2017	Urban Major Collector
514	AURORA	Turtlemound-Wickham	7,010	6,880	6,710	6,300	6,320	6,730	5,930	6,260	5,590	6,270	17,700	12/6/2017	Urban Major Collector
	AURORA	WICKHAM-US 1	11,297	11,353	10,947	10,857	10,730	11,023	10,713	10,780	11,080	10,963			
515	AURORA	WICKHAM-CROTON	11,710	11,750	11,380	11,370	11,320	11,600	10,840	11,600	11,160	11,360	39,800	10/24/2017	Urban Minor Arterial
366	AURORA	Croton-Stewart	11,630	11,560	11,080	11,010	10,800	11,150	11,140	10,910	11,750	12,490	39,800	10/24/2017	Urban Minor Arterial
376	AURORA	Stewart-US 1	10,550	10,750	10,380	10,190	10,070	10,320	10,160	9,830	10,330	9,040	39,800	11/15/2017	Urban Minor Arterial
	BABCOCK	IND RVR CO-GRANT	2,625	2,745	2,560	2,570	2,500	2,615	2,720	2,375	3,160	3,360			
446	BABCOCK	Indian Rv Co-Micco	1,950	2,280	1,930	1,800	1,780	1,870	1,980	1,920	2,300	2,430	14,200	10/3/2017	Rural Major Collector
370	BABCOCK	Micco-Grant	3,300	3,210	3,190	3,340	3,220	3,360	3,460	2,830	4,020	4,290	14,200	10/3/2017	Rural Major Collector
	BABCOCK	GRANT-MALABAR	18,490	14,807	14,307	14,570	14,077	14,117	13,678	13,213	15,268	15,833			
447	BABCOCK	Grant-Valkaria		7,360	6,950	7,250	7,010	7,060	7,140	7,200	7,820	8,410	17,700	10/3/2017	Urban Major Collector
597	BABCOCK	VALKARIA-WACO							11,720	11,580	13,630	13,290	17,700	10/3/2017	Urban Minor Arterial
448	BABCOCK	WACO-FOUNDATION PK	16,580	16,550	16,100	16,150	15,720	15,560	16,110	15,500	17,700	18,490	17,700	10/3/2017	Urban Minor Arterial
449	BABCOCK	FOUNDATION PK-MALABAR	20,400	20,510	19,870	20,310	19,500	19,730	19,740	18,570	21,920	23,140	17,700	10/3/2017	Urban Minor Arterial
	BABCOCK	MALABAR-PALM BAY RD	30,810	33,610	32,865	33,630	33,235	32,880	31,985	34,340	31,825	34,340			
369	BABCOCK	Malabar-Charles	33,600	NC	34,300	NC	34,850	NC	31,920	NC	29,850	NC	41,790	10/4/2016	Urban Principal Arterial-Other
368	BABCOCK	Charles-Pt Malabar	NC	35,710	NC	35,500	NC	33,510	NC	36,180	NC	37,540	41,790	10/3/2017	Urban Principal Arterial-Other
443	BABCOCK	Pt Malabar-Palm Bay	28,020	31,510	31,430	31,740	31,620	32,260	32,050	32,500	33,800	33,710	41,790	10/3/2017	Urban Principal Arterial-Other

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AREA: SOUTH															
	BABCOCK	PALM BAY-US 192	29,996	31,910	31,686	31,888	31,360	30,644	29,686	31,670	33,796	34,614			
444	BABCOCK	Palm Bay-Eber	27,870	31,380	30,550	30,460	30,000	29,660	29,670	29,380	32,700	33,140	41,790	10/10/2017	Urban Principal Arterial-Other
367	BABCOCK	Eber-Florida	30,490	33,270	32,330	32,640	31,820	31,280	31,250	34,150	36,120	35,860	41,790	10/10/2017	Urban Principal Arterial-Other
445	BABCOCK	Florida-University	32,860	34,170	34,950	34,950	34,180	33,830	33,650	35,680	36,270	37,700	41,790	10/10/2017	Urban Principal Arterial-Other
459	BABCOCK	University-Melbourne	31,410	32,250	31,360	32,280	31,380	30,610	28,580	31,980	33,840	34,590	41,790	10/17/2017	Urban Principal Arterial-Other
460	BABCOCK	Melbourne-US 192	27,350	28,480	29,240	29,110	29,420	27,840	25,280	27,160	30,050	31,780	41,790	10/11/2017	Urban Principal Arterial-Other
	BABCOCK	US 192-APOLLO	23,958	24,090	24,287	24,000	23,560	23,303	21,585	24,850	24,850	25,707			
461	BABCOCK	US 192-FEE	24,540	26,850	NC	26,030	NC	25,200	NC	27,340	NC	30,320	33,800	10/11/2017	Urban Minor Arterial
462	BABCOCK	Fee-Hibiscus	25,790	NC	27,130	NC	25,600	NC	UC	NC	27,650	NC	33,800	10/17/2016	Urban Minor Arterial
463	BABCOCK	Hibiscus-Sheridan	24,020	24,280	NC	24,410	NC	23,760	NC	25,380	NC	25,000	33,800	10/17/2017	Urban Minor Arterial
375	BABCOCK	Sheridan-NASA	24,450	NC	24,380	NC	24,220	NC	23,030	NC	24,740	NC	33,800	10/17/2016	Urban Minor Arterial
464	BABCOCK	NASA-APOLLO	20,990	21,140	21,350	21,560	20,860	20,950	20,140	21,830	22,160	21,800	33,800	10/17/2017	Urban Minor Arterial
	CROTON	SARNO-LAKE WASHINGTON	14,457	13,840	13,713	13,080	13,100	12,755	13,377	1,235	14,000	11,847			
335	CROTON	SARNO-EAU GALLIE	15,180	14,850	14,610	14,170	13,960	13,920	14,250	13,710	15,870	11,410	33,800	10/18/2017	Urban Minor Arterial
334	CROTON	EAU GALLIE-AURORA	15,360	14,590	14,280	13,970	14,060	NC	14,080	14,690	13,560	11,690	33,800	11/15/2017	Urban Minor Arterial
333	CROTON	AURORA-LK WASHINGTON	12,830	12,080	12,250	11,100	11,280	11,590	11,800	NC	12,570	12,440	33,800	12/6/2017	Urban Minor Arterial
	CROTON	LAKE WASHINGTON-POST	9,140	7,060	8,290	6,450	8,180	6,840	8,690	7,190	9,670	8,450			
332	CROTON	Lk Washington-Parkway	9,140	NC	8,290	NC	8,180	NC	8,690	NC	9,670	NC	15,600	10/25/2016	Urban Major Collector
377	CROTON	Parkway-Post	NC	7,060	NC	6,450	NC	6,840	NC	7,190	NC	8,450	15,600	10/24/2017	Urban Major Collector
	DAIRY	PALM BAY-US 192	21,450	19,180	20,268	21,435	20,535	21,240	25,308	24,835	22,998	21,573			
472	DAIRY	Palm Bay-Eber	19,040	15,160	17,350	18,610	18,350	19,110	20,920	20,380	20,620	19,100	39,800	10/4/2017	Urban Minor Arterial
473	DAIRY	Eber-Florida	22,390	19,750	20,870	22,130	21,350	22,390	25,670	NC	25,480	23,280	39,800	10/4/2017	Urban Minor Arterial
474	DAIRY	Florida-Edgewood	21,460	19,870	20,730	21,830	21,080	21,730	28,120	NC	20,660	22,500	39,800	10/24/2017	Urban Minor Arterial
356	DAIRY	Edgewood-US 192	22,910	21,940	22,120	23,170	21,360	21,730	26,520	29,290	25,230	21,410	39,800	10/17/2017	Urban Minor Arterial
355	DAIRY	US 192-HIBISCUS	10,560	10,180	10,420	10,750	10,210	10,660	12,690	12,490	13,300	NC	15,600	12/6/2016	Urban Major Collector
	EAU GALLIE	I-95-WICKHAM	23,730	25,317	23,903	23,133	23,067	23,950	24,737	26,023	28,647	29,677			
438	EAU GALLIE	I-95-John Rodes	30,840	34,670	31,120	30,760	30,940	31,910	31,780	33,550	37,940	40,550	41,790	10/18/2017	Urban Principal Arterial-Other
439	EAU GALLIE	John Rodes-Sarno	26,350	26,530	25,990	24,990	24,710	25,240	26,650	27,910	30,750	30,540	41,790	10/18/2017	Urban Principal Arterial-Other
440	EAU GALLIE	Sarno-Wickham	14,000	14,750	14,600	13,650	13,550	14,700	15,780	16,610	17,250	17,940	41,790	11/15/2017	Urban Principal Arterial-Other
	EAU GALLIE	WICKHAM-US 1	20,595	21,933	20,227	20,763	20,167	19,943	18,893	19,523	20,063	21,220			
359	EAU GALLIE	WICKHAM-CROTON	22,260	23,130	20,850	21,400	20,790	20,760	19,310	18,990	22,690	22,000	41,790	10/24/2017	Urban Principal Arterial-Other
441	EAU GALLIE	Croton-Commodore	22,000	22,870	21,530	22,080	21,760	21,410	20,530	19,240	21,430	22,890	41,790	10/24/2017	Urban Principal Arterial-Other
360	EAU GALLIE	Commodore-Stewart Av	19,660	19,800	NC	18,810	NC	17,660	NC	20,340	NC	18,770	41,790	10/24/2017	Urban Principal Arterial-Other
455	EAU GALLIE	Stewart Av-US 1	18,460	NC	18,300	NC	17,950	NC	16,840	NC	16,070	NC	41,790	11/28/2016	Urban Principal Arterial-Other
	EAU GALLIE (EASTBOUND)	US 1-CAUSEWAY (EB)	16,777	18,115	17,610	17,075	17,745	17,105	17,020	16,580	17,250	17,885			
361	EAU GALLIE	US 1-Highland	16,380	17,440	NC	16,320	NC	16,340	NC	15,410	NC	17,010	19,440	10/24/2017	Urban Principal Arterial-Other
382	EAU GALLIE	Highland-Pineapple	16,340	NC	16,800	NC	16,870	NC	16,310	NC	16,620	NC	19,440	11/1/2016	Urban Principal Arterial-Other
457	EAU GALLIE	Pineapple-Causeway	17,610	18,790	18,420	17,830	18,620	17,870	17,730	17,750	17,880	18,760	19,440	10/24/2017	Urban Principal Arterial-Other
	EAU GALLIE (WESTBOUND)	CAUSEWAY-US 1 (WB)	16,000	17,455	17,375	16,430	18,010	16,700	16,525	16,095	17,035	16,535			
456	EAU GALLIE	Causeway-Pineapple	17,470	18,710	17,820	17,680	19,050	18,070	17,620	18,950	18,520	18,080	19,440	10/24/2017	Urban Principal Arterial-Other
380	EAU GALLIE	Pineapple-Highland	15,340	16,200	NC	15,180	NC	15,330	NC	13,240	NC	14,990	19,440	11/15/2017	Urban Principal Arterial-Other
458	EAU GALLIE	Highland-US 1	15,190	NC	16,930	NC	16,970	NC	15,430	NC	15,550	NC	19,440	11/1/2016	Urban Principal Arterial-Other
	EBER	MINTON-DAIRY	12,120	12,280	9,945	10,175	8,450	9,280	10,055	10,530	11,545	11,210			
484	EBER	Minton-Hollywood	9,940	11,000	9,030	9,500	7,560	NC	9,560	NC	10,730	10,260	15,600	10/4/2017	Urban Major Collector
485	EBER	Hollywood-Dairy	14,300	13,560	10,860	10,850	9,340	9,280	10,550	10,530	12,360	12,160	15,600	10/4/2017	Urban Major Collector
	ELLIS	J RODES-WICKHAM	8,775	10,340	UC	10,695	NC	11,640	10,930	12,290	12,760	15,660			
322	ELLIS	John Rodes-East Dr	7,410	NC	UC	9,490	NC	10,770	10,930	NC	12,760	NC	15,600	10/24/2016	Urban Minor Arterial
321	ELLIS	East Dr-Wickham	10,140	10,340	UC	11,900	NC	12,510	NC	12,290	NC	15,660	15,600	10/18/2017	Urban Minor Arterial

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AREA: SOUTH															
	EMERSON	BAYSIDE LAKES BLVD-MALABAR										15,677			
614	EMERSON	Bayside Lakes Blvd-Waco										15,610	39,800	10/3/2017	Urban Major Collector
615	EMERSON	Waco-Jupiter										16,260	39,800	10/3/2017	Urban Major Collector
551	EMERSON	Jupiter-Malabar	11,550	11,860	11,830	12,090	12,150	12,410	12,670	13,670	12,700	15,160	39,800	10/3/2017	Urban Minor Arterial
	EMERSON	MALABAR-MINTON	8,307	8,107	7,653	7,763	7,517	7,433	7,760	9,415	8,903	8,817			
552	EMERSON	Malabar-Americana Blvd	9,510	9,620	9,060	9,250	9,100	9,040	9,360	9,300	10,990	10,830	17,700	10/3/2017	Urban Minor Arterial
553	EMERSON	Americana Blvd-Culver	9,090	9,000	8,920	9,170	8,860	8,830	9,170	9,530	10,440	10,690	17,700	10/3/2017	Urban Minor Arterial
554	EMERSON	Culver-Minton	6,320	5,700	4,980	4,870	4,590	4,430	4,750	NC	5,280	4,930	17,700	10/10/2017	Urban Minor Arterial
555	EMERSON	Minton-Jupiter	25,360	25,220	25,160	25,580	24,980	24,800	25,720	27,480	28,150	29,460	39,800	10/4/2017	Urban Minor Arterial
616	EMERSON	Jupiter-St. Johns Heritage Parkway										14,570	17,700	10/4/2017	Urban Major Collector
	EVANS	US 192-NASA	17,705	17,980	17,130	18,535	18,630	19,055	18,385	16,510	19,905	20,800			
315	EVANS	US 192-Hibiscus	19,270	19,890	19,650	20,580	20,260	21,000	19,520	NC	20,990	NC	39,800	10/18/2016	Urban Minor Arterial
319	EVANS	Hibiscus-NASA	16,140	16,070	14,610	16,490	17,000	17,110	17,250	16,510	18,820	20,800	39,800	10/17/2017	Urban Minor Arterial
556	FLEMING GRANT	KIWI DR-MICCO	1,570	NC	1,490	NC	1,330	NC	1,360	NC	1,720	NC	14,200	10/31/2016	Urban Minor Arterial
579	GATEWAY DRIVE	HIBISCUS-NASA					3,450	3,550	NC	NC	NC	3,590	33,800	10/17/2017	#N/A
558	GRANT	BABCOCK-OLD DIXIE	2,240	NC	NC	2,130	NC	2,260	NC	NC	2,590	NC	14,200	11/29/2016	Urban Major Collector
566	HARLOCK	AURORA-LK WASHINGTON	2,020	NC	NC	2,480	NC	2,150	NC	NC	NC	NC	15,600	10/9/2013	Urban Major Collector
	HENRY	MINTON-DAIRY						7,265	7,060	7,890	7,460	10,280			
585	HENRY	Minton Rd-Hollywood						8,120	NC	7,890	NC	10,280	15,600	10/11/2017	#N/A
591	HENRY	Hollywood-Dairy						6,410	7,060	NC	7,460	NC	15,600	10/18/2016	Urban Minor Arterial
	HIBISCUS BLVD	EVANS-APOLLO	16,860	16,563	16,230	16,887	16,137	16,910	16,997	17,800	20,327	17,953			
559	HIBISCUS BLVD	EVANS-DAIRY	16,620	16,340	16,470	17,160	16,100	17,130	17,010	17,320	21,120	17,940	39,800	10/17/2017	Urban Minor Arterial
560	HIBISCUS BLVD	DAIRY-BABCOCK	17,140	16,880	16,840	17,400	16,120	17,360	17,310	18,680	21,730	18,630	33,800	10/17/2017	Urban Minor Arterial
561	HIBISCUS BLVD	BABCOCK-APOLLO	16,820	16,470	15,380	16,100	16,190	16,240	16,670	17,400	18,130	17,290	33,800	10/17/2017	Urban Minor Arterial
	HICKORY	US 192-NASA					6,230	3,363	2,400	3,735	NC	3,243			
587	HICKORY	US 192-Fee						1,860	NC	1,710	NC	1,650	15,600	10/11/2017	Urban Major Collector
588	HICKORY	Fee-Hibiscus						2,350	2,400	NC	NC	2,130	15,600	11/19/2014	Urban Major Collector
580	HICKORY	Hibiscus-NASA					6,230	5,880	NC	5,760	NC	5,950	15,600	10/17/2017	Urban Major Collector
	HOLLYWOOD	PALM BAY RD-US 192	12,755	12,605	12,708	13,875	13,055	13,045		13,230	15,195	15,783			
318	HOLLYWOOD	PALM BAY RD-EBER	13,710	13,880	13,840	14,670	13,570	12,560	UC	15,060	16,900	16,440	17,700	10/4/2017	Urban Minor Arterial
317	HOLLYWOOD	Eber-Florida/Wingate	12,890	12,600	12,910	14,170	13,300	13,080	UC	13,190	14,820	15,040	17,700	10/4/2017	Urban Minor Arterial
374	HOLLYWOOD	Florida/Wingate-Henry	13,310	12,940	13,160	13,440	13,710	14,240	UC	12,960	15,220	16,530	17,700	10/11/2017	Urban Minor Arterial
316	HOLLYWOOD	Henry-US 192	11,110	11,000	10,920	13,220	11,640	12,300	UC	11,710	13,840	15,120	15,600	10/11/2017	Urban Minor Arterial
	INTERLACHEN	ST. ANDREWS-WICKHAM	7,600	4,960	7,550	5,050	6,760	4,420	6,770	4,340	7,730				
354	INTERLACHEN	St. Andrews-Baytree	NC	4,960	NC	5,050	NC	4,420	NC	4,340	NC	NC	15,600	12/2/2015	Urban Minor Collector
353	INTERLACHEN	Baytree-Wickham	7,600	NC	7,550	NC	6,760	NC	6,770	NC	7,730	NC	15,600	10/3/2016	Urban Minor Collector
	JOHN RODES	US 192-EAU GALLIE	11,047	UC	11,450	11,790	12,025	12,145	11,850	12,215	12,540	12,940			
511	JOHN RODES	US 192-Sheridan	10,340	UC	10,420	10,690	10,830	NC	10,620	NC	11,520	NC	17,700	10/24/2016	Urban Minor Arterial
504	JOHN RODES	Sheridan-Ellis	10,720	UC	NC	10,940	NC	11,040	NC	10,990	NC	12,010	17,700	10/18/2017	Urban Minor Arterial
505	JOHN RODES	Ellis-Eau Gallie	12,080	UC	12,480	13,740	13,220	13,250	13,080	13,440	13,560	13,870	17,700	12/13/2017	Urban Minor Arterial
506	JOHN RODES	EAU GALLIE-AURORA	12,060	11,670	11,760	10,830	10,750	10,120	9,220	8,950	9,570	11,000	15,600	10/18/2017	Urban Major Collector
323	JORDAN BLASS	ST ANDREWS (J BLASS) - WICKHAM	7,060	6,700	6,620	6,630	5,480	6,310	5,900	5,810	6,150	NC	15,600	10/3/2016	Urban Minor Collector
	JUPITER BLVD	SAN FILLIPPO-MALABAR										10,533			
617	JUPITER BLVD	San Fillippo-Emerson										12,150	15,600	10/3/2017	Urban Minor Arterial
618	JUPITER BLVD	Emerson-Eldron Blvd.										10,650	17,700	10/3/2017	Urban Minor Arterial
619	JUPITER BLVD	Eldron Blvd.-Degroodt										12,280	17,700	10/3/2017	Urban Minor Arterial
573	JUPITER BLVD	DEGROODT-MALABAR					6,210	6,120	6,260	6,220	6,630	7,050	17,700	10/4/2017	Urban Minor Arterial
	JUPITER BLVD	MALABAR-EMERSON									11,580	11,980			
620	JUPITER BLVD	MALABAR-AMERICANA										NC	17,700		Urban Minor Arterial
574	JUPITER BLVD	AMERICANA-PACE					12,090	12,060	12,350	NC	11,580	12,010	17,700	10/4/2017	Urban Minor Arterial
621	JUPITER BLVD	PACE-EMERSON										11,950	17,700	10/4/2017	Urban Minor Arterial

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AREA: SOUTH															
	LAKE ANDREW	TRAFFORD-WICKHAM	3,230	5,570	5,860	6,320	6,670	6,520		5,295	6,670	7,105			
612	LAKE ANDREW	STROM PARK-TRAFFORD									3,620	3,600	15,600	11/1/2017	Urban Local
605	LAKE ANDREW	TRAFFORD-IVANHOE								3,390	5,540	5,130	39,800	11/15/2017	Urban Local
79	LAKE ANDREW	IVANHOE DR-WICKHAM	3,230	5,570	5,860	6,320	6,670	6,520	6,270	7,200	7,800	9,080	39,800	11/1/2017	Urban Major Collector
	LAKE WASHINGTON	THE LAKE-WICKHAM	6,310	5,535	5,720	5,765	5,650	5,770	5,910	6,000	6,435	7,215			
351	LAKE WASHINGTON	WEST OF HARLOCK	NC	2,440	NC	3,660	NC	3,580	NC	4,240	NC	5,260	17,700	10/18/2017	Urban Minor Collector
344	LAKE WASHINGTON	HARLOCK-TURTLEMOUND	3,720	NC	3,340	NC	3,250	NC	3,440	NC	4,180	NC	17,700	10/25/2016	Urban Minor Collector
338	LAKE WASHINGTON	TURTLEMOUND-WICKHAM	8,900	8,630	8,100	7,870	8,050	7,960	8,380	7,760	8,690	9,170	17,700	10/24/2017	Urban Major Collector
557	MAIN	CENTRAL-US 1 (MAIN)	1,430	1,850	NC	2,120	NC	1,970	NC	1,960	2,560	2,260	15,600	10/3/2017	Urban Major Collector
	MALABAR	SJHP-MINTON	20,050	20,050	19,520	20,560	20,900	15,570	16,455	15,950	15,675	15,800			
589	MALABAR	SJHP-Jupiter						11,310	11,900	10,950	12,310	11,370	17,700	10/24/2017	Urban Minor Arterial
371	MALABAR	JUPITER-MINTON	20,050	20,050	19,520	20,560	20,900	19,830	21,010	20,950	19,040	20,230	17,700	10/3/2017	Urban Principal Arterial-Other
491	MALABAR	Minton-Emerson	23,460	23,370	22,080	22,500	22,190	21,500	22,420	22,560	24,510	23,810	39,800	10/3/2017	Urban Principal Arterial-Other
513	MALABAR	Emerson-San Fillippo	35,970	35,710	34,110	34,240	34,560	33,710	34,330	36,050	37,860	37,680	50,900	10/3/2017	Urban Principal Arterial-Other
492	MALABAR	SAN FILLIPPO-I-95	48,870	46,540	45,490	46,620	46,600	46,320	48,840	46,420	52,940	53,630	50,900	10/3/2017	Urban Principal Arterial-Other
493	MALABAR	I-95-BABCOCK	38,080	37,390	35,830	37,330	35,840	36,400	38,620	NC	39,270	43,170	59,900	10/3/2017	Urban Principal Arterial-Other
	MALABAR	BABCOCK-US 1	13,780	14,370	11,450	13,470	10,790	12,840	12,430	14,930	14,090	15,950			
494	MALABAR	Babcock-Corey	14,150	14,370	NC	13,470	NC	12,840	NC	14,930	NC	15,950	24,200	10/10/2017	Urban Minor Arterial
516	MALABAR	Corey-US 1	13,410	NC	11,450	NC	10,790	NC	12,430	NC	14,090	NC	14,800	10/11/2016	Urban Minor Arterial
598	MELBOURNE AVE	US 1 OVERPASS-FRONT STREET							4,110	NC	NC	NC	15,600	12/3/2014	Urban Minor Collector
	MICCO	BABCOCK-US 1	1,240	4,127	4,007	4,023	3,790	3,963	4,033	4,553	4,850	4,640			
519	MICCO	Babcock-Dottie Ln	1,240	1,740	1,320	1,380	1,330	1,440	1,470	1,440	1,800	1,750	14,200	10/3/2017	Rural Major Collector
520	MICCO	Dottie Ln-Fleming Grant	UC	3,080	3,130	3,100	2,840	3,090	3,220	3,460	3,740	3,880	17,700	10/3/2017	Urban Major Collector
518	MICCO	FLEMMING GRANT-US 1	UC	7,560	7,570	7,590	7,200	7,360	7,410	8,760	9,010	8,290	17,700	10/3/2017	Urban Major Collector
	MINTON	MALABAR-PALM BAY RD	29,440	28,570	29,133	29,903	28,923	27,917	29,260	22,645	29,183				
490	MINTON	Malabar-Americana	19,670	18,590	18,970	19,010	18,750	17,890	18,820	20,030	21,090	21,600	39,800	10/10/2017	Urban Principal Arterial-Other
489	MINTON	Americana-Emerson	24,370	22,250	22,710	23,130	22,880	22,390	22,780	25,260	25,730	26,290	39,800	10/10/2017	Urban Principal Arterial-Other
488	MINTON	EMERSON-PALM BAY	44,280	44,870	45,720	47,570	45,140	43,470	46,180	NC	40,730	50,720	33,800	10/10/2017	Urban Principal Arterial-Other
	MINTON	PALM BAY-US 192	31,842	32,092	31,212	28,410	28,926	27,334	33,058	30,676	32,255	31,248			
487	MINTON	Palm Bay-Hield	30,190	29,300	NC	24,790	NC	23,890	NC	27,650	NC	26,640	33,800	10/10/2017	Urban Principal Arterial-Other
486	MINTON	Hield-Eber	30,920	NC	30,560	NC	28,290	NC	30,970	NC	32,910	NC	39,800	10/11/2016	Urban Principal Arterial-Other
372	MINTON	Eber-Wingate	30,600	31,200	30,100	25,550	28,330	27,960	31,750	29,920	31,890	31,260	39,800	11/15/2017	Urban Principal Arterial-Other
483	MINTON	Wingate-Milwaukee	33,900	33,910	32,310	31,080	30,370	28,470	35,690	32,990	NC	34,420	39,800	12/8/2015	Urban Principal Arterial-Other
482	MINTON	Milwaukee-Henry	34,530	34,160	32,710	31,160	29,770	29,490	35,790	32,650	33,410	34,090	39,800	10/11/2017	Urban Principal Arterial-Other
481	MINTON	Henry-US 192	30,910	31,890	30,380	29,470	27,870	26,860	31,090	30,170	30,810	29,830	39,800	11/15/2017	Urban Principal Arterial-Other
	NASA	WICKHAM-EDDIE ALLEN					18,670	18,930	15,010	25,420		21,660			
575	NASA	Wickham-Evans					22,430	22,950	NC	25,420	NC	26,860	39,800	10/17/2017	Urban Principal Arterial-Other
576	NASA	Evans-Eddie Allen					14,910	14,910	15,010	NC	UC	16,460	39,800	10/17/2017	Urban Principal Arterial-Other
	NASA	EDDIE ALLEN-US 1	14,237	14,097	14,440	13,907	14,247	13,687	14,720	14,763		13,810			
346	NASA	Eddie Allen-Airport	16,200	16,510	17,120	17,300	17,050	16,930	17,000	17,050	UC	18,200	32,400	10/17/2017	Urban Principal Arterial-Other
345	NASA	Airport-Babcock	12,300	NC	12,550	NC	12,450	NC	12,810	NC	UC	12,680	32,400	10/17/2017	Urban Principal Arterial-Other
349	NASA	Babcock-Apollo	NC	12,290	NC	11,560	NC	11,130	NC	12,530	UC	10,800	32,400	10/17/2017	Urban Principal Arterial-Other
342	NASA	Apollo-US 1	14,210	13,490	13,650	12,860	13,240	13,000	14,350	14,710	UC	13,560	32,400	10/17/2017	Urban Principal Arterial-Other
600	NORFOLK PARKWAY	PALM BAY ROAD-TARGET SIGNAL							13,460	15,120	15,740	16,670	33,800	10/10/2017	Urban Major Collector
	PALM BAY	MINTON-HOLLYWOOD	UC	UC	37,100	40,623	39,310	39,947	37,998	31,890	44,303	42,950			
478	PALM BAY	MINTON-ATHENS	UC	UC					26,820	27,710	NC	31,800	59,900	10/12/2015	Urban Principal Arterial-Other
479	PALM BAY	ATHENS-CULVER	UC	UC	27,260	28,840	28,680	28,750	28,040	36,070	31,750	34,510	59,900	10/10/2017	Urban Principal Arterial-Other
465	PALM BAY	Culver-I-95 E Ramp	UC	UC	39,460	44,290	42,480	41,900	47,320	NC	44,300	46,710	59,900	10/10/2017	Urban Principal Arterial-Other
466	PALM BAY	I-95 E Ramp-Hollywood	UC	UC	44,580	48,740	46,770	49,190	49,810	NC	56,860	58,780	59,900	10/10/2017	Urban Principal Arterial-Other

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AREA: SOUTH															
	PALM BAY	HOLLYWOOD-BABCOCK	UC	UC	31,654	33,160	33,443	37,220	36,140	39,880	37,913	40,840			
467	PALM BAY	Hollywood-Dairy	UC	UC	36,800	40,070	40,830	41,820	42,180	NC	46,190	47,350	59,900	10/10/2017	Urban Principal Arterial-Other
468	PALM BAY	Dairy-Port Malabar	UC	UC	35,310	NC	NC	38,460	37,600	NC	42,080	41,430	59,900	10/10/2017	Urban Principal Arterial-Other
469	PALM BAY	Port Malabar-Stack	UC	UC	28,100	28,840	29,690	NC	31,870	NC	27,450	NC	59,900	10/31/2016	Urban Principal Arterial-Other
477	PALM BAY	Stack-Riviera	UC	UC	29,090	NC	NC	31,380	NC	39,880	NC	33,740	59,900	10/11/2017	Urban Principal Arterial-Other
470	PALM BAY	Riviera-Babcock	UC	UC	28,970	30,570	29,810	NC	32,910	NC	35,930	NC	59,900	10/31/2016	Urban Principal Arterial-Other
	PALM BAY	BABCOCK-ROBT CONLAN	UC	UC	22,853	22,663	23,360	26,953	22,710	27,120	24,287	27,757			
480	PALM BAY	Babcock-Knect	UC	UC	28,840	29,820	31,130	33,120	31,190	32,740	34,250	33,620	59,900	10/11/2017	Urban Principal Arterial-Other
475	PALM BAY	Knect-Lipscomb	UC	UC	26,120	NC	NC	29,370	NC	30,910	NC	33,190	59,900	10/11/2017	Urban Principal Arterial-Other
476	PALM BAY	Lipscomb-Troutman	UC	UC	19,480	20,460	20,170	NC	19,610	NC	19,530	NC	59,900	10/11/2016	Urban Principal Arterial-Other
471	PALM BAY	Troutman-R Conlan	UC	UC	16,970	17,710	18,780	18,370	17,330	17,710	19,080	16,460	59,900	10/17/2017	Urban Principal Arterial-Other
330	PARKWAY	TURTLEMOUND-WICKHAM	5,570	5,200	5,110	4,880	5,020	4,840	4,810	4,960	5,460	5,250	17,700	10/24/2017	Urban Major Collector
601	PINEAPPLE	EAU GALLIE BLVD-AURORA							5,610	NC	6,100	NC	15,600	11/28/2016	Urban Major Collector
	PINEDA CSWY	I-95-US 1	UC	12,655	13,010	21,530	23,120	24,193	25,537	27,623	28,127	32,010			
570	PINEDA CSWY	I-95-ST ANDREWS				18,340	19,900	21,650	23,780	27,070	27,640	31,050	41,790	10/25/2017	Urban Minor Arterial
328	PINEDA CSWY	ST ANDREWS-WICKHAM	UC	5,470	5,510	18,910	21,330	23,210	24,860	25,360	28,950	31,860	41,790	10/25/2017	Urban Minor Arterial
327	PINEDA CSWY	WICKHAM-US 1	UC	19,840	20,510	27,340	28,130	27,720	27,970	30,440	27,790	33,120	41,790	11/15/2017	Urban Principal Arterial-Other
352	PINEHURST	WICKHAM-ST. ANDREWS	2,410	2,350	2,360	2,380	2,520	2,310	2,240	2,220	2,540	2,450	15,600	10/25/2017	Urban Minor Collector
	PORT MALABAR	BABCOCK-US 1	19,280	11,870	16,210	11,340	15,820	10,810	15,820	14,590	17,160	12,300			
339	PORT MALABAR	BABCOCK-TROUTMAN	19,280	NC	16,210	NC	15,820	NC	15,820	NC	17,160	NC	17,700	10/11/2016	Urban Minor Arterial
340	PORT MALABAR	TROUTMAN-US 1		11,870	NC	11,340	NC	10,810	NC	14,590	NC	12,300	17,700	10/17/2017	Urban Minor Arterial
329	POST	PINECONE-WICKHAM	10,330	9,650	9,580	8,790	8,840	8,560	9,030	8,890	9,660	9,240	15,600	11/15/2017	Urban Major Collector
	RJ CONLAN	PALM BAY RD-US 1	11,545	9,925	10,500	11,135	10,570	10,270	10,640	10,225	11,300	11,515			
562	RJ CONLAN	PALM BAY RD-COMMERCE	11,330	9,310	10,440	11,340	10,870	10,410	10,550	9,720	11,250	11,490	39,800	10/17/2017	Urban Principal Arterial-Other
563	RJ CONLAN	COMMERCE-US 1	11,760	10,540	10,560	10,930	10,270	10,130	10,730	10,730	11,350	11,540	39,800	10/17/2017	Urban Principal Arterial-Other
495	SARNO	EAU GALLIE-WICKHAM	15,110	15,440	15,110	14,180	14,080	14,530	15,050	14,390	16,870	17,060	41,790	10/18/2017	Urban Minor Arterial
	SARNO	WICKHAM-US 1	21,428	21,818	21,470	19,663	19,263	19,797	20,840	19,577	19,688	18,960			
358	SARNO	WICKHAM-CROTON	20,480	21,360	20,660	20,640	20,200	20,370	20,490	21,240	21,610	22,410	41,790	10/18/2017	Urban Minor Arterial
496	SARNO	Croton-Garfield	24,150	24,300	23,910	23,030	22,340	NC	23,580	23,110	20,210	20,280	41,790	10/18/2017	Urban Minor Arterial
498	SARNO	Garfield-Apollo	25,550	25,540	25,220	NC	NC	23,960	23,800	NC	21,710	18,140	41,790	11/15/2017	Urban Minor Arterial
499	SARNO	APOLLO-US 1	15,530	16,070	16,090	15,320	15,250	15,060	15,490	14,380	15,220	15,010	33,800	10/18/2017	Urban Minor Arterial
581	SHERIDAN	JOHN RODES-WICKHAM					2,870	NC	NC	NC	NC	4,430	15,600	10/18/2017	Urban Minor Collector
	ST ANDREWS	PINEDA CSWY -WICKHAM	4,560	4,710	5,490	4,570	3,815	3,390	3,417	3,335	3,240	3,950			
381	ST ANDREWS	Pineda Causeway-Interlachen		4,710	NC	4,570	3,450	3,390	4,080	4,460	NC	5,570	15,600	10/25/2017	Urban Minor Collector
325	ST ANDREWS	Interlachen-Pinehurst	5,740		5,490	NC	4,180	NC	3,990	NC	4,480	NC	15,600	10/3/2016	Urban Minor Collector
326	ST ANDREWS	PINEHURST-WICKHAM	3,380						2,180	2,210	2,000	2,330	15,600	10/25/2017	Urban Minor Collector
	ST JOHNS HERITAGE PKWY	MALABAR-EMERSON									1,905	3,310			
609	ST JOHNS HERITAGE PKWY	MALABAR-PACE									2,210	2,050		10/4/2017	Urban Minor Arterial
610	ST JOHNS HERITAGE PKWY	PACE-EMERSON									1,600	4,570		11/15/2017	Urban Minor Arterial
564	SAN FILLIPPO	JUPITER-MALABAR	18,640	17,440	17,190	17,390	18,180	18,690	18,990	NC	21,400	22,850	17,700	10/3/2017	Urban Minor Arterial
324	SUNTREE	WICKHAM-US 1	16,060	17,240	17,660	15,370	15,350	15,250	16,500	18,040	16,140	17,350	19,451	10/31/2017	Urban Minor Collector
	TURTLEMOUND	EAU GALLIE BLVD-PINE CONE RD	7,295	6,820	6,660	5,890	5,835	5,907	6,630	5,480	6,743	6,300			
611	TURTLEMOUND	EAU GALLIE-AURORA								4,590	4,750	5,280	15,600	10/18/2017	Urban Major Collector
379	TURTLEMOUND	AURORA-LAKE WASHINGTON	8,840		8,220	NC	7,200	7,290	8,370	NC	10,070	NC	15,600	10/25/2016	Urban Major Collector
331	TURTLEMOUND	Lk Washington-Parkway		6,820	NC	5,890	NC	5,890	NC	6,370	NC	7,320	15,600	10/18/2017	Urban Major Collector
378	TURTLEMOUND	Parkway-Pine Cone Rd	5,750		5,100	NC	4,470	4,540	4,890	NC	5,410	NC	15,600	10/25/2016	Urban Major Collector
569	UNIVERSITY	BABCOCK-US 1		7,980	NC	7,340	NC	7,880	NC	7,840	NC	9,040	33,800	10/17/2017	Urban Major Collector

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SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2008 - 2017

ID	ROAD	SEGMENT (Sections)	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2,017 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH															
	US 1	IND RVR CO-MALABAR	14,903	15,463	15,480	15,648	15,355	16,008	16,195	17,135	17,723	18,190			
416	US 1	Ind Rvr CL-Micco	18,440	19,180	19,040	19,500	19,610	20,140	21,130	21,610	22,840	22,750	41,790	10/24/2017	Urban Principal Arterial-Other
417	US 1	Micco-First St	13,020	13,470	13,620	13,750	13,210	14,120	13,930	15,650	15,920	15,570	41,790	10/3/2017	Urban Principal Arterial-Other
565	US 1	First St-Valkaria	12,680	13,000	13,140	12,930	12,900	13,740	13,530	14,030	14,010	15,180	41,790	10/3/2017	Urban Principal Arterial-Other
418	US 1	VALKARIA-MALABAR	15,470	16,200	16,120	16,410	15,700	16,030	16,190	17,250	18,120	19,260	41,790	11/15/2017	Urban Principal Arterial-Other
	US 1	MALABAR-RJ CONLAN	22,253	22,323	21,480	21,237	21,120	20,817	21,903	23,505	23,853	23,710			
419	US 1	Malabar-Port Malabar	20,280	20,620	19,830	20,140	UC	19,100	19,520	21,820	22,130	22,050	41,790	10/10/2017	Urban Principal Arterial-Other
420	US 1	Port Malabar-Palm Bay	23,550	24,060	23,170	22,610	22,230	22,680	24,320	25,190	25,990	26,750	39,800	10/10/2017	Urban Principal Arterial-Other
539	US 1	Palm Bay-RJ Conlan	22,930	22,290	21,440	20,960	20,010	20,670	21,870	NC	23,440	22,330	39,800	10/10/2017	Urban Principal Arterial-Other
	US 1	RJ CONLAN-STRAWBRIDGE	32,303	32,243	30,950	31,067	31,380	29,260	32,567	30,600	33,773	35,157			
343	US 1	RJ CONLAN-UNIVERSITY	31,240	30,330	29,940	29,570	28,310	29,260	30,750	30,770	32,480	33,750	59,900	10/10/2017	Urban Principal Arterial-Other
348	US 1	University-New Haven	36,620	37,560	35,020	35,820	34,450	UC	38,210	NC	39,310	41,070	59,900	10/11/2017	Urban Principal Arterial-Other
384	US 1	New Haven-Strawbridge	29,050	28,840	27,890	27,810	UC	UC	28,740	30,430	29,530	30,650	59,900	10/11/2017	Urban Principal Arterial-Other
	US 1	STRAWBRIDGE-SARNO	36,426	36,830	35,562	36,258	UC	UC	37,888	37,934	36,606	39,012			
385	US 1	Strawbridge-Hibiscus	36,710	40,590	38,170	38,860	UC	UC	41,310	40,480	40,730	42,040	59,900	10/11/2017	Urban Principal Arterial-Other
431	US 1	Hibiscus-NASA	32,880	33,750	32,260	33,800	UC	UC	35,120	34,430	32,230	36,710	59,900	10/17/2017	Urban Principal Arterial-Other
432	US 1	NASA-Cherry	35,890	34,550	32,260	32,740	UC	UC	35,480	34,840	32,700	34,500	59,900	12/13/2017	Urban Principal Arterial-Other
433	US 1	Cherry-Ballard	31,970	28,170	30,990	32,310	UC	UC	33,640	32,920	31,240	34,860	59,900	10/24/2017	Urban Principal Arterial-Other
434	US 1	Ballard-Sarno	44,680	47,090	44,130	43,580	UC	UC	43,890	47,000	46,130	46,950	59,900	11/15/2017	Urban Principal Arterial-Other
	US 1	SARNO-PINEDA	40,673	39,695	39,327	39,238	35,453	35,315	40,158	42,062	40,128	43,850			
435	US 1	Sarno-Eau Gallie	50,000	49,740	52,210	52,110	UC	UC	52,660	52,460	36,440	49,690	59,900	10/24/2017	Urban Principal Arterial-Other
442	US 1	EAU GALLIE-AURORA	42,720	40,480	38,570	37,960	UC	UC	38,490	40,440	41,280	41,980	59,900	10/24/2017	Urban Principal Arterial-Other
450	US 1	Aurora-LkWashington	39,190	38,050	36,920	36,940	UC	36,260	37,200	38,610	37,060	41,210	59,900	10/24/2017	Urban Principal Arterial-Other
436	US 1	LkWashington-Parkway	36,400	36,490	35,720	35,820	34,570	32,620	35,870	37,300	43,400	41,240	59,900	10/24/2017	Urban Principal Arterial-Other
437	US 1	Parkway-Post	37,160	37,230	36,550	36,160	34,790	36,230	36,570	37,880	40,260	42,960	59,900	10/24/2017	Urban Principal Arterial-Other
415	US 1	POST-PINEDA	38,570	36,180	35,990	36,440	37,000	36,150	NC	45,680	42,330	46,020	59,900	10/25/2017	Urban Principal Arterial-Other
	US 192	OSCEOLA CO-I-95	7,310	7,690	7,510	7,490	7,370	7,300	7,710	8,745	8,755	9,655			
590	US 192	OSCEOLA CO-SIMON RD						7,390	7,700	8,390	7,930	9,090	49,600	10/11/2017	Rural Principal Arterial Other
362	US 192	SIMON RD-I-95	7,310	7,690	7,510	7,490	7,370	7,210	7,720	9,100	9,580	10,220	41,790	10/11/2017	Urban Principal Arterial-Other
	US 192	I-95-WICKHAM	25,735	24,300	24,105	25,050	25,580	25,410	26,890	29,090	30,030	31,495			
421	US 192	I-95-John Rodes	24,050	22,740	22,140	23,860	24,880	24,800	26,690	29,320	30,180	32,640	39,800	10/11/2017	Urban Principal Arterial-Other
422	US 192	John Rodes-Wickham	27,420	25,860	26,070	26,240	26,280	26,020	27,090	28,860	29,880	30,350	39,800	10/11/2017	Urban Principal Arterial-Other
	US 192	WICKHAM-BABCOCK	34,743	34,597	33,600	33,137	32,157	31,103	32,006	32,833	32,717	32,619			
424	US 192	Wickham-Dayton	37,380	36,150	35,680	36,260	33,300	32,410	35,650	35,700	35,340	35,330	39,800	10/11/2017	Urban Principal Arterial-Other
388	US 192	Dayton-Windover Sq ent	40,640	40,160	38,270	40,280	37,650	36,980	38,730	38,270	37,160	37,430	39,800	10/11/2017	Urban Principal Arterial-Other
425	US 192	Windover Sq-Hollywood	37,460	36,750	36,100	37,800	34,680	34,200	34,650	35,740	33,970	35,990	39,800	12/13/2017	Urban Principal Arterial-Other
363	US 192	Hollywood-McClain (W Mall ent)	33,190	NC	32,820	33,360	30,450	NC	29,620	NC	31,390	NC	39,800	10/19/2016	Urban Principal Arterial-Other
426	US 192	McClain (W Mall ent)-Sunset (E Mall ent)		32,360	NC	32,010	NC	27,570	NC	28,680	NC	30,740	39,800	10/11/2017	Urban Principal Arterial-Other
427	US 192	Sunset (E Mall ent)-Dairy	35,480	34,670	32,970	34,510	31,750	30,910	33,680	33,320	32,590	31,140	39,800	12/13/2017	Urban Principal Arterial-Other
428	US 192	Dairy-Airport	32,480	31,230	32,830	30,650	31,750	30,250	29,400	30,670	31,680	29,240	39,800	10/11/2017	Urban Principal Arterial-Other
373	US 192	Airport-Country Club		30,860	NC	27,480	NC	25,400	NC	27,450	NC	28,460	39,800	10/11/2017	Urban Principal Arterial-Other
429	US 192	Country Club-Babcock	26,570	NC	26,530	25,880	25,520	NC	22,310	NC	26,890	NC	39,800	10/17/2016	Urban Principal Arterial-Other
	US 192	BABCOCK-NEW HAVEN	19,245	18,548	19,080	18,444	18,198	17,722	17,828	20,058	20,585	19,678			
430	US 192	Babcock-New Haven	22,020	22,670	21,920	20,660	21,450	20,630	19,680	20,430	22,190	22,740	32,400	10/11/2017	Urban Principal Arterial-Other
451	US 192	New Haven-Pine		16,120	NC	18,920	NC	16,360	NC	20,670	NC	17,840	32,400	11/15/2017	Urban Principal Arterial-Other
452	US 192	Pine-Hickory	16,840	NC	16,500	NC	16,370	NC	15,450	NC	19,640	NC	32,400	10/12/2016	Urban Principal Arterial-Other
453	US 192	Hickory-Livingston		14,750	NC	15,950	NC	15,390	NC	16,350	NC	17,100	32,400	10/24/2017	Urban Principal Arterial-Other
454	US 192	Livingston-Waverly	16,420	NC	16,570	NC	15,890	NC	15,090	NC	17,160	NC	32,400	10/31/2016	Urban Principal Arterial-Other
508	US 192	Waverly-US 1		17,030	NC	16,330	NC	15,560	NC	NC	NC	17,380	32,400	10/11/2017	Urban Principal Arterial-Other
509	US 192	US 1-NEW HAVEN	21,700	22,170	21,330	20,360	19,080	20,670	21,090	22,780	23,350	23,330	32,400	10/11/2017	Urban Principal Arterial-Other

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ID	ROAD	SEGMENT (Sections)	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2,017 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH															
	VALKARIA	BABCOCK-US 1	2,835	3,530	2,100	3,250	1,940	3,440	2,270	3,600	2,520	3,250			
517	VALKARIA	Babcock-Corey	3,430	3,530	NC	3,250	NC	3,440	NC	3,600	NC	3,250	14,200	10/3/2017	Rural Major Collector
512	VALKARIA	Corey-US 1	2,240	NC	2,100	NC	1,940	NC	2,270	NC	2,520	NC	14,200	11/29/2016	Rural Major Collector
	WICKHAM	US 192-NASA	27,713	30,230	25,793	26,080	UC	UC	23,790	25,907	24,643	25,880			
404	WICKHAM	US 192-Sheridan	26,930	31,100	25,810	26,050	UC	UC	23,730	25,700	22,840	26,160	39,800	11/15/2017	Urban Principal Arterial-Other
405	WICKHAM	Sheridan-Greenboro	28,370	29,880	25,970	26,030	UC	UC	23,500	25,880	24,650	25,750	39,800	12/6/2017	Urban Principal Arterial-Other
406	WICKHAM	Greenboro-NASA	27,840	29,710	25,600	26,160	UC	UC	24,140	26,140	26,440	25,730	39,800	12/6/2017	Urban Principal Arterial-Other
	WICKHAM	NASA-SARNO	38,375	38,498	35,935	37,368	35,233	33,435	35,715	36,240	33,643	38,620			
407	WICKHAM	NASA-Harper	38,020	37,320	34,810	36,270	34,170	32,900	35,200	NC	37,660	39,450	39,800	10/18/2017	Urban Principal Arterial-Other
408	WICKHAM	Harper-Wright	37,080	36,990	34,960	36,640	34,270	NC	34,370	NC	33,360	NC	39,800	10/24/2016	Urban Principal Arterial-Other
365	WICKHAM	Wright-Fountainhead	39,050	39,820	36,440	37,950	35,360	33,970	35,770	36,240	29,510	37,790	39,800	10/18/2017	Urban Principal Arterial-Other
350	WICKHAM	Fountainhead-Sarno	39,350	39,860	37,530	38,610	37,130	NC	37,520	NC	38,060	NC	33,800	10/24/2016	Urban Principal Arterial-Other
	WICKHAM	SARNO-PARKWAY	36,423	38,168	35,463	35,788	34,593	33,193	32,853	35,965	34,953	34,770			
409	WICKHAM	Sarno-Eau Gallie	38,680	38,970	36,750	38,000	36,970	34,630	34,420	36,290	36,870	34,900	33,800	10/18/2017	Urban Principal Arterial-Other
410	WICKHAM	Eau Gallie-Aurora	37,210	39,700	37,260	36,980	35,820	34,290	33,200	43,090	33,020	38,530	33,800	11/15/2017	Urban Principal Arterial-Other
411	WICKHAM	Aurora-Lake Washington	36,670	38,500	35,650	35,920	34,520	33,290	33,340	34,210	35,880	33,880	33,800	11/15/2017	Urban Principal Arterial-Other
412	WICKHAM	LkWashington-Parkway	33,130	35,500	32,190	32,250	31,060	30,560	30,450	30,270	34,040	31,770	39,800	10/24/2017	Urban Principal Arterial-Other
	WICKHAM	PARKWAY-PINEDA CSWY	35,678	36,276	34,152	36,006	34,832	33,928	34,016	34,962	35,882	36,038			
413	WICKHAM	Parkway-Post	33,540	36,160	31,910	33,800	32,200	31,000	31,750	32,140	34,330	33,360	39,800	10/25/2017	Urban Principal Arterial-Other
414	WICKHAM	Post-Kensington	38,330	37,430	35,380	36,870	35,540	34,320	34,850	36,000	34,510	38,560	39,800	11/15/2017	Urban Principal Arterial-Other
389	WICKHAM	Kensington-Mariah Dr	35,890	37,290	34,710	37,020	35,010	34,230	33,960	34,880	34,240	35,530	39,800	12/6/2017	Urban Principal Arterial-Other
540	WICKHAM	Mariah Dr-Business Ctr.	35,250	35,320	34,530	36,530	35,240	34,740	34,380	35,170	36,870	35,720	39,800	12/6/2017	Urban Principal Arterial-Other
364	WICKHAM	Businees Ctr.-Pineda Cswy.	35,380	35,180	34,230	35,810	36,170	35,350	35,140	36,620	39,460	37,020	39,800	12/6/2017	Urban Principal Arterial-Other
	WICKHAM	PINEDA CSWY-SUNTREE BLVD	31,133	30,863	29,323	26,927	24,910	24,243	23,790	23,733	27,197	26,330			
403	WICKHAM	Pineda Cswy.-Jordan Blass	33,850	33,490	32,200	30,490	27,700	26,570	25,620	26,540	29,660	28,380	39,800	10/25/2017	Urban Principal Arterial-Other
402	WICKHAM	Jordan Blass-St Andrews	29,420	29,600	27,460	24,640	22,950	22,200	21,940	20,720	25,370	24,830	39,800	10/25/2017	Urban Principal Arterial-Other
401	WICKHAM	St. Andrews-Suntree	30,130	29,500	28,310	25,650	24,080	23,960	23,810	23,940	26,560	25,780	39,800	12/13/2017	Urban Principal Arterial-Other
	WICKHAM	SUNTREE-MURRELL	36,338	37,315	36,650	31,480	29,190	29,028	29,358	29,620	31,723	31,280			
400	WICKHAM	Suntree-Pinehurst (N)	38,680	37,660	37,030	31,720	29,670	29,070	29,980	30,300	32,590	31,800	39,800	11/15/2017	Urban Principal Arterial-Other
399	WICKHAM	Pinehurst (N)-Interlachen	34,480	35,550	35,020	29,950	27,850	28,010	28,810	28,360	30,710	30,550	39,800	11/15/2017	Urban Principal Arterial-Other
397	WICKHAM	Interlachen-Baytree	36,940	38,570	37,900	32,650	30,160	29,960	29,400	30,220	32,870	31,370	39,800	11/1/2017	Urban Principal Arterial-Other
396	WICKHAM	Baytree-Murrell	35,250	37,480	36,650	31,600	29,080	29,070	29,240	29,600	30,720	31,400	39,800	11/15/2017	Urban Principal Arterial-Other
	WICKHAM	MURRELL-LAKE ANDREW	31,110	34,030	34,133	34,253	33,680	34,143	34,713			38,635			
395	WICKHAM	MURRELL-I-95	38,740	42,690	41,410	37,960	34,390	34,220	34,400	UC	UC	33,420	39,800	11/1/2017	Urban Principal Arterial-Other
394	WICKHAM	I-95-Wal-Mart/Target Ent. (signal)	32,650	35,500	35,780	37,570	38,640	39,240	39,960	UC	UC	43,850	39,800	11/1/17	Urban Principal Arterial-Other
393	WICKHAM	Wal-Mart/Target Ent.-Lake Andrew	21,940	23,900	25,210	27,230	28,010	28,970	29,780	UC	UC	NC	39,800	10/22/2014	Urban Minor Arterial
	WICKHAM	LAKE ANDREW-LEGACY	5,435	8,270	4,150	8,900	4,150	9,970	5,010	11,320	NC	8,403			
392	WICKHAM	Lake Andrew-Stadium	7,090	8,270	NC	8,900	NC	9,970	NC	11,320	NC	13,980	17,700	11/1/2017	Urban Local
391	WICKHAM	Stadium-Legacy	3,780	NC	4,150	NC	4,150	NC	5,010	NC	NC	8,470	17,700	11/1/2017	Urban Local
582	WOODY BURKE	Hibiscus-NASA					4,370	NC	NC	NC	NC	2,760	15,600	10/17/2017	Urban Major Collector
AREA: BEACHES - NOTE: No counts were taken in 2015.															
622	BANANA RVR DRIVE	MATHERS BRIDGE-S PATRICK										3,180	15,600	12/6/2017	Urban Major Collector
	BANANA RVR DRIVE	S PATRICK-SR A1A										6,344			
623	BANANA RVR DRIVE	S PATRICK-WIMICO DR										4,350	15,600	12/6/2017	Urban Major Collector
624	BANANA RVR DRIVE	WIMICO DR-PINE TREE/OSCEOLOA										3,920	15,600	12/6/2017	Urban Major Collector
625	B RVR DR/PINE TREE DR	PINE TREE/OSCEOLA-SCHOOL RD										6,280	15,600	12/6/2017	Urban Major Collector
626	B RVR DR/PINE TREE DR	SCHOOL RD-PALM SPRINGS										5,630	15,600	12/6/2017	Urban Major Collector
627	B RVR DR/PINE TREE DR	PALM SPRINGS-SR A1A										11,540	15,600	12/13/2017	Urban Major Collector

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SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2008 - 2017

ID	ROAD	SEGMENT (Sections)	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2,017 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: BEACHES - NOTE: No counts were taken in 2015.															
	CENTRAL	SR A1A-RIDGEWOOD	4,540	2,670	4,320	2,510	4,100	2,660	4,300		3,945	3,050			
303	CENTRAL	SR A1A-N Atlantic	4,540	NC	4,320	NC	4,100	NC	4,300		5,290	NC	15,600	11/12/2014	Urban Minor Collector
301	CENTRAL	N Atlantic-Ridgewood		2,670	NC	2,510	NC	2,660	NC		2,600	3,050	15,600	11/29/2017	Urban Minor Collector
	EAU GALLIE	CAUSEWAY-SR A1A	32,465	31,180	30,685	31,370	30,790	29,930	30,830		31,215	31,040			
312	EAU GALLIE	CAUSEWAY	38,430	36,980	36,540	37,120	36,810	35,670	36,000		38,280	37,320	41,790	12/6/2017	Urban Principal Arterial-Other
293	EAU GALLIE	S PATRICK-SR A1A	26,500	25,380	24,830	25,620	24,770	24,190	25,660		24,150	24,760	41,790	12/6/2017	Urban Principal Arterial-Other
310	GEORGE KING	DAVE NISBET-N ATLANTIC	8,600	NC	7,920	NC	7,190	NC	7,480		NC	9,850	33,800	12/9/2014	Urban Minor Collector
	N. ATLANTIC	SR A1A-GEORGE KING	7,640	6,020	6,770	5,990	6,710	6,045	7,255		5,975	5,890			
298	N. ATLANTIC	SR A1A-Canaveral Bch	8,950	NC	8,330	NC	8,120	NC	8,580		NC	NC	15,600	11/12/2014	Urban Minor Collector
299	N. ATLANTIC	Canaveral Bch-Central		6,650	NC	6,600	NC	6,570	NC		6,000	6,310	15,600	12/19/2017	Urban Minor Collector
300	N. ATLANTIC	Central-George King	6,330	5,390	5,210	5,380	5,300	5,520	5,930		5,950	5,470	15,600	11/29/2017	Urban Minor Collector
	OAK ST.	SR A1A-OCEAN	3,510	4,100	3,285	4,060	3,175	4,190	3,035		3,270	4,005			
314	OAK ST.	SR A1A-Bonita	1,990	NC	1,830	NC	1,870	NC	1,660		1,840	NC	15,600	12/9/2014	Urban Major Collector
306	OAK ST.	Bonita-Surf		3,510	NC	3,430	NC	3,390	NC		3,190	3,350	15,600	11/29/2017	Urban Major Collector
305	OAK ST.	Surf-SR A1A/Ocean	5,030	4,690	4,740	4,690	4,480	4,990	4,410		4,780	4,660	15,600	11/29/2017	Urban Major Collector
307	OCEAN BEACH	VOLUSIA LN-YOUNG	3,770	3,460	UC	3,350	3,240	3,510	3,670		4,210	4,050	15,600	12/5/2017	Urban Minor Collector
	PINEDA CSWY	US 1-SR A1A	30,140	30,120	29,227	31,240	31,060	31,430	32,730		33,680	32,970			
267	PINEDA CSWY	US 1-S TROPICAL	38,680	38,130	36,740	38,590	38,760	39,870	41,210		42,750	43,050	65,600	12/6/2017	Urban Principal Arterial-Other
266	PINEDA CSWY	S TROPICAL-S PATRICK	33,960	34,240	33,890	36,770	36,480	35,960	37,510		37,930	34,570	65,600	12/6/2017	Urban Principal Arterial-Other
268	PINEDA CSWY	S PATRICK-SR A1A	17,780	17,990	17,050	18,360	17,940	18,460	19,470		20,360	21,290	41,790	12/6/2017	Urban Principal Arterial-Other
302	RIDGEWOOD	YOUNG-CENTRAL	2,180	NC	UC	UC	1,930	NC	2,000		2,360	NC	15,600	11/12/2014	Urban Minor Collector
	RIVERSIDE	US 192-EAU GALLIE	10,107	9,865	9,610	9,740	9,380	9,780	7,575		10,323	11,545			
292	RIVERSIDE	US 192-Riviera	9,920	9,520	NC	9,270	NC	9,260	NC		9,380	11,090	15,600	12/13/2017	Urban Minor Arterial
286	RIVERSIDE	Riviera-Paradise	9,710	NC	9,220	NC	8,940	NC	7,700		10,230	NC	15,600	12/9/2014	Urban Minor Arterial
313	RIVERSIDE	Paradise-Eau Gallie	10,690	10,210	10,000	10,210	9,820	10,300	7,450		11,360	12,000	15,600	11/29/2017	Urban Minor Arterial
	S. PATRICK	EAU GALLIE-BANANA RVR	24,545	21,400	23,840	22,350	24,130	21,440	22,660		22,960	21,770			
251	S. PATRICK	Eau Gallie-Yacht Club	25,710	NC	23,840	NC	24,130	NC	22,660		24,030	NC	41,790	11/19/2014	Urban Minor Arterial
253	S. PATRICK	Yacht Club-Banana Rvr Dr	23,380	21,400	NC	22,350	NC	21,440	NC		21,890	21,770	41,790	12/6/2017	Urban Minor Arterial
	S. PATRICK	BANANA RVR-PINEDA	15,903	14,663	15,908	15,807	16,375	14,953	15,790		15,361	15,823			
541	S. PATRICK	BANANA RVR DR-DESOTO		NC	19,340	NC	19,680	NC	18,320		18,670	NC	19,470	11/19/2014	Urban Minor Arterial
259	S. PATRICK	DESOTO-JACKSON	17,720	15,430	NC	17,400	NC	16,510	NC		15,230	16,700	18,590	12/6/2017	Urban Minor Arterial
262	S. PATRICK	Jackson-Titan	15,940	NC	15,340	NC	15,560	NC	14,980		15,530	NC	19,470	11/19/2014	Urban Minor Arterial
263	S. PATRICK	Titan-Shearwater Pkwy		14,180	NC	15,050	NC	14,240	NC		13,790	15,370	19,470	12/6/2017	Urban Minor Arterial
264	S. PATRICK	Shearwater Pkwy-Berkeley	14,750	NC	14,330	NC	15,030	NC	14,530		14,990	NC	19,470	11/19/2014	Urban Minor Arterial
265	S. PATRICK	Berkeley-Ocean		14,380	NC	14,970	NC	14,110	NC		13,540	15,400	18,590	12/6/2017	Urban Minor Arterial
287	S. PATRICK	Ocean-Pineda S Ramps	15,200	NC	14,620	NC	15,230	NC	15,330		15,780	NC	18,590	11/19/2014	Urban Minor Arterial
	SR AIA	INDIAN RVR CO-US 192	10,926	10,486	10,386	10,517	10,934	10,720	10,773		11,487	11,471			
295	SR AIA	Ind Rvr Co-Strawberry Ln.	2,700	2,350	2,640	2,450	2,550	2,580	2,460		3,000	2,790	24,200	11/29/2017	Urban Minor Arterial
249	SR AIA	Strawberry Ln..-Heron Dr.	4,630	4,320	4,450	4,450	4,390	4,550	4,570		4,920	4,790	24,200	11/29/2017	Urban Minor Arterial
542	SR AIA	HERON-MARLEN	8,530	8,400	8,260	8,350	8,280	8,310	8,210		9,350	8,640	24,200	11/29/2017	Urban Minor Arterial
296	SR AIA	MarLen Dr-Oak	13,560	12,780	12,670	12,870	13,080	12,690	12,870		14,410	14,310	24,200	12/6/2017	Urban Minor Arterial
260	SR AIA	Oak-Ocean	12,130	11,490	11,400	11,490	11,940	11,440	11,660		13,180	11,870	17,700	11/29/2017	Urban Minor Arterial
248	SR AIA	Ocean-Miami	16,750	16,240	16,010	16,170	17,010	16,620	16,400		16,830	17,770	17,700	12/6/2017	Urban Minor Arterial
383	SR AIA	Miami-US192	18,180	17,820	17,270	17,840	19,290	18,850	19,240		18,720	20,130	17,700	11/29/2017	Urban Minor Arterial
	SR AIA	US 192-EAU GALLIE	26,070	25,450	25,560	25,555	25,455	25,060	26,425		25,550	24,050			
250	SR AIA	US 192-Paradise	25,420	25,070	25,000	25,200	24,840	25,150	25,480		24,280	24,720	41,790	12/13/2017	Urban Principal Arterial-Other
294	SR AIA	Paradise-Eau Gallie	26,720	25,830	26,120	25,910	26,070	24,970	27,370		26,820	23,380	41,790	11/29/2017	Urban Principal Arterial-Other

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AREA: BEACHES - NOTE: No counts were taken in 2015.															
	SR AIA	EAU GALLIE-PINEDA	23,320	24,358	22,803	23,446	23,505	22,344	22,863		24,300	23,280			
252	SR AIA	Eau Gallie-Palm Springs	NC	27,430	NC	27,410	NC	25,640	NC		27,350	26,950	41,790	12/13/2017	Urban Principal Arterial-Other
254	SR AIA	Palm Springs-Pine Tree	25,940	NC	25,480	NC	26,600	NC	25,540		UC	NC	41,790	11/18/2014	Urban Principal Arterial-Other
255	SR AIA	Pine Tree-DeSoto	NC	27,610	NC	26,950	NC	25,160	NC		26,770	25,900	41,790	12/6/2017	Urban Principal Arterial-Other
256	SR AIA	DeSoto-Cassia	23,810	NC	23,830	NC	24,350	NC	23,630		UC	NC	41,790	11/18/2014	Urban Principal Arterial-Other
257	SR AIA	Cassia-Jackson	NC	25,490	NC	24,400	NC	22,810	NC		24,160	20,110	41,790	12/6/2017	Urban Principal Arterial-Other
543	SR AIA	Jackson-Patrick	22,630	NC	21,850	NC	22,580	NC	22,120		UC	NC	41,790	11/18/2014	Urban Principal Arterial-Other
258	SR AIA	Patrick-Berkeley	NC	22,410	NC	21,610	NC	20,510	NC		23,320	24,170	41,790	12/13/2017	Urban Principal Arterial-Other
544	SR AIA	Berkeley-Ocean	20,900	NC	20,050	NC	20,490	NC	20,160		UC	NC	41,790	11/18/2014	Urban Principal Arterial-Other
545	SR AIA	Ocean-Pineda	NC	18,850	NC	16,860	NC	17,600	NC		19,900	19,270	41,790	12/6/2017	Urban Principal Arterial-Other
	SR AIA	PINEDA-S END ONE-WAY	18,480	18,115	17,850	17,950	17,595	17,095	17,560		18,455	18,850			
261	SR AIA	Pineda-Main Gate	19,360	19,050	19,040	18,780	18,440	17,840	18,490		20,170	19,770	41,790	12/6/2017	Urban Principal Arterial-Other
387	SR AIA	Main Gate-S End One Way	17,600	17,180	16,660	17,120	16,750	16,350	16,630		16,740	17,930	41,790	12/6/2017	Urban Principal Arterial-Other
	SR AIA (NORTHBOUND)	ONE WAY NORTH	14,225	12,370	12,005	12,270	11,675	11,945	11,465		12,030	11,745			
269	SR AIA	S End-Minutmen Cswy	12,660	11,250	10,880	11,100	10,620	10,860	10,530		10,530	10,790	19,440	12/6/2017	Urban Principal Arterial-Other
272	SR AIA	Minutemen-N End One Way	15,790	13,490	13,130	13,440	12,730	13,030	12,400		13,530	12,700	19,440	12/13/2017	Urban Principal Arterial-Other
	SR AIA (SOUTHBOUND)	ONE WAY SOUTH	12,135	12,700	12,210	11,730	12,240	12,000	11,675		11,935	11,960			
270	SR AIA	N End One Way-Minutemen	14,690	13,980	13,550	12,990	13,510	13,090	12,690		12,690	13,450	19,440	12/5/2017	Urban Principal Arterial-Other
546	SR AIA	Minutemen-S End One Way	9,580	11,420	10,870	10,470	10,970	10,910	10,660		11,180	10,470	19,440	12/6/2017	Urban Principal Arterial-Other
	SR AIA	N END ONE WAY-SR 520	35,452	34,076	32,090		32,452	31,816	30,930		33,743	33,197			
273	SR AIA	Cocoa Isles-Tulip	33,960	32,600	30,130	UC	31,730	30,660	29,760		31,270	30,860	34,020	12/5/2017	Urban Principal Arterial-Other
274	SR AIA	Tulip-Bahama Blvd	34,880	33,290	31,580	UC	31,840	31,620	30,210		35,710	31,750	34,020	12/13/2017	Urban Principal Arterial-Other
275	SR AIA	Bahama Blvd-S Banana	34,920	NC	32,310	UC	32,390	NC	30,890		NC	32,510	34,020	11/18/2014	Urban Principal Arterial-Other
276	SR AIA	S Banana-Fisher Park	NC	34,260	NC	UC	NC	33,150	NC		34,830	34,020	34,020	12/13/2017	Urban Principal Arterial-Other
277	SR AIA	Fisher Park-St Lucie	37,490	36,070	33,780	UC	33,730	32,470	32,670		34,880	35,590	34,020	12/5/2017	Urban Principal Arterial-Other
278	SR AIA	St Lucie-Marion	36,010	NC	32,650	UC	32,570	NC	31,120		31,900	NC	34,020	11/18/2014	Urban Principal Arterial-Other
279	SR AIA	Marion-SR 520	NC	34,160	NC	UC	NC	31,180	NC		33,870	34,450	34,020	12/5/2017	Urban Principal Arterial-Other
	SR AIA	SR 520-N ATLANTIC	34,145	31,793	30,758	29,325	29,905	29,350	30,078		30,070	29,823			
280	SR AIA	SR 520-Osceola	34,750	30,910	29,880	26,330	28,370	28,300	28,450		27,780	29,510	39,800	12/5/2017	Urban Principal Arterial-Other
281	SR AIA	Osceola-Shepard	32,520	30,120	28,920	28,480	28,210	28,110	28,360		28,390	28,520	39,800	12/13/2017	Urban Principal Arterial-Other
282	SR AIA	Shepard-McKinley	35,020	NC	32,450	NC	32,460	NC	32,150		30,790	NC	39,800	11/12/2014	Urban Principal Arterial-Other
297	SR AIA	McKinley-Buchanan	NC	33,310	NC	31,510	NC	30,620	NC		32,990	32,960	39,800	12/5/2017	Urban Principal Arterial-Other
283	SR AIA	Buchanan-N Atlantic	34,290	32,830	31,780	30,980	30,580	30,370	31,350		30,400	28,300	39,800	12/13/2017	Urban Principal Arterial-Other
	SR AIA	N ATLANTIC-SR 401	30,835	29,305	28,310	26,900	26,840	28,310	28,550		28,205	26,760			
285	SR AIA	N Atlantic-Central	27,810	26,590	25,210	24,470	23,920	24,840	24,680		25,490	26,760	41,790	12/5/2017	Urban Principal Arterial-Other
284	SR AIA	Central-SR 401	33,860	32,020	31,410	29,330	29,760	31,780	32,420		30,920	NC	39,800	3/1/2016	Urban Principal Arterial-Other
309	SR 401	SR 528-CCAFS	10,720	11,840	12,660	11,190	10,830	11,860	12,110		12,860	11,430	39,800	11/29/2017	Urban Minor Arterial
	SR 520	W M.I. CAUSEWAY-SR A1A	26,580	26,225	24,975	25,055	24,000	24,130	24,685		24,925	24,575			
288	SR 520	CAUSEWAY	27,180	27,200	25,720	25,570	24,180	24,610	25,520		25,640	25,190	39,800	12/5/2017	Urban Principal Arterial-Other
311	SR 520	E END CSWY-SR A1A	25,980	25,250	24,230	24,540	23,820	23,650	23,850		24,210	23,960	34,020	12/13/2017	Urban Principal Arterial-Other
	US 192	CAUSEWAY-SR A1A	29,560	28,540	27,415	29,230	26,290	27,680	28,385		29,195	29,500			
289	US 192	CAUSEWAY	35,690	34,180	32,600	35,030	31,270	33,360	34,140		35,000	35,640	41,790	12/6/2017	Urban Principal Arterial-Other
290	US 192	RIVERSIDE-SR A1A	23,430	22,900	22,230	23,430	21,310	22,000	22,630		23,390	23,360	34,020	11/29/2017	Urban Principal Arterial-Other

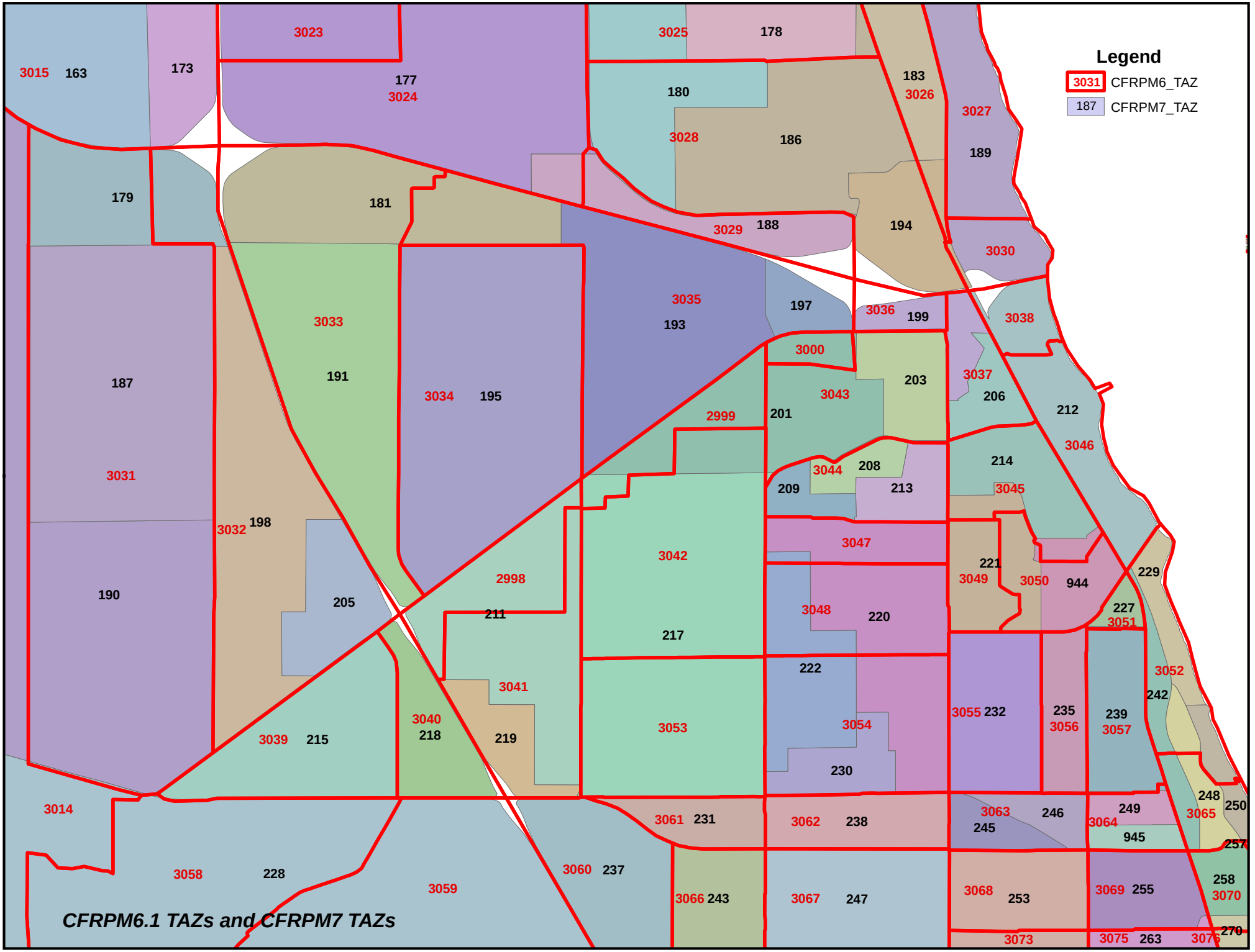
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INTERSTATE 95 - COUNTS PROVIDED BY FLORIDA DEPARTMENT OF TRANSPORTATION															
70-0134	INTERSTATE 95	INDIAN RIVER COUNTY - MALABAR (SR 514	33,390	35,648	35,519	34,330	35,277	35,000	39,614	40,650	42,760	45,330	64,000		Rural Principal Arterial-Interstate
70-0428	INTERSTATE 95	MALABAR (SR 514) - PALM BAY	77,500	49,500	48,500	48,500	48,500	31,500	55,000	59,500	64,500	61,500	111,800		Urban Principal Arterial-Interstate
70-0371	INTERSTATE 95	PALM BAY - US 192	80,000	78,000	77,000	68,000	68,000	65,000	67,500	72,000	81,500	78,000	111,800		Urban Principal Arterial-Interstate
70-0372	INTERSTATE 95	US 192 - EAU GALLIE (SR 518)	81,500	79,500	78,000	68,000	68,000		41,000	43,500	68,500	72,500	111,800		Urban Principal Arterial-Interstate
70-0415	INTERSTATE 95	EAU GALLIE (SR 518)-WICKHAM	83,000	69,500	68,500	68,500	69,500	76,000	76,500	81,000	82,500	87,500	111,800		Urban Principal Arterial-Interstate
70-0388	INTERSTATE 95	WICKHAM-FISKE	77,000	70,000	69,000	55,000	57,500	55,000	57,000	60,500	68,000	72,500	111,800		Urban Principal Arterial-Interstate
70-9919	INTERSTATE 95	FISKE-SR 520	39,500	63,609	63,600	63,291	64,312	67,139	71,181	77,120	81,760	85,450	111,800		Urban Principal Arterial-Interstate
70-0366	INTERSTATE 95	SR 520-SR 524	63,000	61,400	61,400	61,400	61,400		37,500	40,000	42,000	45,000	111,800		Urban Principal Arterial-Interstate
70-0368	INTERSTATE 95	SR 524-SR 528	55,500	54,500	54,500	52,000	53,000	50,500	54,000	57,000	65,000	58,000	111,800		Urban Principal Arterial-Interstate
70-0439	INTERSTATE 95	SR 528-PORT ST. JOHNS	48,500	45,500	36,500	36,500	36,500	21,900	23,000	24,500	84,500	90,000	111,800		Urban Principal Arterial-Interstate
70-0401	INTERSTATE 95	PORT ST. JOHN CONNECTOR-SR 407	41,000	38,500	39,000	53,500	53,500	37,000	38,500	42,000	45,000	52,500	111,800		Urban Principal Arterial-Interstate
70-0402	INTERSTATE 95	SR 407-SR 50	39,500	39,000	39,000	39,000	39,000	23,400	24,200	25,700	36,500	38,500	111,800		Urban Principal Arterial-Interstate
70-0364	INTERSTATE 95	SR 50-SR 406	42,500	39,500	39,500	52,500	52,500	36,000	37,500	39,500	26,500	28,500	111,800		Urban Principal Arterial-Interstate
70-0363	INTERSTATE 95	SR 406-SR 46	33,000	34,500	31,000	31,500	29,500	38,500	40,000	34,000	39,500	43,500	111,800		Urban Principal Arterial-Interstate
70-0322	INTERSTATE 95	SR 46-DEERING PARKWAY	27,122	27,654	27,800	26,524	26,283	26,000	25,000	25,500	32,680	34,750	64,000		Rural Principal Arterial-Interstate
70-0436	INTERSTATE 95	DEERING PARKWAY-VOLUSIA CO.	24500	26000	24,500	30,500	30,000	26,500	27,500	36,000	29,000	29,000	64,000		Rural Principal Arterial-Interstate

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

Appendix B1

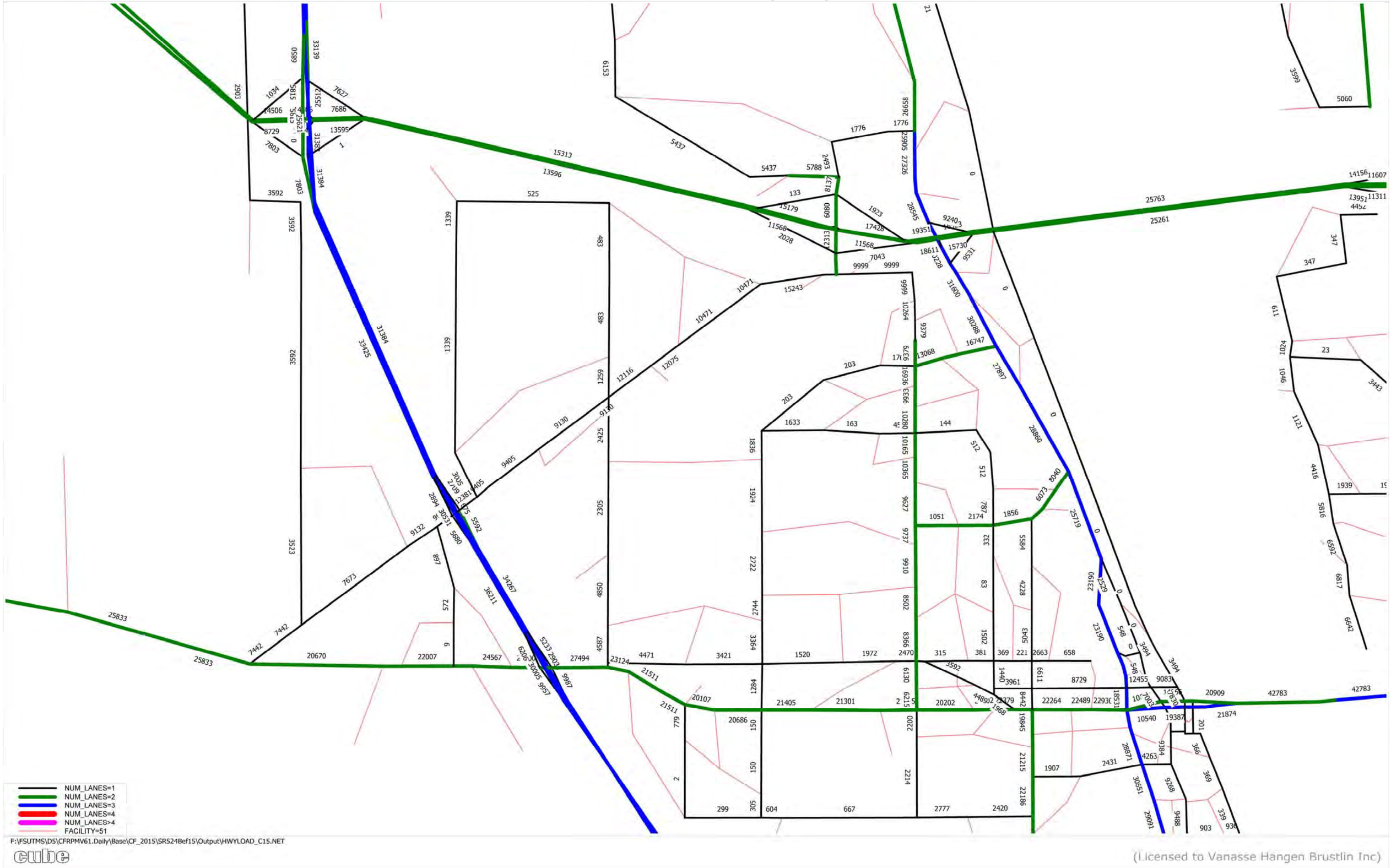

Legend
3031 CFRPM6_TAZ
187 CFRPM7_TAZ
CFRPM6.1 TAZs and CFRPM7 TAZs

SR 524 DTTM Study - Year 2015 Land Use Changes

CFRPM6.1 Year 2015												CFRPM7 Year 2015												CFRPM6.1 Year 2015 Model Changed											
Zones	SF		MF		HOTEL		IND	COM	SER	TOTAL	SCHOLL	Zones	SF		MF		HOTEL		IND	COM	SER	TOTAL	SCHOLL	Zones	SF		MF		HOTEL		IND	COM	SER	TOTAL	SCHOLL
3031	128	310	4	10	0	0	5	0	101	106	0	179	160	360	0	0	0	0	2	0	9	11	0	3031	332	766	0	0	0	0	20	3	103	126	0
												187	0	0	0	0	0	0	11	0	88	99	0												
3014	48	112	138	317	0	0	7	18	6	31	0	190	172	406	0	0	0	0	7	3	6	16	0	3014	48	112	138	317	0	0	7	18	6	31	0
3032	185	347	255	462	216	370	17	24	30	71	0	198	198	363	0	0	0	0	15	7	23	45	0	3032	609	1118	0	0	121	242	17	24	30	71	0
												205	411	755	0	0	121	242	0	0	5	5	0												
3033	339	820	3	7	0	0	26	12	19	57	0	181	60	141	0	0	0	0	3	8	0	11	0	3033	339	820	3	7	0	0	26	55	42	123	0
3034	394	964	8	19	0	0	12	22	64	98	0	191	331	804	0	0	0	0	30	13	44	87	0	3034	394	964	8	19	0	0	12	65	87	164	0
3035	1276	2970	0	0	0	0	85	78	52	215	0	193	1041	2433	0	0	0	0	27	31	60	118	0	3035	1276	2970	0	0	0	0	85	121	75	281	0
												195	392	963	8	19	0	0	13	8	42	63	0												
												197	167	390	0	0	0	0	0	181	56	237	0												
3036	0	0	0	0	0	0	0	5	116	121	0	199	0	0	58	61	0	0	0	0	94	94	0	3036	0	0	0	0	0	0	0	5	116	121	0
3037	0	0	130	138	0	0	5	444	202	651	0	206	0	0	37	61	0	0	0	447	221	668	0	3037	0	0	130	138	0	0	5	444	202	651	0
3038	168	347	3	6	0	0	0	0	0	0	0	212	478	933	85	161	0	0	49	56	164	269	0	3038	168	347	3	6	0	0	0	0	0	0	0
3046	309	584	83	154	0	0	32	97	162	291	0													3046	309	584	83	154	0	0	32	97	162	291	0
3039	258	552	45	95	0	0	3	51	48	102	0	215	369	788	0	0	0	0	11	11	32	54	89	3039	368	788	45	95	0	0	3	51	48	102	89
2998	0	0	0	0	0	0	53	35	21	109	0	211	0	0	0	0	0	0	253	40	35	328	0	2998	0	0	0	0	0	0	253	40	35	328	0
3040	10	24	12	20	177	398	3	33	101	137	0	218	80	176	1	2	152	304	3	3	62	68	0	3040	80	176	12	20	177	398	3	33	101	137	0
3041	0	0	0	0	150	257	375	327	125	827	0	219	0	0	0	0	84	168	118	374	44	536	0	3041	0	0	0	0	150	257	375	327	125	827	0
2999	16	40	0	0	0	0	1	0	7	8	0	201	37	78	0	0	0	0	3	215	194	412	0	2999	16	40	0	0	0	0	1	0	7	8	0
3042	83	174	63	130	0	0	15	47	39	101	15	203	236	499	296	625	0	0	3	0	7	10	0	3042	83	174	63	130	0	0	15	47	39	101	15
3053	407	1046	62	157	0	0	13	21	22	56	0	217	546	1366	43	100	0	0	44	26	77	147	36	3053	407	1046	62	157	0	0	13	21	22	56	0
3000	46	114	13	25	0	0	5	26	21	52	0													3000	46	114	13	25	0	0	18	57	117	192	0
3043	437	920	292	610	0	0	3	116	93	212	0													3043	437	920	292	610	0	0	3	116	93	212	0
3044	122	292	2	5	0	0	1	15	2236	2252	1040	208	113	273	0	0	0	0	0	0	1	1	0	3044	122	292	2	5	0	0	7	15	2533	2555	7671
												209	0	0	0	0	0	0	0	0	30	30	1498												
												213	5	13	0	0	0	0	7	13	2502	2522	6173												
3047	106	208	30	58	0	0	0	37	173	210	0	220	855	1790	502	1075	0	0	136	121	118	375	200	3047	346	679	30	58	0	0	0	37	173	210	0
3048	343	706	321	645	0	0	14	114	101	229	427	222	397	911	0	0	0	0	3	9	128	140	785	3048	583	1200	321	645	0	0	3	90	101	194	427
3054	433	1001	288	656	0	0	159	83	140	382	862	230	109	254	0	0	0	0	0	0	0	0	0	3054	433	1001	288	656	0	0	145	83	140	368	862
3045	165	304	426	780	0	0	5	28	96	129	703	214	0	0	414	766	0	0	2	7	113	122	0	3045	0	0	414	766	0	0	2	7	113	122	0
3049	192	305	93	145	0	0	3	124	155	282	75	221	701	1375	145	250	0	0	15	83	184	282	720	3049	701	1375	145	250	0	0	15	83	184	282	720
3050	488	1048	61	129	0	0	29	120	119	268	64	944	252	494	52	89	0	0	0	21	80	101	0	3050	252	494	52	89	0	0	0	21	80	101	0
3051	0	0	0	0	0	0	3	95	153	251	0	227	0	0	0	0	0	0	0	40	158	198	0	3051	0	0	0	0	0	0	0	40	158	198	0
3055	260	523	203	403	0	0	31	45	153	229	821	232	458	922	66	132	0	0	32	132	213	377	836	3055	458	922	203	403	0	0	31	132	213	376	836
3056	514	1227	0	0	0	0	11	4	21	36	0	235	514	1232	0	0	0	0	0	6	33	39	0	3056	514	1227	0	0	0	0	11	4	21	36	0
3057	194	381	359	696	0	0	128	73	140	341	0	239	226	445	390	765	0	0	113	46	31	190	0	3057	226	445	390	765	0	0	113	46	31	190	0
3052	150	252	108	177	73	125	1	155	546	702	42	229	81	135	0	0	18	36	10	44	97	151	0	3052	150	252	108	177	41	82	33	168	264	465	42
3065	13	19	301	436	82	220	150	183	1128	1461	0	242	26	43	0	0	23	46	23	124	167	314	0	3065	165	271	301	436	46	92	134	75	919	1128	0
												248	76	126	16	26	46	92	78	48	674	800	16												
												250	132	214	202	305	0	0	56	27	245	328	20												
3061	14	40	8	23	0	0	123	201	244	568	0	231	15	43	0	0	0	0	86	194	351	631	0	3061	14	40	8	23	0	0	123	201	351	675	0
3062	64	123	26	49	0	0	51	111	89	251	0	238	104	196	0	0	0	0	57	40	137	234	0	3062	64	123	26	49	0	0	51	111	89	251	0
3063	70	151	149	319	0	0	192	138	325	655	31	245	0	0	56	124	0	0	41	158	188	387	0	3063	140	307	149	319	0	0	192	238	325	755	31
												246	140	307	25	54	0	0	108	80	70	258	14												
3064	71	146	154	309	0	0	32	82	141	255	0	249	101	206	86	175	0	0	14	0	22	36	0	3064	161	329	154	309	0	0	32	82	141	255	0
												945	60	123	50	101	0	0	27	70	127	224													
3058	40	64	11	16	0	0	15	1	39	55	86	228	893	1358	1	2	75	150	10	9	290	309	0	3058	40	64	11	16	0	0	15	1	39	55	86
3059	175	284	552	829	134	229	5	68	126	199	0													3059	853	1294	552	829	134	229	5	68	251	324	0

Appendix C1

Year 2040 CF CFRPM61_DAILY - Total Traffic Volumes (PSWADT) - Before Validation



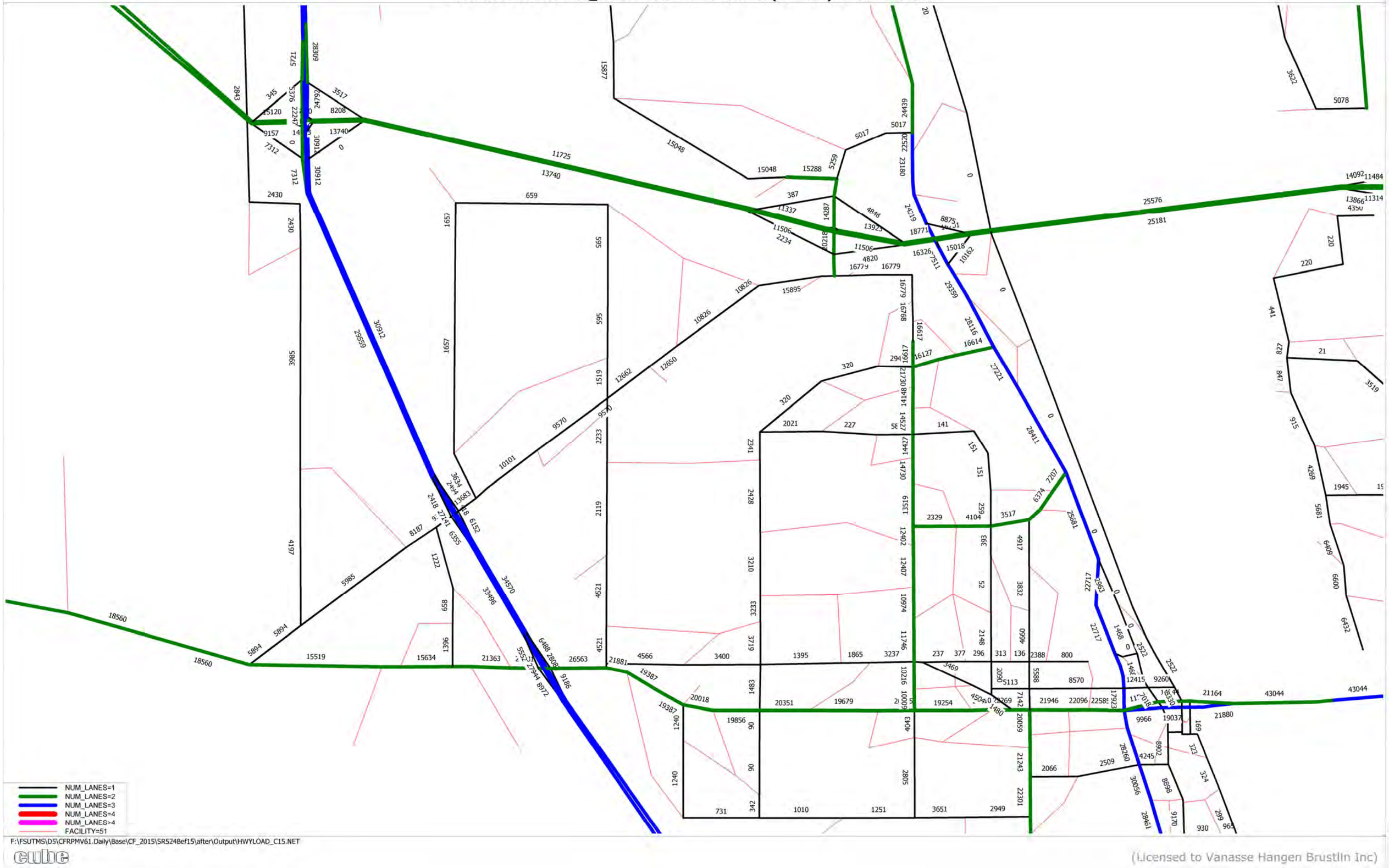
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Appendix D1

Year 2040 CF CFRPM61_DAILY - Total Traffic Volumes (PSWADT) - After Validation



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Appendix E1

SR 524 DTTM Study

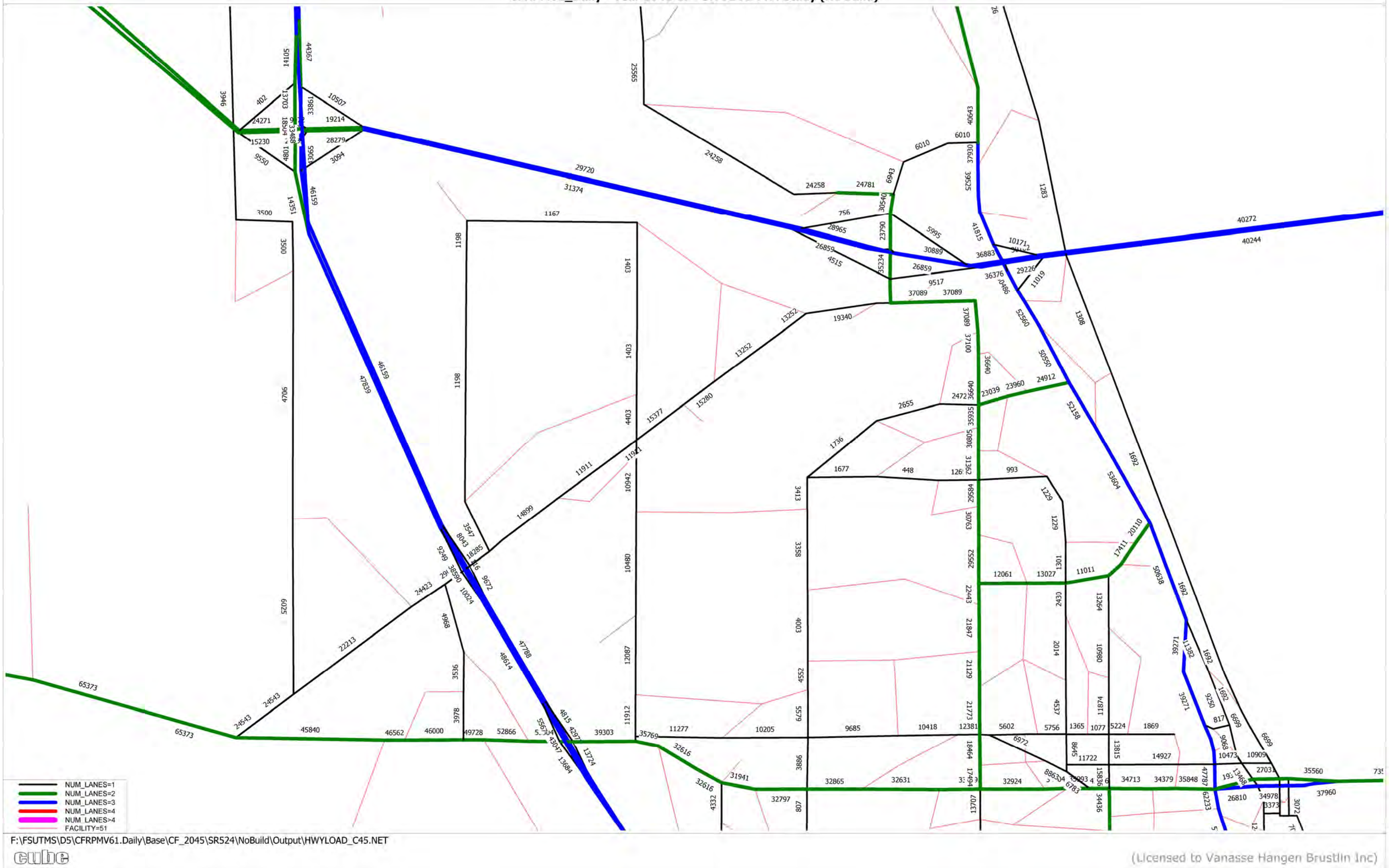
- Year 2015 Validation Link Report

Roadway Name	from	to	Count Source	Year 2015 AADT Count	Facility Type Before	2015 Model PSWADT Before Validation	2015 Model AADT Before Validation Total	Facility Type After	2015 Model PSWADT After Validation	2015 Model AADT After Validation Total	Volume / Count (Before)	Volume / Count (After)
SR 524	West of I-95		SC TPO	5,690	**31**	8,403	7,898	**31**	7,086	6,661	1.39	1.17
	East of I-95		SC TPO	11,400	**23**	9,405	8,841	**23**	10,101	9,495	0.78	0.83
	East of Cox Rd		SC TPO	14,090	**23**	12,116	11,389	**23**	12,662	11,902	0.81	0.84
I-95	SR 528	SR 524	FDOT	57,000	**12**	64,809	62,865	**12**	60,471	58,657	1.10	1.03
	SR 524	SR 520	FDOT#	62,600	**12**	70,478	68,364	**12**	68,066	66,024	1.09	1.05
	South of SR 520		FDOT#	72,600	**12**	78,984	76,614	**12**	74,184	71,958	1.06	0.99
SR 528	West of I-95		FDOT	34,400	**12**	32,073	30,149	**12**	31,935	30,019	0.88	0.87
	East of I-95		FDOT	28,400	**12**	28,909	27,174	**12**	25,465	23,937	0.96	0.84
	West of US 1		FDOT	36,000	**12**	37,962	35,684	**12**	35,097	32,991	0.99	0.92
SR 520	West of SR 524		FDOT	16,400	**21**	25,833	24,283	**21**	18,560	17,446	1.48	1.06
	East of SR 524		SC TPO	15,720	**21**	20,670	19,430	**21**	15,519	14,588	1.24	0.93
	West of I-95		SC TPO	19,990	**21**	24,567	23,093	**21**	21,363	20,081	1.16	1.00
	West of S. Burnett Rd.		SC TPO	24,190	**26**	21,511	20,220	**26**	19,387	18,224	0.84	0.75
	West of Clearlake Rd		SC TPO	23,200	**26**	21,925	20,610	**26**	20,145	18,936	0.89	0.82
US 1	SR 528	Michigan Ave	SC TPO	30,600	**23**	31,600	29,704	**23**	29,359	27,597	0.97	0.90
	Michigan Ave	Dixon Blvd	FDOT	27,000	**23**	28,860	27,128	**23**	28,411	26,706	1.00	0.99
	South of SR 520		SC TPO	33,480	**23**	31,325	29,446	**23**	30,794	28,946	0.88	0.86
Clearlake Rd./SR 501	North of Michigan Ave		SC TPO	16,960	**32**	10,264	9,648	**31**	16,768	15,762	0.57	0.93
	South of Michigan Ave		SC TPO	21,570	**23**	10,365	9,743	**23**	21,730	20,426	0.45	0.95
	Dixon Blvd.	SR 520	SC TPO	19,620	**23**	9,910	9,315	**23**	10,009	9,408	0.47	0.48
	South of SR 520		SC TPO	5,050	**43**	2,200	2,068	**43**	4,043	3,800	0.41	0.75
Adamson Rd	North of SR 524		SC TPO	5,210	**43**	3,523	3,312	**43**	4,197	3,945	0.64	0.76
Friday Rd	North of SR 524		FDOT	1,150	**43**	897	843	**43**	1,222	1,149	0.73	1.00
Cox Rd.	North of SR 520		SC TPO	4,560	**43**	4,587	4,312	**43**	4,521	4,250	0.95	0.93
Range Rd.	North of SR 520		FDOT	4,300	**43**	3,364	3,162	**43**	3,719	3,496	0.74	0.81
Dixon Blvd	Clearlake Rd	N Fisk Blvd	SC TPO	8,800	**23**	8,040	7,558	**23**	7,207	6,775	0.86	0.77
Michigan Blvd	Rosetine St.	US 1/SR 5	SC TPO	8,420	**23**	16,747	15,742	**23**	16,614	15,617	1.87	1.85
Lake Dr	SR 520	SR 520/King St	SC TPO	3,860	**43**	2,470	2,322	**43**	3,237	3,043	0.60	0.79
Industry Rd.	North of SR 528 Ramp		SC TPO	18,030	**23**	8,137	7,649	**23**	19,522	18,351	0.42	1.02
FDOT#	Count estimated because of inaccurate FDOT count											

Appendix H

Model Plots

CFRPM61_Daily - Year 2045 CF - SR 524 DTTM Study (No Build)



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CFRPM61_Daily - Year 2045 CF - SR 524 DTTM Study (Build)

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NUM_LANES=2
NUM_LANES=3
NUM_LANES=4
NUM_LANES>4
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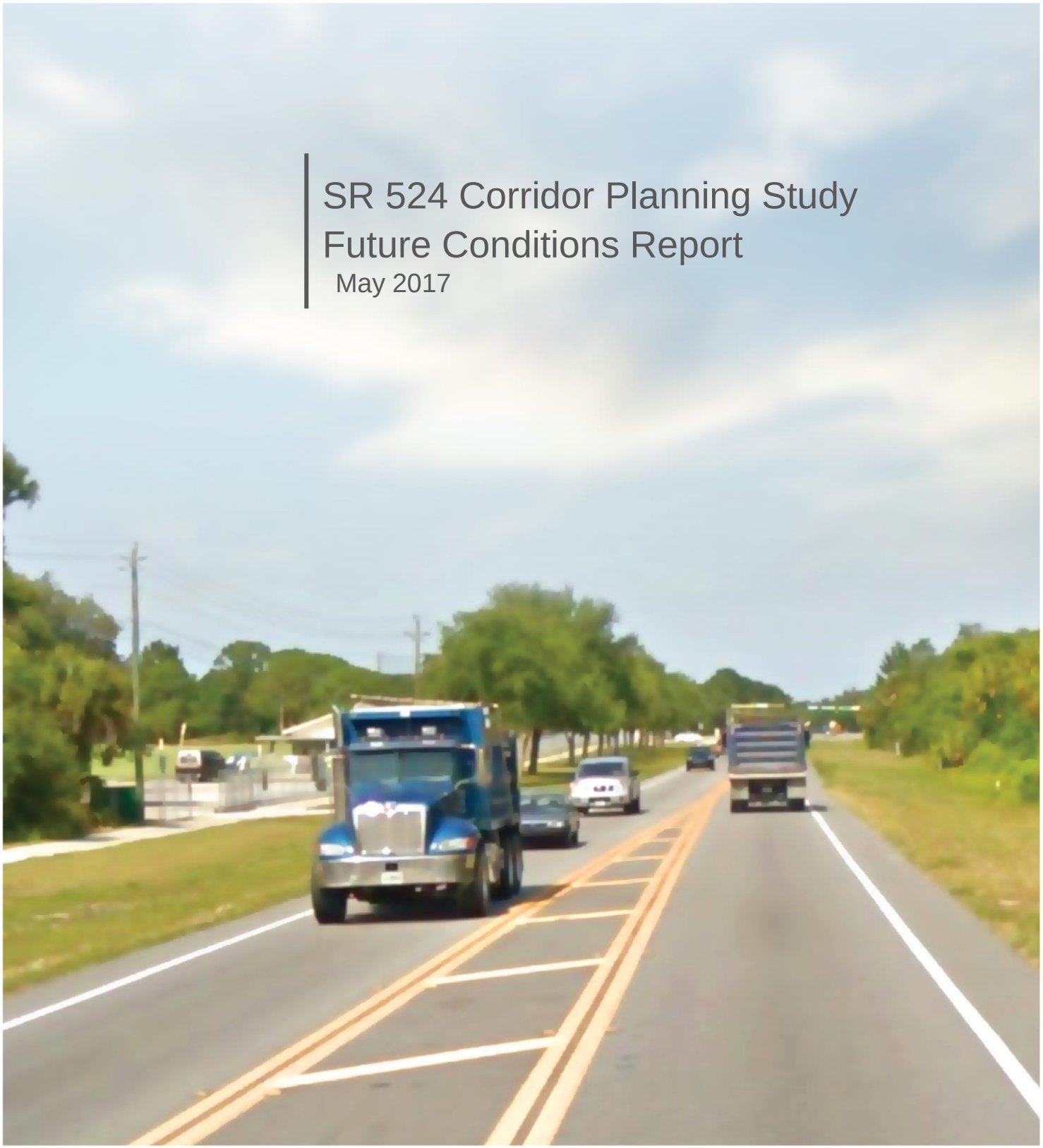
Appendix H

Previous Reports

SR 524 Corridor PLANNING STUDY

SR 524 Corridor Planning Study
Future Conditions Report

May 2017



FDOT

3.0 Future Traffic Conditions

3.1 Methodology

This section provides an overview of the traffic forecasting methodology and revision process used for this study. The methodology followed is consistent with the *Project Traffic Forecasting Procedure* (Topic No. 525-030-120-h) adopted by FDOT in April 2012, and the 2014 Project Traffic Forecasting Handbook. Operational analyses were conducted in accordance with the *Traffic Analysis Handbook: A Reference for Planning and Operations* – also published by FDOT in 2014.

