Puffin Big Box Retail
Project № 25117.01.01
November 2025

Traffic Impact Analysis
City of St. Cloud
Florida

Prepared for:

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EXECUTIVE SUMMARY

Project Information

Name:	Puffin Big Box Retail
Location:	North of US 192 and west of Puffin Road
Jurisdiction	City of St. Cloud, Florida
Description:	40,000 square foot Health/Fitness Club 187,400 square foot Shopping Plaza 3,300 square foot Bank 10,110 square foot Fast-Food Restaurant with Drive-Through Window 2,500 square foot Coffee/Donut Shop with Drive-Through Window 20 Fueling Position Convenience Market/Gas Station

Findings

Trip Generation: 9,528 Daily / 501 AM Peak Hour / 832 PM Peak Hour

Adverse Impacts: A review of roadway capacity conditions reveals that the proposed development does not cause any deficiencies on the roadway network.

The proposed development does not cause adverse operations at the offsite intersections.

Turn lanes are not warranted at the access driveways on Puffin Road; however, a northbound two-way left turn lane is recommended at the South Access.

The developer is proposing to construct a 350-foot exclusive right turn lane at the project access on US 192.

PROFESSIONAL ENGINEERING CERTIFICATION

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

PROJECT: Puffin Big Box Retail

LOCATION: City of St. Cloud, Florida

CLIENT: Ferber Construction Management, LLC

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

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
988 WOODCOCK ROAD, SUITE 200
ORLANDO, FLORIDA 32803

CERTIFICATE OF AUTHORIZATION CA-30024

MOHAMMED N. ABDALLAH, P.E. № 56169

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1.0 INTRODUCTION

This analysis was prepared in support of the development application for Puffin Big Box Retail. The project is a commercial development that includes the land uses and quantities presented in **Table 1**. The project's anticipated buildout date is 2028.