In **October 2016**, socioeconomic (SE) model data from 2010 and 2040 was acquired from FDOT District 5. Upon analysis of the SE data, the study team determined several of the now known future developments were not accounted for, because the model had been developed several years prior and they had not yet been planned. These include the proposed Walmart Distribution Center, Flying J Travel Center, and residential development between Cox Road and Industry Road. In **December 2016**, the study team met with FDOT, SCTPO, and the City of Cocoa to obtain feedback on the modeling methodology and determine which updates should be made to the SE data to reflect newly proposed development along the Corridor. SCTPO and the City of Cocoa made changes to 7 of the 29 TAZs - the revised SE data is listed by TAZ in Table 3.1 and illustrated in Figure 3.1.

In **January 2017**, FDOT used the revised SE data in a sub-area model to produce 2040 segment volumes for the SR 524 Corridor Study. Separately, in February 2017, as part of the SR 524/I-95 IOAR study, year 2038 turning movement projections were developed for the interchange ramp terminals, adjacent Friday Road North and South, and new Walmart Distribution Center intersections.

To estimate turning movement projections for the three remaining signalized intersections along the SR 524 Corridor (Cox Road, London Boulevard, and Industry Road), the study team used the following methodology:

1. Calculated existing turning ratios at each intersection using AM and PM counts.
2. Multiplied the 2040 AADT model link approach volumes by .09 to replicate a peak hour approach volume at Cox and Industry.
3. Applied the existing turning ratios to the “calculated” peak hour intersection approach volumes.
4. Compared the calculated turning movements to current volumes. In some cases the calculated 2040 turning volumes were lower than current counts (NB Cox, SB Cox, SB London), and NB Industry is not reflected in the model at all as it is just a shopping center exit. In these cases, the current turning volume was multiplied by 1.1 (professional judgment). The resultant volumes though developed for 2040 were considered representative of 2038 conditions.

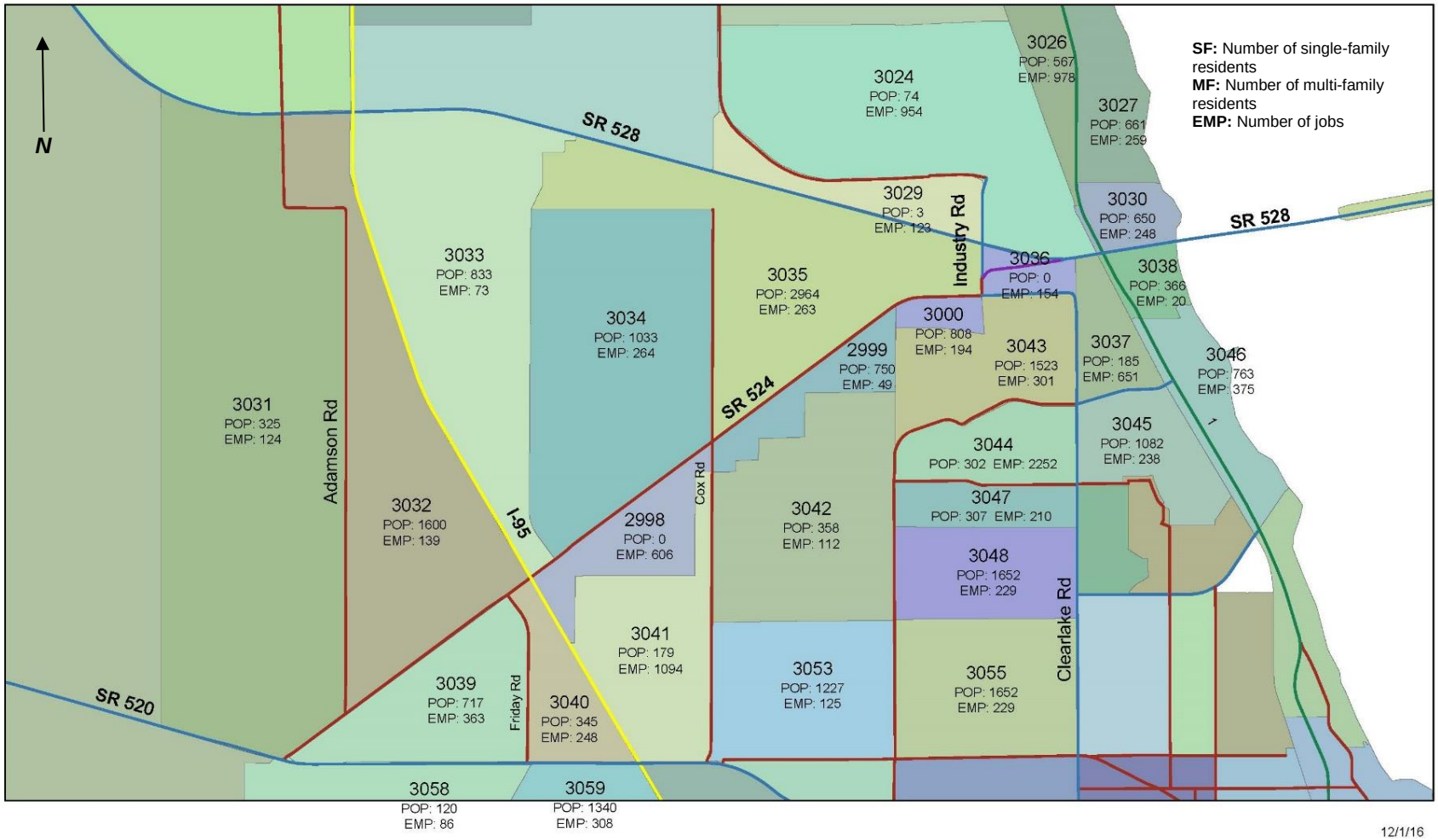
Once the study team had revised 2038 turning movement volumes for all eight future intersections along the Corridor, a future traffic analysis was conducted using HCM 2010 and Synchro, summarized in the following sections.

Table 3.1: Socioeconomic Projections by TAZ (2010 and 2040)

	Population			Employment		
TAZ	**2010**	**2040**	**% Growth**	**2010**	**2040**	**% Growth**
2998	0	0	N/A	9	606	6,633%
2999	0	750	100%	0	49	100%
3000	0	808	100%	24	194	708%
3026	567	567	0%	788	978	24%
3027	599	661	10%	213	259	22%
3028	68	74	9%	785	954	22%
3029	0	3	100%	91	123	35%
3030	623	650	4%	192	248	29%
3031	316	325	3%	103	124	20%
3032	1,027	1,600	56%	58	139	140%
3033	818	833	2%	54	73	35%
3034	964	1,033	7%	65	264	306%
3035	2,945	2,964	1%	205	263	28%
3036	0	0	0%	114	154	35%
3037	130	185	42%	651	651	0%
3038	347	366	5%	0	20	100%
3039	627	717	14%	49	363	641%
3040	345	345	0%	115	248	116%
3041	179	179	0%	773	1,094	42%
3042	291	358	23%	99	112	13%
3043	1,523	1,523	0%	194	301	55%
3044	293	302	3%	2,252	2,252	0%
3045	1,082	1,082	0%	107	238	122%
3046	765	763	0%	274	375	37%
3047	255	307	20%	210	210	0%
3048	1,283	1.652	29%	229	229	0%
3053	1,189	1,227	3%	42	125	198%
3057	71	120	69%	48	86	79%
3058	1,221	1,340	10%	176	308	75%
Total	**17,528**	**20,723**		**7,920**	**11,040**	

Source**:** Space Coast TPO.

Figure 3.1: Socioeconomic Projections by TAZ (2040)



Source**:** Space Coast TPO.

Appendix H

Emails from City of Cocoa

City of Cocoa
City-Wide Development Projects

Development Project Names

- 2 Grissom Parkway Industrial Park
- 4 Adamson Creek
- 5 Emerald Lakes
- 7 Future WalMart Distribution Center/Industrial Park
- 10 The Preserve
- 11 Future Fire Station
- 12 London Cove Commercial
- 13 London Cove Residential
- 14 Flying J Travel Center
- 15 GeNO, LLC Expansion
- 16 Diamondback Expansion
- 17 The Net House
- 18 Kel-Tec Expansion
- 19 Erdman Nissan & Toyota
- 20 Cross-Brands Manufacturing
- 21 Future Large-Scale Commercial
- 22 Wawa
- 23 Cumberland Farms
- 24 Domino's
- Parcels
- City Boundary

N
W E
S

0 600 1,200 2,400
Feet

Map Date: 9/8/2016

City of Cocoa
65 Stone St.
Cocoa, FL 32922
www.cocoafl.org

Map Disclaimer:
The map is created from theCity of Cocoa's GIS database. The City of Cocoa makes no claims, no representations, and no warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the GIS data and GIS data products furnished by the City, including the implied validity of any uses of such data.

N:\CommunityServices\Economic Development\MapRequests\DevelopmentProjects\ArcMapDocs\CityWideDevelopmentProjects_ANSI_DSizeLandscape.mxd

Kandala, Srinivas

From: Charlene Neuterman <cneuterman@cocoafl.org>
Sent: Tuesday, April 09, 2019 7:51 AM
To: Pemmanaboina, Rajashekar; Samia Singleton
Cc: Ambikapathy, Babuji; Kandala, Srinivas
Subject: RE: [External] RE: City of Cocoa - Development Projects

Cocoa Landings is not an active development site.

Charlene Neuterman
Community Services
Deputy Director
65 Stone Street, Cocoa, FL 32922
Office: (321) 433-8509
Mobile: (321) 313-0393
cneuterman@cocoafl.org

From: Pemmanaboina, Rajashekar <RPemmanaboina@VHB.com>
Sent: Monday, April 8, 2019 10:06 PM
To: Charlene Neuterman <cneuterman@cocoafl.org>; Samia Singleton <ssingleton@cocoafl.org>
Cc: Ambikapathy, Babuji <BAmbikapathy@VHB.com>; Kandala, Srinivas <SKandala@VHB.com>
Subject: RE: [External] RE: City of Cocoa - Development Projects

Hi Charlene,

I forgot to ask about Cocoa Landings, which is proposed at the SE corner of SR 524/Cox Rd. The development map that is provided in the website does not show Cocoa Landings, however, it was mentioned in one of the previous studies. So, I was wondering if you can share any information regarding this development. I just wanted to make sure that this development is still active.

Regards,

Raj Pemmanaboina

P 407.965.0572
www.vhb.com

From: Pemmanaboina, Rajashekar
Sent: Monday, April 8, 2019 5:21 PM
To: Charlene Neuterman <cneuterman@cocoafl.org>; Samia Singleton <ssingleton@cocoafl.org>
Cc: Ambikapathy, Babuji <BAmbikapathy@VHB.com>; Kandala, Srinivas <SKandala@VHB.com>
Subject: RE: [External] RE: City of Cocoa - Development Projects

Hi Charlene,

Thanks for the reply. Just one last question. Can we assume (for our study purpose) that this development will be opened by 2025?

Regards,

Raj Pemmanaboina

P 407.965.0572
www.vhb.com

From: Charlene Neuterman <cneuterman@cocoafl.org>
Sent: Monday, April 8, 2019 5:10 PM
To: Pemmanaboina, Rajashekar <RPemmanaboina@VHB.com>; Samia Singleton <ssingleton@cocoafl.org>
Cc: Ambikapathy, Babuji <BAmbikapathy@VHB.com>; Kandala, Srinivas <SKandala@VHB.com>
Subject: RE: [External] RE: City of Cocoa - Development Projects

I have no date for the opening of either development. It could be a few years away.

Charlene Neuterman
Community Services
Deputy Director
65 Stone Street, Cocoa, FL 32922
Office: (321) 433-8509
Mobile: (321) 313-0393
cneuterman@cocoafl.org

From: Pemmanaboina, Rajashekar <RPemmanaboina@VHB.com>
Sent: Monday, April 8, 2019 5:08 PM
To: Charlene Neuterman <cneuterman@cocoafl.org>; Samia Singleton <ssingleton@cocoafl.org>
Cc: Ambikapathy, Babuji <BAmbikapathy@VHB.com>; Kandala, Srinivas <SKandala@VHB.com>
Subject: RE: [External] RE: City of Cocoa - Development Projects

Charlene,

Thanks for providing us the below information. I was wondering if you have information on the opening date for London Cove Commercial/Residential development (#12 & #13) in the list below?

Thanks again for the help.

Regards,

Raj Pemmanaboina

P 407.965.0572
www.vhb.com

From: Charlene Neuterman <cneuterman@cocoafl.org>
Sent: Monday, April 8, 2019 3:55 PM
To: Kandala, Srinivas <SKandala@VHB.com>; Samia Singleton <ssingleton@cocoafl.org>
Cc: Ambikapathy, Babuji <BAmbikapathy@VHB.com>; Pemmanaboina, Rajashekar <RPemmanaboina@VHB.com>
Subject: [External] RE: City of Cocoa - Development Projects

Good afternoon,
Here are the site plans we have on file.

1. Development 21 – Future Large Scale Commercial – No site plans, no date for development
2. Development 10 – The Preserve – site plans submitted in 2016 but no plans to develop at this time
3. Development 11 – Future Fire Station – Opened in 2018

4. Development 12 – London Cove Commercial – site plans submitted but not developed
5. Development 13 - London Cove Residential – site plans submitted but not developed
6. Development 5 – Emerald Lakes – subdivision opened in 2012 (approx.)

Please let me know if you have any questions.

Charlene Neuterman
Community Services
Deputy Director
65 Stone Street, Cocoa, FL 32922
Office: (321) 433-8509
Mobile: (321) 313-0393
cneuterman@cocoafl.org

From: Kandala, Srinivas <SKandala@VHB.com>
Sent: Monday, April 8, 2019 11:14 AM
To: Samia Singleton <ssingleton@cocoafl.org>; Charlene Neuterman <cneuterman@cocoafl.org>
Cc: Ambikapathy, Babuji <BAmbikapathy@VHB.com>; Pemmanaboina, Rajashekar <RPemmanaboina@VHB.com>
Subject: City of Cocoa - Development Projects

Hi,

We are working with FDOT District 5 on a widening project on SR 524 from W. Friday Rd to Industry Rd.

We need your help in getting latest information (like site plans, opening years etc) regarding the following developments along SR 524 based on the enclosed City of Cocoa City-Wide Development projects map created during 2016.

1. Development 21 – Future Large Scale Commercial
2. Development 10 – The Preserve
3. Development 11 – Future Fire Station
4. Development 12 – London Cove Commercial
5. Development 13 - London Cove Residential
6. Development 5 – Emerald Lakes

Thanks,

Srinivas Kandala, PE
Transportation Engineer

225 E. Robinson Street, Suite 300
Landmark Center Two
Orlando, FL 32801-4326
P 407.965.0554 **| M** 813.407.0879 **| F** 407.839.4008
skandala@vhb.com

Engineers | Scientists | Planners | Designers
www.vhb.com

Proud to be named #1 on the OBJ List of Best Places to Work.

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Appendix I

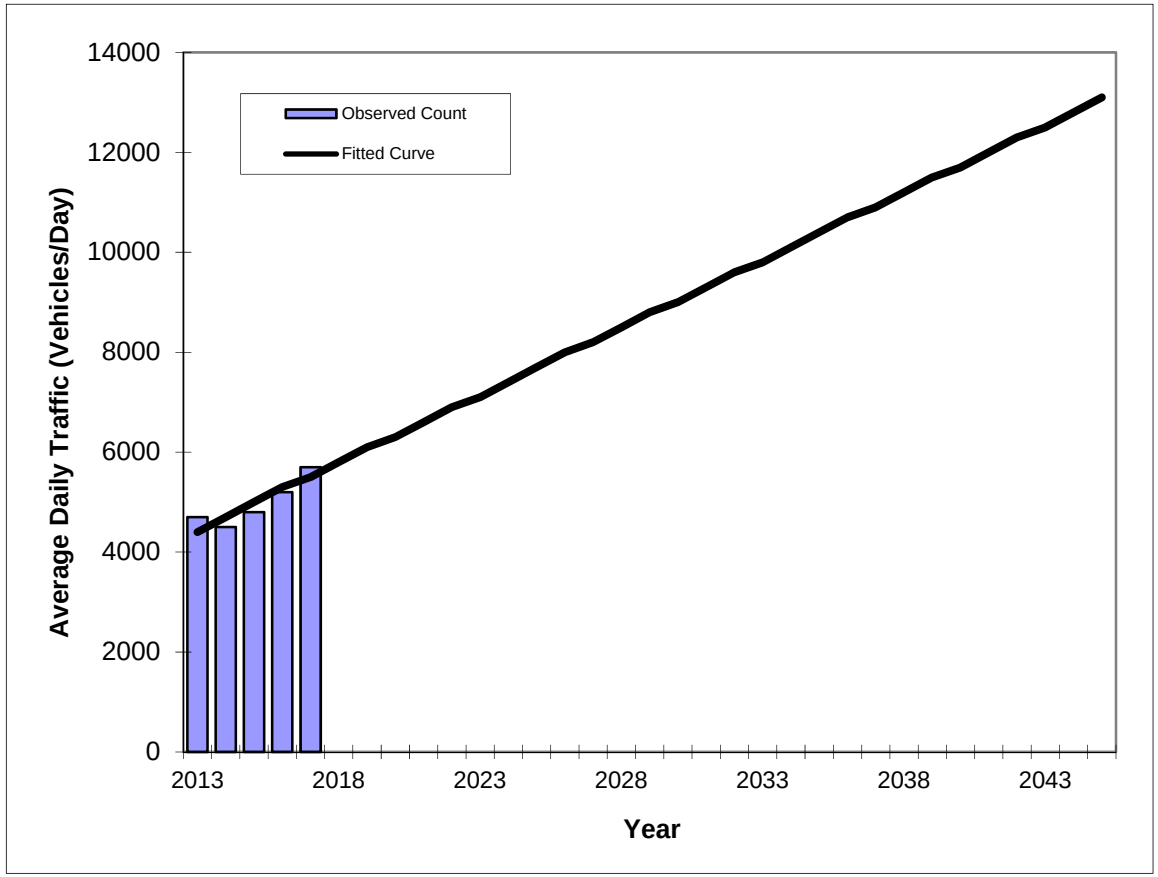
TRENDS Analysis

Traffic Trends - V3.0

West of I-95

FIN#	0
Location	1

County:	Brevard (70)
Station #:	700425
Highway:	SR 524



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4700	4400
2014	4500	4700
2015	4800	5000
2016	5200	5300
2017	5700	5500
2025 Opening Year Trend		
2025	N/A	7700
2035 Mid-Year Trend		
2035	N/A	10400
2045 Design Year Trend		
2045	N/A	13100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	270
Trend R-squared:	80.29%
Trend Annual Historic Growth Rate:	6.25%
Trend Growth Rate (2017 to Design Year):	4.94%
Printed:	7-Mar-19

Straight Line Growth Option

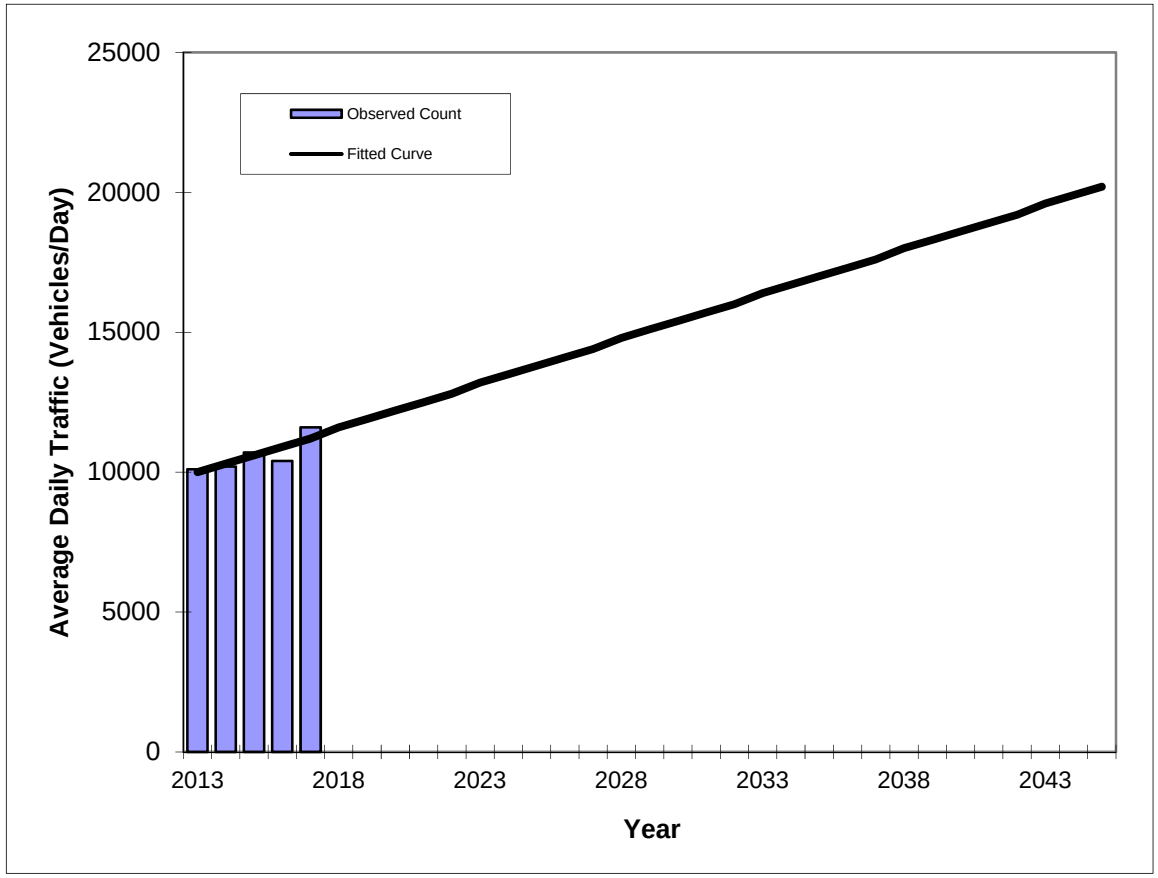
***Axle-Adjusted**

Traffic Trends - V3.0

East of I-95

FIN#	0
Location	2

County:	Brevard (70)
Station #:	700411
Highway:	SR 524



Year	Traffic (ADT/AADT) Count*	Trend**
2013	10100	10000
2014	10200	10300
2015	10700	10600
2016	10400	10900
2017	11600	11200
2025 Opening Year Trend		
2025	N/A	13800
2035 Mid-Year Trend		
2035	N/A	17000
2045 Design Year Trend		
2045	N/A	20200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	320
Trend R-squared:	70.14%
Trend Annual Historic Growth Rate:	3.00%
Trend Growth Rate (2017 to Design Year):	2.87%
Printed:	7-Mar-19

Straight Line Growth Option

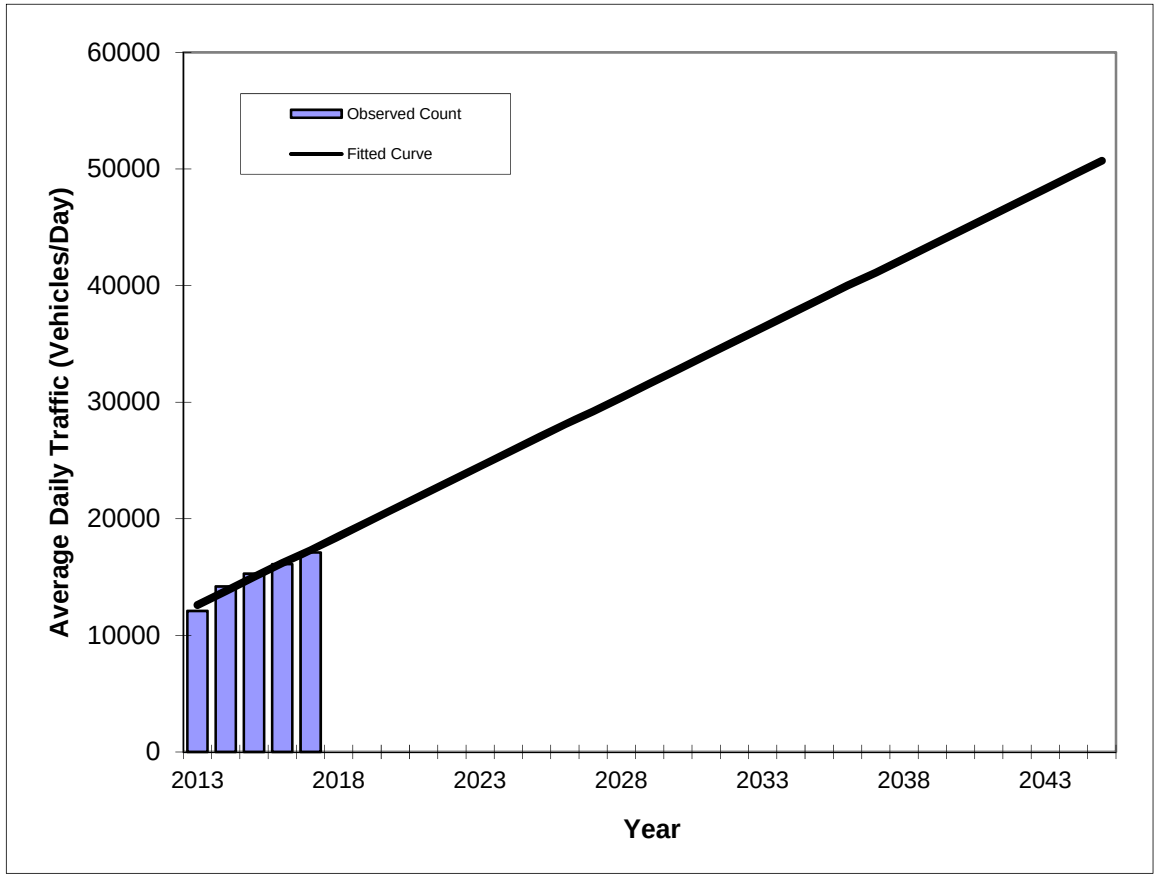
***Axle-Adjusted**

Traffic Trends - V3.0

SR 524, East of Cox Rd.

FIN#	0
Location	3

County:	Brevard (70)
Station #:	700426
Highway:	SR 524



Year	Traffic (ADT/AADT) Count*	Trend**
2013	12100	12600
2014	14200	13800
2015	15300	15000
2016	16100	16200
2017	17100	17300
2025 Opening Year Trend		
2025	N/A	26900
2035 Mid-Year Trend		
2035	N/A	38800
2045 Design Year Trend		
2045	N/A	50700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,190
Trend R-squared:	95.99%
Trend Annual Historic Growth Rate:	9.33%
Trend Growth Rate (2017 to Design Year):	6.90%
Printed:	7-Mar-19

Straight Line Growth Option

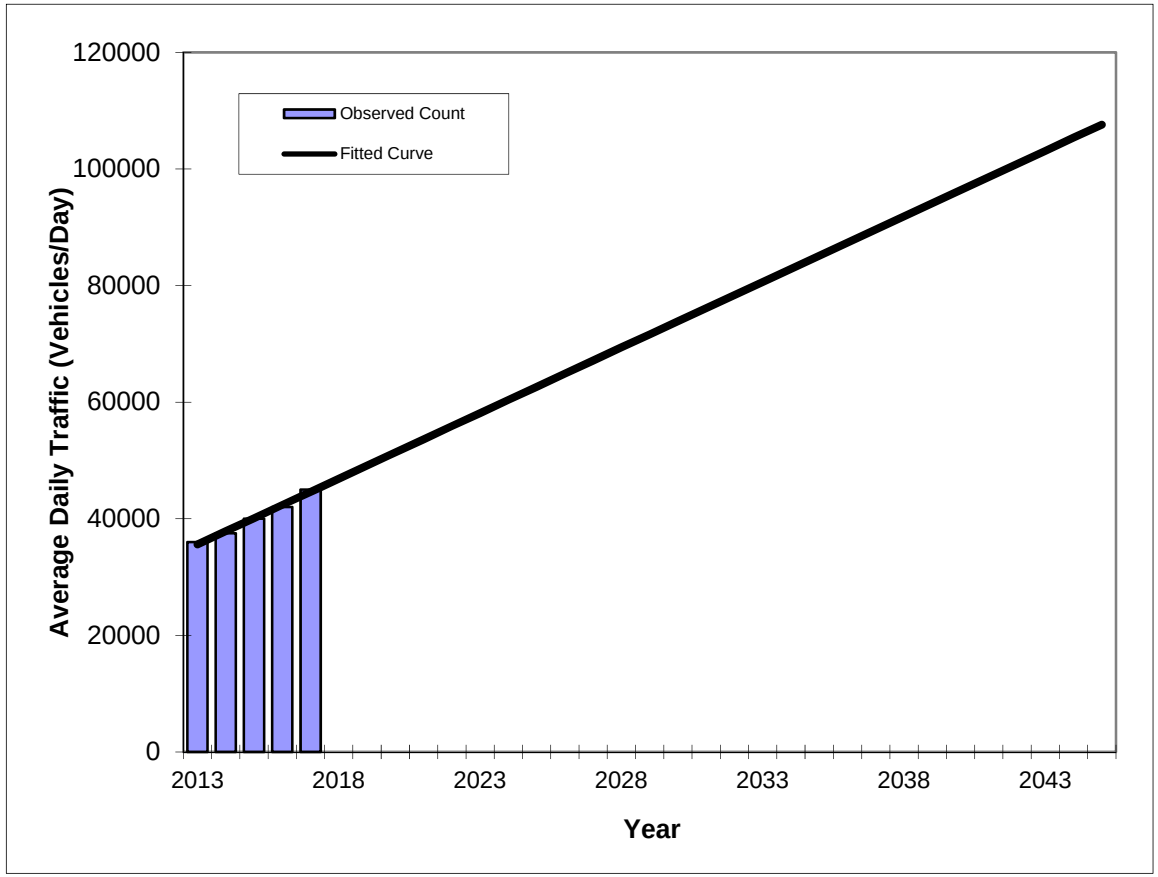
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 S. of SR 524

FIN#	0
Location	4

County:	Brevard (70)
Station #:	700366
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2013	36000	35600
2014	37500	37900
2015	40000	40100
2016	42000	42400
2017	45000	44600
2025 Opening Year Trend		
2025	N/A	62600
2035 Mid-Year Trend		
2035	N/A	85100
2045 Design Year Trend		
2045	N/A	107600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	2,250
Trend R-squared:	98.88%
Trend Annual Historic Growth Rate:	6.32%
Trend Growth Rate (2017 to Design Year):	5.04%
Printed:	7-Mar-19

Straight Line Growth Option

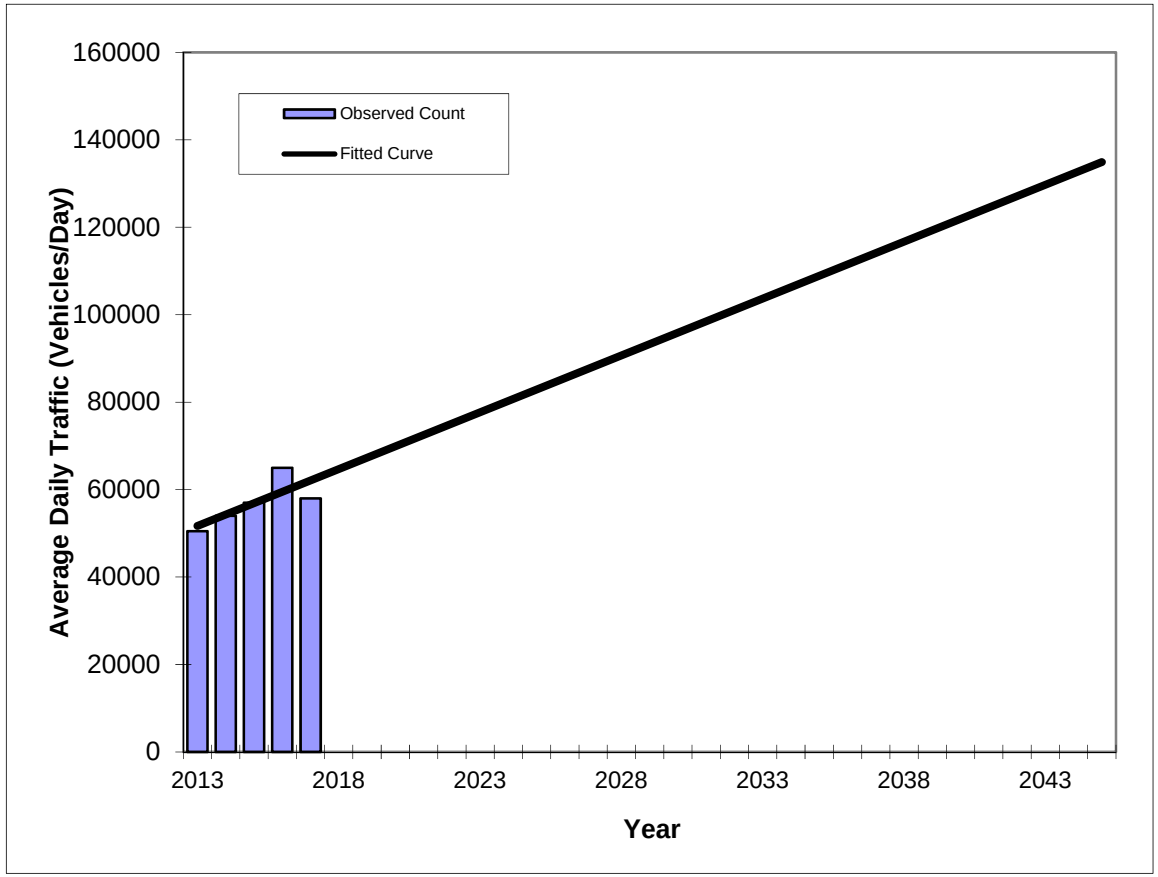
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 N. of SR 524

FIN#	0
Location	5

County:	Brevard (70)
Station #:	700368
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2013	50500	51700
2014	54000	54300
2015	57000	56900
2016	65000	59500
2017	58000	62100
2025 Opening Year Trend		
2025	N/A	82900
2035 Mid-Year Trend		
2035	N/A	108900
2045 Design Year Trend		
2045	N/A	134900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	2,600
Trend R-squared:	58.18%
Trend Annual Historic Growth Rate:	5.03%
Trend Growth Rate (2017 to Design Year):	4.19%
Printed:	7-Mar-19

Straight Line Growth Option

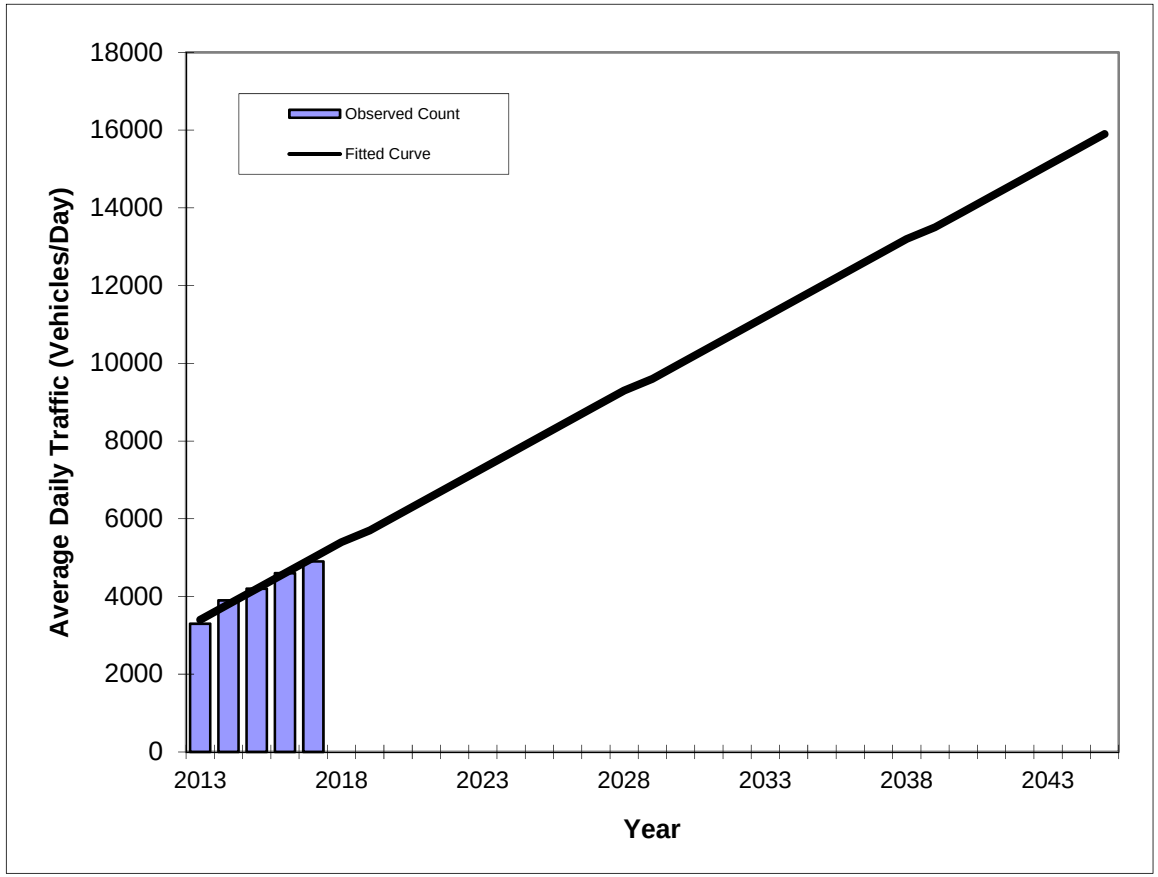
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 NB Off Ramp to SR 524

FIN#	0
Location	4

County:	Brevard (70)
Station #:	702028
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2013	3300	3400
2014	3900	3800
2015	4200	4200
2016	4600	4600
2017	4900	5000
2025 Opening Year Trend		
2025	N/A	8100
2035 Mid-Year Trend		
2035	N/A	12000
2045 Design Year Trend		
2045	N/A	15900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	390
Trend R-squared:	98.26%
Trend Annual Historic Growth Rate:	11.76%
Trend Growth Rate (2017 to Design Year):	7.79%
Printed:	7-Mar-19

Straight Line Growth Option

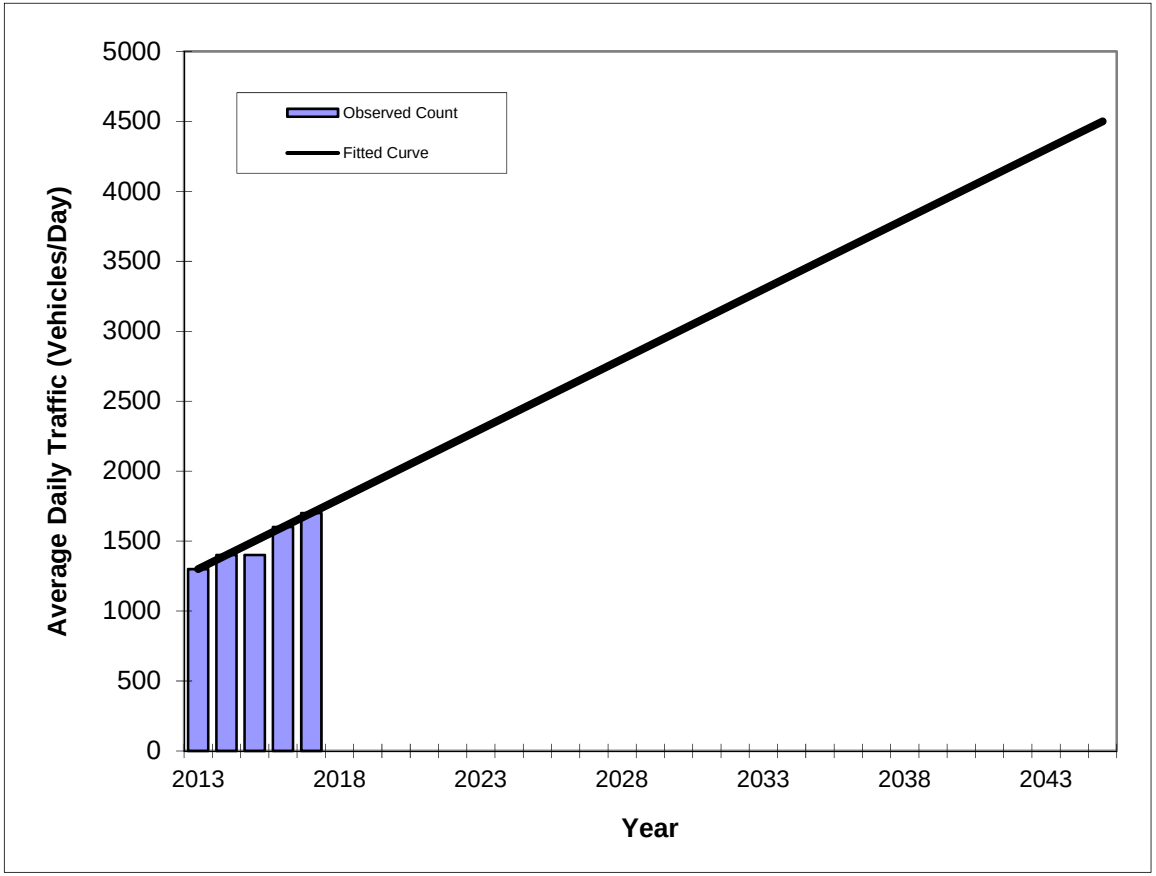
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 NB On Ramp from SR 524

FIN#	0
Location	4

County:	Brevard (70)
Station #:	702029
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2013	1300	1300
2014	1400	1400
2015	1400	1500
2016	1600	1600
2017	1700	1700
2025 Opening Year Trend		
2025	N/A	2500
2035 Mid-Year Trend		
2035	N/A	3500
2045 Design Year Trend		
2045	N/A	4500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	100
Trend R-squared:	92.59%
Trend Annual Historic Growth Rate:	7.69%
Trend Growth Rate (2017 to Design Year):	5.88%
Printed:	7-Mar-19

Straight Line Growth Option

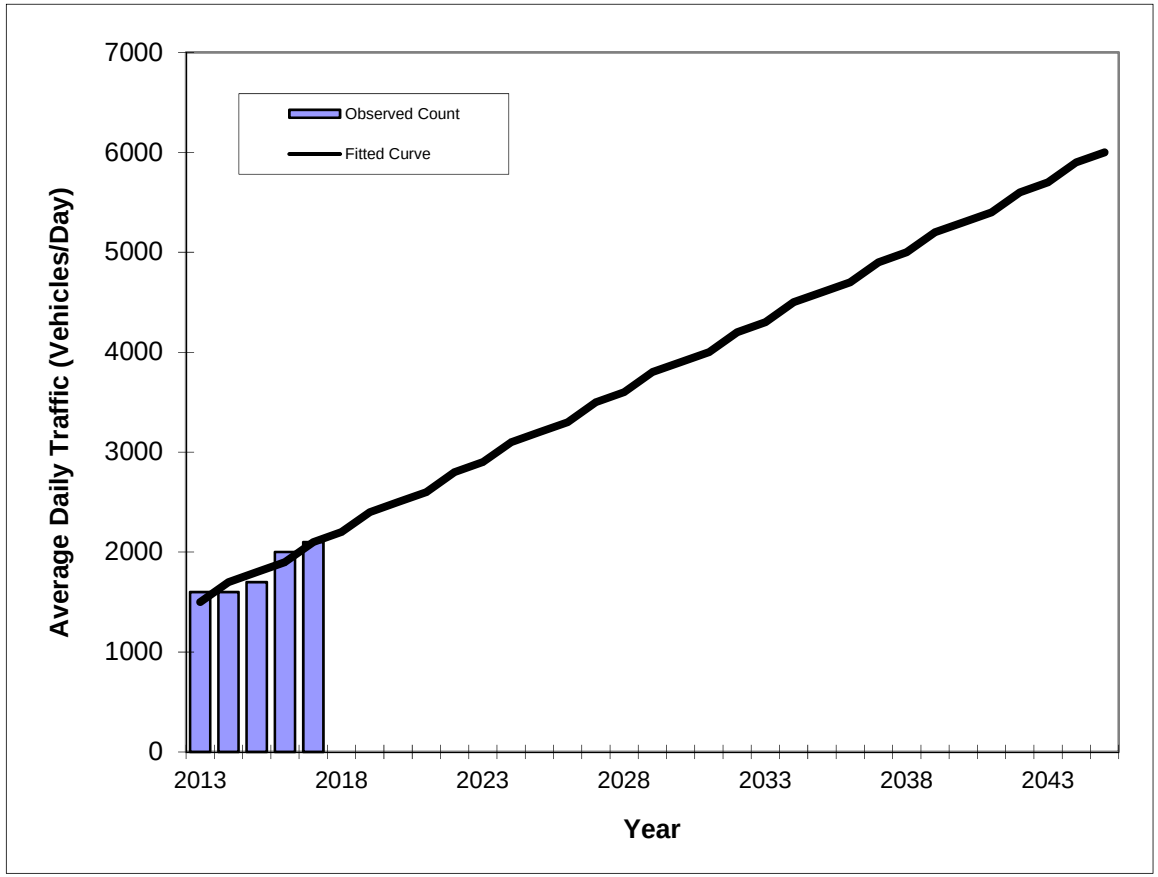
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 SB Off Ramp to SR 524

FIN#	0
Location	4

County:	Brevard (70)
Station #:	702030
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2013	1600	1500
2014	1600	1700
2015	1700	1800
2016	2000	1900
2017	2100	2100
2025 Opening Year Trend		
2025	N/A	3200
2035 Mid-Year Trend		
2035	N/A	4600
2045 Design Year Trend		
2045	N/A	6000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	140
Trend R-squared:	89.09%
Trend Annual Historic Growth Rate:	10.00%
Trend Growth Rate (2017 to Design Year):	6.63%
Printed:	7-Mar-19

Straight Line Growth Option

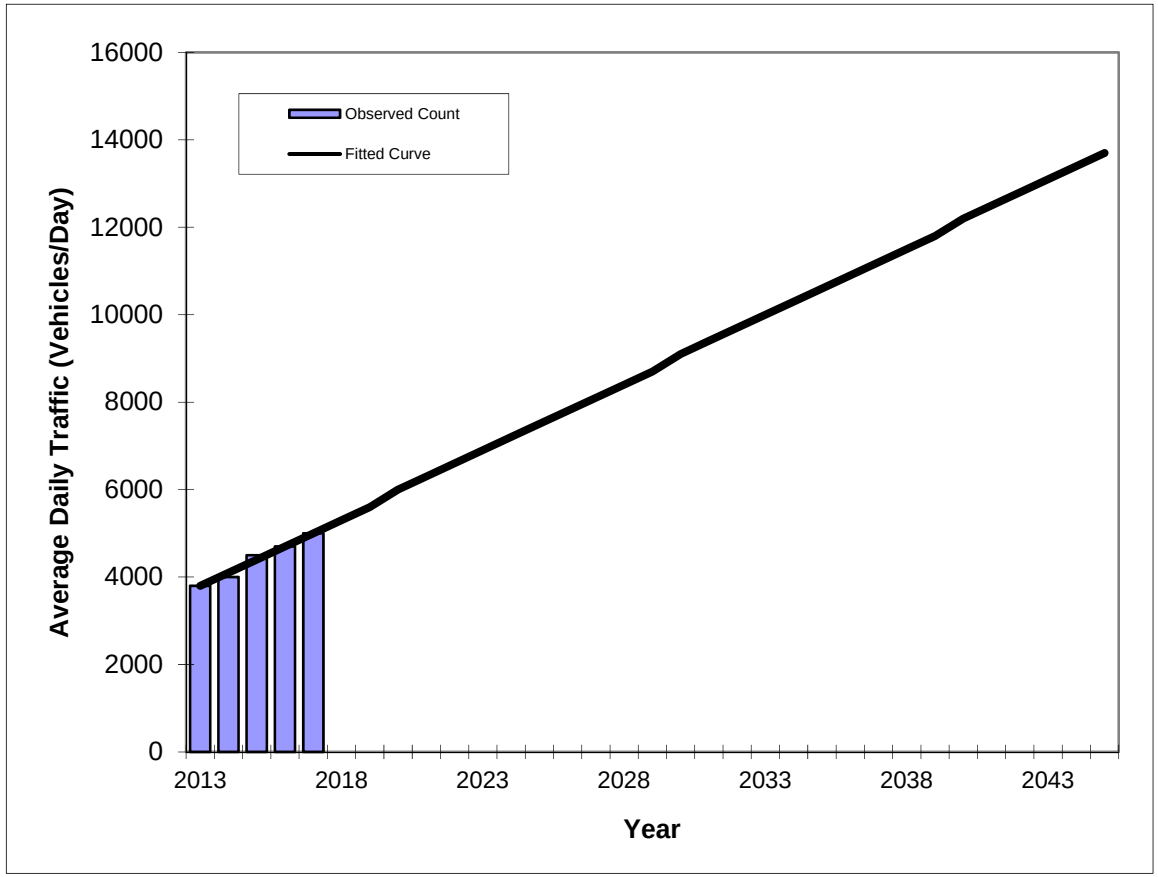
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 SB On Ramp from SR 524

FIN#	0
Location	4

County:	Brevard (70)
Station #:	702031
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2013	3800	3800
2014	4000	4100
2015	4500	4400
2016	4700	4700
2017	5000	5000
2025 Opening Year Trend		
2025	N/A	7500
2035 Mid-Year Trend		
2035	N/A	10600
2045 Design Year Trend		
2045	N/A	13700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	310
Trend R-squared:	98.06%
Trend Annual Historic Growth Rate:	7.89%
Trend Growth Rate (2017 to Design Year):	6.21%
Printed:	7-Mar-19

Straight Line Growth Option

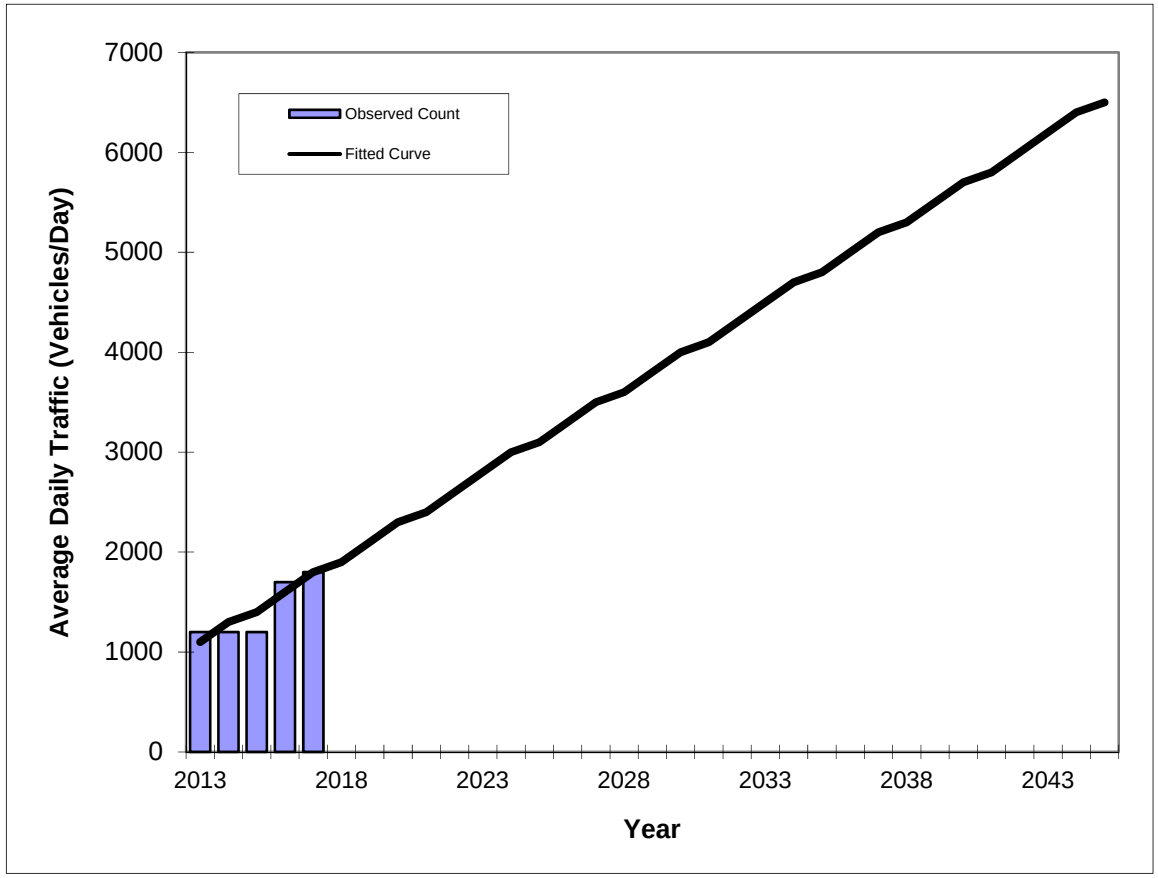
***Axle-Adjusted**

Traffic Trends - V3.0

W. Friday - south of SR 524

FIN#	0
Location	4

County:	Brevard (70)
Station #:	707037
Highway:	W. Friday



Year	Traffic (ADT/AADT) Count*	Trend**
2013	1200	1100
2014	1200	1300
2015	1200	1400
2016	1700	1600
2017	1800	1800
2025 Opening Year Trend		
2025	N/A	3100
2035 Mid-Year Trend		
2035	N/A	4800
2045 Design Year Trend		
2045	N/A	6500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	170
Trend R-squared:	78.53%
Trend Annual Historic Growth Rate:	15.91%
Trend Growth Rate (2017 to Design Year):	9.33%
Printed:	7-Mar-19

Straight Line Growth Option

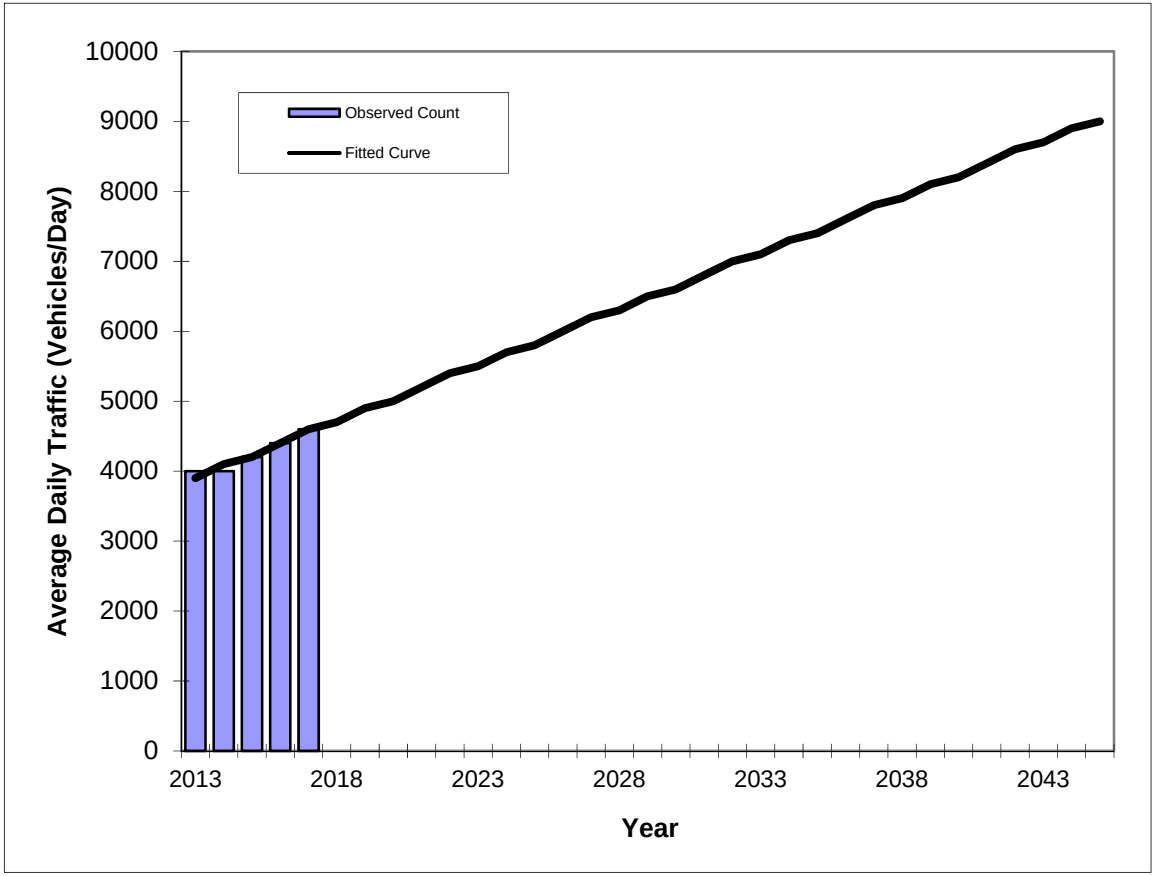
***Axle-Adjusted**

Traffic Trends - V3.0

Cox Rd. North and South of SR 524

FIN#	0
Location	6

County:	Brevard (70)
Station #:	708006
Highway:	COX ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4000	3900
2014	4000	4100
2015	4200	4200
2016	4400	4400
2017	4600	4600
2025 Opening Year Trend		
2025	N/A	5800
2035 Mid-Year Trend		
2035	N/A	7400
2045 Design Year Trend		
2045	N/A	9000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	160
Trend R-squared:	94.12%
Trend Annual Historic Growth Rate:	4.49%
Trend Growth Rate (2017 to Design Year):	3.42%
Printed:	7-Mar-19

Straight Line Growth Option

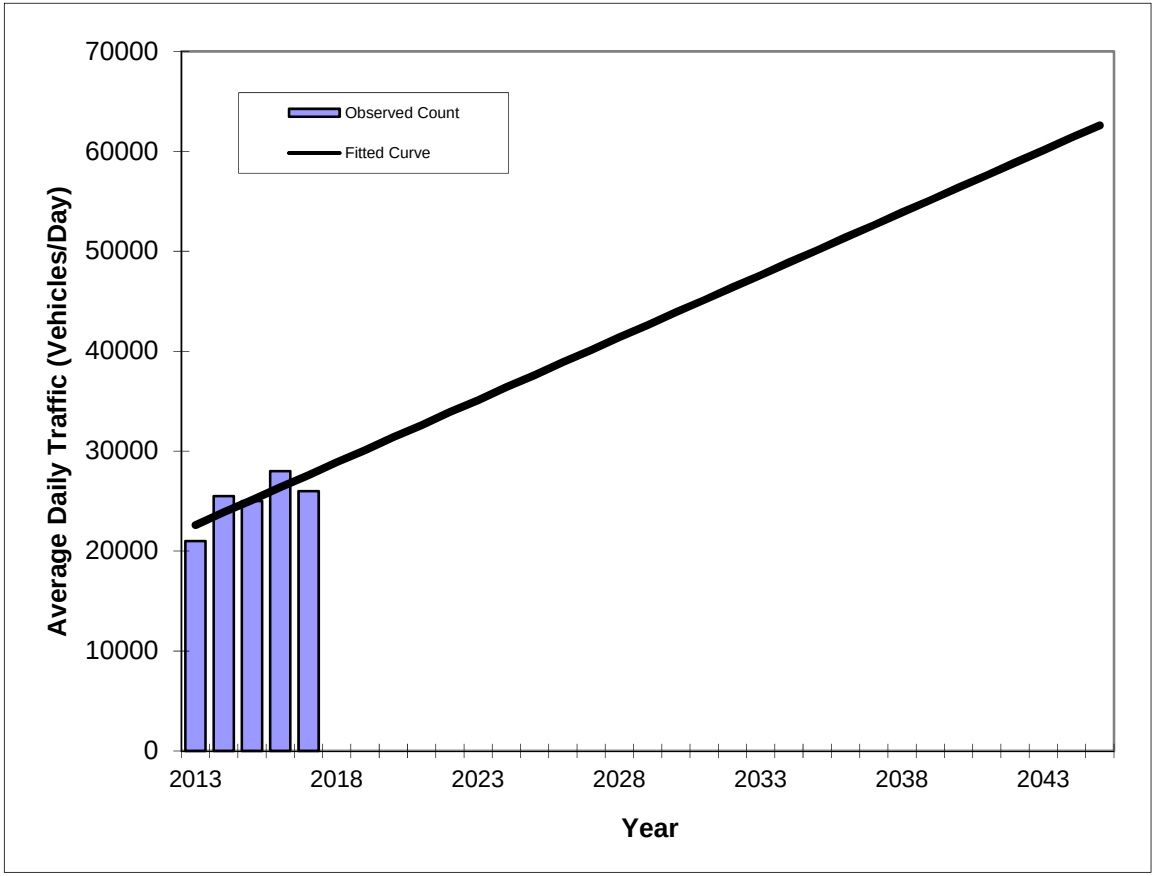
***Axle-Adjusted**

Traffic Trends - V3.0

Industry Rd./SR 524, N. of SR 501

FIN#	0
Location	8

County:	Brevard (70)
Station #:	700435
Highway:	INDUSTRY RD/SR 524



Year	Traffic (ADT/AADT) Count*	Trend**
2013	21000	22600
2014	25500	23900
2015	25000	25100
2016	28000	26400
2017	26000	27600
2025 Opening Year Trend		
2025	N/A	37600
2035 Mid-Year Trend		
2035	N/A	50100
2045 Design Year Trend		
2045	N/A	62600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,250
Trend R-squared:	59.64%
Trend Annual Historic Growth Rate:	5.53%
Trend Growth Rate (2017 to Design Year):	4.53%
Printed:	7-Mar-19

Straight Line Growth Option

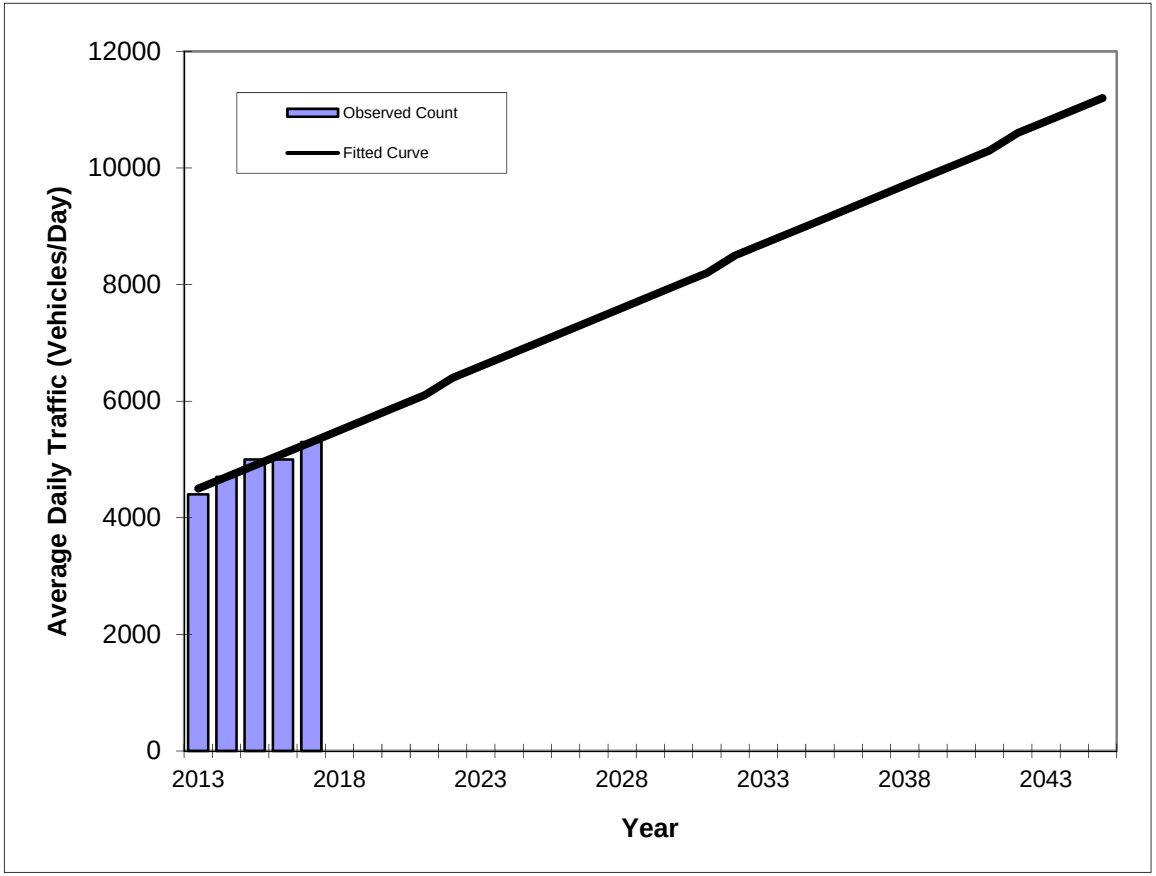
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 NB On Ramp from SR 520

FIN#	0
Location	4

County:	Brevard (70)
Station #:	702025
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4400	4500
2014	4700	4700
2015	5000	4900
2016	5000	5100
2017	5300	5300
2025 Opening Year Trend		
2025	N/A	7000
2035 Mid-Year Trend		
2035	N/A	9100
2045 Design Year Trend		
2045	N/A	11200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	210
Trend R-squared:	94.23%
Trend Annual Historic Growth Rate:	4.44%
Trend Growth Rate (2017 to Design Year):	3.98%
Printed:	7-Mar-19

Straight Line Growth Option

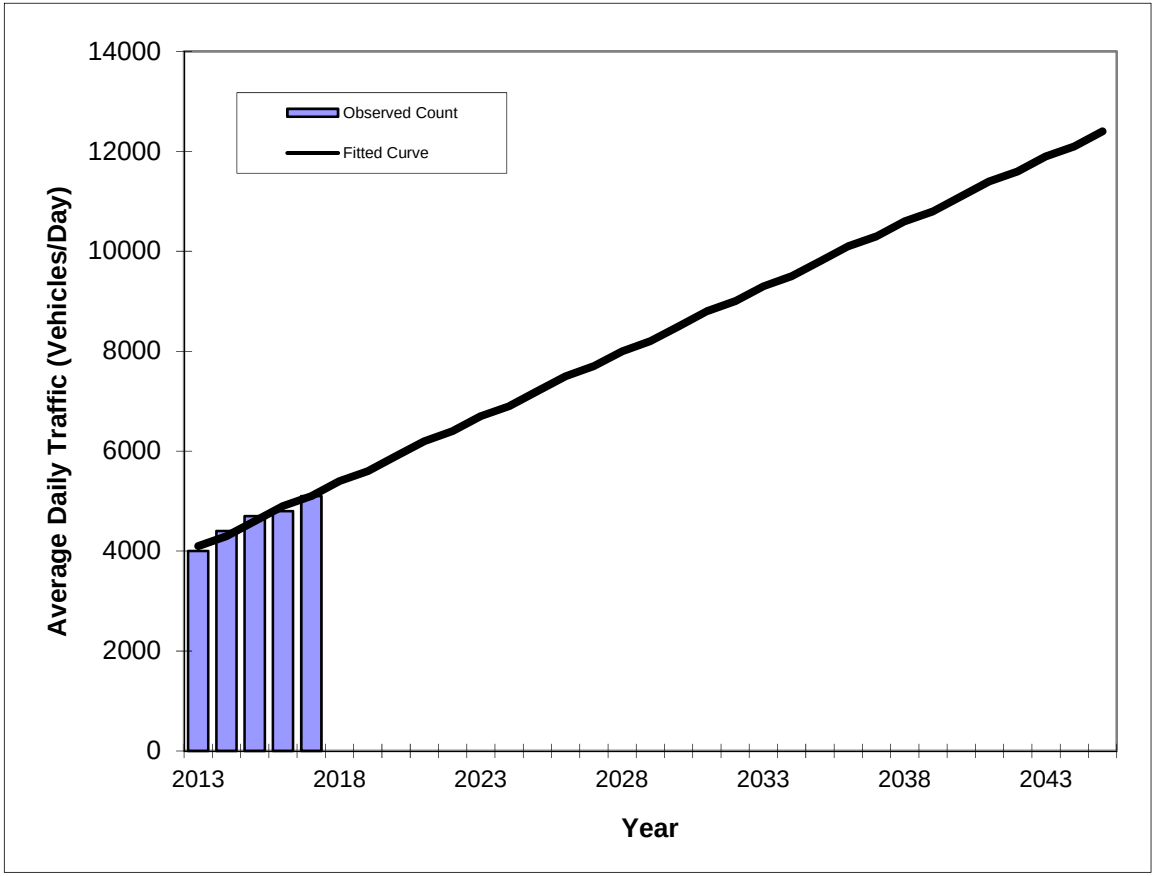
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 SB Off Ramp to SR 520

FIN#	0
Location	4

County:	Brevard (70)
Station #:	702026
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4000	4100
2014	4400	4300
2015	4700	4600
2016	4800	4900
2017	5100	5100
2025 Opening Year Trend		
2025	N/A	7200
2035 Mid-Year Trend		
2035	N/A	9800
2045 Design Year Trend		
2045	N/A	12400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	260
Trend R-squared:	96.57%
Trend Annual Historic Growth Rate:	6.10%
Trend Growth Rate (2017 to Design Year):	5.11%
Printed:	7-Mar-19

Straight Line Growth Option

***Axle-Adjusted**

Appendix J

BEBR Population E

Projections of Florida Population by County, 2020–2045, with Estimates for 2017

County and State	Estimates April 1, 2017	Projections, April 1 2020	2025	2030	2035	2040	2045
ALACHUA	260,003						
Low		255,500	257,400	259,400	260,000	259,100	257,300
Medium		268,000	279,700	289,900	298,800	306,300	313,100
High		280,900	300,900	320,600	339,300	357,100	374,800
BAKER	27,191						
Low		26,200	26,100	26,100	26,000	25,800	25,600
Medium		27,800	28,800	29,700	30,500	31,300	32,100
High		29,400	31,500	33,600	35,700	38,000	40,300
BAY	178,820						
Low		175,400	177,600	179,200	179,800	179,200	177,600
Medium		186,000	196,200	204,800	212,600	219,200	225,100
High		196,700	213,900	230,700	246,900	262,800	278,400
BRADFORD	27,642						
Low		27,100	26,600	26,100	25,500	24,900	24,300
Medium		28,700	29,300	29,700	30,000	30,400	30,700
High		30,500	32,000	33,500	35,000	36,600	38,200
BREVARD	575,211						
Low		574,200	588,000	600,200	608,500	614,100	617,900
Medium		596,100	627,600	653,200	674,900	693,700	711,100
High		618,800	666,900	712,700	756,400	799,100	842,000
BROWARD	1,873,970						
Low		1,852,800	1,882,100	1,903,100	1,909,300	1,903,000	1,888,100
Medium		1,943,800	2,045,800	2,126,900	2,193,900	2,249,300	2,298,200
High		2,037,100	2,199,600	2,352,200	2,491,400	2,622,900	2,750,600
CALHOUN	15,001						
Low		14,500	14,400	14,300	14,200	13,900	13,700
Medium		15,400	15,900	16,300	16,700	17,000	17,300
High		16,300	17,400	18,400	19,500	20,500	21,600
CHARLOTTE	172,720						
Low		169,200	171,200	173,000	174,100	174,200	173,700
Medium		179,300	189,200	197,800	205,700	212,800	219,600
High		189,700	206,200	222,700	239,100	255,500	272,300
CITRUS	143,801						
Low		140,700	141,200	141,800	141,500	140,600	139,400
Medium		147,600	153,000	157,700	161,600	164,900	168,000
High		154,700	165,000	175,200	184,900	194,500	204,000
CLAY	208,549						
Low		210,500	220,400	230,500	239,500	245,900	250,900
Medium		221,000	239,900	257,400	273,900	288,000	301,000
High		231,400	257,600	284,800	312,500	338,900	365,400
COLLIER	357,470						
Low		361,700	380,100	397,100	411,800	423,300	430,600
Medium		379,900	413,700	443,600	471,100	495,600	517,100
High		397,700	444,200	490,900	537,400	583,400	627,300
COLUMBIA	68,943						
Low		67,300	67,300	67,400	66,900	66,300	65,500
Medium		70,500	73,000	75,000	76,500	77,800	79,100
High		74,000	78,700	83,300	87,500	91,700	95,900
DESOTO	35,621						
Low		34,200	33,900	33,700	33,500	33,200	32,700
Medium		35,800	36,700	37,500	38,300	38,900	39,500
High		37,600	39,600	41,700	43,800	45,900	47,900
DIXIE	16,726						
Low		16,100	15,800	15,600	15,300	14,900	14,500
Medium		17,000	17,400	17,700	18,000	18,200	18,300
High		18,000	19,100	20,100	21,000	21,900	22,800

Appendix K

TURNS5

London Cove FDOT Driveway Permit

Brevard County, Florida

PREPARED FOR

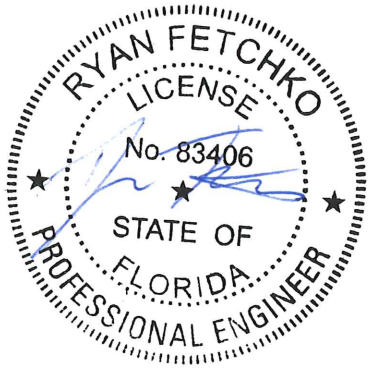
Wallace Dostal
Demetree Builders, Inc.
1350 N. Orange Avenue
Winter Park, FL 34789

PREPARED BY

225 East Robinson Street, Suite 300
Landmark Center Two
Orlando, FL 32801
407.839.4006

January 2019

Ryan Fetchko, P.E.
P.E. 83406



Memorandum

To: Mr. Wallace Dostal
Demetree Builders, Inc.
1350 N. Orange Avenue
Winter Park, FL 32789

Date: December 18, 2018

Project #: 63290.00

From: Karl Krichbaum
Project Manager

Re: Technical Memorandum – London Cove FDOT Driveway Permit

The purpose of this memorandum is to summarize the driveway permit analysis supporting the London Cove Townhomes project, located in Cocoa, Florida (see Figure 1). The London Cove Townhomes is proposed as a 61 townhome and 97,657 square feet commercial planned unit development (PUD) with one (1) full access driveway connection to SR 524 and one (1) full access to the commercial property to the east of the project. For the purpose of this study, the analysis will include the calculation of anticipated background traffic volumes, the projected trip generation and project distributions, and an operational assessment of the proposed driveway connection to SR 524.

As shown on Figure 1, the proposed development is located on the south side of the signalized intersection of SR 524 and London Boulevard. SR 524 is classified as an Access Class 4 roadway. At the project's proposed entrance, SR 524 is currently operating as a two lane undivided facility with a speed limit of 55 mph. To determine the existing traffic conditions on SR 524, field traffic counts were collected for the a.m. and p.m. peak hours (see attached).

The background traffic volumes were projected to a future year of 2020 based on historical traffic data. From the resulting trends analysis, a minimum 2% growth rate was applied to the intersection counts. Additionally, the anticipated number of trips generated from the London Cove Townhomes was calculated based on the trip generation rates/equations obtained from the ITE Trip Generation Manual, 10th Edition (see Table 1) and distributed to the project driveways based on the site layout and prevailing traffic conditions (see model output). The commercial component of the development is based on the maximum square footage allowable for this land use (25 percent of total commercial area). Other uses anticipated are two (2) fast food restaurants and one (1) coffee shop with a drive thru. Distribution of project traffic from the east to the two (2) access points were derived by assigning the fast food with drive thru located on the east side of the project and half of the remaining retail to access the signalized intersection at CVS. The rest of project traffic will access London Boulevard. It is not anticipated that multi-floor buildings will occupy the commercial area. Based on the daily trip generation and the distribution of project trips, it is anticipated that 8,525 VTPD will enter/exit the project entrance to SR 524; therefore, this driveway permit request is based on a Connection Category "E".

The future background traffic volumes were combined with the anticipated project trips to obtain the anticipated total future traffic volumes at the project driveway connections (see attached intersection summary sheets).

225 E. Robinson Street, Suite 300
Landmark Center Two
Orlando, FL 32801-4326
P 407.839.4006

According to the FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, turning lanes are recommended on high-speed facilities (50 mph or greater) or when turning movements are deemed significant. As previously mentioned, the speed limit along SR 524 across the Project's entrance is 55 mph; therefore, it is recommended that a westbound left and an eastbound right turn lane be constructed to accommodate the incoming project traffic.

To determine the operational conditions at the project driveway connection to SR 524 and CVS at SR 524, the intersections were evaluated for a.m. and p.m. peak hours conditions using the methodology outlined in the Highway Capacity Manual using the SYNCHRO Software version 10. Per recommendations from FDOT staff, the intersections were analyzed as a coordinated system. As shown on the summary sheets, the intersections are anticipated to operate at an acceptable level of service in both the a.m. peak hour and p.m. peak hour condition. As determined from the SYNCHRO analyses, the anticipated queue length for the project driveway connection and at CVS are as follows:

SR 524 at Project Entrance

Westbound Left Turn Lane: 2 vehicles or ~ 50 feet (Total Turn Lane Length – 340 feet)

Eastbound Right Turn Lane: 1 vehicle or ~ 25 feet (Total Turn Lane Length – 315 feet)

Northbound Left Turn Lane: 5 vehicles or ~ 125 feet (Total Turn Lane Length – 125 feet)

SR 524 at CVS

Westbound Left Turn Lane: 2 vehicles or ~ 50 feet (Total Turn Lane Length – 340 feet)

The corresponding deceleration length was based on the design standards outlined in the 2018 FDOT Roadway and Traffic Design Standards of 290 feet for turn lanes on SR 524. The project driveway is configured with a separate northbound left turn lane that is longer than 125 feet, therefor queueing is accommodated. The existing westbound left turn lane at SR 524 and CVS is approximately 175 feet. The turn lane is recommended to be extended to 340 feet to accommodate project and background traffic for the future condition.

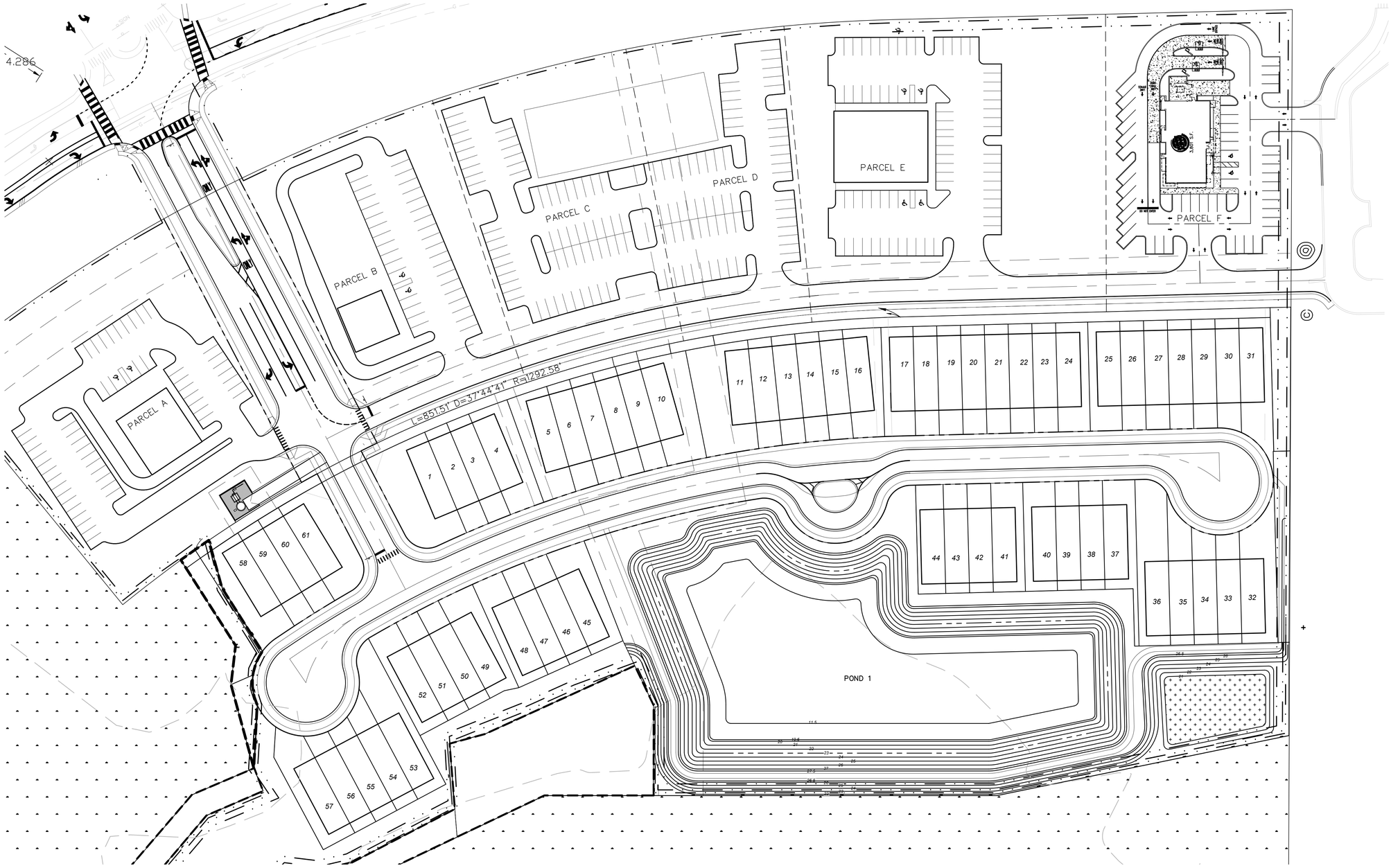
In conclusion, upon the construction of the recommended westbound left and eastbound right turn lanes, the proposed project driveway connection to SR 524 is anticipated to operate at an acceptable level of service in both the a.m. peak hour and p.m. peak hour condition. The westbound left turn lane at SR 524 and CVS is recommended to be extended to a total length of 340 feet to accommodate project and background traffic for the future condition. Therefore, based on this technical memorandum and attached analyses, the applicant respectfully requests approval of a Connection Category "E" permit at the project's entrance to SR 524. The Overall Site Plan displaying the recommended improvements is attached.

If you have any questions or comments please contact our office.

Thank you,

Ryan Fetchko, P.E.

Attachments: *Figure 1 – Site Location Map*
CFRPM Model Plot
Table 1 – Trip Generation Summary
Table 2 – YR 2020 Intersection Analysis Summary
SYNCHRO Analyses
Turning Movement Counts
Overall Site Plan
Trends Analysis
FDOT Seasonal Factors
Connection Categories



F:\DB3\Final\DB3_FINAL_DSEBASE_ACAD2010.dwg,7/23/2018 2:22:09 PM

DAVE SCHMITT ENGINEERING, INC.
12301 LAKE UNDERHILL RD.
SUITE 241
ORLANDO, FL 32828
407-207-9088 FAX 407-207-9089
Certification of Authorization #27471

CONTRACTOR "AS-BUILTS"

I hereby state that these "As-Builts" were furnished to me by the contractor listed below. I, or an employee under my direct supervision have reviewed these "As-Builts" and believe them to be in compliance with my knowledge of what was actually constructed. This statement is based upon site observations of the construction.