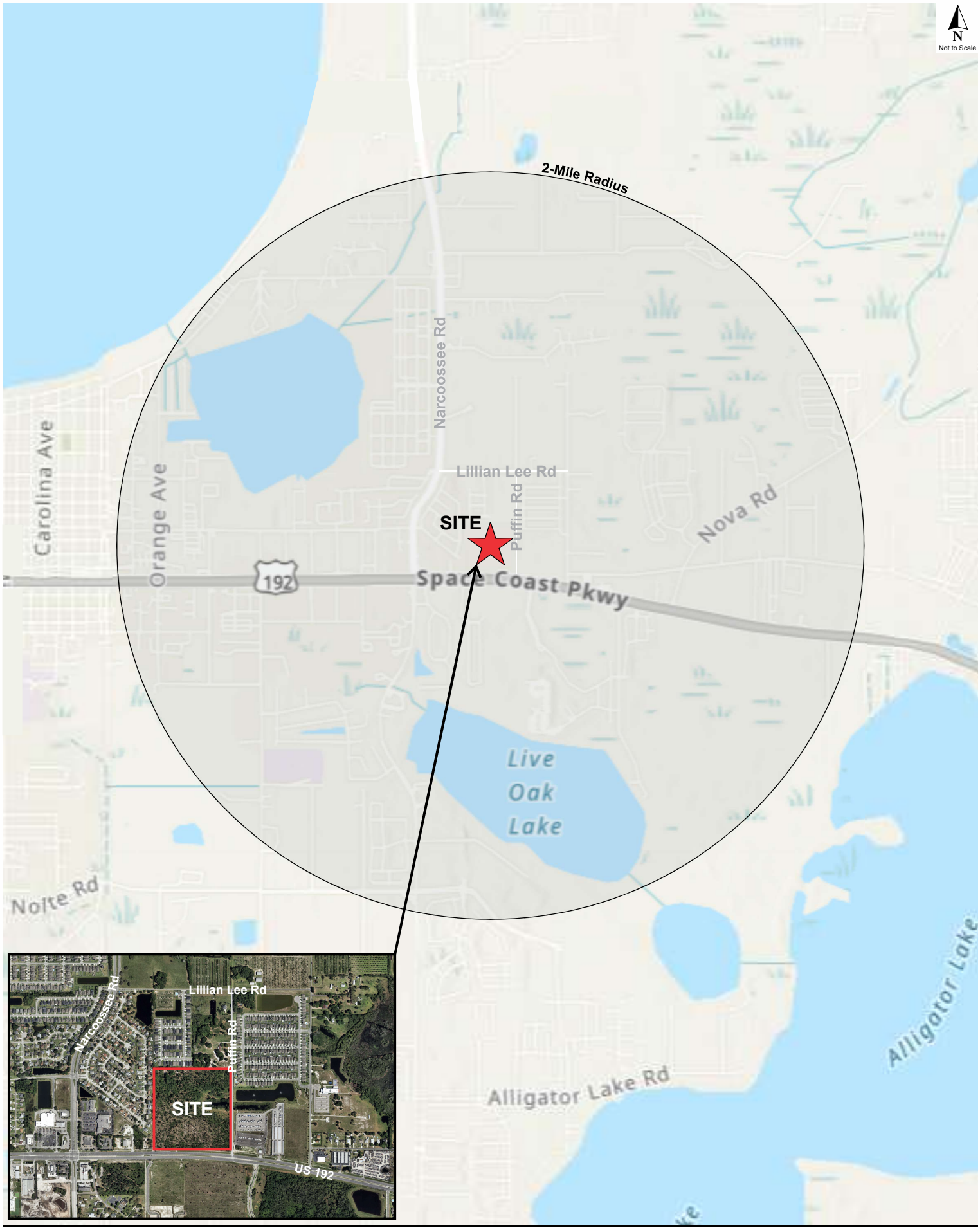
Table 1
Development Plan

ITE Code	Land Use	Size
492	Health/Fitness Club	40.00 KSF
820	Shopping Plaza (>150k)	187.40 KSF
912	Drive-In Bank	3.30 KSF
934	Fast-Food Restaurant w/Drive-Through Window	10.11 KSF
937	Coffee/Donut Shop w/Drive-Through Window	2.50 KSF
945	Convenience Market/Gas Station	20 FP/1.618 KSF

The site is located north of US 192 and west of Puffin Road, in City of St. Cloud, Florida. **Figure 1** depicts the site location, the 2-mile influence area, and the surrounding transportation network. A conceptual site plan depicting the site layout, land uses, and access points is included in **Appendix A**.

The analysis was conducted in accordance with the methodology approved by City of St. Cloud. The approved methodology and pertinent correspondence are included in **Appendix B**.

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


N
Not to Scale
2-Mile Radius
Narcoossee Rd
Carolina Ave
Orange Ave
Lillian Lee Rd
Puffin Rd
Nova Rd
SITE
192
Space Coast Pkwy
Live Oak Lake
Nolte Rd
Alligator Lake
Alligator Lake Rd
Lillian Lee Rd
Narcoossee Rd
Puffin Rd
SITE
US 192

2.0 PROJECT TRAFFIC

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 12th Edition*. Trip generation rates and/or equations published for the land uses were applied to the proposed development program to determine the total trips generated by the project. The trip generation calculations are summarized in **Table 2** and detailed information is included in **Appendix C.**

Table 2
Trip Generation Summary

ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
492	Health/Fitness Club	40.00 KSF	30.02	1,201	1.79	72	37	35	3.77	151	86	65
820	Shopping Plaza (>150k)	187.40 KSF	36.39	6,819	0.88	165	102	63	3.26	611	299	312
912	Drive-In Bank	3.30 KSF	98.85	326	9.95	33	19	14	21.03	69	35	34
934	Fast-Food Restaurant w/Drive-Through Window	10.11 KSF	448.12	4,530	33.24	336	171	165	31.60	319	166	153
937	Coffee/Donut Shop w/Drive-Through Window	2.50 KSF	600.50	1,501	85.41	214	109	105	39.00	98	49	49
945	Convenience Market/Gas Station (Fueling Positions)	20.00 FP	211.05	4,221	13.65	273	137	136	15.85	317	159	158
	Total Trip Generation			18,599		1,093	575	518		1,565	794	771
	Internal Capture (Daily: 14.39%, AM: 10.23%, PM: 18.54%)			*2,676*		*112*	*59*	*53*		*290*	*147*	*143*
	Land Use 820 Pass-by (28%)			*1,399*		*37*	*23*	*14*		*114*	*56*	*58*
	Land Use 934 Pass-by (Daily: 53%, AM: 50%, PM: 55%)			*1,743*		*135*	*69*	*66*		*117*	*61*	*56*
	Land Use 937 Pass-by (82%)			*902*		*141*	*72*	*69*		*54*	*27*	*27*
	Land Use 945 Pass-by (Daily: 76%, AM: 76%, PM: 75%)			*2,351*		*167*	*84*	*83*		*158*	*79*	*79*
	Net New External Trips			**9,528**		**501**	**268**	**233**		**832**	**424**	**408**