Contractor_____ Engineer_____
Not valid without the signature and the original raised seal of a Florida Registered Engineer.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

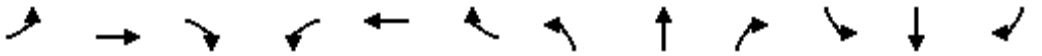
DAVE M. SCHMITT
FLORIDA REG. NUMBER
48274

CONCEPTUAL COMMERCIAL PLAN

LONDON COVE

CITY OF COCOA, FLORIDA

DATE: MARCH 2018
PROJECT NO.: DB-3
DRAWN BY: MGM
CHECKED BY: DMS
SCALE: 1"= 50'
SHEET: 1 OF 2



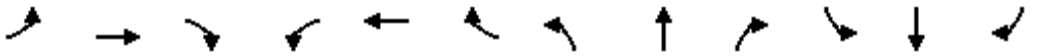
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	497	103	135	386	25	90	10	143	94	10	15
Future Volume (veh/h)	4	497	103	135	386	25	90	10	143	94	10	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1900	1900	1900
Adj Flow Rate, veh/h	4	523	108	142	406	0	95	11	151	99	11	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	0	0
Cap, veh/h	361	903	765	446	1078		179	27	368	243	24	396
Arrive On Green	0.01	0.48	0.48	0.10	0.58	0.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1383	109	1493	761	99	1610
Grp Volume(v), veh/h	4	523	108	142	406	0	95	0	162	110	0	16
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1383	0	1602	859	0	1610
Q Serve(g_s), s	0.2	24.5	4.6	0.0	14.3	0.0	8.2	0.0	10.3	9.2	0.0	0.9
Cycle Q Clear(g_c), s	0.2	24.5	4.6	0.0	14.3	0.0	27.7	0.0	10.3	19.5	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	0.90		1.00
Lane Grp Cap(c), veh/h	361	903	765	446	1078		179	0	394	268	0	396
V/C Ratio(X)	0.01	0.58	0.14	0.32	0.38		0.53	0.00	0.41	0.41	0.00	0.04
Avail Cap(c_a), veh/h	442	903	765	446	1078		217	0	438	303	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	22.7	17.5	30.0	14.0	0.0	54.6	0.0	38.6	46.3	0.0	35.0
Incr Delay (d2), s/veh	0.0	2.7	0.4	0.4	1.0	0.0	2.4	0.0	0.7	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	10.5	1.6	3.1	5.7	0.0	3.0	0.0	4.2	3.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	25.4	17.9	30.4	15.0	0.0	57.1	0.0	39.2	47.3	0.0	35.0
LnGrp LOS	C	C	B	C	B		E	A	D	D	A	D
Approach Vol, veh/h		635			548	A		257			126	
Approach Delay, s/veh		24.1			19.0			45.8			45.7	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.5	66.4		36.1	8.1	77.8		36.1				
Change Period (Y+Rc), s	7.5	7.5		6.0	7.5	7.5		6.0				
Max Green Setting (Gmax), s	8.7	58.9		33.4	6.2	61.4		33.4				
Max Q Clear Time (g_c+I1), s	2.0	26.5		21.5	2.2	16.3		29.7				
Green Ext Time (p_c), s	0.2	3.3		0.4	0.0	2.2		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		27.6
HCM 6th LOS		C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	525	79	95	663	116	88	7	97	80	7	11
Future Volume (veh/h)	17	525	79	95	663	116	88	7	97	80	7	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1900	1900	1900
Adj Flow Rate, veh/h	18	553	83	100	698	0	93	7	102	84	7	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	0	0
Cap, veh/h	217	903	765	508	1132		179	21	305	237	18	328
Arrive On Green	0.02	0.48	0.48	0.14	0.61	0.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1393	103	1498	884	86	1610
Grp Volume(v), veh/h	18	553	83	100	698	0	93	0	109	91	0	12
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1393	0	1601	971	0	1610
Q Serve(g_s), s	0.7	26.5	3.5	0.0	28.7	0.0	8.0	0.0	7.1	7.4	0.0	0.7
Cycle Q Clear(g_c), s	0.7	26.5	3.5	0.0	28.7	0.0	22.3	0.0	7.1	14.4	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	0.92		1.00
Lane Grp Cap(c), veh/h	217	903	765	508	1132		179	0	326	254	0	328
V/C Ratio(X)	0.08	0.61	0.11	0.20	0.62		0.52	0.00	0.33	0.36	0.00	0.04
Avail Cap(c_a), veh/h	275	903	765	508	1132		277	0	438	348	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	23.2	17.2	25.9	15.1	0.0	54.6	0.0	41.5	47.3	0.0	39.0
Incr Delay (d2), s/veh	0.2	3.1	0.3	0.2	2.5	0.0	2.3	0.0	0.6	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.4	1.2	1.9	11.2	0.0	2.9	0.0	2.9	2.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	26.3	17.5	26.1	17.7	0.0	56.9	0.0	42.1	48.2	0.0	39.0
LnGrp LOS	C	C	B	C	B		E	A	D	D	A	D
Approach Vol, veh/h		654			798	A		202			103	
Approach Delay, s/veh		25.1			18.7			48.9			47.1	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.8	66.4		30.8	9.8	81.4		30.8				
Change Period (Y+Rc), s	7.5	7.5		6.0	7.5	7.5		6.0				
Max Green Setting (Gmax), s	8.7	58.9		33.4	6.2	61.4		33.4				
Max Q Clear Time (g_c+I1), s	2.0	28.5		16.4	2.7	30.7		24.3				
Green Ext Time (p_c), s	0.1	3.5		0.4	0.0	4.4		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		26.2
HCM 6th LOS		C

Notes

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

INTERCHANGE OPERATIONAL ANALYSIS REPORT

I-95/SR 9 at SR 524 Interchange

Brevard County, Florida

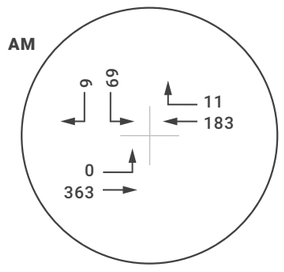
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Roadway ID: 70070000

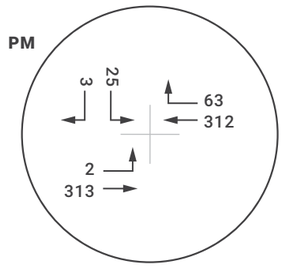
Prepared For:
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE

June 2017

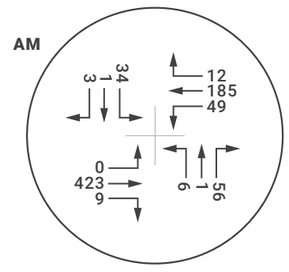


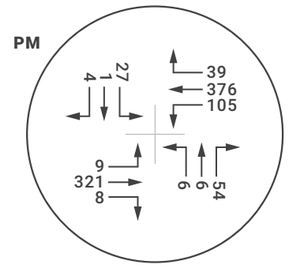
1 Precious Blvd. at SR 524



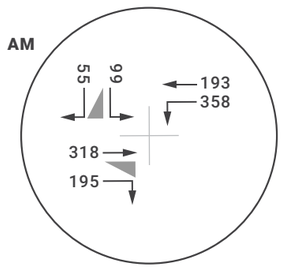


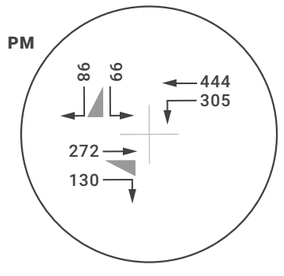
2 Friday Rd. (West) at SR 524



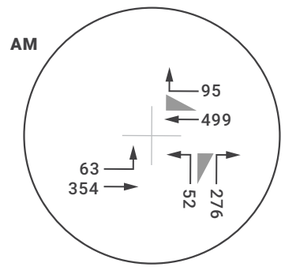


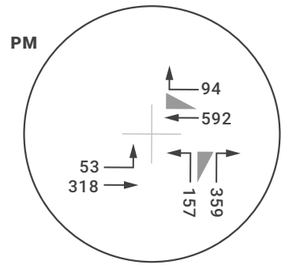
3 SB I-95 Ramps at SR 524



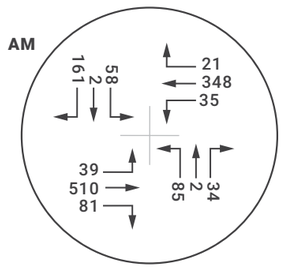


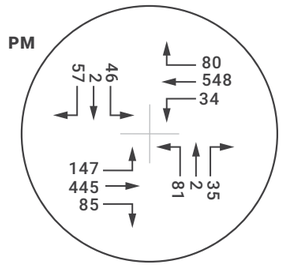
4 NB I-95 Ramps at SR 524



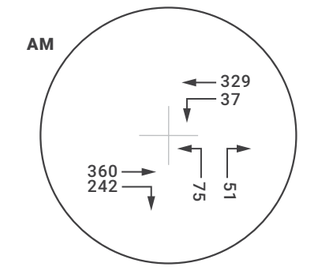


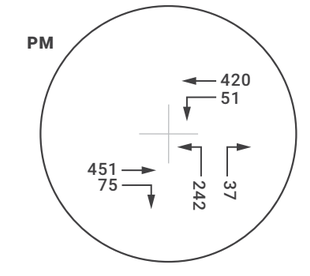
5 Friday Rd. (East) at SR 524





6 Proposed Access Rd. at SR 524





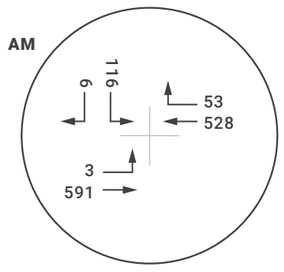
FDOT

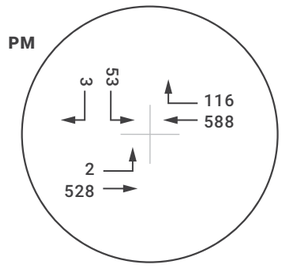
I-95 at SR 524 Interchange Operational Analysis | 2018 Turning Movement Volumes

FIGURE 24

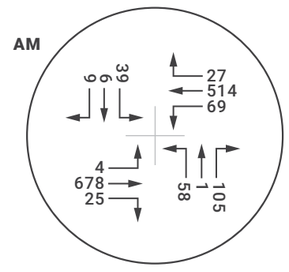


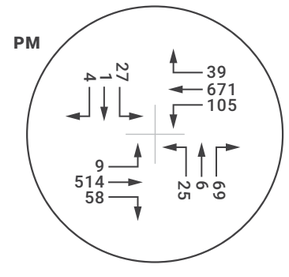
1 Precious Blvd. at SR 524



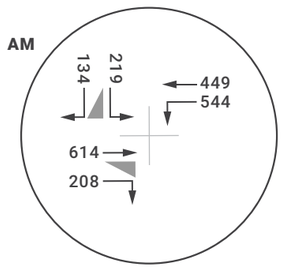


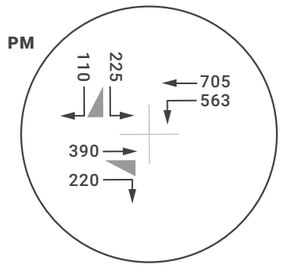
2 Friday Rd. (West) at SR 524



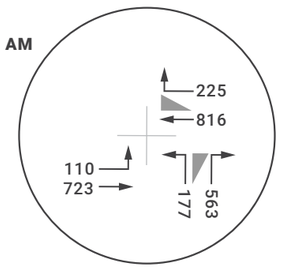


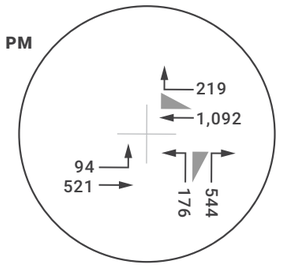
3 SB I-95 Ramps at SR 524



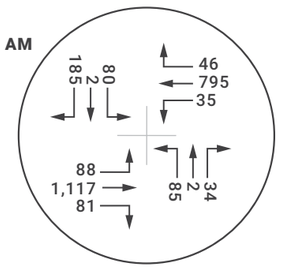


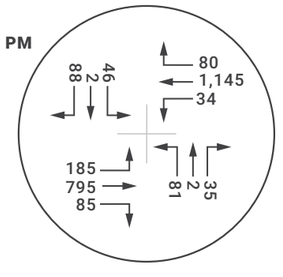
4 NB I-95 Ramps at SR 524



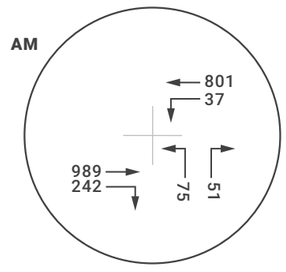


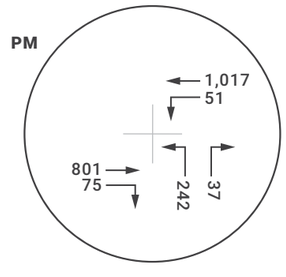
5 Friday Rd. (East) at SR 524





6 Proposed Access Rd. at SR 524





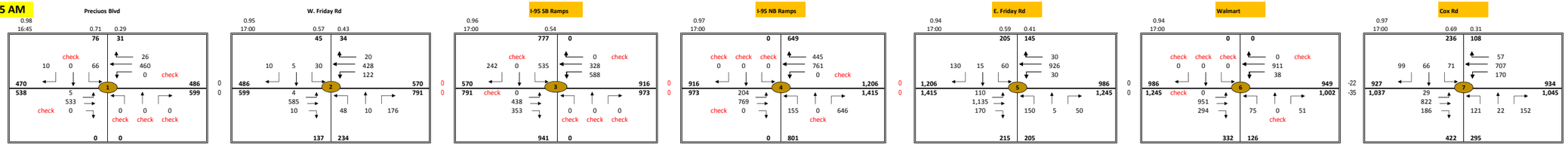
FDOT

I-95 at SR 524 Interchange Operational Analysis | 2038 Turning Movement Volumes

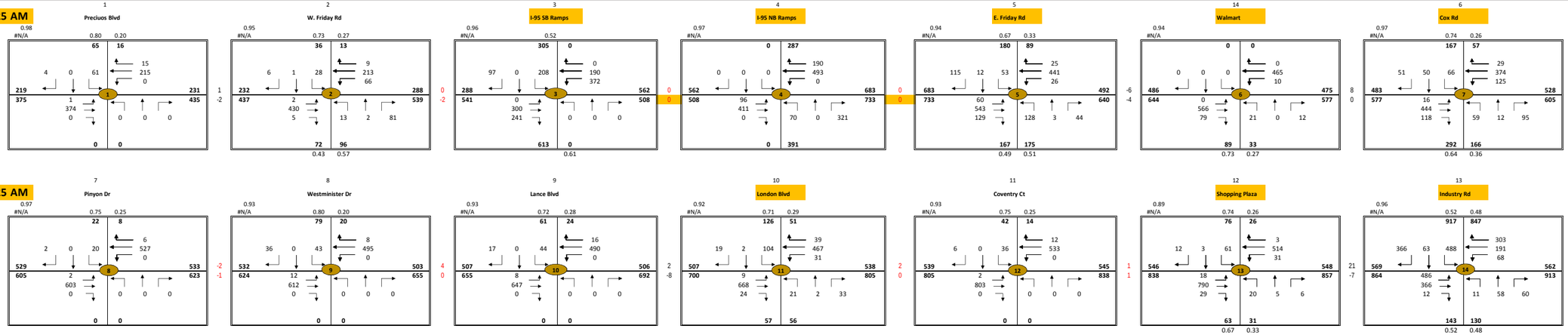
FIGURE 25

No Build

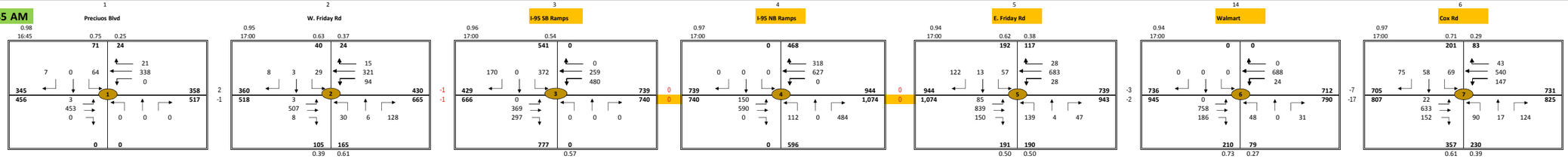
2045 AM



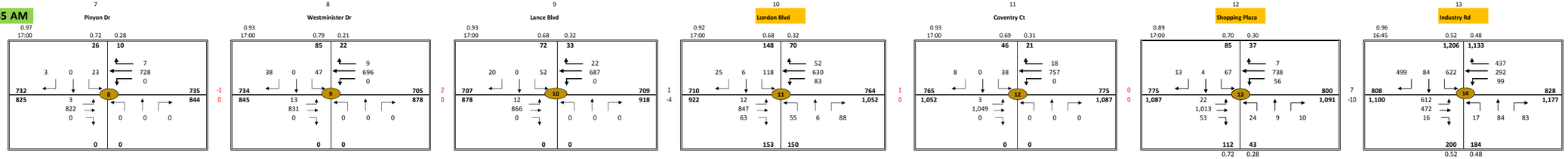
2025 AM



2035 AM

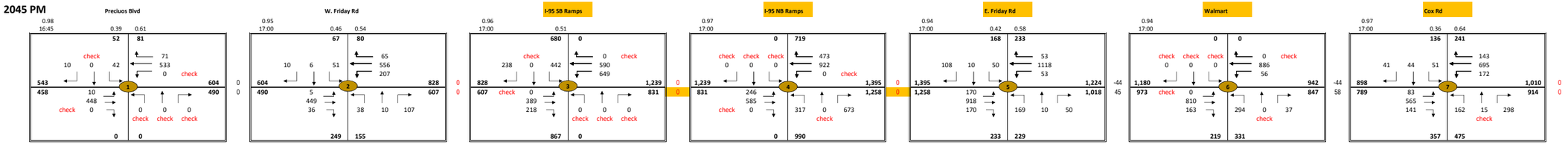


2035 AM

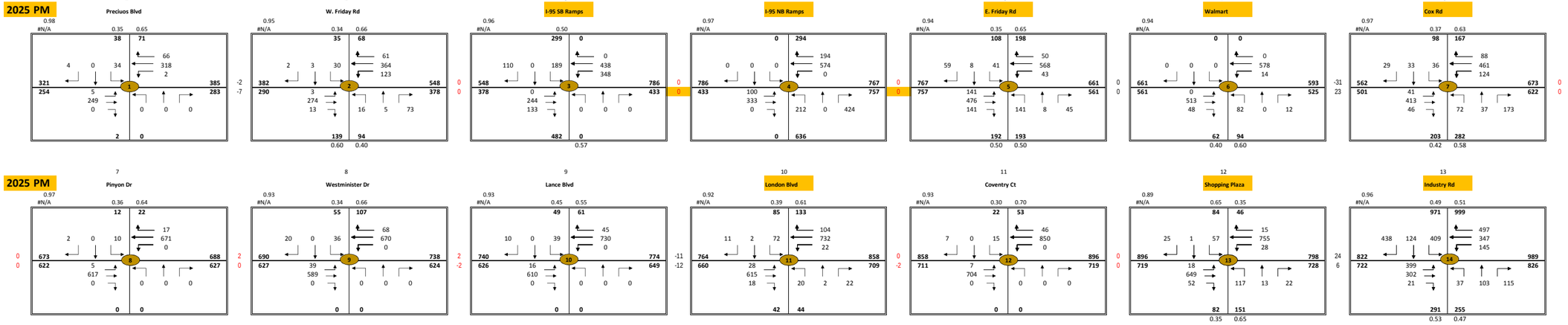


No Build

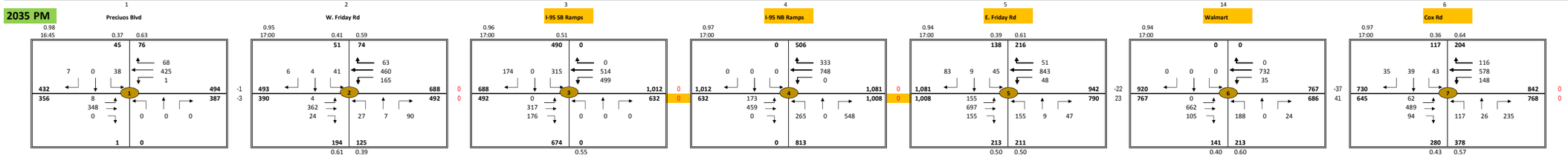
2045 PM



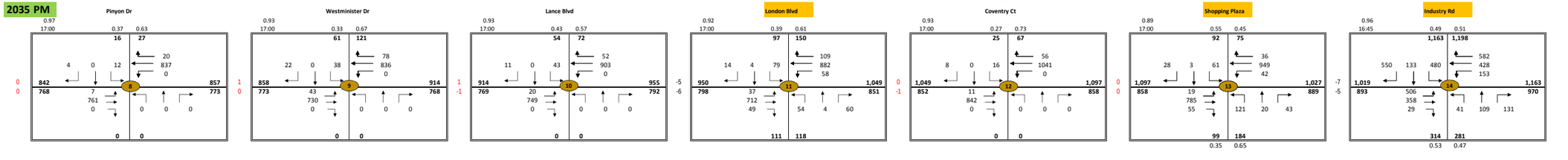
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2035 PM

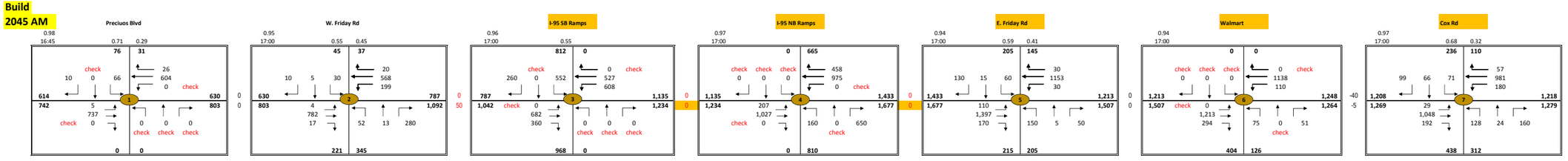


2035 PM

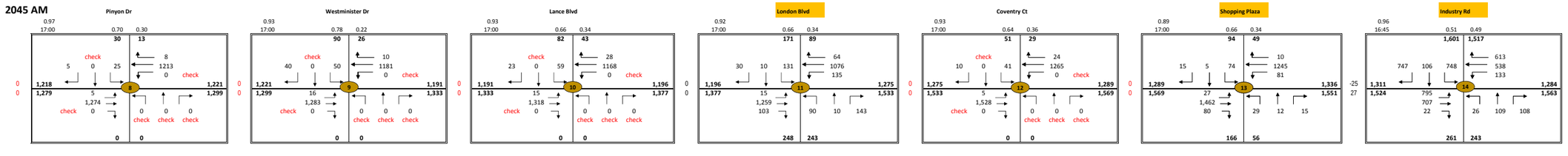


Build

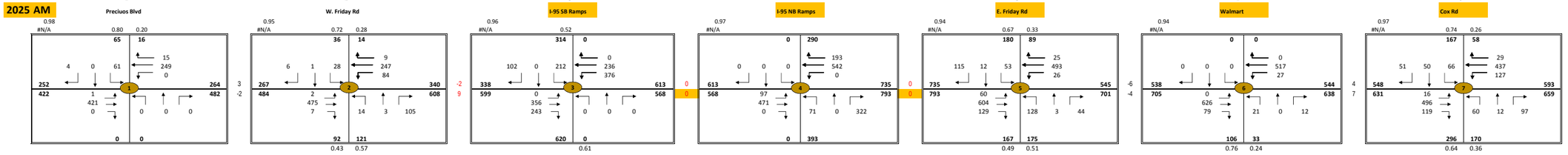
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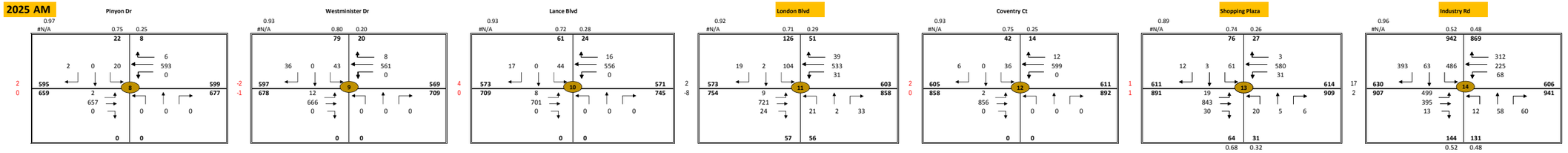
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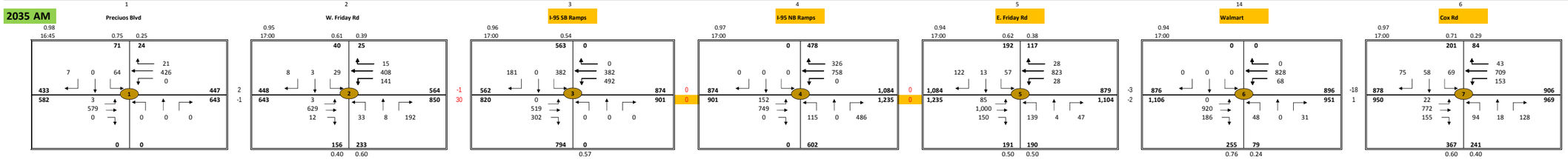
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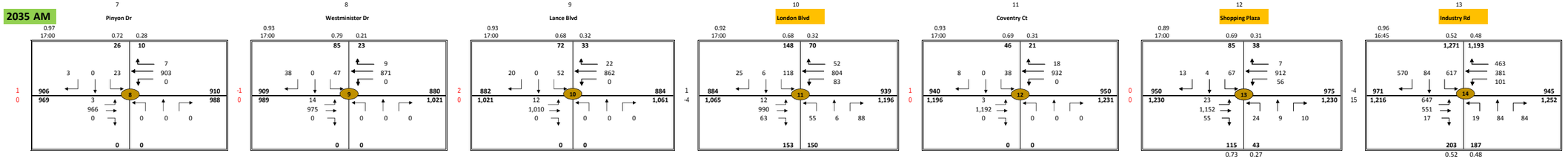
2025 AM



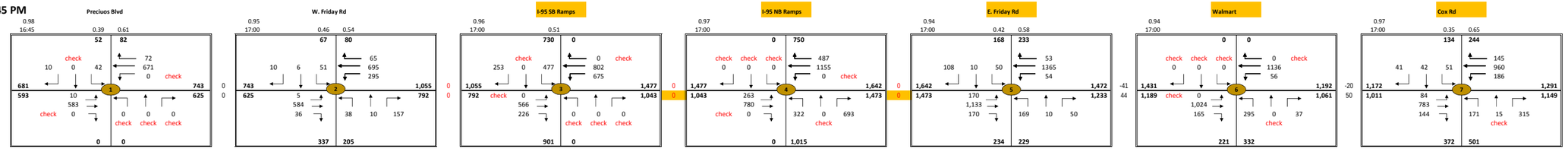
2035 AM



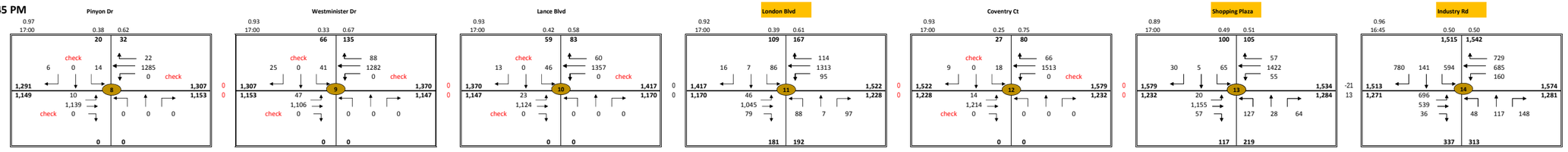
2035 AM



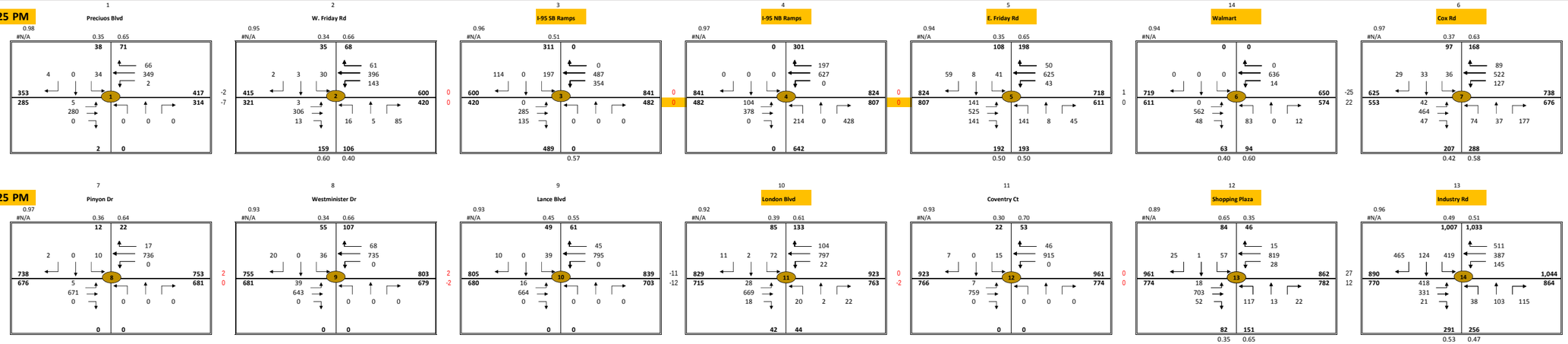
2045 PM



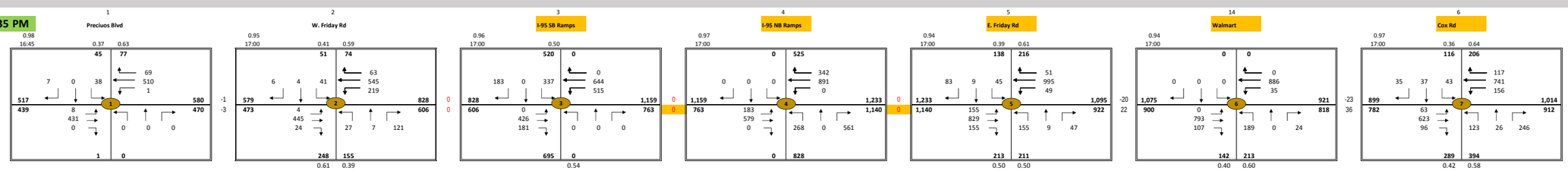
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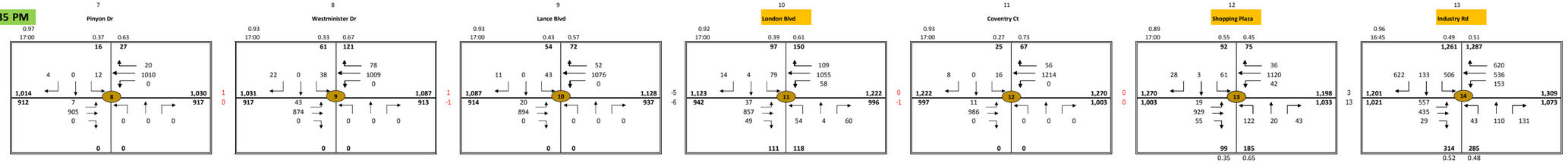
2025 PM



2035 PM



2035 PM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Precious Blvd - No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	75.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	5600	6800	930	0	13330
2045	9600	12000	1000	0	22600

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.3%	1
(EB THRU)	*West-to-East*	99.7%	326
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	92.2%	142
(WB RT)	*East-to-North*	7.8%	12
(SB LT)	*North-to-East*	96.8%	60
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	3.2%	2
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 5.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

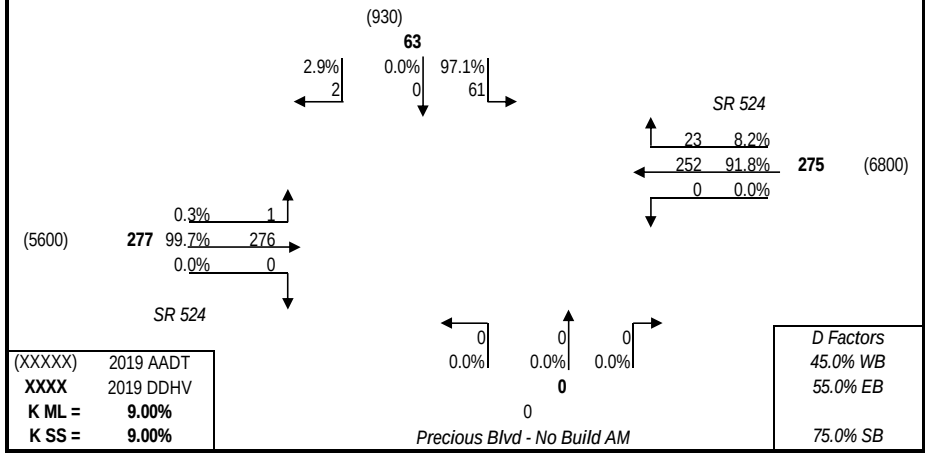
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Precious Blvd - No Build AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Precious Blvd - No Build AM

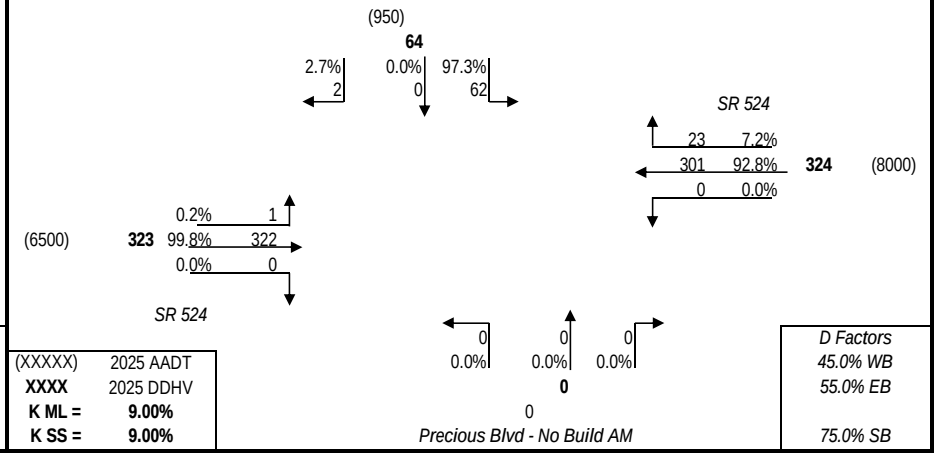


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
75.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Precious Blvd - No Build AM

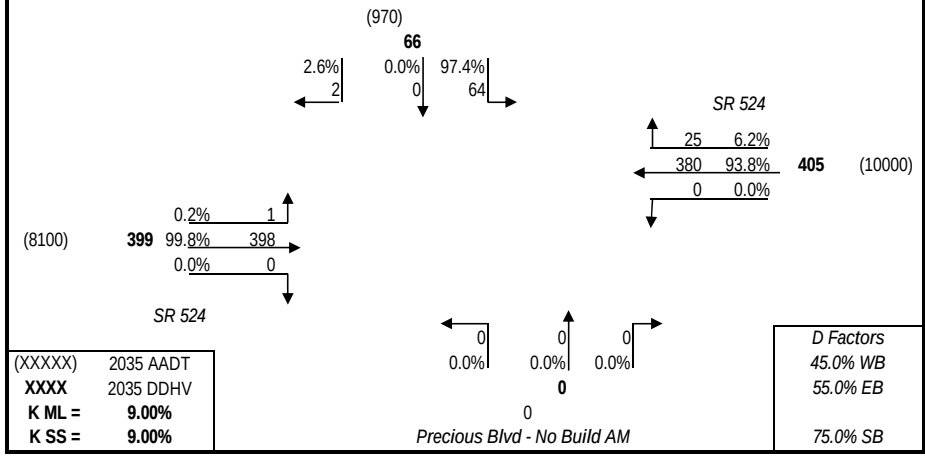


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
75.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Precious Blvd - No Build AM

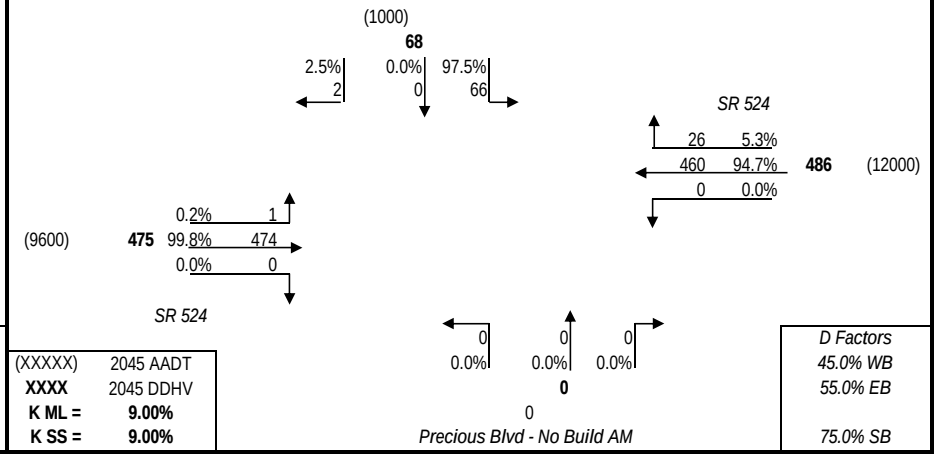


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
75.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Precious Blvd - No Build AM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
75.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: W. Friday Rd - No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No: ( ) Yes (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	65.0%
Southbound (SB)	35.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: (●) Yes ( ) No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Side Street Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	6800	9400	940	1700	18840
2045	12000	16000	1000	4000	33000

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.3%	1
(EB THRU)	*West-to-East*	98.7%	383
(EB RT)	*West-to-South*	1.0%	4
(WB LT)	*East-to-South*	23.8%	49
(WB THRU)	*East-to-West*	73.3%	151
(WB RT)	*East-to-North*	2.9%	6
(SB LT)	*North-to-East*	82.4%	28
(SB THRU)	*North-to-South*	2.9%	1
(SB RT)	*North-to-West*	14.7%	5
(NB LT)	*South-to-West*	3.6%	2
(NB THRU)	*South-to-North*	1.9%	1
(NB RT)	*South-to-East*	94.5%	52

Desired Closure: 1.00

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

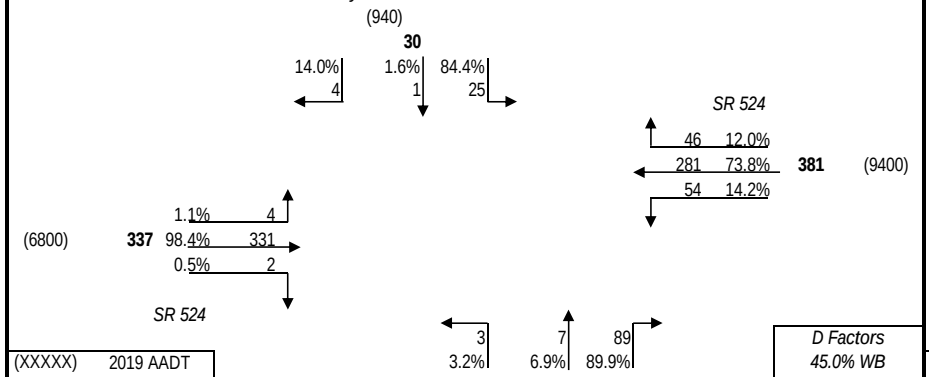
FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT W. Friday Rd - No Build AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

W. Friday Rd - No Build AM

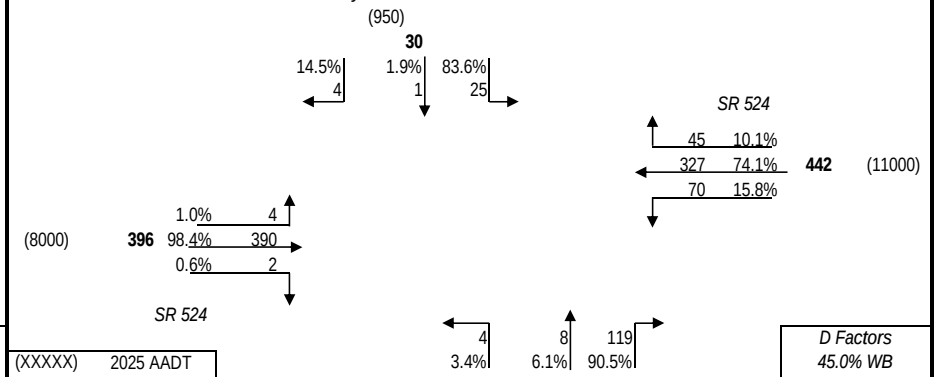


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
65.0% NB	
35.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

W. Friday Rd - No Build AM

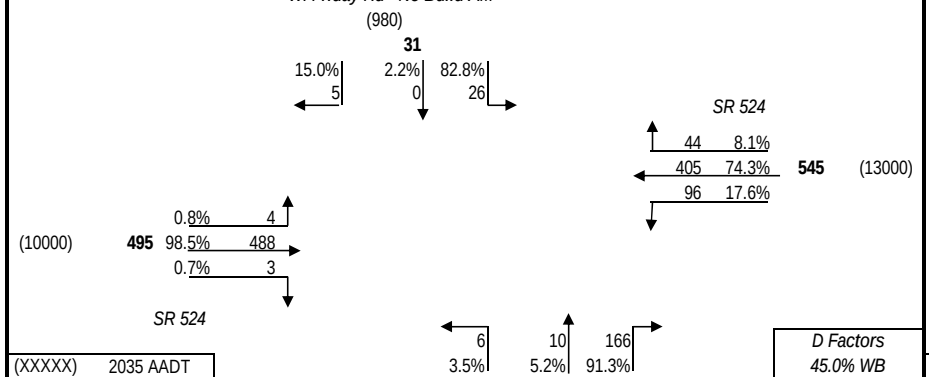


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
65.0% NB	
35.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

W. Friday Rd - No Build AM

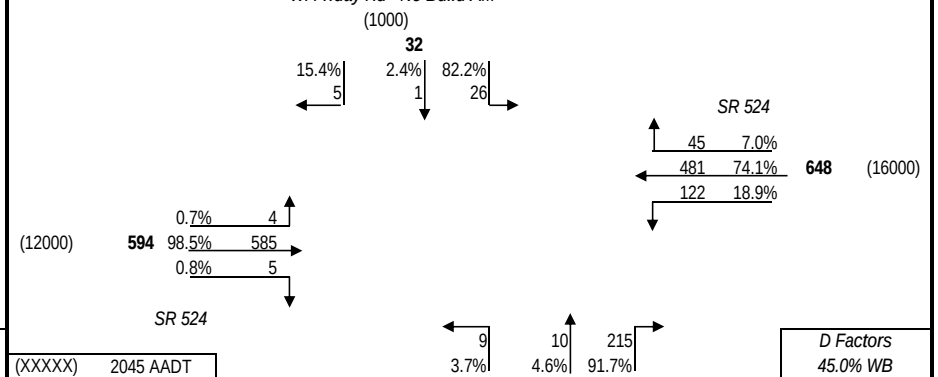


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
65.0% NB	
35.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

W. Friday Rd - No Build AM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
65.0% NB	
35.0% SB	

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: I-95 - No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	45.0%
Southbound (SB)	55.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	9400	18000	5400	10700	43500
2045	16000	31000	16800	21000	84800

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	13.7%	64
(EB THRU)	*West-to-East*	41.7%	194
(EB RT)	*West-to-South*	44.6%	208
(WB LT)	*East-to-South*	58.4%	307
(WB THRU)	*East-to-West*	19.9%	105
(WB RT)	*East-to-North*	21.7%	114
(SB LT)	*North-to-East*	67.1%	110
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	32.9%	54
(NB LT)	*South-to-West*	16.4%	44
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	83.6%	224

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

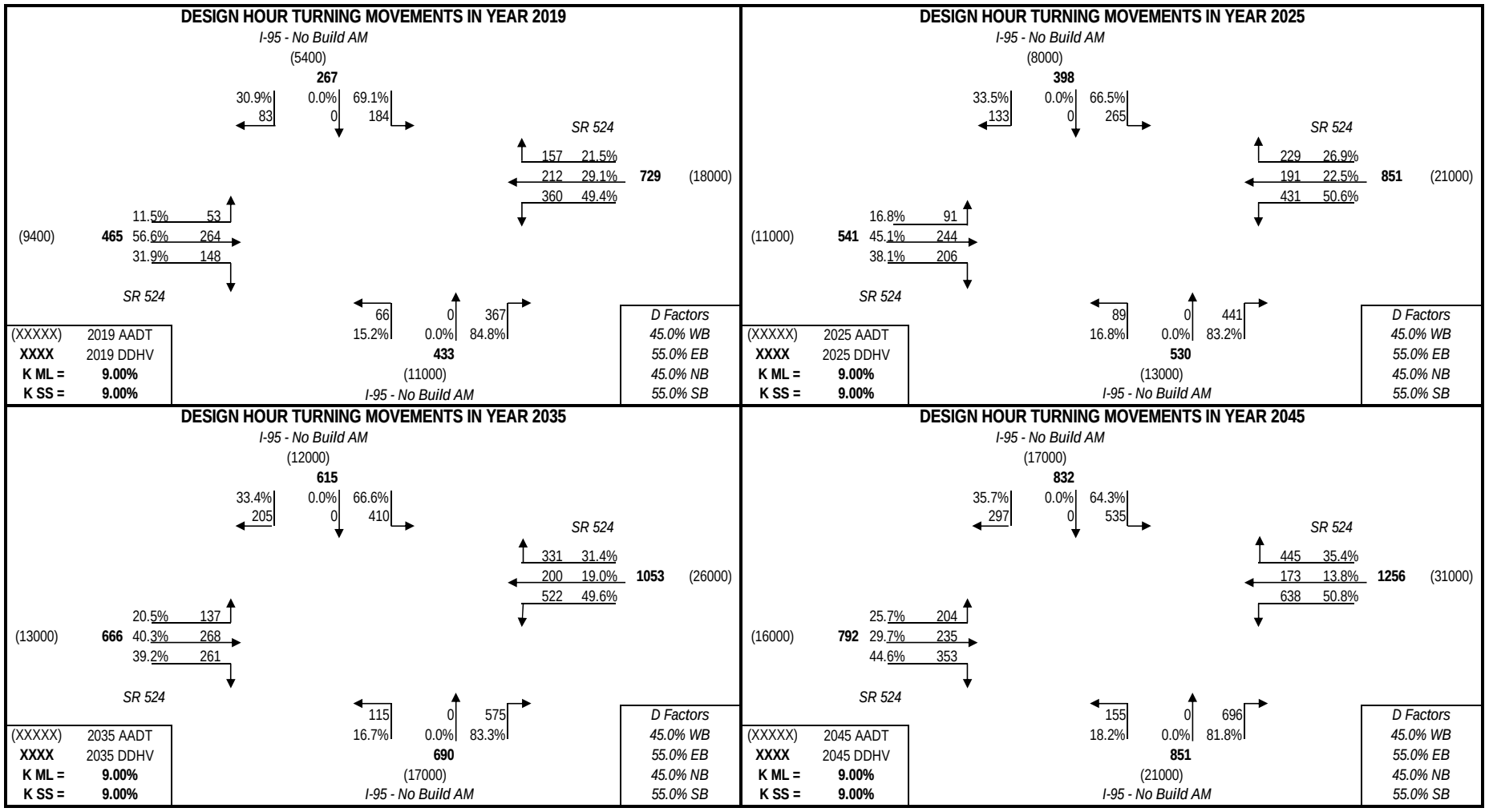
First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT I-95 - No Build AM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: E. Friday Rd - No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
( ) Yes
(●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	40.0%
Southbound (SB)	60.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
(●) Yes
( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Side Street Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	18000	10000	2900	5400	36300
2045	25800	17000	3100	5800	51700

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	8.5%	45
(EB THRU)	*West-to-East*	69.3%	366
(EB RT)	*West-to-South*	22.2%	117
(WB LT)	*East-to-South*	7.3%	25
(WB THRU)	*East-to-West*	85.7%	295
(WB RT)	*East-to-North*	7.0%	24
(SB LT)	*North-to-East*	29.7%	51
(SB THRU)	*North-to-South*	6.3%	11
(SB RT)	*North-to-West*	64.0%	110
(NB LT)	*South-to-West*	72.9%	121
(NB THRU)	*South-to-North*	1.8%	3
(NB RT)	*South-to-East*	25.3%	42

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

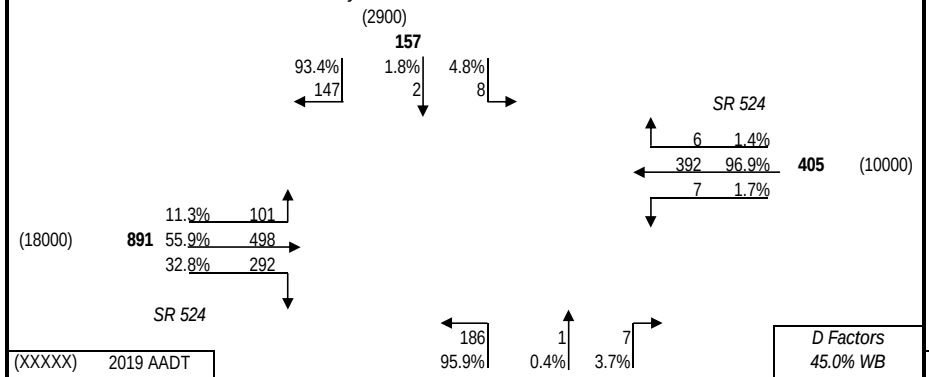
FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT E. Friday Rd - No Build AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

E. Friday Rd - No Build AM

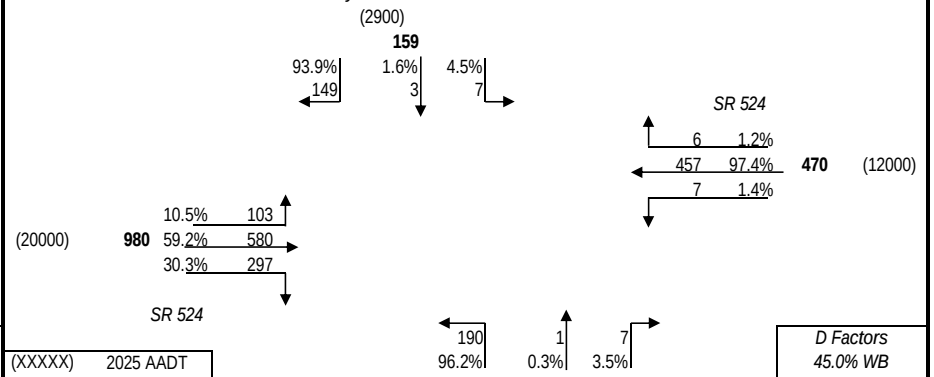


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
40.0% NB
60.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

E. Friday Rd - No Build AM

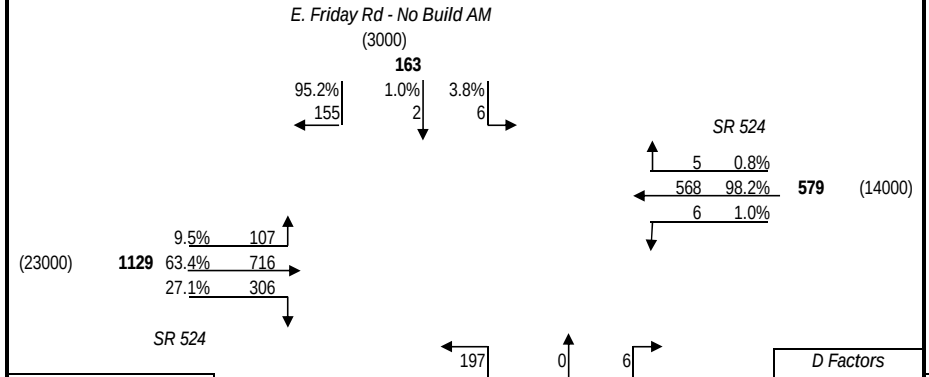


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
40.0% NB
60.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

E. Friday Rd - No Build AM

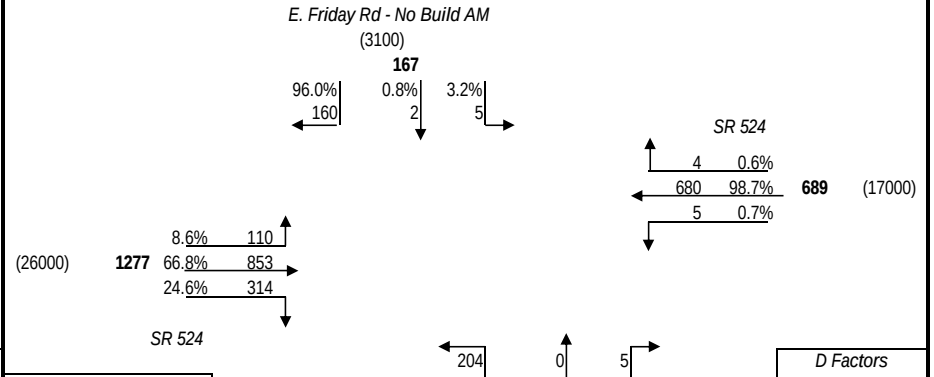


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
40.0% NB
60.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

E. Friday Rd - No Build AM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
40.0% NB
60.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Walmart - No Build AM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? (Enter Yes or No) — Yes / **No**

Is this a 4 way intersection?
- Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- EB, WB, and SB
- **EB, WB, and NB**
- EB, SB, and NB
- WB, SB, and NB

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	32.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) — **Yes** / No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function: **Linear** / Exponential / Decaying

Side Street Growth Function: **Linear** / Exponential / Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	10000	10000	0	1000	21000
2045	17000	17000	0	4500	38500

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.0%	0
(EB THRU)	*West-to-East*	97.0%	450
(EB RT)	*West-to-South*	3.0%	14
(WB LT)	*East-to-South*	0.6%	2
(WB THRU)	*East-to-West*	99.4%	331
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	0.0%	0
(NB LT)	*South-to-West*	83.3%	5
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	16.7%	1

Desired Closure: 1.00

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

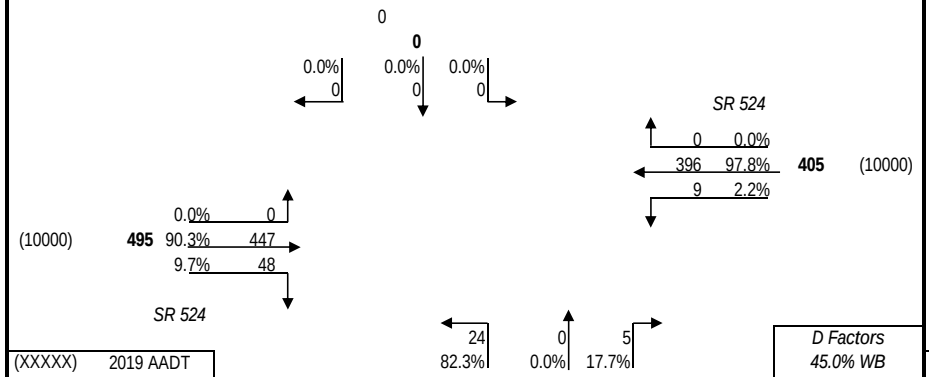
FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Walmart - No Build AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Walmart - No Build AM

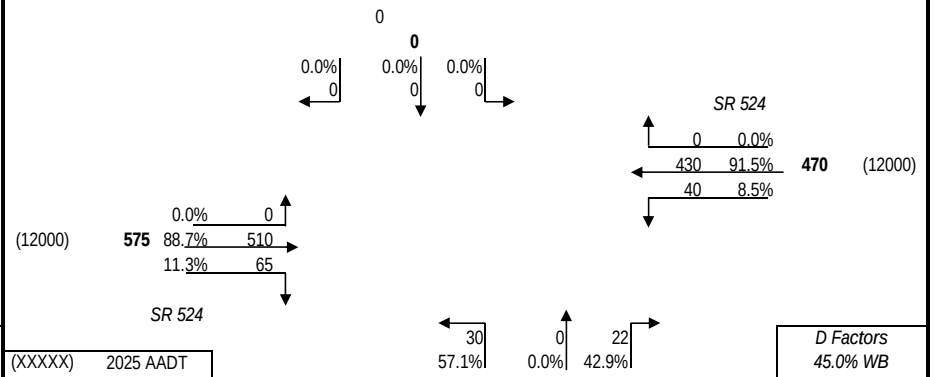


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
32.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Walmart - No Build AM

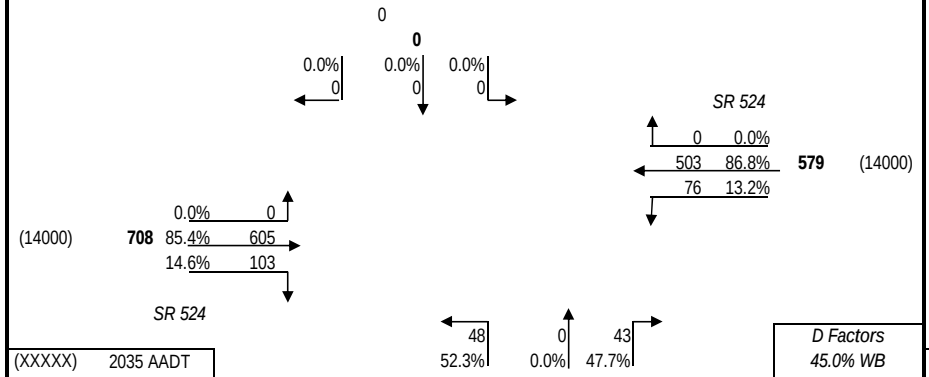


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
32.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Walmart - No Build AM

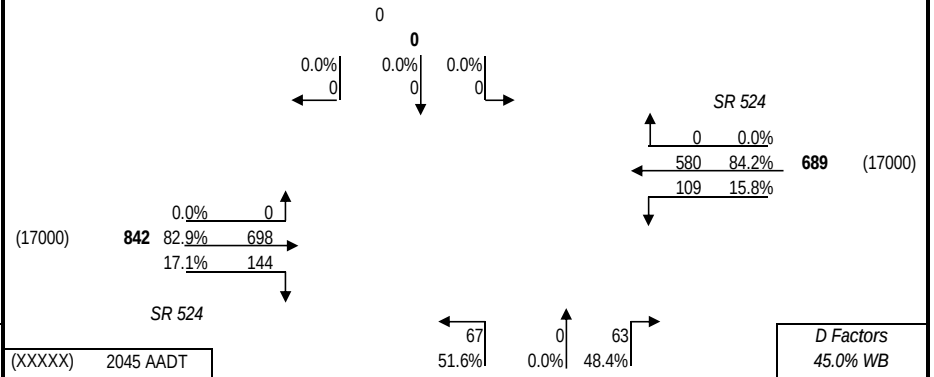


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
32.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Walmart - No Build AM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
32.0% NB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Cox Rd - No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	34.0%
Southbound (SB)	66.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	10000	13000	2500	4400	29900
2045	17000	20000	3800	8000	48800

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**	
(EB LT)	*West-to-North*	2.7%	12	Existing Year AADTs
(EB THRU)	*West-to-East*	75.2%	330	
(EB RT)	*West-to-South*	22.1%	97	
(WB LT)	*East-to-South*	27.3%	111	
(WB THRU)	*East-to-West*	67.5%	274	
(WB RT)	*East-to-North*	5.2%	21	Existing Turning Movement Counts
(SB LT)	*North-to-East*	44.5%	65	
(SB THRU)	*North-to-South*	30.8%	45	
(SB RT)	*North-to-West*	24.7%	36	
(NB LT)	*South-to-West*	31.5%	40	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	7.1%	9	
(NB RT)	*South-to-East*	61.4%	78	

Desired Closure: 1.00

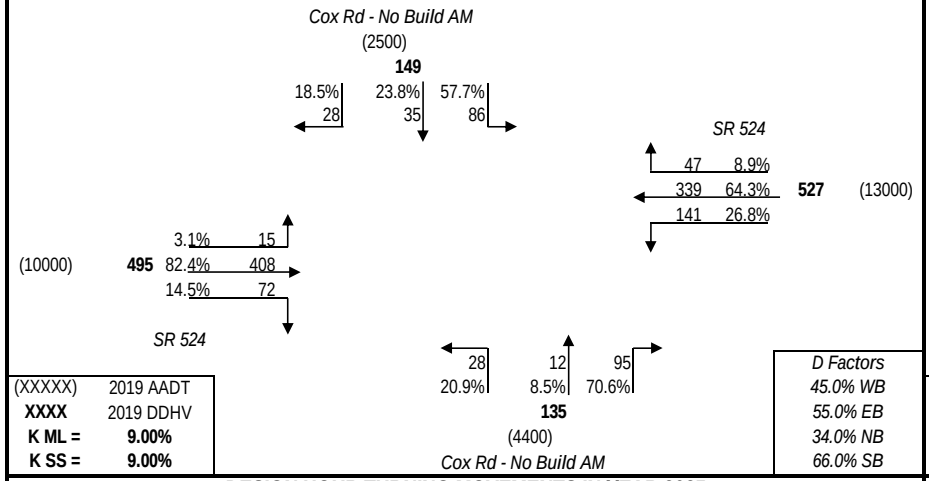
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Cox Rd - No Build AM

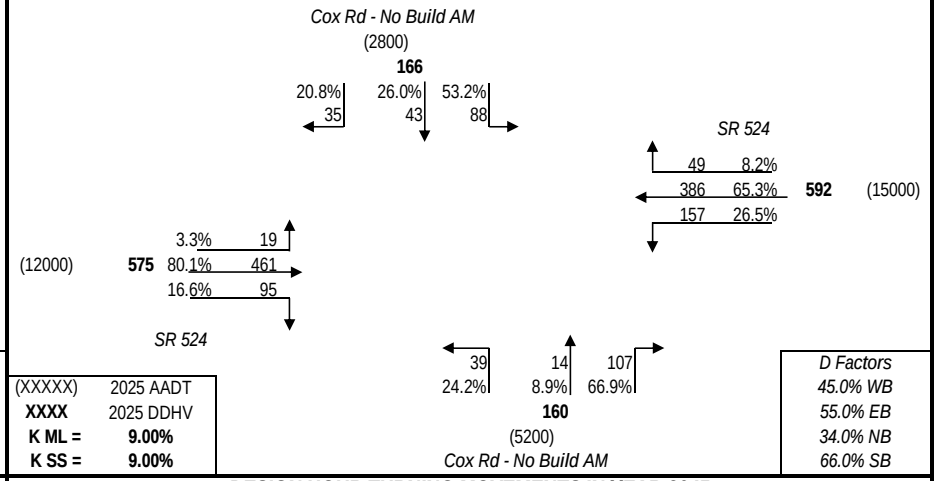
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
34.0% NB	
66.0% SB	

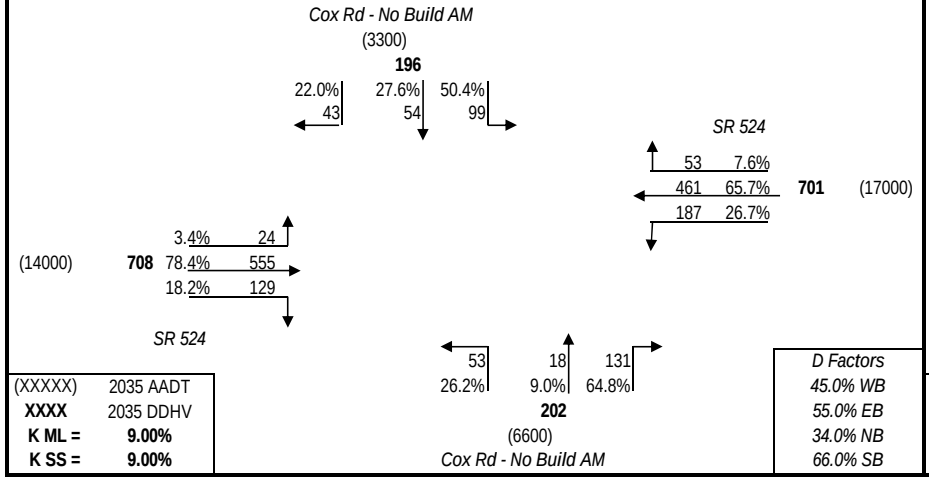
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
34.0% NB	
66.0% SB	

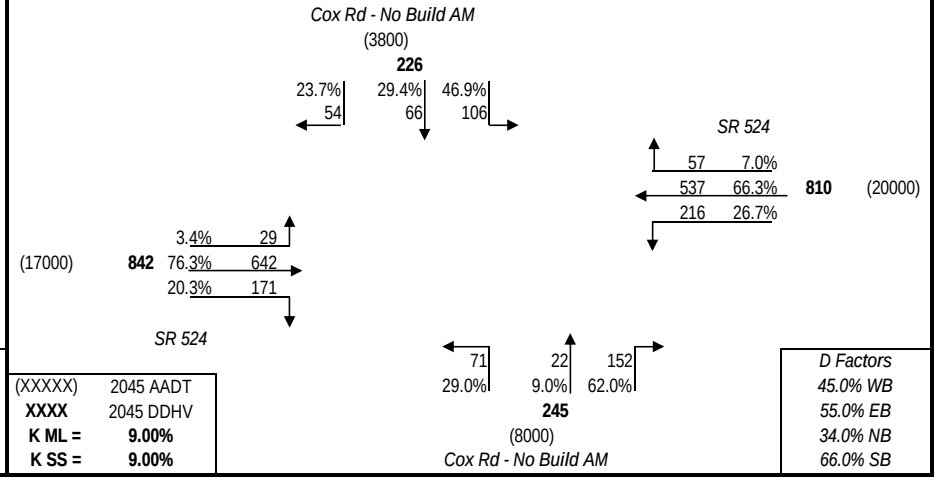
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
34.0% NB	
66.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
34.0% NB	
66.0% SB	

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Pinyon Dr - No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	71.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	13000	14000	370	0	27370
2045	22000	22000	400	0	44400

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.2%	1
(EB THRU)	*West-to-East*	99.8%	472
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	98.8%	407
(WB RT)	*East-to-North*	1.2%	5
(SB LT)	*North-to-East*	95.0%	19
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	5.0%	1
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

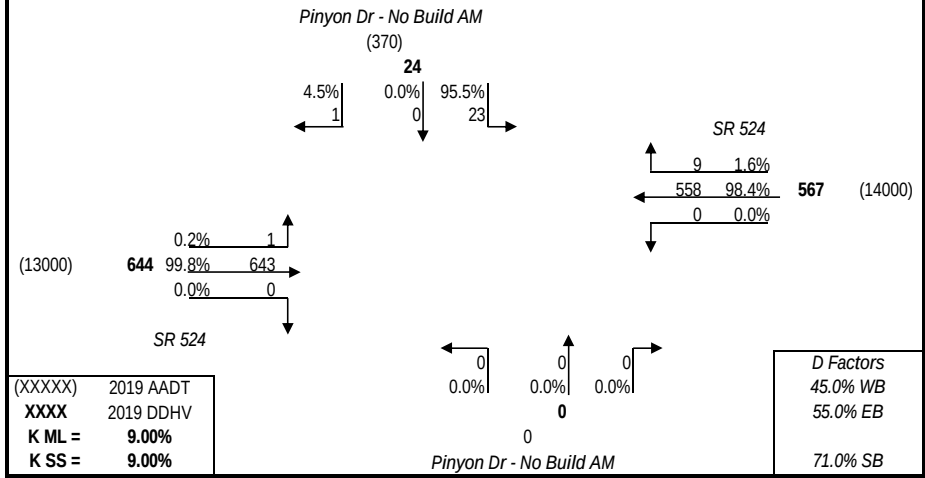
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Pinyon Dr - No Build AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Pinyon Dr - No Build AM

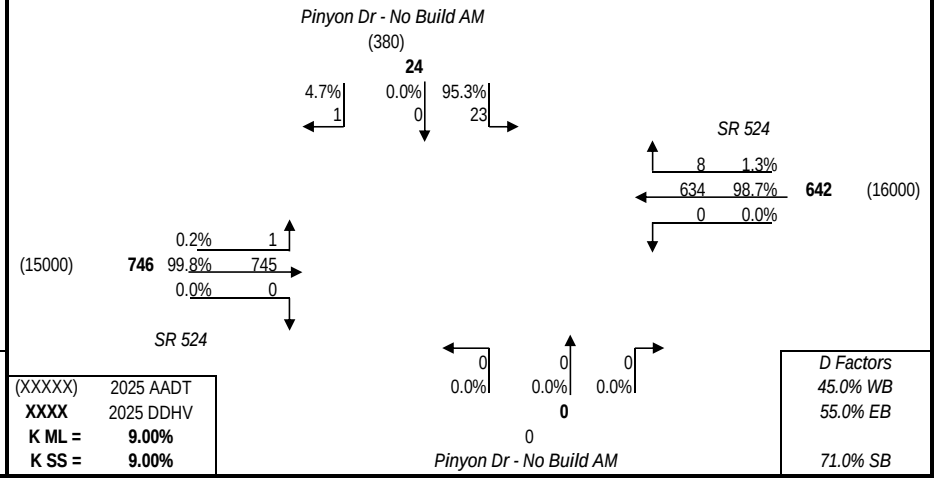


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
71.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Pinyon Dr - No Build AM

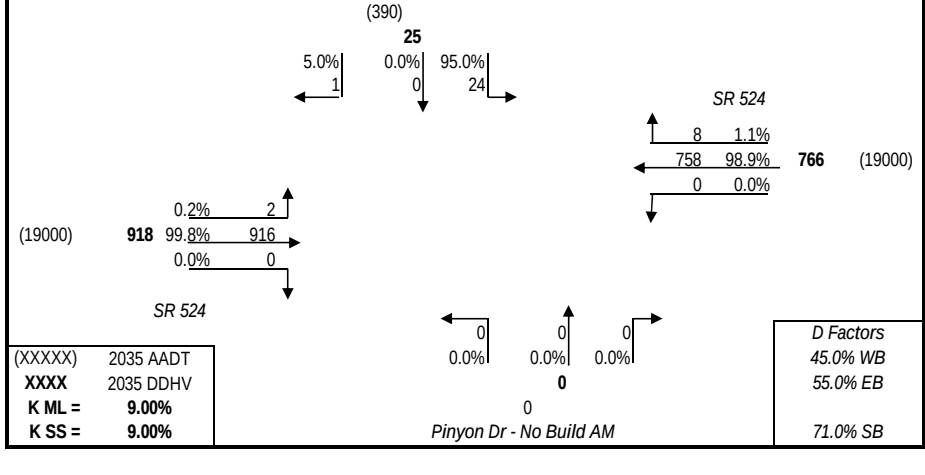


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
71.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Pinyon Dr - No Build AM

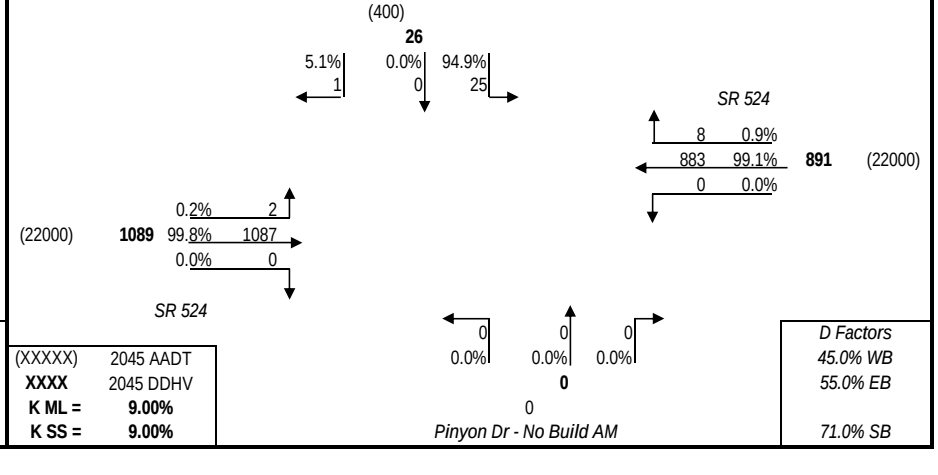


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
71.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Pinyon Dr - No Build AM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
71.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Westminster Dr- No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	73.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	13000	14000	1600	0	28600
2045	20000	21600	1700	0	43300

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	2.2%	11
(EB THRU)	*West-to-East*	97.8%	481
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	98.2%	375
(WB RT)	*East-to-North*	1.8%	7
(SB LT)	*North-to-East*	53.9%	41
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	46.1%	35
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

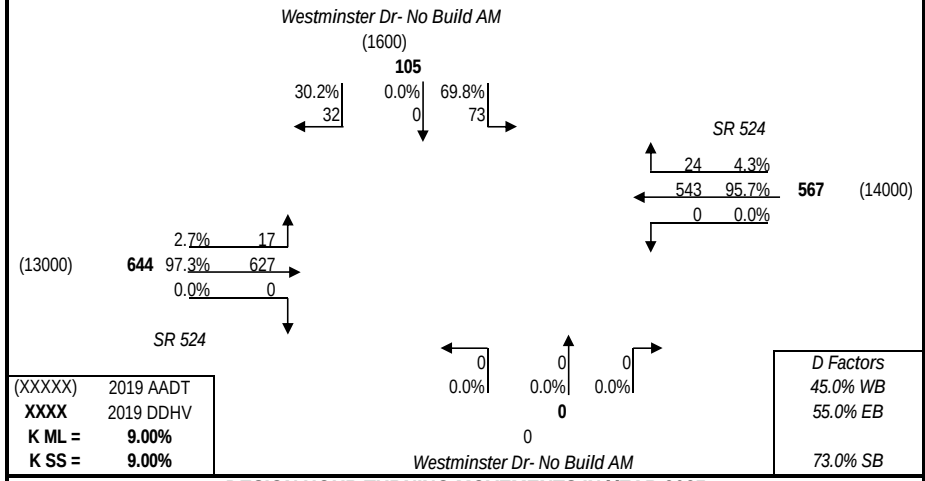
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Westminster Dr- No Build AM

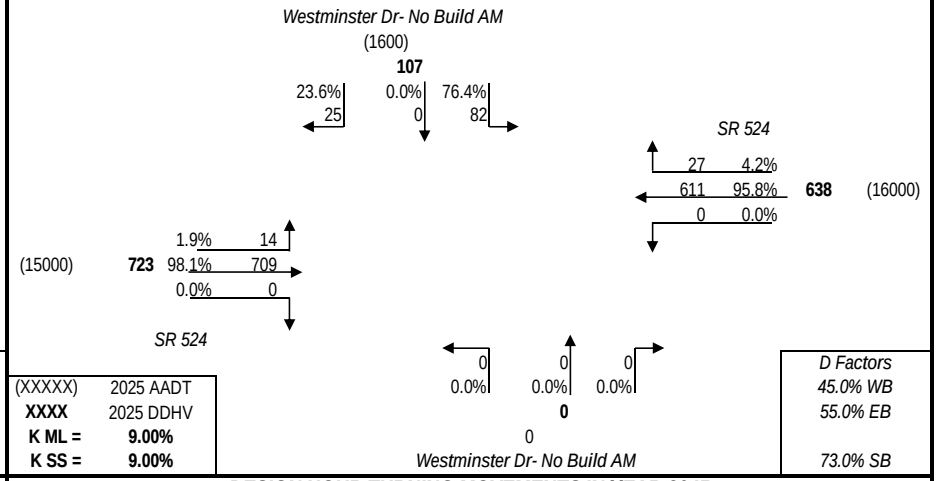
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
73.0% SB

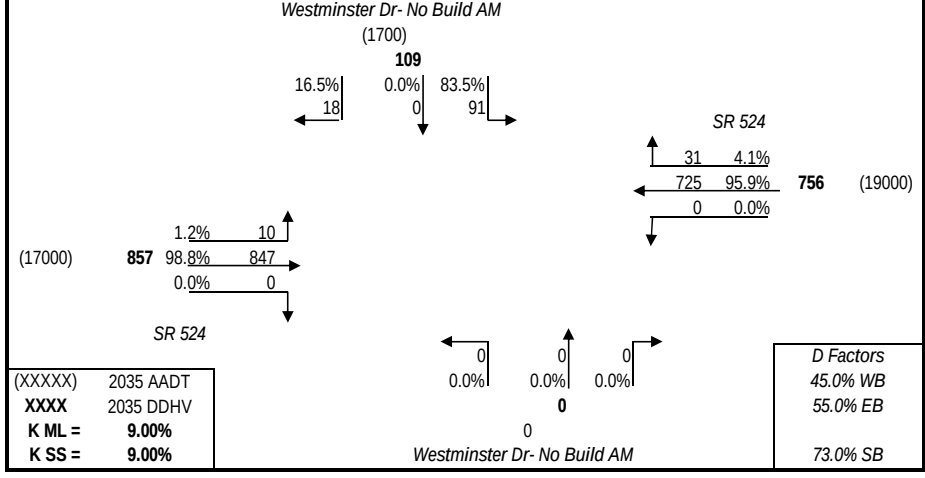
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
73.0% SB

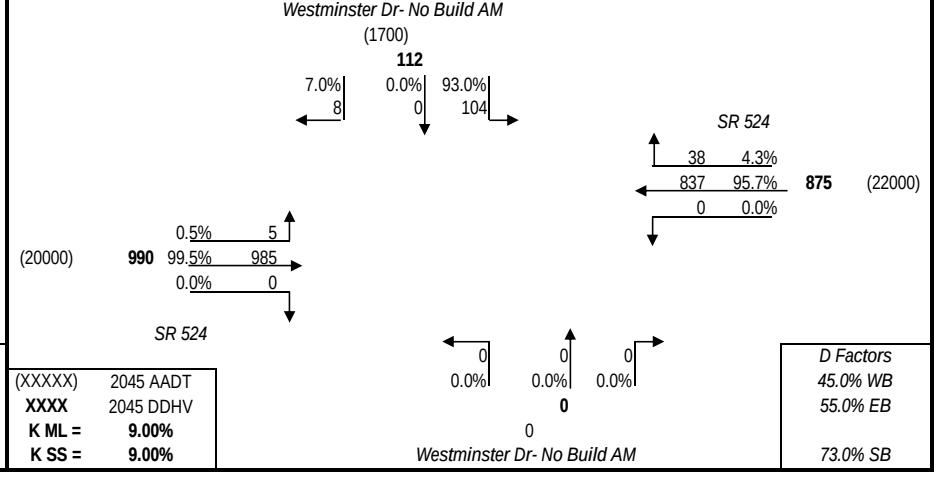
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
73.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
73.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Lance Blvd - No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	65.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	14000	15000	1100	0	30100
2045	22000	23000	1200	0	46200

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	1.1%	6
(EB THRU)	*West-to-East*	98.9%	516
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	96.9%	372
(WB RT)	*East-to-North*	3.1%	12
(SB LT)	*North-to-East*	72.7%	40
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	27.3%	15
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

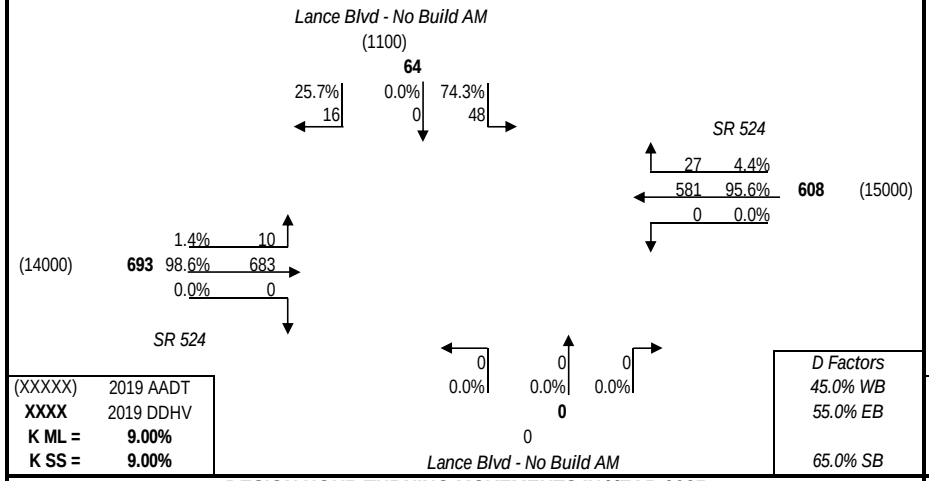
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

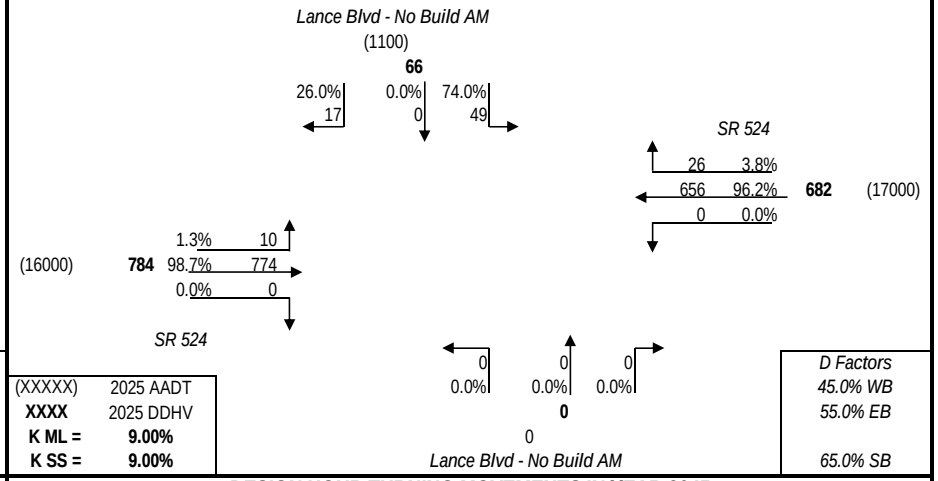
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Lance Blvd - No Build AM

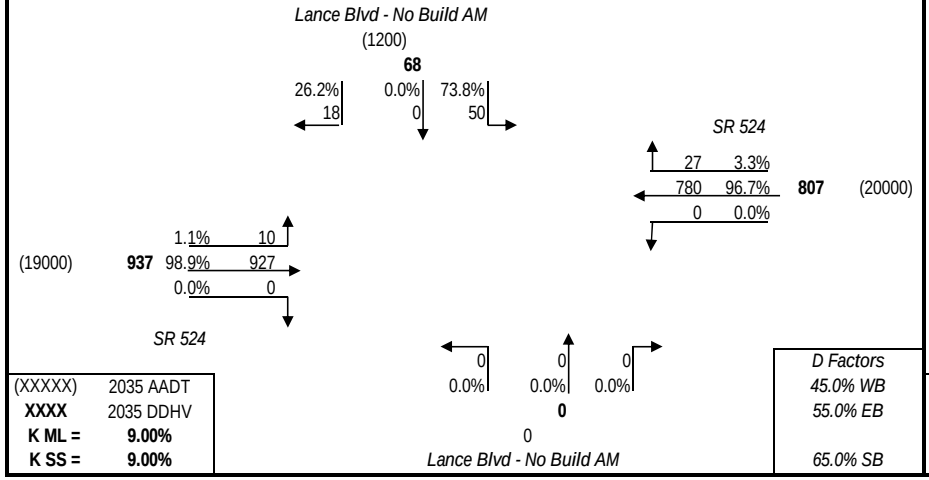
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



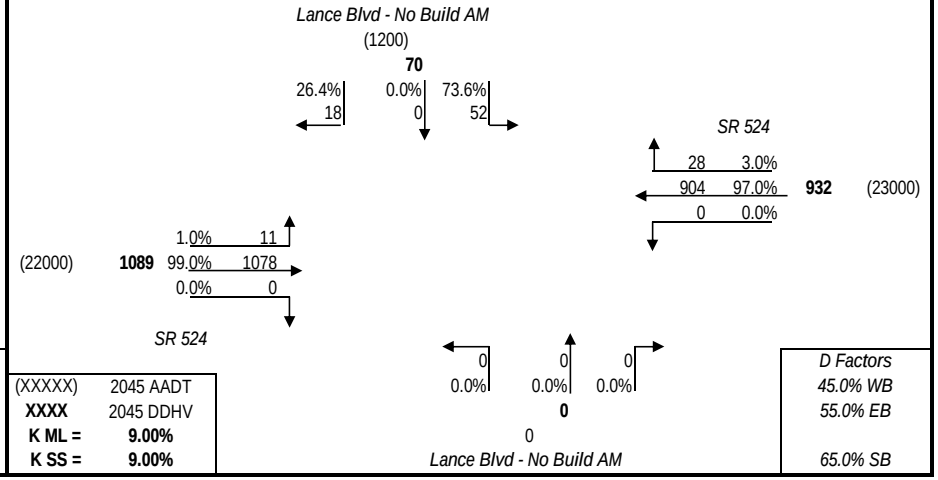
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: London Blvd - No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	68.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	15000	16000	2300	0	33300
2045	23000	25000	2500	0	50500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	1.2%	7
(EB THRU)	*West-to-East*	98.8%	560
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	92.0%	370
(WB RT)	*East-to-North*	8.0%	32
(SB LT)	*North-to-East*	85.7%	96
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	14.3%	16
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

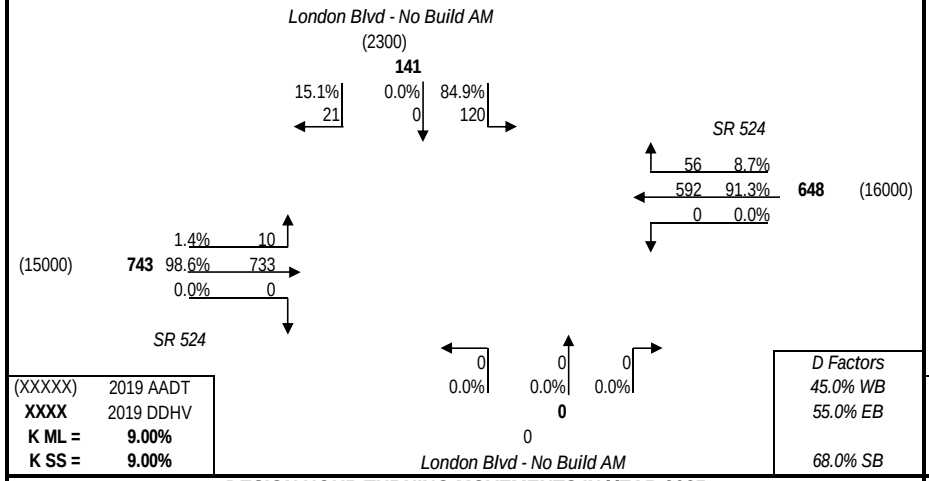
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

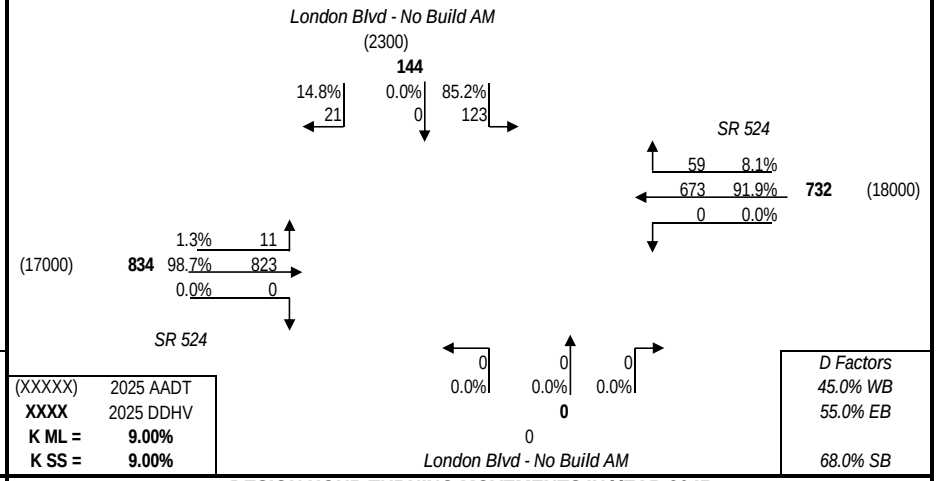
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT London Blvd - No Build AM

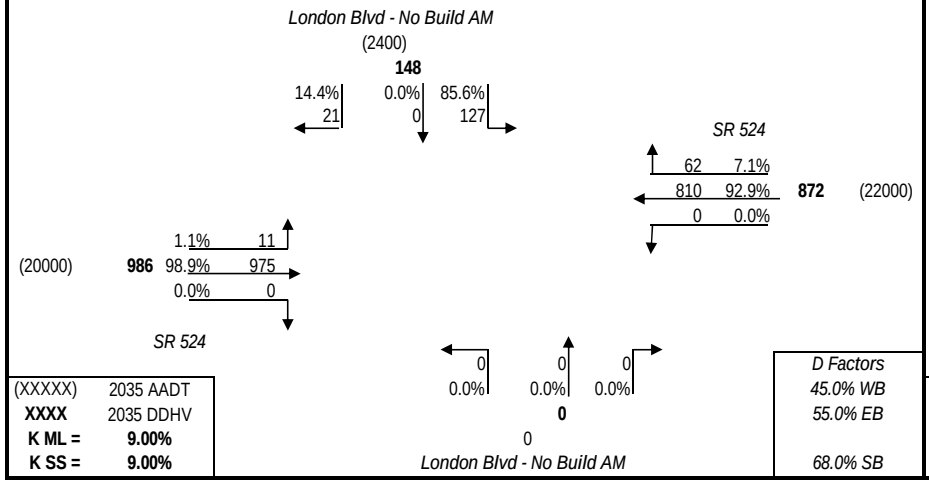
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



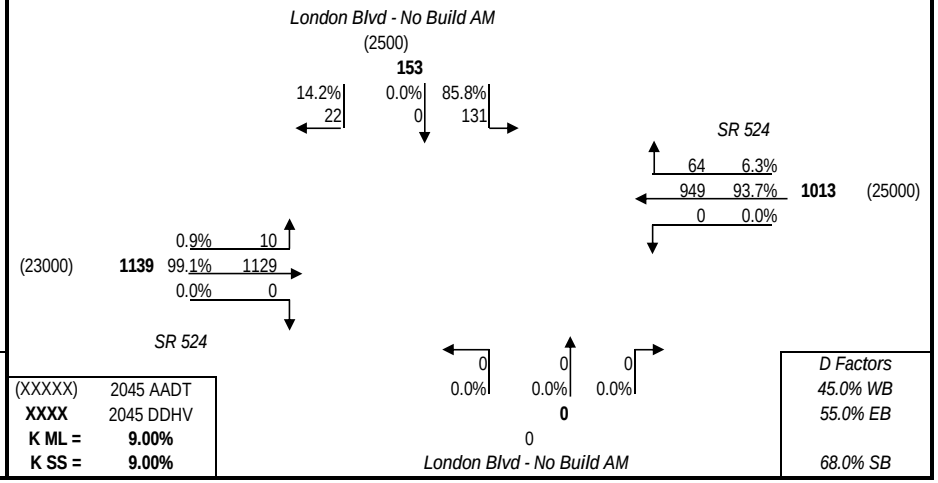
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Coventry Ct - No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	75.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	16000	17000	1100	0	34100
2045	25000	26000	1200	0	52200

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**	
(EB LT)	*West-to-North*	0.2%	1	Existing Year AADTs
(EB THRU)	*West-to-East*	99.8%	655	
(EB RT)	*West-to-South*	0.0%	0	
(WB LT)	*East-to-South*	0.0%	0	
(WB THRU)	*East-to-West*	98.0%	399	
(WB RT)	*East-to-North*	2.0%	8	Existing Turning Movement Counts
(SB LT)	*North-to-East*	87.2%	34	
(SB THRU)	*North-to-South*	0.0%	0	
(SB RT)	*North-to-West*	12.8%	5	
(NB LT)	*South-to-West*	0.0%	0	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	0.0%	0	
(NB RT)	*South-to-East*	0.0%	0	

Desired Closure: 1.00

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

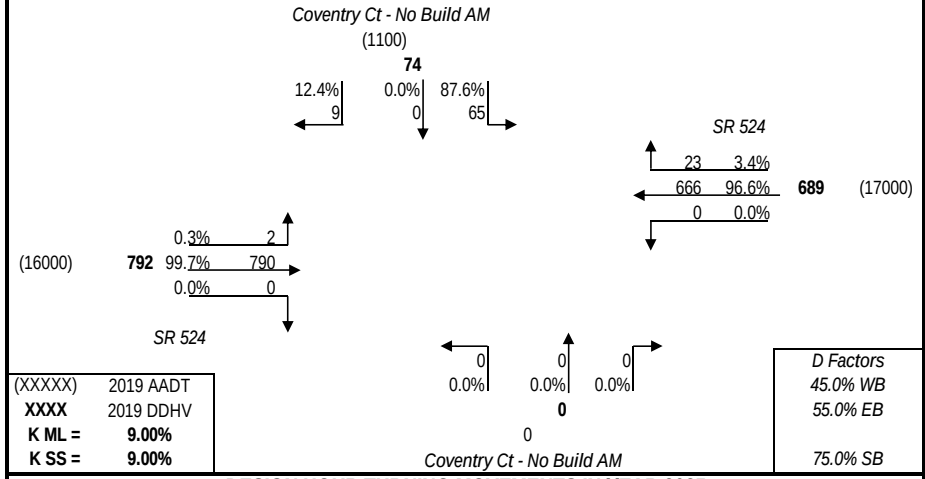
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Coventry Ct - No Build AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Coventry Ct - No Build AM

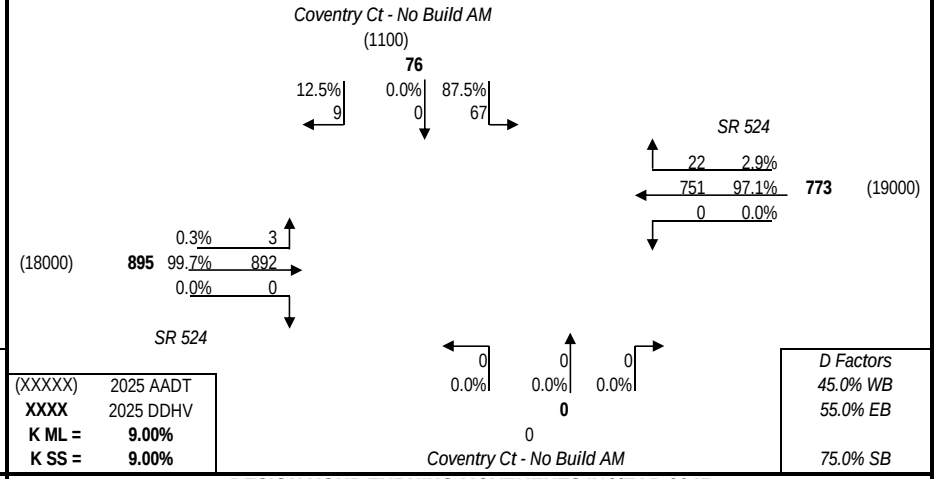


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
75.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Coventry Ct - No Build AM

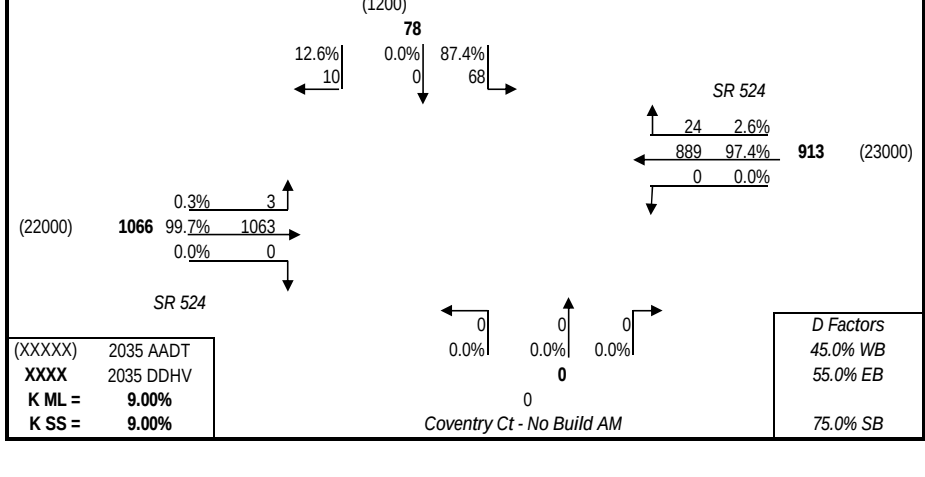


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
75.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Coventry Ct - No Build AM

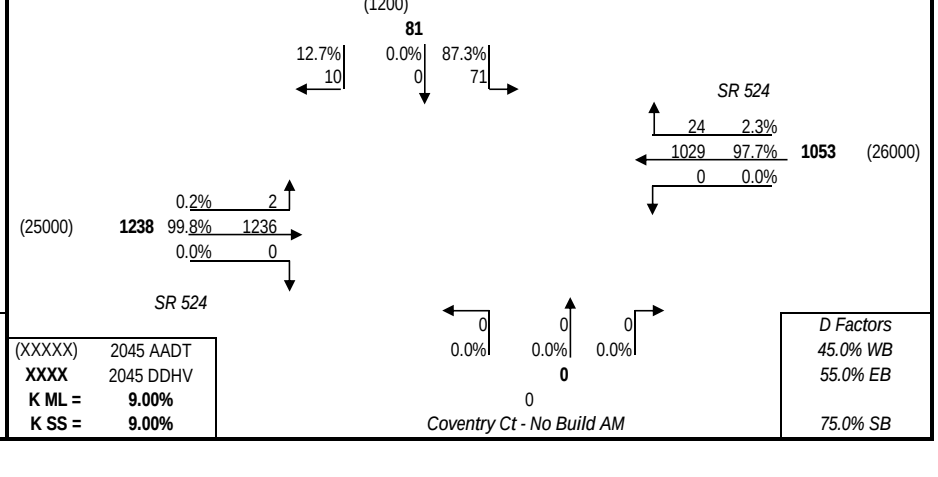


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
75.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Coventry Ct - No Build AM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
75.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Shopping Center- No Build AM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No: ○ Yes ◉ No

Is this a 4 way intersection?
◉ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
○ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
Side street	
Northbound (NB)	31.0%
Southbound (SB)	69.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	16000	17000	1500	2100	36600
2045	25000	27000	1600	2200	55800

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	2.3%	16
(EB THRU)	*West-to-East*	95.5%	657
(EB RT)	*West-to-South*	2.2%	15
(WB LT)	*East-to-South*	4.0%	16
(WB THRU)	*East-to-West*	95.7%	380
(WB RT)	*East-to-North*	0.3%	1
(SB LT)	*North-to-East*	81.4%	57
(SB THRU)	*North-to-South*	2.9%	2
(SB RT)	*North-to-West*	15.7%	11
(NB LT)	*South-to-West*	73.9%	17
(NB THRU)	*South-to-North*	13.1%	3
(NB RT)	*South-to-East*	13.0%	3

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

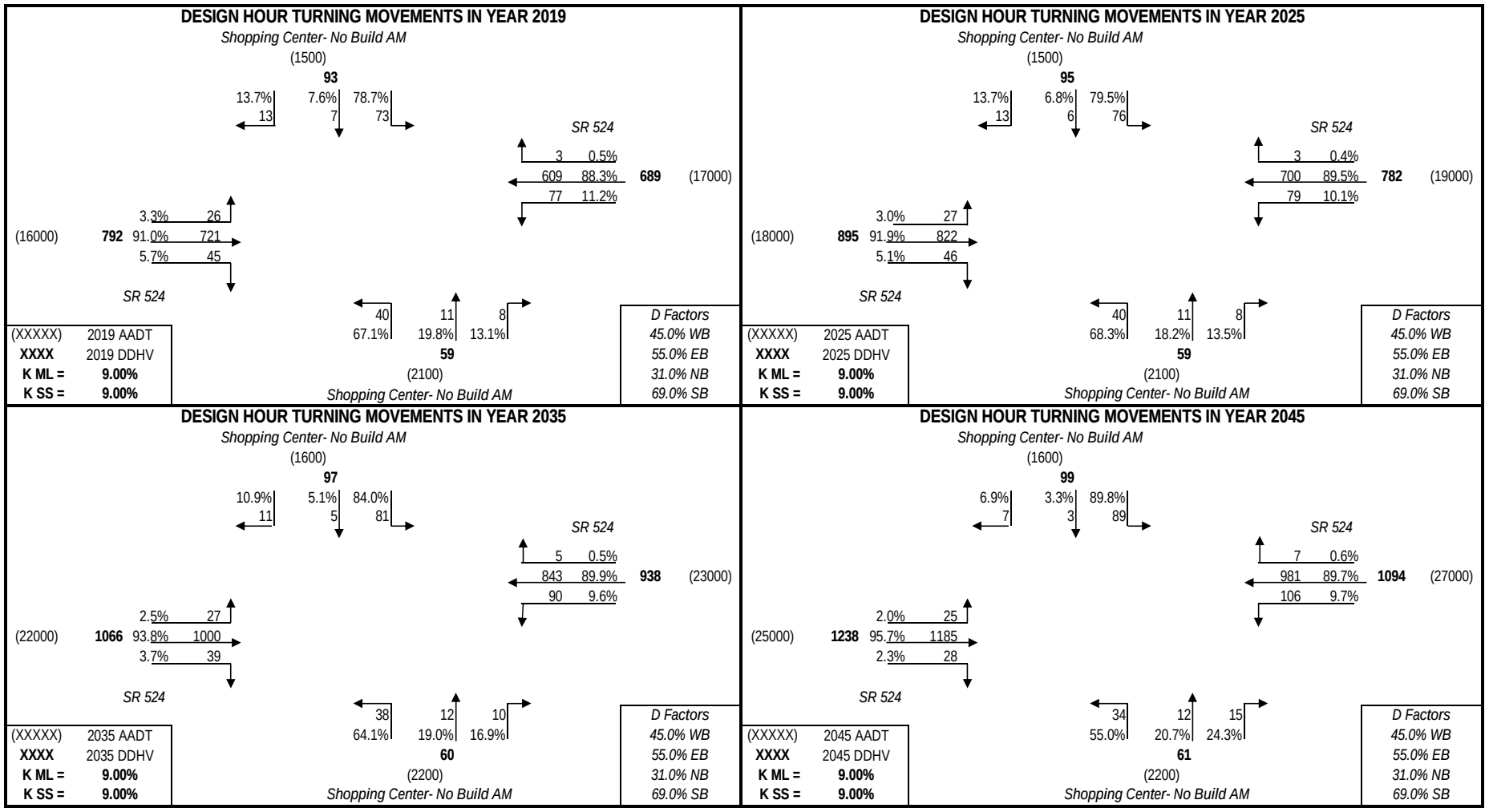
Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Shopping Center- No Build AM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Industry - No Build AM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No — ○ Yes ◉ No

Is this a 4 way intersection?
◉ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
○ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
Side street	
Northbound (NB)	48.0%
Southbound (SB)	52.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No — ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	17000	17000	20000	5100	59100
2045	27000	27000	33000	5500	92500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	56.8%	410
(EB THRU)	*West-to-East*	41.8%	302
(EB RT)	*West-to-South*	1.4%	10
(WB LT)	*East-to-South*	12.2%	49
(WB THRU)	*East-to-West*	32.6%	131
(WB RT)	*East-to-North*	55.2%	222
(SB LT)	*North-to-East*	54.7%	407
(SB THRU)	*North-to-South*	6.7%	50
(SB RT)	*North-to-West*	38.6%	287
(NB LT)	*South-to-West*	8.2%	8
(NB THRU)	*South-to-North*	44.4%	43
(NB RT)	*South-to-East*	47.4%	46

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

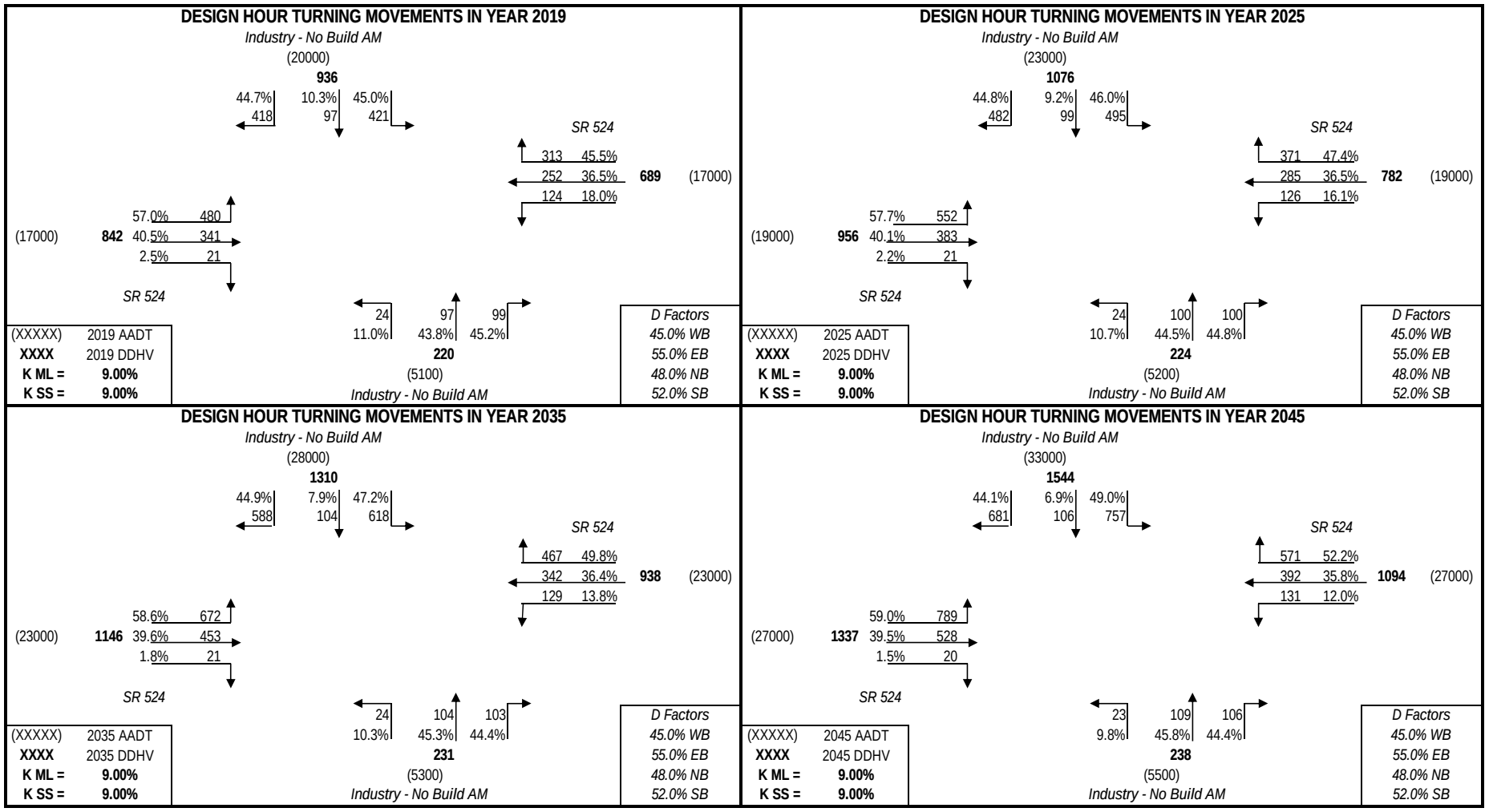
Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Industry - No Build AM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Precious Blvd - No Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	25.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	5600	6800	930	0	13330
2045	9600	12000	1000	0	22600

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	2.1%	4
(EB THRU)	*West-to-East*	97.9%	189
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	79.8%	253
(WB RT)	*East-to-North*	20.2%	64
(SB LT)	*North-to-East*	94.1%	32
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	5.9%	2
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 5.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

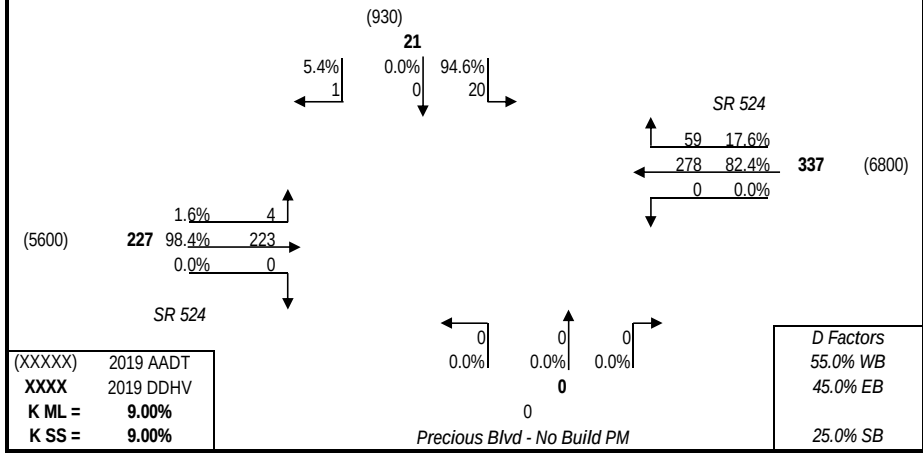
FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Precious Blvd - No Build PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Precious Blvd - No Build PM

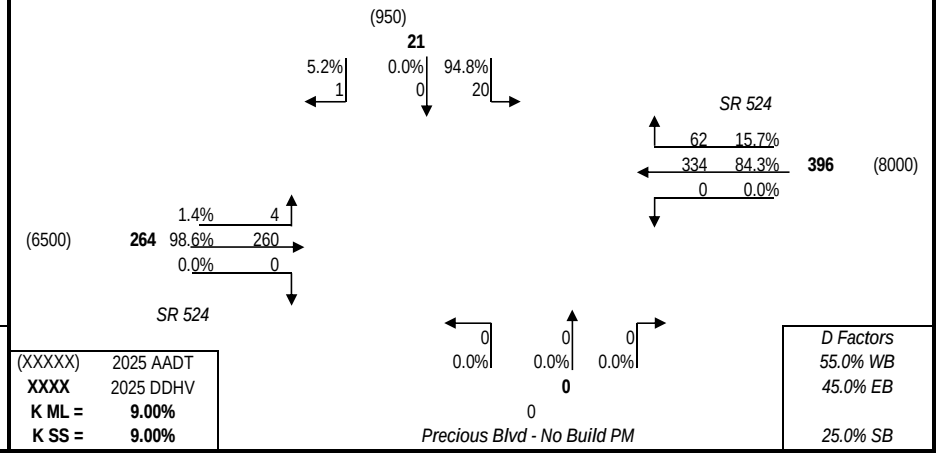


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
25.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Precious Blvd - No Build PM

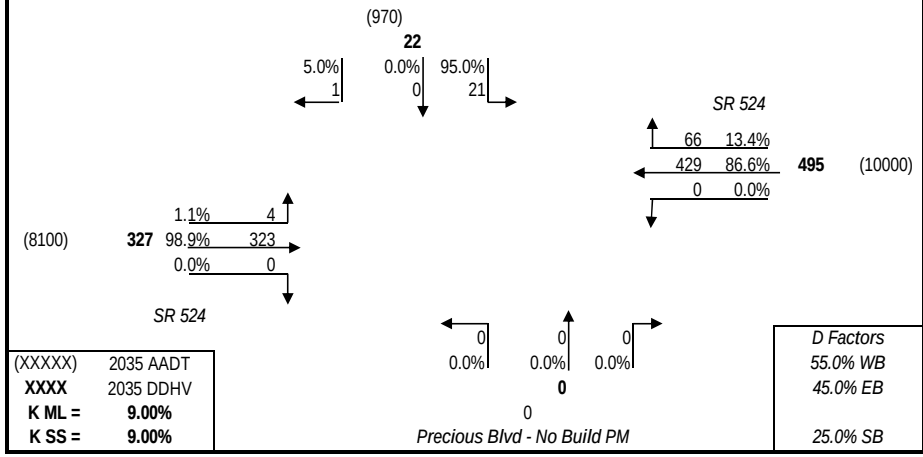


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
25.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Precious Blvd - No Build PM

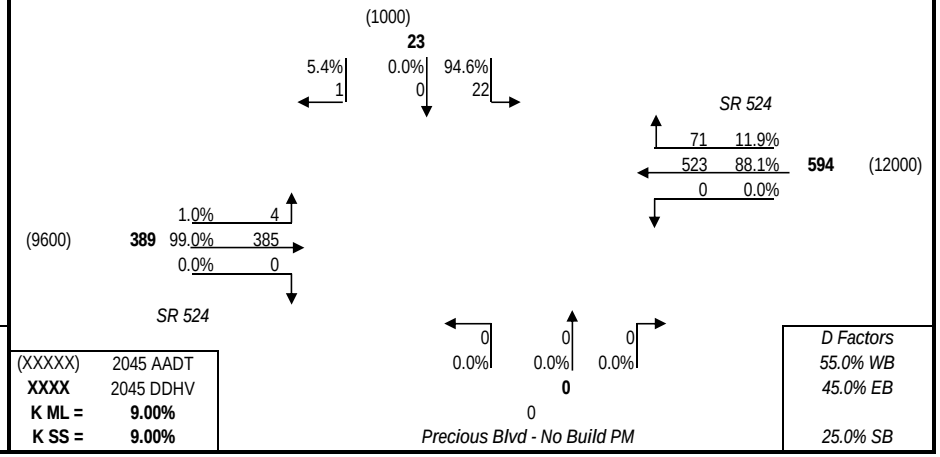


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
25.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Precious Blvd - No Build PM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
25.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: W. Friday Rd - No Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	35.0%
Southbound (SB)	65.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	6800	9400	940	1700	18840
2045	12000	16000	1000	4000	33000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.9%	2
(EB THRU)	*West-to-East*	96.5%	222
(EB RT)	*West-to-South*	2.6%	6
(WB LT)	*East-to-South*	21.1%	98
(WB THRU)	*East-to-West*	66.0%	306
(WB RT)	*East-to-North*	12.9%	60
(SB LT)	*North-to-East*	88.9%	24
(SB THRU)	*North-to-South*	7.4%	2
(SB RT)	*North-to-West*	3.7%	1
(NB LT)	*South-to-West*	13.2%	10
(NB THRU)	*South-to-North*	3.9%	3
(NB RT)	*South-to-East*	82.9%	63

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

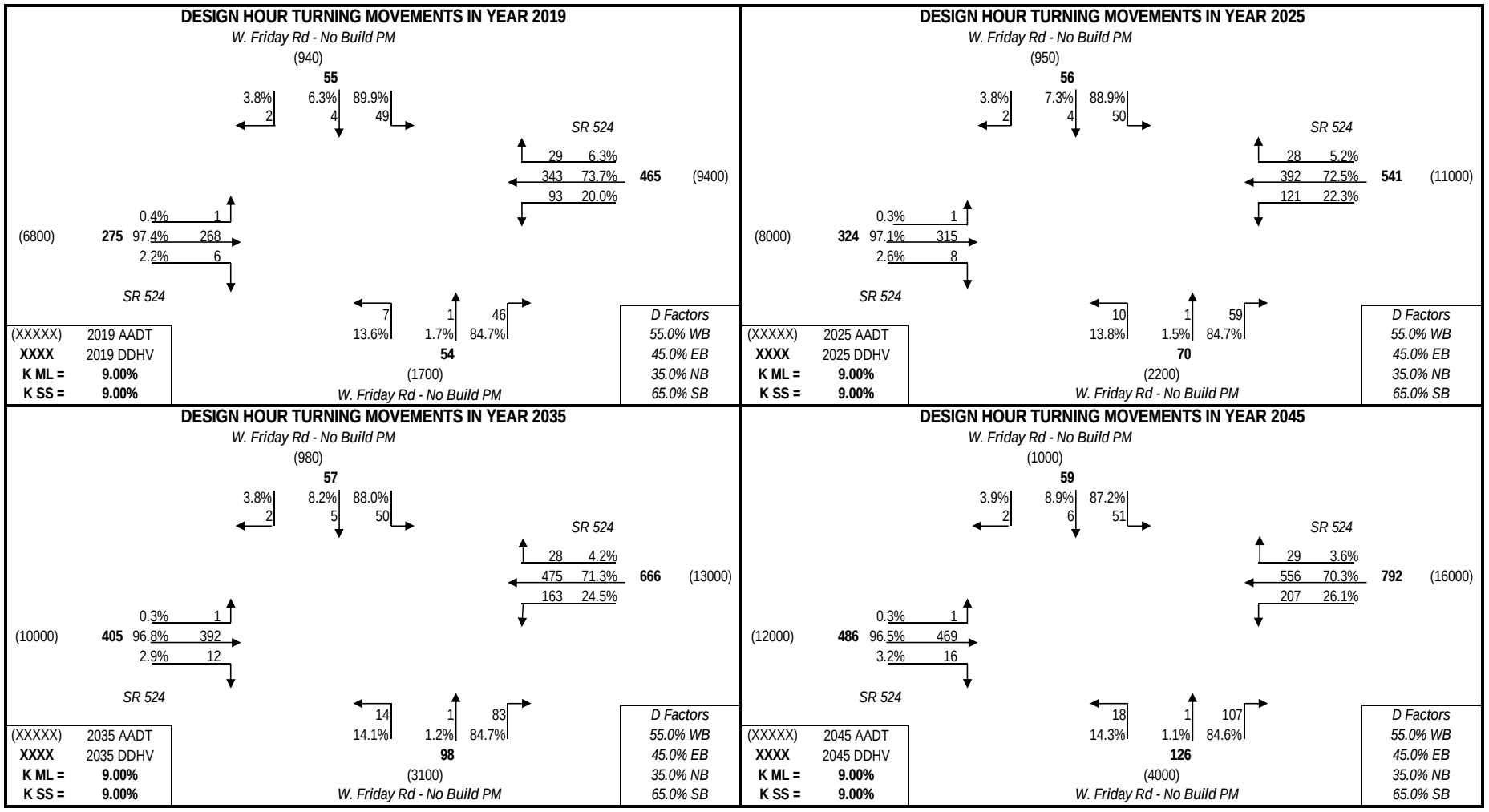
Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT W. Friday Rd - No Build PM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: I-95 - No Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	55.0%
Southbound (SB)	45.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	9400	18000	5400	10700	43500
2045	16000	31000	16800	21000	84800

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	18.1%	56
(EB THRU)	*West-to-East*	46.9%	145
(EB RT)	*West-to-South*	35.0%	108
(WB LT)	*East-to-South*	44.6%	258
(WB THRU)	*East-to-West*	36.4%	211
(WB RT)	*East-to-North*	19.0%	110
(SB LT)	*North-to-East*	61.1%	113
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	38.9%	72
(NB LT)	*South-to-West*	34.2%	181
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	65.8%	349

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

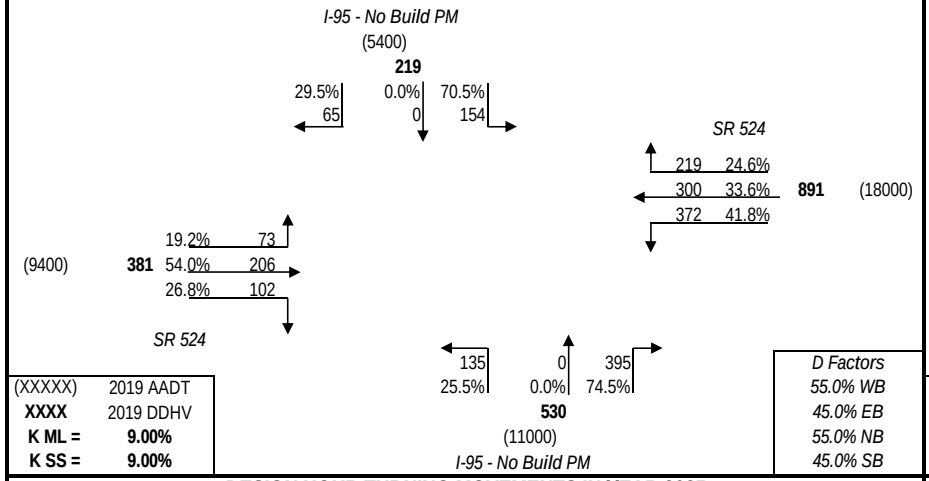
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT I-95 - No Build PM

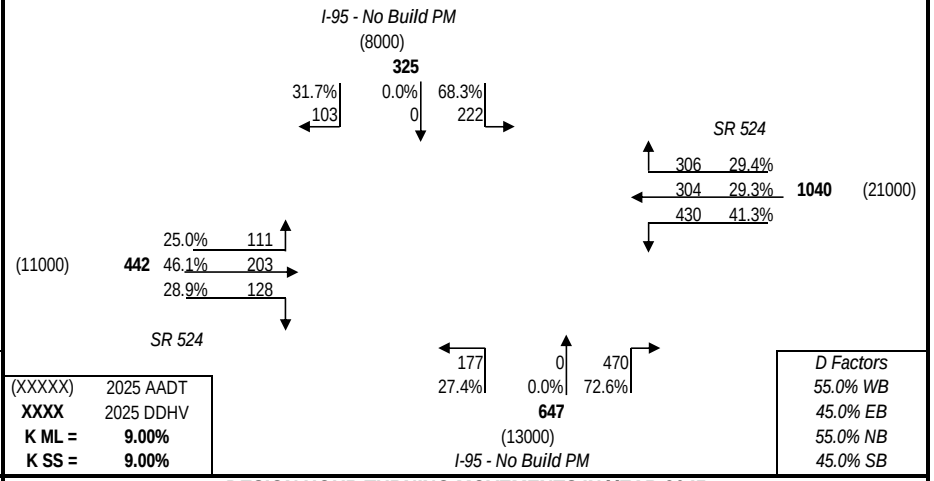
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
55.0% NB	
45.0% SB	

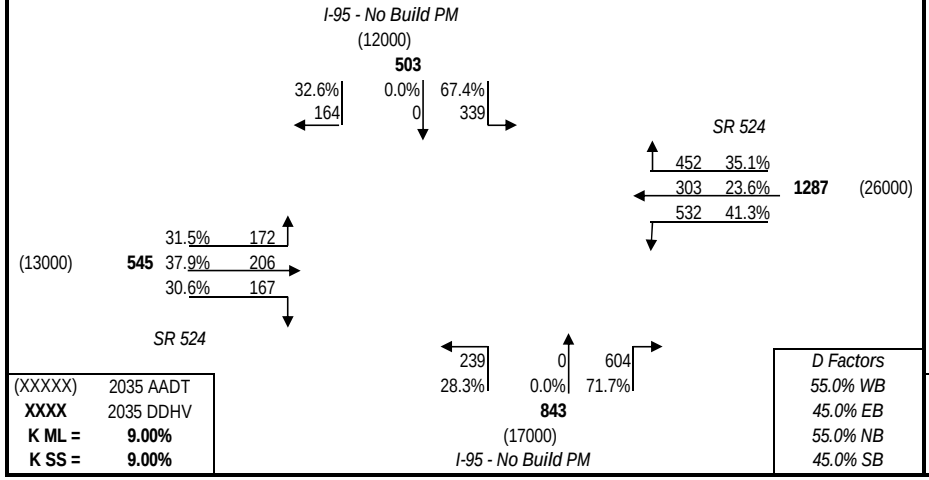
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
55.0% NB	
45.0% SB	

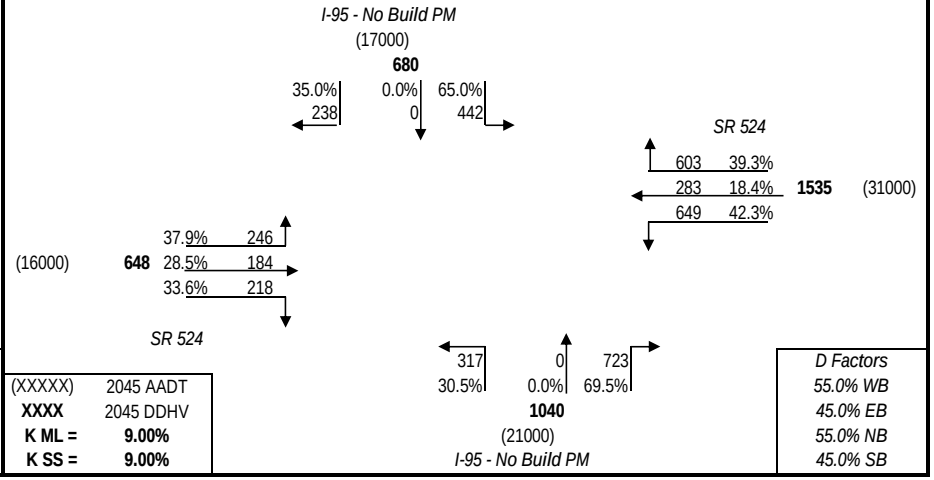
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
55.0% NB	
45.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
55.0% NB	
45.0% SB	

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: E. Friday Rd - No Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
( ) Yes
(●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	60.0%
Southbound (SB)	40.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
(●) Yes
( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Side Street Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	18000	10000	2900	5400	36300
2045	25800	17000	3100	5800	51700

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	21.7%	132
(EB THRU)	*West-to-East*	56.6%	343
(EB RT)	*West-to-South*	21.7%	132
(WB LT)	*East-to-South*	8.5%	42
(WB THRU)	*East-to-West*	81.6%	403
(WB RT)	*East-to-North*	9.9%	49
(SB LT)	*North-to-East*	42.2%	38
(SB THRU)	*North-to-South*	8.9%	8
(SB RT)	*North-to-West*	48.9%	44
(NB LT)	*South-to-West*	72.5%	132
(NB THRU)	*South-to-North*	3.9%	7
(NB RT)	*South-to-East*	23.6%	43

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

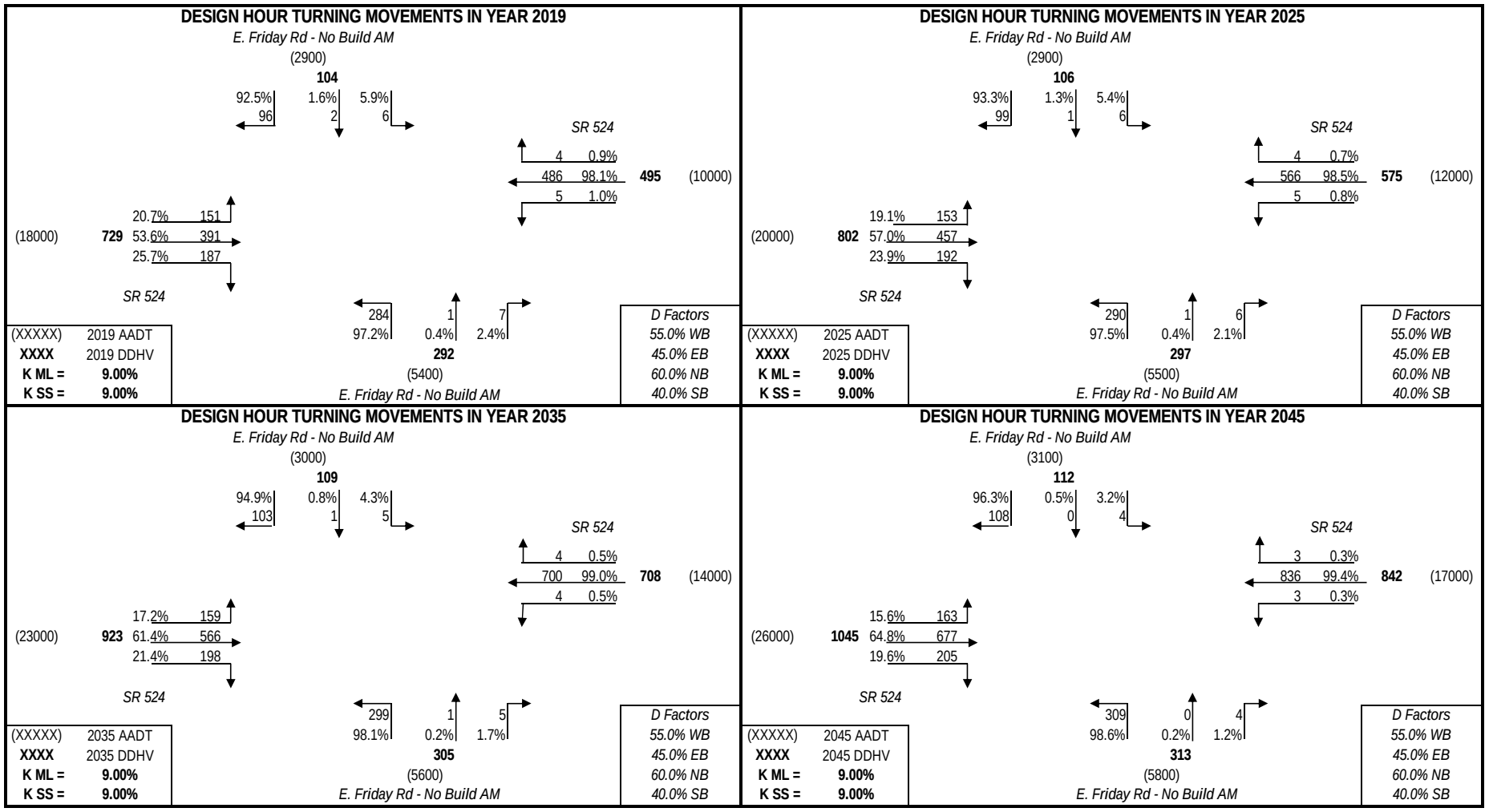
Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT E. Friday Rd - No Build AM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Walmart - No Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? (Enter Yes or No) — Yes / **No**

Is this a 4 way intersection?
- Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- EB, WB, and SB
- **EB, WB, and NB**
- EB, SB, and NB
- WB, SB, and NB

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	68.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) — **Yes** / No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function: **Linear** / Exponential / Decaying

Side Street Growth Function: **Linear** / Exponential / Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	10000	10000	0	1000	21000
2045	17000	17000	0	4500	38500

First Guess Turning % Option Used: Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**	
(EB LT)	*West-to-North*	0.0%	0	Existing Year AADTs
(EB THRU)	*West-to-East*	97.0%	424	
(EB RT)	*West-to-South*	3.0%	13	
(WB LT)	*East-to-South*	0.4%	2	
(WB THRU)	*East-to-West*	99.6%	486	
(WB RT)	*East-to-North*	0.0%	0	Existing Turning Movement Counts
(SB LT)	*North-to-East*	0.0%	0	
(SB THRU)	*North-to-South*	0.0%	0	
(SB RT)	*North-to-West*	0.0%	0	
(NB LT)	*South-to-West*	82.6%	19	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	0.0%	0	
(NB RT)	*South-to-East*	17.4%	4	

Desired Closure: 1.00

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

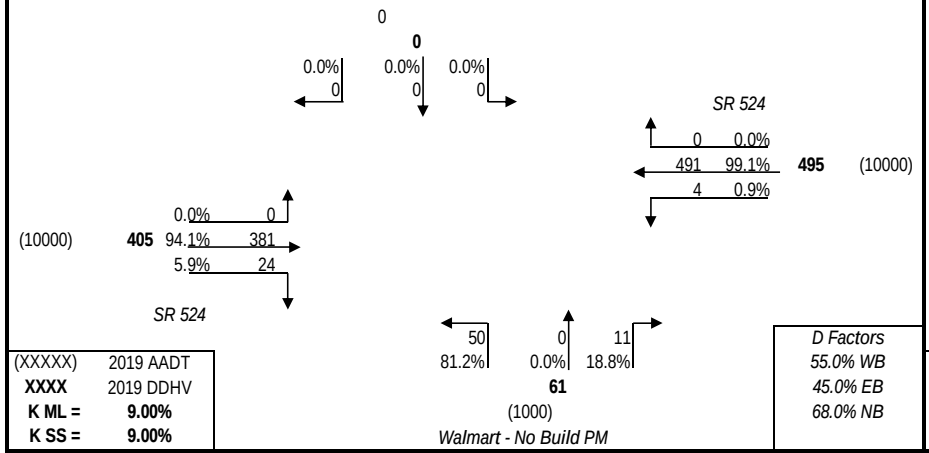
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Walmart - No Build PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Walmart - No Build PM

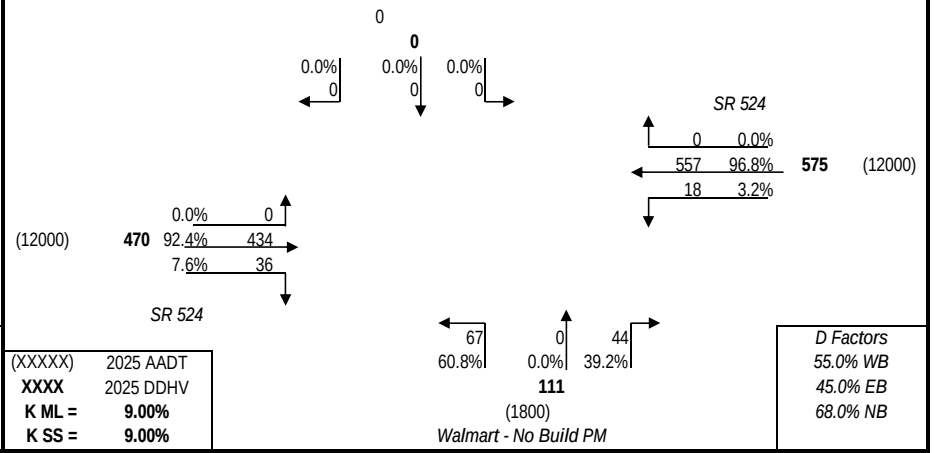


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
68.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Walmart - No Build PM

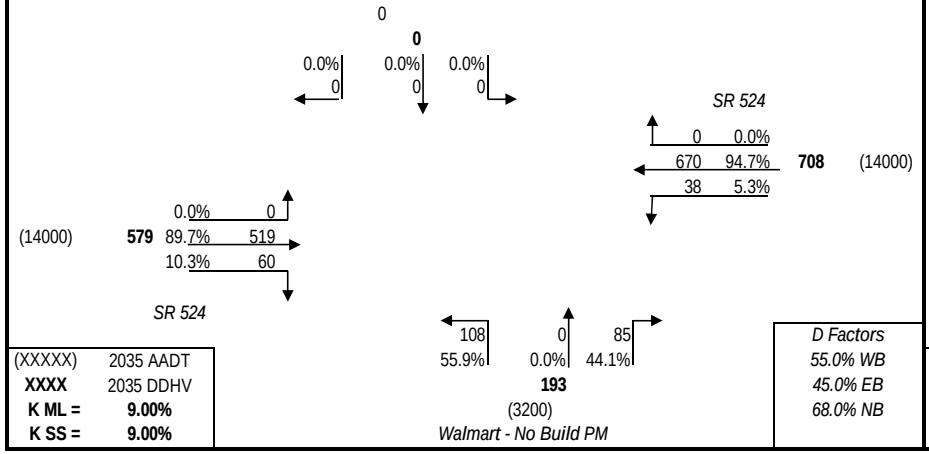


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
68.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Walmart - No Build PM

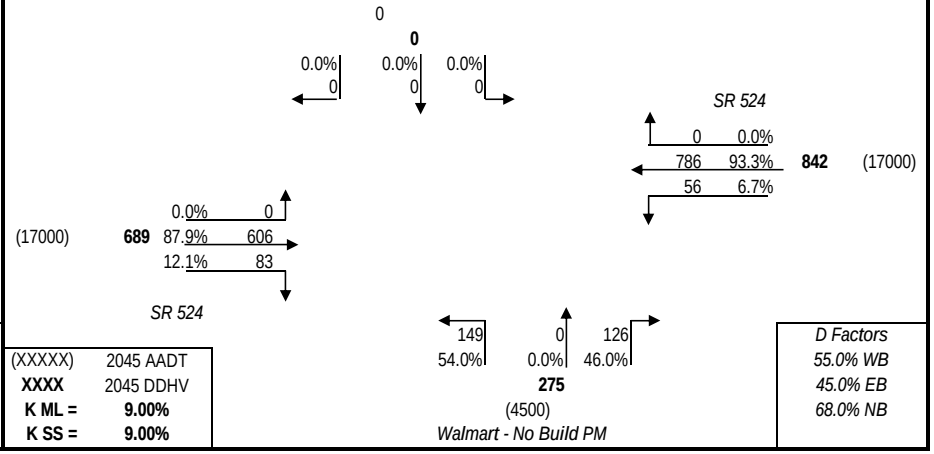


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
68.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Walmart - No Build PM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
68.0% NB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Cox Rd - No Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No: ○ Yes ◉ No

Is this a 4 way intersection?
◉ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
○ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
Side street	
Northbound (NB)	66.0%
Southbound (SB)	34.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	10000	13000	2500	4400	29900
2045	17000	20000	3800	8000	48800

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**	
(EB LT)	*West-to-North*	7.0%	29	Existing Year AADTs
(EB THRU)	*West-to-East*	88.7%	368	
(EB RT)	*West-to-South*	4.3%	18	
(WB LT)	*East-to-South*	19.1%	109	
(WB THRU)	*East-to-West*	68.3%	391	
(WB RT)	*East-to-North*	12.6%	72	Existing Turning Movement Counts
(SB LT)	*North-to-East*	36.0%	31	
(SB THRU)	*North-to-South*	34.9%	30	
(SB RT)	*North-to-West*	29.1%	25	
(NB LT)	*South-to-West*	24.5%	45	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	2.1%	4	
(NB RT)	*South-to-East*	73.4%	135	

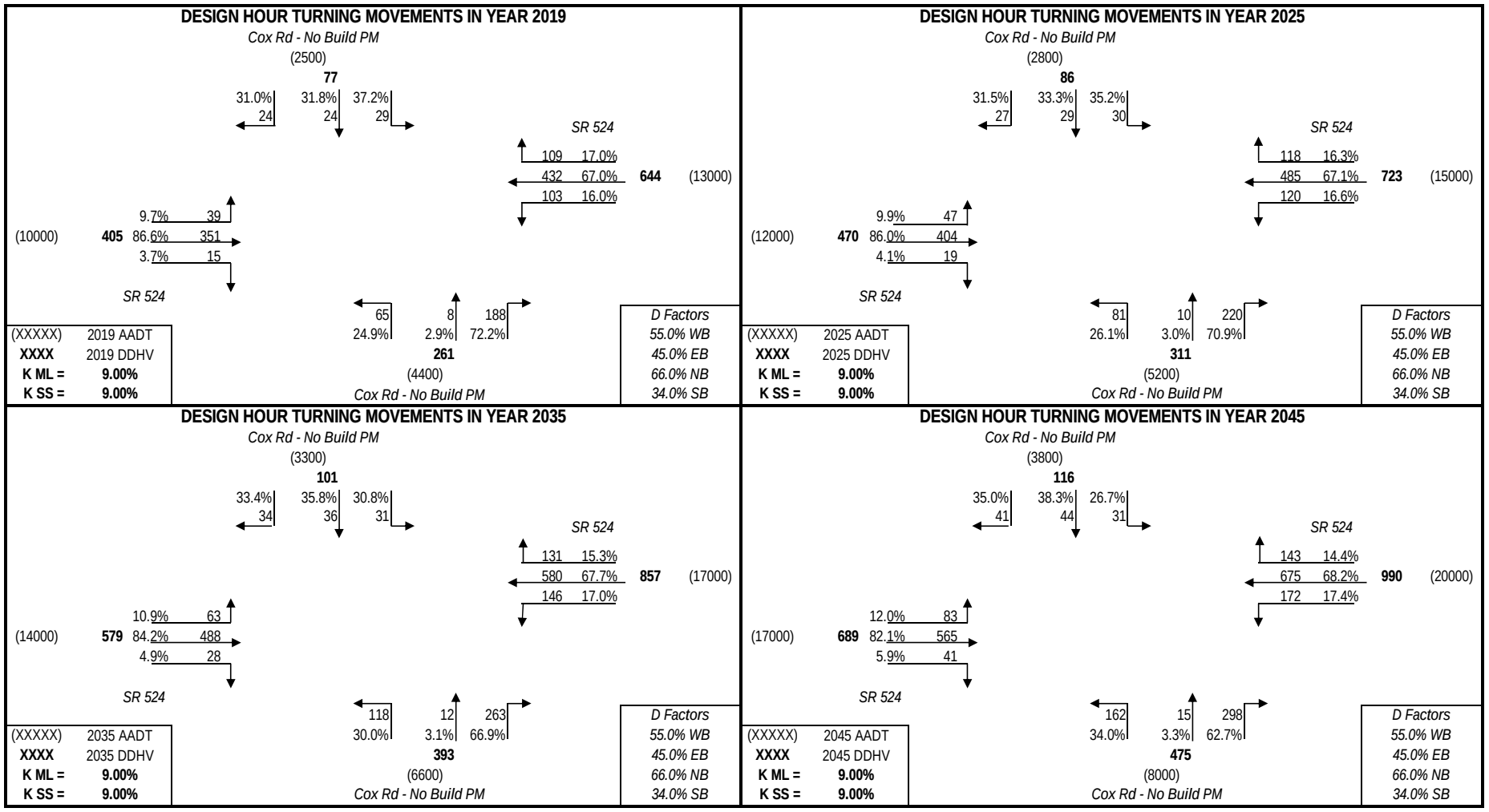
Desired Closure: 1.00

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Cox Rd - No Build PM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Pinyon Dr - No Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No: ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
◉ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
Side street	
Northbound (NB)	0.0%
Southbound (SB)	29.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	13000	14000	370	0	27370
2045	22000	22000	400	0	44400

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.6%	3
(EB THRU)	*West-to-East*	99.4%	531
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	97.3%	571
(WB RT)	*East-to-North*	2.7%	16
(SB LT)	*North-to-East*	90.0%	9
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	10.0%	1
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

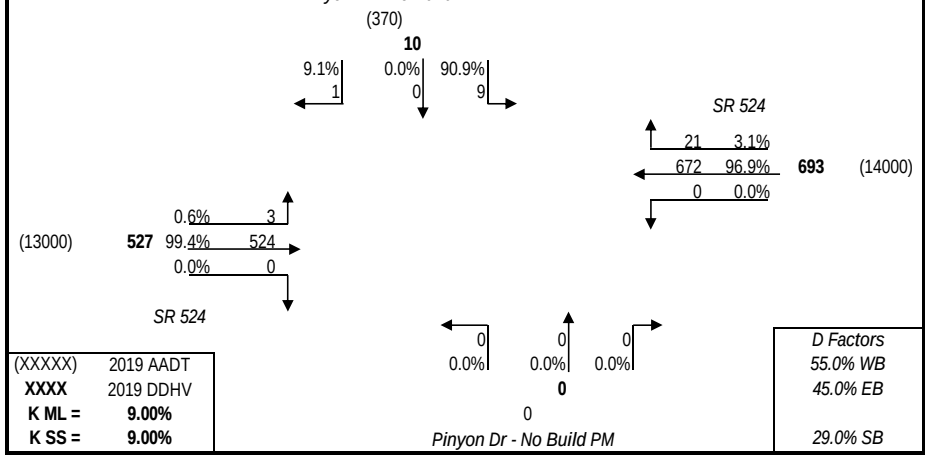
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Pinyon Dr - No Build PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Pinyon Dr - No Build PM

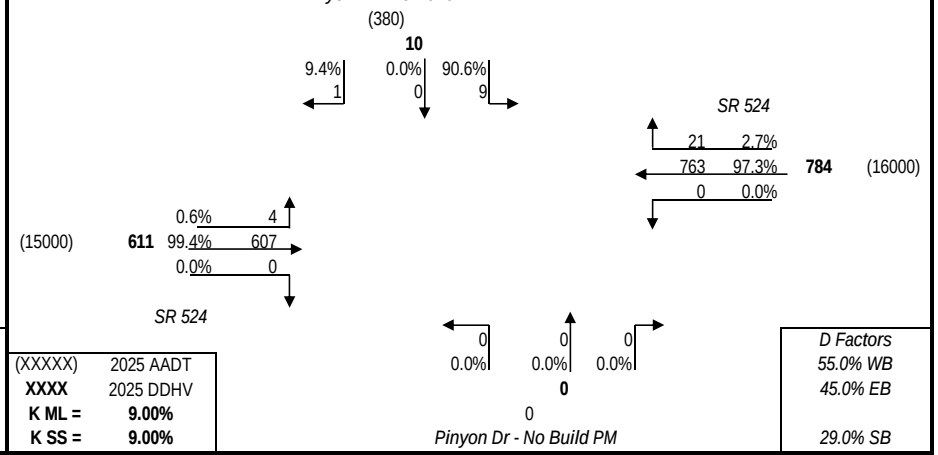


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
29.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Pinyon Dr - No Build PM

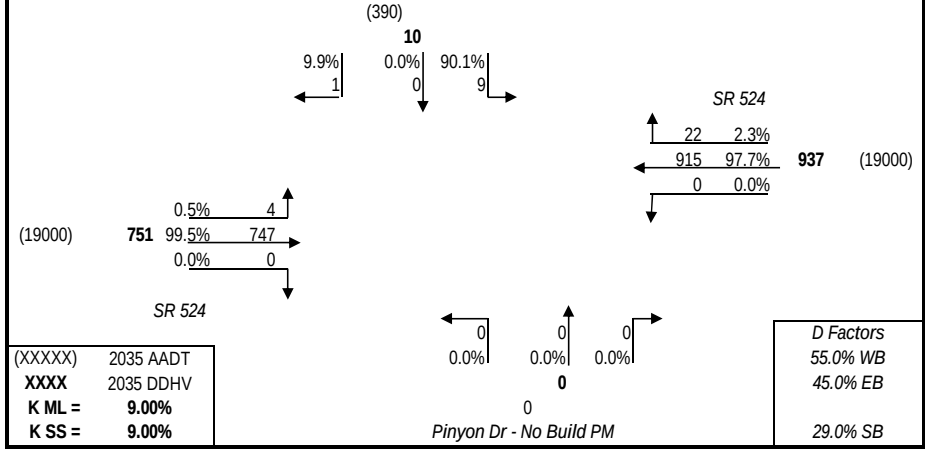


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
29.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Pinyon Dr - No Build PM

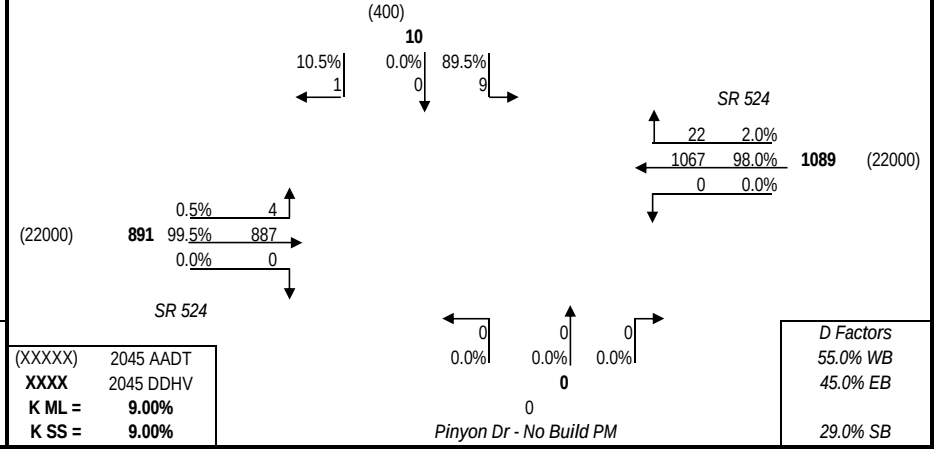


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
29.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Pinyon Dr - No Build PM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
29.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Westminster Dr- No Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No — ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
◉ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	27.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No — ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	13000	14000	1600	0	28600
2045	20000	21600	1700	0	43300

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	6.7%	36
(EB THRU)	*West-to-East*	93.3%	504
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	90.2%	571
(WB RT)	*East-to-North*	9.8%	62
(SB LT)	*North-to-East*	65.4%	34
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	34.6%	18
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

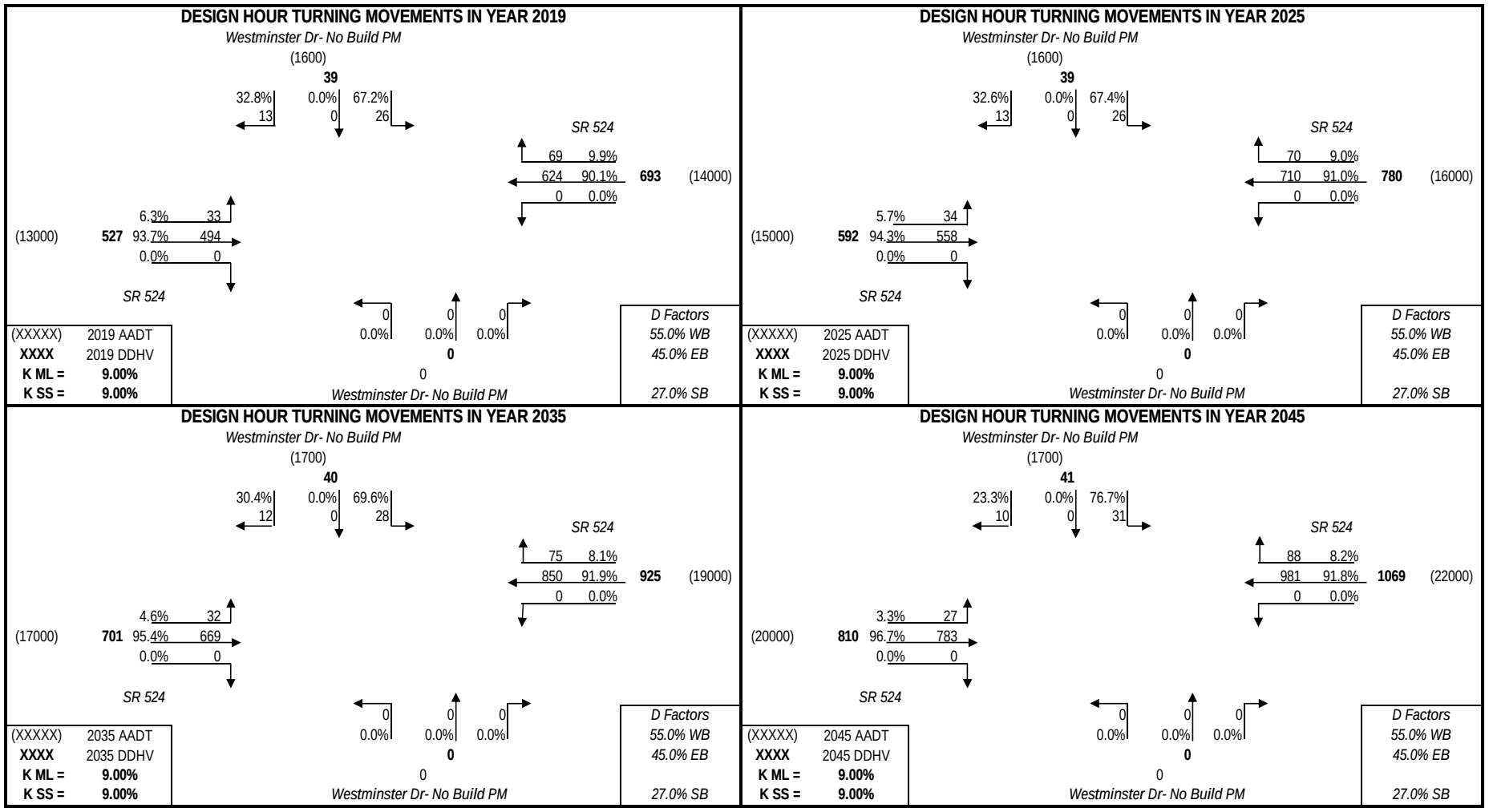
First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Westminster Dr- No Build PM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Lance Blvd - No Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No: ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
◉ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	35.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	14000	15000	1100	0	30100
2045	22000	23000	1200	0	46200

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	2.6%	14
(EB THRU)	*West-to-East*	97.4%	526
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	94.0%	626
(WB RT)	*East-to-North*	6.0%	40
(SB LT)	*North-to-East*	80.4%	37
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	19.6%	9
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

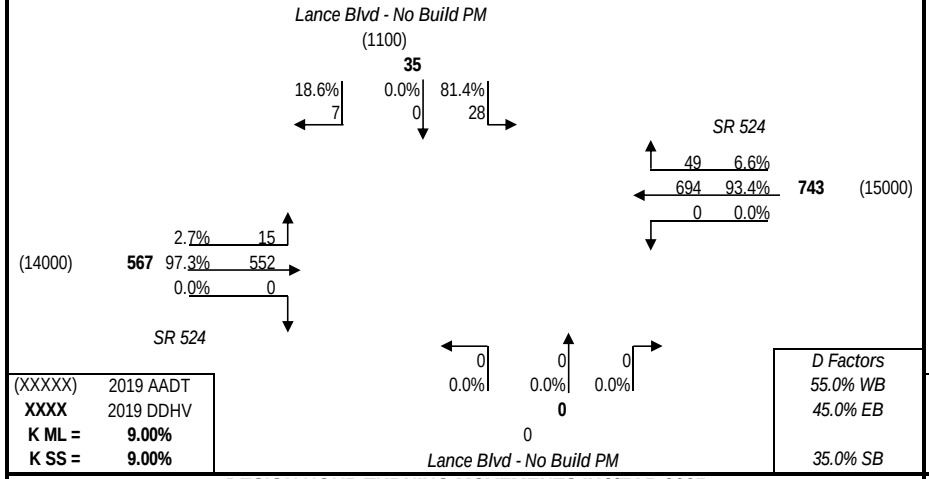
FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Lance Blvd - No Build PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Lance Blvd - No Build PM

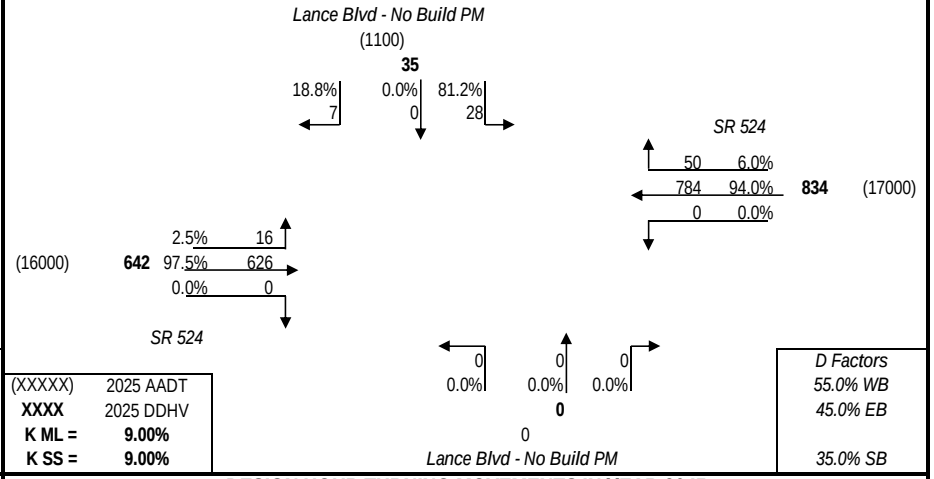


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
35.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Lance Blvd - No Build PM

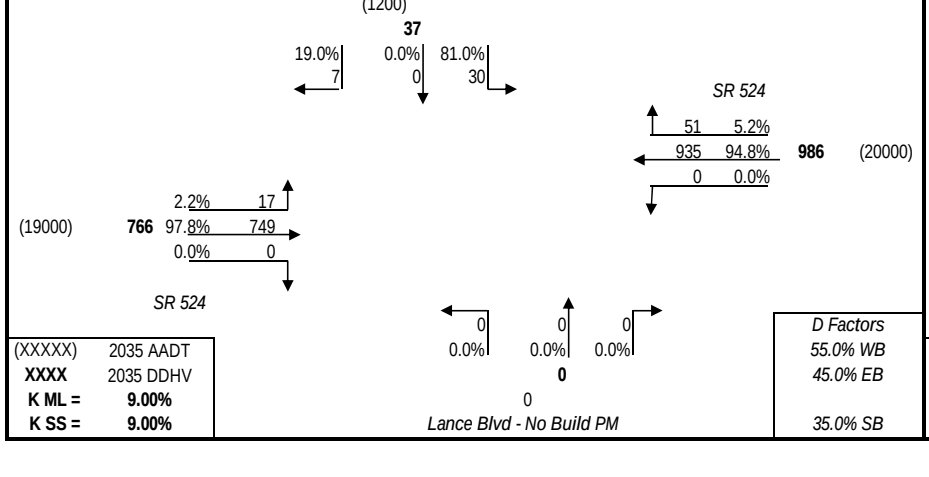


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
35.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Lance Blvd - No Build PM

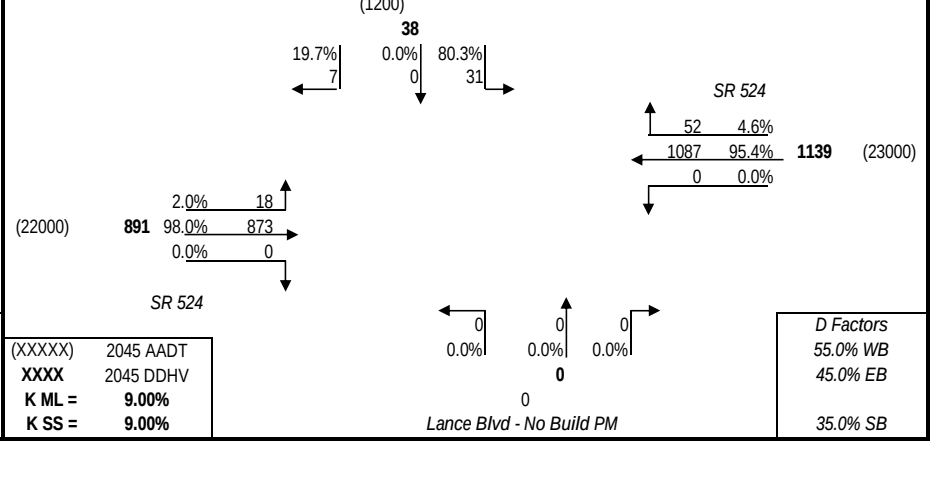


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
35.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Lance Blvd - No Build PM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
35.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: London Blvd - No Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No: ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
◉ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
Side street	
Northbound (NB)	0.0%
Southbound (SB)	32.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	15000	16000	2300	0	33300
2045	23000	25000	2500	0	50500

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	3.8%	22
(EB THRU)	*West-to-East*	96.2%	556
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	86.4%	642
(WB RT)	*East-to-North*	13.6%	101
(SB LT)	*North-to-East*	87.2%	68
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	12.8%	10
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

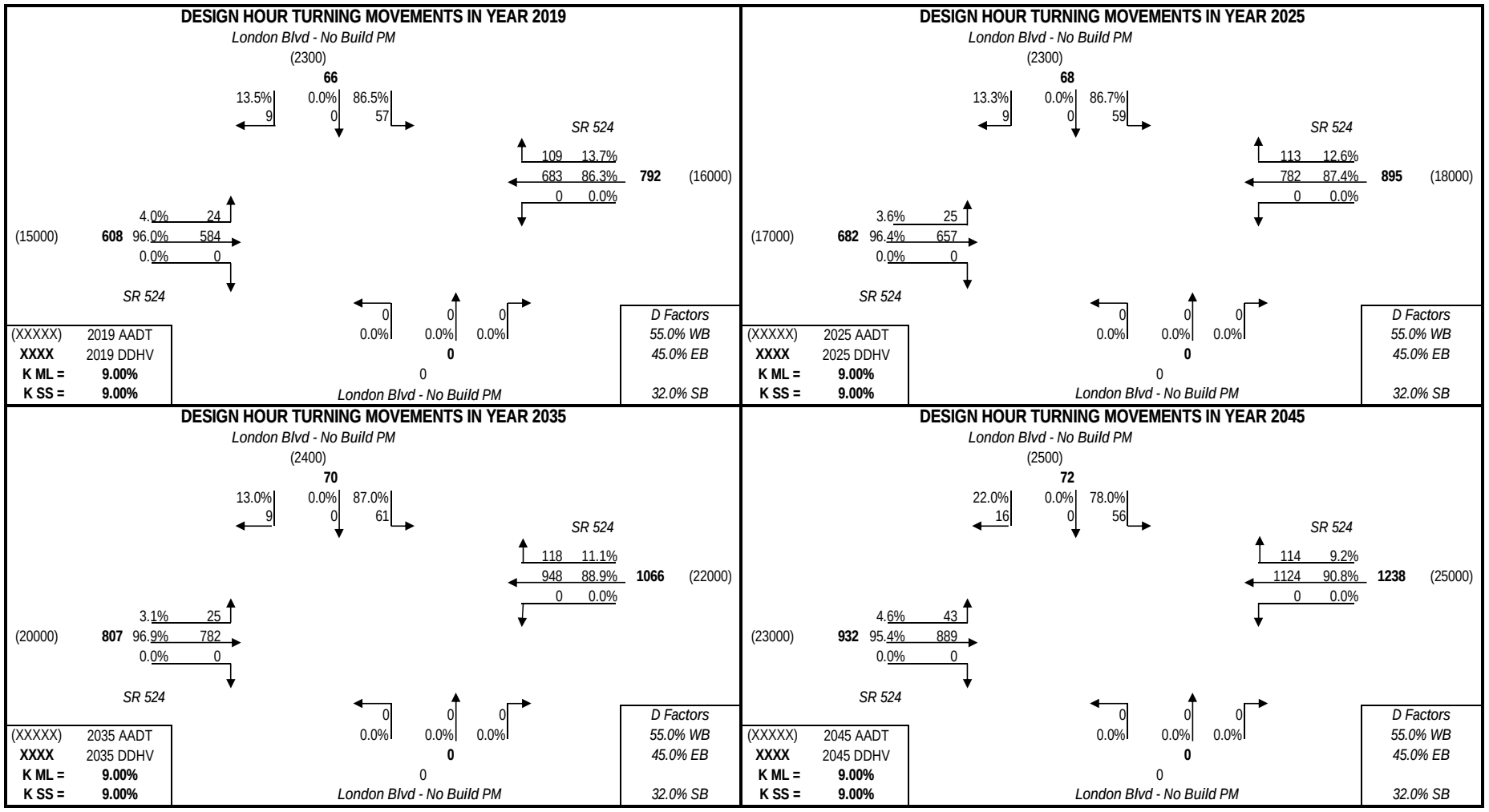
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT London Blvd - No Build PM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Coventry Ct - No Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	25.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	16000	17000	1100	0	34100
2045	25000	26000	1200	0	52200

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.8%	5
(EB THRU)	*West-to-East*	99.2%	622
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	94.8%	736
(WB RT)	*East-to-North*	5.2%	40
(SB LT)	*North-to-East*	66.7%	14
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	33.3%	7
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

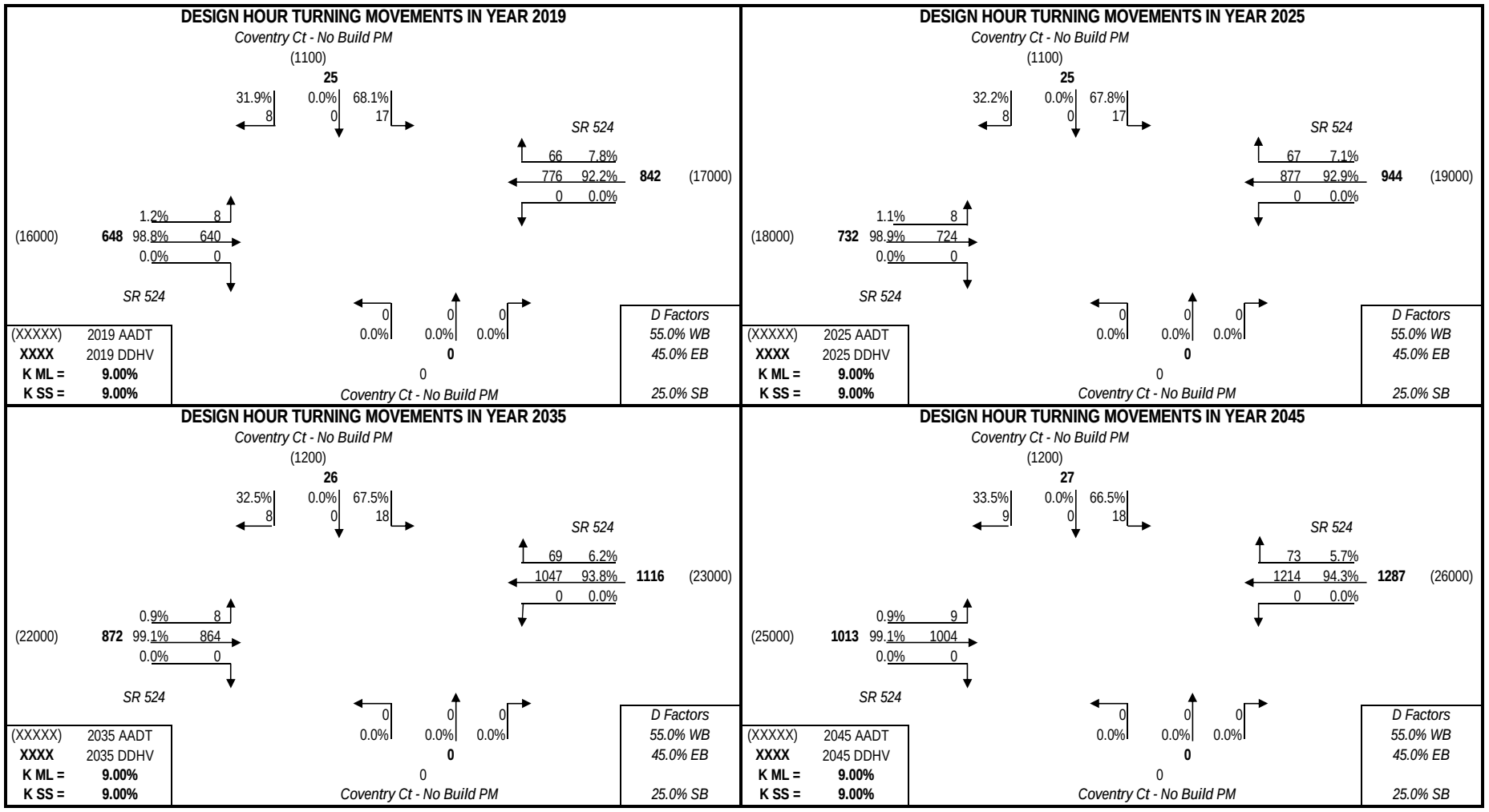
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Coventry Ct - No Build PM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Shopping Center- No Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	69.0%
Southbound (SB)	31.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	16000	17000	1500	2100	36600
2045	25000	27000	1600	2200	55800

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**	
(EB LT)	*West-to-North*	2.7%	17	Existing Year AADTs
(EB THRU)	*West-to-East*	89.3%	568	
(EB RT)	*West-to-South*	8.0%	51	
(WB LT)	*East-to-South*	3.0%	20	
(WB THRU)	*East-to-West*	96.5%	638	
(WB RT)	*East-to-North*	0.5%	3	Existing Turning Movement Counts
(SB LT)	*North-to-East*	68.8%	55	
(SB THRU)	*North-to-South*	1.2%	1	
(SB RT)	*North-to-West*	30.0%	24	
(NB LT)	*South-to-West*	87.0%	114	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	6.1%	8	
(NB RT)	*South-to-East*	6.9%	9	

Desired Closure: 1.00

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

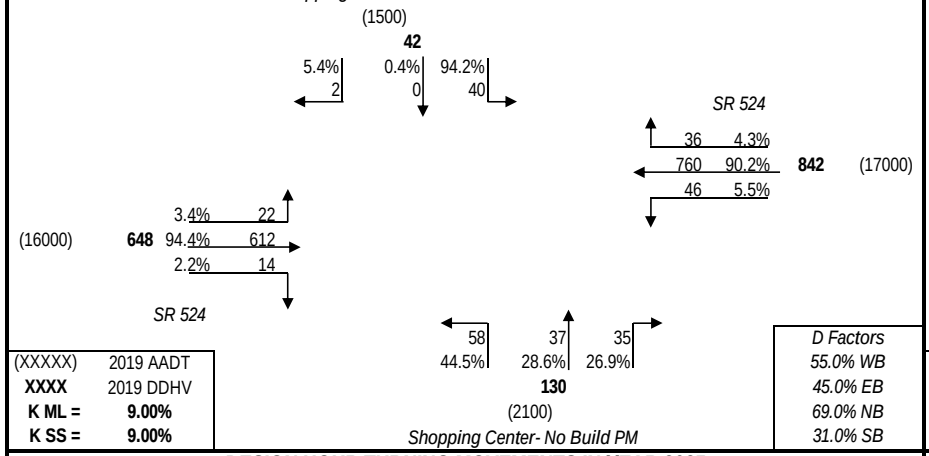
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Shopping Center- No Build PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Shopping Center- No Build PM

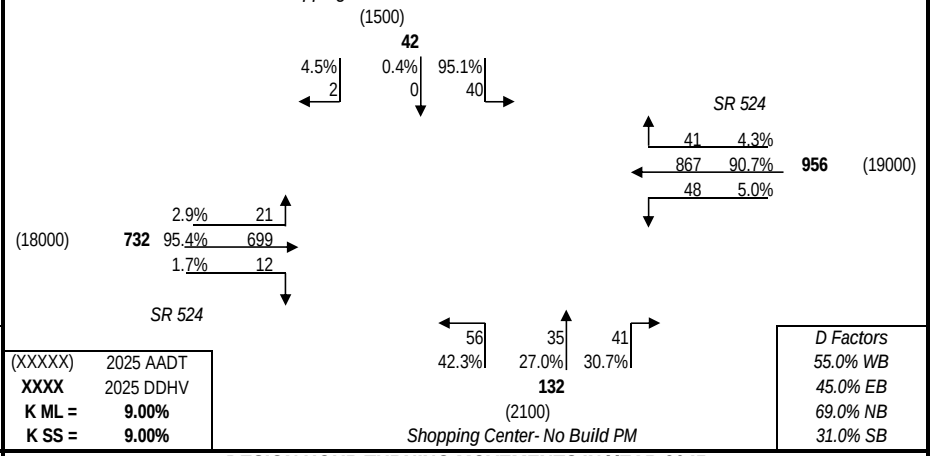


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
69.0% NB	
31.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Shopping Center- No Build PM

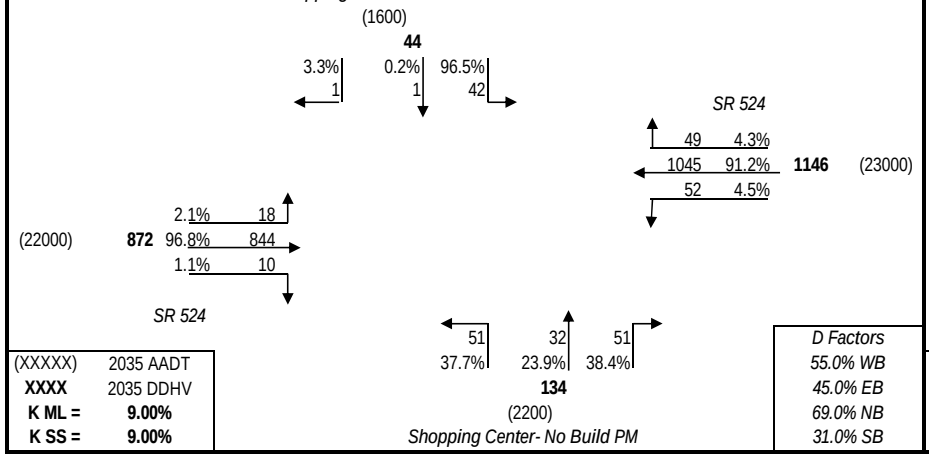


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
69.0% NB	
31.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Shopping Center- No Build PM

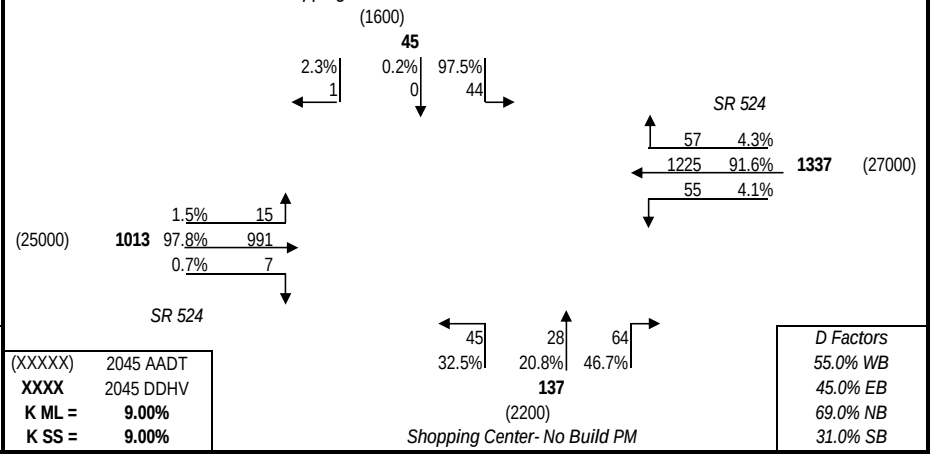


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
69.0% NB	
31.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Shopping Center- No Build PM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
69.0% NB	
31.0% SB	

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Industry - No Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	52.0%
Southbound (SB)	48.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	17000	17000	20000	5100	59100
2045	27000	27000	33000	5500	92500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	54.0%	335
(EB THRU)	*West-to-East*	43.3%	268
(EB RT)	*West-to-South*	2.7%	17
(WB LT)	*East-to-South*	15.9%	141
(WB THRU)	*East-to-West*	33.7%	298
(WB RT)	*East-to-North*	50.4%	446
(SB LT)	*North-to-East*	42.8%	366
(SB THRU)	*North-to-South*	13.9%	119
(SB RT)	*North-to-West*	43.3%	370
(NB LT)	*South-to-West*	14.6%	35
(NB THRU)	*South-to-North*	41.5%	99
(NB RT)	*South-to-East*	43.9%	105

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

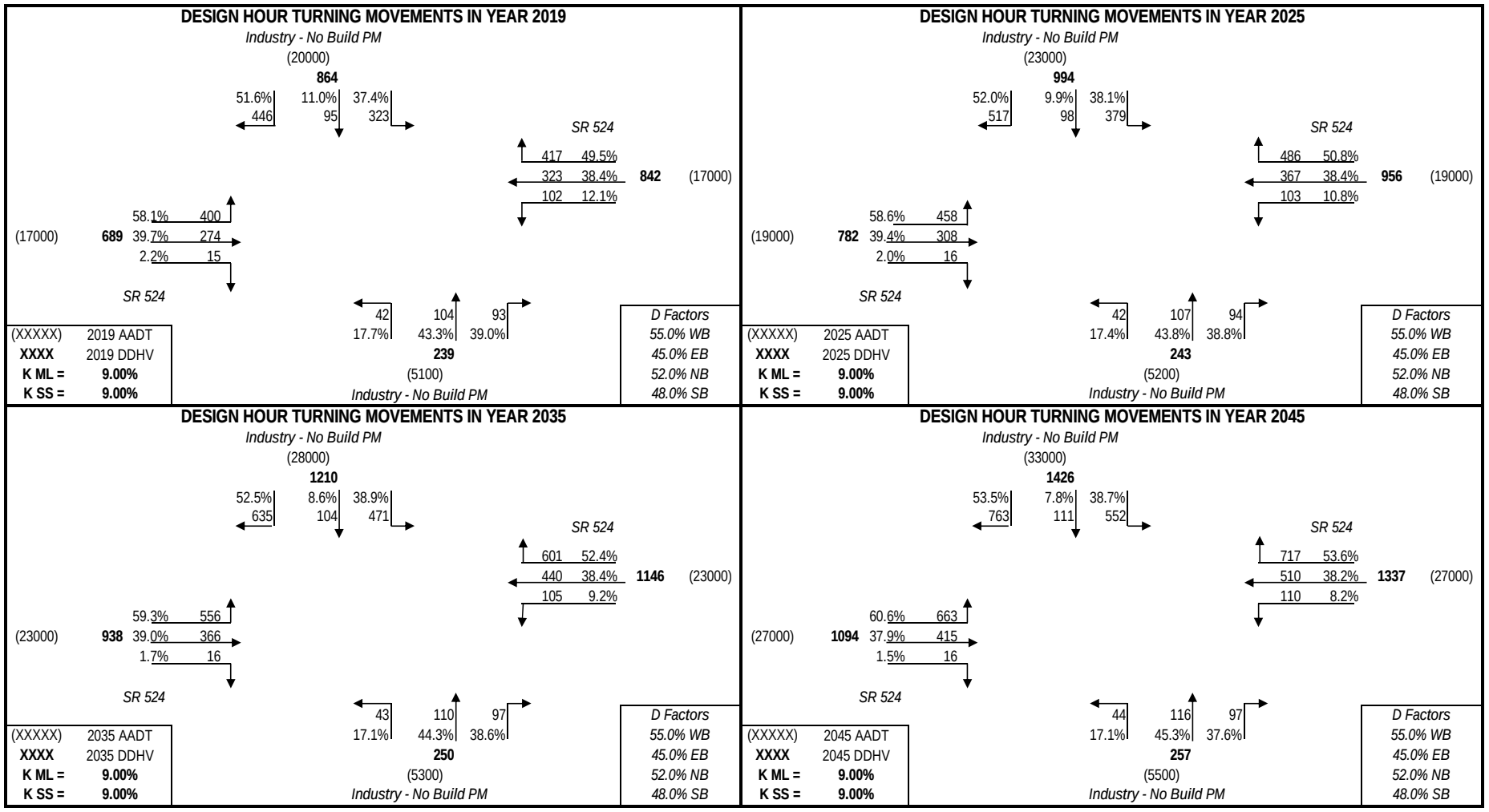
Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Industry - No Build PM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Precious Blvd - Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	75.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	5600	6800	930	0	13330
2045	12000	15000	1000	0	28000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.3%	1
(EB THRU)	*West-to-East*	99.7%	326
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	92.2%	142
(WB RT)	*East-to-North*	7.8%	12
(SB LT)	*North-to-East*	96.8%	60
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	3.2%	2
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 5.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

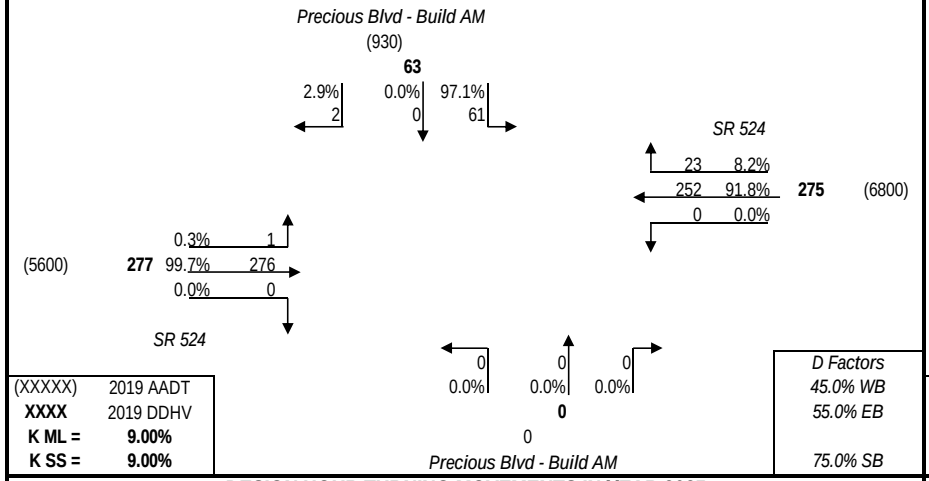
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

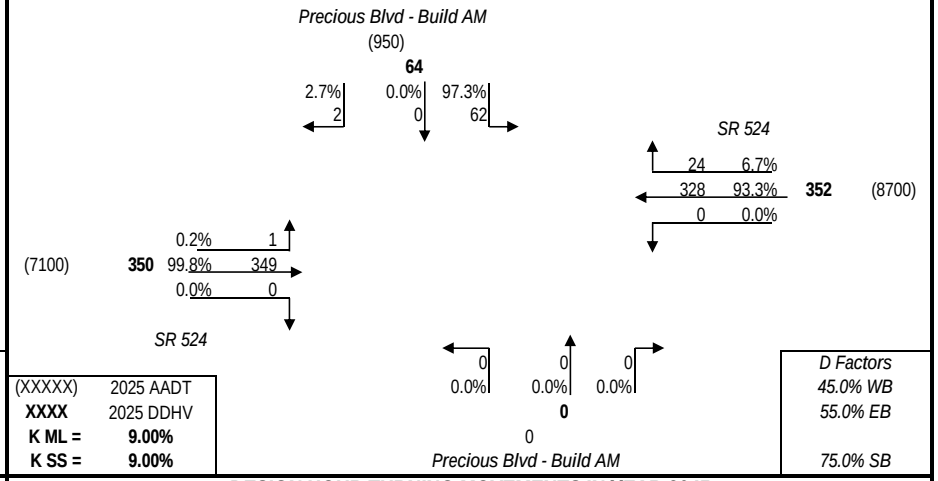
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Precious Blvd - Build AM

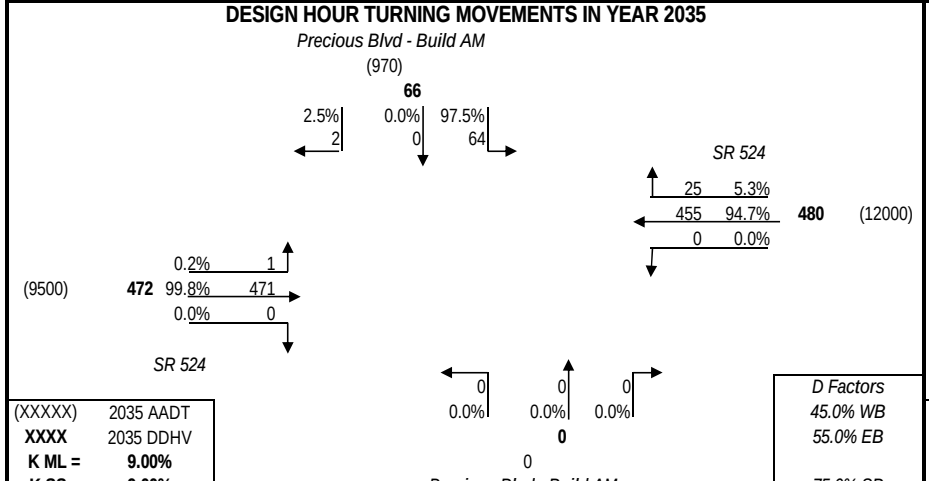
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



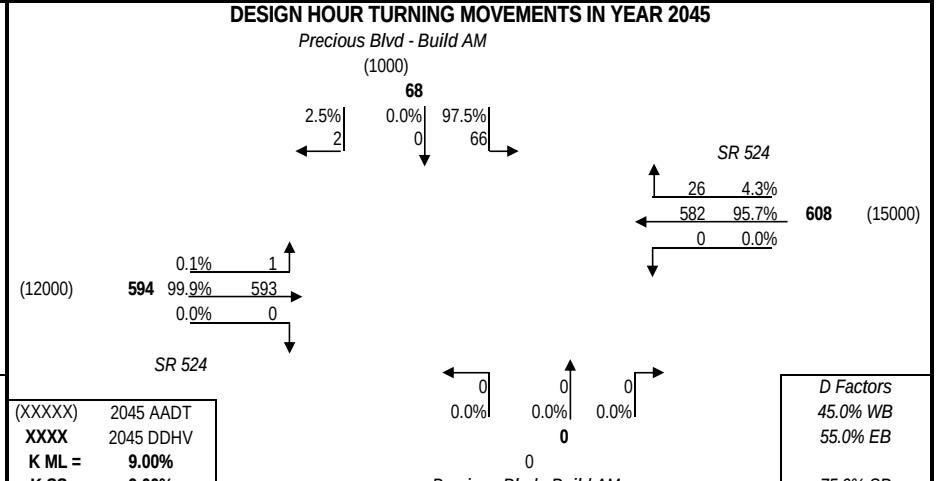
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: W. Friday Rd - Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No: ( ) Yes (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	65.0%
Southbound (SB)	35.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: (●) Yes ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Side Street Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	6800	9400	940	1700	18840
2045	15000	20000	1000	5900	41900

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.3%	1
(EB THRU)	*West-to-East*	98.7%	383
(EB RT)	*West-to-South*	1.0%	4
(WB LT)	*East-to-South*	23.8%	49
(WB THRU)	*East-to-West*	73.3%	151
(WB RT)	*East-to-North*	2.9%	6
(SB LT)	*North-to-East*	82.4%	28
(SB THRU)	*North-to-South*	2.9%	1
(SB RT)	*North-to-West*	14.7%	5
(NB LT)	*South-to-West*	3.6%	2
(NB THRU)	*South-to-North*	1.9%	1
(NB RT)	*South-to-East*	94.5%	52

Desired Closure: 1.00

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

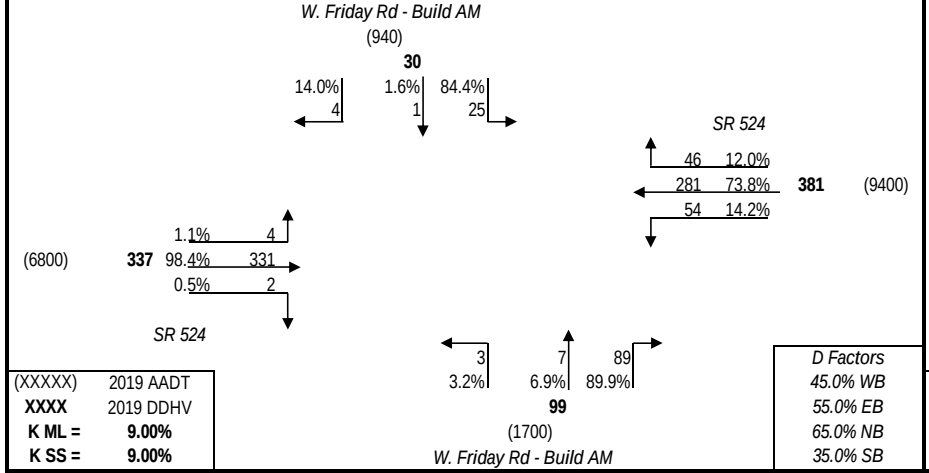
FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT W. Friday Rd - Build AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

W. Friday Rd - Build AM

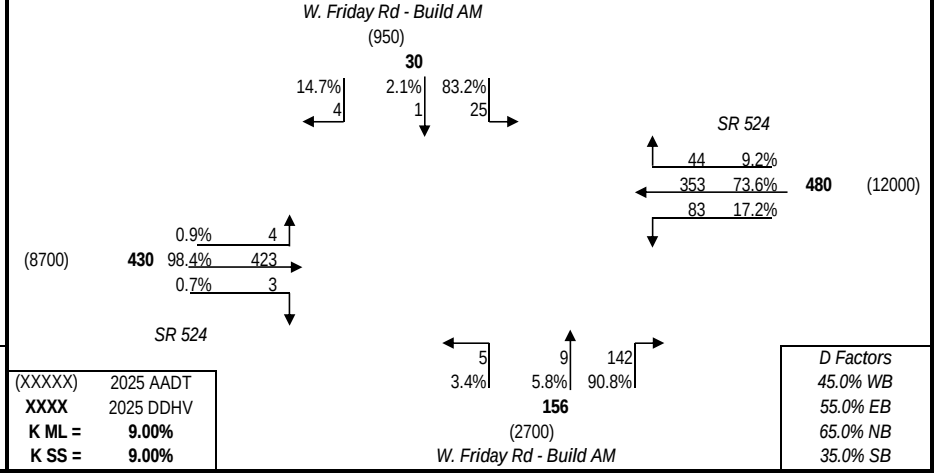


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
65.0% NB	
35.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

W. Friday Rd - Build AM

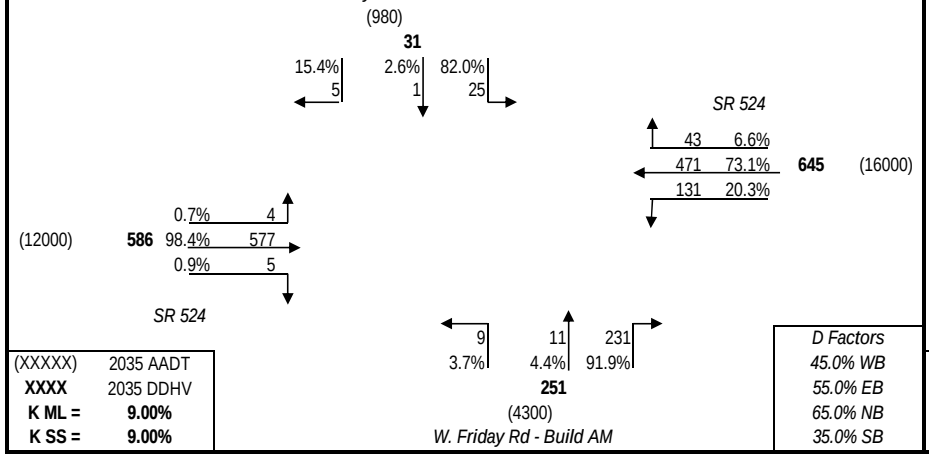


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
65.0% NB	
35.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

W. Friday Rd - Build AM

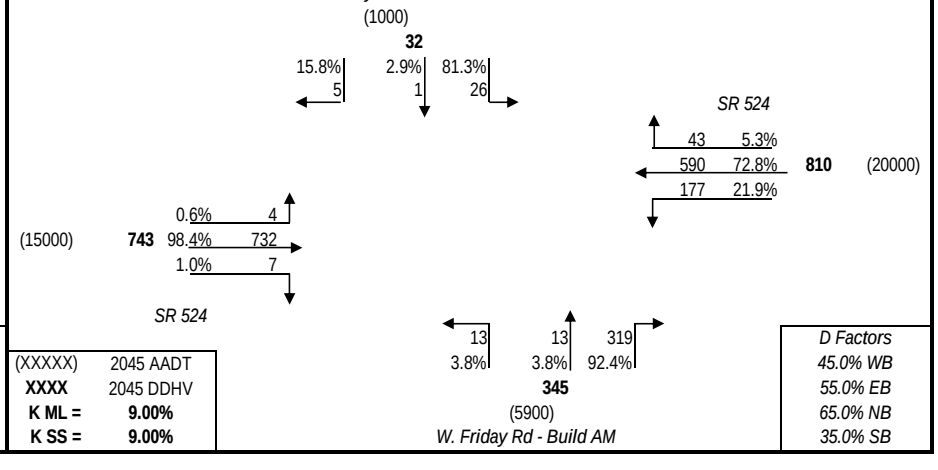


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
65.0% NB	
35.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

W. Friday Rd - Build AM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
65.0% NB	
35.0% SB	

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: I-95 - Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	45.0%
Southbound (SB)	55.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	9400	18000	5400	10700	43500
2045	20000	39000	16800	21000	96800

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**	
(EB LT)	*West-to-North*	13.7%	64	Existing Year AADTs
(EB THRU)	*West-to-East*	41.7%	194	
(EB RT)	*West-to-South*	44.6%	208	
(WB LT)	*East-to-South*	58.4%	307	
(WB THRU)	*East-to-West*	19.9%	105	
(WB RT)	*East-to-North*	21.7%	114	Existing Turning Movement Counts
(SB LT)	*North-to-East*	67.1%	110	
(SB THRU)	*North-to-South*	0.0%	0	
(SB RT)	*North-to-West*	32.9%	54	
(NB LT)	*South-to-West*	16.4%	44	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	0.0%	0	
(NB RT)	*South-to-East*	83.6%	224	

Desired Closure: 1.00

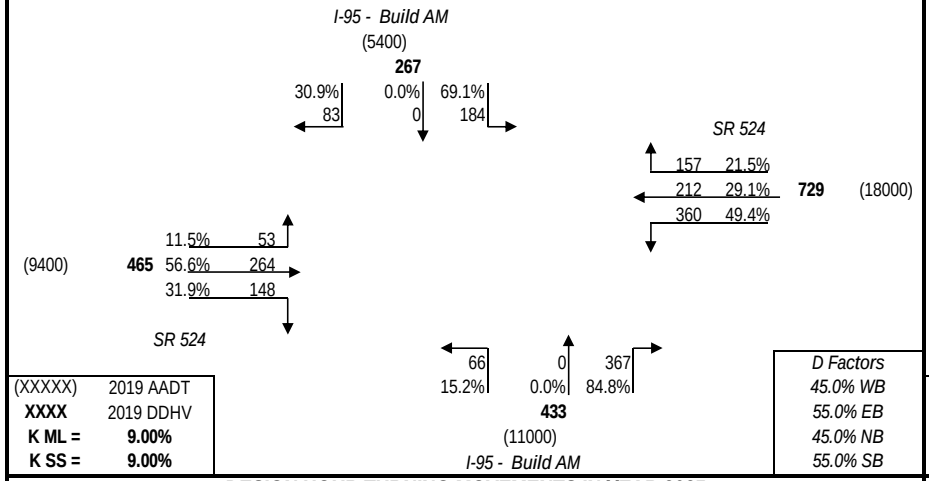
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT I-95 - Build AM

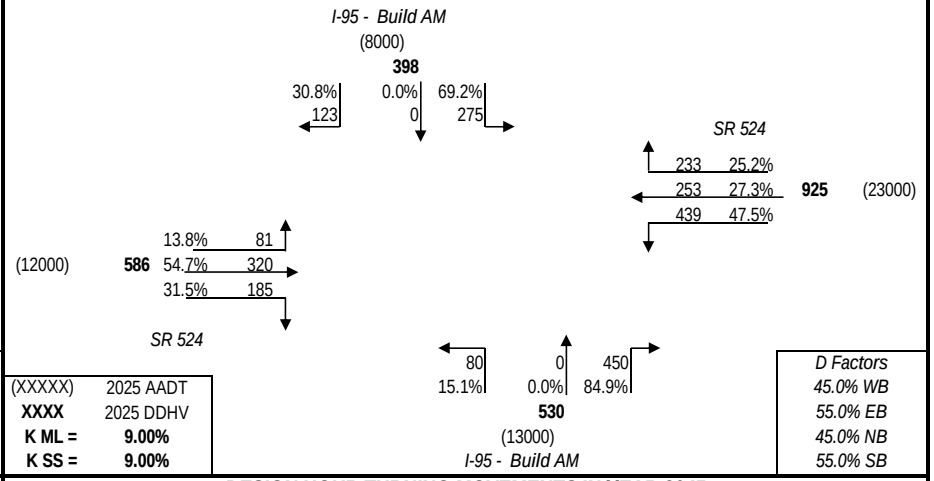
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
45.0% NB	
55.0% SB	

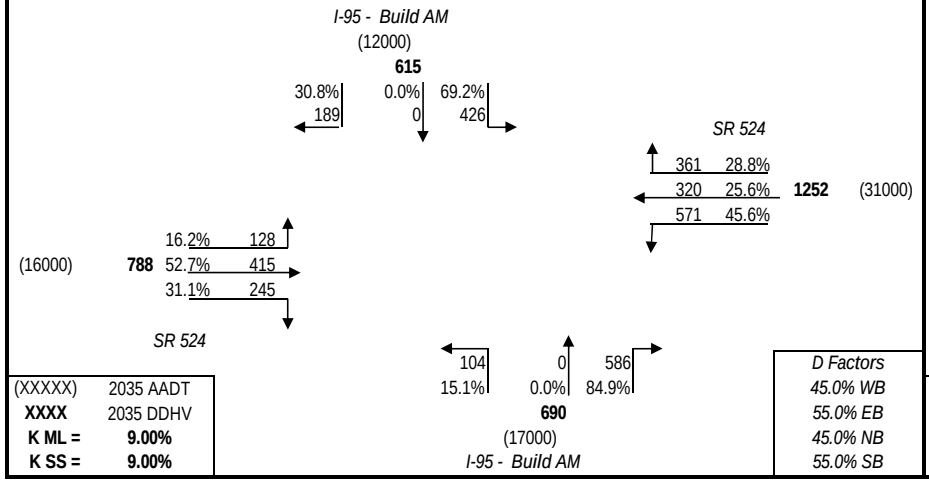
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
45.0% NB	
55.0% SB	

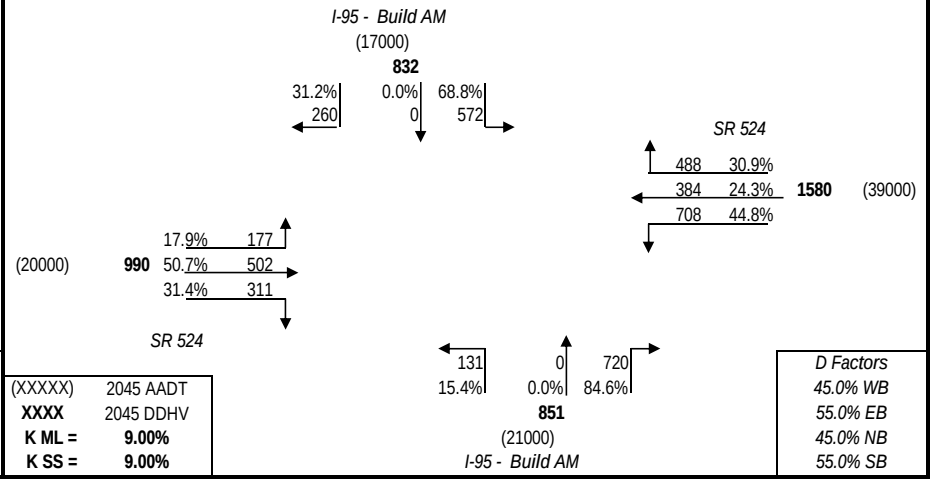
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
45.0% NB	
55.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
45.0% NB	
55.0% SB	

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: E. Friday Rd - Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
( ) Yes
(●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	40.0%
Southbound (SB)	60.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
(●) Yes
( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Side Street Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	18000	10000	2900	5400	36300
2045	30800	22000	3100	5800	61700

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	8.5%	45
(EB THRU)	*West-to-East*	69.3%	366
(EB RT)	*West-to-South*	22.2%	117
(WB LT)	*East-to-South*	7.3%	25
(WB THRU)	*East-to-West*	85.7%	295
(WB RT)	*East-to-North*	7.0%	24
(SB LT)	*North-to-East*	29.7%	51
(SB THRU)	*North-to-South*	6.3%	11
(SB RT)	*North-to-West*	64.0%	110
(NB LT)	*South-to-West*	72.9%	121
(NB THRU)	*South-to-North*	1.8%	3
(NB RT)	*South-to-East*	25.3%	42

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

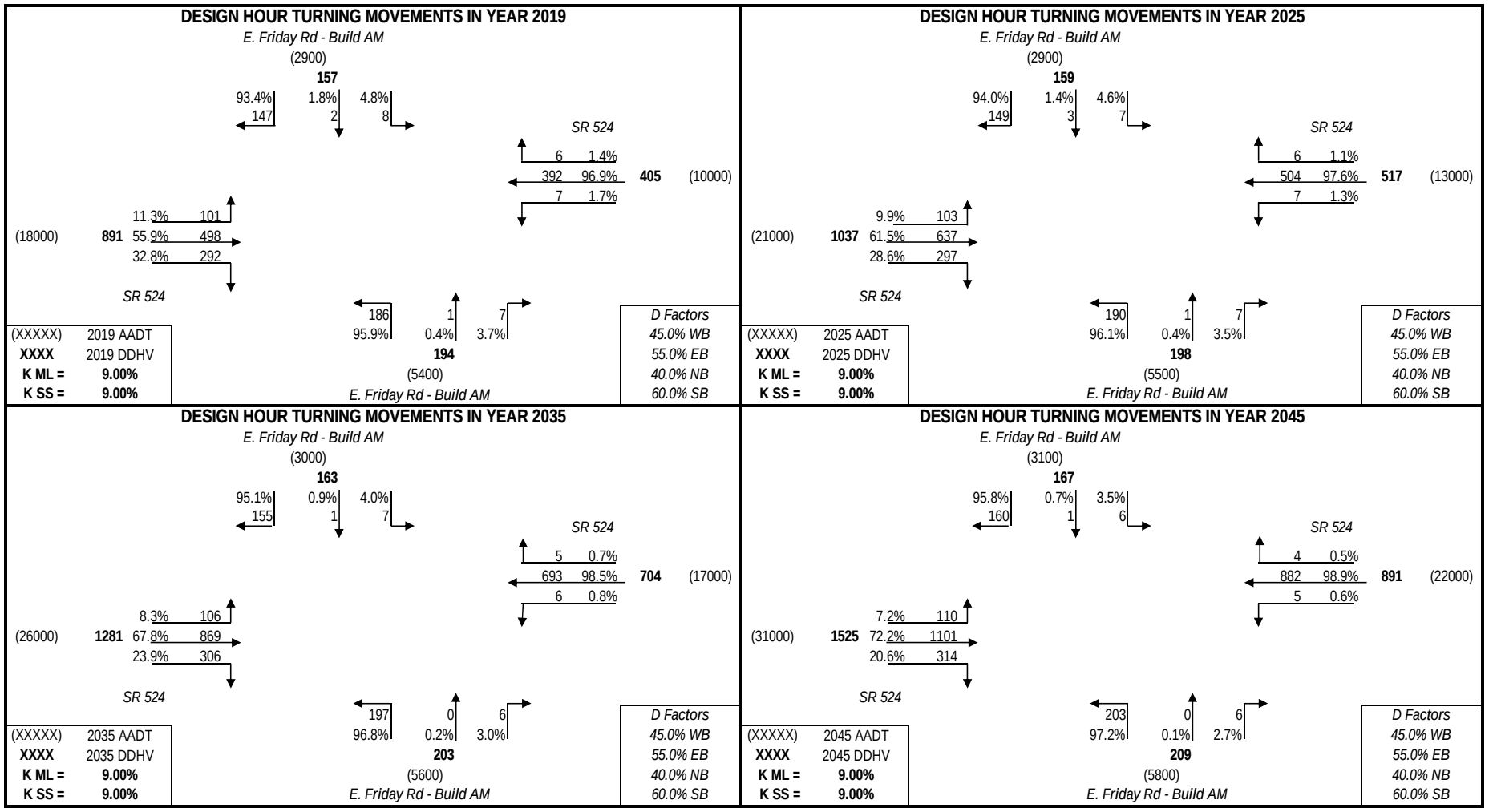
Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT E. Friday Rd - Build AM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Walmart - Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ○ EB, WB, and SB
- ◉ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	32.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	10000	10000	0	1000	21000
2045	22000	22000	0	4500	48500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.0%	0
(EB THRU)	*West-to-East*	97.0%	450
(EB RT)	*West-to-South*	3.0%	14
(WB LT)	*East-to-South*	0.6%	2
(WB THRU)	*East-to-West*	99.4%	331
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	0.0%	0
(NB LT)	*South-to-West*	83.3%	5
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	16.7%	1

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

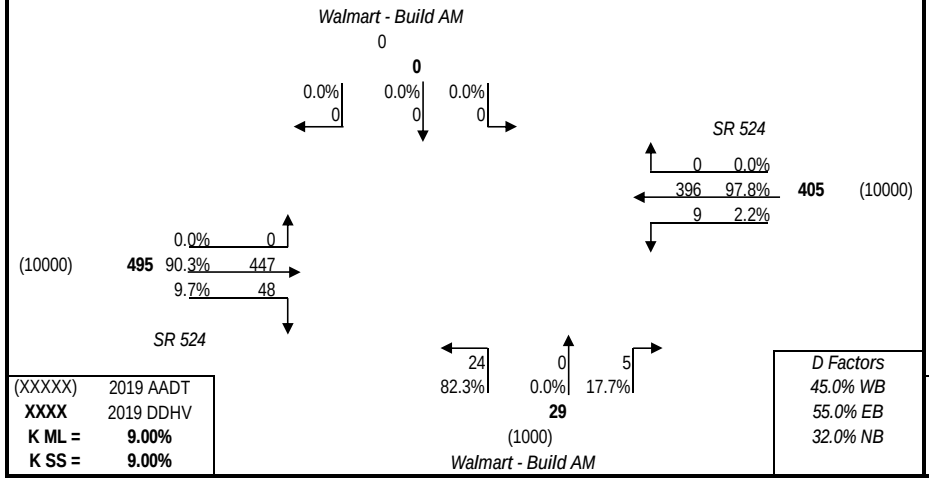
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Walmart - Build AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Walmart - Build AM

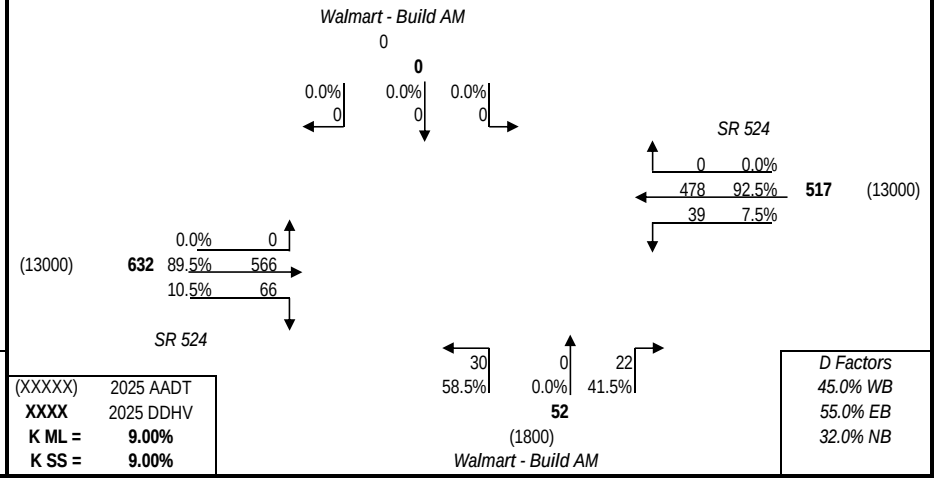


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
32.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Walmart - Build AM

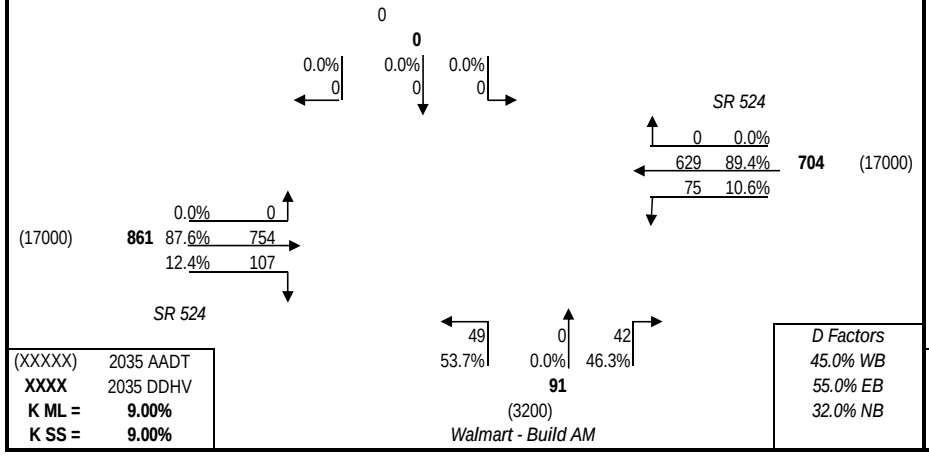


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
32.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Walmart - Build AM

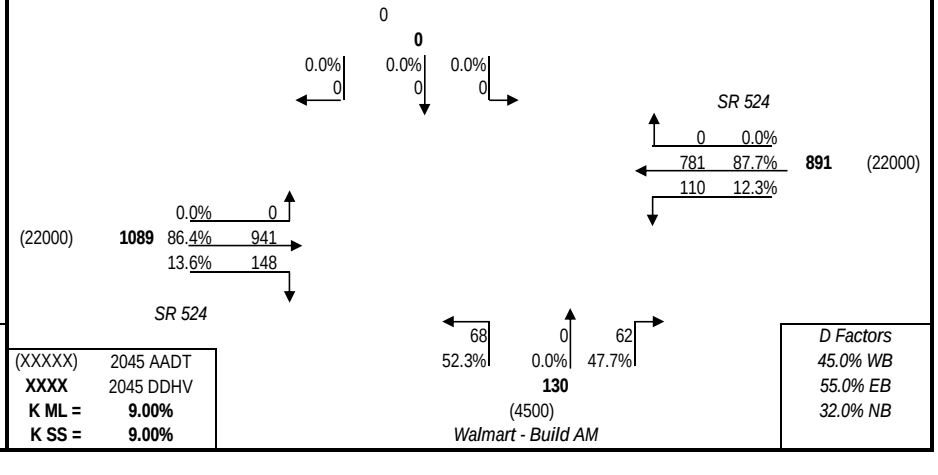


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
32.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Walmart - Build AM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
32.0% NB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Cox Rd - Build AM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No: ○ Yes ◉ No

Is this a 4 way intersection?
◉ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
○ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	34.0%
Southbound (SB)	66.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	10000	13000	2500	4400	29900
2045	22000	25000	3800	8400	59200

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	2.7%	12
(EB THRU)	*West-to-East*	75.2%	330
(EB RT)	*West-to-South*	22.1%	97
(WB LT)	*East-to-South*	27.3%	111
(WB THRU)	*East-to-West*	67.5%	274
(WB RT)	*East-to-North*	5.2%	21
(SB LT)	*North-to-East*	44.5%	65
(SB THRU)	*North-to-South*	30.8%	45
(SB RT)	*North-to-West*	24.7%	36
(NB LT)	*South-to-West*	31.5%	40
(NB THRU)	*South-to-North*	7.1%	9
(NB RT)	*South-to-East*	61.4%	78

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

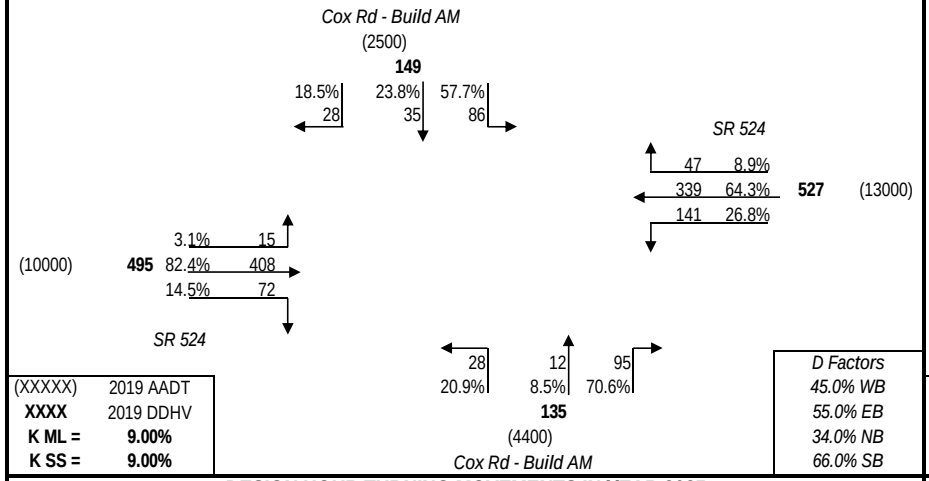
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Cox Rd - Build AM

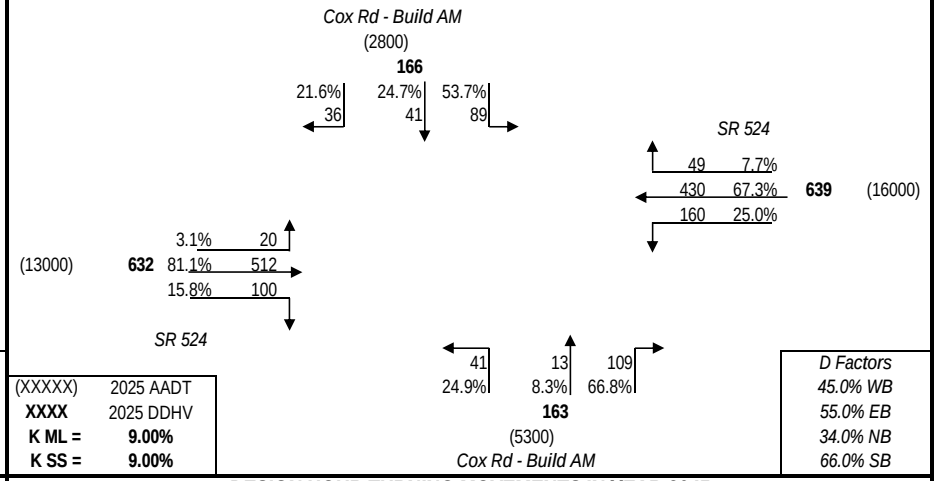
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
34.0% NB	
66.0% SB	

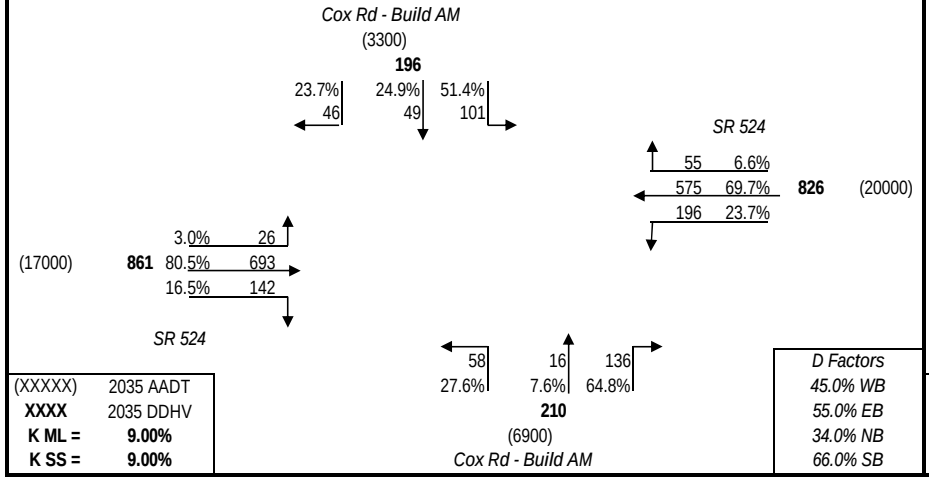
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
34.0% NB	
66.0% SB	

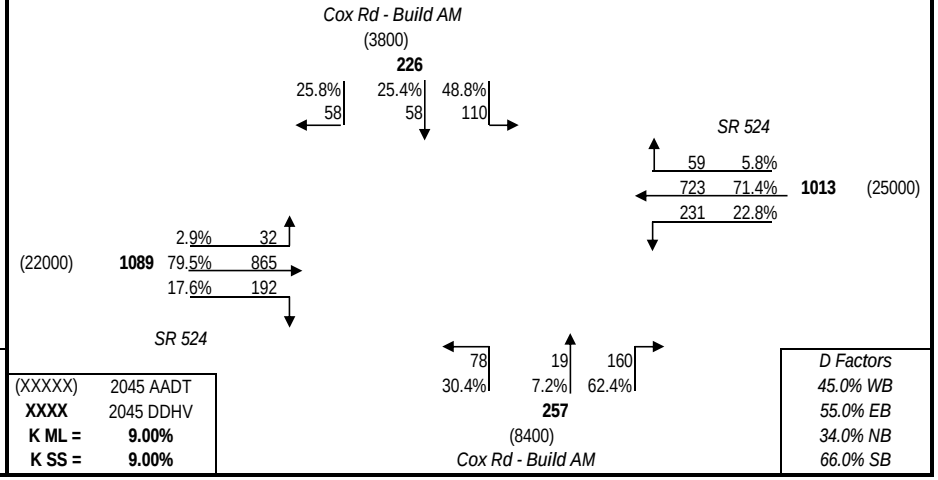
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
34.0% NB	
66.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
45.0% WB	
55.0% EB	
34.0% NB	
66.0% SB	

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Pinyon Dr - Build AM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No — Yes / (•) No

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- (•) EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	71.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No — (•) Yes / ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function
- (•) Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- (•) Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	13000	14000	370	0	27370
2045	27000	27000	400	0	54400

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.2%	1
(EB THRU)	*West-to-East*	99.8%	472
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	98.8%	407
(WB RT)	*East-to-North*	1.2%	5
(SB LT)	*North-to-East*	95.0%	19
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	5.0%	1
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

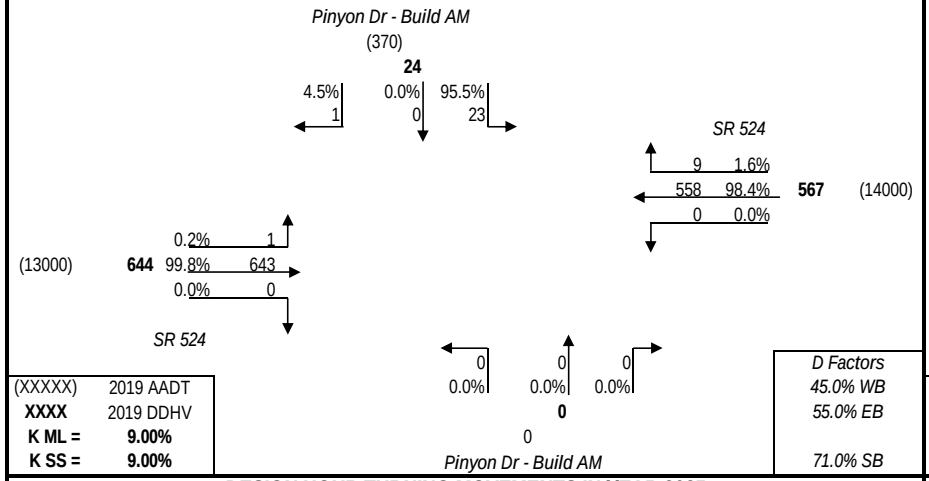
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Pinyon Dr - Build AM

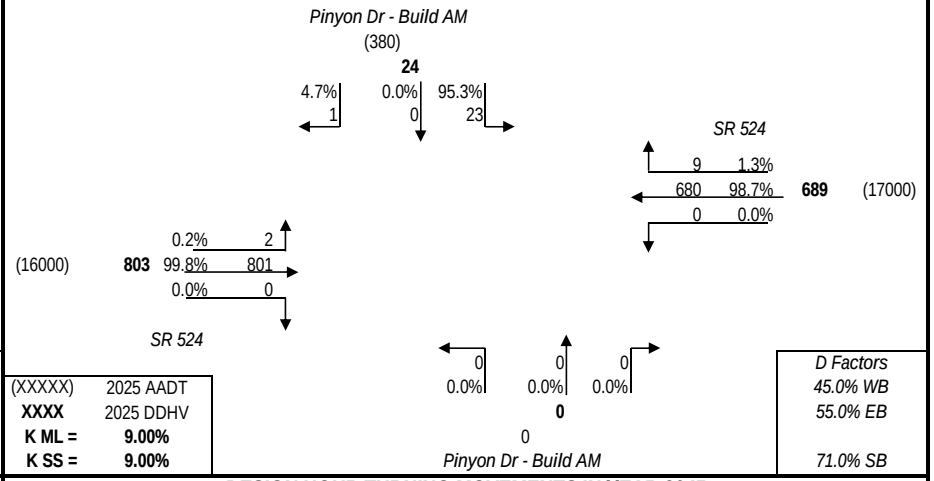
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
71.0% SB

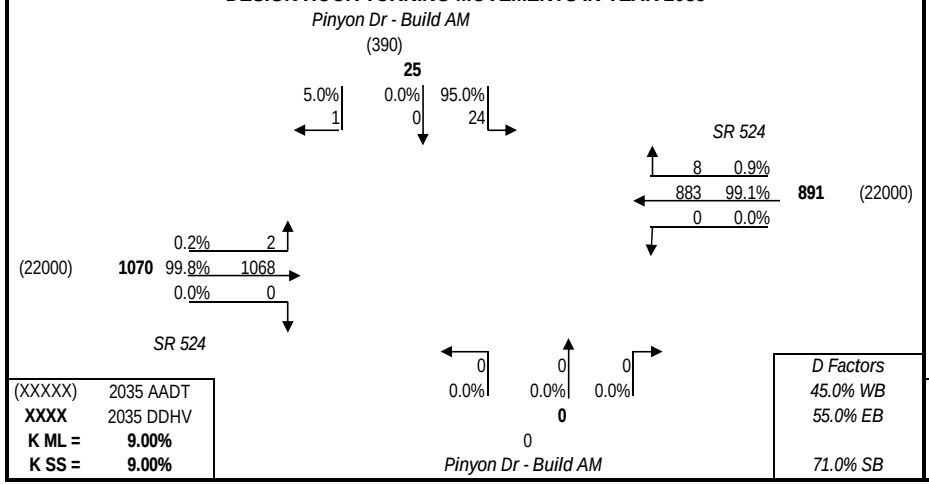
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
71.0% SB