Trip generation analysis is based on ITE Trip Generation Manual, 12th Edition

Internal capture calculated based on ITE Trip Generation Handbook, 3rd Edition

Pass-by determined using minimum of ITE Trip Generation Handbook, 3rd Edition

Daily internal capture and passby calculated as the average of of AM and PM rates where applicable

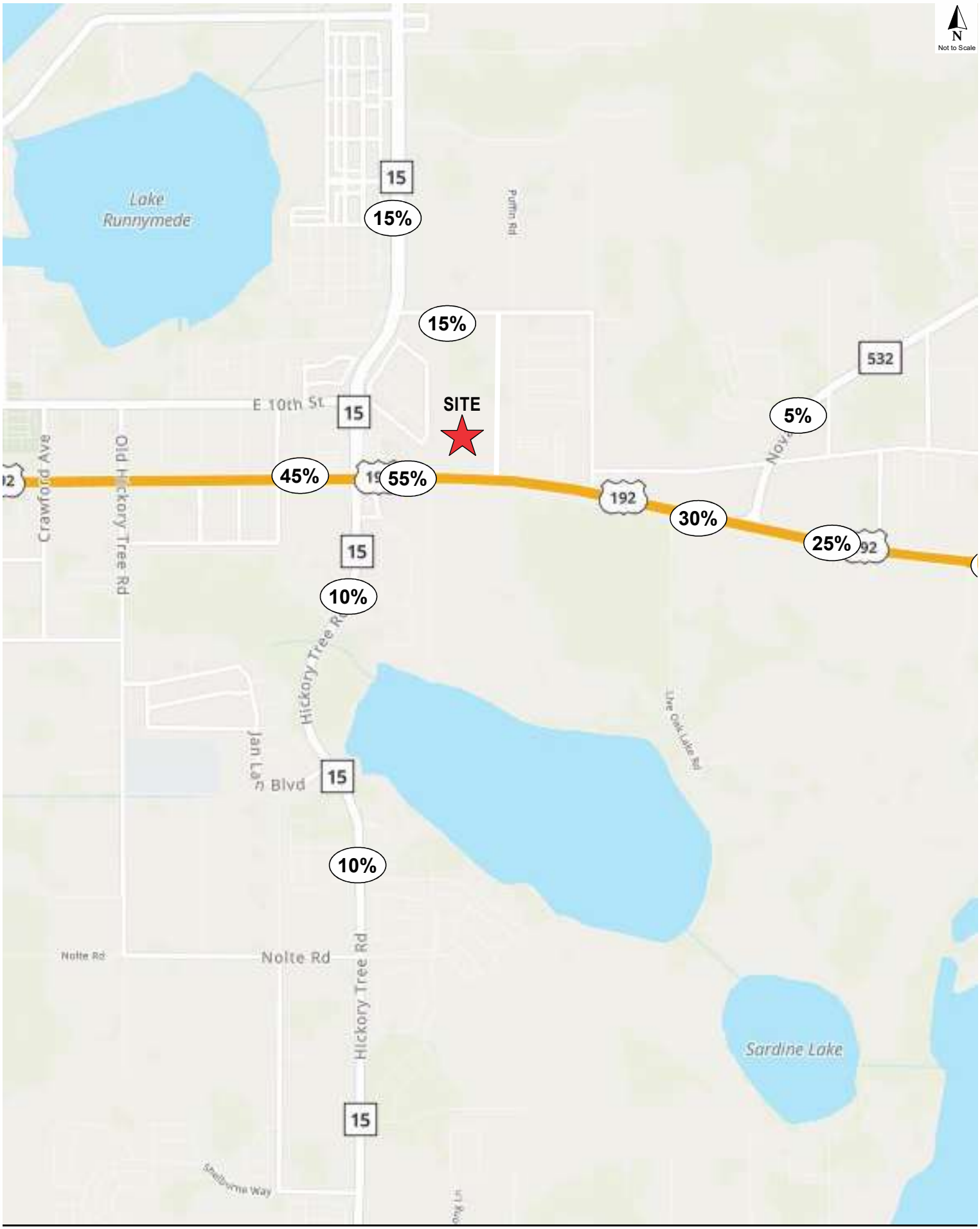
Pass-by rate applied after internal capture reductions where applicable