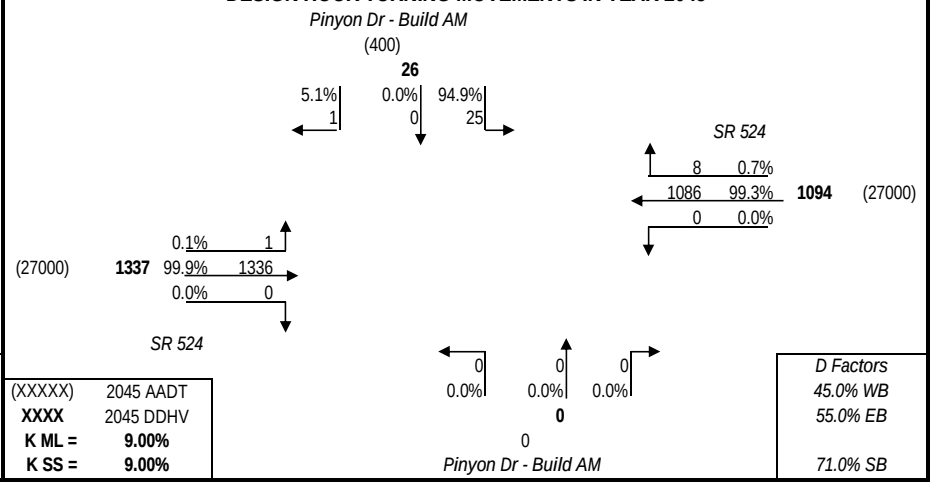
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
71.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
71.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Westminster Dr- Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	73.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	13000	14000	1600	0	28600
2045	25000	26600	1700	0	53300

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	2.2%	11
(EB THRU)	*West-to-East*	97.8%	481
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	98.2%	375
(WB RT)	*East-to-North*	1.8%	7
(SB LT)	*North-to-East*	53.9%	41
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	46.1%	35
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

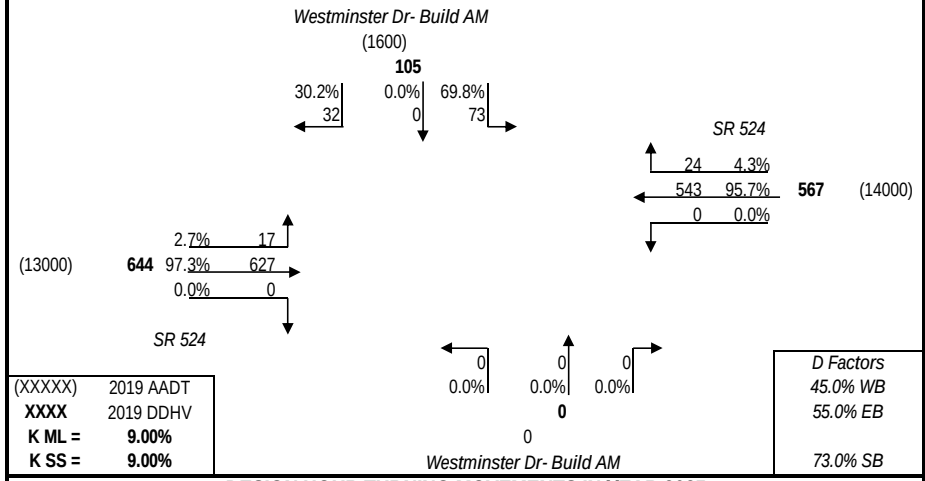
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Westminster Dr- Build AM

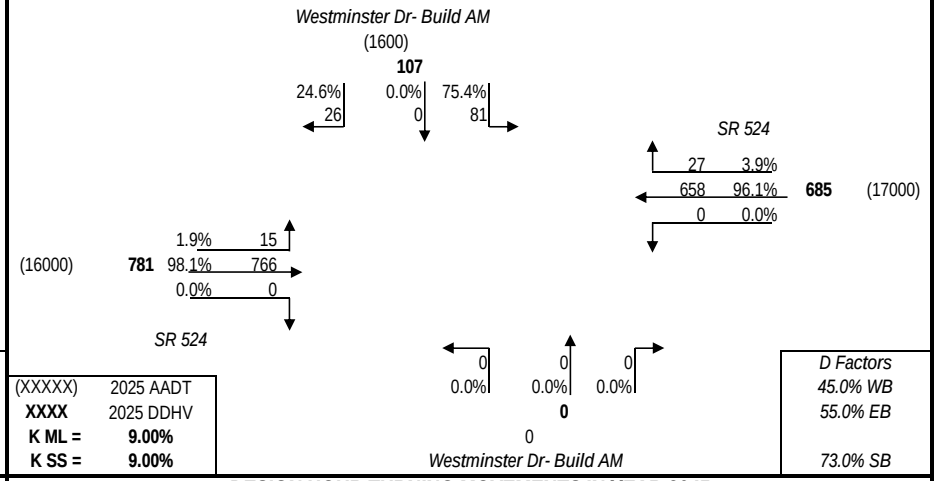
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
73.0% SB

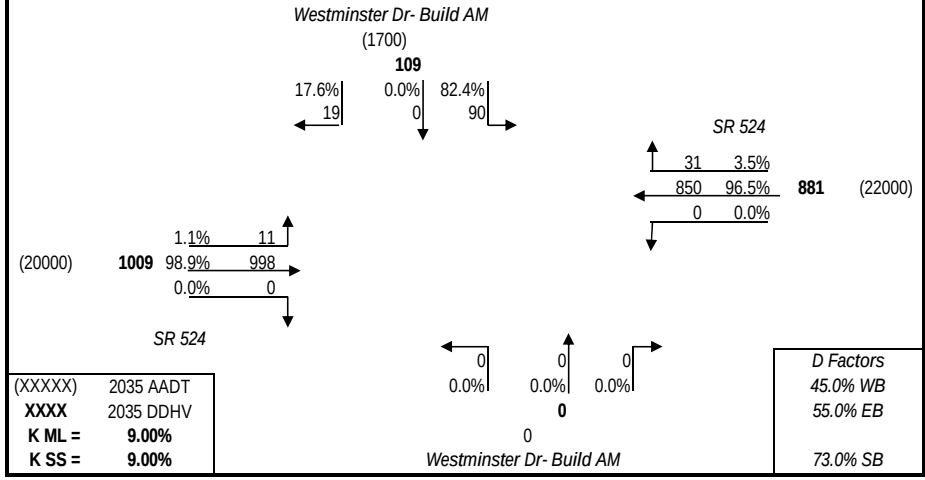
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
73.0% SB

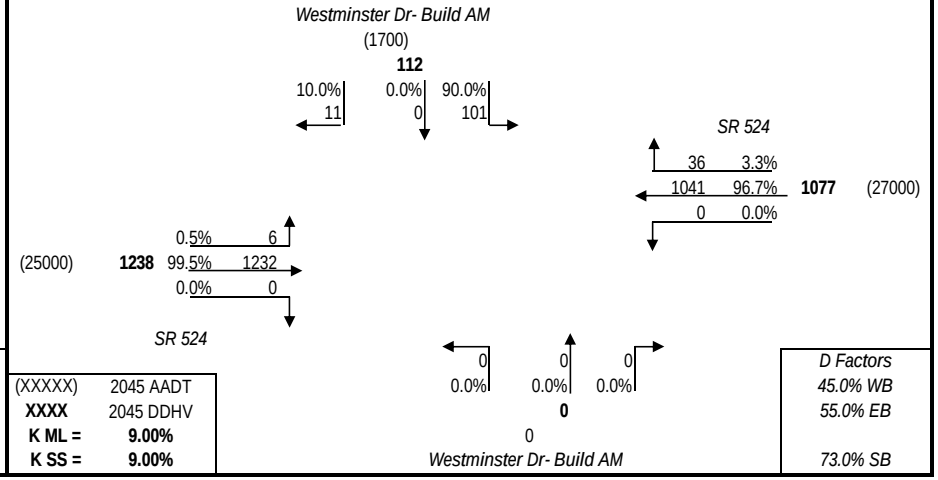
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
73.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
45.0% WB
55.0% EB
73.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Lance Blvd - Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	65.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	14000	15000	1100	0	30100
2045	27000	28000	1200	0	56200

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	1.1%	6
(EB THRU)	*West-to-East*	98.9%	516
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	96.9%	372
(WB RT)	*East-to-North*	3.1%	12
(SB LT)	*North-to-East*	72.7%	40
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	27.3%	15
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

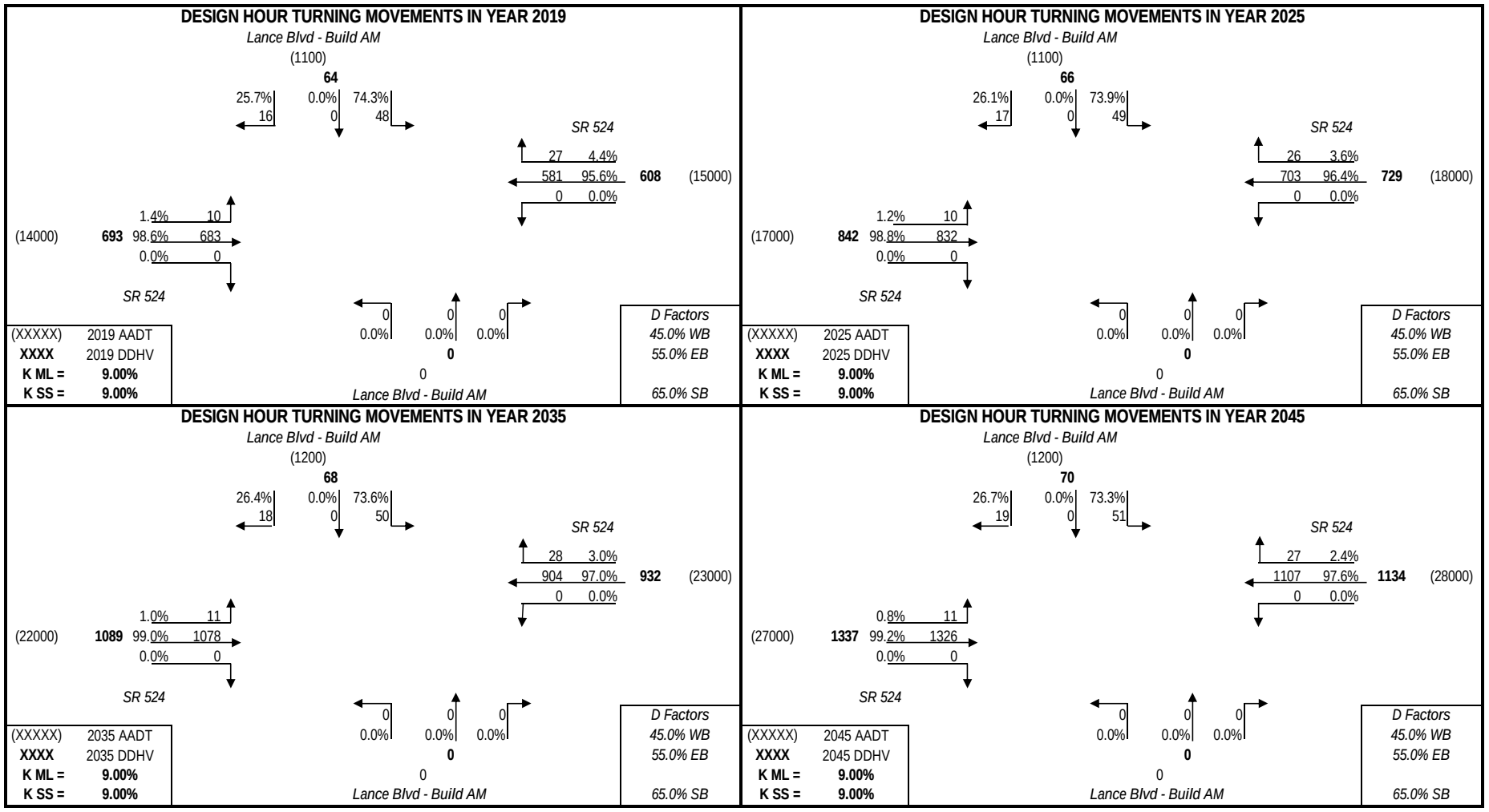
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Lance Blvd - Build AM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: London Blvd - Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No: ○ Yes ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	68.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	15000	16000	2300	0	33300
2045	28000	30000	2500	0	60500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	1.2%	7
(EB THRU)	*West-to-East*	98.8%	560
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	92.0%	370
(WB RT)	*East-to-North*	8.0%	32
(SB LT)	*North-to-East*	85.7%	96
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	14.3%	16
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

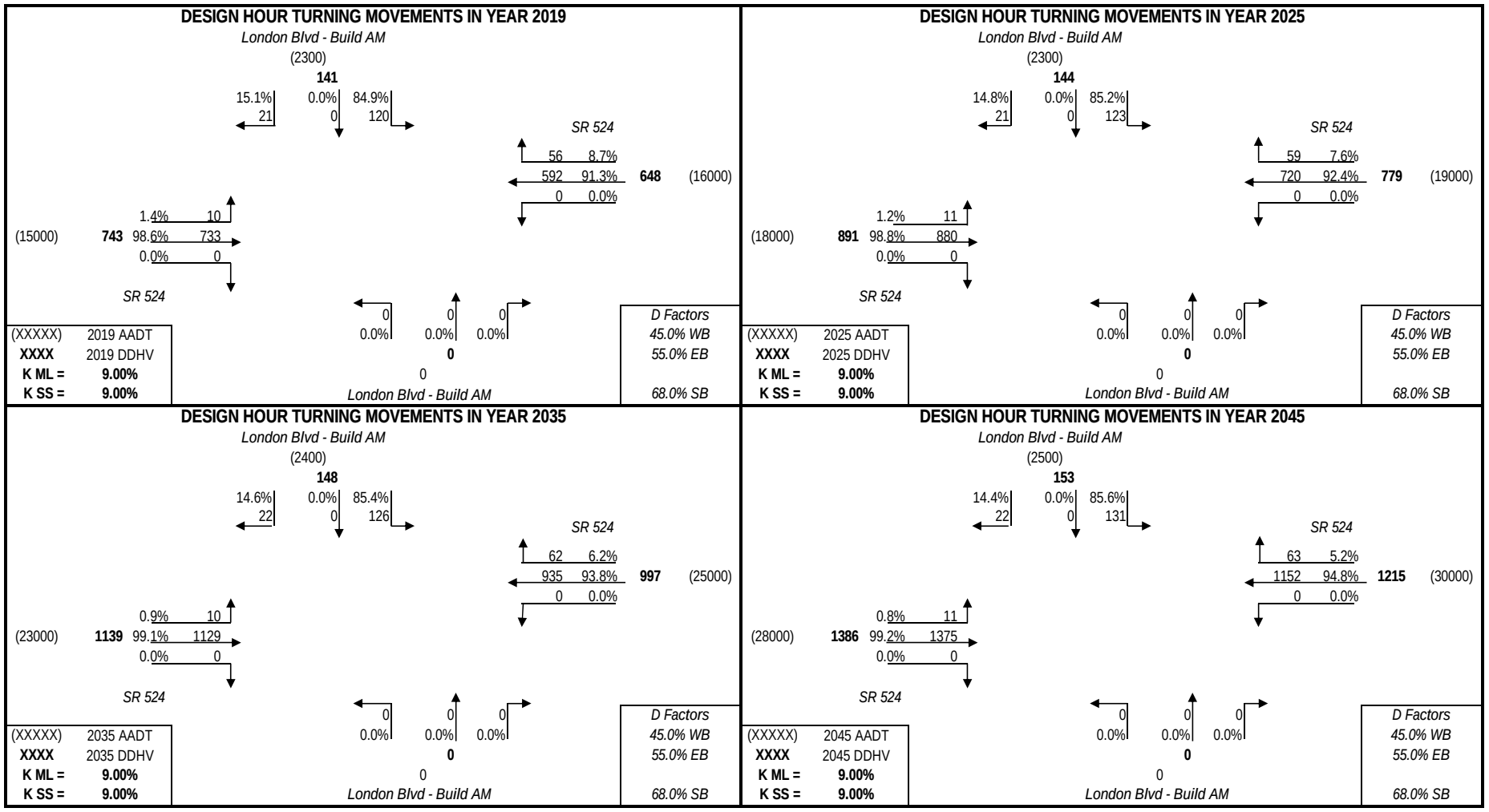
Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT London Blvd - Build AM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Coventry Ct - Build AM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No — ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
◉ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	75.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No — ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	16000	17000	1100	0	34100
2045	30000	31000	1200	0	62200

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.2%	1
(EB THRU)	*West-to-East*	99.8%	655
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	98.0%	399
(WB RT)	*East-to-North*	2.0%	8
(SB LT)	*North-to-East*	87.2%	34
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	12.8%	5
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

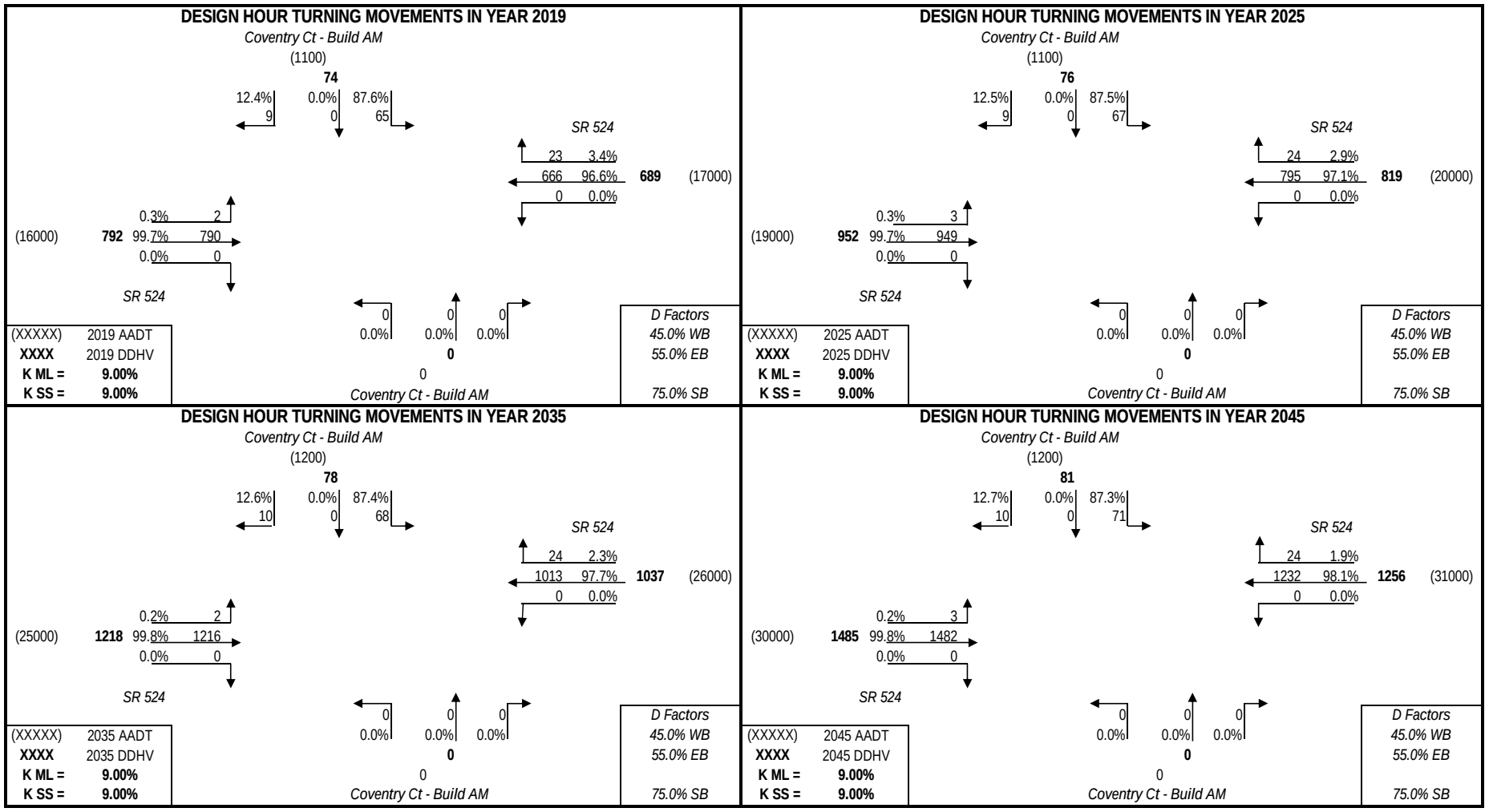
Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Coventry Ct - Build AM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Shopping Center- Build AM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No: ( ) Yes (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	31.0%
Southbound (SB)	69.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: (●) Yes ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Side Street Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	16000	17000	1500	2100	36600
2045	30000	32000	1600	2200	65800

First Guess Turning % Option Used: Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**	
(EB LT)	*West-to-North*	2.3%	16	Existing Year AADTs
(EB THRU)	*West-to-East*	95.5%	657	
(EB RT)	*West-to-South*	2.2%	15	
(WB LT)	*East-to-South*	4.0%	16	
(WB THRU)	*East-to-West*	95.7%	380	
(WB RT)	*East-to-North*	0.3%	1	Existing Turning Movement Counts
(SB LT)	*North-to-East*	81.4%	57	
(SB THRU)	*North-to-South*	2.9%	2	
(SB RT)	*North-to-West*	15.7%	11	
(NB LT)	*South-to-West*	73.9%	17	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	13.1%	3	
(NB RT)	*South-to-East*	13.0%	3	

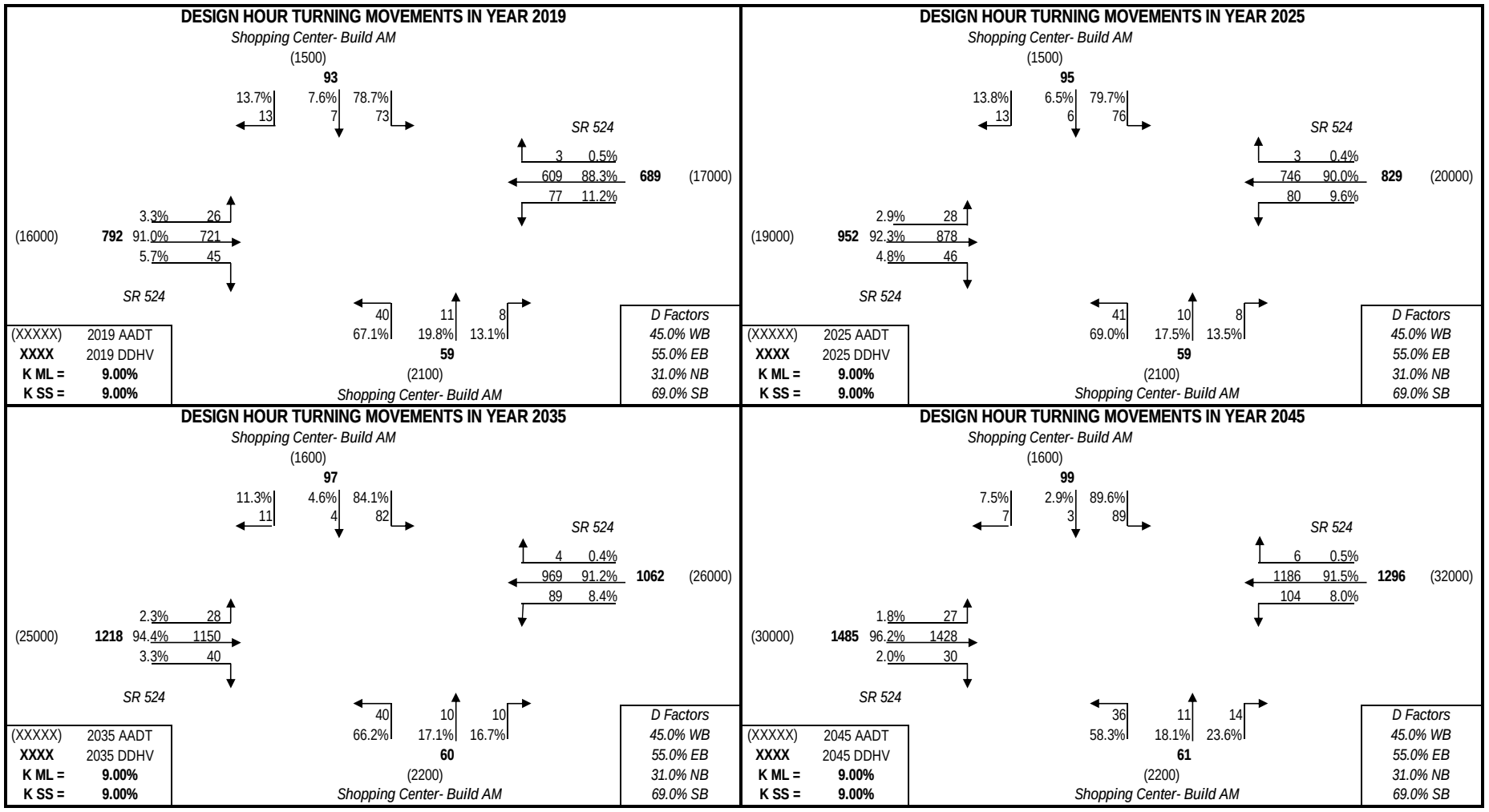
Desired Closure: 1.00

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Shopping Center- Build AM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Industry - Build AM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? (Enter Yes or No) ○ Yes ◉ No

Is this a 4 way intersection?
◉ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
○ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
Side street	
Northbound (NB)	48.0%
Southbound (SB)	52.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No ◉ Yes ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	17000	17000	20000	5100	59100
2045	32000	32000	35000	5500	104500

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	Actual/Counted Traffic for 2019	
(EB LT)	*West-to-North*	56.8%	410	Existing Year AADTs
(EB THRU)	*West-to-East*	41.8%	302	
(EB RT)	*West-to-South*	1.4%	10	
(WB LT)	*East-to-South*	12.2%	49	Existing Turning Movement Counts
(WB THRU)	*East-to-West*	32.6%	131	
(WB RT)	*East-to-North*	55.2%	222	
(SB LT)	*North-to-East*	54.7%	407	
(SB THRU)	*North-to-South*	6.7%	50	
(SB RT)	*North-to-West*	38.6%	287	
(NB LT)	*South-to-West*	8.2%	8	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	44.4%	43	
(NB RT)	*South-to-East*	47.4%	46	

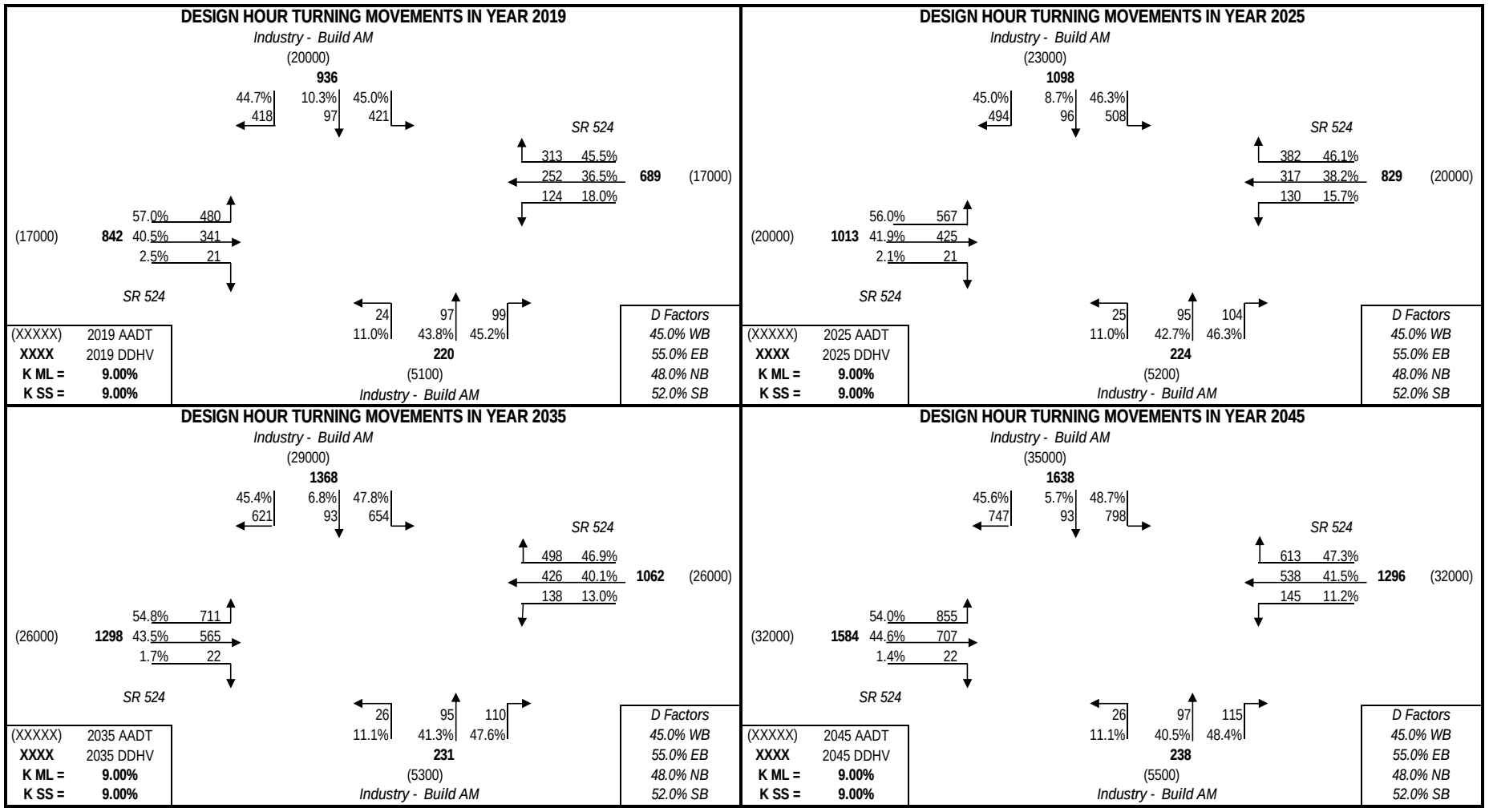
Desired Closure: 1.00

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Industry - Build AM



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Precious Blvd - Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	25.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	5600	6800	930	0	13330
2045	12000	15000	1000	0	28000

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	2.1%	4
(EB THRU)	*West-to-East*	97.9%	189
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	79.8%	253
(WB RT)	*East-to-North*	20.2%	64
(SB LT)	*North-to-East*	94.1%	32
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	5.9%	2
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 5.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

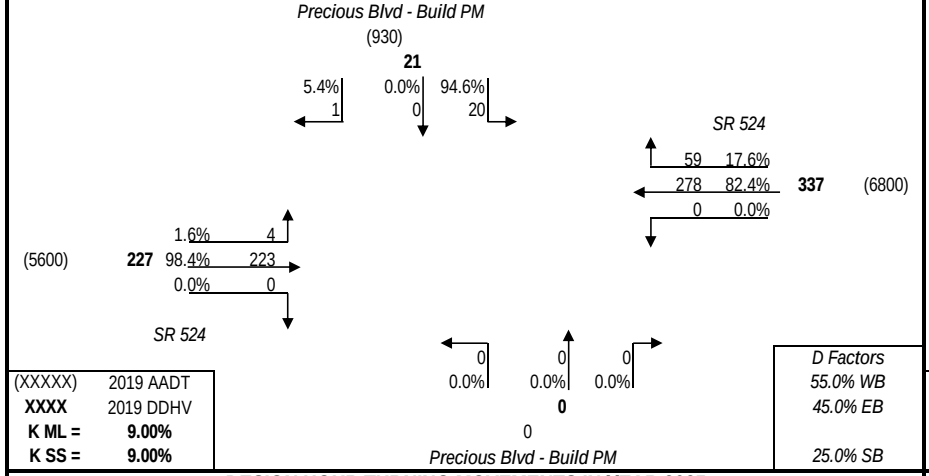
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Precious Blvd - Build PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Precious Blvd - Build PM

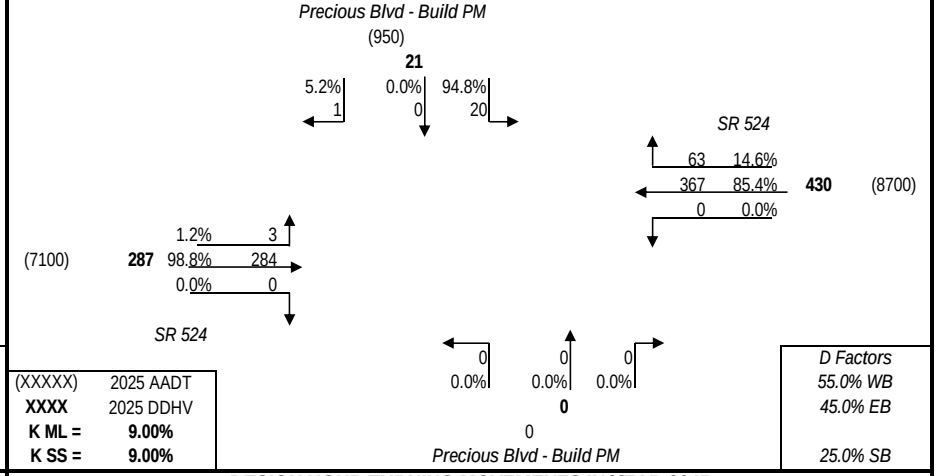


(XXXXX)	2019 AADT	
XXXX	2019 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
55.0% WB
45.0% EB
25.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Precious Blvd - Build PM

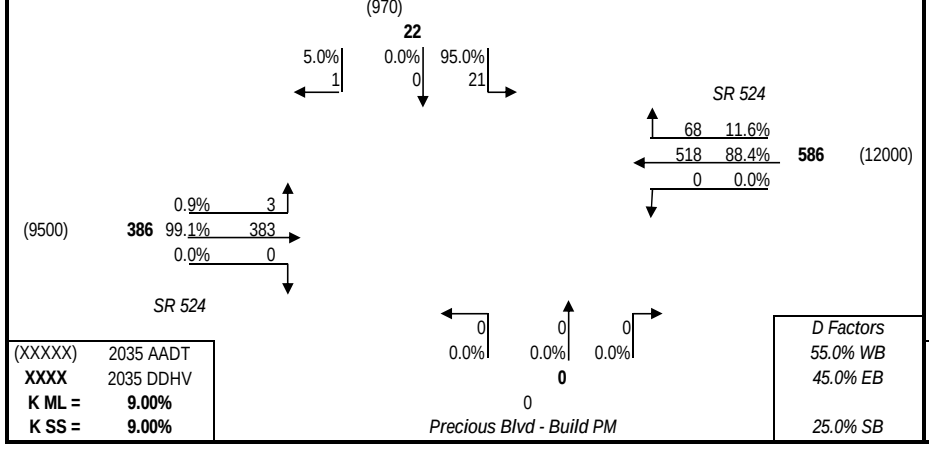


(XXXXX)	2025 AADT	
XXXX	2025 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
55.0% WB
45.0% EB
25.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Precious Blvd - Build PM

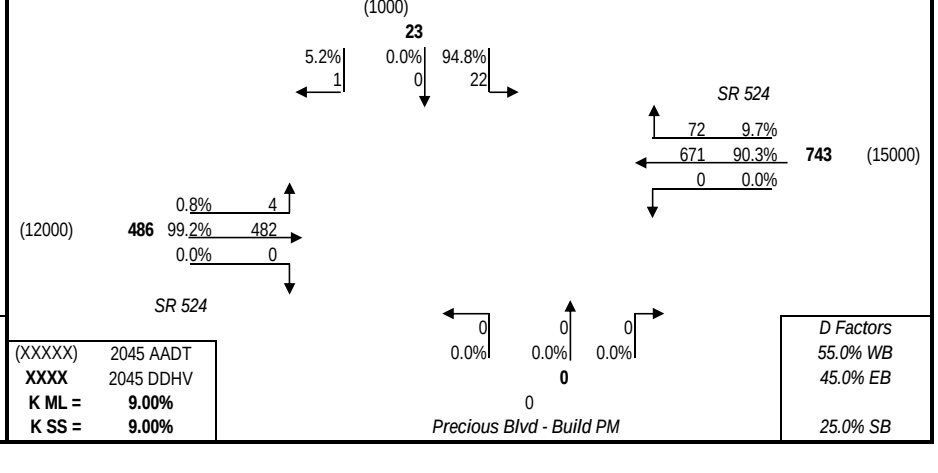


(XXXXX)	2035 AADT	
XXXX	2035 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
55.0% WB
45.0% EB
25.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Precious Blvd - Build PM



(XXXXX)	2045 AADT	
XXXX	2045 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
55.0% WB
45.0% EB
25.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: W. Friday Rd - Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No: ( ) Yes (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	35.0%
Southbound (SB)	65.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: (●) Yes ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Side Street Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	6800	9400	940	1700	18840
2045	15000	20000	1000	5900	41900

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.9%	2
(EB THRU)	*West-to-East*	96.5%	222
(EB RT)	*West-to-South*	2.6%	6
(WB LT)	*East-to-South*	21.1%	98
(WB THRU)	*East-to-West*	66.0%	306
(WB RT)	*East-to-North*	12.9%	60
(SB LT)	*North-to-East*	88.9%	24
(SB THRU)	*North-to-South*	7.4%	2
(SB RT)	*North-to-West*	3.7%	1
(NB LT)	*South-to-West*	13.2%	10
(NB THRU)	*South-to-North*	3.9%	3
(NB RT)	*South-to-East*	82.9%	63

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

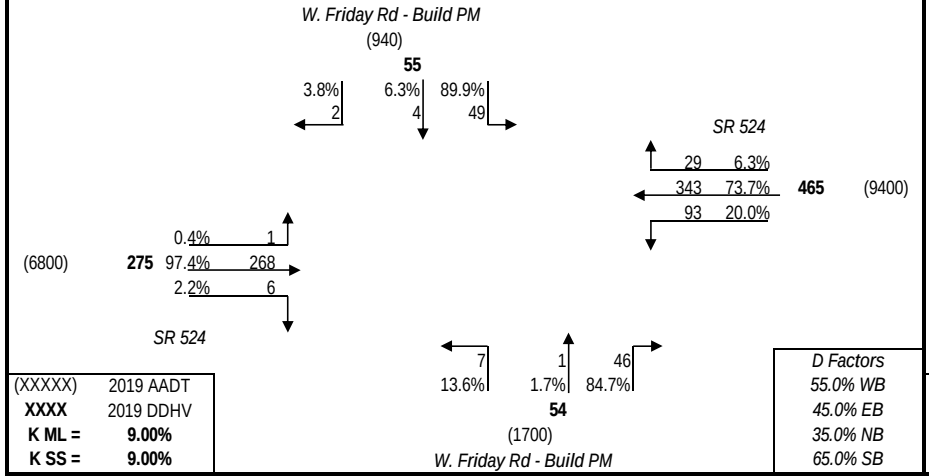
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT W. Friday Rd - Build PM

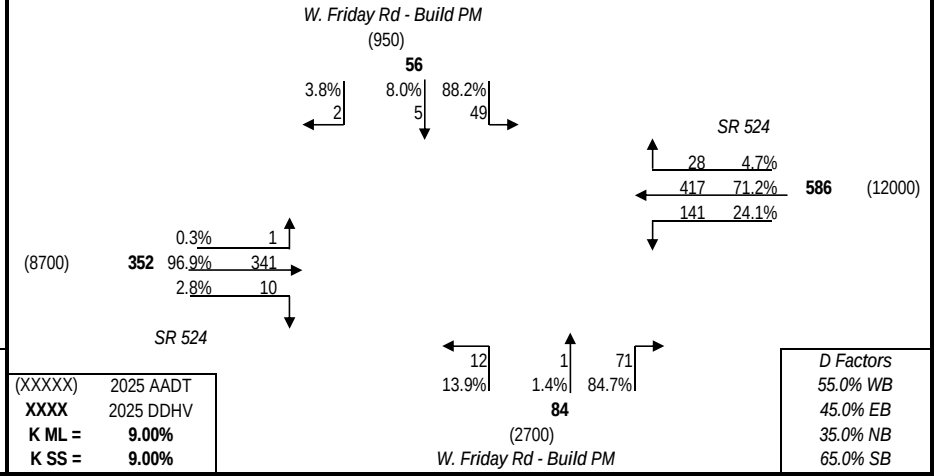
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
35.0% NB
65.0% SB

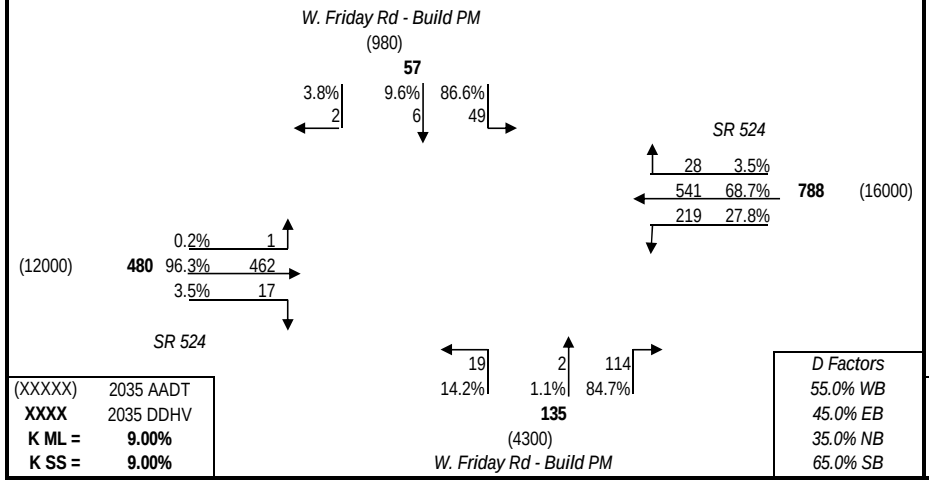
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
35.0% NB
65.0% SB

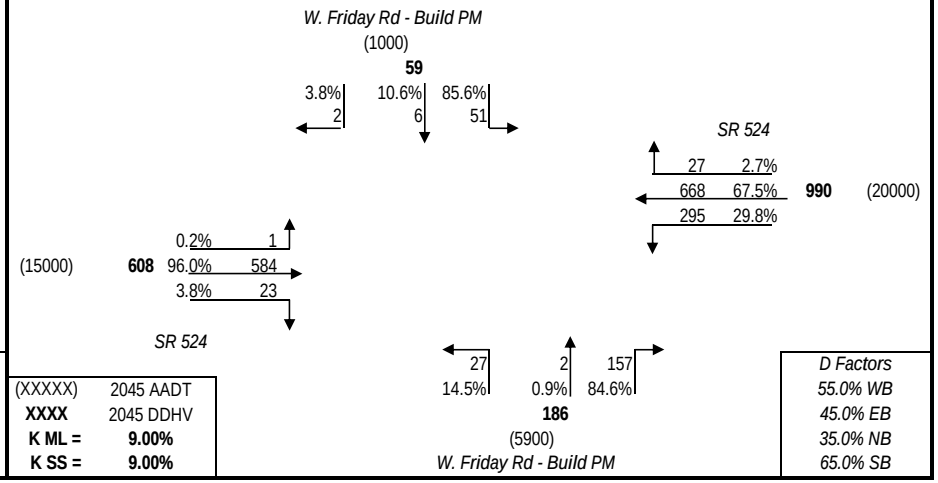
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
35.0% NB
65.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
35.0% NB
65.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: I-95 - Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? (Enter Yes or No) ○ Yes ◉ No

Is this a 4 way intersection?
◉ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
○ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
Side street	
Northbound (NB)	55.0%
Southbound (SB)	45.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	9400	18000	5400	10700	43500
2045	20000	39000	16800	21000	96800

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	18.1%	56
(EB THRU)	*West-to-East*	46.9%	145
(EB RT)	*West-to-South*	35.0%	108
(WB LT)	*East-to-South*	44.6%	258
(WB THRU)	*East-to-West*	36.4%	211
(WB RT)	*East-to-North*	19.0%	110
(SB LT)	*North-to-East*	61.1%	113
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	38.9%	72
(NB LT)	*South-to-West*	34.2%	181
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	65.8%	349

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

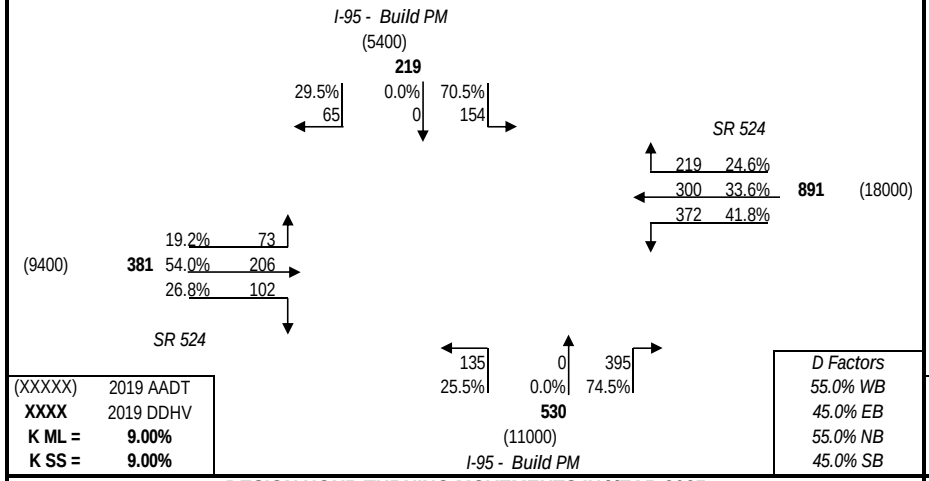
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT I-95 - Build PM

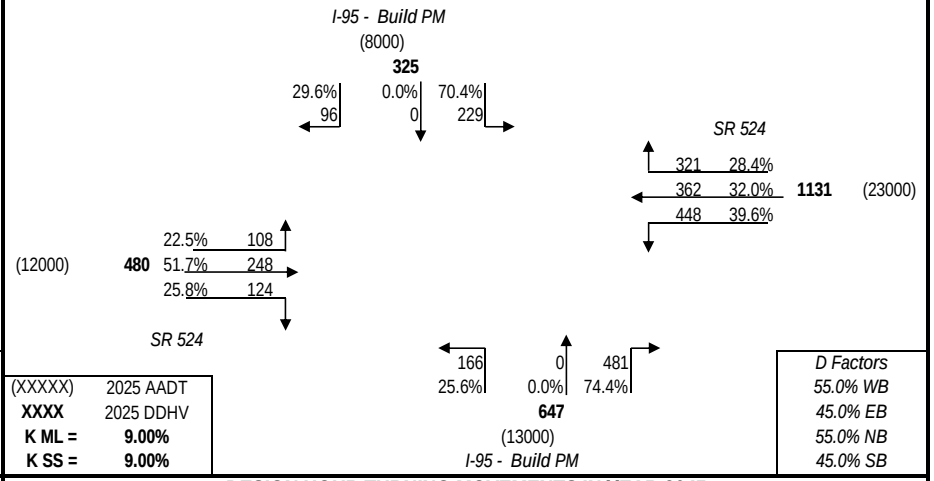
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
55.0% NB	
45.0% SB	

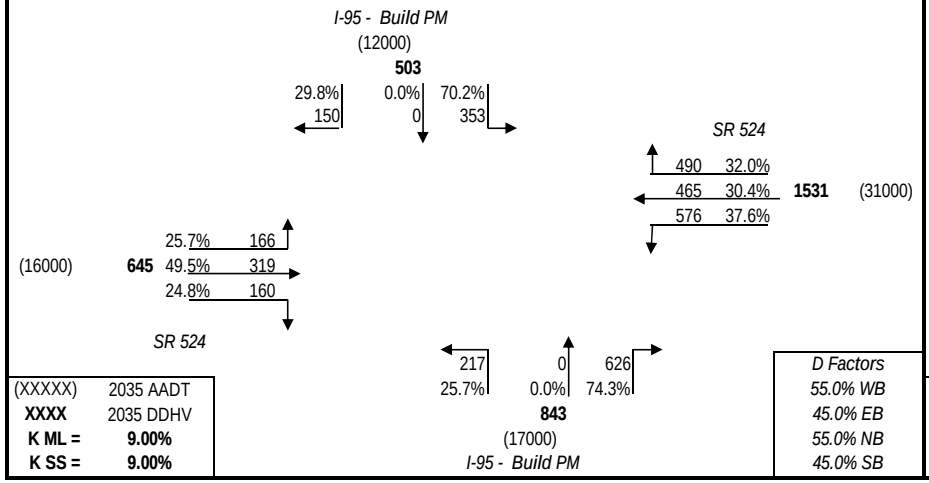
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
55.0% NB	
45.0% SB	

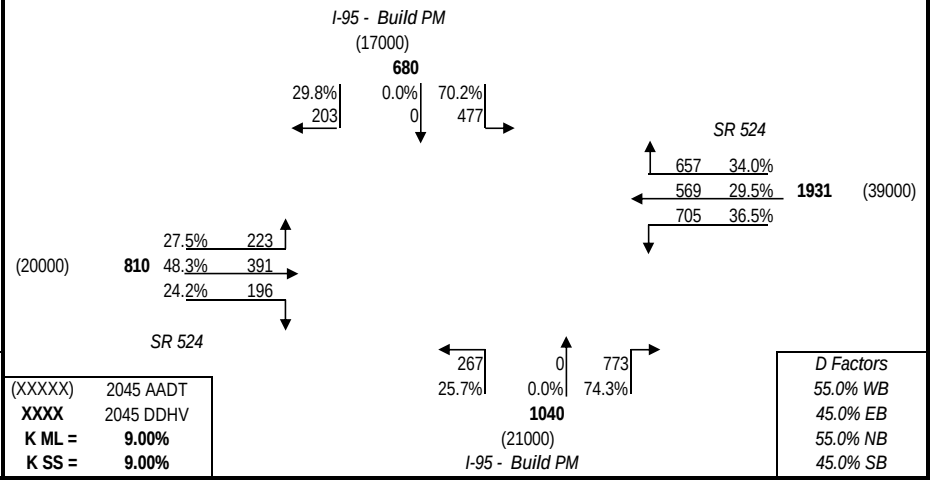
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
55.0% NB	
45.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
55.0% NB	
45.0% SB	

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: E. Friday Rd - Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
(•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
( ) Yes
(•) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	60.0%
Southbound (SB)	40.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
(•) Yes
( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function
(•) Linear
( ) Exponential
( ) Decaying

Side Street Growth Function
(•) Linear
( ) Exponential
( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	18000	10000	2900	5400	36300
2045	30800	22000	3100	5800	61700

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	21.7%	132
(EB THRU)	*West-to-East*	56.6%	343
(EB RT)	*West-to-South*	21.7%	132
(WB LT)	*East-to-South*	8.5%	42
(WB THRU)	*East-to-West*	81.6%	403
(WB RT)	*East-to-North*	9.9%	49
(SB LT)	*North-to-East*	42.2%	38
(SB THRU)	*North-to-South*	8.9%	8
(SB RT)	*North-to-West*	48.9%	44
(NB LT)	*South-to-West*	72.5%	132
(NB THRU)	*South-to-North*	3.9%	7
(NB RT)	*South-to-East*	23.6%	43

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

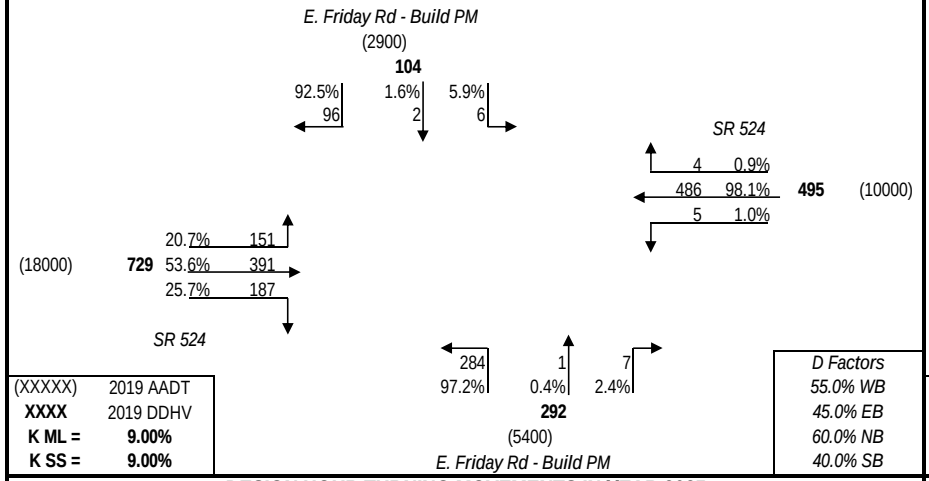
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT E. Friday Rd - Build PM

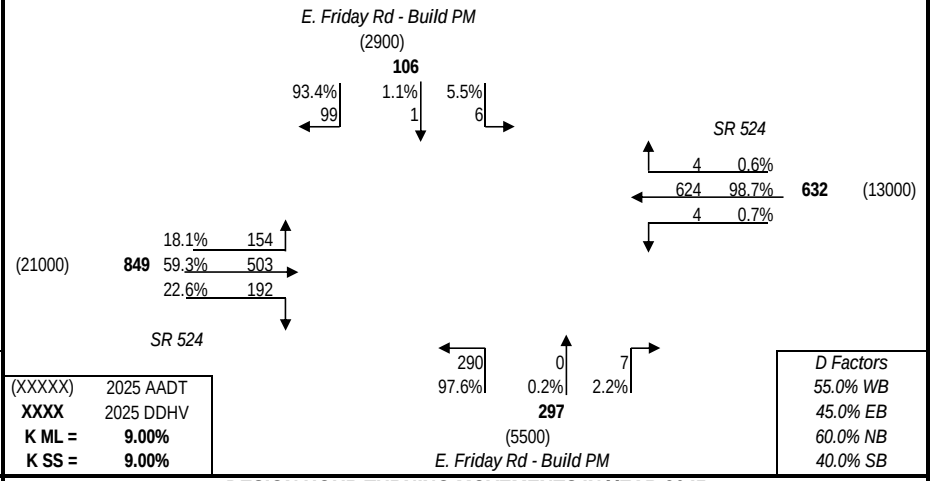
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
60.0% NB
40.0% SB

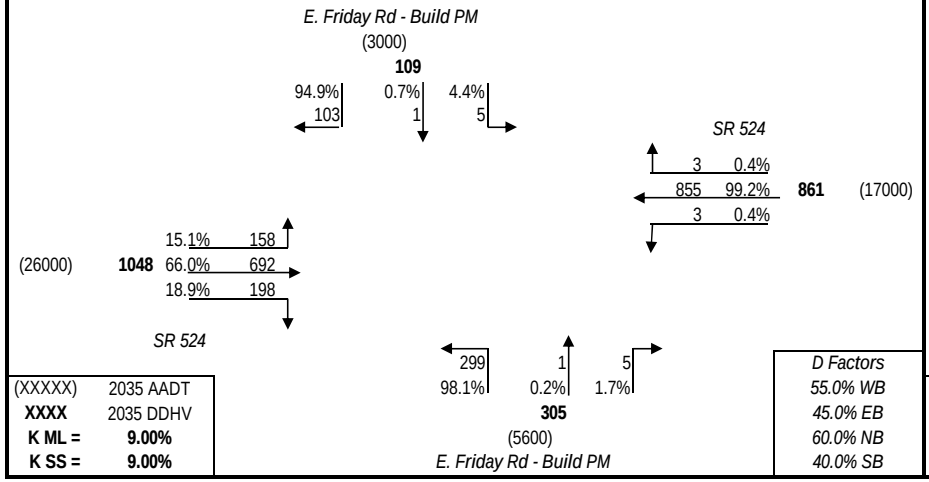
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
60.0% NB
40.0% SB

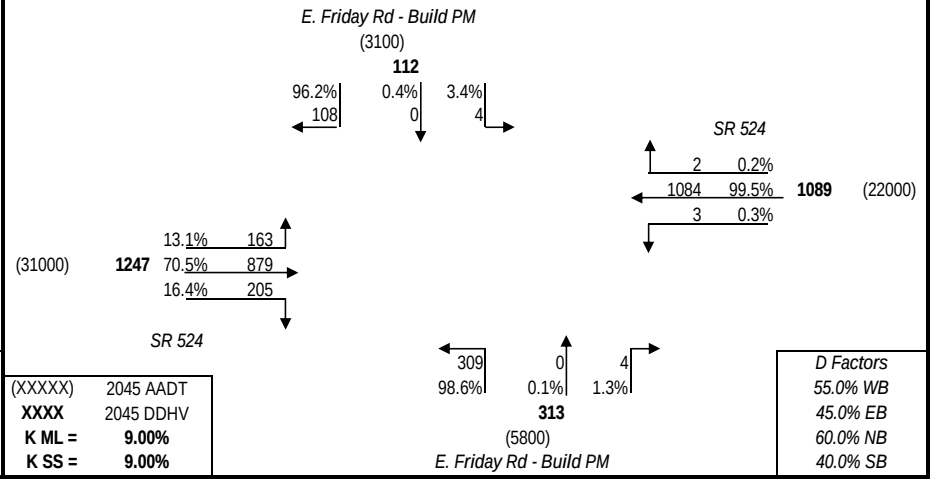
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
60.0% NB
40.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
60.0% NB
40.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Walmart - Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? (Enter Yes or No) ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
○ EB, WB, and SB
◉ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
Side street	
Northbound (NB)	68.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) (Enter Yes or No) ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	10000	10000	0	1000	21000
2045	22000	22000	0	4500	48500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.0%	0
(EB THRU)	*West-to-East*	97.0%	424
(EB RT)	*West-to-South*	3.0%	13
(WB LT)	*East-to-South*	0.4%	2
(WB THRU)	*East-to-West*	99.6%	486
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	0.0%	0
(NB LT)	*South-to-West*	82.6%	19
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	17.4%	4

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

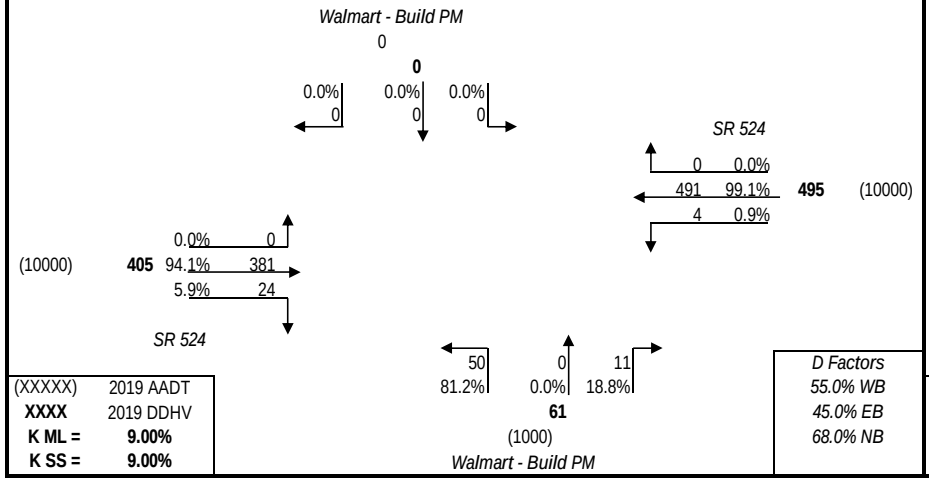
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Walmart - Build PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Walmart - Build PM

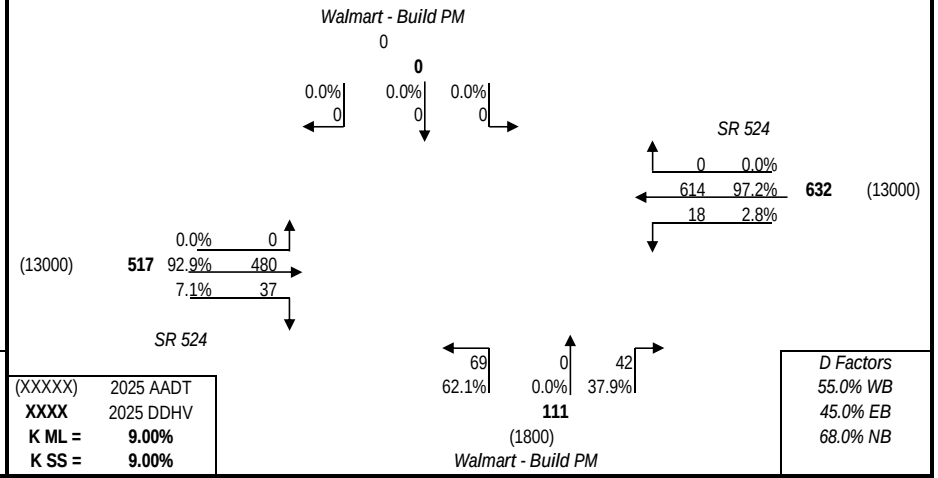


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
68.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Walmart - Build PM

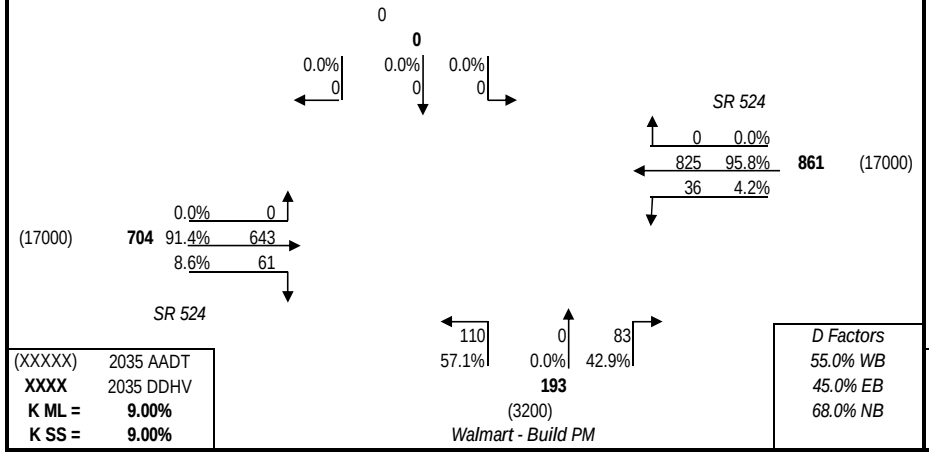


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
68.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Walmart - Build PM

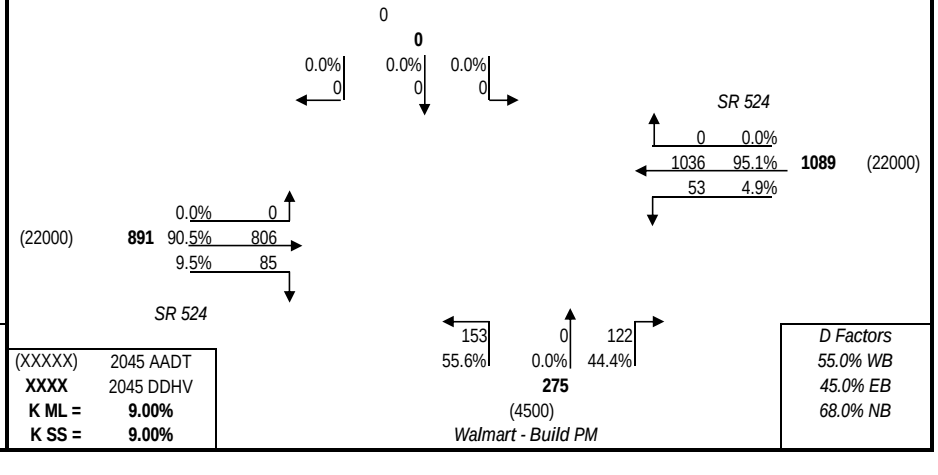


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
68.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Walmart - Build PM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
68.0% NB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Cox Rd - Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? (Enter Yes or No) ○ Yes ◉ No

Is this a 4 way intersection?
◉ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
○ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
Side street	
Northbound (NB)	66.0%
Southbound (SB)	34.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No ◉ Yes ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2016		
Opening	2023		
Mid	2033	4.00%	4.00%
Design	2043		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	6600	10000	53600

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	10000	13000	2500	4400	29900
2045	22000	25000	3800	8400	59200

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	7.0%	29
(EB THRU)	*West-to-East*	88.7%	368
(EB RT)	*West-to-South*	4.3%	18
(WB LT)	*East-to-South*	19.1%	109
(WB THRU)	*East-to-West*	68.3%	391
(WB RT)	*East-to-North*	12.6%	72
(SB LT)	*North-to-East*	36.0%	31
(SB THRU)	*North-to-South*	34.9%	30
(SB RT)	*North-to-West*	29.1%	25
(NB LT)	*South-to-West*	24.5%	45
(NB THRU)	*South-to-North*	2.1%	4
(NB RT)	*South-to-East*	73.4%	135

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

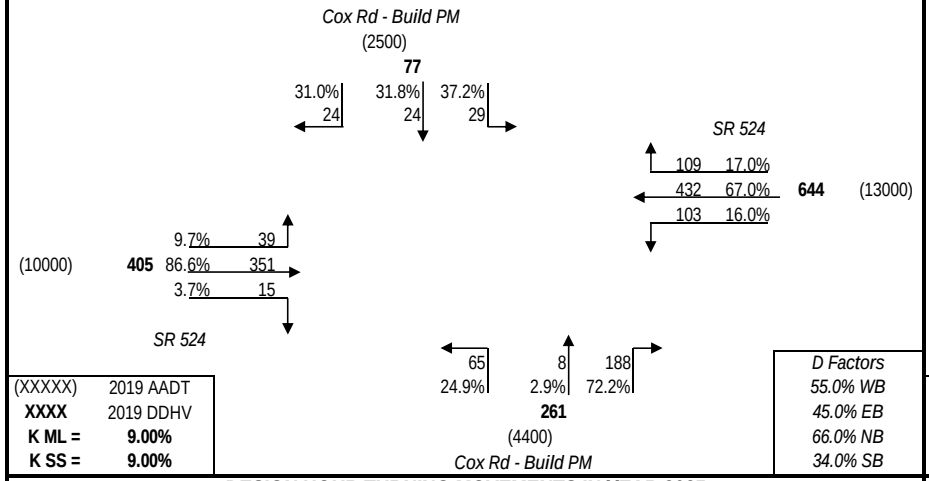
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Cox Rd - Build PM

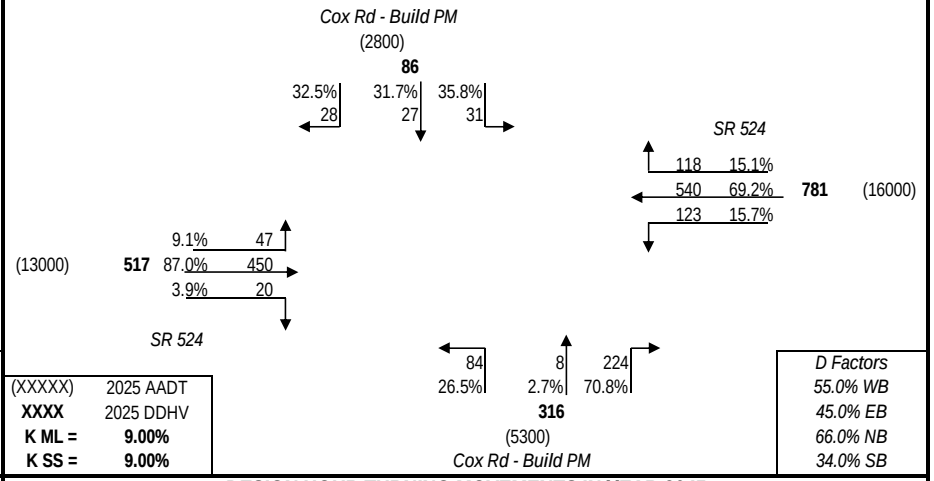
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
66.0% NB
34.0% SB

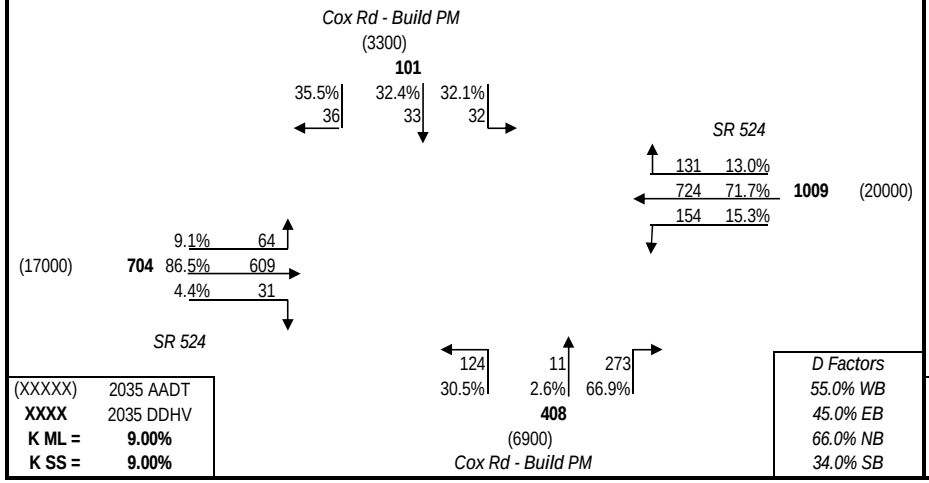
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
66.0% NB
34.0% SB

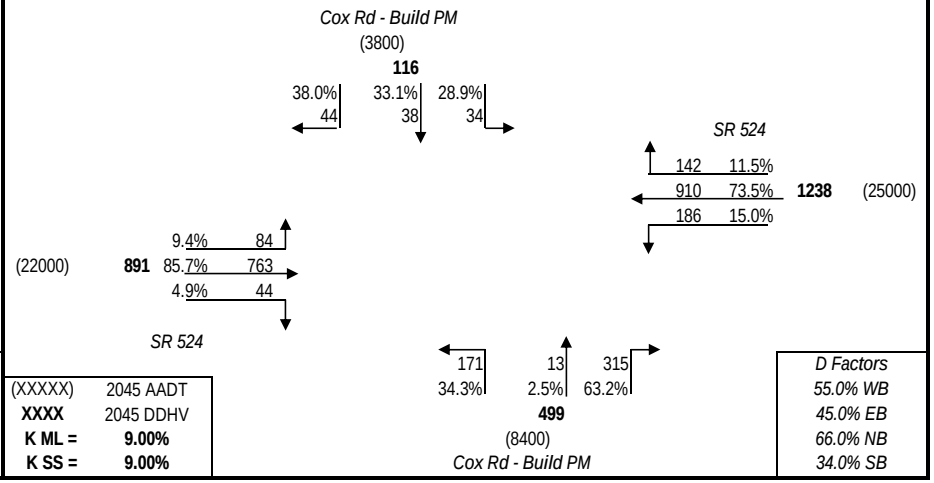
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
66.0% NB
34.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
66.0% NB
34.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Pinyon Dr - Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? (Enter Yes or No) ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
◉ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	29.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No ◉ Yes ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	13000	14000	370	0	27370
2045	27000	27000	400	0	54400

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.6%	3
(EB THRU)	*West-to-East*	99.4%	531
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	97.3%	571
(WB RT)	*East-to-North*	2.7%	16
(SB LT)	*North-to-East*	90.0%	9
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	10.0%	1
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

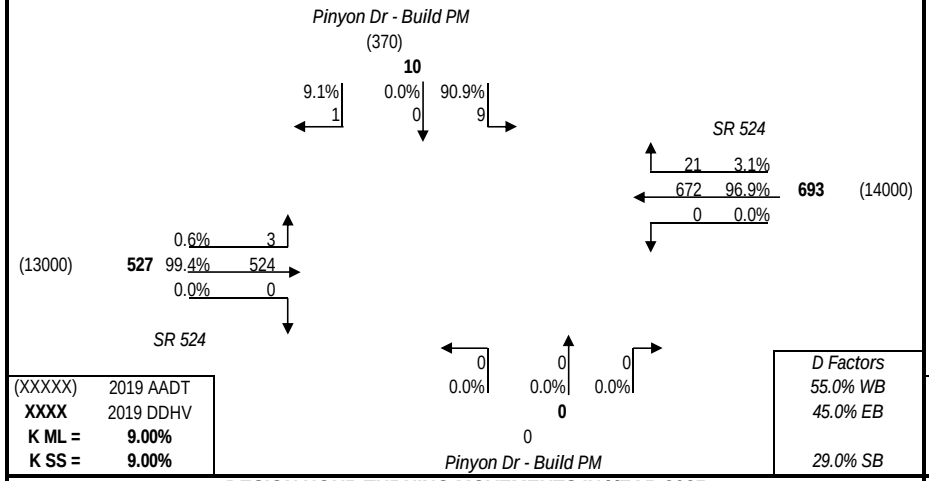
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

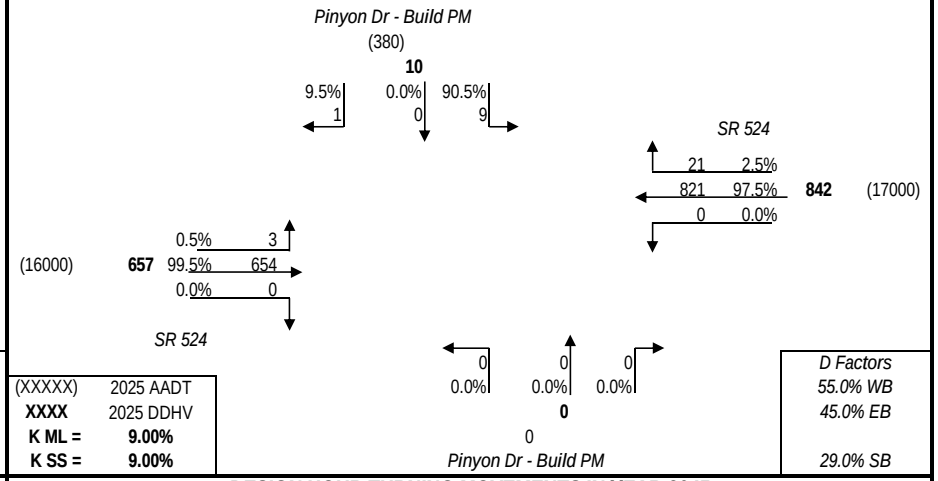
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Pinyon Dr - Build PM

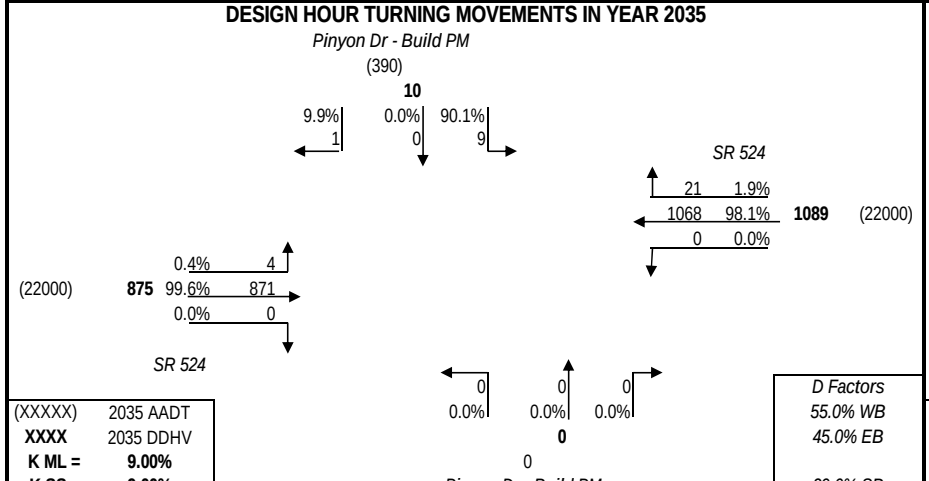
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



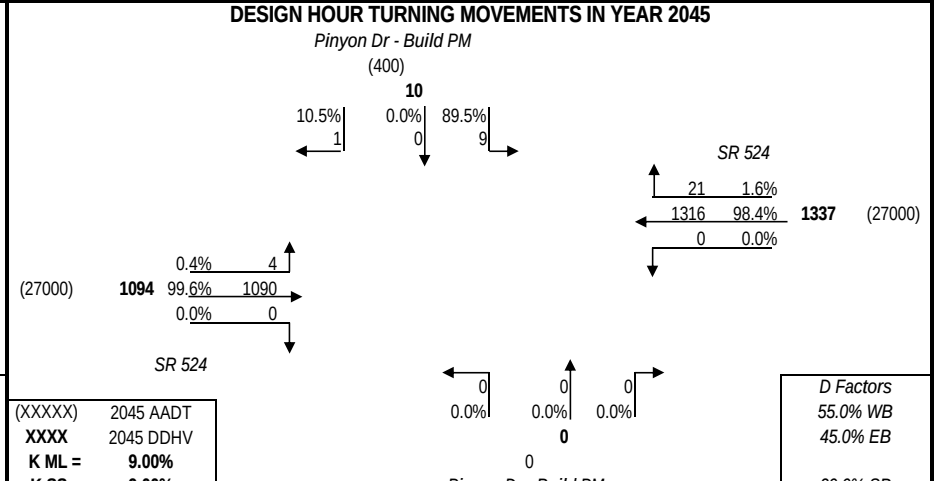
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Westminster Dr- Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	27.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	13000	14000	1600	0	28600
2045	25000	26600	1700	0	53300

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**	
(EB LT)	*West-to-North*	6.7%	36	Existing Year AADTs
(EB THRU)	*West-to-East*	93.3%	504	
(EB RT)	*West-to-South*	0.0%	0	
(WB LT)	*East-to-South*	0.0%	0	
(WB THRU)	*East-to-West*	90.2%	571	
(WB RT)	*East-to-North*	9.8%	62	Existing Turning Movement Counts
(SB LT)	*North-to-East*	65.4%	34	
(SB THRU)	*North-to-South*	0.0%	0	
(SB RT)	*North-to-West*	34.6%	18	
(NB LT)	*South-to-West*	0.0%	0	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	0.0%	0	
(NB RT)	*South-to-East*	0.0%	0	

Desired Closure: 5.00

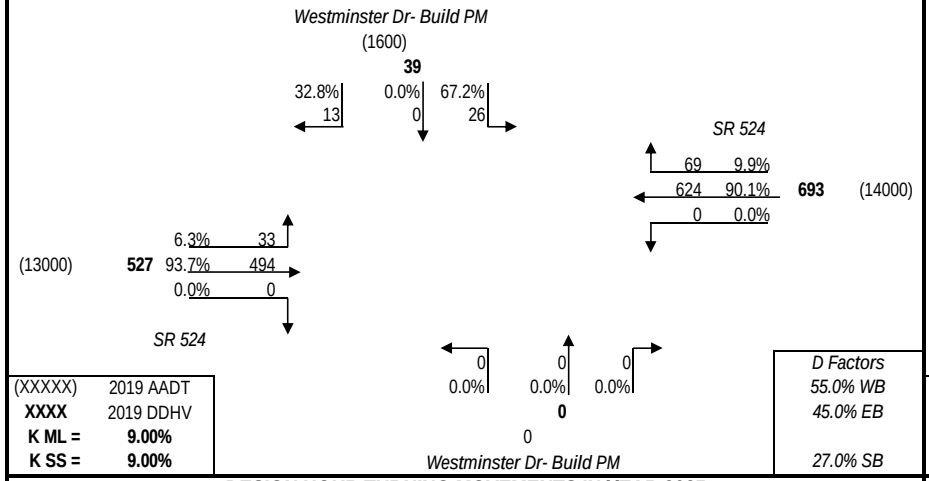
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Westminster Dr- Build PM

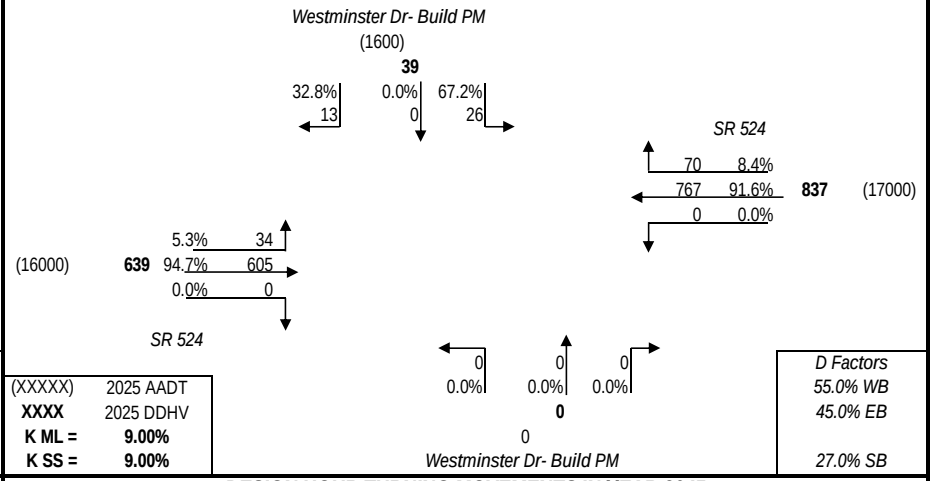
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
27.0% SB

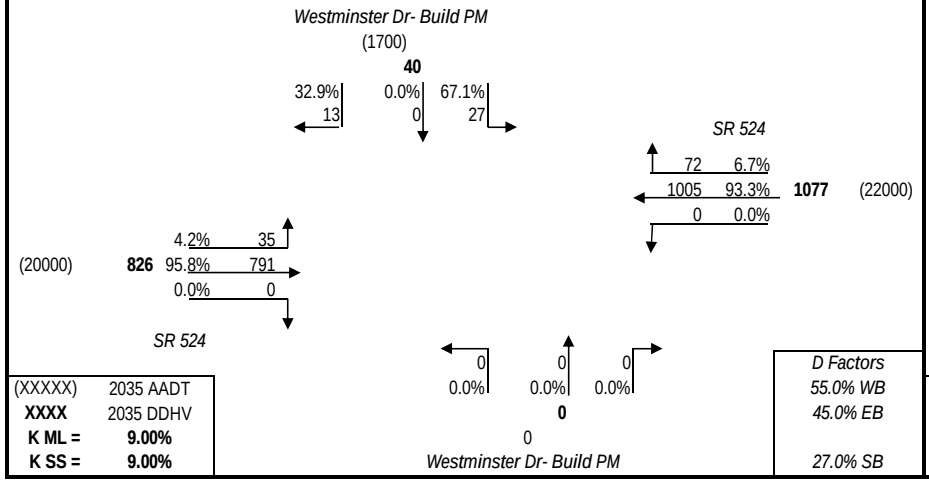
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
27.0% SB

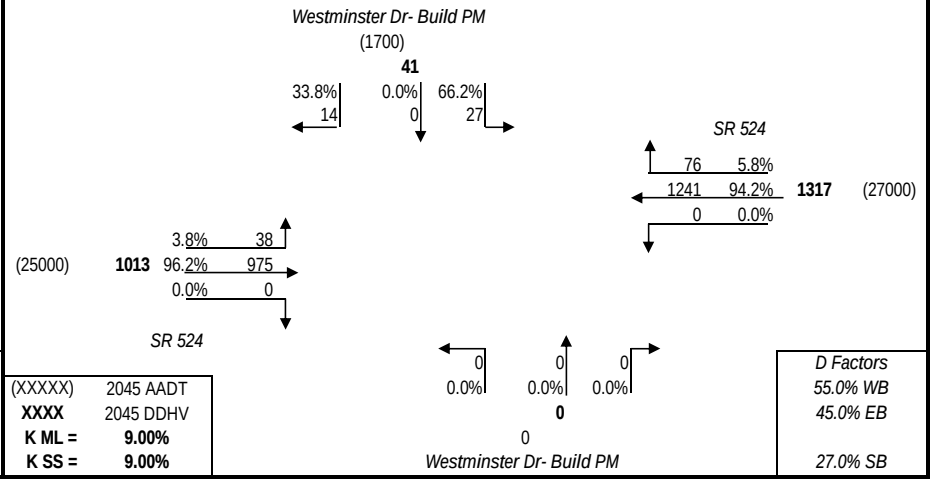
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
27.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
27.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Lance Blvd - Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? (Enter Yes or No) — Yes / **No**

Is this a 4 way intersection?
- Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- **EB, WB, and SB**
- EB, WB, and NB
- EB, SB, and NB
- WB, SB, and NB

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	35.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) — Yes / No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	4.00%	4.00%
Mid	2035		
Design	2045		

Mainline Growth Function: **Linear** / Exponential / Decaying

Side Street Growth Function: **Linear** / Exponential / Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	14000	15000	1100	0	30100
2045	27000	28000	1200	0	56200

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	2.6%	14
(EB THRU)	*West-to-East*	97.4%	526
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	94.0%	626
(WB RT)	*East-to-North*	6.0%	40
(SB LT)	*North-to-East*	80.4%	37
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	19.6%	9
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

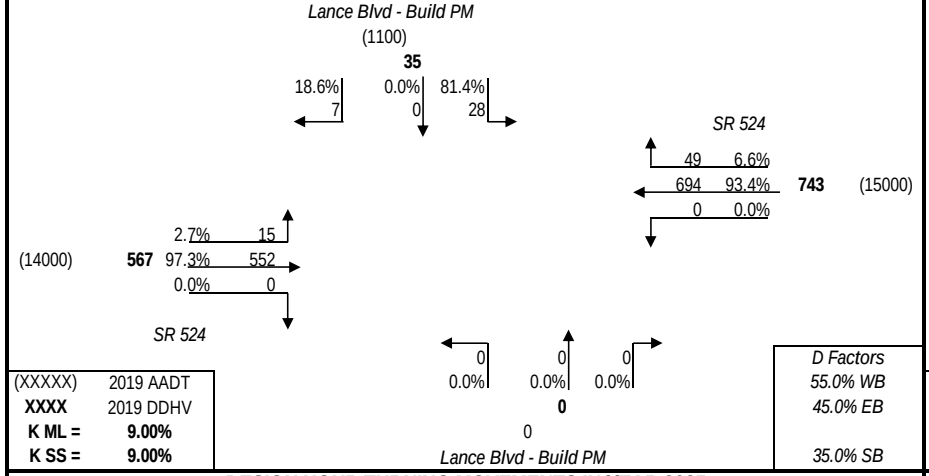
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Lance Blvd - Build PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Lance Blvd - Build PM

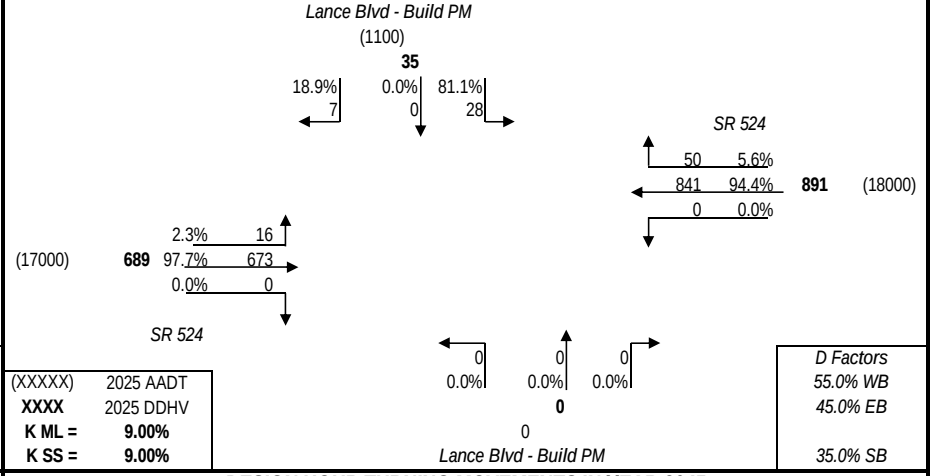


(XXXXX)	2019 AADT	
XXXX	2019 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
55.0% WB
45.0% EB
35.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Lance Blvd - Build PM

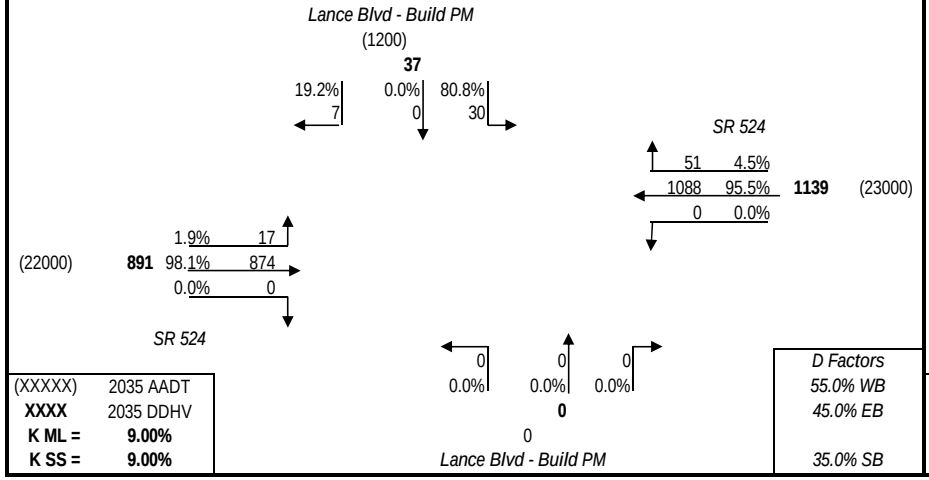


(XXXXX)	2025 AADT	
XXXX	2025 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
55.0% WB
45.0% EB
35.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Lance Blvd - Build PM

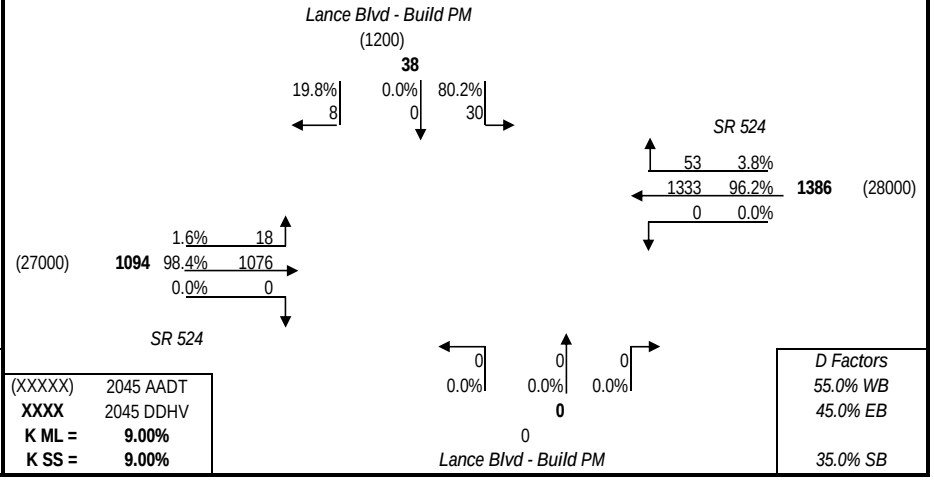


(XXXXX)	2035 AADT	
XXXX	2035 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
55.0% WB
45.0% EB
35.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Lance Blvd - Build PM



(XXXXX)	2045 AADT	
XXXX	2045 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
55.0% WB
45.0% EB
35.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: London Blvd - Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	32.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2019	15000	16000	2300	0	33300
2045	28000	30000	2500	0	60500

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	3.8%	22
(EB THRU)	*West-to-East*	96.2%	556
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	86.4%	642
(WB RT)	*East-to-North*	13.6%	101
(SB LT)	*North-to-East*	87.2%	68
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	12.8%	10
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 5.00

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

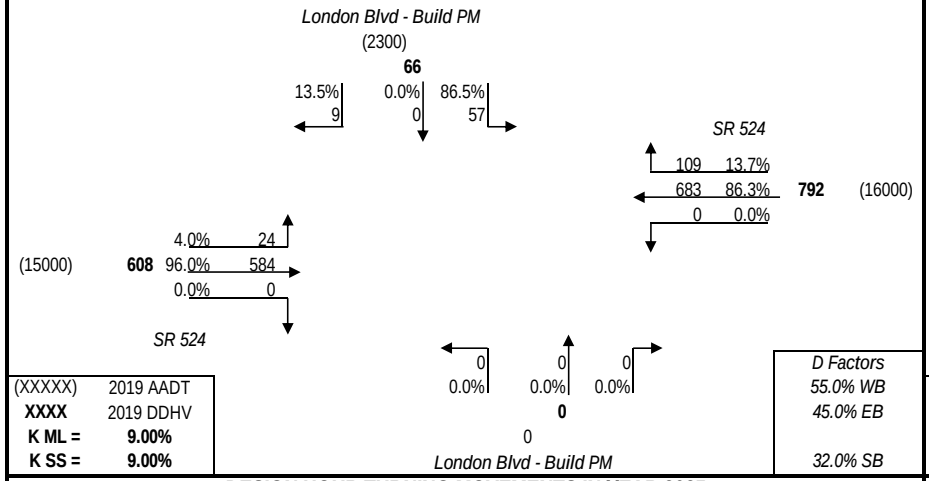
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

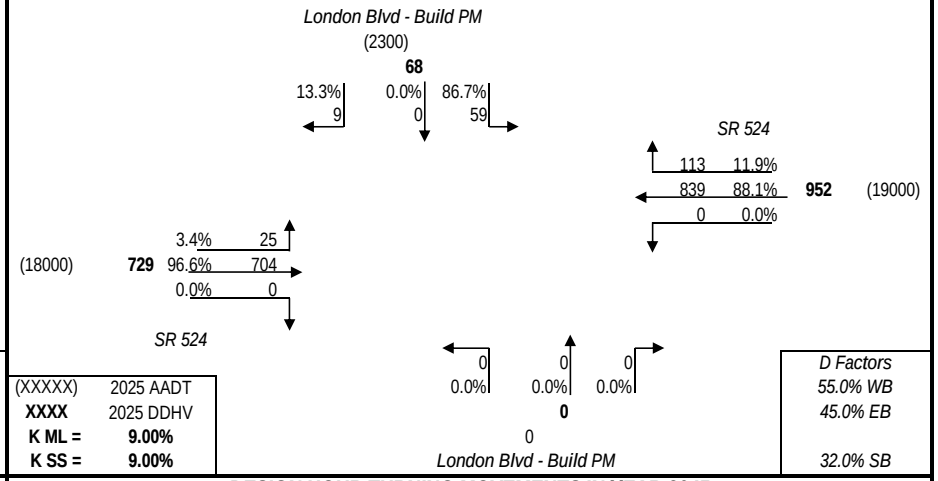
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT London Blvd - Build PM

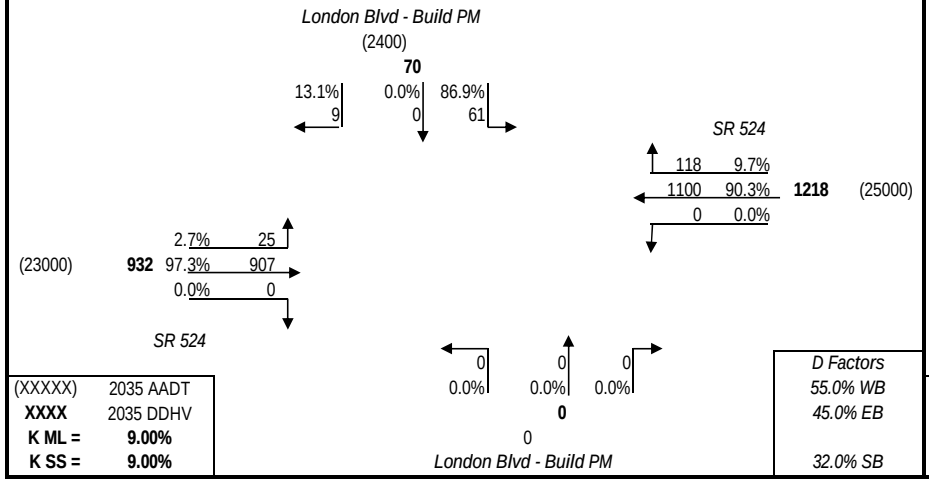
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



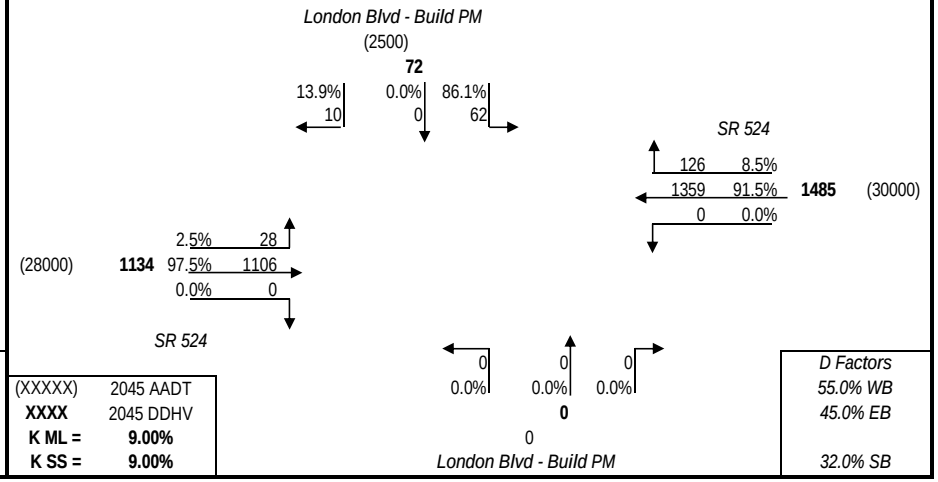
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Coventry Ct - Build PM
Project: SR 524 DTTM
County: Brevard

Is the Mainline Oriented North/South? Enter Yes or No — ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
◉ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	25.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No — ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	16000	17000	1100	0	34100
2045	30000	31000	1200	0	62200

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.8%	5
(EB THRU)	*West-to-East*	99.2%	622
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	94.8%	736
(WB RT)	*East-to-North*	5.2%	40
(SB LT)	*North-to-East*	66.7%	14
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	33.3%	7
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

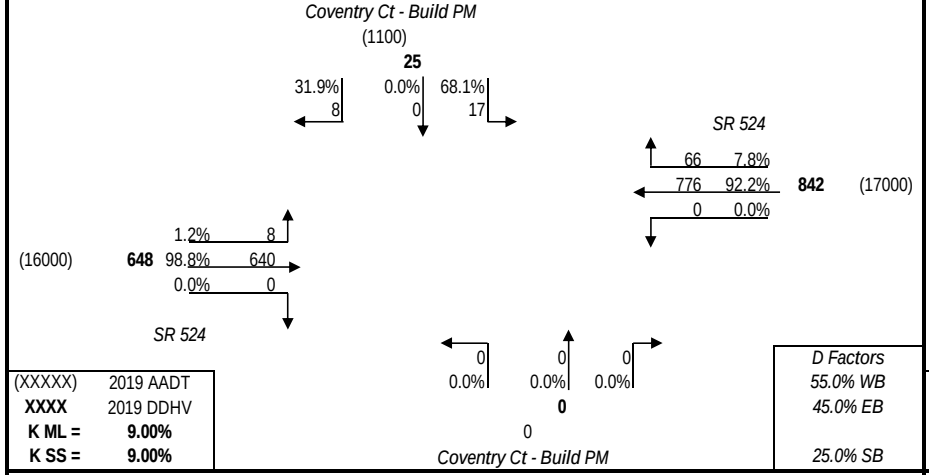
FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Coventry Ct - Build PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Coventry Ct - Build PM

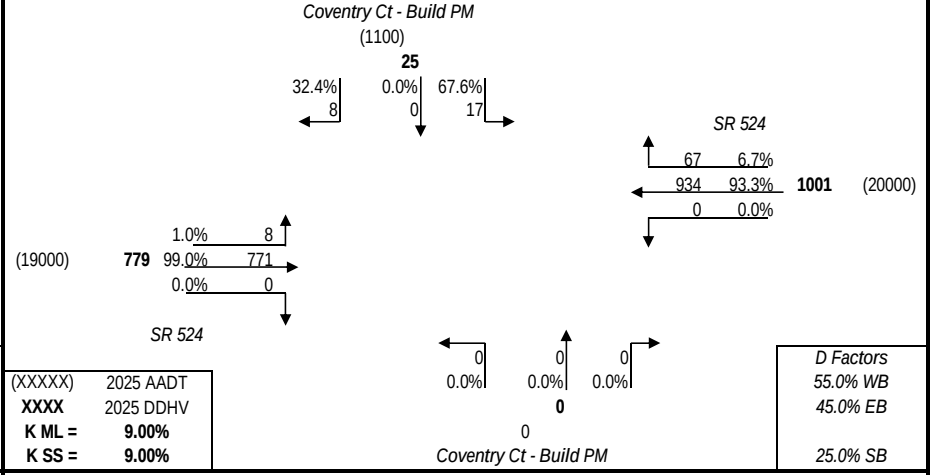


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
25.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Coventry Ct - Build PM

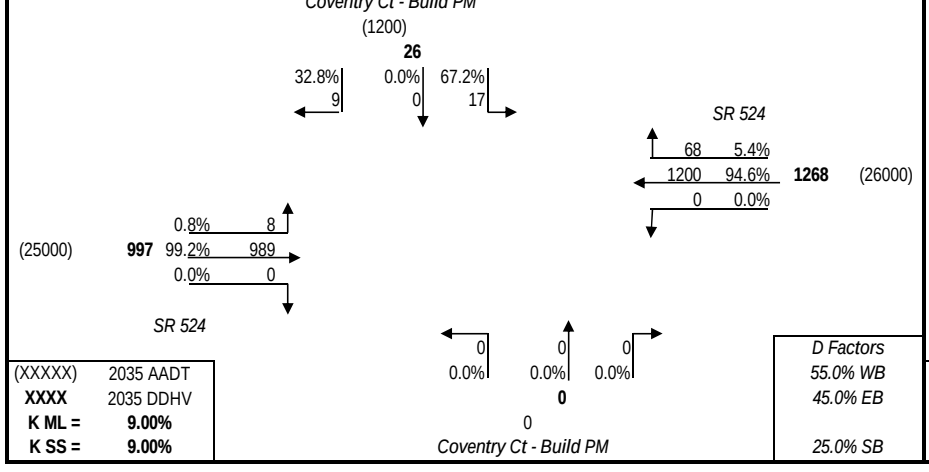


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
25.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Coventry Ct - Build PM

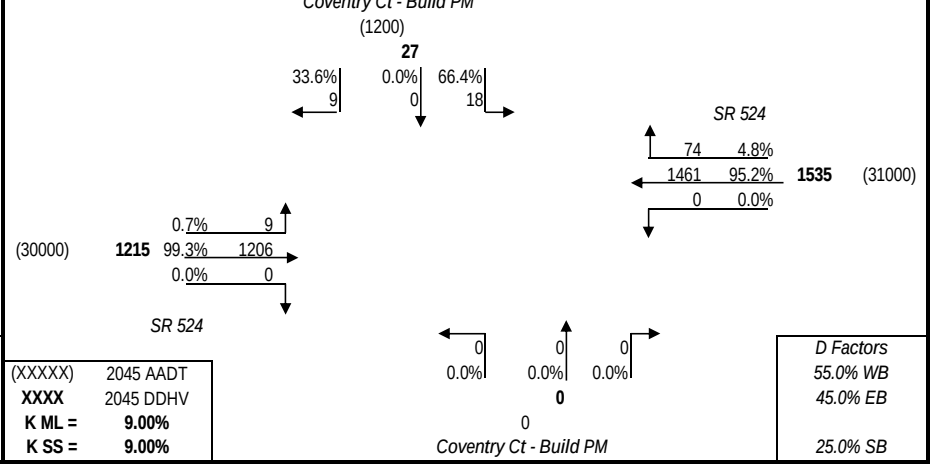


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
25.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Coventry Ct - Build PM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
25.0% SB

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Shopping Center- Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	69.0%
Southbound (SB)	31.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	16000	17000	1500	2100	36600
2045	30000	32000	1600	2200	65800

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	2.7%	17
(EB THRU)	*West-to-East*	89.3%	568
(EB RT)	*West-to-South*	8.0%	51
(WB LT)	*East-to-South*	3.0%	20
(WB THRU)	*East-to-West*	96.5%	638
(WB RT)	*East-to-North*	0.5%	3
(SB LT)	*North-to-East*	68.8%	55
(SB THRU)	*North-to-South*	1.2%	1
(SB RT)	*North-to-West*	30.0%	24
(NB LT)	*South-to-West*	87.0%	114
(NB THRU)	*South-to-North*	6.1%	8
(NB RT)	*South-to-East*	6.9%	9

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

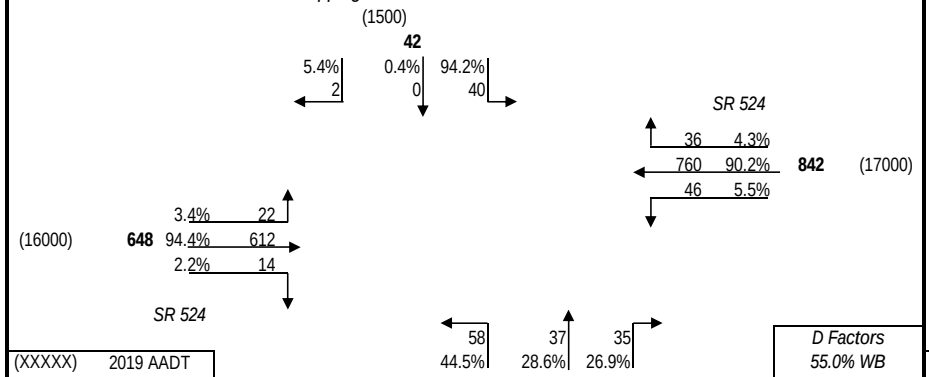
FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Shopping Center- Build PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Shopping Center- Build PM

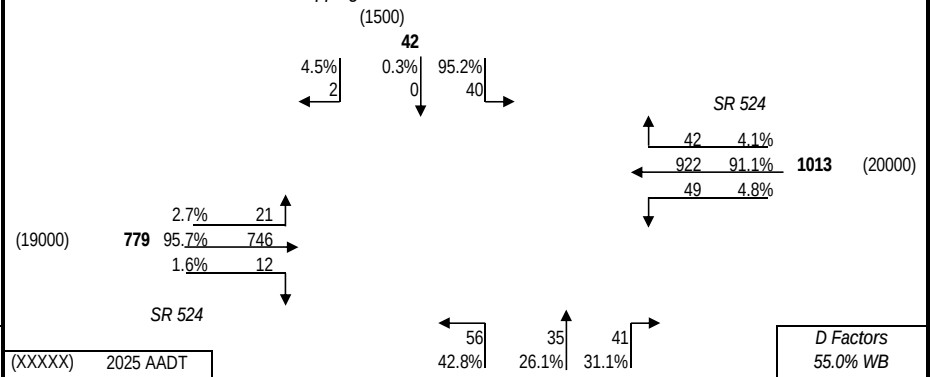


(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
69.0% NB	
31.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Shopping Center- Build PM

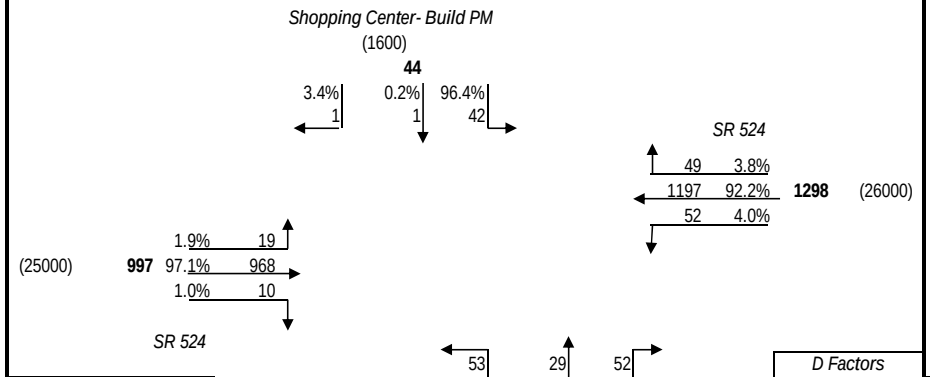


(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
69.0% NB	
31.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Shopping Center- Build PM

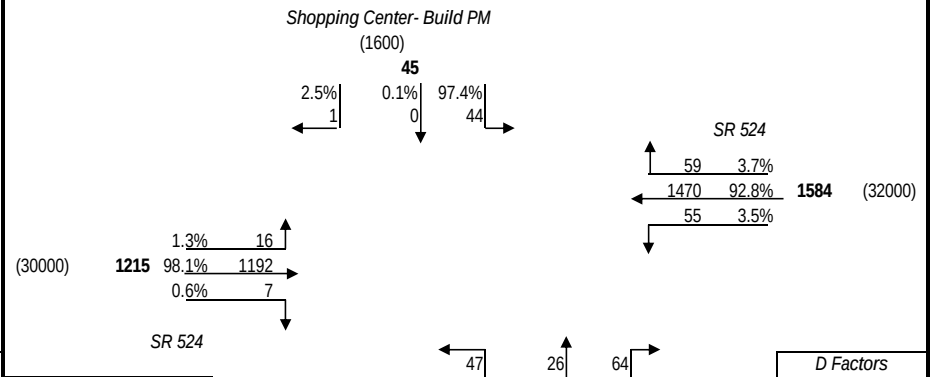


(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
69.0% NB	
31.0% SB	

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Shopping Center- Build PM



(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors	
55.0% WB	
45.0% EB	
69.0% NB	
31.0% SB	

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date: 24-Apr-19
Highway: SR 524
Intersection: Industry - Build PM
Project: SR 524 DTTM
County: Brevard

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	52.0%
Southbound (SB)	48.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	4.00%	4.00%
Design	2045		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
22000	15000	0	10000	47000

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	17000	17000	20000	5100	59100
2045	32000	32000	35000	5500	104500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	54.0%	335
(EB THRU)	*West-to-East*	43.3%	268
(EB RT)	*West-to-South*	2.7%	17
(WB LT)	*East-to-South*	15.9%	141
(WB THRU)	*East-to-West*	33.7%	298
(WB RT)	*East-to-North*	50.4%	446
(SB LT)	*North-to-East*	42.8%	366
(SB THRU)	*North-to-South*	13.9%	119
(SB RT)	*North-to-West*	43.3%	370
(NB LT)	*South-to-West*	14.6%	35
(NB THRU)	*South-to-North*	41.5%	99
(NB RT)	*South-to-East*	43.9%	105

Desired Closure: 1.00

First Guess Turning % Option Used
Existing Turning Movement Counts

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

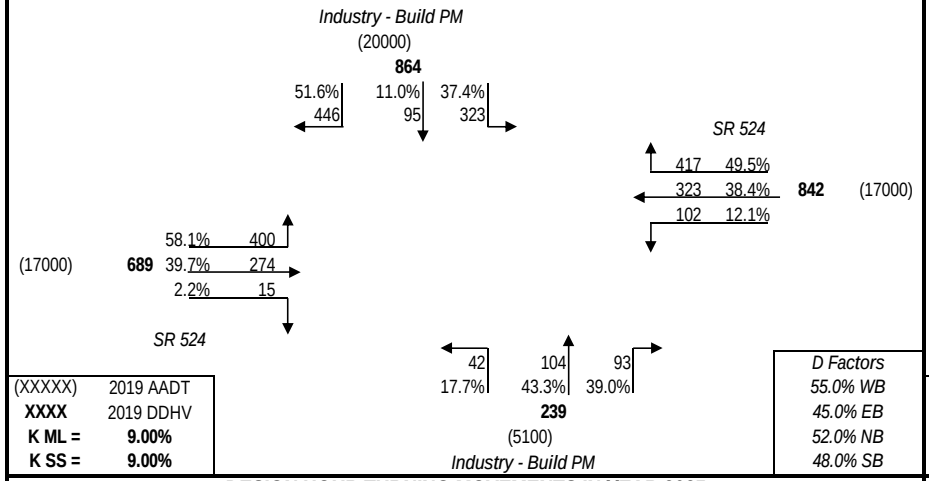
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

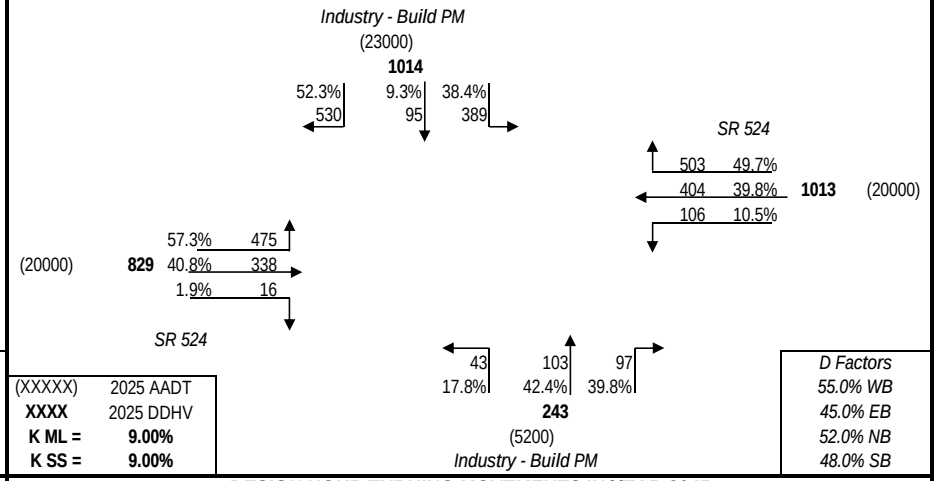
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR SR 524 AT Industry - Build PM

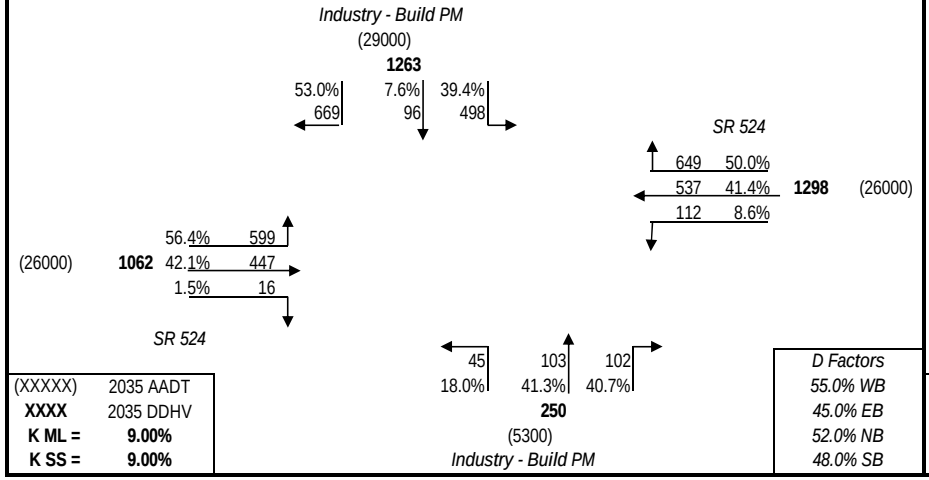
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



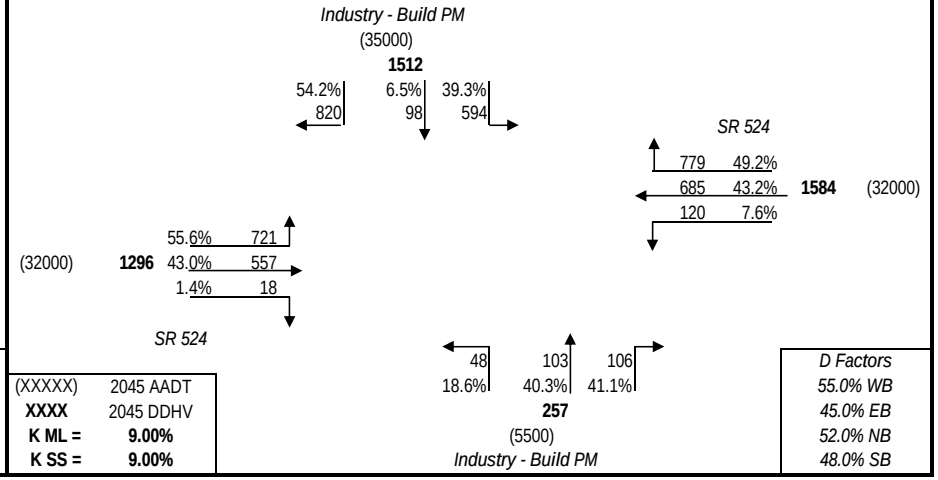
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



Appendix L

No Build Synchro Outputs

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	377	217	15	61	4
Future Vol, veh/h	1	377	217	15	61	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	625	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	8	2	0
Mvmt Flow	1	397	228	16	64	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	244	0	-	0	627	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1334	-	-	-	447	816
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1334	-	-	-	447	816
Mov Cap-2 Maneuver	-	-	-	-	447	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	678	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1334	-	-	-	447	816
HCM Lane V/C Ratio	0.001	-	-	-	0.144	0.005
HCM Control Delay (s)	7.7	-	-	-	14.4	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	431	5	66	213	9	13	2	81	28	1	6
Future Vol, veh/h	2	431	5	66	213	9	13	2	81	28	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	260	400	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	25	8	9	0	9	0	0	0	0	0
Mvmt Flow	2	454	5	69	224	9	14	2	85	29	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	459	0	0	828	829	454	866	825	224
Stage 1	-	-	-	-	-	-	458	458	-	362	362	-
Stage 2	-	-	-	-	-	-	370	371	-	504	463	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.19	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.272	-	-	3.581	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1346	-	-	1071	-	-	282	308	610	276	310	820
Stage 1	-	-	-	-	-	-	569	570	-	661	629	-
Stage 2	-	-	-	-	-	-	636	623	-	554	568	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1346	-	-	1071	-	-	265	288	610	224	290	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	288	-	224	290	-
Stage 1	-	-	-	-	-	-	568	569	-	660	589	-
Stage 2	-	-	-	-	-	-	589	583	-	474	567	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2	13.8	21
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	509	1346	-	-	1071	-	-	226	820
HCM Lane V/C Ratio	0.199	0.002	-	-	0.065	-	-	0.135	0.008
HCM Control Delay (s)	13.8	7.7	-	-	8.6	-	-	23.4	9.4
HCM Lane LOS	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0.2	-	-	0.5	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	299	241	372	191	0	0	0	0	208	0	97
Future Volume (veh/h)	0	299	241	372	191	0	0	0	0	208	0	97
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1826	1618	1767	0				1663	0	1796
Adj Flow Rate, veh/h	0	315	0	392	201	0				219	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	5	19	9	0				16	0	7
Cap, veh/h	0	358		745	1234	0				249	0	
Arrive On Green	0.00	0.20	0.00	0.14	0.23	0.00				0.16	0.00	0.00
Sat Flow, veh/h	0	1767	1547	1541	1767	0				1584	0	1522
Grp Volume(v), veh/h	0	315	0	392	201	0				219	0	0
Grp Sat Flow(s),veh/h/ln	0	1767	1547	1541	1767	0				1584	0	1522
Q Serve(g_s), s	0.0	19.0	0.0	20.2	10.0	0.0				14.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	19.0	0.0	20.2	10.0	0.0				14.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	358		745	1234	0				249	0	
V/C Ratio(X)	0.00	0.88		0.53	0.16	0.00				0.88	0.00	
Avail Cap(c_a), veh/h	0	540		745	1234	0				377	0	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.88	0.88	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	42.5	0.0	33.4	16.6	0.0				45.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	25.0	0.0	0.6	0.2	0.0				14.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	15.7	0.0	15.6	7.3	0.0				11.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	67.5	0.0	34.0	16.9	0.0				59.7	0.0	0.0
LnGrp LOS	A	E		C	B	A				E	A	
Approach Vol, veh/h		315	A		593						219	A
Approach Delay, s/veh		67.5			28.2						59.7	
Approach LOS		E			C						E	

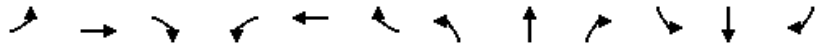
Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	84.5			55.4	29.1		25.5					
Change Period (Y+Rc), s	* 7.7			7.7	* 6.8		8.2					
Max Green Setting (Gmax), s	* 69			27.5	* 34		26.2					
Max Q Clear Time (g_c+I1), s	12.0			22.2	21.0		16.9					
Green Ext Time (p_c), s	1.1			0.6	1.3		0.4					

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	411	0	0	493	190	70	0	321	0	0	0
Future Volume (veh/h)	96	411	0	0	493	190	70	0	321	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1707	1767	0	0	1767	1678	1648	0	1648			
Adj Flow Rate, veh/h	101	433	0	0	519	0	74	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	13	9	0	0	9	15	17	0	17			
Cap, veh/h	606	1442	0	0	1246		93	0				
Arrive On Green	0.09	1.00	0.00	0.00	0.71	0.00	0.06	0.00	0.00			
Sat Flow, veh/h	1626	1767	0	0	1767	1422	1570	0	1397			
Grp Volume(v), veh/h	101	433	0	0	519	0	74	0	0			
Grp Sat Flow(s),veh/h/ln	1626	1767	0	0	1767	1422	1570	0	1397			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	13.5	0.0	5.1	0.0	0.0			
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.0	13.5	0.0	5.1	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	606	1442	0	0	1246		93	0				
V/C Ratio(X)	0.17	0.30	0.00	0.00	0.42		0.80	0.00				
Avail Cap(c_a), veh/h	647	1442	0	0	1246		395	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	0.80	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	4.2	0.0	0.0	0.0	6.8	0.0	51.1	0.0	0.0			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	0.8	0.0	14.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.7	0.3	0.0	0.0	7.3	0.0	4.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.4	0.0	0.0	7.6	0.0	65.2	0.0	0.0			
LnGrp LOS	A	A	A	A	A		E	A				
Approach Vol, veh/h		534			519	A		74	A			
Approach Delay, s/veh		1.1			7.6			65.2				
Approach LOS		A			A			E				

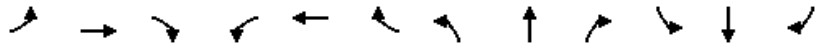
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.2	85.0		12.8		97.2						
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4						
Max Green Setting (Gmax), s	* 7.6	* 54		* 28		* 69						
Max Q Clear Time (g_c+I1), s	13.7	15.5		7.1		2.0						
Green Ext Time (p_c), s	0.1	3.3		0.2		2.7						

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	543	129	26	441	25	128	3	44	53	12	114
Future Volume (veh/h)	60	543	129	26	441	25	128	3	44	53	12	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1767	1455	1618	1767	1604	1352	1900	1900	1767	1767	1767
Adj Flow Rate, veh/h	63	572	136	27	464	26	135	3	46	56	13	120
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	9	30	19	9	20	37	0	0	9	9	9
Cap, veh/h	344	777	543	259	756	582	269	31	469	93	26	134
Arrive On Green	0.08	0.59	0.59	0.05	0.43	0.43	0.09	0.31	0.31	0.14	0.14	0.14
Sat Flow, veh/h	1626	1767	1233	1541	1767	1359	1287	100	1526	353	182	930
Grp Volume(v), veh/h	63	572	136	27	464	26	135	0	49	189	0	0
Grp Sat Flow(s),veh/h/ln	1626	1767	1233	1541	1767	1359	1287	0	1625	1465	0	0
Q Serve(g_s), s	0.0	25.9	3.5	0.0	22.4	1.2	9.7	0.0	2.4	11.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	25.9	3.5	0.0	22.4	1.2	9.7	0.0	2.4	13.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	0.30		0.63
Lane Grp Cap(c), veh/h	344	777	543	259	756	582	269	0	499	253	0	0
V/C Ratio(X)	0.18	0.74	0.25	0.10	0.61	0.04	0.50	0.00	0.10	0.75	0.00	0.00
Avail Cap(c_a), veh/h	344	777	543	259	756	582	269	0	499	253	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.0	18.2	4.9	33.4	24.4	18.3	34.5	0.0	27.2	46.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	5.3	0.9	0.2	3.5	0.1	1.5	0.0	0.1	11.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	13.7	3.0	1.0	14.4	0.7	5.7	0.0	1.7	9.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	23.4	5.8	33.5	27.9	18.5	35.9	0.0	27.3	57.7	0.0	0.0
LnGrp LOS	C	C	A	C	C	B	D	A	C	E	A	A
Approach Vol, veh/h		771			517			184			189	
Approach Delay, s/veh		20.9			27.7			33.6			57.7	
Approach LOS		C			C			C			E	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	54.4		42.0	12.3	55.7	18.0	24.0
Change Period (Y+Rc), s	7.3	7.3		* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	6.3	47.1		* 34	5.0	48.4	* 9.8	* 16
Max Q Clear Time (g_c+I1), s	2.0	24.4		4.4	2.0	27.9	11.7	15.9
Green Ext Time (p_c), s	0.0	2.7		0.2	0.0	3.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

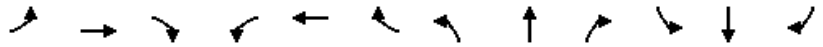
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	566	79	10	465	21	12
Future Volume (veh/h)	566	79	10	465	21	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1307	1900	1767	1604	1900
Adj Flow Rate, veh/h	596	83	11	489	22	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	40	0	9	20	0
Cap, veh/h	734	485	298	980	50	89
Arrive On Green	0.42	0.44	0.01	0.55	0.03	0.06
Sat Flow, veh/h	1767	1108	1810	1767	1527	1610
Grp Volume(v), veh/h	596	83	11	489	22	13
Grp Sat Flow(s),veh/h/ln	1767	1108	1810	1767	1527	1610
Q Serve(g_s), s	13.1	2.0	0.1	7.5	0.6	0.3
Cycle Q Clear(g_c), s	13.1	2.0	0.1	7.5	0.6	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	734	485	298	980	50	89
V/C Ratio(X)	0.81	0.17	0.04	0.50	0.44	0.15
Avail Cap(c_a), veh/h	1771	1136	891	2596	1009	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	7.5	8.2	6.0	20.8	19.7
Incr Delay (d2), s/veh	2.2	0.2	0.0	0.4	6.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.6	0.0	1.9	0.5	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	7.7	8.2	6.4	26.9	20.5
LnGrp LOS	B	A	A	A	C	C
Approach Vol, veh/h	679			500	35	
Approach Delay, s/veh	12.8			6.4	24.5	
Approach LOS	B			A	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.9		9.0	8.1	26.7
Change Period (Y+Rc), s		7.5		* 6.6	7.5	7.5
Max Green Setting (Gmax), s		67.5		* 30	15.0	45.0
Max Q Clear Time (g_c+I1), s		10.5		2.6	2.1	15.1
Green Ext Time (p_c), s		2.8		0.1	0.0	4.2

Intersection Summary		
HCM 6th Ctrl Delay		10.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	444	118	125	374	29	59	12	95	66	50	51
Future Volume (veh/h)	16	444	118	125	374	29	59	12	95	66	50	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1841	1856	1811	1900	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	17	467	0	132	394	0	62	13	100	69	53	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	4	3	6	0	0	0	0	2	2	2
Cap, veh/h	492	617		403	994		175	38	150	188	98	81
Arrive On Green	0.34	0.34	0.00	0.09	0.55	0.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1006	1811	1560	1767	1811	1610	476	247	964	540	630	518
Grp Volume(v), veh/h	17	467	0	132	394	0	175	0	0	176	0	0
Grp Sat Flow(s),veh/h/ln	1006	1811	1560	1767	1811	1610	1687	0	0	1688	0	0
Q Serve(g_s), s	0.5	11.1	0.0	2.1	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	11.1	0.0	2.1	6.1	0.0	4.4	0.0	0.0	4.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.35		0.57	0.39		0.31
Lane Grp Cap(c), veh/h	492	617		403	994		363	0	0	366	0	0
V/C Ratio(X)	0.03	0.76		0.33	0.40		0.48	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	1189	1872		800	2655		1528	0	0	913	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.7	14.2	0.0	9.5	6.3	0.0	19.1	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.3	0.0	0.6	0.3	0.0	1.2	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	6.2	0.0	0.9	2.0	0.0	2.9	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	16.5	0.0	10.0	6.6	0.0	20.3	0.0	0.0	20.3	0.0	0.0
LnGrp LOS	B	B		B	A		C	A	A	C	A	A
Approach Vol, veh/h		484	A		526	A		175			176	
Approach Delay, s/veh		16.3			7.5			20.3			20.3	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	34.0		14.3	10.1	24.0		14.3					
Change Period (Y+Rc), s	7.5		* 6.8	5.9	7.5		6.8					
Max Green Setting (Gmax), s	70.9		* 45	15.0	50.0		25.0					
Max Q Clear Time (g_c+I1), s	8.1		6.4	4.1	13.1		6.4					
Green Ext Time (p_c), s	2.7		1.2	0.3	3.4		1.0					

Intersection Summary		
HCM 6th Ctrl Delay	13.9	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	603	526	6	20	2
Future Vol, veh/h	2	603	526	6	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	2	635	554	6	21	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	560	0	-	0	1193	554
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	639	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1021	-	-	-	208	536
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	530	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1021	-	-	-	208	536
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	530	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1021	-	-	-	208	536
HCM Lane V/C Ratio	0.002	-	-	-	0.101	0.004
HCM Control Delay (s)	8.5	-	-	-	24.2	11.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	611	496	8	43	36
Future Vol, veh/h	12	611	496	8	43	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	13	643	522	8	45	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	530	0	-	0	1191	522
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	669	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1048	-	-	-	209	559
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	513	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1048	-	-	-	206	559
Mov Cap-2 Maneuver	-	-	-	-	206	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	513	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	22.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1048	-	-	-	289
HCM Lane V/C Ratio	0.012	-	-	-	0.288
HCM Control Delay (s)	8.5	-	-	-	22.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	646	487	16	44	17
Future Vol, veh/h	8	646	487	16	44	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	2	0
Mvmt Flow	8	680	513	17	46	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	530	0	-	0	1209	513
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	696	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1048	-	-	-	202	565
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1048	-	-	-	200	565
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	24.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1048	-	-	-	244
HCM Lane V/C Ratio	0.008	-	-	-	0.263
HCM Control Delay (s)	8.5	-	-	-	24.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	657	24	31	463	39	21	2	33	104	2	19
Future Volume (veh/h)	9	657	24	31	463	39	21	2	33	104	2	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1856	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	9	692	25	33	487	0	22	2	35	109	2	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	3	2	2	2	0	2	2
Cap, veh/h	19	744	651	533	1304		126	3	56	134	4	43
Arrive On Green	0.01	0.41	0.41	0.60	1.00	0.00	0.07	0.04	0.04	0.07	0.03	0.03
Sat Flow, veh/h	1810	1811	1585	1781	1811	1572	1781	86	1512	1810	146	1461
Grp Volume(v), veh/h	9	692	25	33	487	0	22	0	37	109	0	22
Grp Sat Flow(s),veh/h/ln	1810	1811	1585	1781	1811	1572	1781	0	1598	1810	0	1607
Q Serve(g_s), s	0.6	47.4	1.2	1.0	0.0	0.0	1.5	0.0	3.0	7.7	0.0	1.8
Cycle Q Clear(g_c), s	0.6	47.4	1.2	1.0	0.0	0.0	1.5	0.0	3.0	7.7	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.91
Lane Grp Cap(c), veh/h	19	744	651	533	1304		126	0	59	134	0	47
V/C Ratio(X)	0.47	0.93	0.04	0.06	0.37		0.17	0.00	0.63	0.81	0.00	0.46
Avail Cap(c_a), veh/h	70	963	843	533	1304		126	0	221	216	0	325
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.9	36.5	22.9	18.5	0.0	0.0	56.8	0.0	61.7	59.3	0.0	62.1
Incr Delay (d2), s/veh	16.5	19.8	0.1	0.0	0.2	0.0	0.7	0.0	10.6	11.5	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	31.4	0.9	0.8	0.1	0.0	1.3	0.0	2.5	7.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	56.3	23.0	18.6	0.2	0.0	57.5	0.0	72.3	70.8	0.0	69.0
LnGrp LOS	F	E	C	B	A		E	A	E	E	A	E
Approach Vol, veh/h		726			520	A		59			131	
Approach Delay, s/veh		55.5			1.3			66.8			70.5	
Approach LOS		E			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.0	60.6	13.7	9.7	5.9	100.7	14.1	9.3
Change Period (Y+Rc), s	7.1	* 7.2	4.5	5.9	4.5	7.1	4.5	4.5
Max Green Setting (Gmax), s	6.7	* 69	5.8	26.3	5.0	70.9	15.5	18.0
Max Q Clear Time (g_c+I1), s	3.0	49.4	3.5	3.8	2.6	2.0	9.7	5.0
Green Ext Time (p_c), s	0.0	4.0	0.0	0.1	0.0	3.1	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	792	527	12	36	6
Future Vol, veh/h	2	792	527	12	36	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	12	0	0
Mvmt Flow	2	834	555	13	38	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	568	0	-	0	1393	555
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	838	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1014	-	-	-	158	535
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	428	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1014	-	-	-	158	535
Mov Cap-2 Maneuver	-	-	-	-	158	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	428	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1014	-	-	-	158	535
HCM Lane V/C Ratio	0.002	-	-	-	0.24	0.012
HCM Control Delay (s)	8.6	-	-	-	34.8	11.8
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0

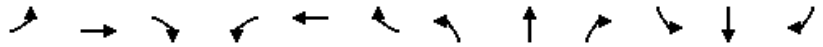
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	781	29	31	507	3	20	5	6	61	3	12
Future Volume (veh/h)	18	781	29	31	507	3	20	5	6	61	3	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1722	1722	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	822	31	33	534	3	21	5	6	64	3	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	12	12	6	0	0	0	0	0	0	0
Cap, veh/h	424	840	677	584	1369	1218	169	58	70	130	7	17
Arrive On Green	0.04	0.93	0.93	0.62	1.00	1.00	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1810	1811	1459	1640	1811	1610	1419	786	944	1079	89	227
Grp Volume(v), veh/h	19	822	31	33	534	3	21	0	11	80	0	0
Grp Sat Flow(s),veh/h/ln	1810	1811	1459	1640	1811	1610	1419	0	1730	1396	0	0
Q Serve(g_s), s	0.8	46.5	0.2	0.0	0.0	0.0	0.0	0.0	0.8	6.7	0.0	0.0
Cycle Q Clear(g_c), s	0.8	46.5	0.2	0.0	0.0	0.0	1.6	0.0	0.8	7.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	0.80		0.16
Lane Grp Cap(c), veh/h	424	840	677	584	1369	1218	169	0	128	153	0	0
V/C Ratio(X)	0.04	0.98	0.05	0.06	0.39	0.00	0.12	0.00	0.09	0.52	0.00	0.00
Avail Cap(c_a), veh/h	459	1036	835	584	1369	1218	403	0	413	394	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.4	4.2	2.5	15.9	0.0	0.0	56.5	0.0	56.1	59.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	20.9	0.0	0.0	0.8	0.0	0.3	0.0	0.3	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	11.0	0.1	0.7	0.5	0.0	1.2	0.0	0.6	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	25.2	2.6	15.9	0.8	0.0	56.8	0.0	56.4	62.1	0.0	0.0
LnGrp LOS	C	C	A	B	A	A	E	A	E	E	A	A
Approach Vol, veh/h		872			570			32			80	
Approach Delay, s/veh		24.3			1.6			56.7			62.1	
Approach LOS		C			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	105.4		15.0	50.5	64.5		15.0				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	5.0	74.4		31.0	5.0	74.4		31.0				
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.6	2.0	48.5		9.4				
Green Ext Time (p_c), s	0.0	3.5		0.1	0.0	6.1		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	486	366	12	68	191	303	11	58	60	488	63	366
Future Volume (veh/h)	486	366	12	68	191	303	11	58	60	488	63	366
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1900	1900	1811	1811	1722	1841	1870	1870	1781	1618
Adj Flow Rate, veh/h	512	385	6	72	201	98	12	61	21	514	66	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	6	0	0	6	6	12	4	2	2	8	19
Cap, veh/h	793	431	384	654	243	459	22	99	610	570	370	882
Arrive On Green	0.44	0.24	0.24	0.33	0.13	0.13	0.01	0.05	0.05	0.16	0.21	0.21
Sat Flow, veh/h	1668	1811	1610	1810	1811	1535	1640	1841	1585	3456	1781	1372
Grp Volume(v), veh/h	512	385	6	72	201	98	12	61	21	514	66	153
Grp Sat Flow(s),veh/h/ln	1668	1811	1610	1810	1811	1535	1640	1841	1585	1728	1781	1372
Q Serve(g_s), s	25.1	26.7	0.3	0.0	14.1	0.9	0.9	4.2	0.4	19.0	4.0	1.0
Cycle Q Clear(g_c), s	25.1	26.7	0.3	0.0	14.1	0.9	0.9	4.2	0.4	19.0	4.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	793	431	384	654	243	459	22	99	610	570	370	882
V/C Ratio(X)	0.65	0.89	0.02	0.11	0.83	0.21	0.54	0.62	0.03	0.90	0.18	0.17
Avail Cap(c_a), veh/h	793	840	747	654	685	834	63	197	694	617	452	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	47.9	27.3	29.1	54.8	17.8	63.7	60.2	8.7	53.2	42.4	2.9
Incr Delay (d2), s/veh	1.4	18.7	0.1	0.1	26.6	1.1	18.9	6.1	0.0	15.8	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.5	19.3	0.3	2.7	12.7	2.9	0.9	3.9	0.3	14.3	3.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	66.6	27.3	29.2	81.4	18.8	82.6	66.3	8.7	69.0	42.6	3.0
LnGrp LOS	C	E	C	C	F	B	F	E	A	E	D	A
Approach Vol, veh/h		903			371			94			733	
Approach Delay, s/veh		44.2			54.8			55.5			52.9	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	64.4	24.5	27.7	13.3	50.8	38.2	7.8	33.3
Change Period (Y+Rc), s	7.8	* 7.1	* 6.3	6.3	7.8	* 7.2	6.0	* 6.3
Max Green Setting (Gmax), s	16.2	* 49	* 23	13.9	5.3	* 60	5.0	* 33
Max Q Clear Time (g_c+I1), s	27.1	16.1	21.0	6.2	2.0	28.7	2.9	6.0
Green Ext Time (p_c), s	0.0	1.4	0.5	0.2	0.0	2.2	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-95 SB Ramps	I	49	45.8	35.6	81.4	0.62	27.5	C
I-95 NB Ramps	I	45	9.9	0.5	10.4	0.09	32.8	C
East Friday Rd	I	45	12.6	19.8	32.4	0.12	13.4	F
Walmart Distribution	I	45	42.1	8.5	50.6	0.48	34.1	B
Cox Road	I	55	39.3	29.7	69.0	0.60	31.4	C
	I	55	83.6	16.6	100.2	1.28	45.9	A
Shopping Plaza	I	45	25.5	4.2	29.7	0.25	29.7	C
Industry Road	I	45	21.8	20.2	42.0	0.21	18.0	E
Total	I		280.6	135.1	415.7	3.65	31.6	C

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	34.1	57.5	0.23	14.1	F
Shopping Plaza	I	45	21.8	4.9	26.7	0.21	28.3	C
London Boulevard	I	45	25.5	7.0	32.5	0.25	27.1	C
Cox Road	I	55	83.6	9.3	92.9	1.28	49.5	A
Walmart Distribution	I	55	39.3	4.9	44.2	0.60	49.0	A
East Friday Road	I	45	42.1	25.6	67.7	0.48	25.5	D
I-95 NB Ramps	I	45	12.6	5.9	18.5	0.12	23.6	D
I-95 SB Ramps	I	45	9.9	3.6	13.5	0.09	25.3	D
Total	I		258.2	95.3	353.5	3.25	33.1	C

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	256	316	66	34	4
Future Vol, veh/h	5	256	316	66	34	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	625	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	5	269	333	69	36	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	402	0	-	0	612	333
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	279	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1168	-	-	-	460	713
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1168	-	-	-	458	713
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1168	-	-	-	458	713
HCM Lane V/C Ratio	0.005	-	-	-	0.078	0.006
HCM Control Delay (s)	8.1	-	-	-	13.5	10.1
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	274	13	123	364	61	16	5	73	30	3	2
Future Vol, veh/h	3	274	13	123	364	61	16	5	73	30	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	260	400	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	0	1	9	2	10	0	0	0	0	0
Mvmt Flow	3	288	14	129	383	64	17	5	77	32	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	447	0	0	302	0	0	970	999	288	983	949	383
Stage 1	-	-	-	-	-	-	294	294	-	641	641	-
Stage 2	-	-	-	-	-	-	676	705	-	342	308	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.2	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.59	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1124	-	-	1265	-	-	225	245	756	230	262	669
Stage 1	-	-	-	-	-	-	697	673	-	466	473	-
Stage 2	-	-	-	-	-	-	430	442	-	677	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1124	-	-	1265	-	-	204	219	756	187	234	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	219	-	187	234	-
Stage 1	-	-	-	-	-	-	695	671	-	465	425	-
Stage 2	-	-	-	-	-	-	382	397	-	602	662	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.8	14.6	27.1
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	475	1124	-	-	1265	-	-	190	669
HCM Lane V/C Ratio	0.208	0.003	-	-	0.102	-	-	0.183	0.003
HCM Control Delay (s)	14.6	8.2	-	-	8.2	-	-	28.1	10.4
HCM Lane LOS	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0.3	-	-	0.6	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	244	133	348	438	0	0	0	0	189	0	110
Future Volume (veh/h)	0	244	133	348	438	0	0	0	0	189	0	110
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1722	1781	1767	0				1648	0	1856
Adj Flow Rate, veh/h	0	257	0	366	461	0				199	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	12	8	9	0				17	0	3
Cap, veh/h	0	300		887	1253	0				229	0	
Arrive On Green	0.00	0.17	0.00	0.16	0.23	0.00				0.15	0.00	0.00
Sat Flow, veh/h	0	1767	1459	1697	1767	0				1570	0	1572
Grp Volume(v), veh/h	0	257	0	366	461	0				199	0	0
Grp Sat Flow(s),veh/h/ln	0	1767	1459	1697	1767	0				1570	0	1572
Q Serve(g_s), s	0.0	15.5	0.0	16.2	24.1	0.0				13.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	15.5	0.0	16.2	24.1	0.0				13.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	300		887	1253	0				229	0	
V/C Ratio(X)	0.00	0.86		0.41	0.37	0.00				0.87	0.00	
Avail Cap(c_a), veh/h	0	533		887	1253	0				411	0	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.73	0.73	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	44.4	0.0	29.3	21.5	0.0				45.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	25.8	0.0	0.2	0.6	0.0				9.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	13.5	0.0	13.9	16.2	0.0				10.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	70.2	0.0	29.5	22.1	0.0				55.5	0.0	0.0
LnGrp LOS	A	E		C	C	A				E	A	
Approach Vol, veh/h		257	A		827						199	A
Approach Delay, s/veh		70.2			25.4						55.5	
Approach LOS		E			C						E	

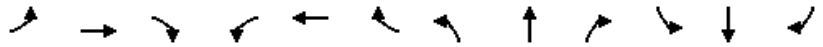
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.7			60.3	25.5		24.3				
Change Period (Y+Rc), s		* 7.7			7.7	* 6.8		8.2				
Max Green Setting (Gmax), s		* 66			25.3	* 33		28.8				
Max Q Clear Time (g_c+I1), s		26.1			18.2	17.5		15.6				
Green Ext Time (p_c), s		2.8			0.7	1.1		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			39.0									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	333	0	0	574	194	212	0	424	0	0	0
Future Volume (veh/h)	100	333	0	0	574	194	212	0	424	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1767	0	0	1767	1693	1856	0	1752			
Adj Flow Rate, veh/h	105	351	0	0	604	0	223	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	9	0	0	9	14	3	0	10			
Cap, veh/h	643	1288	0	0	1093		258	0				
Arrive On Green	0.09	1.00	0.00	0.00	1.00	0.00	0.15	0.00	0.00			
Sat Flow, veh/h	1767	1767	0	0	1767	1434	1767	0	1485			
Grp Volume(v), veh/h	105	351	0	0	604	0	223	0	0			
Grp Sat Flow(s),veh/h/ln	1767	1767	0	0	1767	1434	1767	0	1485			
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0			
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	643	1288	0	0	1093		258	0				
V/C Ratio(X)	0.16	0.27	0.00	0.00	0.55		0.86	0.00				
Avail Cap(c_a), veh/h	670	1288	0	0	1093		467	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.84	0.84	0.00	0.00	0.68	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	5.7	0.0	0.0	0.0	0.0	0.0	45.9	0.0	0.0			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	1.4	0.0	8.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.2	0.3	0.0	0.0	0.8	0.0	10.8	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.8	0.4	0.0	0.0	1.4	0.0	54.3	0.0	0.0			
LnGrp LOS	A	A	A	A	A		D	A				
Approach Vol, veh/h		456			604	A		223	A			
Approach Delay, s/veh		1.7			1.4			54.3				
Approach LOS		A			A			D				

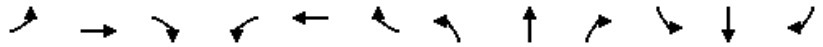
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.2	75.4		22.4		87.6						
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4						
Max Green Setting (Gmax), s	* 5	* 54		* 29		* 67						
Max Q Clear Time (g_c+I1), s	4.3	2.0		15.6		2.0						
Green Ext Time (p_c), s	0.0	4.1		0.5		2.1						

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	475	141	43	568	50	141	8	45	41	8	59
Future Volume (veh/h)	141	475	141	43	568	50	141	8	45	41	8	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1767	1396	1693	1767	1900	1544	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	500	148	45	598	53	148	8	47	43	8	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	9	34	14	9	0	24	0	0	0	0	0
Cap, veh/h	344	856	573	480	846	771	288	61	355	89	19	76
Arrive On Green	0.12	0.97	0.97	0.06	0.48	0.48	0.09	0.25	0.25	0.09	0.09	0.09
Sat Flow, veh/h	1810	1767	1183	1612	1767	1610	1471	240	1407	490	213	854
Grp Volume(v), veh/h	148	500	148	45	598	53	148	0	55	113	0	0
Grp Sat Flow(s),veh/h/ln	1810	1767	1183	1612	1767	1610	1471	0	1647	1557	0	0
Q Serve(g_s), s	0.0	2.2	0.3	0.0	29.3	2.0	9.8	0.0	2.8	6.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.2	0.3	0.0	29.3	2.0	9.8	0.0	2.8	7.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	0.38		0.55
Lane Grp Cap(c), veh/h	344	856	573	480	846	771	288	0	416	184	0	0
V/C Ratio(X)	0.43	0.58	0.26	0.09	0.71	0.07	0.51	0.00	0.13	0.62	0.00	0.00
Avail Cap(c_a), veh/h	344	856	573	480	846	771	288	0	431	198	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.9	0.9	0.3	13.8	22.6	15.4	39.5	0.0	31.8	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	2.4	0.9	0.1	4.3	0.1	1.6	0.0	0.1	5.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	1.7	0.5	1.0	17.5	1.3	6.7	0.0	2.1	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	3.4	1.2	13.9	26.8	15.6	41.1	0.0	31.9	54.1	0.0	0.0
LnGrp LOS	C	A	A	B	C	B	D	A	C	D	A	A
Approach Vol, veh/h		796			696			203			113	
Approach Delay, s/veh		8.6			25.1			38.6			54.1	
Approach LOS		A			C			D			D	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	60.0		36.0	13.4	60.6	18.0	18.0
Change Period (Y+Rc), s	7.3	7.3		* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	6.7	52.7		* 29	5.1	53.3	* 9.8	* 11
Max Q Clear Time (g_c+I1), s	2.0	31.3		4.8	2.0	4.2	11.8	9.8
Green Ext Time (p_c), s	0.1	3.8		0.2	0.0	3.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

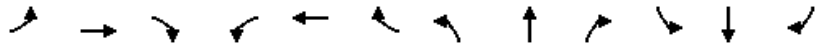
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	513	48	14	579	82	12
Future Volume (veh/h)	513	48	14	579	82	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1678	1900	1767	1752	1900
Adj Flow Rate, veh/h	540	51	15	609	86	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	15	0	9	10	0
Cap, veh/h	691	556	298	1019	184	178
Arrive On Green	0.39	0.39	0.02	0.58	0.11	0.11
Sat Flow, veh/h	1767	1422	1810	1767	1668	1610
Grp Volume(v), veh/h	540	51	15	609	86	13
Grp Sat Flow(s),veh/h/ln	1767	1422	1810	1767	1668	1610
Q Serve(g_s), s	12.1	1.0	0.2	10.0	2.2	0.3
Cycle Q Clear(g_c), s	12.1	1.0	0.2	10.0	2.2	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	691	556	298	1019	184	178
V/C Ratio(X)	0.78	0.09	0.05	0.60	0.47	0.07
Avail Cap(c_a), veh/h	1764	1420	866	2646	1111	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	8.7	9.0	6.2	18.8	18.0
Incr Delay (d2), s/veh	2.0	0.1	0.1	0.6	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.4	0.1	2.4	1.5	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	8.7	9.1	6.7	20.6	18.2
LnGrp LOS	B	A	A	A	C	B
Approach Vol, veh/h	591			624	99	
Approach Delay, s/veh	13.5			6.8	20.3	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	33.5	11.6	8.4	25.1
Change Period (Y+Rc), s	7.5	* 6.6	7.5	7.5
Max Green Setting (Gmax), s	67.5	* 30	15.0	45.0
Max Q Clear Time (g_c+I1), s	12.0	4.2	2.2	14.1
Green Ext Time (p_c), s	3.8	0.3	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	413	46	124	461	88	72	37	173	36	33	29
Future Volume (veh/h)	41	413	46	124	461	88	72	37	173	36	33	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1826	1752	1811	1900	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	43	435	0	131	485	0	76	39	182	38	35	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	5	10	6	0	2	2	2	3	3	3
Cap, veh/h	417	566		344	898		155	77	239	191	169	115
Arrive On Green	0.31	0.31	0.00	0.08	0.50	0.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	925	1811	1547	1668	1811	1610	300	311	966	416	681	466
Grp Volume(v), veh/h	43	435	0	131	485	0	297	0	0	104	0	0
Grp Sat Flow(s),veh/h/ln	925	1811	1547	1668	1811	1610	1576	0	0	1563	0	0
Q Serve(g_s), s	1.9	12.1	0.0	2.7	10.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	12.1	0.0	2.7	10.3	0.0	9.6	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.26		0.61	0.37		0.30
Lane Grp Cap(c), veh/h	417	566		344	898		471	0	0	475	0	0
V/C Ratio(X)	0.10	0.77		0.38	0.54		0.63	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	957	1622		662	2301		1333	0	0	766	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.9	17.4	0.0	12.1	9.7	0.0	19.3	0.0	0.0	16.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	2.7	0.0	0.8	0.6	0.0	1.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	7.6	0.0	1.4	4.8	0.0	5.7	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	20.0	0.0	12.9	10.3	0.0	21.0	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	B	C		B	B		C	A	A	B	A	A
Approach Vol, veh/h		478	A		616	A		297			104	
Approach Delay, s/veh		19.5			10.8			21.0			17.1	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.2		20.6	10.2	24.9		20.6				
Change Period (Y+Rc), s		7.5		* 6.8	5.9	7.5		6.8				
Max Green Setting (Gmax), s		70.9		* 45	15.0	50.0		25.0				
Max Q Clear Time (g_c+I1), s		12.3		11.6	4.7	14.1		4.6				
Green Ext Time (p_c), s		3.6		2.2	0.3	3.3		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	16.1	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	617	671	17	10	2
Future Vol, veh/h	5	617	671	17	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	5	649	706	18	11	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	724	0	-	0	1365	706
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	659	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	888	-	-	-	164	439
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	888	-	-	-	163	439
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	518	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	26
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	888	-	-	-	163	439
HCM Lane V/C Ratio	0.006	-	-	-	0.065	0.005
HCM Control Delay (s)	9.1	-	-	-	28.6	13.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	588	668	68	36	20
Future Vol, veh/h	39	588	668	68	36	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	41	619	703	72	38	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	775	0	-	0	1404	703
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	701	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	850	-	-	-	155	441
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	850	-	-	-	148	441
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	496	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	31.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	850	-	-	-	194
HCM Lane V/C Ratio	0.048	-	-	-	0.304
HCM Control Delay (s)	9.5	-	-	-	31.5
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	608	726	45	39	10
Future Vol, veh/h	16	608	726	45	39	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	6	6	0	0	11
Mvmt Flow	17	640	764	47	41	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	811	0	-	0	1438	764
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	674	-
Critical Hdwy	4.17	-	-	-	6.4	6.31
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.399
Pot Cap-1 Maneuver	794	-	-	-	148	390
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	794	-	-	-	145	390
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	36.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	794	-	-	-	166
HCM Lane V/C Ratio	0.021	-	-	-	0.311
HCM Control Delay (s)	9.6	-	-	-	36.2
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	601	18	22	740	104	20	2	22	72	2	11
Future Volume (veh/h)	28	601	18	22	740	104	20	2	22	72	2	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1900	1870	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	29	633	19	23	779	0	21	2	23	76	2	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	0	2	2	2	1	2	2
Cap, veh/h	45	1305	1142	39	1299		36	4	50	97	16	94
Arrive On Green	0.02	0.72	0.72	0.04	1.00	0.00	0.02	0.03	0.03	0.05	0.07	0.07
Sat Flow, veh/h	1810	1811	1585	1781	1811	1610	1781	128	1476	1795	231	1389
Grp Volume(v), veh/h	29	633	19	23	779	0	21	0	25	76	0	14
Grp Sat Flow(s),veh/h/ln	1810	1811	1585	1781	1811	1610	1781	0	1605	1795	0	1620
Q Serve(g_s), s	2.1	19.5	0.4	1.6	0.0	0.0	1.5	0.0	2.0	5.4	0.0	1.1
Cycle Q Clear(g_c), s	2.1	19.5	0.4	1.6	0.0	0.0	1.5	0.0	2.0	5.4	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.86
Lane Grp Cap(c), veh/h	45	1305	1142	39	1299		36	0	55	97	0	109
V/C Ratio(X)	0.64	0.49	0.02	0.60	0.60		0.58	0.00	0.46	0.79	0.00	0.13
Avail Cap(c_a), veh/h	77	1305	1142	81	1299		79	0	222	159	0	278
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.8	7.8	5.1	61.6	0.0	0.0	63.1	0.0	61.6	60.8	0.0	57.0
Incr Delay (d2), s/veh	14.2	1.3	0.0	13.7	0.8	0.0	13.6	0.0	5.9	13.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	10.6	0.3	1.6	0.5	0.0	1.5	0.0	1.6	5.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.0	9.1	5.2	75.4	0.8	0.0	76.7	0.0	67.5	73.8	0.0	57.5
LnGrp LOS	E	A	A	E	A		E	A	E	E	A	E
Approach Vol, veh/h		681			802	A		46			90	
Approach Delay, s/veh		11.9			2.9			71.7			71.2	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	100.8	7.2	14.7	7.7	100.4	12.9	8.9
Change Period (Y+Rc), s	4.5	7.2	4.5	5.9	4.5	* 7.2	5.9	* 4.5
Max Green Setting (Gmax), s	5.9	73.9	5.8	22.3	5.5	* 74	11.5	* 18
Max Q Clear Time (g_c+I1), s	3.6	21.5	3.5	3.1	4.1	2.0	7.4	4.0
Green Ext Time (p_c), s	0.0	4.1	0.0	0.0	0.0	6.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	688	859	46	15	7
Future Vol, veh/h	7	688	859	46	15	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	7	724	904	48	16	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	952	0	-	0	1642	904
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	738	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	730	-	-	-	111	338
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	730	-	-	-	110	338
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	34.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	730	-	-	-	110	338
HCM Lane V/C Ratio	0.01	-	-	-	0.144	0.022
HCM Control Delay (s)	10	-	-	-	43.1	15.9
HCM Lane LOS	A	-	-	-	E	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.1

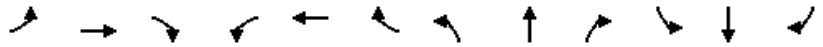
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	633	52	28	763	15	117	13	22	57	1	25
Future Volume (veh/h)	18	633	52	28	763	15	117	13	22	57	1	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1900	1693	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	666	55	29	803	16	123	14	23	60	1	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	0	14	6	0	0	0	0	0	0	0
Cap, veh/h	558	690	614	664	847	753	203	68	112	133	10	41
Arrive On Green	0.55	0.76	0.76	0.72	0.94	0.94	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	1811	1610	1612	1811	1610	1405	647	1062	816	96	389
Grp Volume(v), veh/h	19	666	55	29	803	16	123	0	37	87	0	0
Grp Sat Flow(s),veh/h/ln	1810	1811	1610	1612	1811	1610	1405	0	1709	1301	0	0
Q Serve(g_s), s	0.0	42.9	1.1	0.0	32.8	0.1	2.3	0.0	2.6	6.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	42.9	1.1	0.0	32.8	0.1	11.3	0.0	2.6	8.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.62	0.69		0.30
Lane Grp Cap(c), veh/h	558	690	614	664	847	753	203	0	181	184	0	0
V/C Ratio(X)	0.03	0.96	0.09	0.04	0.95	0.02	0.61	0.00	0.20	0.47	0.00	0.00
Avail Cap(c_a), veh/h	558	1035	920	664	1036	922	389	0	407	378	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.1	14.6	9.7	10.3	3.3	2.2	57.0	0.0	53.1	56.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	15.7	0.1	0.0	17.8	0.0	2.9	0.0	0.6	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	13.4	0.7	0.4	9.3	0.1	7.5	0.0	2.1	5.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	30.4	9.7	10.4	21.1	2.3	60.0	0.0	53.7	58.3	0.0	0.0
LnGrp LOS	C	C	A	B	C	A	E	A	D	E	A	A
Approach Vol, veh/h		740			848			160			87	
Approach Delay, s/veh		28.6			20.4			58.5			58.3	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	52.8	58.1		19.1	54.2	56.7		19.1				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	5.0	74.4		31.0	5.1	74.3		31.0				
Max Q Clear Time (g_c+I1), s	2.0	34.8		13.3	2.0	44.9		10.9				
Green Ext Time (p_c), s	0.0	6.3		0.5	0.0	4.7		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	302	21	145	347	497	37	103	115	409	124	438
Future Volume (veh/h)	399	302	21	145	347	497	37	103	115	409	124	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1811	1900	1900	1811	1885	1856	1870	1900	1885	1870	1856
Adj Flow Rate, veh/h	420	318	8	153	365	402	39	108	28	431	131	214
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	6	0	0	6	1	3	2	0	1	2	3
Cap, veh/h	470	943	839	603	812	940	51	140	120	487	351	491
Arrive On Green	0.12	0.52	0.52	0.05	0.45	0.45	0.03	0.07	0.07	0.14	0.19	0.19
Sat Flow, veh/h	1682	1811	1610	1810	1811	1598	1767	1870	1610	3483	1870	1572
Grp Volume(v), veh/h	420	318	8	153	365	402	39	108	28	431	131	214
Grp Sat Flow(s),veh/h/ln	1682	1811	1610	1810	1811	1598	1767	1870	1610	1742	1870	1572
Q Serve(g_s), s	16.2	13.3	0.3	6.0	18.1	8.1	2.8	7.4	1.8	15.8	8.0	14.1
Cycle Q Clear(g_c), s	16.2	13.3	0.3	6.0	18.1	8.1	2.8	7.4	1.8	15.8	8.0	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	943	839	603	812	940	51	140	120	487	351	491
V/C Ratio(X)	0.89	0.34	0.01	0.25	0.45	0.43	0.76	0.77	0.23	0.88	0.37	0.44
Avail Cap(c_a), veh/h	470	943	839	603	812	940	68	245	211	539	475	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	18.1	15.0	17.6	24.7	4.3	62.7	59.1	38.7	54.9	46.1	35.6
Incr Delay (d2), s/veh	16.6	0.8	0.0	0.2	1.8	1.4	29.0	8.8	1.0	15.1	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.8	9.0	0.2	4.4	12.5	6.4	3.1	7.0	1.6	12.4	6.6	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	18.9	15.0	17.8	26.5	5.7	91.6	67.9	39.7	70.0	46.8	36.2
LnGrp LOS	D	B	B	B	C	A	F	E	D	E	D	D
Approach Vol, veh/h		746			920			175			776	
Approach Delay, s/veh		29.4			16.0			68.6			56.7	
Approach LOS		C			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	65.5	24.5	16.0	14.6	74.9	9.8	30.7
Change Period (Y+Rc), s	* 7.8	* 7.2	6.3	* 6.3	7.5	7.2	6.0	* 6.3
Max Green Setting (Gmax), s	* 16	* 49	20.1	* 17	7.1	58.5	5.0	* 33
Max Q Clear Time (g_c+I1), s	18.2	20.1	17.8	9.4	8.0	15.3	4.8	16.1
Green Ext Time (p_c), s	0.0	3.6	0.4	0.3	0.0	1.8	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-95 SB Ramps	I	49	45.8	26.2	72.0	0.62	31.1	C
I-95 NB Ramps	I	45	9.9	1.6	11.5	0.09	29.7	C
E. Friday Rd	I	45	12.6	17.9	30.5	0.12	14.3	F
Walmart Distribution	I	45	42.1	11.8	53.9	0.48	32.0	C
Cox Road	I	55	39.3	32.2	71.5	0.60	30.3	C
	I	55	83.6	12.3	95.9	1.28	48.0	A
Shopping Plaza	I	45	25.5	8.1	33.6	0.25	26.3	D
Industry Road	I	45	21.8	18.0	39.8	0.21	19.0	E
Total	I		280.6	128.1	408.7	3.65	32.2	C

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	44.2	67.6	0.23	12.0	F
Shopping Plaza	I	45	21.8	14.2	36.0	0.21	21.0	D
London Boulevard	I	45	25.5	10.9	36.4	0.25	24.2	D
Cox Road	I	55	83.6	12.7	96.3	1.28	47.8	A
Walmart Distribution	I	55	39.3	9.4	48.7	0.60	44.4	A
East Friday Road	I	45	42.1	27.5	69.6	0.48	24.8	D
I-95 NB Ramps	I	45	12.6	10.5	23.1	0.12	18.9	E
I-95 SB Ramps	I	45	9.9	4.7	14.6	0.09	23.4	D
Total	I		258.2	134.1	392.3	3.25	29.9	C

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	455	337	21	64	7
Future Vol, veh/h	3	455	337	21	64	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	625	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	8	2	0
Mvmt Flow	3	479	355	22	67	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	377	0	-	0	840	355
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	485	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1193	-	-	-	335	693
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1193	-	-	-	334	693
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	619	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1193	-	-	-	334	693
HCM Lane V/C Ratio	0.003	-	-	-	0.202	0.011
HCM Control Delay (s)	8	-	-	-	18.5	10.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7	0

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	508	8	94	320	15	30	6	128	29	3	8
Future Vol, veh/h	3	508	8	94	320	15	30	6	128	29	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	260	400	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	25	8	9	0	9	0	0	0	0	0
Mvmt Flow	3	535	8	99	337	16	32	6	135	31	3	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	353	0	0	543	0	0	1090	1092	535	1151	1084	337
Stage 1	-	-	-	-	-	-	541	541	-	535	535	-
Stage 2	-	-	-	-	-	-	549	551	-	616	549	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.19	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.272	-	-	3.581	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1217	-	-	996	-	-	187	216	549	177	219	710
Stage 1	-	-	-	-	-	-	513	524	-	533	527	-
Stage 2	-	-	-	-	-	-	508	519	-	481	520	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1217	-	-	996	-	-	168	194	549	120	197	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	194	-	120	197	-
Stage 1	-	-	-	-	-	-	512	523	-	532	475	-
Stage 2	-	-	-	-	-	-	449	468	-	358	519	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2	23	37.3
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	370	1217	-	-	996	-	-	125	710
HCM Lane V/C Ratio	0.467	0.003	-	-	0.099	-	-	0.269	0.012
HCM Control Delay (s)	23	8	-	-	9	-	-	44.1	10.1
HCM Lane LOS	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	2.4	0	-	-	0.3	-	-	1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	368	297	480	259	0	0	0	0	372	0	170
Future Volume (veh/h)	0	368	297	480	259	0	0	0	0	372	0	170
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1826	1618	1767	0				1663	0	1796
Adj Flow Rate, veh/h	0	387	0	505	273	0				392	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	5	19	9	0				16	0	7
Cap, veh/h	0	422		545	1069	0				416	0	
Arrive On Green	0.00	0.24	0.00	0.10	0.20	0.00				0.26	0.00	0.00
Sat Flow, veh/h	0	1767	1547	1541	1767	0				1584	0	1522
Grp Volume(v), veh/h	0	387	0	505	273	0				392	0	0
Grp Sat Flow(s),veh/h/ln	0	1767	1547	1541	1767	0				1584	0	1522
Q Serve(g_s), s	0.0	25.6	0.0	33.7	15.6	0.0				29.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	25.6	0.0	33.7	15.6	0.0				29.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	422		545	1069	0				416	0	
V/C Ratio(X)	0.00	0.92		0.93	0.26	0.00				0.94	0.00	
Avail Cap(c_a), veh/h	0	489		545	1069	0				446	0	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.69	0.69	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	44.5	0.0	50.1	25.2	0.0				43.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	27.4	0.0	17.0	0.4	0.0				27.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	20.2	0.0	24.5	11.2	0.0				20.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	72.0	0.0	67.0	25.6	0.0				71.2	0.0	0.0
LnGrp LOS	A	E		E	C	A				E	A	
Approach Vol, veh/h		387	A		778						392	A
Approach Delay, s/veh		72.0			52.5						71.2	
Approach LOS		E			D						E	

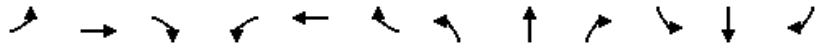
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		80.3			44.9	35.4		39.7				
Change Period (Y+Rc), s		* 7.7			7.7	* 6.8		8.2				
Max Green Setting (Gmax), s		* 71			30.3	* 33		33.8				
Max Q Clear Time (g_c+I1), s		17.6			35.7	27.6		31.1				
Green Ext Time (p_c), s		1.5			0.0	1.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		62.0
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	590	0	0	627	318	112	0	484	0	0	0
Future Volume (veh/h)	150	590	0	0	627	318	112	0	484	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1707	1767	0	0	1767	1678	1648	0	1648			
Adj Flow Rate, veh/h	158	621	0	0	660	0	118	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	13	9	0	0	9	15	17	0	17			
Cap, veh/h	488	1404	0	0	1213		143	0				
Arrive On Green	0.09	1.00	0.00	0.00	0.69	0.00	0.09	0.00	0.00			
Sat Flow, veh/h	1626	1767	0	0	1767	1422	1570	0	1397			
Grp Volume(v), veh/h	158	621	0	0	660	0	118	0	0			
Grp Sat Flow(s),veh/h/ln	1626	1767	0	0	1767	1422	1570	0	1397			
Q Serve(g_s), s	3.5	0.0	0.0	0.0	22.4	0.0	8.9	0.0	0.0			
Cycle Q Clear(g_c), s	3.5	0.0	0.0	0.0	22.4	0.0	8.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	488	1404	0	0	1213		143	0				
V/C Ratio(X)	0.32	0.44	0.00	0.00	0.54		0.82	0.00				
Avail Cap(c_a), veh/h	530	1404	0	0	1213		467	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.36	0.36	0.00	0.00	0.50	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	9.4	0.0	53.6	0.0	0.0			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	0.9	0.0	11.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.4	0.3	0.0	0.0	10.7	0.0	7.1	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	0.4	0.0	0.0	10.3	0.0	64.7	0.0	0.0			
LnGrp LOS	A	A	A	A	B		E	A				
Approach Vol, veh/h		779			660	A		118	A			
Approach Delay, s/veh		1.7			10.3			64.7				
Approach LOS		A			B			E				

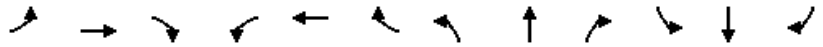
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.9	89.8		17.3		102.7						
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4						
Max Green Setting (Gmax), s	* 8.6	* 55		* 36		* 71						
Max Q Clear Time (g_c+I1), s	15.5	24.4		10.9		2.0						
Green Ext Time (p_c), s	0.1	4.5		0.3		4.3						

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	839	150	28	683	28	139	4	47	57	13	123
Future Volume (veh/h)	85	839	150	28	683	28	139	4	47	57	13	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1767	1455	1618	1767	1604	1352	1900	1900	1767	1767	1767
Adj Flow Rate, veh/h	89	883	158	29	719	29	146	4	49	60	14	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	9	30	19	9	20	37	0	0	9	9	9
Cap, veh/h	254	922	643	144	920	708	215	30	371	80	16	100
Arrive On Green	0.04	0.52	0.52	0.04	0.52	0.52	0.07	0.25	0.25	0.11	0.11	0.11
Sat Flow, veh/h	1626	1767	1233	1541	1767	1359	1287	123	1506	378	152	925
Grp Volume(v), veh/h	89	883	158	29	719	29	146	0	53	203	0	0
Grp Sat Flow(s),veh/h/ln	1626	1767	1233	1541	1767	1359	1287	0	1629	1455	0	0
Q Serve(g_s), s	0.0	57.4	4.9	0.0	39.5	1.3	8.4	0.0	3.0	11.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	57.4	4.9	0.0	39.5	1.3	8.4	0.0	3.0	13.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	0.30		0.64
Lane Grp Cap(c), veh/h	254	922	643	144	920	708	215	0	402	196	0	0
V/C Ratio(X)	0.35	0.96	0.25	0.20	0.78	0.04	0.68	0.00	0.13	1.03	0.00	0.00
Avail Cap(c_a), veh/h	254	922	643	144	920	708	215	0	402	196	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.7	27.4	5.4	53.3	23.2	14.1	44.9	0.0	35.2	54.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	15.1	0.6	0.6	5.6	0.1	8.3	0.0	0.1	73.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	32.2	4.2	1.5	22.5	0.7	3.1	0.0	2.2	15.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	42.6	5.9	53.9	28.8	14.2	53.2	0.0	35.3	127.9	0.0	0.0
LnGrp LOS	D	D	A	D	C	B	D	A	D	F	A	A
Approach Vol, veh/h		1130			777			199			203	
Approach Delay, s/veh		37.3			29.2			48.4			127.9	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	69.8		37.8	12.3	69.9	16.6	21.2
Change Period (Y+Rc), s	7.3	7.3		* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	5.1	62.5		* 30	5.0	62.6	* 8.4	* 13
Max Q Clear Time (g_c+I1), s	2.0	41.5		5.0	2.0	59.4	10.4	15.0
Green Ext Time (p_c), s	0.0	4.7		0.2	0.0	1.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

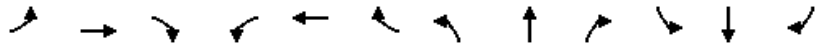
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	758	186	24	688	48	31
Future Volume (veh/h)	758	186	24	688	48	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1307	1900	1767	1604	1900
Adj Flow Rate, veh/h	798	196	25	724	51	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	40	0	9	20	0
Cap, veh/h	926	581	247	1197	134	141
Arrive On Green	0.52	0.52	0.03	0.68	0.09	0.09
Sat Flow, veh/h	1767	1108	1810	1767	1527	1610
Grp Volume(v), veh/h	798	196	25	724	51	33
Grp Sat Flow(s),veh/h/ln	1767	1108	1810	1767	1527	1610
Q Serve(g_s), s	23.5	6.1	0.3	13.5	1.9	1.1
Cycle Q Clear(g_c), s	23.5	6.1	0.3	13.5	1.9	1.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	926	581	247	1197	134	141
V/C Ratio(X)	0.86	0.34	0.10	0.60	0.38	0.23
Avail Cap(c_a), veh/h	1323	830	648	1985	763	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	8.3	10.9	5.3	25.9	25.5
Incr Delay (d2), s/veh	4.3	0.3	0.2	0.5	1.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	2.0	0.2	3.3	1.3	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	8.6	11.1	5.8	27.6	26.4
LnGrp LOS	B	A	B	A	C	C
Approach Vol, veh/h	994			749	84	
Approach Delay, s/veh	15.1			6.0	27.1	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	48.2	11.9	9.2	39.0
Change Period (Y+Rc), s	7.5	* 6.6	7.5	7.5
Max Green Setting (Gmax), s	67.5	* 30	15.0	45.0
Max Q Clear Time (g_c+I1), s	15.5	3.9	2.3	25.5
Green Ext Time (p_c), s	4.9	0.2	0.0	5.9

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	632	152	147	541	43	90	17	124	69	58	75
Future Volume (veh/h)	22	632	152	147	541	43	90	17	124	69	58	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1841	1856	1811	1900	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	23	665	0	155	569	0	95	18	131	73	61	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	4	3	6	0	0	0	0	2	2	2
Cap, veh/h	451	784		315	1073		175	42	167	154	115	117
Arrive On Green	0.43	0.43	0.00	0.07	0.59	0.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	856	1811	1560	1767	1811	1610	510	210	834	419	572	584
Grp Volume(v), veh/h	23	665	0	155	569	0	244	0	0	213	0	0
Grp Sat Flow(s),veh/h/ln	856	1811	1560	1767	1811	1610	1554	0	0	1575	0	0
Q Serve(g_s), s	1.1	22.7	0.0	3.1	12.9	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	22.7	0.0	3.1	12.9	0.0	10.0	0.0	0.0	8.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.39		0.54	0.34		0.37
Lane Grp Cap(c), veh/h	451	784		315	1073		384	0	0	386	0	0
V/C Ratio(X)	0.05	0.85		0.49	0.53		0.64	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	701	1312		567	1860		1049	0	0	629	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	17.6	0.0	13.7	8.4	0.0	26.0	0.0	0.0	25.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.3	0.0	1.4	0.5	0.0	2.1	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	12.5	0.0	1.7	6.0	0.0	6.5	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	20.9	0.0	15.1	8.9	0.0	28.1	0.0	0.0	26.8	0.0	0.0
LnGrp LOS	B	C		B	A		C	A	A	C	A	A
Approach Vol, veh/h		688	A		724	A		244			213	
Approach Delay, s/veh		20.6			10.2			28.1			26.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	48.4		20.6	11.0	37.4		20.6					
Change Period (Y+Rc), s	7.5		* 6.8	5.9	7.5		6.8					
Max Green Setting (Gmax), s	70.9		* 45	15.0	50.0		25.0					
Max Q Clear Time (g_c+I1), s	14.9		12.0	5.1	24.7		10.4					
Green Ext Time (p_c), s	4.4		1.8	0.3	5.1		1.1					

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	822	728	7	23	3
Future Vol, veh/h	3	822	728	7	23	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	3	865	766	7	24	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	773	0	-	0	1637	766
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	871	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	851	-	-	-	112	406
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	413	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	851	-	-	-	112	406
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	413	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	42.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	851	-	-	-	112	406
HCM Lane V/C Ratio	0.004	-	-	-	0.216	0.008
HCM Control Delay (s)	9.2	-	-	-	45.8	13.9
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	832	697	9	47	38
Future Vol, veh/h	13	832	697	9	47	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	14	876	734	9	49	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	743	0	-	0	1638	734
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	904	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	873	-	-	-	112	423
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	398	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	873	-	-	-	110	423
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	398	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	50.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	873	-	-	-	164
HCM Lane V/C Ratio	0.016	-	-	-	0.546
HCM Control Delay (s)	9.2	-	-	-	50.6
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	2.8

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	867	686	22	52	20
Future Vol, veh/h	12	867	686	22	52	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	2	0
Mvmt Flow	13	913	722	23	55	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	745	0	-	0	1661	722
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	939	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	872	-	-	-	107	430
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	380	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	872	-	-	-	105	430
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	380	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	63
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	872	-	-	-	133
HCM Lane V/C Ratio	0.014	-	-	-	0.57
HCM Control Delay (s)	9.2	-	-	-	63
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	844	63	83	628	52	55	6	88	118	6	25
Future Volume (veh/h)	12	844	63	83	628	52	55	6	88	118	6	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1856	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	13	888	66	87	661	0	58	6	93	124	6	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	3	2	2	2	0	2	2
Cap, veh/h	26	930	814	288	1232		201	7	115	148	11	47
Arrive On Green	0.01	0.51	0.51	0.22	0.90	0.00	0.11	0.08	0.08	0.08	0.04	0.04
Sat Flow, veh/h	1810	1811	1585	1781	1811	1572	1781	97	1503	1810	306	1326
Grp Volume(v), veh/h	13	888	66	87	661	0	58	0	99	124	0	32
Grp Sat Flow(s),veh/h/ln	1810	1811	1585	1781	1811	1572	1781	0	1600	1810	0	1632
Q Serve(g_s), s	1.0	65.5	3.0	5.7	9.5	0.0	4.2	0.0	8.5	9.5	0.0	2.7
Cycle Q Clear(g_c), s	1.0	65.5	3.0	5.7	9.5	0.0	4.2	0.0	8.5	9.5	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.81
Lane Grp Cap(c), veh/h	26	930	814	288	1232		201	0	123	148	0	58
V/C Ratio(X)	0.51	0.96	0.08	0.30	0.54		0.29	0.00	0.81	0.84	0.00	0.55
Avail Cap(c_a), veh/h	67	1010	884	288	1232		201	0	206	172	0	230
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.5	32.5	17.3	48.3	2.6	0.0	57.0	0.0	63.6	63.4	0.0	66.4
Incr Delay (d2), s/veh	14.6	20.5	0.2	0.6	0.5	0.0	0.8	0.0	11.6	26.4	0.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	40.5	2.1	4.5	3.8	0.0	3.5	0.0	7.0	9.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.1	53.0	17.5	48.9	3.0	0.0	57.7	0.0	75.2	89.8	0.0	74.3
LnGrp LOS	F	D	B	D	A		E	A	E	F	A	E
Approach Vol, veh/h		967			748	A		157			156	
Approach Delay, s/veh		51.0			8.4			68.7			86.6	
Approach LOS		D			A			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.8	79.1	20.3	10.9	6.5	102.3	15.9	15.3
Change Period (Y+Rc), s	7.1	* 7.2	4.5	5.9	4.5	7.1	4.5	4.5
Max Green Setting (Gmax), s	9.9	* 78	10.2	19.7	5.2	82.9	13.3	18.0
Max Q Clear Time (g_c+I1), s	7.7	67.5	6.2	4.7	3.0	11.5	11.5	10.5
Green Ext Time (p_c), s	0.0	4.3	0.0	0.1	0.0	4.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1047	755	18	38	8
Future Vol, veh/h	3	1047	755	18	38	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	12	0	0
Mvmt Flow	3	1102	795	19	40	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	814	0	-	0	1903	795
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	1108	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	822	-	-	-	77	391
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	319	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	822	-	-	-	77	391
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	319	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	80.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	822	-	-	-	77	391
HCM Lane V/C Ratio	0.004	-	-	-	0.519	0.022
HCM Control Delay (s)	9.4	-	-	-	94	14.4
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	2.2	0.1

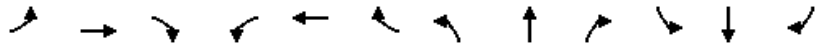
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1010	53	56	736	7	24	9	10	67	4	13
Future Volume (veh/h)	22	1010	53	56	736	7	24	9	10	67	4	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1722	1722	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1063	56	59	775	7	25	9	11	71	4	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	12	12	6	0	0	0	0	0	0	0
Cap, veh/h	459	1082	872	349	1366	1215	179	66	80	132	8	18
Arrive On Green	0.02	0.60	0.60	0.24	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	1811	1459	1640	1811	1610	1417	778	951	1016	99	208
Grp Volume(v), veh/h	23	1063	56	59	775	7	25	0	20	89	0	0
Grp Sat Flow(s),veh/h/ln	1810	1811	1459	1640	1811	1610	1417	0	1729	1323	0	0
Q Serve(g_s), s	0.8	80.0	2.2	0.0	0.0	0.0	0.0	0.0	1.5	8.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	80.0	2.2	0.0	0.0	0.0	2.1	0.0	1.5	9.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	0.80		0.16
Lane Grp Cap(c), veh/h	459	1082	872	349	1366	1215	179	0	146	158	0	0
V/C Ratio(X)	0.05	0.98	0.06	0.17	0.57	0.01	0.14	0.00	0.14	0.56	0.00	0.00
Avail Cap(c_a), veh/h	497	1092	880	349	1366	1215	373	0	383	358	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.7	27.4	11.8	43.9	0.0	0.0	59.6	0.0	59.4	63.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	22.8	0.0	0.2	1.3	0.0	0.4	0.0	0.4	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	48.1	1.3	2.8	0.9	0.0	1.5	0.0	1.2	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	50.3	11.8	44.0	1.3	0.0	60.0	0.0	59.8	66.6	0.0	0.0
LnGrp LOS	B	D	B	D	A	A	E	A	E	E	A	A
Approach Vol, veh/h		1142			841			45			89	
Approach Delay, s/veh		47.6			4.3			59.9			66.6	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	112.7		17.2	32.0	90.8		17.2				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	5.9	83.5		31.0	5.0	84.4		31.0				
Max Q Clear Time (g_c+I1), s	2.8	2.0		4.1	2.0	82.0		11.5				
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	1.6		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	612	472	16	99	292	437	17	84	83	622	84	499
Future Volume (veh/h)	612	472	16	99	292	437	17	84	83	622	84	499
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1900	1900	1811	1811	1722	1841	1870	1870	1781	1618
Adj Flow Rate, veh/h	644	497	6	104	307	136	18	88	29	655	88	209
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	6	0	0	6	6	12	4	2	2	8	19
Cap, veh/h	649	862	767	169	351	601	29	113	201	684	434	815
Arrive On Green	0.35	0.48	0.48	0.07	0.19	0.19	0.02	0.06	0.06	0.20	0.24	0.24
Sat Flow, veh/h	1668	1811	1610	1810	1811	1535	1640	1841	1585	3456	1781	1372
Grp Volume(v), veh/h	644	497	6	104	307	136	18	88	29	655	88	209
Grp Sat Flow(s),veh/h/ln	1668	1811	1610	1810	1811	1535	1640	1841	1585	1728	1781	1372
Q Serve(g_s), s	48.4	27.7	0.3	7.2	23.0	1.5	1.5	6.6	2.3	26.3	5.5	1.5
Cycle Q Clear(g_c), s	48.4	27.7	0.3	7.2	23.0	1.5	1.5	6.6	2.3	26.3	5.5	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	649	862	767	169	351	601	29	113	201	684	434	815
V/C Ratio(X)	0.99	0.58	0.01	0.61	0.88	0.23	0.61	0.78	0.14	0.96	0.20	0.26
Avail Cap(c_a), veh/h	649	862	767	207	636	843	59	124	210	684	434	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	26.5	19.3	53.7	54.8	13.5	68.3	64.7	54.4	55.6	42.1	5.2
Incr Delay (d2), s/veh	22.7	1.4	0.0	3.7	25.0	0.9	18.7	24.3	0.3	24.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.1	15.8	0.2	6.1	18.5	3.5	1.4	7.0	1.6	19.5	4.4	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	27.9	19.3	57.4	79.8	14.4	86.9	89.0	54.7	80.0	42.4	5.4
LnGrp LOS	E	C	B	E	E	B	F	F	D	F	D	A
Approach Vol, veh/h		1147			547			135			952	
Approach Delay, s/veh		49.0			59.3			81.3			60.2	
Approach LOS		D			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	56.9	34.2	34.0	14.9	16.6	74.5	8.5	40.4
Change Period (Y+Rc), s	7.8	* 7.1	* 6.3	6.3	7.5	* 7.8	6.0	* 6.3
Max Green Setting (Gmax), s	26.3	* 49	* 28	9.4	12.0	* 64	5.0	* 33
Max Q Clear Time (g_c+I1), s	50.4	25.0	28.3	8.6	9.2	29.7	3.5	7.5
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.1	3.1	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	56.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-95 SB Ramps	I	49	45.8	56.8	102.6	0.62	21.8	D
I-95 NB Ramps	I	45	9.9	6.8	16.7	0.09	20.5	E
East Friday Rd	I	45	12.6	28.0	40.6	0.12	10.7	F
Walmart Distribution	I	45	42.1	15.0	57.1	0.48	30.2	C
Cox Road	I	55	39.3	37.3	76.6	0.60	28.3	C
	I	55	83.6	28.6	112.2	1.28	41.0	B
Shopping Plaza	I	45	25.5	10.4	35.9	0.25	24.6	D
Industry Road	I	45	21.8	29.1	50.9	0.21	14.9	F
Total	I		280.6	212.0	492.6	3.65	26.7	D

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	67.5	90.9	0.23	8.9	F
Shopping Plaza	I	45	21.8	9.4	31.2	0.21	24.2	D
London Boulevard	I	45	25.5	8.3	33.8	0.25	26.1	D
Cox Road	I	55	83.6	13.1	96.7	1.28	47.6	A
Walmart Distribution	I	55	39.3	7.0	46.3	0.60	46.7	A
East Friday Road	I	45	42.1	31.4	73.5	0.48	23.5	D
I-95 NB Ramps	I	45	12.6	19.5	32.1	0.12	13.6	F
I-95 SB Ramps	I	45	9.9	5.5	15.4	0.09	22.2	D
Total	I		258.2	161.7	419.9	3.25	27.9	C

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	352	425	68	38	7
Future Vol, veh/h	8	352	425	68	38	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	625	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	8	371	447	72	40	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	519	0	-	0	834	447
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	387	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1057	-	-	-	341	616
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1057	-	-	-	338	616
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1057	-	-	-	338	616
HCM Lane V/C Ratio	0.008	-	-	-	0.118	0.012
HCM Control Delay (s)	8.4	-	-	-	17.1	10.9
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	362	24	165	460	63	27	7	90	41	4	6
Future Vol, veh/h	4	362	24	165	460	63	27	7	90	41	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	260	400	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	0	1	9	2	10	0	0	0	0	0
Mvmt Flow	4	381	25	174	484	66	28	7	95	43	4	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	550	0	0	406	0	0	1259	1287	381	1285	1246	484
Stage 1	-	-	-	-	-	-	389	389	-	832	832	-
Stage 2	-	-	-	-	-	-	870	898	-	453	414	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.2	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.59	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1030	-	-	1158	-	-	142	166	671	143	175	587
Stage 1	-	-	-	-	-	-	619	612	-	366	387	-
Stage 2	-	-	-	-	-	-	335	361	-	590	597	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1030	-	-	1158	-	-	121	141	671	104	148	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	141	-	104	148	-
Stage 1	-	-	-	-	-	-	617	610	-	365	329	-
Stage 2	-	-	-	-	-	-	278	307	-	499	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.1	25.4	56.9
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	305	1030	-	-	1158	-	-	107	587
HCM Lane V/C Ratio	0.428	0.004	-	-	0.15	-	-	0.443	0.011
HCM Control Delay (s)	25.4	8.5	-	-	8.7	-	-	63	11.2
HCM Lane LOS	D	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	2.1	0	-	-	0.5	-	-	1.9	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	317	176	499	514	0	0	0	0	315	0	174
Future Volume (veh/h)	0	317	176	499	514	0	0	0	0	315	0	174
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1722	1781	1767	0				1648	0	1856
Adj Flow Rate, veh/h	0	334	0	525	541	0				332	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	12	8	9	0				17	0	3
Cap, veh/h	0	372		701	1129	0				359	0	
Arrive On Green	0.00	0.21	0.00	0.12	0.21	0.00				0.23	0.00	0.00
Sat Flow, veh/h	0	1767	1459	1697	1767	0				1570	0	1572
Grp Volume(v), veh/h	0	334	0	525	541	0				332	0	0
Grp Sat Flow(s),veh/h/ln	0	1767	1459	1697	1767	0				1570	0	1572
Q Serve(g_s), s	0.0	22.1	0.0	30.8	32.3	0.0				24.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	22.1	0.0	30.8	32.3	0.0				24.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	372		701	1129	0				359	0	
V/C Ratio(X)	0.00	0.90		0.75	0.48	0.00				0.93	0.00	
Avail Cap(c_a), veh/h	0	489		701	1129	0				429	0	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.49	0.49	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	46.1	0.0	44.5	29.8	0.0				45.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	26.9	0.0	2.2	0.7	0.0				23.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	17.9	0.0	21.3	19.9	0.0				17.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	73.1	0.0	46.7	30.5	0.0				69.0	0.0	0.0
LnGrp LOS	A	E		D	C	A				E	A	
Approach Vol, veh/h		334	A		1066						332	A
Approach Delay, s/veh		73.1			38.5						69.0	
Approach LOS		E			D						E	

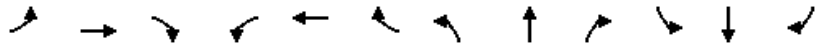
Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	84.4			52.3	32.1		35.6					
Change Period (Y+Rc), s	* 7.7			7.7	* 6.8		8.2					
Max Green Setting (Gmax), s	* 72			31.3	* 33		32.8					
Max Q Clear Time (g_c+I1), s	34.3			32.8	24.1		26.8					
Green Ext Time (p_c), s	3.5			0.0	1.2		0.6					

Intersection Summary												
HCM 6th Ctrl Delay			51.0									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	459	0	0	748	333	265	0	548	0	0	0
Future Volume (veh/h)	173	459	0	0	748	333	265	0	548	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1767	0	0	1767	1693	1856	0	1752			
Adj Flow Rate, veh/h	182	483	0	0	787	0	279	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	9	0	0	9	14	3	0	10			
Cap, veh/h	405	1255	0	0	1043		310	0				
Arrive On Green	0.12	1.00	0.00	0.00	0.79	0.00	0.18	0.00	0.00			
Sat Flow, veh/h	1767	1767	0	0	1767	1434	1767	0	1485			
Grp Volume(v), veh/h	182	483	0	0	787	0	279	0	0			
Grp Sat Flow(s),veh/h/ln	1767	1767	0	0	1767	1434	1767	0	1485			
Q Serve(g_s), s	4.9	0.0	0.0	0.0	28.2	0.0	18.5	0.0	0.0			
Cycle Q Clear(g_c), s	4.9	0.0	0.0	0.0	28.2	0.0	18.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	405	1255	0	0	1043		310	0				
V/C Ratio(X)	0.45	0.38	0.00	0.00	0.75		0.90	0.00				
Avail Cap(c_a), veh/h	430	1255	0	0	1043		423	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.56	0.56	0.00	0.00	0.26	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	11.8	0.0	0.0	0.0	8.3	0.0	48.4	0.0	0.0			
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	1.4	0.0	17.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.7	0.3	0.0	0.0	7.8	0.0	14.8	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.5	0.0	0.0	9.7	0.0	65.8	0.0	0.0			
LnGrp LOS	B	A	A	A	A		E	A				
Approach Vol, veh/h		665			787	A		279	A			
Approach Delay, s/veh		3.7			9.7			65.8				
Approach LOS		A			A			E				

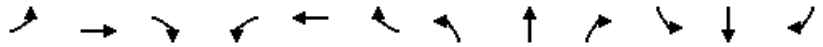
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.4	78.3		27.4		92.6						
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4						
Max Green Setting (Gmax), s	* 8.6	* 62		* 29		* 78						
Max Q Clear Time (g_c+I1), s	16.9	30.2		20.5		2.0						
Green Ext Time (p_c), s	0.1	5.9		0.5		3.1						

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	697	155	48	843	51	155	9	47	45	9	83
Future Volume (veh/h)	155	697	155	48	843	51	155	9	47	45	9	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1767	1396	1693	1767	1900	1544	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	163	734	163	51	887	54	163	9	49	47	9	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	9	34	14	9	0	24	0	0	0	0	0
Cap, veh/h	203	991	664	421	961	876	233	55	300	73	11	69
Arrive On Green	0.10	1.00	1.00	0.03	0.54	0.54	0.07	0.21	0.21	0.07	0.07	0.07
Sat Flow, veh/h	1810	1767	1183	1612	1767	1610	1471	256	1393	458	150	944
Grp Volume(v), veh/h	163	734	163	51	887	54	163	0	58	143	0	0
Grp Sat Flow(s),veh/h/ln	1810	1767	1183	1612	1767	1610	1471	0	1649	1551	0	0
Q Serve(g_s), s	5.1	0.0	0.0	1.7	55.2	1.9	8.8	0.0	3.4	8.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	0.0	1.7	55.2	1.9	8.8	0.0	3.4	8.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.84	0.33		0.61
Lane Grp Cap(c), veh/h	203	991	664	421	961	876	233	0	355	154	0	0
V/C Ratio(X)	0.80	0.74	0.25	0.12	0.92	0.06	0.70	0.00	0.16	0.93	0.00	0.00
Avail Cap(c_a), veh/h	203	991	664	433	961	876	233	0	355	154	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.66	0.66	0.66	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.5	0.0	0.0	11.0	25.0	12.9	47.8	0.0	38.3	56.5	0.0	0.0
Incr Delay (d2), s/veh	14.3	3.4	0.6	0.1	11.2	0.1	8.8	0.0	0.2	52.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	1.7	0.2	1.0	30.2	1.2	3.2	0.0	2.6	10.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	3.4	0.6	11.1	36.2	13.0	56.7	0.0	38.5	108.9	0.0	0.0
LnGrp LOS	D	A	A	B	D	B	E	A	D	F	A	A
Approach Vol, veh/h		1060			992			221			143	
Approach Delay, s/veh		8.6			33.6			51.9			108.9	
Approach LOS		A			C			D			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	72.6		34.0	11.4	74.6	17.0	17.0
Change Period (Y+Rc), s	7.3	7.3		* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	6.1	65.3		* 26	5.0	66.4	* 8.8	* 8.8
Max Q Clear Time (g_c+I1), s	7.1	57.2		5.4	3.7	2.0	10.8	10.8
Green Ext Time (p_c), s	0.0	3.8		0.2	0.0	6.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

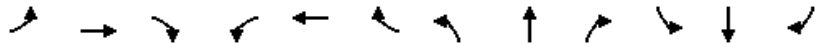
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	662	105	35	732	188	24
Future Volume (veh/h)	662	105	35	732	188	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1678	1900	1767	1752	1900
Adj Flow Rate, veh/h	697	111	37	771	198	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	15	0	9	10	0
Cap, veh/h	814	655	260	1095	255	247
Arrive On Green	0.46	0.46	0.04	0.62	0.15	0.15
Sat Flow, veh/h	1767	1422	1810	1767	1668	1610
Grp Volume(v), veh/h	697	111	37	771	198	25
Grp Sat Flow(s),veh/h/ln	1767	1422	1810	1767	1668	1610
Q Serve(g_s), s	21.8	2.8	0.6	18.3	7.1	0.8
Cycle Q Clear(g_c), s	21.8	2.8	0.6	18.3	7.1	0.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	814	655	260	1095	255	247
V/C Ratio(X)	0.86	0.17	0.14	0.70	0.78	0.10
Avail Cap(c_a), veh/h	1281	1031	628	1921	806	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	9.8	11.8	8.0	25.3	22.6
Incr Delay (d2), s/veh	3.6	0.1	0.2	0.8	5.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.9	1.3	0.3	6.8	5.5	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.4	9.9	12.0	8.8	30.3	22.8
LnGrp LOS	B	A	B	A	C	C
Approach Vol, veh/h	808			808	223	
Approach Delay, s/veh	17.3			9.0	29.4	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	46.0	16.1	9.9	36.1
Change Period (Y+Rc), s	7.5	* 6.6	7.5	7.5
Max Green Setting (Gmax), s	67.5	* 30	15.0	45.0
Max Q Clear Time (g_c+I1), s	20.3	9.1	2.6	23.8
Green Ext Time (p_c), s	5.4	0.6	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	489	94	148	578	116	117	26	235	43	39	35
Future Volume (veh/h)	62	489	94	148	578	116	117	26	235	43	39	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1826	1752	1811	1900	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	65	515	0	156	608	0	123	27	247	45	41	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	5	10	6	0	2	2	2	3	3	3
Cap, veh/h	307	621		304	915		189	52	293	184	165	122
Arrive On Green	0.34	0.34	0.00	0.08	0.51	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	826	1811	1547	1668	1811	1610	415	170	964	390	542	401
Grp Volume(v), veh/h	65	515	0	156	608	0	397	0	0	123	0	0
Grp Sat Flow(s),veh/h/ln	826	1811	1547	1668	1811	1610	1549	0	0	1333	0	0
Q Serve(g_s), s	4.8	19.6	0.0	4.2	18.7	0.0	13.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.3	19.6	0.0	4.2	18.7	0.0	17.8	0.0	0.0	4.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.31		0.62	0.37		0.30
Lane Grp Cap(c), veh/h	307	621		304	915		534	0	0	471	0	0
V/C Ratio(X)	0.21	0.83		0.51	0.66		0.74	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	574	1208		498	1712		980	0	0	512	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.6	22.6	0.0	16.2	13.8	0.0	24.2	0.0	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	3.5	0.0	1.6	1.0	0.0	2.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	12.1	0.0	2.5	10.0	0.0	10.2	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	26.1	0.0	17.8	14.8	0.0	26.7	0.0	0.0	19.9	0.0	0.0
LnGrp LOS	C	C		B	B		C	A	A	B	A	A
Approach Vol, veh/h		580	A		764	A		397			123	
Approach Delay, s/veh		25.8			15.4			26.7			19.9	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	45.4		29.6	12.2	33.2		29.6					
Change Period (Y+Rc), s	7.5		* 6.8	5.9	7.5		6.8					
Max Green Setting (Gmax), s	70.9		* 45	15.0	50.0		25.0					
Max Q Clear Time (g_c+I1), s	20.7		19.8	6.2	21.6		6.2					
Green Ext Time (p_c), s	4.8		3.0	0.3	4.1		0.7					

Intersection Summary		
HCM 6th Ctrl Delay	21.3	
HCM 6th LOS	C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	760	838	20	12	4
Future Vol, veh/h	7	760	838	20	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	7	800	882	21	13	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	903	0	-	0	1696	882
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	814	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	761	-	-	-	103	348
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	761	-	-	-	102	348
Mov Cap-2 Maneuver	-	-	-	-	102	-
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	37.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	761	-	-	-	102	348
HCM Lane V/C Ratio	0.01	-	-	-	0.124	0.012
HCM Control Delay (s)	9.8	-	-	-	45.2	15.5
HCM Lane LOS	A	-	-	-	E	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	729	836	78	38	22
Future Vol, veh/h	43	729	836	78	38	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	45	767	880	82	40	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	962	0	-	0	1737	880
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	857	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	724	-	-	-	97	349
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	724	-	-	-	91	349
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	60.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	724	-	-	-	125
HCM Lane V/C Ratio	0.063	-	-	-	0.505
HCM Control Delay (s)	10.3	-	-	-	60.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	2.4

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	747	903	52	43	11
Future Vol, veh/h	20	747	903	52	43	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	6	6	0	0	11
Mvmt Flow	21	786	951	55	45	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1006	0	-	0	1779	951
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	828	-
Critical Hdwy	4.17	-	-	-	6.4	6.31
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.399
Pot Cap-1 Maneuver	669	-	-	-	92	303
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	432	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	669	-	-	-	89	303
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	432	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	75.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	669	-	-	-	104
HCM Lane V/C Ratio	0.031	-	-	-	0.547
HCM Control Delay (s)	10.6	-	-	-	75.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	704	49	58	887	109	54	4	60	79	4	14
Future Volume (veh/h)	37	704	49	58	887	109	54	4	60	79	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1900	1870	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	39	741	52	61	934	0	57	4	63	83	4	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	0	2	2	2	1	2	2
Cap, veh/h	50	793	694	484	1269		73	5	85	104	25	95
Arrive On Green	0.03	0.44	0.44	0.36	0.93	0.00	0.04	0.06	0.06	0.06	0.07	0.07
Sat Flow, veh/h	1810	1811	1585	1781	1811	1610	1781	95	1504	1795	345	1293
Grp Volume(v), veh/h	39	741	52	61	934	0	57	0	67	83	0	19
Grp Sat Flow(s),veh/h/ln	1810	1811	1585	1781	1811	1610	1781	0	1600	1795	0	1638
Q Serve(g_s), s	3.0	54.5	2.1	3.2	15.7	0.0	4.4	0.0	5.8	6.4	0.0	1.5
Cycle Q Clear(g_c), s	3.0	54.5	2.1	3.2	15.7	0.0	4.4	0.0	5.8	6.4	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.79
Lane Grp Cap(c), veh/h	50	793	694	484	1269		73	0	90	104	0	120
V/C Ratio(X)	0.77	0.93	0.07	0.13	0.74		0.78	0.00	0.74	0.80	0.00	0.16
Avail Cap(c_a), veh/h	84	1040	910	484	1269		129	0	206	135	0	199
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.6	37.4	13.9	33.6	2.0	0.0	66.5	0.0	65.0	65.2	0.0	60.8
Incr Delay (d2), s/veh	21.6	19.5	0.2	0.1	2.3	0.0	16.0	0.0	11.2	22.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	35.2	1.9	2.5	4.9	0.0	4.2	0.0	4.8	6.5	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.2	57.0	14.1	33.7	4.2	0.0	82.5	0.0	76.2	87.4	0.0	61.4
LnGrp LOS	F	E	B	C	A		F	A	E	F	A	E
Approach Vol, veh/h		832			995	A		124			102	
Approach Delay, s/veh		55.8			6.0			79.1			82.5	
Approach LOS		E			A			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.1	68.5	10.3	16.1	8.4	105.2	12.6	13.8
Change Period (Y+Rc), s	7.1	* 7.2	4.5	5.9	4.5	7.1	4.5	* 5.9
Max Green Setting (Gmax), s	10.4	* 80	10.1	17.0	6.5	84.4	10.5	* 18
Max Q Clear Time (g_c+I1), s	5.2	56.5	6.4	3.5	5.0	17.7	8.4	7.8
Green Ext Time (p_c), s	0.0	4.8	0.0	0.0	0.0	8.6	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	832	1046	56	16	8
Future Vol, veh/h	11	832	1046	56	16	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	12	876	1101	59	17	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1160	0	-	0	2001	1101
Stage 1	-	-	-	-	1101	-
Stage 2	-	-	-	-	900	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	610	-	-	-	67	260
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	610	-	-	-	66	260
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	400	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	58
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	610	-	-	-	66	260
HCM Lane V/C Ratio	0.019	-	-	-	0.255	0.032
HCM Control Delay (s)	11	-	-	-	77.3	19.3
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.1

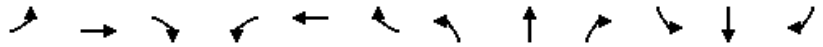
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	774	55	42	953	36	121	20	43	61	3	28
Future Volume (veh/h)	19	774	55	42	953	36	121	20	43	61	3	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1900	1693	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	815	58	44	1003	38	127	21	45	64	3	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	0	14	6	0	0	0	0	0	0	0
Cap, veh/h	360	850	756	513	1041	925	202	62	132	118	13	38
Arrive On Green	0.34	0.94	0.94	0.28	0.57	0.57	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	1811	1610	1612	1811	1610	1399	538	1154	659	109	332
Grp Volume(v), veh/h	20	815	58	44	1003	38	127	0	66	96	0	0
Grp Sat Flow(s),veh/h/ln	1810	1811	1610	1612	1811	1610	1399	0	1692	1100	0	0
Q Serve(g_s), s	0.0	38.7	0.3	0.0	73.9	1.4	0.5	0.0	5.0	7.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	38.7	0.3	0.0	73.9	1.4	13.5	0.0	5.0	12.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	0.67		0.30
Lane Grp Cap(c), veh/h	360	850	756	513	1041	925	202	0	194	169	0	0
V/C Ratio(X)	0.06	0.96	0.08	0.09	0.96	0.04	0.63	0.00	0.34	0.57	0.00	0.00
Avail Cap(c_a), veh/h	360	1092	971	513	1092	971	351	0	375	322	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.62	0.62	0.62	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.2	3.5	2.3	35.9	28.4	13.0	60.8	0.0	57.1	61.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	16.0	0.0	0.0	14.9	0.1	3.2	0.0	1.0	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	9.3	0.2	2.0	41.0	0.9	8.2	0.0	4.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	19.4	2.3	35.9	43.3	13.0	64.0	0.0	58.1	64.9	0.0	0.0
LnGrp LOS	D	B	A	D	D	B	E	A	E	E	A	A
Approach Vol, veh/h		893			1085			193			96	
Approach Delay, s/veh		18.7			42.0			62.0			64.9	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	87.5		21.5	54.9	63.6		21.5				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	5.0	84.4		31.0	5.0	84.4		31.0				
Max Q Clear Time (g_c+I1), s	2.0	75.9		15.5	2.0	40.7		14.9				
Green Ext Time (p_c), s	0.0	4.5		0.6	0.0	6.7		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	506	358	29	153	428	582	41	109	131	480	133	550
Future Volume (veh/h)	506	358	29	153	428	582	41	109	131	480	133	550
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1811	1900	1900	1811	1885	1856	1870	1900	1885	1870	1856
Adj Flow Rate, veh/h	533	377	12	161	451	471	43	115	32	505	140	267
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	6	0	0	6	1	3	2	0	1	2	3
Cap, veh/h	466	914	813	546	688	863	55	142	122	558	387	620
Arrive On Green	0.19	0.50	0.50	0.06	0.38	0.38	0.03	0.08	0.08	0.16	0.21	0.21
Sat Flow, veh/h	1682	1811	1610	1810	1811	1598	1767	1870	1610	3483	1870	1572
Grp Volume(v), veh/h	533	377	12	161	451	471	43	115	32	505	140	267
Grp Sat Flow(s),veh/h/ln	1682	1811	1610	1810	1811	1598	1767	1870	1610	1742	1870	1572
Q Serve(g_s), s	26.2	18.2	0.5	7.6	28.8	14.2	3.4	8.5	2.2	19.9	9.0	17.4
Cycle Q Clear(g_c), s	26.2	18.2	0.5	7.6	28.8	14.2	3.4	8.5	2.2	19.9	9.0	17.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	466	914	813	546	688	863	55	142	122	558	387	620
V/C Ratio(X)	1.14	0.41	0.01	0.29	0.66	0.55	0.78	0.81	0.26	0.91	0.36	0.43
Avail Cap(c_a), veh/h	466	914	813	546	688	863	63	171	147	605	441	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	21.7	17.3	23.7	35.9	7.3	67.3	63.7	41.4	57.7	47.6	31.0
Incr Delay (d2), s/veh	81.3	0.9	0.0	0.3	4.8	2.5	40.8	21.3	1.1	16.5	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	28.6	11.5	0.4	5.8	19.2	8.0	3.9	8.5	2.0	15.0	7.5	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.4	22.6	17.3	24.0	40.7	9.8	108.2	85.0	42.5	74.2	48.2	31.4
LnGrp LOS	F	C	B	C	D	A	F	F	D	E	D	C
Approach Vol, veh/h		922			1083			190			912	
Approach Delay, s/veh		74.4			24.8			83.1			57.7	
Approach LOS		E			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	60.4	28.7	16.9	16.5	77.9	10.4	35.3
Change Period (Y+Rc), s	* 7.8	* 7.2	6.3	* 6.3	7.5	7.2	6.0	* 6.3
Max Green Setting (Gmax), s	* 26	* 49	24.3	* 13	9.0	66.6	5.0	* 33
Max Q Clear Time (g_c+I1), s	28.2	30.8	21.9	10.5	9.6	20.2	5.4	19.4
Green Ext Time (p_c), s	0.0	4.1	0.5	0.1	0.0	2.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-95 SB Ramps	I	49	45.8	44.8	90.6	0.62	24.7	D
I-95 NB Ramps	I	45	9.9	1.1	11.0	0.09	31.1	C
E. Friday Rd	I	45	12.6	21.6	34.2	0.12	12.7	F
Walmart Distribution	I	45	42.1	24.6	66.7	0.48	25.9	D
Cox Road	I	55	39.3	41.5	80.8	0.60	26.8	D
	I	55	83.6	20.4	104.0	1.28	44.2	A
Shopping Plaza	I	45	25.5	10.2	35.7	0.25	24.7	D
Industry Road	I	45	21.8	36.8	58.6	0.21	12.9	F
Total	I		280.6	201.0	481.6	3.65	27.3	C

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	64.7	88.1	0.23	9.2	F
Shopping Plaza	I	45	21.8	16.8	38.6	0.21	19.6	E
London Boulevard	I	45	25.5	10.1	35.6	0.25	24.8	D
Cox Road	I	55	83.6	19.3	102.9	1.28	44.7	A
Walmart Distribution	I	55	39.3	15.2	54.5	0.60	39.7	B
East Friday Road	I	45	42.1	43.7	85.8	0.48	20.1	E
I-95 NB Ramps	I	45	12.6	18.0	30.6	0.12	14.2	F
I-95 SB Ramps	I	45	9.9	7.4	17.3	0.09	19.7	E
Total	I		258.2	195.2	453.4	3.25	25.8	D

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	533	460	26	66	10
Future Vol, veh/h	5	533	460	26	66	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	625	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	8	2	0
Mvmt Flow	5	561	484	27	69	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	511	0	-	0	1055	484
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1065	-	-	-	250	587
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1065	-	-	-	249	587
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	23.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1065	-	-	-	249	587
HCM Lane V/C Ratio	0.005	-	-	-	0.279	0.018
HCM Control Delay (s)	8.4	-	-	-	25	11.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0.1

Intersection	
Int Delay, s/veh	17

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	585	10	122	428	20	48	10	176	30	5	10
Future Vol, veh/h	4	585	10	122	428	20	48	10	176	30	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	260	400	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	25	8	9	0	9	0	0	0	0	0
Mvmt Flow	4	616	11	128	451	21	51	11	185	32	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	472	0	0	627	0	0	1350	1352	616	1435	1342	451
Stage 1	-	-	-	-	-	-	624	624	-	707	707	-
Stage 2	-	-	-	-	-	-	726	728	-	728	635	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.19	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.272	-	-	3.581	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1100	-	-	926	-	-	123	151	494	113	154	613
Stage 1	-	-	-	-	-	-	461	481	-	429	441	-
Stage 2	-	-	-	-	-	-	405	432	-	418	476	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1100	-	-	926	-	-	105	130	494	59	132	613
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	130	-	59	132	-
Stage 1	-	-	-	-	-	-	459	479	-	427	380	-
Stage 2	-	-	-	-	-	-	338	372	-	255	474	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2	81.7	95.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	263	1100	-	-	926	-	-	64	613
HCM Lane V/C Ratio	0.937	0.004	-	-	0.139	-	-	0.576	0.017
HCM Control Delay (s)	81.7	8.3	-	-	9.5	-	-	119.7	11
HCM Lane LOS	F	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	8.6	0	-	-	0.5	-	-	2.4	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	438	353	588	328	0	0	0	0	535	0	242
Future Volume (veh/h)	0	438	353	588	328	0	0	0	0	535	0	242
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1826	1618	1767	0				1663	0	1796
Adj Flow Rate, veh/h	0	461	0	619	345	0				563	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	5	19	9	0				16	0	7
Cap, veh/h	0	450		483	1028	0				494	0	
Arrive On Green	0.00	0.25	0.00	0.47	0.97	0.00				0.31	0.00	0.00
Sat Flow, veh/h	0	1767	1547	1541	1767	0				1584	0	1522
Grp Volume(v), veh/h	0	461	0	619	345	0				563	0	0
Grp Sat Flow(s),veh/h/ln	0	1767	1547	1541	1767	0				1584	0	1522
Q Serve(g_s), s	0.0	38.2	0.0	42.3	1.2	0.0				46.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	38.2	0.0	42.3	1.2	0.0				46.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	450		483	1028	0				494	0	
V/C Ratio(X)	0.00	1.02		1.28	0.34	0.00				1.14	0.00	
Avail Cap(c_a), veh/h	0	450		483	1039	0				494	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.22	0.22	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	55.9	0.0	37.6	0.9	0.0				51.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	48.9	0.0	130.7	0.2	0.0				84.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	31.0	0.0	42.0	0.7	0.0				42.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	104.8	0.0	168.3	1.1	0.0				136.4	0.0	0.0
LnGrp LOS	A	F		F	A	A				F	A	
Approach Vol, veh/h		461	A		964						563	A
Approach Delay, s/veh		104.8			108.5						136.4	
Approach LOS		F			F						F	

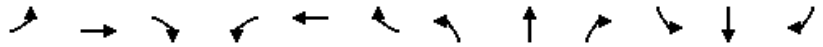
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		95.0			50.0	45.0		55.0				
Change Period (Y+Rc), s		* 7.7			7.7	* 6.8		8.2				
Max Green Setting (Gmax), s		* 88			42.3	* 38		46.8				
Max Q Clear Time (g_c+I1), s		3.2			44.3	40.2		48.8				
Green Ext Time (p_c), s		2.0			0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	115.5	
HCM 6th LOS	F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	769	0	0	761	445	155	0	646	0	0	0
Future Volume (veh/h)	204	769	0	0	761	445	155	0	646	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1707	1767	0	0	1767	1678	1648	0	1648			
Adj Flow Rate, veh/h	215	809	0	0	801	0	163	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	13	9	0	0	9	15	17	0	17			
Cap, veh/h	402	1396	0	0	1208		186	0				
Arrive On Green	0.11	1.00	0.00	0.00	0.68	0.00	0.12	0.00	0.00			
Sat Flow, veh/h	1626	1767	0	0	1767	1422	1570	0	1397			
Grp Volume(v), veh/h	215	809	0	0	801	0	163	0	0			
Grp Sat Flow(s),veh/h/ln	1626	1767	0	0	1767	1422	1570	0	1397			
Q Serve(g_s), s	6.2	0.0	0.0	0.0	39.3	0.0	15.3	0.0	0.0			
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.0	39.3	0.0	15.3	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	402	1396	0	0	1208		186	0				
V/C Ratio(X)	0.54	0.58	0.00	0.00	0.66		0.88	0.00				
Avail Cap(c_a), veh/h	457	1396	0	0	1208		541	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.20	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	12.9	0.0	0.0	0.0	13.7	0.0	65.0	0.0	0.0			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.6	0.0	12.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	3.1	0.1	0.0	0.0	17.0	0.0	11.1	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.2	0.0	0.0	14.3	0.0	77.1	0.0	0.0			
LnGrp LOS	B	A	A	A	B		E	A				
Approach Vol, veh/h		1024			801	A		163	A			
Approach Delay, s/veh		2.9			14.3			77.1				
Approach LOS		A			B			E				

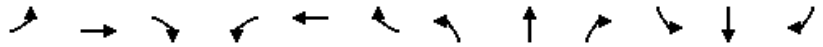
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.9	110.0		24.1		125.9						
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4						
Max Green Setting (Gmax), s	* 14	* 64		* 52		* 85						
Max Q Clear Time (g_c+I1), s	8.2	41.3		17.3		2.0						
Green Ext Time (p_c), s	0.3	5.6		0.5		6.6						

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1135	170	30	926	30	150	5	50	60	15	130
Future Volume (veh/h)	110	1135	170	30	926	30	150	5	50	60	15	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1767	1455	1618	1767	1604	1352	1900	1900	1767	1767	1767
Adj Flow Rate, veh/h	116	1195	179	32	975	32	158	5	53	63	16	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	9	30	19	9	20	37	0	0	9	9	9
Cap, veh/h	168	1092	762	86	1075	827	177	29	306	67	12	84
Arrive On Green	0.03	0.62	0.62	0.02	0.61	0.61	0.06	0.21	0.21	0.09	0.09	0.09
Sat Flow, veh/h	1626	1767	1233	1541	1767	1359	1287	141	1491	394	136	918
Grp Volume(v), veh/h	116	1195	179	32	975	32	158	0	58	216	0	0
Grp Sat Flow(s),veh/h/ln	1626	1767	1233	1541	1767	1359	1287	0	1632	1448	0	0
Q Serve(g_s), s	4.1	92.7	9.7	1.2	72.3	1.4	8.8	0.0	4.4	13.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	92.7	9.7	1.2	72.3	1.4	8.8	0.0	4.4	13.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	0.29		0.63
Lane Grp Cap(c), veh/h	168	1092	762	86	1075	827	177	0	335	164	0	0
V/C Ratio(X)	0.69	1.09	0.23	0.37	0.91	0.04	0.89	0.00	0.17	1.32	0.00	0.00
Avail Cap(c_a), veh/h	168	1092	762	99	1075	827	177	0	335	164	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.14	0.14	0.14	0.65	0.65	0.65	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.8	28.6	12.8	38.1	25.6	11.8	62.7	0.0	49.1	69.4	0.0	0.0
Incr Delay (d2), s/veh	1.7	45.0	0.1	1.7	8.8	0.1	39.2	0.0	0.2	178.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	58.1	3.8	1.3	37.6	0.8	8.6	0.0	3.3	22.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	73.6	12.9	39.8	34.4	11.8	101.9	0.0	49.4	247.8	0.0	0.0
LnGrp LOS	C	F	B	D	C	B	F	A	D	F	A	A
Approach Vol, veh/h		1490			1039			216			216	
Approach Delay, s/veh		63.3			33.9			87.8			247.8	
Approach LOS		E			C			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	98.6		39.0	11.0	100.0	17.0	22.0
Change Period (Y+Rc), s	7.3	7.3		* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	5.1	91.3		* 31	5.0	91.4	* 8.8	* 14
Max Q Clear Time (g_c+I1), s	6.1	74.3		6.4	3.2	94.7	10.8	15.8
Green Ext Time (p_c), s	0.0	6.7		0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

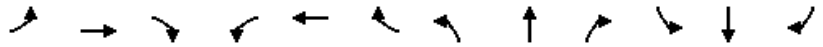
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	951	294	38	911	75	51
Future Volume (veh/h)	951	294	38	911	75	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1307	1900	1767	1604	1900
Adj Flow Rate, veh/h	1001	309	40	959	79	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	40	0	9	20	0
Cap, veh/h	1039	652	185	1282	133	140
Arrive On Green	0.59	0.59	0.04	0.73	0.09	0.09
Sat Flow, veh/h	1767	1108	1810	1767	1527	1610
Grp Volume(v), veh/h	1001	309	40	959	79	54
Grp Sat Flow(s),veh/h/ln	1767	1108	1810	1767	1527	1610
Q Serve(g_s), s	40.5	12.0	0.6	24.5	3.7	2.4
Cycle Q Clear(g_c), s	40.5	12.0	0.6	24.5	3.7	2.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1039	652	185	1282	133	140
V/C Ratio(X)	0.96	0.47	0.22	0.75	0.59	0.38
Avail Cap(c_a), veh/h	1056	662	477	1584	609	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	8.9	17.9	6.2	33.1	32.5
Incr Delay (d2), s/veh	19.3	0.5	0.6	1.6	4.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.1	4.1	0.7	7.6	2.7	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.0	9.4	18.5	7.8	37.2	34.2
LnGrp LOS	C	A	B	A	D	C
Approach Vol, veh/h	1310			999	133	
Approach Delay, s/veh	28.2			8.2	36.0	
Approach LOS	C			A	D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	62.1	13.2	10.3	51.8
Change Period (Y+Rc), s	7.5	* 6.6	7.5	7.5
Max Green Setting (Gmax), s	67.5	* 30	15.0	45.0
Max Q Clear Time (g_c+I1), s	26.5	5.7	2.6	42.5
Green Ext Time (p_c), s	7.9	0.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	822	186	170	707	57	121	22	152	71	66	99
Future Volume (veh/h)	29	822	186	170	707	57	121	22	152	71	66	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1841	1856	1811	1900	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	31	865	0	179	744	0	127	23	160	75	69	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	4	3	6	0	0	0	0	2	2	2
Cap, veh/h	302	841		212	1089		179	39	182	136	128	159
Arrive On Green	0.46	0.46	0.00	0.08	0.60	0.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	728	1811	1560	1767	1811	1610	496	146	685	347	481	598
Grp Volume(v), veh/h	31	865	0	179	744	0	310	0	0	248	0	0
Grp Sat Flow(s),veh/h/ln	728	1811	1560	1767	1811	1610	1326	0	0	1427	0	0
Q Serve(g_s), s	3.2	50.0	0.0	6.6	29.9	0.0	8.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.4	50.0	0.0	6.6	29.9	0.0	24.6	0.0	0.0	16.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.41		0.52	0.30		0.42
Lane Grp Cap(c), veh/h	302	841		212	1089		400	0	0	423	0	0
V/C Ratio(X)	0.10	1.03		0.84	0.68		0.78	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	302	841		313	1193		619	0	0	423	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.7	28.8	0.0	29.7	14.5	0.0	38.2	0.0	0.0	34.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	38.5	0.0	14.0	1.6	0.0	3.9	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	37.3	0.0	5.9	15.8	0.0	12.6	0.0	0.0	9.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	67.3	0.0	43.7	16.1	0.0	42.2	0.0	0.0	36.9	0.0	0.0
LnGrp LOS	C	F		D	B		D	A	A	D	A	A
Approach Vol, veh/h		896	A		923	A		310			248	
Approach Delay, s/veh		65.9			21.4			42.2			36.9	
Approach LOS		E			C			D			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		72.2		35.4	14.7	57.5		35.4				
Change Period (Y+Rc), s		7.5		* 6.8	5.9	7.5		6.8				
Max Green Setting (Gmax), s		70.9		* 45	15.0	50.0		25.0				
Max Q Clear Time (g_c+I1), s		31.9		26.6	8.6	52.0		18.3				
Green Ext Time (p_c), s		6.4		2.0	0.3	0.0		0.8				

Intersection Summary		
HCM 6th Ctrl Delay	42.5	
HCM 6th LOS	D	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1040	929	8	25	5
Future Vol, veh/h	5	1040	929	8	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	5	1095	978	8	26	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	986	0	-	0	2083	978
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	1105	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	709	-	-	-	59	307
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	320	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	709	-	-	-	59	307
Mov Cap-2 Maneuver	-	-	-	-	59	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	320	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	92.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	709	-	-	-	59	307
HCM Lane V/C Ratio	0.007	-	-	-	0.446	0.017
HCM Control Delay (s)	10.1	-	-	-	108.1	16.9
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	1.7	0.1

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1050	897	10	50	40
Future Vol, veh/h	15	1050	897	10	50	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	16	1105	944	11	53	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	955	0	-	0	2081	944
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	1137	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	728	-	-	-	59	321
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	728	-	-	-	58	321
Mov Cap-2 Maneuver	-	-	-	-	58	-
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	309	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	190.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	728	-	-	-	91
HCM Lane V/C Ratio	0.022	-	-	-	1.041
HCM Control Delay (s)	10.1	-	-	-	190.3
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	6.2

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1085	884	28	59	23
Future Vol, veh/h	15	1085	884	28	59	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	2	0
Mvmt Flow	16	1142	931	29	62	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	960	0	-	0	2105	931
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	1174	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	725	-	-	-	~ 57	326
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	294	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	725	-	-	-	~ 56	326
Mov Cap-2 Maneuver	-	-	-	-	~ 56	-
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	294	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	262.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	725	-	-	-	73
HCM Lane V/C Ratio	0.022	-	-	-	1.182
HCM Control Delay (s)	10.1	-	-	-	262.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	6.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1026	103	135	792	64	90	10	143	131	10	30
Future Volume (veh/h)	15	1026	103	135	792	64	90	10	143	131	10	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1856	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	16	1080	108	142	834	0	95	11	151	138	11	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	3	2	2	2	0	2	2
Cap, veh/h	29	1048	917	381	1439		267	12	170	136	16	48
Arrive On Green	0.02	0.58	0.58	0.43	1.00	0.00	0.15	0.11	0.11	0.08	0.04	0.04
Sat Flow, veh/h	1810	1811	1585	1781	1811	1572	1781	109	1493	1810	422	1227
Grp Volume(v), veh/h	16	1080	108	142	834	0	95	0	162	138	0	43
Grp Sat Flow(s),veh/h/ln	1810	1811	1585	1781	1811	1572	1781	0	1602	1810	0	1649
Q Serve(g_s), s	1.3	86.8	4.6	8.1	0.0	0.0	7.2	0.0	15.0	11.3	0.0	3.9
Cycle Q Clear(g_c), s	1.3	86.8	4.6	8.1	0.0	0.0	7.2	0.0	15.0	11.3	0.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.74
Lane Grp Cap(c), veh/h	29	1048	917	381	1439		267	0	182	136	0	64
V/C Ratio(X)	0.55	1.03	0.12	0.37	0.58		0.36	0.00	0.89	1.01	0.00	0.67
Avail Cap(c_a), veh/h	66	1048	917	381	1439		267	0	192	136	0	151
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.2	31.6	14.3	36.1	0.0	0.0	57.2	0.0	65.6	69.3	0.0	71.1
Incr Delay (d2), s/veh	14.8	35.9	0.3	0.6	0.6	0.0	0.8	0.0	35.3	80.4	0.0	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	56.5	3.2	5.9	0.4	0.0	6.0	0.0	12.5	13.1	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.0	67.5	14.5	36.7	0.6	0.0	58.0	0.0	100.8	149.7	0.0	82.6
LnGrp LOS	F	F	B	D	A		E	A	F	F	A	F
Approach Vol, veh/h		1204			976	A		257			181	
Approach Delay, s/veh		63.0			5.8			85.0			133.8	
Approach LOS		E			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.2	94.0	27.0	11.7	6.9	126.3	17.2	21.5
Change Period (Y+Rc), s	7.1	* 7.2	4.5	5.9	4.5	7.1	5.9	4.5
Max Green Setting (Gmax), s	11.8	* 87	15.6	13.7	5.5	93.2	11.3	18.0
Max Q Clear Time (g_c+I1), s	10.1	88.8	9.2	5.9	3.3	2.0	13.3	17.0
Green Ext Time (p_c), s	0.1	0.0	0.1	0.1	0.0	6.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1295	981	24	41	10
Future Vol, veh/h	5	1295	981	24	41	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	12	0	0
Mvmt Flow	5	1363	1033	25	43	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1058	0	-	0	2406	1033
Stage 1	-	-	-	-	1033	-
Stage 2	-	-	-	-	1373	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	666	-	-	-	~ 37	285
Stage 1	-	-	-	-	346	-
Stage 2	-	-	-	-	238	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	666	-	-	-	~ 37	285
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	238	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	300
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	666	-	-	-	37	285
HCM Lane V/C Ratio	0.008	-	-	-	1.166	0.037
HCM Control Delay (s)	10.4	-	-	-	$ 368.8	18.1
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	4.4	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

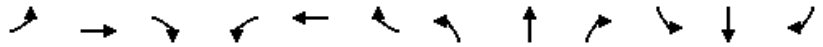
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1235	76	81	961	10	29	12	15	74	5	15
Future Volume (veh/h)	25	1235	76	81	961	10	29	12	15	74	5	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1722	1722	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1300	80	85	1012	11	31	13	16	78	5	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	12	12	6	0	0	0	0	0	0	0
Cap, veh/h	426	1332	1074	284	1024	910	190	74	91	135	10	19
Arrive On Green	0.42	1.00	1.00	0.04	0.57	0.57	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1810	1811	1459	1640	1811	1610	1413	775	954	959	100	204
Grp Volume(v), veh/h	26	1300	80	85	1012	11	31	0	29	99	0	0
Grp Sat Flow(s),veh/h/ln	1810	1811	1459	1640	1811	1610	1413	0	1728	1263	0	0
Q Serve(g_s), s	0.0	0.0	0.0	3.8	82.6	0.4	0.0	0.0	2.3	9.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.8	82.6	0.4	2.9	0.0	2.3	11.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	0.79		0.16
Lane Grp Cap(c), veh/h	426	1332	1074	284	1024	910	190	0	165	164	0	0
V/C Ratio(X)	0.06	0.98	0.07	0.30	0.99	0.01	0.16	0.00	0.18	0.61	0.00	0.00
Avail Cap(c_a), veh/h	426	1332	1074	341	1025	911	347	0	357	325	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.51	0.51	0.51	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.6	0.0	0.0	17.4	32.1	14.3	62.6	0.0	62.4	67.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	19.1	0.0	0.3	17.5	0.0	0.4	0.0	0.5	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	11.4	0.0	2.6	45.6	0.3	2.0	0.0	1.9	7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	19.1	0.0	17.7	49.7	14.3	63.0	0.0	62.9	71.2	0.0	0.0
LnGrp LOS	C	B	A	B	D	B	E	A	E	E	A	A
Approach Vol, veh/h		1406			1108			60			99	
Approach Delay, s/veh		18.3			46.8			63.0			71.2	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	38.4	91.9		19.7	12.8	117.4		19.7				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	14.5	84.9		31.0	10.9	88.5		31.0				
Max Q Clear Time (g_c+I1), s	2.0	84.6		4.9	5.8	2.0		13.9				
Green Ext Time (p_c), s	0.0	0.2		0.2	0.1	21.5		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	739	578	20	131	392	571	23	109	106	757	106	631
Future Volume (veh/h)	739	578	20	131	392	571	23	109	106	757	106	631
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1900	1900	1811	1811	1722	1841	1870	1870	1781	1618
Adj Flow Rate, veh/h	778	608	8	138	413	180	24	115	37	797	112	264
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	6	0	0	6	6	12	4	2	2	8	19
Cap, veh/h	603	898	799	189	457	640	35	139	243	569	394	748
Arrive On Green	0.32	0.50	0.50	0.08	0.25	0.25	0.02	0.08	0.08	0.16	0.22	0.22
Sat Flow, veh/h	1668	1811	1610	1810	1811	1535	1640	1841	1585	3456	1781	1372
Grp Volume(v), veh/h	778	608	8	138	413	180	24	115	37	797	112	264
Grp Sat Flow(s),veh/h/ln	1668	1811	1610	1810	1811	1535	1640	1841	1585	1728	1781	1372
Q Serve(g_s), s	48.6	38.2	0.4	9.7	33.1	2.3	2.2	9.2	3.0	24.7	7.8	2.2
Cycle Q Clear(g_c), s	48.6	38.2	0.4	9.7	33.1	2.3	2.2	9.2	3.0	24.7	7.8	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	603	898	799	189	457	640	35	139	243	569	394	748
V/C Ratio(X)	1.29	0.68	0.01	0.73	0.90	0.28	0.69	0.83	0.15	1.40	0.28	0.35
Avail Cap(c_a), veh/h	603	898	799	194	642	797	55	152	255	569	394	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	28.7	19.1	51.4	54.3	13.2	72.9	68.4	55.0	62.7	48.6	8.7
Incr Delay (d2), s/veh	131.8	0.4	0.0	12.8	23.9	1.1	22.0	28.3	0.3	190.7	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	56.1	18.0	0.3	8.7	24.7	4.8	2.1	9.3	2.2	39.3	6.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.9	29.1	19.1	64.1	78.2	14.3	95.0	96.6	55.3	253.4	49.0	9.0
LnGrp LOS	F	C	B	E	E	B	F	F	E	F	D	A
Approach Vol, veh/h		1394			731			176			1173	
Approach Delay, s/veh		113.2			59.8			87.7			178.8	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	56.4	44.9	31.0	17.6	19.2	82.2	9.2	39.5
Change Period (Y+Rc), s	7.8	* 7.1	* 6.3	6.3	7.5	* 7.8	6.0	* 6.3
Max Green Setting (Gmax), s	32.3	* 53	* 25	12.4	12.1	* 74	5.0	* 33
Max Q Clear Time (g_c+I1), s	50.6	35.1	26.7	11.2	11.7	40.2	4.2	9.8
Green Ext Time (p_c), s	0.0	2.7	0.0	0.1	0.0	4.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	122.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-95 SB Ramps	I	49	45.8	106.9	152.7	0.62	14.7	F
I-95 NB Ramps	I	45	9.9	47.3	57.2	0.09	6.0	F
East Friday Rd	I	45	12.6	57.0	69.6	0.12	6.3	F
Walmart Distribution	I	45	42.1	28.0	70.1	0.48	24.6	D
Cox Road	I	55	39.3	101.4	140.7	0.60	15.4	F
	I	55	83.6	44.8	128.4	1.28	35.8	B
Shopping Plaza	I	45	25.5	36.9	62.4	0.25	14.1	F
Industry Road	I	45	21.8	18.5	40.3	0.21	18.8	E
Total	I		280.6	440.8	721.4	3.65	18.2	E

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	67.8	91.2	0.23	8.9	F
Shopping Plaza	I	45	21.8	17.9	39.7	0.21	19.0	E
London Boulevard	I	45	25.5	4.1	29.6	0.25	29.8	C
Cox Road	I	55	83.6	22.2	105.8	1.28	43.5	A
Walmart Distribution	I	55	39.3	12.0	51.3	0.60	42.2	A
East Friday Road	I	45	42.1	40.9	83.0	0.48	20.8	E
I-95 NB Ramps	I	45	12.6	73.2	85.8	0.12	5.1	F
I-95 SB Ramps	I	45	9.9	15.6	25.5	0.09	13.4	F
Total	I		258.2	253.7	511.9	3.25	22.9	D

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	448	533	71	42	10
Future Vol, veh/h	10	448	533	71	42	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	625	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	11	472	561	75	44	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	636	0	-	0	1055	561
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	494	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	957	-	-	-	252	531
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	617	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	957	-	-	-	249	531
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	617	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	20.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	957	-	-	-	249	531
HCM Lane V/C Ratio	0.011	-	-	-	0.178	0.02
HCM Control Delay (s)	8.8	-	-	-	22.6	11.9
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.1

Intersection	
Int Delay, s/veh	19.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	449	36	207	556	65	38	10	107	51	6	10
Future Vol, veh/h	5	449	36	207	556	65	38	10	107	51	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	260	400	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	0	1	9	2	10	0	0	0	0	0
Mvmt Flow	5	473	38	218	585	68	40	11	113	54	6	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	653	0	0	511	0	0	1547	1572	473	1585	1542	585
Stage 1	-	-	-	-	-	-	483	483	-	1021	1021	-
Stage 2	-	-	-	-	-	-	1064	1089	-	564	521	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.2	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.59	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	943	-	-	1059	-	-	89	111	595	89	116	515
Stage 1	-	-	-	-	-	-	550	556	-	288	316	-
Stage 2	-	-	-	-	-	-	260	294	-	514	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	943	-	-	1059	-	-	69	88	595	55	92	515
Mov Cap-2 Maneuver	-	-	-	-	-	-	69	88	-	55	92	-
Stage 1	-	-	-	-	-	-	547	553	-	287	251	-
Stage 2	-	-	-	-	-	-	197	233	-	407	532	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.3	91	217.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	184	943	-	-	1059	-	-	57	515
HCM Lane V/C Ratio	0.887	0.006	-	-	0.206	-	-	1.053	0.02
HCM Control Delay (s)	91	8.8	-	-	9.3	-	-	253.4	12.1
HCM Lane LOS	F	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	6.6	0	-	-	0.8	-	-	4.9	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	389	218	649	590	0	0	0	0	442	0	238
Future Volume (veh/h)	0	389	218	649	590	0	0	0	0	442	0	238
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1722	1781	1767	0				1648	0	1856
Adj Flow Rate, veh/h	0	409	0	683	621	0				465	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	12	8	9	0				17	0	3
Cap, veh/h	0	422		581	1056	0				465	0	
Arrive On Green	0.00	0.24	0.00	0.52	1.00	0.00				0.30	0.00	0.00
Sat Flow, veh/h	0	1767	1459	1697	1767	0				1570	0	1572
Grp Volume(v), veh/h	0	409	0	683	621	0				465	0	0
Grp Sat Flow(s),veh/h/ln	0	1767	1459	1697	1767	0				1570	0	1572
Q Serve(g_s), s	0.0	34.4	0.0	47.1	0.2	0.0				44.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	34.4	0.0	47.1	0.2	0.0				44.4	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	422		581	1056	0				465	0	
V/C Ratio(X)	0.00	0.97		1.18	0.59	0.00				1.00	0.00	
Avail Cap(c_a), veh/h	0	422		581	1067	0				465	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.09	0.09	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	56.6	0.0	33.7	0.0	0.0				52.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	37.0	0.0	81.1	0.2	0.0				42.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	26.5	0.0	35.9	0.2	0.0				30.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	93.5	0.0	114.8	0.3	0.0				94.8	0.0	0.0
LnGrp LOS	A	F		F	A	A				F	A	
Approach Vol, veh/h		409	A		1304						465	A
Approach Delay, s/veh		93.5			60.2						94.8	
Approach LOS		F			E						F	

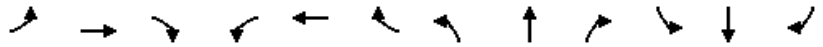
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		97.4			54.8	42.6		52.6				
Change Period (Y+Rc), s		* 7.7			7.7	* 6.8		8.2				
Max Green Setting (Gmax), s		* 91			47.1	* 36		44.4				
Max Q Clear Time (g_c+I1), s		2.2			49.1	36.4		46.4				
Green Ext Time (p_c), s		4.3			0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		73.9
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	585	0	0	922	473	317	0	673	0	0	0
Future Volume (veh/h)	246	585	0	0	922	473	317	0	673	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1767	0	0	1767	1693	1856	0	1752			
Adj Flow Rate, veh/h	259	616	0	0	971	0	334	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	9	0	0	9	14	3	0	10			
Cap, veh/h	231	1246	0	0	987		360	0				
Arrive On Green	0.19	1.00	0.00	0.00	0.56	0.00	0.20	0.00	0.00			
Sat Flow, veh/h	1767	1767	0	0	1767	1434	1767	0	1485			
Grp Volume(v), veh/h	259	616	0	0	971	0	334	0	0			
Grp Sat Flow(s),veh/h/ln	1767	1767	0	0	1767	1434	1767	0	1485			
Q Serve(g_s), s	14.6	0.0	0.0	0.0	80.8	0.0	27.8	0.0	0.0			
Cycle Q Clear(g_c), s	14.6	0.0	0.0	0.0	80.8	0.0	27.8	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	231	1246	0	0	987		360	0				
V/C Ratio(X)	1.12	0.49	0.00	0.00	0.98		0.93	0.00				
Avail Cap(c_a), veh/h	231	1246	0	0	987		444	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.09	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	45.7	0.0	0.0	0.0	32.5	0.0	58.7	0.0	0.0			
Incr Delay (d2), s/veh	59.6	0.1	0.0	0.0	5.7	0.0	23.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	13.9	0.1	0.0	0.0	36.4	0.0	21.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.3	0.1	0.0	0.0	38.1	0.0	81.9	0.0	0.0			
LnGrp LOS	F	A	A	A	D		F	A				
Approach Vol, veh/h		875			971	A		334	A			
Approach Delay, s/veh		31.3			38.1			81.9				
Approach LOS		C			D			F				

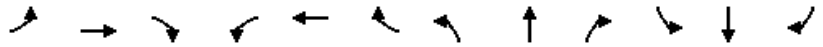
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	91.2		36.8		113.2						
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4						
Max Green Setting (Gmax), s	* 15	* 77		* 38		* 99						
Max Q Clear Time (g_c+I1), s	16.6	82.8		29.8		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.7		4.3						

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	918	170	53	1118	53	169	10	50	50	10	108
Future Volume (veh/h)	170	918	170	53	1118	53	169	10	50	50	10	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1767	1396	1693	1767	1900	1544	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	966	179	56	1177	56	178	11	53	53	11	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	9	34	14	9	0	24	0	0	0	0	0
Cap, veh/h	141	1112	745	177	1080	984	197	53	254	60	8	65
Arrive On Green	0.05	0.63	0.63	0.03	0.61	0.61	0.07	0.19	0.19	0.07	0.07	0.07
Sat Flow, veh/h	1810	1767	1183	1612	1767	1610	1471	284	1369	441	115	990
Grp Volume(v), veh/h	179	966	179	56	1177	56	178	0	64	178	0	0
Grp Sat Flow(s),veh/h/ln	1810	1767	1183	1612	1767	1610	1471	0	1654	1546	0	0
Q Serve(g_s), s	7.7	67.1	5.4	0.0	91.7	2.1	9.8	0.0	4.9	9.4	0.0	0.0
Cycle Q Clear(g_c), s	7.7	67.1	5.4	0.0	91.7	2.1	9.8	0.0	4.9	9.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.83	0.30		0.64
Lane Grp Cap(c), veh/h	141	1112	745	177	1080	984	197	0	306	132	0	0
V/C Ratio(X)	1.27	0.87	0.24	0.32	1.09	0.06	0.90	0.00	0.21	1.35	0.00	0.00
Avail Cap(c_a), veh/h	141	1112	745	177	1080	984	197	0	306	132	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.41	0.41	0.41	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.1	22.7	3.6	54.6	29.1	11.7	64.2	0.0	51.8	71.2	0.0	0.0
Incr Delay (d2), s/veh	140.9	3.7	0.3	0.4	47.5	0.0	38.7	0.0	0.3	197.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.9	31.6	4.1	3.4	61.5	1.3	8.7	0.0	3.8	19.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.0	26.5	3.9	55.0	76.6	11.8	103.0	0.0	52.1	269.0	0.0	0.0
LnGrp LOS	F	C	A	E	F	B	F	A	D	F	A	A
Approach Vol, veh/h		1324			1289			242			178	
Approach Delay, s/veh		45.5			72.9			89.5			269.0	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	99.0		36.0	12.3	101.7	18.0	18.0
Change Period (Y+Rc), s	7.3	7.3		* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	7.7	91.7		* 28	5.0	94.4	* 9.8	* 9.8
Max Q Clear Time (g_c+I1), s	9.7	93.7		6.9	2.0	69.1	11.8	11.8
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	8.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	73.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

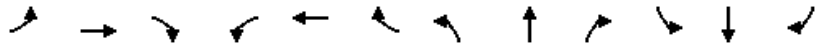
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	810	163	56	886	294	37
Future Volume (veh/h)	810	163	56	886	294	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1678	1900	1767	1752	1900
Adj Flow Rate, veh/h	853	172	59	933	309	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	15	0	9	10	0
Cap, veh/h	885	712	179	1111	353	341
Arrive On Green	0.50	0.50	0.04	0.63	0.21	0.21
Sat Flow, veh/h	1767	1422	1810	1767	1668	1610
Grp Volume(v), veh/h	853	172	59	933	309	39
Grp Sat Flow(s),veh/h/ln	1767	1422	1810	1767	1668	1610
Q Serve(g_s), s	41.2	6.1	1.3	36.8	15.9	1.7
Cycle Q Clear(g_c), s	41.2	6.1	1.3	36.8	15.9	1.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	885	712	179	1111	353	341
V/C Ratio(X)	0.96	0.24	0.33	0.84	0.87	0.11
Avail Cap(c_a), veh/h	899	723	408	1348	566	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	12.5	20.2	12.9	33.7	28.2
Incr Delay (d2), s/veh	21.6	0.2	1.1	4.2	8.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.0	3.1	1.0	17.0	11.6	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.9	12.7	21.3	17.1	42.6	28.3
LnGrp LOS	D	B	C	B	D	C
Approach Vol, veh/h	1025			992	348	
Approach Delay, s/veh	37.8			17.3	41.0	
Approach LOS	D			B	D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	63.1	25.3	11.3	51.8
Change Period (Y+Rc), s	7.5	* 6.6	7.5	7.5
Max Green Setting (Gmax), s	67.5	* 30	15.0	45.0
Max Q Clear Time (g_c+I1), s	38.8	17.9	3.3	43.2
Green Ext Time (p_c), s	7.0	0.9	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	565	141	172	695	143	162	15	298	51	44	41
Future Volume (veh/h)	83	565	141	172	695	143	162	15	298	51	44	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1826	1752	1811	1900	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	87	595	0	181	732	0	171	16	314	54	46	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	5	10	6	0	2	2	2	3	3	3
Cap, veh/h	195	665		254	919		222	25	340	186	157	128
Arrive On Green	0.37	0.37	0.00	0.09	0.51	0.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	736	1811	1547	1668	1811	1610	493	71	946	390	438	356
Grp Volume(v), veh/h	87	595	0	181	732	0	501	0	0	143	0	0
Grp Sat Flow(s),veh/h/ln	736	1811	1547	1668	1811	1610	1510	0	0	1183	0	0
Q Serve(g_s), s	11.9	33.2	0.0	6.9	35.8	0.0	26.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	32.6	33.2	0.0	6.9	35.8	0.0	34.0	0.0	0.0	8.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.34		0.63	0.38		0.30
Lane Grp Cap(c), veh/h	195	665		254	919		587	0	0	471	0	0
V/C Ratio(X)	0.45	0.89		0.71	0.80		0.85	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	268	846		345	1199		678	0	0	471	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.5	31.9	0.0	24.0	21.8	0.0	32.7	0.0	0.0	24.2	0.0	0.0
Incr Delay (d2), s/veh	1.9	10.6	0.0	5.0	3.1	0.0	9.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	21.4	0.0	4.9	20.0	0.0	19.1	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	42.5	0.0	29.0	24.9	0.0	42.2	0.0	0.0	24.7	0.0	0.0
LnGrp LOS	D	D		C	C		D	A	A	C	A	A
Approach Vol, veh/h		682	A		913	A		501			143	
Approach Delay, s/veh		42.6			25.7			42.2			24.7	
Approach LOS		D			C			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		61.8		45.2	15.0	46.8		45.2				
Change Period (Y+Rc), s		7.5		* 6.8	5.9	7.5		6.8				
Max Green Setting (Gmax), s		70.9		* 45	15.0	50.0		25.0				
Max Q Clear Time (g_c+I1), s		37.8		36.0	8.9	35.2		10.0				
Green Ext Time (p_c), s		6.1		2.4	0.3	4.2		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	34.5	
HCM 6th LOS	C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	904	1004	22	14	6
Future Vol, veh/h	10	904	1004	22	14	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	11	952	1057	23	15	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1080	0	-	0	2031	1057
Stage 1	-	-	-	-	1057	-
Stage 2	-	-	-	-	974	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	653	-	-	-	64	276
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	369	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	653	-	-	-	63	276
Mov Cap-2 Maneuver	-	-	-	-	63	-
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	369	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	60.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	653	-	-	-	63	276
HCM Lane V/C Ratio	0.016	-	-	-	0.234	0.023
HCM Control Delay (s)	10.6	-	-	-	78.8	18.3
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	0.8	0.1

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	871	1001	88	41	25
Future Vol, veh/h	47	871	1001	88	41	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	49	917	1054	93	43	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1147	0	-	0	2069	1054
Stage 1	-	-	-	-	1054	-
Stage 2	-	-	-	-	1015	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	616	-	-	-	60	277
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	353	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	616	-	-	-	55	277
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	353	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	160.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	616	-	-	-	79
HCM Lane V/C Ratio	0.08	-	-	-	0.879
HCM Control Delay (s)	11.4	-	-	-	160.4
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	4.5

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	889	1076	60	46	13
Future Vol, veh/h	23	889	1076	60	46	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	6	6	0	0	11
Mvmt Flow	24	936	1133	63	48	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1196	0	-	0	2117	1133
Stage 1	-	-	-	-	1133	-
Stage 2	-	-	-	-	984	-
Critical Hdwy	4.17	-	-	-	6.4	6.31
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.399
Pot Cap-1 Maneuver	566	-	-	-	56	237
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	365	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	566	-	-	-	54	237
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	365	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	205
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	566	-	-	-	65
HCM Lane V/C Ratio	0.043	-	-	-	0.955
HCM Control Delay (s)	11.6	-	-	-	205
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	810	79	95	1032	114	88	7	97	86	7	16
Future Volume (veh/h)	46	810	79	95	1032	114	88	7	97	86	7	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1900	1870	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	48	853	83	100	1086	0	93	7	102	91	7	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	0	2	2	2	1	2	2
Cap, veh/h	62	903	790	361	1240		187	8	123	111	14	35
Arrive On Green	0.03	0.50	0.50	0.40	1.00	0.00	0.11	0.08	0.08	0.06	0.03	0.03
Sat Flow, veh/h	1810	1811	1585	1781	1811	1610	1781	103	1498	1795	484	1175
Grp Volume(v), veh/h	48	853	83	100	1086	0	93	0	109	91	0	24
Grp Sat Flow(s),veh/h/ln	1810	1811	1585	1781	1811	1610	1781	0	1601	1795	0	1659
Q Serve(g_s), s	3.9	67.0	4.2	5.6	0.0	0.0	7.4	0.0	10.1	7.5	0.0	2.1
Cycle Q Clear(g_c), s	3.9	67.0	4.2	5.6	0.0	0.0	7.4	0.0	10.1	7.5	0.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.71
Lane Grp Cap(c), veh/h	62	903	790	361	1240		187	0	131	111	0	49
V/C Ratio(X)	0.77	0.95	0.11	0.28	0.88		0.50	0.00	0.83	0.82	0.00	0.49
Avail Cap(c_a), veh/h	66	1085	950	361	1240		187	0	192	114	0	118
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.9	35.7	19.9	37.3	0.0	0.0	63.4	0.0	67.8	69.5	0.0	71.7
Incr Delay (d2), s/veh	40.3	19.3	0.3	0.4	8.9	0.0	2.0	0.0	17.6	34.9	0.0	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	41.4	2.9	4.2	5.5	0.0	6.3	0.0	8.4	8.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.1	55.0	20.2	37.7	8.9	0.0	65.4	0.0	85.5	104.5	0.0	79.1
LnGrp LOS	F	D	C	D	A		E	A	F	F	A	E
Approach Vol, veh/h		984			1186	A		202			115	
Approach Delay, s/veh		54.8			11.3			76.2			99.2	
Approach LOS		D			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.5	82.0	20.3	10.3	9.6	109.8	13.8	16.8
Change Period (Y+Rc), s	7.1	* 7.2	4.5	5.9	4.5	7.1	4.5	4.5
Max Green Setting (Gmax), s	11.9	* 90	15.4	10.7	5.5	96.4	9.5	18.0
Max Q Clear Time (g_c+I1), s	7.6	69.0	9.4	4.1	5.9	2.0	9.5	12.1
Green Ext Time (p_c), s	0.1	5.8	0.1	0.0	0.0	12.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	979	1232	66	18	9
Future Vol, veh/h	14	979	1232	66	18	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	15	1031	1297	69	19	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1366	0	-	0	2358	1297
Stage 1	-	-	-	-	1297	-
Stage 2	-	-	-	-	1061	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	509	-	-	-	40	200
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	336	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	509	-	-	-	39	200
Mov Cap-2 Maneuver	-	-	-	-	39	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	336	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	117.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	509	-	-	-	39	200
HCM Lane V/C Ratio	0.029	-	-	-	0.486	0.047
HCM Control Delay (s)	12.3	-	-	-	164.8	23.9
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7	0.1

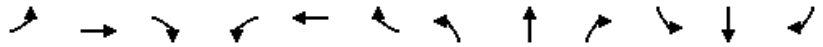
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	920	57	55	1143	57	125	28	64	65	5	30
Future Volume (veh/h)	20	920	57	55	1143	57	125	28	64	65	5	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1900	1693	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	968	60	58	1203	60	132	29	67	68	5	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	0	14	6	0	0	0	0	0	0	0
Cap, veh/h	244	1281	1139	371	1140	1013	214	67	155	113	14	38
Arrive On Green	0.22	1.00	1.00	0.03	0.63	0.63	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	1811	1610	1612	1811	1610	1393	510	1178	554	110	291
Grp Volume(v), veh/h	21	968	60	58	1203	60	132	0	96	105	0	0
Grp Sat Flow(s),veh/h/ln	1810	1811	1610	1612	1811	1610	1393	0	1688	954	0	0
Q Serve(g_s), s	0.0	0.0	0.0	2.3	94.4	2.2	0.0	0.0	7.9	9.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.3	94.4	2.2	15.5	0.0	7.9	17.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.70	0.65		0.30
Lane Grp Cap(c), veh/h	244	1281	1139	371	1140	1013	214	0	222	165	0	0
V/C Ratio(X)	0.09	0.76	0.05	0.16	1.06	0.06	0.62	0.00	0.43	0.64	0.00	0.00
Avail Cap(c_a), veh/h	244	1281	1139	377	1140	1013	318	0	349	272	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.4	0.0	0.0	12.8	27.8	10.7	63.3	0.0	59.9	66.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	2.6	0.0	0.1	32.9	0.0	2.9	0.0	1.3	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	1.7	0.0	1.4	56.5	1.4	8.8	0.0	6.3	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	2.6	0.0	12.8	60.7	10.7	66.2	0.0	61.3	70.4	0.0	0.0
LnGrp LOS	D	A	A	B	F	B	E	A	E	E	A	A
Approach Vol, veh/h		1049			1321			228			105	
Approach Delay, s/veh		3.5			56.4			64.1			70.4	
Approach LOS		A			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.3	101.5		25.2	11.7	113.2		25.2				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	5.0	94.4		31.0	5.1	94.3		31.0				
Max Q Clear Time (g_c+I1), s	2.0	96.4		17.5	4.3	2.0		19.4				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	9.6		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	613	415	36	160	510	667	44	116	147	552	141	663
Future Volume (veh/h)	613	415	36	160	510	667	44	116	147	552	141	663
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1811	1900	1900	1811	1885	1856	1870	1900	1885	1870	1856
Adj Flow Rate, veh/h	645	437	15	168	537	539	46	122	36	581	148	323
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	6	0	0	6	1	3	2	0	1	2	3
Cap, veh/h	480	907	806	208	574	786	59	136	117	608	404	736
Arrive On Green	0.25	0.50	0.50	0.07	0.32	0.32	0.03	0.07	0.07	0.17	0.22	0.22
Sat Flow, veh/h	1682	1811	1610	1810	1811	1598	1767	1870	1610	3483	1870	1572
Grp Volume(v), veh/h	645	437	15	168	537	539	46	122	36	581	148	323
Grp Sat Flow(s),veh/h/ln	1682	1811	1610	1810	1811	1598	1767	1870	1610	1742	1870	1572
Q Serve(g_s), s	37.8	23.8	0.7	9.9	43.2	8.8	3.9	9.7	3.2	24.8	10.1	2.8
Cycle Q Clear(g_c), s	37.8	23.8	0.7	9.9	43.2	8.8	3.9	9.7	3.2	24.8	10.1	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	907	806	208	574	786	59	136	117	608	404	736
V/C Ratio(X)	1.34	0.48	0.02	0.81	0.94	0.69	0.78	0.90	0.31	0.95	0.37	0.44
Avail Cap(c_a), veh/h	480	914	813	208	606	814	59	136	117	608	411	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	24.6	18.9	47.9	49.7	12.0	72.0	69.0	66.0	61.3	50.1	13.0
Incr Delay (d2), s/veh	161.9	1.0	0.0	20.7	24.6	4.8	48.1	47.8	1.5	25.7	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	55.2	14.1	0.5	10.1	30.8	13.2	4.6	10.7	2.4	18.8	8.3	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	215.8	25.7	18.9	68.6	74.3	16.8	120.0	116.8	67.4	87.0	50.6	13.4
LnGrp LOS	F	C	B	E	E	B	F	F	E	F	D	B
Approach Vol, veh/h		1097			1244			204			1052	
Approach Delay, s/veh		137.4			48.6			108.8			59.3	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.6	54.7	32.5	17.2	17.4	82.9	11.0	38.7
Change Period (Y+Rc), s	7.8	* 7.1	* 6.3	6.3	7.5	* 7.8	6.0	* 6.3
Max Green Setting (Gmax), s	35.2	* 50	* 26	10.9	9.9	* 76	5.0	* 33
Max Q Clear Time (g_c+I1), s	39.8	45.2	26.8	11.7	11.9	25.8	5.9	12.1
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.0	2.7	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	82.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-95 SB Ramps	I	49	45.8	96.8	142.6	0.62	15.7	F
I-95 NB Ramps	I	45	9.9	6.9	16.8	0.09	20.3	E
E. Friday Rd	I	45	12.6	16.3	28.9	0.12	15.1	F
Walmart Distribution	I	45	42.1	53.1	95.2	0.48	18.1	E
Cox Road	I	55	39.3	54.0	93.3	0.60	23.2	D
	I	55	83.6	26.2	109.8	1.28	41.9	B
Shopping Plaza	I	45	25.5	8.6	34.1	0.25	25.9	D
Industry Road	I	45	21.8	17.8	39.6	0.21	19.1	E
Total	I		280.6	279.7	560.3	3.65	23.5	D

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	75.5	98.9	0.23	8.2	F
Shopping Plaza	I	45	21.8	22.7	44.5	0.21	17.0	E
London Boulevard	I	45	25.5	17.9	43.4	0.25	20.3	E
Cox Road	I	55	83.6	28.3	111.9	1.28	41.1	B
Walmart Distribution	I	55	39.3	27.1	66.4	0.60	32.6	C
East Friday Road	I	45	42.1	90.0	132.1	0.48	13.1	F
I-95 NB Ramps	I	45	12.6	62.9	75.5	0.12	5.8	F
I-95 SB Ramps	I	45	9.9	13.5	23.4	0.09	14.6	F
Total	I		258.2	337.9	596.1	3.25	19.7	E

Appendix M

Build Synchro Outputs

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	414	250	15	61	4
Future Vol, veh/h	1	414	250	15	61	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	8	2	0
Mvmt Flow	1	436	263	16	64	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	279	0	-	0	701	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	438	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1295	-	-	-	405	781
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1295	-	-	-	405	781
Mov Cap-2 Maneuver	-	-	-	-	505	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1295	-	-	-	505	781
HCM Lane V/C Ratio	0.001	-	-	-	0.127	0.005
HCM Control Delay (s)	7.8	-	-	-	13.2	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	466	7	84	245	9	14	3	105	28	1	6
Future Vol, veh/h	2	466	7	84	245	9	14	3	105	28	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	260	400	-	150	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	25	8	9	0	9	0	0	0	0	0
Mvmt Flow	2	491	7	88	258	9	15	3	111	29	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	498	0	0	801	938	246	685	936	129
Stage 1	-	-	-	-	-	-	495	495	-	434	434	-
Stage 2	-	-	-	-	-	-	306	443	-	251	502	-
Critical Hdwy	4.1	-	-	4.26	-	-	7.68	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.68	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.68	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.28	-	-	3.59	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1308	-	-	1021	-	-	264	266	760	338	267	903
Stage 1	-	-	-	-	-	-	507	549	-	576	585	-
Stage 2	-	-	-	-	-	-	659	579	-	737	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1308	-	-	1021	-	-	244	243	760	268	244	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	356	-	376	335	-
Stage 1	-	-	-	-	-	-	506	548	-	575	535	-
Stage 2	-	-	-	-	-	-	597	529	-	625	544	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.2	11.3	14.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	360	737	1308	-	-	1021	-	-	376	727
HCM Lane V/C Ratio	0.041	0.154	0.002	-	-	0.087	-	-	0.078	0.01
HCM Control Delay (s)	15.4	10.8	7.8	-	-	8.9	-	-	15.4	10
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.5	0	-	-	0.3	-	-	0.3	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	356	243	376	236	0	0	0	0	212	0	102
Future Volume (veh/h)	0	356	243	376	236	0	0	0	0	212	0	102
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1826	1618	1767	0				1663	0	1796
Adj Flow Rate, veh/h	0	375	0	396	248	0				223	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	5	19	9	0				16	0	7
Cap, veh/h	0	490		1585	2497	0				298	0	
Arrive On Green	0.00	0.15	0.00	0.17	0.25	0.00				0.10	0.00	0.00
Sat Flow, veh/h	0	3445	1547	2990	3445	0				3072	0	1522
Grp Volume(v), veh/h	0	375	0	396	248	0				223	0	0
Grp Sat Flow(s),veh/h/ln	0	1678	1547	1495	1678	0				1536	0	1522
Q Serve(g_s), s	0.0	10.7	0.0	11.4	5.7	0.0				7.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	10.7	0.0	11.4	5.7	0.0				7.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	490		1585	2497	0				298	0	
V/C Ratio(X)	0.00	0.77		0.25	0.10	0.00				0.75	0.00	
Avail Cap(c_a), veh/h	0	913		1585	2497	0				731	0	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.97	0.97	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	41.1	0.0	24.1	11.8	0.0				44.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	10.9	0.0	0.1	0.1	0.0				3.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.7	0.0	7.7	3.0	0.0				5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	52.0	0.0	24.2	11.9	0.0				47.7	0.0	0.0
LnGrp LOS	A	D		C	B	A				D	A	
Approach Vol, veh/h		375	A		644						223	A
Approach Delay, s/veh		52.0			19.4						47.7	
Approach LOS		D			B						D	

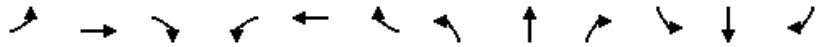
Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	82.1			60.7	21.4		17.9					
Change Period (Y+Rc), s	* 7.7			7.7	* 6.8		8.2					
Max Green Setting (Gmax), s	* 61			26.3	* 27		23.8					
Max Q Clear Time (g_c+I1), s	7.7			13.4	12.7		9.1					
Green Ext Time (p_c), s	1.6			1.1	1.8		0.7					

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	471	0	0	541	193	71	0	322	0	0	0
Future Volume (veh/h)	97	471	0	0	541	193	71	0	322	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1707	1767	0	0	1767	1678	1648	0	1648			
Adj Flow Rate, veh/h	102	496	0	0	569	0	75	0	339			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	13	9	0	0	9	15	17	0	17			
Cap, veh/h	155	2333	0	0	1920		511	0	413			
Arrive On Green	0.10	1.00	0.00	0.00	0.38	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	3155	3445	0	0	3445	1422	3045	0	2458			
Grp Volume(v), veh/h	102	496	0	0	569	0	75	0	339			
Grp Sat Flow(s),veh/h/ln	1577	1678	0	0	1678	1422	1522	0	1229			
Q Serve(g_s), s	3.1	0.0	0.0	0.0	11.8	0.0	2.1	0.0	13.3			
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	11.8	0.0	2.1	0.0	13.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	155	2333	0	0	1920		511	0	413			
V/C Ratio(X)	0.66	0.21	0.00	0.00	0.30		0.15	0.00	0.82			
Avail Cap(c_a), veh/h	334	2333	0	0	1920		904	0	730			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.92	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.3	0.0	0.0	0.0	16.8	0.0	35.5	0.0	40.2			
Incr Delay (d2), s/veh	4.4	0.2	0.0	0.0	0.4	0.0	0.1	0.0	4.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.2	0.1	0.0	0.0	8.0	0.0	1.4	0.0	7.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	0.2	0.0	0.0	17.2	0.0	35.6	0.0	44.3			
LnGrp LOS	D	A	A	A	B		D	A	D			
Approach Vol, veh/h		598			569	A		414				
Approach Delay, s/veh		8.5			17.2			42.7				
Approach LOS		A			B			D				

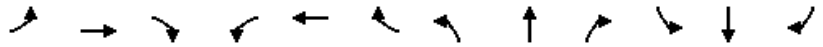
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.3	64.6		23.1		76.9						
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4						
Max Green Setting (Gmax), s	* 11	* 39		* 30		* 57						
Max Q Clear Time (g_c+I1), s	15.1	13.8		15.3		2.0						
Green Ext Time (p_c), s	0.1	3.6		1.5		3.3						

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	604	129	26	491	25	128	3	44	53	12	115
Future Volume (veh/h)	60	604	129	26	491	25	128	3	44	53	12	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1767	1455	1618	1767	1604	1352	1900	1900	1870	1767	1767
Adj Flow Rate, veh/h	63	636	136	27	517	26	135	3	46	56	13	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	9	30	19	9	20	37	0	0	2	9	9
Cap, veh/h	453	1697	624	409	1647	667	185	12	181	237	10	96
Arrive On Green	0.08	1.00	1.00	0.03	0.49	0.49	0.09	0.12	0.12	0.04	0.07	0.07
Sat Flow, veh/h	1626	3357	1233	1541	3357	1359	1287	100	1526	1781	147	1372
Grp Volume(v), veh/h	63	636	136	27	517	26	135	0	49	56	0	134
Grp Sat Flow(s),veh/h/ln	1626	1678	1233	1541	1678	1359	1287	0	1625	1781	0	1520
Q Serve(g_s), s	1.9	0.0	0.0	0.9	9.3	1.0	8.8	0.0	2.7	2.9	0.0	7.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.9	9.3	1.0	8.8	0.0	2.7	2.9	0.0	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.90
Lane Grp Cap(c), veh/h	453	1697	624	409	1647	667	185	0	193	237	0	106
V/C Ratio(X)	0.14	0.37	0.22	0.07	0.31	0.04	0.73	0.00	0.25	0.24	0.00	1.26
Avail Cap(c_a), veh/h	491	1697	624	445	1647	667	185	0	193	274	0	106
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.99	0.99	0.99	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	11.9	15.3	13.2	40.4	0.0	40.1	40.9	0.0	46.5
Incr Delay (d2), s/veh	0.1	0.6	0.7	0.1	0.5	0.1	13.5	0.0	0.7	0.5	0.0	172.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.3	0.2	0.5	6.0	0.6	6.9	0.0	2.1	2.4	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.6	0.7	11.9	15.8	13.3	53.9	0.0	40.7	41.4	0.0	219.0
LnGrp LOS	B	A	A	B	B	B	D	A	D	D	A	F
Approach Vol, veh/h		835			570			184			190	
Approach Delay, s/veh		1.4			15.5			50.4			166.7	
Approach LOS		A			B			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	56.4	12.1	20.1	9.9	57.9	17.0	15.2
Change Period (Y+Rc), s	7.3	7.3	* 8.2	* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	6.5	46.7	* 6	* 9.8	5.0	48.2	* 8.8	* 7
Max Q Clear Time (g_c+I1), s	3.9	11.3	4.9	4.7	2.9	2.0	10.8	9.0
Green Ext Time (p_c), s	0.0	3.5	0.0	0.1	0.0	5.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

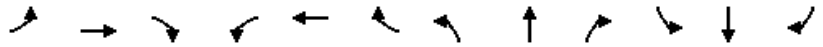
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	622	79	27	521	21	12
Future Volume (veh/h)	622	79	27	521	21	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1307	1900	1767	1604	1900
Adj Flow Rate, veh/h	655	83	28	548	22	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	40	0	9	20	0
Cap, veh/h	1177	388	403	1850	88	92
Arrive On Green	0.35	0.35	0.03	0.55	0.06	0.06
Sat Flow, veh/h	3445	1108	1810	3445	1527	1610
Grp Volume(v), veh/h	655	83	28	548	22	13
Grp Sat Flow(s),veh/h/ln	1678	1108	1810	1678	1527	1610
Q Serve(g_s), s	5.7	1.9	0.3	3.2	0.5	0.3
Cycle Q Clear(g_c), s	5.7	1.9	0.3	3.2	0.5	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1177	388	403	1850	88	92
V/C Ratio(X)	0.56	0.21	0.07	0.30	0.25	0.14
Avail Cap(c_a), veh/h	5545	1830	693	6756	568	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	8.2	6.6	4.3	16.2	16.1
Incr Delay (d2), s/veh	0.4	0.3	0.1	0.1	1.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.5	0.1	0.3	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.8	8.5	6.7	4.4	17.7	16.8
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	738			576	35	
Approach Delay, s/veh	9.7			4.5	17.4	
Approach LOS	A			A	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	27.4		8.7	7.2	20.1
Change Period (Y+Rc), s	7.5		* 6.6	6.0	7.5
Max Green Setting (Gmax), s	72.5		* 13	7.0	59.5
Max Q Clear Time (g_c+I1), s	5.2		2.5	2.3	7.7
Green Ext Time (p_c), s	3.5		0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	496	119	127	437	29	60	12	97	66	50	51
Future Volume (veh/h)	16	496	119	127	437	29	60	12	97	66	50	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1841	1856	1811	1900	1618	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	17	522	0	134	460	0	63	13	102	69	53	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	4	3	6	0	19	0	0	2	2	2
Cap, veh/h	387	940		399	1147		277	20	159	290	95	97
Arrive On Green	0.02	0.27	0.00	0.08	0.33	0.00	0.06	0.11	0.11	0.06	0.11	0.11
Sat Flow, veh/h	1810	3441	1560	1767	3441	1610	1541	185	1453	1781	849	865
Grp Volume(v), veh/h	17	522	0	134	460	0	63	0	115	69	0	107
Grp Sat Flow(s),veh/h/ln	1810	1721	1560	1767	1721	1610	1541	0	1638	1781	0	1715
Q Serve(g_s), s	0.4	7.1	0.0	2.9	5.6	0.0	2.0	0.0	3.7	1.8	0.0	3.2
Cycle Q Clear(g_c), s	0.4	7.1	0.0	2.9	5.6	0.0	2.0	0.0	3.7	1.8	0.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.50
Lane Grp Cap(c), veh/h	387	940		399	1147		277	0	179	290	0	193
V/C Ratio(X)	0.04	0.56		0.34	0.40		0.23	0.00	0.64	0.24	0.00	0.56
Avail Cap(c_a), veh/h	514	2665		614	3047		415	0	466	347	0	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	17.1	0.0	12.9	14.1	0.0	20.0	0.0	23.4	19.9	0.0	23.1
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.6	0.3	0.0	0.4	0.0	4.6	0.4	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	4.0	0.0	1.6	3.0	0.0	1.1	0.0	2.6	1.2	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	17.7	0.0	13.5	14.4	0.0	20.4	0.0	28.0	20.3	0.0	26.1
LnGrp LOS	B	B		B	B		C	A	C	C	A	C
Approach Vol, veh/h		539	A		594	A		178			176	
Approach Delay, s/veh		17.6			14.2			25.3			23.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	25.8	9.3	12.8	10.3	22.5	9.1	13.0
Change Period (Y+Rc), s	5.9	7.5	6.0	* 6.8	5.9	7.5	6.0	6.8
Max Green Setting (Gmax), s	5.6	48.6	5.0	* 16	11.1	42.5	8.0	12.2
Max Q Clear Time (g_c+I1), s	2.4	7.6	3.8	5.7	4.9	9.1	4.0	5.2
Green Ext Time (p_c), s	0.0	3.4	0.0	0.4	0.2	3.9	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	657	591	6	20	2
Future Vol, veh/h	2	657	591	6	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	2	692	622	6	21	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	628	0	-	0	972	311
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	964	-	-	-	254	691
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	964	-	-	-	253	691
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	964	-	-	-	376	691
HCM Lane V/C Ratio	0.002	-	-	-	0.056	0.003
HCM Control Delay (s)	8.7	-	-	-	15.1	10.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	665	561	8	43	36
Future Vol, veh/h	12	665	561	8	43	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	13	700	591	8	45	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	599	0	-	0	967	296
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	988	-	-	-	255	706
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	988	-	-	-	252	706
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	988	-	-	-	478
HCM Lane V/C Ratio	0.013	-	-	-	0.174
HCM Control Delay (s)	8.7	-	-	-	14.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	700	552	16	44	17
Future Vol, veh/h	8	700	552	16	44	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	2	0
Mvmt Flow	8	737	581	17	46	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	598	0	-	0	966	291
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	4.1	-	-	-	6.84	6.9
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.2	-	-	-	3.52	3.3
Pot Cap-1 Maneuver	989	-	-	-	252	712
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	989	-	-	-	250	712
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	989	-	-	-	432
HCM Lane V/C Ratio	0.009	-	-	-	0.149
HCM Control Delay (s)	8.7	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	711	24	31	528	39	21	2	33	104	2	19
Future Volume (veh/h)	9	711	24	31	528	39	21	2	33	104	2	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1856	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	9	748	25	33	556	0	22	2	35	109	2	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	3	2	2	2	0	2	2
Cap, veh/h	19	2301	1060	48	2357		38	3	56	134	13	131
Arrive On Green	0.01	0.67	0.67	0.05	1.00	0.00	0.02	0.04	0.04	0.07	0.09	0.09
Sat Flow, veh/h	1810	3441	1585	1781	3441	1572	1781	86	1512	1810	146	1461
Grp Volume(v), veh/h	9	748	25	33	556	0	22	0	37	109	0	22
Grp Sat Flow(s),veh/h/ln	1810	1721	1585	1781	1721	1572	1781	0	1598	1810	0	1607
Q Serve(g_s), s	0.6	12.0	0.7	2.4	0.0	0.0	1.6	0.0	3.0	7.7	0.0	1.6
Cycle Q Clear(g_c), s	0.6	12.0	0.7	2.4	0.0	0.0	1.6	0.0	3.0	7.7	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.91
Lane Grp Cap(c), veh/h	19	2301	1060	48	2357		38	0	59	134	0	144
V/C Ratio(X)	0.47	0.33	0.02	0.69	0.24		0.59	0.00	0.63	0.82	0.00	0.15
Avail Cap(c_a), veh/h	70	2301	1060	192	2357		178	0	221	181	0	224
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.9	9.1	7.2	61.0	0.0	0.0	63.1	0.0	61.7	59.3	0.0	54.6
Incr Delay (d2), s/veh	16.5	0.4	0.0	16.4	0.1	0.0	13.6	0.0	10.6	18.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	7.1	0.4	2.2	0.0	0.0	1.6	0.0	2.5	7.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	9.5	7.3	77.4	0.1	0.0	76.7	0.0	72.3	77.8	0.0	55.1
LnGrp LOS	F	A	A	E	A		E	A	E	E	A	E
Approach Vol, veh/h		782			589	A		59			131	
Approach Delay, s/veh		10.2			4.4			73.9			74.0	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	94.1	8.7	17.6	7.4	96.2	15.6	10.8
Change Period (Y+Rc), s	6.0	7.2	6.0	* 6	6.0	* 7.2	6.0	6.0
Max Green Setting (Gmax), s	14.0	59.8	13.0	* 18	5.0	* 69	13.0	18.0
Max Q Clear Time (g_c+I1), s	4.4	14.0	3.6	3.6	2.6	2.0	9.7	5.0
Green Ext Time (p_c), s	0.0	5.1	0.0	0.0	0.0	3.8	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	846	592	12	36	6
Future Vol, veh/h	2	846	592	12	36	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	12	0	0
Mvmt Flow	2	891	623	13	38	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	636	0	-	0	1073	312
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	957	-	-	-	218	690
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	957	-	-	-	218	690
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	957	-	-	-	350	690
HCM Lane V/C Ratio	0.002	-	-	-	0.108	0.009
HCM Control Delay (s)	8.8	-	-	-	16.5	10.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0

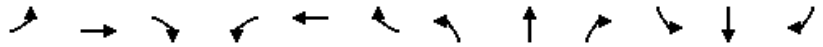
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	833	30	31	572	3	20	5	6	61	3	12
Future Volume (veh/h)	19	833	30	31	572	3	20	5	6	61	3	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1722	1722	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	877	32	33	602	3	21	5	6	64	3	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	12	12	6	0	0	0	0	0	0	0
Cap, veh/h	711	2575	1092	474	2600	1216	169	58	70	130	7	17
Arrive On Green	0.02	0.75	0.75	0.05	1.00	1.00	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1810	3441	1459	1640	3441	1610	1419	786	944	1079	89	227
Grp Volume(v), veh/h	20	877	32	33	602	3	21	0	11	80	0	0
Grp Sat Flow(s),veh/h/ln	1810	1721	1459	1640	1721	1610	1419	0	1730	1396	0	0
Q Serve(g_s), s	0.3	11.2	0.7	0.6	0.0	0.0	0.0	0.0	0.8	6.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	11.2	0.7	0.6	0.0	0.0	1.6	0.0	0.8	7.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	0.80		0.16
Lane Grp Cap(c), veh/h	711	2575	1092	474	2600	1216	169	0	128	153	0	0
V/C Ratio(X)	0.03	0.34	0.03	0.07	0.23	0.00	0.12	0.00	0.09	0.52	0.00	0.00
Avail Cap(c_a), veh/h	746	2575	1092	529	2600	1216	403	0	413	394	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.5	5.5	4.2	3.8	0.0	0.0	56.5	0.0	56.1	59.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.2	0.0	0.3	0.0	0.3	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	5.9	0.3	0.3	0.1	0.0	1.2	0.0	0.6	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.5	5.6	4.2	3.8	0.2	0.0	56.8	0.0	56.4	62.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	E	E	A	A
Approach Vol, veh/h		929			638			32			80	
Approach Delay, s/veh		5.5			0.4			56.7			62.1	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	105.3		15.0	10.6	104.4		15.0				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	5.1	74.3		31.0	7.9	71.5		31.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		3.6	2.6	13.2		9.4				
Green Ext Time (p_c), s	0.0	4.2		0.1	0.0	6.9		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	499	395	13	68	225	312	12	58	60	486	63	393
Future Volume (veh/h)	499	395	13	68	225	312	12	58	60	486	63	393
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1900	1900	1811	1811	1722	1841	1870	1870	1781	1618
Adj Flow Rate, veh/h	525	416	3	72	237	0	13	61	-11	512	66	309
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	6	0	0	6	6	12	4	2	2	8	19
Cap, veh/h	1459	1761	824	93	397		24	99	85	583	375	1596
Arrive On Green	0.45	0.51	0.51	0.05	0.12	0.00	0.01	0.05	0.00	0.17	0.21	0.21
Sat Flow, veh/h	3237	3441	1610	1810	3441	1535	1640	1841	1585	3456	1781	2414
Grp Volume(v), veh/h	525	416	3	72	237	0	13	61	-11	512	66	309
Grp Sat Flow(s),veh/h/ln	1618	1721	1610	1810	1721	1535	1640	1841	1585	1728	1781	1207
Q Serve(g_s), s	13.8	8.7	0.1	5.1	8.5	0.0	1.0	4.2	0.0	18.8	3.9	1.2
Cycle Q Clear(g_c), s	13.8	8.7	0.1	5.1	8.5	0.0	1.0	4.2	0.0	18.8	3.9	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1459	1761	824	93	397		24	99	85	583	375	1596
V/C Ratio(X)	0.36	0.24	0.00	0.78	0.60		0.55	0.62	-0.13	0.88	0.18	0.19
Avail Cap(c_a), veh/h	1459	1761	824	252	1302		63	132	113	739	452	1701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	17.6	15.5	60.9	54.6	0.0	63.6	60.2	0.0	52.7	42.1	2.4
Incr Delay (d2), s/veh	0.1	0.3	0.0	12.9	6.5	0.0	18.4	6.1	0.0	9.8	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	6.1	0.1	4.7	7.1	0.0	1.0	3.9	0.0	13.6	3.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	17.9	15.5	73.8	61.1	0.0	82.1	66.2	0.0	62.6	42.3	2.5
LnGrp LOS	C	B	B	E	E		F	E	A	E	D	A
Approach Vol, veh/h		944			309	A		63			887	
Approach Delay, s/veh		21.1			64.1			81.1			40.1	
Approach LOS		C			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	66.4	22.1	28.2	13.3	14.2	74.3	7.9	33.6
Change Period (Y+Rc), s	7.8	* 7.1	6.3	* 6.3	7.5	* 7.8	6.0	* 6.3
Max Green Setting (Gmax), s	16.2	* 49	27.8	* 9.3	18.1	* 48	5.0	* 33
Max Q Clear Time (g_c+I1), s	15.8	10.5	20.8	6.2	7.1	10.7	3.0	5.9
Green Ext Time (p_c), s	0.1	1.4	1.1	0.0	0.1	2.7	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-95 SB Ramps	I	49	45.8	18.4	64.2	0.62	34.9	B
I-95 NB Ramps	I	45	9.9	0.8	10.7	0.09	31.9	C
East Friday Rd	I	45	12.6	13.9	26.5	0.12	16.4	E
Walmart Distribution	I	45	42.1	6.0	48.1	0.48	35.8	B
Cox Road	I	55	39.3	22.2	61.5	0.60	35.2	B
	I	55	83.6	13.2	96.8	1.28	47.5	A
Shopping Plaza	I	45	25.5	4.6	30.1	0.25	29.3	C
Industry Road	I	45	21.8	22.3	44.1	0.21	17.1	E
Total	I		280.6	101.4	382.0	3.65	34.4	B

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	40.2	63.6	0.23	12.7	F
Shopping Plaza	I	45	21.8	4.6	26.4	0.21	28.6	C
London Boulevard	I	45	25.5	16.0	41.5	0.25	21.3	D
Cox Road	I	55	83.6	12.7	96.3	1.28	47.8	A
Walmart Distribution	I	55	39.3	3.2	42.5	0.60	50.9	A
East Friday Road	I	45	42.1	16.6	58.7	0.48	29.4	C
I-95 NB Ramps	I	45	12.6	6.4	19.0	0.12	22.9	D
I-95 SB Ramps	I	45	9.9	1.7	11.6	0.09	29.4	C
Total	I		258.2	101.4	359.6	3.25	32.6	C

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	287	349	66	34	4
Future Vol, veh/h	5	287	349	66	34	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	5	302	367	69	36	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	436	0	-	0	679	367
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1134	-	-	-	420	683
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1134	-	-	-	418	683
Mov Cap-2 Maneuver	-	-	-	-	520	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1134	-	-	-	520	683
HCM Lane V/C Ratio	0.005	-	-	-	0.069	0.006
HCM Control Delay (s)	8.2	-	-	-	12.4	10.3
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	305	13	143	397	61	16	5	85	30	3	2
Future Vol, veh/h	3	305	13	143	397	61	16	5	85	30	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	260	400	-	150	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	0	1	9	2	10	0	0	0	0	0
Mvmt Flow	3	321	14	151	418	64	17	5	89	32	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	482	0	0	335	0	0	840	1111	161	889	1061	209
Stage 1	-	-	-	-	-	-	327	327	-	720	720	-
Stage 2	-	-	-	-	-	-	513	784	-	169	341	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.7	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.21	-	-	3.6	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1091	-	-	1228	-	-	245	211	862	241	226	803
Stage 1	-	-	-	-	-	-	638	651	-	390	435	-
Stage 2	-	-	-	-	-	-	492	407	-	822	642	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1091	-	-	1228	-	-	219	184	862	193	198	803
Mov Cap-2 Maneuver	-	-	-	-	-	-	325	282	-	295	283	-
Stage 1	-	-	-	-	-	-	636	649	-	389	381	-
Stage 2	-	-	-	-	-	-	427	357	-	729	640	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2	11.3	18.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	325	774	1091	-	-	1228	-	-	295	382
HCM Lane V/C Ratio	0.052	0.122	0.003	-	-	0.123	-	-	0.107	0.014
HCM Control Delay (s)	16.7	10.3	8.3	-	-	8.3	-	-	18.7	14.6
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.4	0	-	-	0.4	-	-	0.4	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	285	135	354	487	0	0	0	0	197	0	114
Future Volume (veh/h)	0	285	135	354	487	0	0	0	0	197	0	114
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1722	1781	1767	0				1648	0	1856
Adj Flow Rate, veh/h	0	300	0	373	513	0				207	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	12	8	9	0				17	0	3
Cap, veh/h	0	406		1844	2515	0				280	0	
Arrive On Green	0.00	0.12	0.00	0.18	0.25	0.00				0.09	0.00	0.00
Sat Flow, veh/h	0	3445	1459	3291	3445	0				3045	0	1572
Grp Volume(v), veh/h	0	300	0	373	513	0				207	0	0
Grp Sat Flow(s),veh/h/ln	0	1678	1459	1646	1678	0				1522	0	1572
Q Serve(g_s), s	0.0	8.6	0.0	9.6	12.1	0.0				6.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.6	0.0	9.6	12.1	0.0				6.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	406		1844	2515	0				280	0	
V/C Ratio(X)	0.00	0.74		0.20	0.20	0.00				0.74	0.00	
Avail Cap(c_a), veh/h	0	879		1844	2515	0				694	0	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.93	0.93	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	42.4	0.0	21.8	14.0	0.0				44.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.4	0.0	0.0	0.2	0.0				3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	7.3	0.0	6.8	8.4	0.0				4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	53.9	0.0	21.9	14.2	0.0				48.1	0.0	0.0
LnGrp LOS	A	D		C	B	A				D	A	
Approach Vol, veh/h		300	A		886						207	A
Approach Delay, s/veh		53.9			17.4						48.1	
Approach LOS		D			B						D	

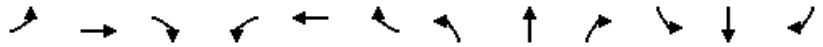
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.6			63.7	18.9		17.4				
Change Period (Y+Rc), s		* 7.7			7.7	* 6.8		8.2				
Max Green Setting (Gmax), s		* 62			28.3	* 26		22.8				
Max Q Clear Time (g_c+I1), s		14.1			11.6	10.6		8.6				
Green Ext Time (p_c), s		3.5			1.2	1.5		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		29.8
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	378	0	0	627	197	214	0	428	0	0	0
Future Volume (veh/h)	104	378	0	0	627	197	214	0	428	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1767	0	0	1767	1693	1856	0	1752			
Adj Flow Rate, veh/h	109	398	0	0	660	0	225	0	451			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	9	0	0	9	14	3	0	10			
Cap, veh/h	169	2224	0	0	1809		687	0	524			
Arrive On Green	0.10	1.00	0.00	0.00	0.36	0.00	0.20	0.00	0.20			
Sat Flow, veh/h	3428	3445	0	0	3445	1434	3428	0	2613			
Grp Volume(v), veh/h	109	398	0	0	660	0	225	0	451			
Grp Sat Flow(s),veh/h/ln	1714	1678	0	0	1678	1434	1714	0	1306			
Q Serve(g_s), s	3.1	0.0	0.0	0.0	14.5	0.0	5.6	0.0	16.7			
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	14.5	0.0	5.6	0.0	16.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	169	2224	0	0	1809		687	0	524			
V/C Ratio(X)	0.64	0.18	0.00	0.00	0.36		0.33	0.00	0.86			
Avail Cap(c_a), veh/h	398	2224	0	0	1809		813	0	619			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	0.88	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.2	0.0	0.0	0.0	19.3	0.0	34.2	0.0	38.6			
Incr Delay (d2), s/veh	3.8	0.2	0.0	0.0	0.5	0.0	0.3	0.0	10.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.4	0.1	0.0	0.0	9.7	0.0	4.3	0.0	10.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	0.2	0.0	0.0	19.8	0.0	34.5	0.0	49.1			
LnGrp LOS	D	A	A	A	B		C	A	D			
Approach Vol, veh/h		507			660	A		676				
Approach Delay, s/veh		10.5			19.8			44.2				
Approach LOS		B			B			D				

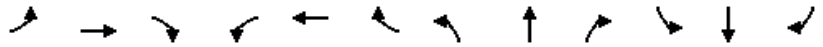
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.3	61.3		26.4		73.6						
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4						
Max Green Setting (Gmax), s	* 13	* 44		* 24		* 63						
Max Q Clear Time (g_c+I1), s	15.1	16.5		18.7		2.0						
Green Ext Time (p_c), s	0.1	4.4		1.4		2.6						

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



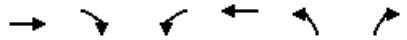
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	524	141	43	624	50	141	8	45	41	8	59
Future Volume (veh/h)	141	524	141	43	624	50	141	8	45	41	8	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1767	1396	1693	1767	1900	1544	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	552	148	45	657	53	148	8	47	43	8	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	9	34	14	9	0	24	0	0	0	0	0
Cap, veh/h	441	1668	588	447	1580	758	232	29	172	230	13	101
Arrive On Green	0.12	0.99	0.99	0.04	0.47	0.47	0.09	0.12	0.12	0.03	0.07	0.07
Sat Flow, veh/h	1810	3357	1183	1612	3357	1610	1471	240	1407	1810	187	1451
Grp Volume(v), veh/h	148	552	148	45	657	53	148	0	55	43	0	70
Grp Sat Flow(s),veh/h/ln	1810	1678	1183	1612	1678	1610	1471	0	1647	1810	0	1639
Q Serve(g_s), s	4.3	0.1	0.1	1.4	12.9	1.8	8.8	0.0	3.0	2.2	0.0	4.2
Cycle Q Clear(g_c), s	4.3	0.1	0.1	1.4	12.9	1.8	8.8	0.0	3.0	2.2	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		0.89
Lane Grp Cap(c), veh/h	441	1668	588	447	1580	758	232	0	202	230	0	114
V/C Ratio(X)	0.34	0.33	0.25	0.10	0.42	0.07	0.64	0.00	0.27	0.19	0.00	0.62
Avail Cap(c_a), veh/h	457	1668	588	472	1580	758	232	0	202	270	0	115
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	0.2	0.2	12.5	17.4	14.5	39.9	0.0	39.8	41.1	0.0	45.2
Incr Delay (d2), s/veh	0.4	0.5	0.9	0.1	0.8	0.2	5.7	0.0	0.7	0.4	0.0	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.3	0.3	0.9	8.2	1.2	6.8	0.0	2.3	1.8	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	0.6	1.1	12.6	18.2	14.7	45.6	0.0	40.6	41.5	0.0	54.6
LnGrp LOS	B	A	A	B	B	B	D	A	D	D	A	D
Approach Vol, veh/h		848			755			203			113	
Approach Delay, s/veh		2.8			17.6			44.2			49.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	54.4	11.7	20.4	10.9	57.0	17.0	15.1
Change Period (Y+Rc), s	7.3	7.3	* 8.2	* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	7.1	46.1	* 5.7	* 10	5.1	48.1	* 8.8	* 7
Max Q Clear Time (g_c+I1), s	6.3	14.9	4.2	5.0	3.4	2.1	10.8	6.2
Green Ext Time (p_c), s	0.0	4.6	0.0	0.1	0.0	4.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



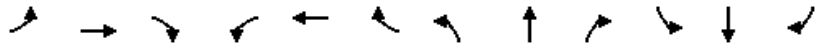
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Traffic Volume (veh/h)	562	48	14	634	83	12
Future Volume (veh/h)	562	48	14	634	83	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1678	1900	1767	1752	1900
Adj Flow Rate, veh/h	592	51	15	667	87	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	15	0	9	10	0
Cap, veh/h	1079	457	368	1683	202	195
Arrive On Green	0.32	0.32	0.02	0.50	0.12	0.12
Sat Flow, veh/h	3445	1422	1810	3445	1668	1610
Grp Volume(v), veh/h	592	51	15	667	87	13
Grp Sat Flow(s),veh/h/ln	1678	1422	1810	1678	1668	1610
Q Serve(g_s), s	5.4	0.9	0.2	4.6	1.8	0.3
Cycle Q Clear(g_c), s	5.4	0.9	0.2	4.6	1.8	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1079	457	368	1683	202	195
V/C Ratio(X)	0.55	0.11	0.04	0.40	0.43	0.07
Avail Cap(c_a), veh/h	3991	1691	576	4980	1363	1315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	8.9	7.7	5.8	15.2	14.5
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.2	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.4	0.1	0.9	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	9.0	7.7	5.9	16.7	14.7
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h	643			682	100	
Approach Delay, s/veh	10.7			6.0	16.4	
Approach LOS	B			A	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	26.2		11.1	6.7	19.5
Change Period (Y+Rc), s	7.5		* 6.6	6.0	7.5
Max Green Setting (Gmax), s	55.4		* 31	5.0	44.4
Max Q Clear Time (g_c+I1), s	6.6		3.8	2.2	7.4
Green Ext Time (p_c), s	4.4		0.3	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	464	47	127	522	89	74	37	177	36	33	29
Future Volume (veh/h)	42	464	47	127	522	89	74	37	177	36	33	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1826	1752	1811	1900	1900	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	44	488	0	134	549	0	78	39	186	38	35	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	5	10	6	0	0	2	2	3	3	3
Cap, veh/h	340	870		373	1012		403	51	244	248	145	128
Arrive On Green	0.04	0.25	0.00	0.08	0.29	0.00	0.06	0.18	0.18	0.04	0.16	0.16
Sat Flow, veh/h	1810	3441	1547	1668	3441	1610	1810	282	1346	1767	907	804
Grp Volume(v), veh/h	44	488	0	134	549	0	78	0	225	38	0	66
Grp Sat Flow(s),veh/h/ln	1810	1721	1547	1668	1721	1610	1810	0	1628	1767	0	1711
Q Serve(g_s), s	1.0	7.3	0.0	3.4	7.9	0.0	2.1	0.0	7.8	1.0	0.0	2.0
Cycle Q Clear(g_c), s	1.0	7.3	0.0	3.4	7.9	0.0	2.1	0.0	7.8	1.0	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.83	1.00		0.47
Lane Grp Cap(c), veh/h	340	870		373	1012		403	0	296	248	0	273
V/C Ratio(X)	0.13	0.56		0.36	0.54		0.19	0.00	0.76	0.15	0.00	0.24
Avail Cap(c_a), veh/h	447	2059		600	2465		628	0	565	328	0	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	19.3	0.0	14.7	17.6	0.0	18.9	0.0	23.1	19.8	0.0	21.8
Incr Delay (d2), s/veh	0.2	0.7	0.0	0.7	0.5	0.0	0.2	0.0	4.8	0.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	4.4	0.0	1.9	4.6	0.0	1.4	0.0	5.4	0.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	20.0	0.0	15.4	18.1	0.0	19.1	0.0	27.9	20.1	0.0	22.3
LnGrp LOS	B	B		B	B		B	A	C	C	A	C
Approach Vol, veh/h		532	A		683	A		303			104	
Approach Delay, s/veh		19.6			17.6			25.6			21.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	25.0	8.3	17.6	10.9	22.5	9.6	16.3
Change Period (Y+Rc), s	5.9	7.5	6.0	* 6.8	5.9	7.5	6.0	6.8
Max Green Setting (Gmax), s	6.1	42.5	5.0	* 21	13.1	35.5	11.0	14.2
Max Q Clear Time (g_c+I1), s	3.0	9.9	3.0	9.8	5.4	9.3	4.1	4.0
Green Ext Time (p_c), s	0.0	4.1	0.0	1.0	0.2	3.4	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	672	736	17	10	2
Future Vol, veh/h	5	672	736	17	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	5	707	775	18	11	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	793	0	-	0	1139	388
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	364	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	837	-	-	-	198	616
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	837	-	-	-	197	616
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	837	-	-	-	317	616
HCM Lane V/C Ratio	0.006	-	-	-	0.033	0.003
HCM Control Delay (s)	9.3	-	-	-	16.7	10.9
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	643	733	68	36	20
Future Vol, veh/h	39	643	733	68	36	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	41	677	772	72	38	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	844	0	-	0	1193	386
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	421	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	801	-	-	-	183	618
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	801	-	-	-	174	618
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	636	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	801	-	-	-	361
HCM Lane V/C Ratio	0.051	-	-	-	0.163
HCM Control Delay (s)	9.7	-	-	-	16.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	663	791	45	39	10
Future Vol, veh/h	16	663	791	45	39	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	6	6	0	0	11
Mvmt Flow	17	698	833	47	41	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	880	0	-	0	1216	417
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	4.24	-	-	-	6.8	7.12
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.27	-	-	-	3.5	3.41
Pot Cap-1 Maneuver	733	-	-	-	176	560
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	733	-	-	-	172	560
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	733	-	-	-	322
HCM Lane V/C Ratio	0.023	-	-	-	0.16
HCM Control Delay (s)	10	-	-	-	18.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	656	18	22	805	104	20	2	22	72	2	11
Future Volume (veh/h)	28	656	18	22	805	104	20	2	22	72	2	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1900	1870	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	29	691	19	23	847	0	21	2	23	76	2	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	0	2	2	2	1	2	2
Cap, veh/h	44	2453	1130	38	2443		36	4	48	96	15	92
Arrive On Green	0.02	0.71	0.71	0.04	1.00	0.00	0.02	0.03	0.03	0.05	0.07	0.07
Sat Flow, veh/h	1810	3441	1585	1781	3441	1610	1781	128	1476	1795	231	1389
Grp Volume(v), veh/h	29	691	19	23	847	0	21	0	25	76	0	14
Grp Sat Flow(s),veh/h/ln	1810	1721	1585	1781	1721	1610	1781	0	1605	1795	0	1620
Q Serve(g_s), s	2.2	10.1	0.5	1.8	0.0	0.0	1.6	0.0	2.1	5.9	0.0	1.1
Cycle Q Clear(g_c), s	2.2	10.1	0.5	1.8	0.0	0.0	1.6	0.0	2.1	5.9	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.86
Lane Grp Cap(c), veh/h	44	2453	1130	38	2443		36	0	52	96	0	107
V/C Ratio(X)	0.66	0.28	0.02	0.61	0.35		0.59	0.00	0.48	0.79	0.00	0.13
Avail Cap(c_a), veh/h	116	2453	1130	191	2443		178	0	206	180	0	209
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	7.2	5.8	66.5	0.0	0.0	68.0	0.0	66.6	65.5	0.0	61.6
Incr Delay (d2), s/veh	15.9	0.3	0.0	15.0	0.1	0.0	14.7	0.0	6.8	13.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	5.7	0.3	1.7	0.1	0.0	1.6	0.0	1.8	5.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.6	7.5	5.9	81.5	0.1	0.0	82.7	0.0	73.4	78.7	0.0	62.1
LnGrp LOS	F	A	A	F	A		F	A	E	E	A	E
Approach Vol, veh/h		739			870	A		46			90	
Approach Delay, s/veh		10.4			2.2			77.7			76.1	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	107.0	8.8	15.2	9.4	106.6	13.5	10.5
Change Period (Y+Rc), s	6.0	7.2	6.0	* 6	6.0	* 7.2	6.0	6.0
Max Green Setting (Gmax), s	15.0	67.8	14.0	* 18	9.0	* 74	14.0	18.0
Max Q Clear Time (g_c+I1), s	3.8	12.1	3.6	3.1	4.2	2.0	7.9	4.1
Green Ext Time (p_c), s	0.0	4.6	0.0	0.0	0.0	6.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	743	924	46	15	7
Future Vol, veh/h	7	743	924	46	15	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	7	782	973	48	16	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1021	0	-	0	1378	487
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	405	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	688	-	-	-	138	532
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	688	-	-	-	137	532
Mov Cap-2 Maneuver	-	-	-	-	252	-
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	688	-	-	-	252	532
HCM Lane V/C Ratio	0.011	-	-	-	0.063	0.014
HCM Control Delay (s)	10.3	-	-	-	20.2	11.9
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

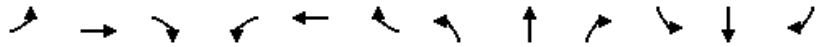
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	688	52	28	828	15	117	13	22	57	1	25
Future Volume (veh/h)	18	688	52	28	828	15	117	13	22	57	1	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1900	1693	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	724	55	29	872	16	123	14	23	60	1	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	0	14	6	0	0	0	0	0	0	0
Cap, veh/h	550	2514	1176	503	2533	1185	197	68	112	129	10	41
Arrive On Green	0.02	0.73	0.73	0.05	1.00	1.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	3441	1610	1612	3441	1610	1405	647	1062	815	91	386
Grp Volume(v), veh/h	19	724	55	29	872	16	123	0	37	87	0	0
Grp Sat Flow(s),veh/h/ln	1810	1721	1610	1612	1721	1610	1405	0	1709	1292	0	0
Q Serve(g_s), s	0.4	10.1	1.3	0.6	0.0	0.0	2.6	0.0	2.8	7.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	10.1	1.3	0.6	0.0	0.0	12.3	0.0	2.8	9.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.62	0.69		0.30
Lane Grp Cap(c), veh/h	550	2514	1176	503	2533	1185	197	0	180	180	0	0
V/C Ratio(X)	0.03	0.29	0.05	0.06	0.34	0.01	0.62	0.00	0.21	0.48	0.00	0.00
Avail Cap(c_a), veh/h	581	2514	1176	544	2533	1185	366	0	386	355	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.5	6.4	5.3	4.6	0.0	0.0	61.6	0.0	57.3	60.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0	3.2	0.0	0.6	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	5.7	0.7	0.3	0.2	0.0	8.0	0.0	2.2	5.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.5	6.5	5.3	4.6	0.4	0.0	64.8	0.0	57.8	63.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	E	E	A	A
Approach Vol, veh/h		798			917			160			87	
Approach Delay, s/veh		6.4			0.5			63.2			63.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	110.1		20.2	10.5	109.4		20.2				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	5.0	83.8		31.6	6.9	81.9		31.6				
Max Q Clear Time (g_c+I1), s	2.4	2.0		14.3	2.6	12.1		11.7				
Green Ext Time (p_c), s	0.0	6.8		0.5	0.0	5.5		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	418	331	21	145	387	511	38	103	115	419	124	465
Future Volume (veh/h)	418	331	21	145	387	511	38	103	115	419	124	465
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1811	1900	1900	1811	1885	1856	1870	1900	1885	1870	1856
Adj Flow Rate, veh/h	440	348	22	153	407	0	40	108	121	441	131	375
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	6	0	0	6	1	3	2	0	1	2	3
Cap, veh/h	1436	1670	781	179	505		51	134	116	504	355	1743
Arrive On Green	0.44	0.49	0.49	0.10	0.15	0.00	0.03	0.07	0.07	0.14	0.19	0.19
Sat Flow, veh/h	3264	3441	1610	1810	3441	1598	1767	1870	1610	3483	1870	2768
Grp Volume(v), veh/h	440	348	22	153	407	0	40	108	121	441	131	375
Grp Sat Flow(s),veh/h/ln	1632	1721	1610	1810	1721	1598	1767	1870	1610	1742	1870	1384
Q Serve(g_s), s	12.2	8.1	1.0	11.7	16.0	0.0	3.1	8.0	7.9	17.4	8.5	1.6
Cycle Q Clear(g_c), s	12.2	8.1	1.0	11.7	16.0	0.0	3.1	8.0	7.9	17.4	8.5	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1436	1670	781	179	505		51	134	116	504	355	1743
V/C Ratio(X)	0.31	0.21	0.03	0.86	0.81		0.78	0.80	1.05	0.87	0.37	0.22
Avail Cap(c_a), veh/h	1436	1670	781	288	1209		63	146	125	652	441	1870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	20.6	18.8	62.1	57.8	0.0	67.5	64.0	40.3	58.6	49.4	3.6
Incr Delay (d2), s/veh	0.1	0.3	0.1	13.1	12.8	0.0	38.3	25.4	94.3	10.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	5.8	0.7	9.9	12.3	0.0	3.6	8.4	10.3	12.9	7.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	20.9	18.9	75.2	70.6	0.0	105.8	89.4	134.6	69.0	50.1	3.6
LnGrp LOS	C	C	B	E	E		F	F	F	E	D	A
Approach Vol, veh/h		810			560	A		269			947	
Approach Delay, s/veh		23.3			71.9			112.1			40.5	
Approach LOS		C			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	69.4	27.7	26.6	16.4	21.3	75.7	10.1	32.9
Change Period (Y+Rc), s	7.8	* 7.1	6.3	* 6.3	7.5	* 7.8	6.0	* 6.3
Max Green Setting (Gmax), s	26.3	* 49	26.2	* 11	22.3	* 53	5.0	* 33
Max Q Clear Time (g_c+I1), s	14.2	18.0	19.4	10.0	13.7	10.1	5.1	10.5
Green Ext Time (p_c), s	1.2	2.5	0.9	0.1	0.2	2.3	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-95 SB Ramps	I	49	45.8	16.3	62.1	0.62	36.1	B
I-95 NB Ramps	I	45	9.9	1.3	11.2	0.09	30.5	C
East Friday Rd	I	45	12.6	12.9	25.5	0.12	17.1	E
Walmart Distribution	I	45	42.1	9.5	51.6	0.48	33.4	C
Cox Road	I	55	39.3	23.1	62.4	0.60	34.7	B
	I	55	83.6	10.1	93.7	1.28	49.1	A
Shopping Plaza	I	45	25.5	4.9	30.4	0.25	29.0	C
Industry Road	I	45	21.8	29.4	51.2	0.21	14.8	F
Total	I		280.6	107.5	388.1	3.65	33.9	C

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	36.1	59.5	0.23	13.6	F
Shopping Plaza	I	45	21.8	6.2	28.0	0.21	27.0	C
London Boulevard	I	45	25.5	14.9	40.4	0.25	21.8	D
Cox Road	I	55	83.6	17.8	101.4	1.28	45.4	A
Walmart Distribution	I	55	39.3	7.4	46.7	0.60	46.3	A
East Friday Road	I	45	42.1	17.9	60.0	0.48	28.7	C
I-95 NB Ramps	I	45	12.6	8.5	21.1	0.12	20.6	E
I-95 SB Ramps	I	45	9.9	1.2	11.1	0.09	30.8	C
Total	I		258.2	110.0	368.2	3.25	31.8	C

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	551	427	21	64	7
Future Vol, veh/h	3	551	427	21	64	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	8	2	0
Mvmt Flow	3	580	449	22	67	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	471	0	-	0	1035	449
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	586	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1101	-	-	-	257	614
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1101	-	-	-	256	614
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	556	-

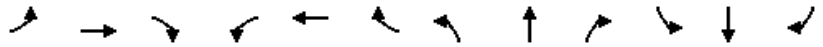
Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1101	-	-	-	387	614
HCM Lane V/C Ratio	0.003	-	-	-	0.174	0.012
HCM Control Delay (s)	8.3	-	-	-	16.3	10.9
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	600	12	141	407	15	33	8	192	29	3	8
Future Volume (veh/h)	3	600	12	141	407	15	33	8	192	29	3	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1767	1530	1781	1767	1900	1767	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	632	13	148	428	16	35	8	202	31	3	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	9	25	8	9	0	9	0	0	0	0	0
Cap, veh/h	581	1779	687	489	2182	1047	370	14	358	209	105	281
Arrive On Green	0.53	0.53	0.53	0.12	1.00	1.00	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	961	3357	1296	1697	3357	1610	1326	62	1558	1190	458	1222
Grp Volume(v), veh/h	3	632	13	148	428	16	35	0	210	31	0	11
Grp Sat Flow(s),veh/h/ln	961	1678	1296	1697	1678	1610	1326	0	1620	1190	0	1680
Q Serve(g_s), s	0.1	10.9	0.5	3.9	0.0	0.0	2.1	0.0	11.5	2.4	0.0	0.5
Cycle Q Clear(g_c), s	0.1	10.9	0.5	3.9	0.0	0.0	2.6	0.0	11.5	13.8	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.73
Lane Grp Cap(c), veh/h	581	1779	687	489	2182	1047	370	0	373	209	0	386
V/C Ratio(X)	0.01	0.36	0.02	0.30	0.20	0.02	0.09	0.00	0.56	0.15	0.00	0.03
Avail Cap(c_a), veh/h	581	1779	687	675	2182	1047	370	0	373	209	0	386
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	13.6	11.2	8.8	0.0	0.0	30.9	0.0	34.1	40.2	0.0	29.8
Incr Delay (d2), s/veh	0.0	0.6	0.1	0.3	0.2	0.0	0.5	0.0	6.1	1.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	6.9	0.2	2.0	0.1	0.0	1.3	0.0	8.9	1.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	14.2	11.2	9.1	0.2	0.0	31.4	0.0	40.1	41.7	0.0	30.0
LnGrp LOS	B	B	B	A	A	A	C	A	D	D	A	C
Approach Vol, veh/h		648			592			245			42	
Approach Delay, s/veh		14.1			2.4			38.9			38.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	59.0		29.0		71.0		29.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	17.0	42.0		23.0		65.0		23.0				
Max Q Clear Time (g_c+I1), s	5.9	12.9		15.8		2.0		13.5				
Green Ext Time (p_c), s	0.3	4.3		0.0		2.9		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (veh/h)	0	519	302	492	382	0	0	0	0	382	0	181
Future Volume (veh/h)	0	519	302	492	382	0	0	0	0	382	0	181
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1826	1618	1767	0				1663	0	1796
Adj Flow Rate, veh/h	0	546	0	518	402	0				402	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	5	19	9	0				16	0	7
Cap, veh/h	0	680		1234	2294	0				484	0	
Arrive On Green	0.00	0.07	0.00	0.14	0.23	0.00				0.16	0.00	0.00
Sat Flow, veh/h	0	3445	1547	2990	3445	0				3072	0	1522
Grp Volume(v), veh/h	0	546	0	518	402	0				402	0	0
Grp Sat Flow(s),veh/h/ln	0	1678	1547	1495	1678	0				1536	0	1522
Q Serve(g_s), s	0.0	16.0	0.0	15.9	9.7	0.0				12.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	16.0	0.0	15.9	9.7	0.0				12.7	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	680		1234	2294	0				484	0	
V/C Ratio(X)	0.00	0.80		0.42	0.18	0.00				0.83	0.00	
Avail Cap(c_a), veh/h	0	913		1234	2294	0				731	0	
HCM Platoon Ratio	1.00	0.33	0.33	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.00	0.91	0.91	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	44.7	0.0	32.2	16.0	0.0				40.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.2	0.0	0.2	0.2	0.0				5.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	12.5	0.0	10.2	6.7	0.0				8.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	53.8	0.0	32.4	16.1	0.0				45.9	0.0	0.0
LnGrp LOS	A	D		C	B	A				D	A	
Approach Vol, veh/h		546	A		920						402	A
Approach Delay, s/veh		53.8			25.3						45.9	
Approach LOS		D			C						D	

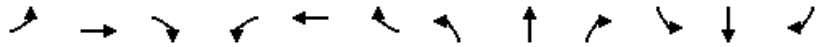
Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	76.1	49.0	27.1	23.9
Change Period (Y+Rc), s	* 7.7	7.7	* 6.8	8.2
Max Green Setting (Gmax), s	* 61	26.3	* 27	23.8
Max Q Clear Time (g_c+I1), s	11.7	17.9	18.0	14.7
Green Ext Time (p_c), s	2.6	1.3	2.2	1.1

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	749	0	0	759	326	115	0	486	0	0	0
Future Volume (veh/h)	152	749	0	0	759	326	115	0	486	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1707	1767	0	0	1767	1678	1648	0	1648			
Adj Flow Rate, veh/h	160	788	0	0	799	0	121	0	512			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	13	9	0	0	9	15	17	0	17			
Cap, veh/h	219	2098	0	0	1617		725	0	585			
Arrive On Green	0.14	1.00	0.00	0.00	0.48	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	3155	3445	0	0	3445	1422	3045	0	2458			
Grp Volume(v), veh/h	160	788	0	0	799	0	121	0	512			
Grp Sat Flow(s),veh/h/ln	1577	1678	0	0	1678	1422	1522	0	1229			
Q Serve(g_s), s	4.9	0.0	0.0	0.0	16.2	0.0	3.2	0.0	20.0			
Cycle Q Clear(g_c), s	4.9	0.0	0.0	0.0	16.2	0.0	3.2	0.0	20.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	219	2098	0	0	1617		725	0	585			
V/C Ratio(X)	0.73	0.38	0.00	0.00	0.49		0.17	0.00	0.88			
Avail Cap(c_a), veh/h	334	2098	0	0	1617		904	0	730			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.80	0.80	0.00	0.00	0.80	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.2	0.0	0.0	0.0	17.6	0.0	30.2	0.0	36.7			
Incr Delay (d2), s/veh	3.8	0.4	0.0	0.0	0.9	0.0	0.1	0.0	9.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	3.3	0.2	0.0	0.0	9.4	0.0	2.1	0.0	11.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	0.4	0.0	0.0	18.5	0.0	30.3	0.0	46.4			
LnGrp LOS	D	A	A	A	B		C	A	D			
Approach Vol, veh/h		948			799	A		633				
Approach Delay, s/veh		8.1			18.5			43.4				
Approach LOS		A			B			D				

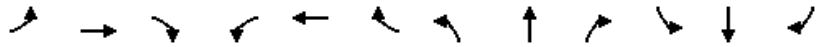
Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	14.3	55.6		30.1		69.9			
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4			
Max Green Setting (Gmax), s	* 11	* 39		* 30		* 57			
Max Q Clear Time (g_c+I1), s	6.9	18.2		22.0		2.0			
Green Ext Time (p_c), s	0.2	5.1		1.8		5.9			

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1000	150	28	824	28	139	4	47	57	13	122
Future Volume (veh/h)	85	1000	150	28	824	28	139	4	47	57	13	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1767	1455	1618	1767	1604	1352	1900	1900	1870	1767	1767
Adj Flow Rate, veh/h	89	1053	158	29	867	29	146	4	49	60	14	128
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	9	30	19	9	20	37	0	0	2	9	9
Cap, veh/h	337	1618	594	258	1568	635	185	14	176	240	10	96
Arrive On Green	0.09	0.64	0.64	0.05	0.47	0.47	0.09	0.12	0.12	0.04	0.07	0.07
Sat Flow, veh/h	1626	3357	1233	1541	3357	1359	1287	123	1506	1781	150	1370
Grp Volume(v), veh/h	89	1053	158	29	867	29	146	0	53	60	0	142
Grp Sat Flow(s),veh/h/ln	1626	1678	1233	1541	1678	1359	1287	0	1629	1781	0	1520
Q Serve(g_s), s	0.0	19.3	2.9	0.0	18.6	0.7	8.8	0.0	3.0	3.1	0.0	7.0
Cycle Q Clear(g_c), s	0.0	19.3	2.9	0.0	18.6	0.7	8.8	0.0	3.0	3.1	0.0	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.90
Lane Grp Cap(c), veh/h	337	1618	594	258	1568	635	185	0	190	240	0	106
V/C Ratio(X)	0.26	0.65	0.27	0.11	0.55	0.05	0.79	0.00	0.28	0.25	0.00	1.33
Avail Cap(c_a), veh/h	337	1618	594	258	1568	635	185	0	190	273	0	106
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.7	12.8	2.9	24.7	19.2	5.8	41.2	0.0	40.3	40.9	0.0	46.5
Incr Delay (d2), s/veh	0.3	1.7	0.9	0.2	1.3	0.1	19.9	0.0	0.8	0.5	0.0	201.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	8.9	2.7	0.9	11.1	0.7	2.8	0.0	2.2	2.5	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	14.5	3.8	24.8	20.5	5.9	61.1	0.0	41.1	41.4	0.0	247.6
LnGrp LOS	C	B	A	C	C	A	E	A	D	D	A	F
Approach Vol, veh/h		1300			925			199			202	
Approach Delay, s/veh		13.9			20.2			55.8			186.3	
Approach LOS		B			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	54.0	12.3	19.9	12.3	55.5	17.0	15.2
Change Period (Y+Rc), s	7.3	7.3	* 8.2	* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	6.5	46.7	* 6	* 9.8	5.0	48.2	* 8.8	* 7
Max Q Clear Time (g_c+I1), s	2.0	20.6	5.1	5.0	2.0	21.3	10.8	9.0
Green Ext Time (p_c), s	0.1	6.1	0.0	0.1	0.0	8.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

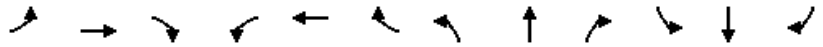
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	918	186	68	832	48	31
Future Volume (veh/h)	918	186	68	832	48	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1307	1900	1767	1604	1900
Adj Flow Rate, veh/h	966	196	72	876	51	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	40	0	9	20	0
Cap, veh/h	1477	487	363	2090	147	155
Arrive On Green	0.44	0.44	0.06	0.62	0.10	0.10
Sat Flow, veh/h	3445	1108	1810	3445	1527	1610
Grp Volume(v), veh/h	966	196	72	876	51	33
Grp Sat Flow(s),veh/h/ln	1678	1108	1810	1678	1527	1610
Q Serve(g_s), s	11.4	6.0	1.0	6.7	1.6	0.9
Cycle Q Clear(g_c), s	11.4	6.0	1.0	6.7	1.6	0.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1477	487	363	2090	147	155
V/C Ratio(X)	0.65	0.40	0.20	0.42	0.35	0.21
Avail Cap(c_a), veh/h	3981	1314	501	4851	408	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	9.6	7.5	4.8	21.2	20.9
Incr Delay (d2), s/veh	0.5	0.5	0.3	0.1	1.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	1.9	0.4	1.4	1.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.5	10.1	7.8	5.0	22.6	21.6
LnGrp LOS	B	B	A	A	C	C
Approach Vol, veh/h	1162			948	84	
Approach Delay, s/veh	11.3			5.2	22.2	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	38.7	11.4	9.2	29.6
Change Period (Y+Rc), s	7.5	* 6.6	6.0	7.5
Max Green Setting (Gmax), s	72.5	* 13	7.0	59.5
Max Q Clear Time (g_c+I1), s	8.7	3.6	3.0	13.4
Green Ext Time (p_c), s	6.3	0.1	0.0	8.7

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	775	155	153	709	43	94	18	128	69	58	75
Future Volume (veh/h)	22	775	155	153	709	43	94	18	128	69	58	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1841	1856	1811	1900	1618	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	23	816	0	161	746	0	99	19	135	73	61	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	4	3	6	0	19	0	0	2	2	2
Cap, veh/h	319	1146		345	1354		257	26	188	258	84	109
Arrive On Green	0.03	0.33	0.00	0.09	0.39	0.00	0.07	0.13	0.13	0.06	0.11	0.11
Sat Flow, veh/h	1810	3441	1560	1767	3441	1610	1541	202	1439	1781	740	958
Grp Volume(v), veh/h	23	816	0	161	746	0	99	0	154	73	0	140
Grp Sat Flow(s),veh/h/ln	1810	1721	1560	1767	1721	1610	1541	0	1641	1781	0	1698
Q Serve(g_s), s	0.5	13.8	0.0	3.9	11.2	0.0	3.7	0.0	6.0	2.4	0.0	5.3
Cycle Q Clear(g_c), s	0.5	13.8	0.0	3.9	11.2	0.0	3.7	0.0	6.0	2.4	0.0	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		0.56
Lane Grp Cap(c), veh/h	319	1146		345	1354		257	0	215	258	0	193
V/C Ratio(X)	0.07	0.71		0.47	0.55		0.38	0.00	0.72	0.28	0.00	0.72
Avail Cap(c_a), veh/h	408	2199		487	2515		331	0	385	292	0	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	19.4	0.0	14.2	15.6	0.0	23.7	0.0	27.7	24.1	0.0	28.5
Incr Delay (d2), s/veh	0.1	1.0	0.0	1.2	0.4	0.0	0.9	0.0	5.3	0.6	0.0	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	8.1	0.0	2.3	6.3	0.0	2.3	0.0	4.4	1.7	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	20.4	0.0	15.4	16.0	0.0	24.7	0.0	33.1	24.7	0.0	34.5
LnGrp LOS	B	C		B	B		C	A	C	C	A	C
Approach Vol, veh/h		839	A		907	A		253			213	
Approach Delay, s/veh		20.2			15.9			29.8			31.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	33.7	9.7	15.5	11.7	29.6	10.8	14.4
Change Period (Y+Rc), s	5.9	7.5	6.0	* 6.8	5.9	7.5	6.0	6.8
Max Green Setting (Gmax), s	5.6	48.6	5.0	* 16	11.1	42.5	8.0	12.2
Max Q Clear Time (g_c+I1), s	2.5	13.2	4.4	8.0	5.9	15.8	5.7	7.3
Green Ext Time (p_c), s	0.0	6.0	0.0	0.5	0.2	6.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	969	902	7	23	3
Future Vol, veh/h	3	969	902	7	23	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	3	1020	949	7	24	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	956	0	-	0	1465	475
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	727	-	-	-	121	541
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	570	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	727	-	-	-	121	541
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	727	-	-	-	245	541
HCM Lane V/C Ratio	0.004	-	-	-	0.099	0.006
HCM Control Delay (s)	10	-	-	-	21.3	11.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	978	871	9	47	38
Future Vol, veh/h	14	978	871	9	47	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	15	1029	917	9	49	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	926	0	-	0	1462	459
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	545	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	746	-	-	-	122	554
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	746	-	-	-	120	554
Mov Cap-2 Maneuver	-	-	-	-	244	-
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	746	-	-	-	325
HCM Lane V/C Ratio	0.02	-	-	-	0.275
HCM Control Delay (s)	9.9	-	-	-	20.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	1013	860	22	52	20
Future Vol, veh/h	12	1013	860	22	52	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	2	0
Mvmt Flow	13	1066	905	23	55	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	928	0	-	0	1464	453
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	4.1	-	-	-	6.84	6.9
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.2	-	-	-	3.52	3.3
Pot Cap-1 Maneuver	745	-	-	-	119	559
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	745	-	-	-	117	559
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	536	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	22
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	745	-	-	-	287
HCM Lane V/C Ratio	0.017	-	-	-	0.264
HCM Control Delay (s)	9.9	-	-	-	22
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	990	63	83	802	52	55	6	88	118	6	25
Future Volume (veh/h)	12	990	63	83	802	52	55	6	88	118	6	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1856	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	13	1042	66	87	844	0	58	6	93	124	6	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	3	2	2	2	0	2	2
Cap, veh/h	26	1205	555	511	2175		75	8	117	149	36	157
Arrive On Green	0.01	0.35	0.35	0.57	1.00	0.00	0.04	0.08	0.08	0.08	0.12	0.12
Sat Flow, veh/h	1810	3441	1585	1781	3441	1572	1781	97	1503	1810	306	1326
Grp Volume(v), veh/h	13	1042	66	87	844	0	58	0	99	124	0	32
Grp Sat Flow(s),veh/h/ln	1810	1721	1585	1781	1721	1572	1781	0	1600	1810	0	1632
Q Serve(g_s), s	0.9	36.7	2.9	3.0	0.0	0.0	4.2	0.0	7.9	8.8	0.0	2.3
Cycle Q Clear(g_c), s	0.9	36.7	2.9	3.0	0.0	0.0	4.2	0.0	7.9	8.8	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.81
Lane Grp Cap(c), veh/h	26	1205	555	511	2175		75	0	125	149	0	193
V/C Ratio(X)	0.50	0.86	0.12	0.17	0.39		0.77	0.00	0.79	0.83	0.00	0.17
Avail Cap(c_a), veh/h	70	1583	729	511	2175		178	0	222	181	0	227
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	39.4	17.4	20.4	0.0	0.0	61.7	0.0	58.9	58.8	0.0	51.5
Incr Delay (d2), s/veh	14.0	8.4	0.4	0.2	0.1	0.0	15.4	0.0	10.7	23.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	22.5	2.6	2.2	0.1	0.0	4.0	0.0	6.4	8.7	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	47.8	17.8	20.5	0.1	0.0	77.1	0.0	69.6	81.9	0.0	51.9
LnGrp LOS	E	D	B	C	A		E	A	E	F	A	D
Approach Vol, veh/h		1121			931	A		157			156	
Approach Delay, s/veh		46.3			2.0			72.3			75.8	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	44.4	52.7	11.5	21.4	7.9	89.3	16.7	16.1
Change Period (Y+Rc), s	7.1	* 7.2	6.0	* 6	6.0	7.1	6.0	6.0
Max Green Setting (Gmax), s	14.0	* 60	13.0	* 18	5.0	68.9	13.0	18.0
Max Q Clear Time (g_c+I1), s	5.0	38.7	6.2	4.3	2.9	2.0	10.8	9.9
Green Ext Time (p_c), s	0.1	6.8	0.0	0.1	0.0	6.4	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1193	929	18	38	8
Future Vol, veh/h	3	1193	929	18	38	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	12	0	0
Mvmt Flow	3	1256	978	19	40	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	997	0	-	0	1612	489
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	634	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	702	-	-	-	97	530
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	702	-	-	-	97	530
Mov Cap-2 Maneuver	-	-	-	-	222	-
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	496	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	702	-	-	-	222	530
HCM Lane V/C Ratio	0.004	-	-	-	0.18	0.016
HCM Control Delay (s)	10.2	-	-	-	24.7	11.9
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0

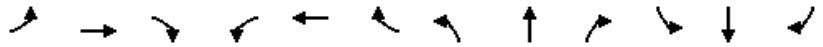
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1153	55	56	910	7	24	9	10	67	4	13
Future Volume (veh/h)	23	1153	55	56	910	7	24	9	10	67	4	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1722	1722	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	1214	58	59	958	7	25	9	11	71	4	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	12	12	6	0	0	0	0	0	0	0
Cap, veh/h	275	1309	555	716	2553	1194	185	66	81	136	9	18
Arrive On Green	0.04	0.76	0.76	0.77	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	3441	1459	1640	3441	1610	1417	778	951	1017	105	209
Grp Volume(v), veh/h	24	1214	58	59	958	7	25	0	20	89	0	0
Grp Sat Flow(s),veh/h/ln	1810	1721	1459	1640	1721	1610	1417	0	1729	1332	0	0
Q Serve(g_s), s	1.1	37.2	1.3	0.0	0.0	0.0	0.0	0.0	1.4	7.4	0.0	0.0
Cycle Q Clear(g_c), s	1.1	37.2	1.3	0.0	0.0	0.0	2.0	0.0	1.4	8.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	0.80		0.16
Lane Grp Cap(c), veh/h	275	1309	555	716	2553	1194	185	0	147	163	0	0
V/C Ratio(X)	0.09	0.93	0.10	0.08	0.38	0.01	0.14	0.00	0.14	0.55	0.00	0.00
Avail Cap(c_a), veh/h	306	1893	803	716	2553	1194	402	0	412	387	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.9	14.1	9.8	7.5	0.0	0.0	55.3	0.0	55.0	58.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	6.4	0.1	0.0	0.4	0.0	0.3	0.0	0.4	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	10.4	0.8	0.7	0.2	0.0	1.4	0.0	1.1	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	20.5	9.9	7.6	0.4	0.0	55.6	0.0	55.5	61.7	0.0	0.0
LnGrp LOS	C	C	A	A	A	A	E	A	E	E	A	A
Approach Vol, veh/h		1296			1024			45			89	
Approach Delay, s/veh		20.1			0.8			55.6			61.7	
Approach LOS		C			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	103.5		16.5	57.0	56.6		16.5				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	5.1	74.3		31.0	7.9	71.5		31.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		4.0	2.0	39.2		10.8				
Green Ext Time (p_c), s	0.0	7.8		0.1	0.0	10.2		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	647	551	17	101	381	463	19	84	84	617	84	570
Future Volume (veh/h)	647	551	17	101	381	463	19	84	84	617	84	570
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1900	1900	1811	1811	1722	1841	1870	1870	1781	1618
Adj Flow Rate, veh/h	681	580	18	106	401	0	20	88	88	649	88	600
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	6	0	0	6	6	12	4	2	2	8	19
Cap, veh/h	1212	1535	718	131	507		32	116	100	704	444	1506
Arrive On Green	0.37	0.45	0.45	0.07	0.15	0.00	0.02	0.06	0.06	0.20	0.25	0.25
Sat Flow, veh/h	3237	3441	1610	1810	3441	1535	1640	1841	1585	3456	1781	2414
Grp Volume(v), veh/h	681	580	18	106	401	0	20	88	88	649	88	600
Grp Sat Flow(s),veh/h/ln	1618	1721	1610	1810	1721	1535	1640	1841	1585	1728	1781	1207
Q Serve(g_s), s	21.7	14.6	0.8	7.5	14.6	0.0	1.6	6.1	5.8	23.9	5.1	2.8
Cycle Q Clear(g_c), s	21.7	14.6	0.8	7.5	14.6	0.0	1.6	6.1	5.8	23.9	5.1	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1212	1535	718	131	507		32	116	100	704	444	1506
V/C Ratio(X)	0.56	0.38	0.03	0.81	0.79		0.62	0.76	0.88	0.92	0.20	0.40
Avail Cap(c_a), veh/h	1212	1535	718	252	1302		63	132	113	739	452	1517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	24.0	20.2	59.4	53.5	0.0	63.2	59.9	39.6	50.8	38.5	3.9
Incr Delay (d2), s/veh	0.5	0.6	0.1	11.1	12.0	0.0	17.5	19.8	46.3	16.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.7	9.5	0.6	6.8	11.4	0.0	1.5	6.3	7.3	17.3	4.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	24.6	20.2	70.4	65.5	0.0	80.7	79.7	85.9	67.4	38.8	4.1
LnGrp LOS	C	C	C	E	E		F	E	F	E	D	A
Approach Vol, veh/h		1279			507	A		196			1337	
Approach Delay, s/veh		28.9			66.5			82.6			37.1	
Approach LOS		C			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	56.5	26.2	32.8	14.5	16.9	65.8	8.6	38.7
Change Period (Y+Rc), s	7.8	* 7.1	6.3	* 6.3	7.5	* 7.8	6.0	* 6.3
Max Green Setting (Gmax), s	16.2	* 49	27.8	* 9.3	18.1	* 48	5.0	* 33
Max Q Clear Time (g_c+I1), s	23.7	16.6	25.9	8.1	9.5	16.6	3.6	7.1
Green Ext Time (p_c), s	0.0	2.5	0.5	0.1	0.1	3.9	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
West Friday Road	I	50	40.2	16.5	56.7	0.52	32.8	C
I-95 SB Ramps	I	45	11.0	19.6	30.6	0.11	12.5	F
I-95 NB Ramps	I	45	9.9	0.6	10.5	0.09	32.5	C
East Friday Rd	I	45	12.6	15.2	27.8	0.12	15.7	F
Walmart Distribution	I	45	42.1	10.8	52.9	0.48	32.6	C
Cox Road	I	55	39.3	26.8	66.1	0.60	32.7	C
	I	55	83.6	21.7	105.3	1.28	43.7	A
Shopping Plaza	I	45	25.5	6.7	32.2	0.25	27.4	C
Industry Road	I	45	21.8	31.3	53.1	0.21	14.2	F
Total	I		286.0	149.2	435.2	3.65	30.2	C

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	53.7	77.1	0.23	10.5	F
Shopping Plaza	I	45	21.8	6.1	27.9	0.21	27.1	C
London Boulevard	I	45	25.5	10.9	36.4	0.25	24.2	D
Cox Road	I	55	83.6	15.3	98.9	1.28	46.5	A
Walmart Distribution	I	55	39.3	4.4	43.7	0.60	49.5	A
East Friday Road	I	45	42.1	19.8	61.9	0.48	27.9	C
I-95 NB Ramps	I	45	12.6	8.4	21.0	0.12	20.7	E
I-95 SB Ramps	I	45	9.9	1.0	10.9	0.09	31.3	C
West Friday Road	I	45	11.0	5.3	16.3	0.11	23.4	D
Total	I		269.2	124.9	394.1	3.36	30.7	C

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	435	509	69	38	7
Future Vol, veh/h	8	435	509	69	38	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	8	458	536	73	40	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	609	0	-	0	1010	536
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	474	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	979	-	-	-	268	549
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	979	-	-	-	266	549
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	630	-

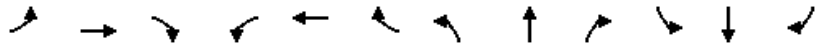
Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	979	-	-	-	397	549
HCM Lane V/C Ratio	0.009	-	-	-	0.101	0.013
HCM Control Delay (s)	8.7	-	-	-	15.1	11.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	445	24	219	545	63	27	7	121	41	4	6
Future Volume (veh/h)	4	445	24	219	545	63	27	7	121	41	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1767	1900	1885	1767	1870	1752	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	468	25	231	574	66	28	7	127	43	4	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	9	0	1	9	2	10	0	0	0	0	0
Cap, veh/h	485	1729	829	622	2215	1046	355	19	338	263	151	226
Arrive On Green	0.52	0.52	0.52	0.17	1.00	1.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	801	3357	1610	1795	3357	1585	1316	85	1538	1275	686	1029
Grp Volume(v), veh/h	4	468	25	231	574	66	28	0	134	43	0	10
Grp Sat Flow(s),veh/h/ln	801	1678	1610	1795	1678	1585	1316	0	1623	1275	0	1715
Q Serve(g_s), s	0.2	7.9	0.8	6.0	0.0	0.0	1.7	0.0	7.0	3.0	0.0	0.5
Cycle Q Clear(g_c), s	0.2	7.9	0.8	6.0	0.0	0.0	2.2	0.0	7.0	10.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.60
Lane Grp Cap(c), veh/h	485	1729	829	622	2215	1046	355	0	357	263	0	377
V/C Ratio(X)	0.01	0.27	0.03	0.37	0.26	0.06	0.08	0.00	0.38	0.16	0.00	0.03
Avail Cap(c_a), veh/h	485	1729	829	901	2215	1046	355	0	357	263	0	377
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	13.7	11.9	8.2	0.0	0.0	31.4	0.0	33.2	37.4	0.0	30.6
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.4	0.3	0.1	0.4	0.0	3.0	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	5.0	0.5	3.1	0.1	0.1	1.1	0.0	5.5	1.9	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	14.1	12.0	8.5	0.3	0.1	31.9	0.0	36.2	38.7	0.0	30.7
LnGrp LOS	B	B	B	A	A	A	C	A	D	D	A	C
Approach Vol, veh/h		497			871			162			53	
Approach Delay, s/veh		13.9			2.4			35.4			37.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.5	57.5		28.0		72.0		28.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	24.0	36.0		22.0		66.0		22.0				
Max Q Clear Time (g_c+I1), s	8.0	9.9		12.0		2.0		9.0				
Green Ext Time (p_c), s	0.5	3.0		0.1		4.2		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑							↱
Traffic Volume (veh/h)	0	426	181	515	644	0	0	0	0	337	0	183
Future Volume (veh/h)	0	426	181	515	644	0	0	0	0	337	0	183
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1722	1781	1767	0				1648	0	1856
Adj Flow Rate, veh/h	0	448	0	542	678	0				355	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	12	8	9	0				17	0	3
Cap, veh/h	0	576		1511	2345	0				434	0	
Arrive On Green	0.00	0.06	0.00	0.15	0.23	0.00				0.14	0.00	0.00
Sat Flow, veh/h	0	3445	1459	3291	3445	0				3045	0	1572
Grp Volume(v), veh/h	0	448	0	542	678	0				355	0	0
Grp Sat Flow(s),veh/h/ln	0	1678	1459	1646	1678	0				1522	0	1572
Q Serve(g_s), s	0.0	13.2	0.0	14.8	16.7	0.0				11.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	13.2	0.0	14.8	16.7	0.0				11.3	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	576		1511	2345	0				434	0	
V/C Ratio(X)	0.00	0.78		0.36	0.29	0.00				0.82	0.00	
Avail Cap(c_a), veh/h	0	879		1511	2345	0				694	0	
HCM Platoon Ratio	1.00	0.33	0.33	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.00	0.83	0.83	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	45.3	0.0	29.2	18.0	0.0				41.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.7	0.0	0.1	0.3	0.0				4.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.8	0.0	10.2	11.5	0.0				8.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	55.0	0.0	29.3	18.3	0.0				45.8	0.0	0.0
LnGrp LOS	A	D		C	B	A				D	A	
Approach Vol, veh/h		448	A		1220						355	A
Approach Delay, s/veh		55.0			23.2						45.8	
Approach LOS		D			C						D	

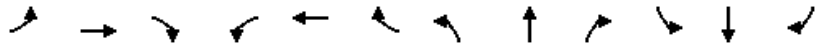
Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	77.5		53.6	24.0		22.5
Change Period (Y+Rc), s	* 7.7		7.7	* 6.8		8.2
Max Green Setting (Gmax), s	* 62		28.3	* 26		22.8
Max Q Clear Time (g_c+I1), s	18.7		16.8	15.2		13.3
Green Ext Time (p_c), s	4.8		1.6	2.0		0.9

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	580	0	0	891	342	268	0	561	0	0	0
Future Volume (veh/h)	183	580	0	0	891	342	268	0	561	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1767	0	0	1767	1693	1856	0	1752			
Adj Flow Rate, veh/h	193	611	0	0	938	0	282	0	591			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	9	0	0	9	14	3	0	10			
Cap, veh/h	259	2101	0	0	1599		813	0	619			
Arrive On Green	0.15	1.00	0.00	0.00	0.48	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	3428	3445	0	0	3445	1434	3428	0	2613			
Grp Volume(v), veh/h	193	611	0	0	938	0	282	0	591			
Grp Sat Flow(s),veh/h/ln	1714	1678	0	0	1678	1434	1714	0	1306			
Q Serve(g_s), s	5.4	0.0	0.0	0.0	20.3	0.0	6.8	0.0	22.3			
Cycle Q Clear(g_c), s	5.4	0.0	0.0	0.0	20.3	0.0	6.8	0.0	22.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	259	2101	0	0	1599		813	0	619			
V/C Ratio(X)	0.74	0.29	0.00	0.00	0.59		0.35	0.00	0.95			
Avail Cap(c_a), veh/h	398	2101	0	0	1599		813	0	619			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	0.68	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.5	0.0	0.0	0.0	19.0	0.0	31.7	0.0	37.6			
Incr Delay (d2), s/veh	3.6	0.3	0.0	0.0	1.1	0.0	0.3	0.0	25.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.0	0.2	0.0	0.0	11.1	0.0	5.2	0.0	14.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.3	0.0	0.0	20.1	0.0	32.0	0.0	62.9			
LnGrp LOS	D	A	A	A	C		C	A	E			
Approach Vol, veh/h		804			938	A		873				
Approach Delay, s/veh		11.1			20.1			52.9				
Approach LOS		B			C			D				

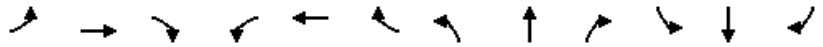
Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	15.0	55.0		30.0		70.0			
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4			
Max Green Setting (Gmax), s	* 13	* 44		* 24		* 63			
Max Q Clear Time (g_c+I1), s	7.4	22.3		24.3		2.0			
Green Ext Time (p_c), s	0.2	6.3		0.0		4.3			

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	831	155	49	995	51	155	9	47	45	9	83
Future Volume (veh/h)	155	831	155	49	995	51	155	9	47	45	9	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1767	1396	1693	1767	1900	1544	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	163	875	163	52	1047	54	163	9	49	47	9	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	9	34	14	9	0	24	0	0	0	0	0
Cap, veh/h	309	1657	584	362	1560	749	214	31	169	234	11	104
Arrive On Green	0.13	0.99	0.99	0.04	0.46	0.46	0.09	0.12	0.12	0.04	0.07	0.07
Sat Flow, veh/h	1810	3357	1183	1612	3357	1610	1471	256	1393	1810	153	1480
Grp Volume(v), veh/h	163	875	163	52	1047	54	163	0	58	47	0	96
Grp Sat Flow(s),veh/h/ln	1810	1678	1183	1612	1678	1610	1471	0	1649	1810	0	1634
Q Serve(g_s), s	4.8	0.7	0.2	1.7	24.3	1.9	8.8	0.0	3.2	2.4	0.0	5.8
Cycle Q Clear(g_c), s	4.8	0.7	0.2	1.7	24.3	1.9	8.8	0.0	3.2	2.4	0.0	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.84	1.00		0.91
Lane Grp Cap(c), veh/h	309	1657	584	362	1560	749	214	0	200	234	0	114
V/C Ratio(X)	0.53	0.53	0.28	0.14	0.67	0.07	0.76	0.00	0.29	0.20	0.00	0.84
Avail Cap(c_a), veh/h	316	1657	584	383	1560	749	214	0	200	271	0	114
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	0.3	0.3	12.8	20.8	14.8	40.9	0.0	40.0	41.0	0.0	45.9
Incr Delay (d2), s/veh	1.4	1.1	1.0	0.1	1.9	0.2	14.7	0.0	0.8	0.4	0.0	39.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.6	0.4	1.0	13.4	1.3	2.5	0.0	2.4	2.0	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	1.4	1.3	12.9	22.7	15.0	55.6	0.0	40.8	41.4	0.0	85.7
LnGrp LOS	B	A	A	B	C	B	E	A	D	D	A	F
Approach Vol, veh/h		1201			1153			221			143	
Approach Delay, s/veh		3.4			21.9			51.7			71.1	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	53.8	11.8	20.4	11.1	56.7	17.0	15.2
Change Period (Y+Rc), s	7.3	7.3	* 8.2	* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	7.1	46.1	* 5.7	* 10	5.1	48.1	* 8.8	* 7
Max Q Clear Time (g_c+I1), s	6.8	26.3	4.4	5.2	3.7	2.7	10.8	7.8
Green Ext Time (p_c), s	0.0	7.1	0.0	0.1	0.0	7.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

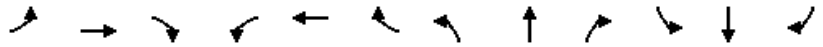
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	793	107	35	886	189	24
Future Volume (veh/h)	793	107	35	886	189	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1678	1900	1767	1752	1900
Adj Flow Rate, veh/h	835	113	37	933	199	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	15	0	9	10	0
Cap, veh/h	1280	542	329	1835	268	258
Arrive On Green	0.38	0.38	0.04	0.55	0.16	0.16
Sat Flow, veh/h	3445	1422	1810	3445	1668	1610
Grp Volume(v), veh/h	835	113	37	933	199	25
Grp Sat Flow(s),veh/h/ln	1678	1422	1810	1678	1668	1610
Q Serve(g_s), s	9.9	2.6	0.5	8.4	5.5	0.6
Cycle Q Clear(g_c), s	9.9	2.6	0.5	8.4	5.5	0.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1280	542	329	1835	268	258
V/C Ratio(X)	0.65	0.21	0.11	0.51	0.74	0.10
Avail Cap(c_a), veh/h	3097	1312	444	3865	1058	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	10.0	8.6	6.8	19.3	17.2
Incr Delay (d2), s/veh	0.6	0.2	0.1	0.2	4.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	1.1	0.2	2.5	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.8	10.2	8.8	7.1	23.3	17.4
LnGrp LOS	B	B	A	A	C	B
Approach Vol, veh/h	948			970	224	
Approach Delay, s/veh	12.5			7.1	22.7	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	33.8	14.3	8.0	25.8
Change Period (Y+Rc), s	7.5	* 6.6	6.0	7.5
Max Green Setting (Gmax), s	55.4	* 31	5.0	44.4
Max Q Clear Time (g_c+I1), s	10.4	7.5	2.5	11.9
Green Ext Time (p_c), s	6.7	0.7	0.0	6.5

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	623	96	156	741	117	123	26	246	43	37	35
Future Volume (veh/h)	63	623	96	156	741	117	123	26	246	43	37	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1826	1752	1811	1900	1900	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	66	656	0	164	780	0	129	27	259	45	39	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	5	10	6	0	0	2	2	3	3	3
Cap, veh/h	279	931		338	1087		432	32	311	224	153	145
Arrive On Green	0.05	0.27	0.00	0.10	0.32	0.00	0.08	0.21	0.21	0.04	0.17	0.17
Sat Flow, veh/h	1810	3441	1547	1668	3441	1610	1810	152	1456	1767	875	831
Grp Volume(v), veh/h	66	656	0	164	780	0	129	0	286	45	0	76
Grp Sat Flow(s),veh/h/ln	1810	1721	1547	1668	1721	1610	1810	0	1608	1767	0	1706
Q Serve(g_s), s	1.8	11.9	0.0	4.8	13.9	0.0	4.0	0.0	11.8	1.4	0.0	2.7
Cycle Q Clear(g_c), s	1.8	11.9	0.0	4.8	13.9	0.0	4.0	0.0	11.8	1.4	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	1.00		0.49
Lane Grp Cap(c), veh/h	279	931		338	1087		432	0	343	224	0	298
V/C Ratio(X)	0.24	0.70		0.49	0.72		0.30	0.00	0.83	0.20	0.00	0.25
Avail Cap(c_a), veh/h	344	1759		490	2106		573	0	477	278	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	22.8	0.0	16.7	21.0	0.0	20.8	0.0	26.1	22.5	0.0	24.8
Incr Delay (d2), s/veh	0.4	1.2	0.0	1.3	1.1	0.0	0.4	0.0	9.5	0.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	7.6	0.0	2.9	8.4	0.0	2.8	0.0	8.6	1.0	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	24.0	0.0	18.0	22.1	0.0	21.2	0.0	35.6	22.9	0.0	25.3
LnGrp LOS	B	C		B	C		C	A	D	C	A	C
Approach Vol, veh/h		722	A		944	A		415			121	
Approach Delay, s/veh		23.5			21.4			31.1			24.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	29.4	8.9	21.6	12.6	26.3	11.6	18.9
Change Period (Y+Rc), s	5.9	7.5	6.0	* 6.8	5.9	7.5	6.0	6.8
Max Green Setting (Gmax), s	6.1	42.5	5.0	* 21	13.1	35.5	11.0	14.2
Max Q Clear Time (g_c+I1), s	3.8	15.9	3.4	13.8	6.8	13.9	6.0	4.7
Green Ext Time (p_c), s	0.0	6.0	0.0	1.0	0.3	4.6	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	905	1011	20	12	4
Future Vol, veh/h	7	905	1011	20	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	7	953	1064	21	13	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1085	0	-	0	1555	532
Stage 1	-	-	-	-	1064	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	651	-	-	-	106	497
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	651	-	-	-	105	497
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	586	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	651	-	-	-	219	497
HCM Lane V/C Ratio	0.011	-	-	-	0.058	0.008
HCM Control Delay (s)	10.6	-	-	-	22.4	12.3
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	874	1009	78	38	22
Future Vol, veh/h	43	874	1009	78	38	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	45	920	1062	82	40	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1144	0	-	0	1612	531
Stage 1	-	-	-	-	1062	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	618	-	-	-	97	498
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	618	-	-	-	90	498
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	547	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	23.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	618	-	-	-	255
HCM Lane V/C Ratio	0.073	-	-	-	0.248
HCM Control Delay (s)	11.3	-	-	-	23.7
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	892	1076	52	43	11
Future Vol, veh/h	20	892	1076	52	43	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	6	6	0	0	11
Mvmt Flow	21	939	1133	55	45	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1188	0	-	0	1645	567
Stage 1	-	-	-	-	1133	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	4.24	-	-	-	6.8	7.12
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.27	-	-	-	3.5	3.41
Pot Cap-1 Maneuver	556	-	-	-	92	445
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	556	-	-	-	89	445
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	26.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	556	-	-	-	222
HCM Lane V/C Ratio	0.038	-	-	-	0.256
HCM Control Delay (s)	11.7	-	-	-	26.7
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	849	49	58	1060	109	54	4	60	79	4	14
Future Volume (veh/h)	37	849	49	58	1060	109	54	4	60	79	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1900	1870	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	39	894	52	61	1116	0	57	4	63	83	4	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	0	2	2	2	1	2	2
Cap, veh/h	51	1044	481	702	2334		74	5	85	104	25	95
Arrive On Green	0.03	0.30	0.30	0.79	1.00	0.00	0.04	0.06	0.06	0.06	0.07	0.07
Sat Flow, veh/h	1810	3441	1585	1781	3441	1610	1781	95	1504	1795	345	1293
Grp Volume(v), veh/h	39	894	52	61	1116	0	57	0	67	83	0	19
Grp Sat Flow(s),veh/h/ln	1810	1721	1585	1781	1721	1610	1781	0	1600	1795	0	1638
Q Serve(g_s), s	3.0	34.2	2.7	1.1	0.0	0.0	4.4	0.0	5.8	6.4	0.0	1.5
Cycle Q Clear(g_c), s	3.0	34.2	2.7	1.1	0.0	0.0	4.4	0.0	5.8	6.4	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.79
Lane Grp Cap(c), veh/h	51	1044	481	702	2334		74	0	90	104	0	120
V/C Ratio(X)	0.77	0.86	0.11	0.09	0.48		0.78	0.00	0.74	0.80	0.00	0.16
Avail Cap(c_a), veh/h	116	1666	768	702	2334		178	0	206	180	0	212
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.6	45.9	22.8	9.1	0.0	0.0	66.5	0.0	65.0	65.1	0.0	60.8
Incr Delay (d2), s/veh	21.5	9.0	0.5	0.1	0.2	0.0	15.8	0.0	11.2	12.8	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	21.7	2.4	0.8	0.1	0.0	4.2	0.0	4.8	6.0	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.1	54.9	23.2	9.1	0.2	0.0	82.2	0.0	76.2	77.9	0.0	61.4
LnGrp LOS	F	D	C	A	A		F	A	E	E	A	E
Approach Vol, veh/h		985			1177	A		124			102	
Approach Delay, s/veh		54.6			0.6			79.0			74.8	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	62.3	49.7	11.8	16.3	9.9	102.0	14.1	13.9
Change Period (Y+Rc), s	7.1	* 7.2	6.0	* 6	6.0	7.1	6.0	6.0
Max Green Setting (Gmax), s	15.0	* 68	14.0	* 18	9.0	73.9	14.0	18.0
Max Q Clear Time (g_c+I1), s	3.1	36.2	6.4	3.5	5.0	2.0	8.4	7.8
Green Ext Time (p_c), s	0.1	6.2	0.0	0.0	0.0	9.8	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	977	1219	56	16	8
Future Vol, veh/h	11	977	1219	56	16	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	12	1028	1283	59	17	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1342	0	-	0	1821	642
Stage 1	-	-	-	-	1283	-
Stage 2	-	-	-	-	538	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	520	-	-	-	70	422
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	520	-	-	-	68	422
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	23.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	520	-	-	-	169	422
HCM Lane V/C Ratio	0.022	-	-	-	0.1	0.02
HCM Control Delay (s)	12.1	-	-	-	28.6	13.7
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.1

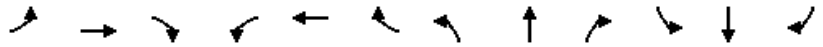
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	919	55	42	1125	36	122	20	43	61	3	28
Future Volume (veh/h)	19	919	55	42	1125	36	122	20	43	61	3	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1900	1693	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	967	58	44	1184	38	128	21	45	64	3	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	0	14	6	0	0	0	0	0	0	0
Cap, veh/h	198	1073	502	776	2494	1167	204	62	134	120	13	39
Arrive On Green	0.04	0.62	0.62	0.86	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	3441	1610	1612	3441	1610	1399	538	1154	662	109	333
Grp Volume(v), veh/h	20	967	58	44	1184	38	128	0	66	96	0	0
Grp Sat Flow(s),veh/h/ln	1810	1721	1610	1612	1721	1610	1399	0	1692	1104	0	0
Q Serve(g_s), s	1.1	33.8	2.0	0.0	0.0	0.0	0.7	0.0	5.0	7.9	0.0	0.0
Cycle Q Clear(g_c), s	1.1	33.8	2.0	0.0	0.0	0.0	13.6	0.0	5.0	12.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	0.67		0.30
Lane Grp Cap(c), veh/h	198	1073	502	776	2494	1167	204	0	196	171	0	0
V/C Ratio(X)	0.10	0.90	0.12	0.06	0.47	0.03	0.63	0.00	0.34	0.56	0.00	0.00
Avail Cap(c_a), veh/h	253	1890	884	776	2494	1167	387	0	418	359	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.5	24.5	18.5	4.5	0.0	0.0	60.7	0.0	56.9	61.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	3.3	0.1	0.0	0.6	0.0	3.2	0.0	1.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	13.7	1.4	0.3	0.4	0.0	8.2	0.0	4.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	27.9	18.6	4.5	0.6	0.0	63.9	0.0	57.9	64.6	0.0	0.0
LnGrp LOS	D	C	B	A	A	A	E	A	E	E	A	A
Approach Vol, veh/h		1045			1266			194			96	
Approach Delay, s/veh		27.5			0.7			61.9			64.6	
Approach LOS		C			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	108.6		21.6	67.6	50.7		21.6				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	6.9	78.9		34.6	8.9	76.9		34.6				
Max Q Clear Time (g_c+I1), s	3.1	2.0		15.6	2.0	35.8		14.9				
Green Ext Time (p_c), s	0.0	11.0		0.7	0.0	7.8		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	557	435	29	153	536	620	43	110	131	506	133	622
Future Volume (veh/h)	557	435	29	153	536	620	43	110	131	506	133	622
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1811	1900	1900	1811	1885	1856	1870	1900	1885	1870	1856
Adj Flow Rate, veh/h	586	458	31	161	564	0	45	116	138	533	140	655
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	6	0	0	6	1	3	2	0	1	2	3
Cap, veh/h	1173	565	264	709	678		58	146	125	589	405	1594
Arrive On Green	0.36	0.16	0.16	0.39	0.20	0.00	0.03	0.08	0.08	0.17	0.22	0.22
Sat Flow, veh/h	3264	3441	1610	1810	3441	1598	1767	1870	1610	3483	1870	2768
Grp Volume(v), veh/h	586	458	31	161	564	0	45	116	138	533	140	655
Grp Sat Flow(s),veh/h/ln	1632	1721	1610	1810	1721	1598	1767	1870	1610	1742	1870	1384
Q Serve(g_s), s	19.6	18.0	1.9	8.3	22.0	0.0	3.5	8.5	10.9	21.0	8.9	3.3
Cycle Q Clear(g_c), s	19.6	18.0	1.9	8.3	22.0	0.0	3.5	8.5	10.9	21.0	8.9	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1173	565	264	709	678		58	146	125	589	405	1594
V/C Ratio(X)	0.50	0.81	0.12	0.23	0.83		0.78	0.80	1.10	0.90	0.35	0.41
Avail Cap(c_a), veh/h	1173	1310	613	709	1209		63	146	125	652	441	1647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	56.4	35.9	28.4	54.0	0.0	67.2	63.5	64.6	57.1	46.5	6.2
Incr Delay (d2), s/veh	0.3	11.0	0.8	0.2	11.4	0.0	42.4	25.7	110.0	15.3	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	13.1	1.7	6.4	15.7	0.0	4.1	8.9	13.4	15.6	7.4	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	67.4	36.7	28.6	65.4	0.0	109.6	89.2	174.6	72.3	47.0	6.3
LnGrp LOS	D	E	D	C	E		F	F	F	E	D	A
Approach Vol, veh/h		1075			725	A		299			1328	
Approach Delay, s/veh		49.0			57.2			131.7			37.1	
Approach LOS		D			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	58.1	34.7	30.0	17.2	62.6	30.2	10.6	36.6
Change Period (Y+Rc), s	7.8	* 7.1	6.3	* 6.3	7.8	* 7.2	6.0	* 6.3
Max Green Setting (Gmax), s	26.3	* 49	26.2	* 11	22.3	* 53	5.0	* 33
Max Q Clear Time (g_c+I1), s	21.6	24.0	23.0	12.9	10.3	20.0	5.5	10.9
Green Ext Time (p_c), s	1.0	3.6	0.7	0.0	0.3	3.0	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
West Friday Road	I	50	40.2	15.9	56.1	0.52	33.1	C
I-95 SB Ramps	I	45	11.0	18.8	29.8	0.11	12.8	F
I-95 NB Ramps	I	45	9.9	0.6	10.5	0.09	32.5	C
East Friday Rd	I	45	12.6	13.2	25.8	0.12	16.9	E
Walmart Distribution	I	45	42.1	15.2	57.3	0.48	30.1	C
Cox Road	I	55	39.3	27.1	66.4	0.60	32.6	C
	I	55	83.6	17.6	101.2	1.28	45.5	A
Shopping Plaza	I	45	25.5	7.3	32.8	0.25	26.9	D
Industry Road	I	45	21.8	38.1	59.9	0.21	12.6	F
Total	I		286.0	153.8	439.8	3.65	29.9	C

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	43.4	66.8	0.23	12.1	F
Shopping Plaza	I	45	21.8	8.9	30.7	0.21	24.6	D
London Boulevard	I	45	25.5	8.9	34.4	0.25	25.6	D
Cox Road	I	55	83.6	21.5	105.1	1.28	43.8	A
Walmart Distribution	I	55	39.3	11.2	50.5	0.60	42.9	A
East Friday Road	I	45	42.1	22.1	64.2	0.48	26.9	D
I-95 NB Ramps	I	45	12.6	9.1	21.7	0.12	20.1	E
I-95 SB Ramps	I	45	9.9	1.6	11.5	0.09	29.7	C
West Friday Road	I	45	11.0	5.7	16.7	0.11	22.9	D
Total	I		269.2	132.4	401.6	3.36	30.1	C

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	687	604	26	66	10
Future Vol, veh/h	5	687	604	26	66	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	8	2	0
Mvmt Flow	5	723	636	27	69	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	663	0	-	0	1369	636
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	733	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	935	-	-	-	162	481
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	475	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	935	-	-	-	161	481
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	475	-

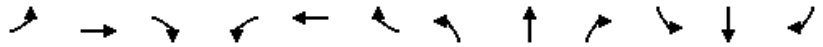
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	935	-	-	-	299	481
HCM Lane V/C Ratio	0.006	-	-	-	0.232	0.022
HCM Control Delay (s)	8.9	-	-	-	20.6	12.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	732	17	199	568	20	52	13	280	30	5	10
Future Volume (veh/h)	4	732	17	199	568	20	52	13	280	30	5	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1767	1530	1781	1767	1900	1767	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	771	18	209	598	21	55	14	295	32	5	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	9	25	8	9	0	9	0	0	0	0	0
Cap, veh/h	488	1707	659	447	2182	1047	366	17	356	125	122	267
Arrive On Green	0.51	0.51	0.51	0.16	1.00	1.00	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	817	3357	1296	1697	3357	1610	1320	73	1548	1087	528	1162
Grp Volume(v), veh/h	4	771	18	209	598	21	55	0	309	32	0	16
Grp Sat Flow(s),veh/h/ln	817	1678	1296	1697	1678	1610	1320	0	1621	1087	0	1691
Q Serve(g_s), s	0.2	14.7	0.7	5.8	0.0	0.0	3.4	0.0	18.1	2.9	0.0	0.7
Cycle Q Clear(g_c), s	0.2	14.7	0.7	5.8	0.0	0.0	4.1	0.0	18.1	21.0	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.69
Lane Grp Cap(c), veh/h	488	1707	659	447	2182	1047	366	0	373	125	0	389
V/C Ratio(X)	0.01	0.45	0.03	0.47	0.27	0.02	0.15	0.00	0.83	0.26	0.00	0.04
Avail Cap(c_a), veh/h	488	1707	659	597	2182	1047	366	0	373	125	0	389
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	15.7	12.2	9.7	0.0	0.0	31.5	0.0	36.6	46.6	0.0	29.9
Incr Delay (d2), s/veh	0.0	0.9	0.1	0.7	0.3	0.0	0.9	0.0	18.8	4.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	9.0	0.4	3.0	0.2	0.0	2.1	0.0	14.0	1.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	16.5	12.3	10.5	0.3	0.0	32.4	0.0	55.4	51.5	0.0	30.1
LnGrp LOS	B	B	B	B	A	A	C	A	E	D	A	C
Approach Vol, veh/h		793			828			364			48	
Approach Delay, s/veh		16.4			2.9			51.9			44.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.2	56.8		29.0		71.0		29.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	17.0	42.0		23.0		65.0		23.0				
Max Q Clear Time (g_c+I1), s	7.8	16.7		23.0		2.0		20.1				
Green Ext Time (p_c), s	0.4	5.3		0.0		4.2		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			17.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑							↱
Traffic Volume (veh/h)	0	682	360	608	527	0	0	0	0	552	0	260
Future Volume (veh/h)	0	682	360	608	527	0	0	0	0	552	0	260
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1826	1618	1767	0				1663	0	1796
Adj Flow Rate, veh/h	0	718	0	640	555	0				581	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	5	19	9	0				16	0	7
Cap, veh/h	0	832		936	2111	0				652	0	
Arrive On Green	0.00	0.08	0.00	0.10	0.21	0.00				0.21	0.00	0.00
Sat Flow, veh/h	0	3445	1547	2990	3445	0				3072	0	1522
Grp Volume(v), veh/h	0	718	0	640	555	0				581	0	0
Grp Sat Flow(s),veh/h/ln	0	1678	1547	1495	1678	0				1536	0	1522
Q Serve(g_s), s	0.0	21.1	0.0	20.7	13.9	0.0				18.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.1	0.0	20.7	13.9	0.0				18.4	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	832		936	2111	0				652	0	
V/C Ratio(X)	0.00	0.86		0.68	0.26	0.00				0.89	0.00	
Avail Cap(c_a), veh/h	0	913		936	2111	0				731	0	
HCM Platoon Ratio	1.00	0.33	0.33	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.88	0.00	0.70	0.70	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	44.2	0.0	40.1	20.2	0.0				38.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	10.3	0.0	1.5	0.2	0.0				12.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	15.6	0.0	12.3	9.6	0.0				12.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.5	0.0	41.5	20.4	0.0				50.5	0.0	0.0
LnGrp LOS	A	D		D	C	A				D	A	
Approach Vol, veh/h		718	A		1195						581	A
Approach Delay, s/veh		54.5			31.7						50.5	
Approach LOS		D			C						D	

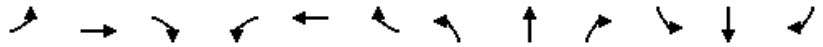
Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	70.6	39.0	31.6	29.4
Change Period (Y+Rc), s	* 7.7	7.7	* 6.8	8.2
Max Green Setting (Gmax), s	* 61	26.3	* 27	23.8
Max Q Clear Time (g_c+I1), s	15.9	22.7	23.1	20.4
Green Ext Time (p_c), s	3.8	0.9	1.7	0.8

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	1027	0	0	975	458	160	0	650	0	0	0
Future Volume (veh/h)	207	1027	0	0	975	458	160	0	650	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1707	1767	0	0	1767	1678	1648	0	1648			
Adj Flow Rate, veh/h	218	1081	0	0	1026	0	168	0	684			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	13	9	0	0	9	15	17	0	17			
Cap, veh/h	276	1909	0	0	1367		896	0	724			
Arrive On Green	0.17	1.00	0.00	0.00	0.54	0.00	0.29	0.00	0.29			
Sat Flow, veh/h	3155	3445	0	0	3445	1422	3045	0	2458			
Grp Volume(v), veh/h	218	1081	0	0	1026	0	168	0	684			
Grp Sat Flow(s),veh/h/ln	1577	1678	0	0	1678	1422	1522	0	1229			
Q Serve(g_s), s	6.6	0.0	0.0	0.0	23.6	0.0	4.1	0.0	27.2			
Cycle Q Clear(g_c), s	6.6	0.0	0.0	0.0	23.6	0.0	4.1	0.0	27.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	276	1909	0	0	1367		896	0	724			
V/C Ratio(X)	0.79	0.57	0.00	0.00	0.75		0.19	0.00	0.95			
Avail Cap(c_a), veh/h	334	1909	0	0	1367		904	0	730			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.53	0.53	0.00	0.00	0.51	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.4	0.0	0.0	0.0	19.0	0.0	26.4	0.0	34.5			
Incr Delay (d2), s/veh	5.6	0.7	0.0	0.0	2.0	0.0	0.1	0.0	20.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.4	0.3	0.0	0.0	10.4	0.0	2.7	0.0	15.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	0.7	0.0	0.0	21.0	0.0	26.5	0.0	55.4			
LnGrp LOS	D	A	A	A	C		C	A	E			
Approach Vol, veh/h		1299			1026	A		852				
Approach Delay, s/veh		8.3			21.0			49.7				
Approach LOS		A			C			D				

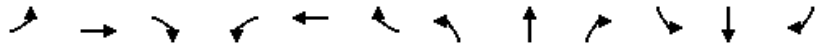
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	16.1	48.1		35.7		64.3						
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4						
Max Green Setting (Gmax), s	* 11	* 39		* 30		* 57						
Max Q Clear Time (g_c+I1), s	8.6	25.6		29.2		2.0						
Green Ext Time (p_c), s	0.1	5.6		0.2		9.2						

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1397	170	30	1153	30	150	5	50	60	15	130
Future Volume (veh/h)	110	1397	170	30	1153	30	150	5	50	60	15	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1767	1455	1618	1767	1604	1352	1900	1900	1870	1767	1767
Adj Flow Rate, veh/h	116	1471	179	32	1214	32	158	5	53	63	16	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	9	30	19	9	20	37	0	0	2	9	9
Cap, veh/h	234	1687	620	147	1605	650	185	16	171	244	11	95
Arrive On Green	0.05	0.50	0.50	0.03	0.48	0.48	0.09	0.11	0.11	0.04	0.07	0.07
Sat Flow, veh/h	1626	3357	1233	1541	3357	1359	1287	141	1491	1781	159	1362
Grp Volume(v), veh/h	116	1471	179	32	1214	32	158	0	58	63	0	153
Grp Sat Flow(s),veh/h/ln	1626	1678	1233	1541	1678	1359	1287	0	1632	1781	0	1521
Q Serve(g_s), s	3.6	38.8	8.4	1.0	29.6	1.3	8.8	0.0	3.3	3.3	0.0	7.0
Cycle Q Clear(g_c), s	3.6	38.8	8.4	1.0	29.6	1.3	8.8	0.0	3.3	3.3	0.0	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	1.00		0.90
Lane Grp Cap(c), veh/h	234	1687	620	147	1605	650	185	0	187	244	0	106
V/C Ratio(X)	0.50	0.87	0.29	0.22	0.76	0.05	0.85	0.00	0.31	0.26	0.00	1.44
Avail Cap(c_a), veh/h	252	1687	620	179	1605	650	185	0	187	273	0	106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.9	22.0	14.5	19.9	21.3	13.9	41.8	0.0	40.6	40.7	0.0	46.5
Incr Delay (d2), s/veh	1.1	4.5	0.8	0.6	3.0	0.1	29.8	0.0	0.9	0.6	0.0	241.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	19.6	4.4	0.6	16.2	0.7	4.2	0.0	2.5	2.6	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	26.5	15.3	20.6	24.3	14.1	71.7	0.0	41.6	41.3	0.0	288.2
LnGrp LOS	B	C	B	C	C	B	E	A	D	D	A	F
Approach Vol, veh/h		1766			1278			216			216	
Approach Delay, s/veh		24.9			24.0			63.6			216.2	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	55.1	12.5	19.7	10.2	57.6	17.0	15.2
Change Period (Y+Rc), s	7.3	7.3	* 8.2	* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	5.5	46.7	* 6	* 9.8	5.0	48.2	* 8.8	* 7
Max Q Clear Time (g_c+I1), s	5.6	31.6	5.3	5.3	3.0	40.8	10.8	9.0
Green Ext Time (p_c), s	0.0	7.3	0.0	0.1	0.0	5.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

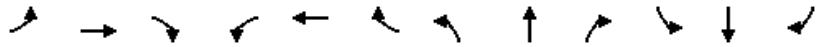
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1213	294	110	1138	75	51
Future Volume (veh/h)	1213	294	110	1138	75	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1307	1900	1767	1604	1900
Adj Flow Rate, veh/h	1277	309	116	1198	79	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	40	0	9	20	0
Cap, veh/h	1766	583	309	2301	149	157
Arrive On Green	0.53	0.53	0.07	0.69	0.10	0.10
Sat Flow, veh/h	3445	1108	1810	3445	1527	1610
Grp Volume(v), veh/h	1277	309	116	1198	79	54
Grp Sat Flow(s),veh/h/ln	1678	1108	1810	1678	1527	1610
Q Serve(g_s), s	18.9	11.9	1.7	11.4	3.2	2.0
Cycle Q Clear(g_c), s	18.9	11.9	1.7	11.4	3.2	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1766	583	309	2301	149	157
V/C Ratio(X)	0.72	0.53	0.37	0.52	0.53	0.34
Avail Cap(c_a), veh/h	3067	1012	382	3737	314	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	10.1	10.1	5.0	27.9	27.4
Incr Delay (d2), s/veh	0.6	0.8	0.8	0.2	2.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	4.1	0.7	2.9	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.4	10.9	10.9	5.2	30.8	28.7
LnGrp LOS	B	B	B	A	C	C
Approach Vol, veh/h	1586			1314	133	
Approach Delay, s/veh	12.1			5.7	30.0	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	52.1	13.0	10.4	41.8
Change Period (Y+Rc), s	7.5	* 6.6	6.0	7.5
Max Green Setting (Gmax), s	72.5	* 13	7.0	59.5
Max Q Clear Time (g_c+I1), s	13.4	5.2	3.7	20.9
Green Ext Time (p_c), s	10.0	0.2	0.1	13.3

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1048	192	180	981	57	128	24	160	71	66	99
Future Volume (veh/h)	29	1048	192	180	981	57	128	24	160	71	66	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1841	1856	1811	1900	1618	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	31	1103	0	189	1033	0	135	25	168	75	69	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	4	3	6	0	19	0	0	2	2	2
Cap, veh/h	256	1353		289	1544		252	36	240	240	84	127
Arrive On Green	0.03	0.39	0.00	0.09	0.45	0.00	0.09	0.17	0.17	0.05	0.12	0.12
Sat Flow, veh/h	1810	3441	1560	1767	3441	1610	1541	213	1430	1781	673	1015
Grp Volume(v), veh/h	31	1103	0	189	1033	0	135	0	193	75	0	173
Grp Sat Flow(s),veh/h/ln	1810	1721	1560	1767	1721	1610	1541	0	1643	1781	0	1688
Q Serve(g_s), s	0.9	24.7	0.0	5.3	20.4	0.0	6.5	0.0	9.6	3.1	0.0	8.6
Cycle Q Clear(g_c), s	0.9	24.7	0.0	5.3	20.4	0.0	6.5	0.0	9.6	3.1	0.0	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.87	1.00		0.60
Lane Grp Cap(c), veh/h	256	1353		289	1544		252	0	276	240	0	211
V/C Ratio(X)	0.12	0.82		0.65	0.67		0.54	0.00	0.70	0.31	0.00	0.82
Avail Cap(c_a), veh/h	306	1694		365	1938		252	0	297	254	0	239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	23.4	0.0	18.3	18.7	0.0	29.5	0.0	33.9	30.9	0.0	36.8
Incr Delay (d2), s/veh	0.2	2.7	0.0	3.3	0.7	0.0	2.2	0.0	7.0	0.7	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	14.0	0.0	3.6	11.3	0.0	4.3	0.0	7.4	2.4	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	26.1	0.0	21.6	19.5	0.0	31.7	0.0	40.9	31.7	0.0	55.8
LnGrp LOS	B	C		C	B		C	A	D	C	A	E
Approach Vol, veh/h		1134	A		1222	A		328			248	
Approach Delay, s/veh		25.9			19.8			37.1			48.5	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	46.2	10.3	21.3	13.3	41.4	14.0	17.6
Change Period (Y+Rc), s	5.9	7.5	6.0	* 6.8	5.9	7.5	6.0	6.8
Max Green Setting (Gmax), s	5.6	48.6	5.0	* 16	11.1	42.5	8.0	12.2
Max Q Clear Time (g_c+I1), s	2.9	22.4	5.1	11.6	7.3	26.7	8.5	10.6
Green Ext Time (p_c), s	0.0	8.5	0.0	0.4	0.2	7.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1274	1213	8	25	5
Future Vol, veh/h	5	1274	1213	8	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	5	1341	1277	8	26	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1285	0	-	0	1958	639
Stage 1	-	-	-	-	1277	-
Stage 2	-	-	-	-	681	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	547	-	-	-	57	424
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	547	-	-	-	56	424
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	227	-
Stage 2	-	-	-	-	469	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	28.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	547	-	-	-	161	424
HCM Lane V/C Ratio	0.01	-	-	-	0.163	0.012
HCM Control Delay (s)	11.6	-	-	-	31.7	13.6
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	1283	1181	10	50	40
Future Vol, veh/h	16	1283	1181	10	50	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	17	1351	1243	11	53	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1254	0	-	0	1953	622
Stage 1	-	-	-	-	1243	-
Stage 2	-	-	-	-	710	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	562	-	-	-	57	434
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	454	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	562	-	-	-	55	434
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	32.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	562	-	-	-	223
HCM Lane V/C Ratio	0.03	-	-	-	0.425
HCM Control Delay (s)	11.6	-	-	-	32.6
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1318	1168	28	59	23
Future Vol, veh/h	15	1318	1168	28	59	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	2	0
Mvmt Flow	16	1387	1229	29	62	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1258	0	-	0	1955	615
Stage 1	-	-	-	-	1229	-
Stage 2	-	-	-	-	726	-
Critical Hdwy	4.1	-	-	-	6.84	6.9
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.2	-	-	-	3.52	3.3
Pot Cap-1 Maneuver	560	-	-	-	~ 56	439
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	560	-	-	-	~ 54	439
Mov Cap-2 Maneuver	-	-	-	-	159	-
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	440	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	37.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	560	-	-	-	194
HCM Lane V/C Ratio	0.028	-	-	-	0.445
HCM Control Delay (s)	11.6	-	-	-	37.6
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	2.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1259	103	135	1076	64	90	10	143	131	10	30
Future Volume (veh/h)	15	1259	103	135	1076	64	90	10	143	131	10	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1856	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	16	1325	108	142	1133	0	95	11	151	138	11	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	3	2	2	2	0	2	2
Cap, veh/h	438	1460	672	312	1232		118	13	174	163	59	172
Arrive On Green	0.24	0.42	0.42	0.35	0.72	0.00	0.07	0.12	0.12	0.09	0.14	0.14
Sat Flow, veh/h	1810	3441	1585	1781	3441	1572	1781	109	1493	1810	422	1227
Grp Volume(v), veh/h	16	1325	108	142	1133	0	95	0	162	138	0	43
Grp Sat Flow(s),veh/h/ln	1810	1721	1585	1781	1721	1572	1781	0	1602	1810	0	1649
Q Serve(g_s), s	0.9	46.9	3.9	8.0	35.6	0.0	6.8	0.0	12.9	9.8	0.0	3.0
Cycle Q Clear(g_c), s	0.9	46.9	3.9	8.0	35.6	0.0	6.8	0.0	12.9	9.8	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.74
Lane Grp Cap(c), veh/h	438	1460	672	312	1232		118	0	187	163	0	232
V/C Ratio(X)	0.04	0.91	0.16	0.46	0.92		0.80	0.00	0.87	0.85	0.00	0.19
Avail Cap(c_a), veh/h	438	1583	729	312	1824		178	0	222	181	0	232
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	35.0	11.6	37.4	16.9	0.0	59.9	0.0	56.4	58.2	0.0	49.3
Incr Delay (d2), s/veh	0.0	9.8	0.5	1.0	5.8	0.0	14.5	0.0	25.6	27.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	27.4	3.8	5.8	11.0	0.0	6.4	0.0	10.8	9.7	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	44.8	12.1	38.5	22.7	0.0	74.3	0.0	82.0	85.5	0.0	49.7
LnGrp LOS	D	D	B	D	C		E	A	F	F	A	D
Approach Vol, veh/h		1449			1275	A		257			181	
Approach Delay, s/veh		42.3			24.5			79.2			77.0	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.8	62.3	14.6	24.3	37.5	53.7	17.7	21.2
Change Period (Y+Rc), s	6.0	7.2	6.0	* 6	6.0	7.1	6.0	6.0
Max Green Setting (Gmax), s	14.0	59.8	13.0	* 18	5.0	68.9	13.0	18.0
Max Q Clear Time (g_c+I1), s	10.0	48.9	8.8	5.0	2.9	37.6	11.8	14.9
Green Ext Time (p_c), s	0.1	6.3	0.1	0.1	0.0	9.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1528	1265	24	41	10
Future Vol, veh/h	5	1528	1265	24	41	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	12	0	0
Mvmt Flow	5	1608	1332	25	43	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1357	0	-	0	2146	666
Stage 1	-	-	-	-	1332	-
Stage 2	-	-	-	-	814	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	513	-	-	-	~ 43	407
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	401	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	513	-	-	-	~ 43	407
Mov Cap-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	401	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	35.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	513	-	-	-	144	407
HCM Lane V/C Ratio	0.01	-	-	-	0.3	0.026
HCM Control Delay (s)	12.1	-	-	-	40.4	14.1
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	1.2	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

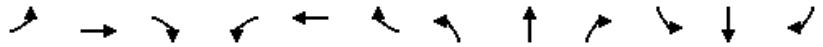
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1462	80	81	1245	10	29	12	15	74	5	15
Future Volume (veh/h)	27	1462	80	81	1245	10	29	12	15	74	5	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1722	1722	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	1539	84	85	1311	11	31	13	16	78	5	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	12	12	6	0	0	0	0	0	0	0
Cap, veh/h	723	1585	672	550	1393	652	200	75	92	143	11	20
Arrive On Green	0.70	0.92	0.92	0.58	0.81	0.81	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1810	3441	1459	1640	3441	1610	1413	775	954	962	113	207
Grp Volume(v), veh/h	28	1539	84	85	1311	11	31	0	29	99	0	0
Grp Sat Flow(s),veh/h/ln	1810	1721	1459	1640	1721	1610	1413	0	1728	1282	0	0
Q Serve(g_s), s	0.0	43.4	0.7	0.0	39.6	0.2	0.0	0.0	2.0	8.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	43.4	0.7	0.0	39.6	0.2	2.5	0.0	2.0	10.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	0.79		0.16
Lane Grp Cap(c), veh/h	723	1585	672	550	1393	652	200	0	167	174	0	0
V/C Ratio(X)	0.04	0.97	0.12	0.15	0.94	0.02	0.15	0.00	0.17	0.57	0.00	0.00
Avail Cap(c_a), veh/h	723	1893	803	550	1967	920	400	0	412	379	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	4.5	2.8	18.5	11.1	7.4	54.1	0.0	53.9	58.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	13.3	0.1	0.1	11.3	0.0	0.4	0.0	0.5	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	8.5	0.4	2.0	10.1	0.1	1.7	0.0	1.6	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	17.8	2.9	18.6	22.5	7.4	54.5	0.0	54.4	61.2	0.0	0.0
LnGrp LOS	A	B	A	B	C	A	D	A	D	E	A	A
Approach Vol, veh/h		1651			1407			60			99	
Approach Delay, s/veh		16.9			22.1			54.5			61.2	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	52.2	59.8		18.0	45.7	66.3		18.0				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	5.1	74.3		31.0	7.9	71.5		31.0				
Max Q Clear Time (g_c+I1), s	2.0	41.6		4.5	2.0	45.4		12.2				
Green Ext Time (p_c), s	0.0	11.2		0.2	0.1	13.1		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	795	707	22	133	538	613	26	109	108	748	106	747
Future Volume (veh/h)	795	707	22	133	538	613	26	109	108	748	106	747
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1900	1900	1811	1811	1722	1841	1870	1870	1781	1618
Adj Flow Rate, veh/h	837	744	23	140	566	0	27	115	114	787	112	786
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	6	0	0	6	6	12	4	2	2	8	19
Cap, veh/h	979	1403	657	167	690		39	132	113	739	470	1367
Arrive On Green	0.30	0.41	0.41	0.09	0.20	0.00	0.02	0.07	0.07	0.21	0.26	0.26
Sat Flow, veh/h	3237	3441	1610	1810	3441	1535	1640	1841	1585	3456	1781	2414
Grp Volume(v), veh/h	837	744	23	140	566	0	27	115	114	787	112	786
Grp Sat Flow(s),veh/h/ln	1618	1721	1610	1810	1721	1535	1640	1841	1585	1728	1781	1207
Q Serve(g_s), s	31.6	21.2	1.1	9.9	20.5	0.0	2.1	8.0	7.3	27.8	6.4	4.4
Cycle Q Clear(g_c), s	31.6	21.2	1.1	9.9	20.5	0.0	2.1	8.0	7.3	27.8	6.4	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	979	1403	657	167	690		39	132	113	739	470	1367
V/C Ratio(X)	0.85	0.53	0.04	0.84	0.82		0.69	0.87	1.01	1.06	0.24	0.58
Avail Cap(c_a), veh/h	979	1403	657	252	1302		63	132	113	739	470	1367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	29.1	23.1	58.1	49.7	0.0	63.0	59.8	37.3	51.1	37.6	6.8
Incr Delay (d2), s/veh	5.3	1.0	0.1	14.3	10.5	0.0	19.1	43.0	86.0	51.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.8	12.7	0.8	8.8	14.7	0.0	2.0	9.2	10.4	24.6	5.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	30.1	23.2	72.4	60.2	0.0	82.1	102.8	123.3	102.9	37.9	7.3
LnGrp LOS	D	C	C	E	E		F	F	F	F	D	A
Approach Vol, veh/h		1604			706	A		256			1685	
Approach Delay, s/veh		39.3			62.6			109.7			54.0	
Approach LOS		D			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	47.1	33.2	34.1	15.6	19.5	60.8	9.1	40.6
Change Period (Y+Rc), s	7.8	* 7.1	6.3	* 6.3	7.5	* 7.8	6.0	* 6.3
Max Green Setting (Gmax), s	16.3	* 49	27.8	* 9.3	18.1	* 48	5.0	* 33
Max Q Clear Time (g_c+I1), s	33.6	22.5	29.8	10.0	11.9	23.2	4.1	8.4
Green Ext Time (p_c), s	0.0	3.6	0.0	0.0	0.2	5.0	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
West Friday Road	I	50	40.2	19.0	59.2	0.52	31.4	C
I-95 SB Ramps	I	45	11.0	26.1	37.1	0.11	10.3	F
I-95 NB Ramps	I	45	9.9	2.5	12.4	0.09	27.5	C
East Friday Rd	I	45	12.6	20.6	33.2	0.12	13.1	F
Walmart Distribution	I	45	42.1	14.0	56.1	0.48	30.7	C
Cox Road	I	55	39.3	30.4	69.7	0.60	31.0	C
	I	55	83.6	27.5	111.1	1.28	41.4	B
Shopping Plaza	I	45	25.5	4.7	30.2	0.25	29.2	C
Industry Road	I	45	21.8	20.6	42.4	0.21	17.8	E
Total	I		286.0	165.4	451.4	3.65	29.1	C

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	48.9	72.3	0.23	11.2	F
Shopping Plaza	I	45	21.8	11.9	33.7	0.21	22.4	D
London Boulevard	I	45	25.5	12.9	38.4	0.25	23.0	D
Cox Road	I	55	83.6	18.6	102.2	1.28	45.0	A
Walmart Distribution	I	55	39.3	5.9	45.2	0.60	47.9	A
East Friday Road	I	45	42.1	26.9	69.0	0.48	25.0	D
I-95 NB Ramps	I	45	12.6	14.2	26.8	0.12	16.3	E
I-95 SB Ramps	I	45	9.9	1.3	11.2	0.09	30.5	C
West Friday Road	I	45	11.0	8.9	19.9	0.11	19.2	E
Total	I		269.2	149.5	418.7	3.36	28.9	C

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	583	671	72	42	10
Future Vol, veh/h	10	583	671	72	42	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	615	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	11	614	706	76	44	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	782	0	-	0	1342	706
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	636	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	845	-	-	-	169	439
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	845	-	-	-	167	439
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	531	-

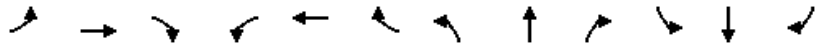
Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	845	-	-	-	306	439
HCM Lane V/C Ratio	0.012	-	-	-	0.144	0.024
HCM Control Delay (s)	9.3	-	-	-	18.7	13.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	584	36	295	695	65	38	10	157	51	6	10
Future Volume (veh/h)	5	584	36	295	695	65	38	10	157	51	6	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1767	1900	1885	1767	1870	1752	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	615	38	311	732	68	40	11	165	54	6	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	9	0	1	9	2	10	0	0	0	0	0
Cap, veh/h	407	1628	781	569	2215	1046	349	22	335	226	132	242
Arrive On Green	0.49	0.49	0.49	0.23	1.00	1.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	690	3357	1610	1795	3357	1585	1307	102	1524	1228	601	1101
Grp Volume(v), veh/h	5	615	38	311	732	68	40	0	176	54	0	17
Grp Sat Flow(s),veh/h/ln	690	1678	1610	1795	1678	1585	1307	0	1626	1228	0	1702
Q Serve(g_s), s	0.4	11.6	1.2	8.8	0.0	0.0	2.5	0.0	9.5	4.0	0.0	0.8
Cycle Q Clear(g_c), s	0.4	11.6	1.2	8.8	0.0	0.0	3.3	0.0	9.5	13.5	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.65
Lane Grp Cap(c), veh/h	407	1628	781	569	2215	1046	349	0	358	226	0	374
V/C Ratio(X)	0.01	0.38	0.05	0.55	0.33	0.07	0.11	0.00	0.49	0.24	0.00	0.05
Avail Cap(c_a), veh/h	407	1628	781	793	2215	1046	349	0	358	226	0	374
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	16.2	13.6	9.0	0.0	0.0	32.0	0.0	34.1	40.0	0.0	30.7
Incr Delay (d2), s/veh	0.1	0.7	0.1	0.7	0.4	0.1	0.7	0.0	4.8	2.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	7.5	0.8	4.2	0.2	0.1	1.5	0.0	7.6	2.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	16.9	13.7	9.7	0.4	0.1	32.7	0.0	38.9	42.5	0.0	31.0
LnGrp LOS	B	B	B	A	A	A	C	A	D	D	A	C
Approach Vol, veh/h		658			1111			216			71	
Approach Delay, s/veh		16.7			3.0			37.7			39.7	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.5	54.5		28.0		72.0		28.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	24.0	36.0		22.0		66.0		22.0				
Max Q Clear Time (g_c+I1), s	10.8	13.6		15.5		2.0		11.5				
Green Ext Time (p_c), s	0.7	4.0		0.1		5.6		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (veh/h)	0	566	226	675	802	0	0	0	0	477	0	253
Future Volume (veh/h)	0	566	226	675	802	0	0	0	0	477	0	253
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1767	1722	1781	1767	0				1648	0	1856
Adj Flow Rate, veh/h	0	596	0	711	844	0				502	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	9	12	8	9	0				17	0	3
Cap, veh/h	0	722		1213	2188	0				576	0	
Arrive On Green	0.00	0.07	0.00	0.12	0.22	0.00				0.19	0.00	0.00
Sat Flow, veh/h	0	3445	1459	3291	3445	0				3045	0	1572
Grp Volume(v), veh/h	0	596	0	711	844	0				502	0	0
Grp Sat Flow(s),veh/h/ln	0	1678	1459	1646	1678	0				1522	0	1572
Q Serve(g_s), s	0.0	17.5	0.0	20.4	21.5	0.0				16.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	17.5	0.0	20.4	21.5	0.0				16.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	722		1213	2188	0				576	0	
V/C Ratio(X)	0.00	0.83		0.59	0.39	0.00				0.87	0.00	
Avail Cap(c_a), veh/h	0	879		1213	2188	0				694	0	
HCM Platoon Ratio	1.00	0.33	0.33	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.93	0.00	0.63	0.63	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	44.6	0.0	36.7	22.1	0.0				39.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.7	0.0	0.5	0.3	0.0				10.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	13.5	0.0	12.9	13.6	0.0				11.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.3	0.0	37.2	22.4	0.0				49.5	0.0	0.0
LnGrp LOS	A	D		D	C	A				D	A	
Approach Vol, veh/h		596	A		1555						502	A
Approach Delay, s/veh		54.3			29.2						49.5	
Approach LOS		D			C						D	

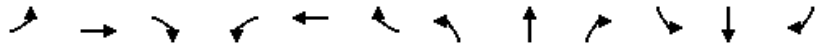
Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	72.9		44.6	28.3		27.1
Change Period (Y+Rc), s	* 7.7		7.7	* 6.8		8.2
Max Green Setting (Gmax), s	* 62		28.3	* 26		22.8
Max Q Clear Time (g_c+I1), s	23.5		22.4	19.5		18.0
Green Ext Time (p_c), s	6.3		1.5	2.0		0.9

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	780	0	0	1155	487	322	0	693	0	0	0
Future Volume (veh/h)	263	780	0	0	1155	487	322	0	693	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1767	0	0	1767	1693	1856	0	1752			
Adj Flow Rate, veh/h	277	821	0	0	1216	0	339	0	729			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	9	0	0	9	14	3	0	10			
Cap, veh/h	340	2101	0	0	1520		813	0	619			
Arrive On Green	0.20	1.00	0.00	0.00	0.60	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	3428	3445	0	0	3445	1434	3428	0	2613			
Grp Volume(v), veh/h	277	821	0	0	1216	0	339	0	729			
Grp Sat Flow(s),veh/h/ln	1714	1678	0	0	1678	1434	1714	0	1306			
Q Serve(g_s), s	7.7	0.0	0.0	0.0	27.8	0.0	8.4	0.0	23.7			
Cycle Q Clear(g_c), s	7.7	0.0	0.0	0.0	27.8	0.0	8.4	0.0	23.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	340	2101	0	0	1520		813	0	619			
V/C Ratio(X)	0.82	0.39	0.00	0.00	0.80		0.42	0.00	1.18			
Avail Cap(c_a), veh/h	398	2101	0	0	1520		813	0	619			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.67	0.67	0.00	0.00	0.24	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.2	0.0	0.0	0.0	16.4	0.0	32.3	0.0	38.2			
Incr Delay (d2), s/veh	7.6	0.4	0.0	0.0	1.1	0.0	0.3	0.0	95.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	5.6	0.2	0.0	0.0	9.9	0.0	6.3	0.0	24.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.4	0.0	0.0	17.5	0.0	32.6	0.0	134.0			
LnGrp LOS	D	A	A	A	B		C	A	F			
Approach Vol, veh/h		1098			1216	A		1068				
Approach Delay, s/veh		12.1			17.5			101.8				
Approach LOS		B			B			F				

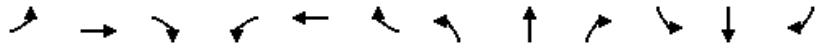
Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	17.3	52.7		30.0		70.0			
Change Period (Y+Rc), s	* 7.4	* 7.4		* 6.3		* 7.4			
Max Green Setting (Gmax), s	* 13	* 44		* 24		* 63			
Max Q Clear Time (g_c+I1), s	9.7	29.8		25.7		2.0			
Green Ext Time (p_c), s	0.2	7.0		0.0		6.2			

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1133	170	54	1365	53	169	10	50	50	10	108
Future Volume (veh/h)	170	1133	170	54	1365	53	169	10	50	50	10	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1767	1396	1693	1767	1900	1544	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	1193	179	57	1437	56	178	11	53	53	11	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	9	34	14	9	0	24	0	0	0	0	0
Cap, veh/h	221	1652	582	229	1547	742	201	34	164	237	10	104
Arrive On Green	0.09	0.65	0.65	0.04	0.46	0.46	0.09	0.12	0.12	0.04	0.07	0.07
Sat Flow, veh/h	1810	3357	1183	1612	3357	1610	1471	284	1369	1810	144	1488
Grp Volume(v), veh/h	179	1193	179	57	1437	56	178	0	64	53	0	125
Grp Sat Flow(s),veh/h/ln	1810	1678	1183	1612	1678	1610	1471	0	1654	1810	0	1632
Q Serve(g_s), s	5.2	23.3	6.5	1.8	40.3	1.9	8.8	0.0	3.5	2.7	0.0	7.0
Cycle Q Clear(g_c), s	5.2	23.3	6.5	1.8	40.3	1.9	8.8	0.0	3.5	2.7	0.0	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.83	1.00		0.91
Lane Grp Cap(c), veh/h	221	1652	582	229	1547	742	201	0	198	237	0	114
V/C Ratio(X)	0.81	0.72	0.31	0.25	0.93	0.08	0.88	0.00	0.32	0.22	0.00	1.09
Avail Cap(c_a), veh/h	221	1652	582	247	1547	742	201	0	198	270	0	114
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.68	0.68	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	12.8	9.9	15.3	25.4	15.0	41.7	0.0	40.3	40.9	0.0	46.5
Incr Delay (d2), s/veh	15.5	2.1	1.0	0.4	8.2	0.1	33.7	0.0	0.9	0.5	0.0	111.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	9.6	3.1	1.1	21.6	1.3	5.0	0.0	2.7	2.2	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	14.9	10.9	15.7	33.6	15.2	75.5	0.0	41.3	41.4	0.0	158.3
LnGrp LOS	D	B	B	B	C	B	E	A	D	D	A	F
Approach Vol, veh/h		1551			1550			242			178	
Approach Delay, s/veh		17.0			32.3			66.4			123.5	
Approach LOS		B			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	53.4	12.1	20.1	11.3	56.5	17.0	15.2
Change Period (Y+Rc), s	7.3	7.3	* 8.2	* 8.2	7.3	7.3	* 8.2	* 8.2
Max Green Setting (Gmax), s	7.1	46.1	* 5.7	* 10	5.1	48.1	* 8.8	* 7
Max Q Clear Time (g_c+I1), s	7.2	42.3	4.7	5.5	3.8	25.3	10.8	9.0
Green Ext Time (p_c), s	0.0	2.8	0.0	0.1	0.0	9.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

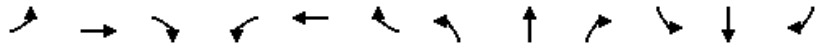
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1024	165	56	1136	295	37
Future Volume (veh/h)	1024	165	56	1136	295	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1678	1900	1767	1752	1900
Adj Flow Rate, veh/h	1078	174	59	1196	311	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	15	0	9	10	0
Cap, veh/h	1435	608	268	1903	372	359
Arrive On Green	0.43	0.43	0.05	0.57	0.22	0.22
Sat Flow, veh/h	3445	1422	1810	3445	1668	1610
Grp Volume(v), veh/h	1078	174	59	1196	311	39
Grp Sat Flow(s),veh/h/ln	1678	1422	1810	1678	1668	1610
Q Serve(g_s), s	18.1	5.3	1.1	16.1	11.9	1.3
Cycle Q Clear(g_c), s	18.1	5.3	1.1	16.1	11.9	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1435	608	268	1903	372	359
V/C Ratio(X)	0.75	0.29	0.22	0.63	0.84	0.11
Avail Cap(c_a), veh/h	2225	942	313	2776	760	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	12.5	11.9	9.8	24.9	20.7
Incr Delay (d2), s/veh	0.8	0.3	0.4	0.3	5.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	2.6	0.6	7.0	8.7	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	12.8	12.3	10.1	29.9	20.9
LnGrp LOS	B	B	B	B	C	C
Approach Vol, veh/h	1252			1255	350	
Approach Delay, s/veh	16.4			10.2	28.9	
Approach LOS	B			B	C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	45.5	21.5	9.3	36.1
Change Period (Y+Rc), s	7.5	* 6.6	6.0	7.5
Max Green Setting (Gmax), s	55.4	* 31	5.0	44.4
Max Q Clear Time (g_c+I1), s	18.1	13.9	3.1	20.1
Green Ext Time (p_c), s	9.4	1.0	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	783	144	186	960	145	171	15	315	51	42	41
Future Volume (veh/h)	84	783	144	186	960	145	171	15	315	51	42	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1826	1752	1811	1900	1900	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	88	824	0	196	1011	0	180	16	332	54	44	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	5	10	6	0	0	2	2	3	3	3
Cap, veh/h	234	1089		316	1264		444	17	360	182	153	149
Arrive On Green	0.05	0.32	0.00	0.10	0.37	0.00	0.10	0.24	0.24	0.04	0.18	0.18
Sat Flow, veh/h	1810	3441	1547	1668	3441	1610	1810	73	1523	1767	862	842
Grp Volume(v), veh/h	88	824	0	196	1011	0	180	0	348	54	0	87
Grp Sat Flow(s),veh/h/ln	1810	1721	1547	1668	1721	1610	1810	0	1596	1767	0	1704
Q Serve(g_s), s	2.8	18.6	0.0	6.6	22.7	0.0	6.8	0.0	18.4	2.1	0.0	3.8
Cycle Q Clear(g_c), s	2.8	18.6	0.0	6.6	22.7	0.0	6.8	0.0	18.4	2.1	0.0	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.49
Lane Grp Cap(c), veh/h	234	1089		316	1264		444	0	378	182	0	302
V/C Ratio(X)	0.38	0.76		0.62	0.80		0.41	0.00	0.92	0.30	0.00	0.29
Avail Cap(c_a), veh/h	270	1414		399	1692		491	0	381	210	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	26.5	0.0	19.3	24.5	0.0	24.2	0.0	32.2	28.2	0.0	30.8
Incr Delay (d2), s/veh	1.0	1.9	0.0	2.4	2.2	0.0	0.6	0.0	27.5	0.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	11.3	0.0	4.3	13.1	0.0	5.0	0.0	14.5	1.6	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	28.5	0.0	21.7	26.7	0.0	24.8	0.0	59.7	29.1	0.0	31.4
LnGrp LOS	C	C		C	C		C	A	E	C	A	C
Approach Vol, veh/h		912	A		1207	A		528			141	
Approach Delay, s/veh		27.8			25.9			47.8			30.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	39.2	9.6	27.2	14.7	34.8	14.7	22.1
Change Period (Y+Rc), s	5.9	7.5	6.0	* 6.8	5.9	7.5	6.0	6.8
Max Green Setting (Gmax), s	6.1	42.5	5.0	* 21	13.1	35.5	11.0	14.2
Max Q Clear Time (g_c+I1), s	4.8	24.7	4.1	20.4	8.6	20.6	8.8	5.8
Green Ext Time (p_c), s	0.0	7.0	0.0	0.1	0.3	5.1	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1139	1285	22	14	6
Future Vol, veh/h	10	1139	1285	22	14	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	270	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	11	1199	1353	23	15	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1376	0	-	0	1975	677
Stage 1	-	-	-	-	1353	-
Stage 2	-	-	-	-	622	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	505	-	-	-	55	400
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	505	-	-	-	54	400
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	503	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	26.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	505	-	-	-	151	400
HCM Lane V/C Ratio	0.021	-	-	-	0.098	0.016
HCM Control Delay (s)	12.3	-	-	-	31.4	14.1
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	1106	1282	88	41	25
Future Vol, veh/h	47	1106	1282	88	41	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	49	1164	1349	93	43	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1442	0	-	0	2029	675
Stage 1	-	-	-	-	1349	-
Stage 2	-	-	-	-	680	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	476	-	-	-	51	401
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	470	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	476	-	-	-	46	401
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	470	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	36.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	476	-	-	-	181
HCM Lane V/C Ratio	0.104	-	-	-	0.384
HCM Control Delay (s)	13.4	-	-	-	36.8
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	1.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	1124	1357	60	46	13
Future Vol, veh/h	23	1124	1357	60	46	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	340	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	6	6	0	0	11
Mvmt Flow	24	1183	1428	63	48	14

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1491	0	-	0	2068	714			
Stage 1	-	-	-	-	1428	-			
Stage 2	-	-	-	-	640	-			
Critical Hdwy	4.24	-	-	-	6.8	7.12			
Critical Hdwy Stg 1	-	-	-	-	5.8	-			
Critical Hdwy Stg 2	-	-	-	-	5.8	-			
Follow-up Hdwy	2.27	-	-	-	3.5	3.41			
Pot Cap-1 Maneuver	423	-	-	-	~ 48	354			
Stage 1	-	-	-	-	191	-			
Stage 2	-	-	-	-	493	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	423	-	-	-	~ 45	354			
Mov Cap-2 Maneuver	-	-	-	-	134	-			
Stage 1	-	-	-	-	180	-			
Stage 2	-	-	-	-	493	-			

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	43
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	423	-	-	-	155
HCM Lane V/C Ratio	0.057	-	-	-	0.401
HCM Control Delay (s)	14	-	-	-	43
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	1.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	1045	79	95	1313	114	88	7	97	86	7	16
Future Volume (veh/h)	46	1045	79	95	1313	114	88	7	97	86	7	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1870	1870	1811	1900	1870	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	48	1100	83	100	1382	0	93	7	102	91	7	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	2	2	6	0	2	2	2	1	2	2
Cap, veh/h	432	1263	582	547	1501		115	9	124	113	39	96
Arrive On Green	0.24	0.37	0.37	0.61	0.87	0.00	0.06	0.08	0.08	0.06	0.08	0.08
Sat Flow, veh/h	1810	3441	1585	1781	3441	1610	1781	103	1498	1795	484	1175
Grp Volume(v), veh/h	48	1100	83	100	1382	0	93	0	109	91	0	24
Grp Sat Flow(s),veh/h/ln	1810	1721	1585	1781	1721	1610	1781	0	1601	1795	0	1659
Q Serve(g_s), s	2.9	41.6	3.7	3.4	36.5	0.0	7.2	0.0	9.4	7.0	0.0	1.9
Cycle Q Clear(g_c), s	2.9	41.6	3.7	3.4	36.5	0.0	7.2	0.0	9.4	7.0	0.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.71
Lane Grp Cap(c), veh/h	432	1263	582	547	1501		115	0	133	113	0	135
V/C Ratio(X)	0.11	0.87	0.14	0.18	0.92		0.81	0.00	0.82	0.80	0.00	0.18
Avail Cap(c_a), veh/h	432	1666	768	547	1816		178	0	206	180	0	214
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.7	41.2	16.6	19.4	7.4	0.0	64.6	0.0	63.2	64.7	0.0	59.9
Incr Delay (d2), s/veh	0.1	8.4	0.5	0.2	7.3	0.0	14.2	0.0	13.8	13.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	25.1	3.5	2.5	8.2	0.0	6.7	0.0	7.8	6.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	49.6	17.1	19.5	14.6	0.0	78.9	0.0	77.0	77.7	0.0	60.5
LnGrp LOS	D	D	B	B	B		E	A	E	E	A	E
Approach Vol, veh/h		1231			1482	A		202			115	
Approach Delay, s/veh		47.1			15.0			77.8			74.1	
Approach LOS		D			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	49.0	58.6	15.0	17.4	44.5	63.1	14.8	17.6
Change Period (Y+Rc), s	6.0	7.2	6.0	* 6	6.0	7.1	6.0	6.0
Max Green Setting (Gmax), s	15.0	67.8	14.0	* 18	9.0	73.9	14.0	18.0
Max Q Clear Time (g_c+I1), s	5.4	43.6	9.2	3.9	4.9	38.5	9.0	11.4
Green Ext Time (p_c), s	0.1	7.7	0.1	0.0	0.0	12.4	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	1214	1513	66	18	9
Future Vol, veh/h	14	1214	1513	66	18	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	330	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	15	1278	1593	69	19	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1662	0	-	0	2262	797
Stage 1	-	-	-	-	1593	-
Stage 2	-	-	-	-	669	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	393	-	-	-	35	334
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	393	-	-	-	34	334
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	33.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	393	-	-	-	114	334
HCM Lane V/C Ratio	0.037	-	-	-	0.166	0.028
HCM Control Delay (s)	14.5	-	-	-	42.8	16.1
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	0.1

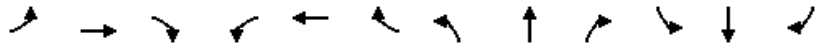
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1155	57	55	1422	57	127	28	64	65	5	30
Future Volume (veh/h)	20	1155	57	55	1422	57	127	28	64	65	5	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1900	1693	1811	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1216	60	58	1497	60	134	29	67	68	5	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	6	0	14	6	0	0	0	0	0	0	0
Cap, veh/h	116	1308	612	642	2435	1139	218	68	156	116	15	39
Arrive On Green	0.04	0.76	0.76	0.35	0.71	0.71	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3441	1610	1612	3441	1610	1393	510	1178	556	114	294
Grp Volume(v), veh/h	21	1216	60	58	1497	60	134	0	96	105	0	0
Grp Sat Flow(s),veh/h/ln	1810	1721	1610	1612	1721	1610	1393	0	1688	964	0	0
Q Serve(g_s), s	1.1	40.4	1.4	0.0	31.5	1.6	0.0	0.0	7.3	8.8	0.0	0.0
Cycle Q Clear(g_c), s	1.1	40.4	1.4	0.0	31.5	1.6	14.7	0.0	7.3	16.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.70	0.65		0.30
Lane Grp Cap(c), veh/h	116	1308	612	642	2435	1139	218	0	224	170	0	0
V/C Ratio(X)	0.18	0.93	0.10	0.09	0.61	0.05	0.61	0.00	0.43	0.62	0.00	0.00
Avail Cap(c_a), veh/h	144	2013	942	642	2435	1139	348	0	381	302	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.1	15.2	10.6	27.0	10.6	6.2	59.1	0.0	55.9	61.8	0.0	0.0
Incr Delay (d2), s/veh	0.7	5.8	0.1	0.0	0.8	0.1	2.8	0.0	1.3	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	10.9	0.9	2.3	15.2	0.9	8.4	0.0	5.8	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	21.0	10.6	27.0	11.4	6.3	61.8	0.0	57.2	65.4	0.0	0.0
LnGrp LOS	C	C	B	C	B	A	E	A	E	E	A	A
Approach Vol, veh/h		1297			1615			230			105	
Approach Delay, s/veh		20.8			11.8			59.9			65.4	
Approach LOS		C			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	106.2		23.9	55.7	60.3		23.9				
Change Period (Y+Rc), s	7.1	7.1		5.4	7.1	7.1		5.4				
Max Green Setting (Gmax), s	5.0	83.8		31.6	6.9	81.9		31.6				
Max Q Clear Time (g_c+I1), s	3.1	33.5		16.7	2.0	42.4		18.1				
Green Ext Time (p_c), s	0.0	16.0		0.8	0.0	10.8		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	696	539	36	160	685	729	48	117	148	594	141	780
Future Volume (veh/h)	696	539	36	160	685	729	48	117	148	594	141	780
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1811	1900	1900	1811	1885	1856	1870	1900	1885	1870	1856
Adj Flow Rate, veh/h	733	567	38	168	721	0	51	123	156	625	148	821
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	6	0	0	6	1	3	2	0	1	2	3
Cap, veh/h	956	1475	690	194	845		63	146	125	652	433	1451
Arrive On Green	0.29	0.43	0.43	0.11	0.25	0.00	0.04	0.08	0.08	0.19	0.23	0.23
Sat Flow, veh/h	3264	3441	1610	1810	3441	1598	1767	1870	1610	3483	1870	2768
Grp Volume(v), veh/h	733	567	38	168	721	0	51	123	156	625	148	821
Grp Sat Flow(s),veh/h/ln	1632	1721	1610	1810	1721	1598	1767	1870	1610	1742	1870	1384
Q Serve(g_s), s	28.7	15.8	1.9	12.8	28.0	0.0	4.0	9.1	8.5	24.9	9.2	4.6
Cycle Q Clear(g_c), s	28.7	15.8	1.9	12.8	28.0	0.0	4.0	9.1	8.5	24.9	9.2	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	956	1475	690	194	845		63	146	125	652	433	1451
V/C Ratio(X)	0.77	0.38	0.06	0.87	0.85		0.81	0.84	1.24	0.96	0.34	0.57
Avail Cap(c_a), veh/h	956	1475	690	288	1209		63	146	125	652	441	1463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	27.4	23.4	61.5	50.4	0.0	67.0	63.7	39.0	56.4	44.9	9.3
Incr Delay (d2), s/veh	3.2	0.6	0.1	16.4	10.7	0.0	52.3	34.2	160.2	25.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.8	10.3	1.4	10.9	18.9	0.0	4.9	9.7	14.8	18.9	7.7	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	28.0	23.5	77.9	61.1	0.0	119.3	97.9	199.1	81.7	45.4	9.9
LnGrp LOS	D	C	C	E	E		F	F	F	F	D	A
Approach Vol, veh/h		1338			889	A		330			1594	
Approach Delay, s/veh		39.0			64.2			149.1			41.3	
Approach LOS		D			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	48.8	41.5	32.5	17.2	22.5	67.8	11.0	38.7
Change Period (Y+Rc), s	7.8	* 7.1	6.3	* 6.3	7.5	* 7.8	6.0	* 6.3
Max Green Setting (Gmax), s	26.2	* 49	26.2	* 11	22.3	* 53	5.0	* 33
Max Q Clear Time (g_c+I1), s	30.7	30.0	26.9	11.1	14.8	17.8	6.0	11.2
Green Ext Time (p_c), s	0.0	4.4	0.0	0.0	0.2	3.9	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Arterial Level of Service: EB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
West Friday Road	I	50	40.2	18.5	58.7	0.52	31.6	C
I-95 SB Ramps	I	45	11.0	23.0	34.0	0.11	11.2	F
I-95 NB Ramps	I	45	9.9	0.4	10.3	0.09	33.2	C
East Friday Rd	I	45	12.6	20.4	33.0	0.12	13.2	F
Walmart Distribution	I	45	42.1	23.4	65.5	0.48	26.3	D
Cox Road	I	55	39.3	29.2	68.5	0.60	31.6	C
	I	55	83.6	22.9	106.5	1.28	43.2	A
Shopping Plaza	I	45	25.5	10.6	36.1	0.25	24.4	D
Industry Road	I	45	21.8	30.5	52.3	0.21	14.5	F
Total	I		286.0	178.9	464.9	3.65	28.3	C

Arterial Level of Service: WB SR 524

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Industry Road	I	45	23.4	46.3	69.7	0.23	11.6	F
Shopping Plaza	I	45	21.8	14.1	35.9	0.21	21.1	D
London Boulevard	I	45	25.5	14.1	39.6	0.25	22.3	D
Cox Road	I	55	83.6	23.4	107.0	1.28	43.0	A
Walmart Distribution	I	55	39.3	15.2	54.5	0.60	39.7	B
East Friday Road	I	45	42.1	39.3	81.4	0.48	21.2	D
I-95 NB Ramps	I	45	12.6	10.5	23.1	0.12	18.9	E
I-95 SB Ramps	I	45	9.9	2.0	11.9	0.09	28.7	C
West Friday Road	I	45	11.0	7.6	18.6	0.11	20.5	E
Total	I		269.2	172.5	441.7	3.36	27.4	C

Appendix N

Queue Lengths

95th Percentile Queue Information

Intersection Movement	95th Percentile Queue (veh/ln)		95th Percentile Queue (Feet/ln)		Recommended Storage (ft)
	2045 Build AM	2045 Build PM	2045 Build AM	2045 Build PM	
SR 524 & W. Friday Road					
EB Left	0.1	0.1	3	3	**25**
EB Right	0.4	0.8	10	20	**25**
WB Left	3.0	4.2	75	105	**125**
WB Right	0.0	0.1	0	3	**25**
NB Left	2.1	1.5	53	38	**75**
SB Left	1.7	2.5	43	63	**75**
SR 524 & I-95 SB Ramps					
EB Right	0.0	0.0	0	0	**25**
WB Left	12.3	12.9	308	323	**325**
SB Left	12.6	11.1	315	278	**325**
SB Right	0.0	0.0	0	0	**25**
SR 524 & I-95 NB Ramps					
EB Left	4.4	5.6	110	140	**150**
WB Right	0.0	0.0	0	0	**25**
NB Left	2.7	6.3	68	158	**175**
NB Right	15.4	24.2	385	605	**625**
SR 524 & E. Friday Road					
EB Left	2.2	5.0	55	125	**150**
EB Right	4.4	3.1	110	78	**125**
WB Left	0.6	1.1	15	28	**50**
WB Right	0.7	1.3	18	33	**50**
NB Left	4.2	5.0	105	125	**150**
SB Left	2.6	2.2	65	55	**75**
SR 524 & Walmart					
EB Right	4.1	2.6	103	65	**125**
WB Left	0.7	0.6	18	15	**25**
NB Left	2.3	8.7	58	218	**225**
NB Right	0.1	2.3	3	58	**75**
SR 524 & Cox Road					
EB Left	0.6	2.0	15	50	**75**
EB Right	0.0	0.0	0	0	**25**
WB Left	3.6	4.3	90	108	**125**
WB Right	0.0	0.0	0	0	**25**
NB Left	4.3	5.0	108	125	**150**
SB Left	2.4	1.6	60	40	**75**
SR 524 & London Boulevard					
EB Left	0.7	2.3	18	58	**75**
EB Right	3.8	3.5	95	88	**100**
WB Left	5.8	2.5	145	63	**150**
WB Right	0.0	0.0	0	0	**25**
NB Left	6.4	6.7	160	168	**175**
SB Left	9.7	6.6	243	165	**250**
SR 524 & Shopping Plaza					
EB Left	0.4	0.9	10	23	**25**
EB Right	0.4	0.9	10	23	**25**
WB Left	2.0	2.3	50	58	**75**
WB Right	0.1	0.9	3	23	**25**
NB Left	1.7	8.4	43	210	**225**
SR 524 & Industry Road					
EB Left	17.8	16.8	445	420	**450**
EB Right	0.8	1.4	20	35	**50**
WB Left	8.8	10.9	220	273	**275**
WB Right	0.0	0.0	0	0	**25**
NB Left	2.0	4.9	50	123	**125**
NB Right	10.4	14.8	260	370	**375**
SB Left	24.6	18.9	615	473	**625**
SB Right	6.1	8.3	153	208	**225**