LUC 945 = 1.618 KSF Used in Internal Capture

The development is projected to generate a total of 9,528 daily trips, of which 501 trips occur during the AM peak hour, and 832 trips occur during the PM peak hour.

2.2 Trip Distribution

A preliminary trip distribution pattern was developed using the *Central Florida Regional Planning Model* (CFRPM) v7.0. The adopted model was modified to include a project specific Traffic Analysis Zone with the corresponding socio-economic data to reflect the proposed development. A Select Zone Analysis was executed to obtain a model-generated trip distribution pattern on the surrounding transportation network. Manual adjustments were applied to the model generated distribution pattern based on County staff comments and to better reflect the local transportation network and prevailing travel patterns. The final trip distribution pattern is illustrated in **Figure 2** and the model output plot is included in **Appendix D**.



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Trip Distribution Pattern **Figure 2**

3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with the requirements of City of St. Cloud and the approved methodology. The impact area includes roadway segments within the project's 2-mile influence area. The project's study area determination is provided in **Table 3.** The roadway segment information and characteristics were obtained from the Osceola County *2025 Roadway Network Capacity Report*, which is included in **Appendix E.**

Table 3
Study Segments

Seg ID	Segment Information			# of Lns	LOS Std	Peak Cap
	Roadway	From	To			
540	Hickory Tree Rd	US 192	Nolte Rd	2	E	1,070
541	Narcoossee Rd	Rummell Rd	10th St	4	E	1,760
589	Narcoossee Rd	10th St	US 192	4	E	1,720
927	US 192	Mississippi Ave	Narcoossee Rd	6	E	2,810
920255	US 192	Narcoossee Rd	Nova Rd	6	E	2,810

3.2 Study Intersections

The study area encompasses major intersections that were identified in the approved methodology. Additionally, the site is proposed to be served by three access driveways: one (1) right-in/right-out on US 192 and three (3) full access driveways on Puffin Road. The study intersections and access points are presented in **Table 4**.

Table 4
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	US 192	Old Hickory Tree Rd	Signal
2	Narcoossee Rd	Rummell Rd	Signal
3	Narcoossee Rd	Lillian Lee Rd	Two-Way Stop
4	Narcoossee Rd	10th St	Signal
5	US 192	Narcoossee Rd	Signal
6	Nolte Rd	Hickory Tree Rd	Signal
7	Lillian Lee Rd	Puffin Rd	Two-Way Stop
8	Lillian Lee Rd	Nora Tyson Rd	Two-Way Stop
9	US 192	Nova Rd	Signal
10	US 192	Puffin Rd	Two-Way Stop
11	US 192	Access	Two-Way Stop
12	Puffin Rd	South Access	Two-Way Stop
13	Puffin Rd	Middle Access	Two-Way Stop
14	Puffin Rd	North Access	Two-Way Stop

4.0 TRAFFIC PROJECTIONS

4.1 Projected Roadway Volumes

Existing roadway information was obtained from the *2025 Osceola County Roadway Network Capacity Report*. The information includes roadway segment data, existing traffic volumes, service volumes, adopted LOS standard, and capacity. Projected background traffic in the buildout year 2028 was derived. The background growth was determined based on historical annual average daily traffic (AADT) volumes obtained from *Osceola County Traffic Counts* and *Florida Traffic Online (FTO).* A minimum annual growth rate of 5% was used to project traffic growth on the study segments and intersections where observed growth was less than 5%. Historical traffic counts are included in **Appendix F.** The applicable growth rate calculations are summarized in **Table 6**. The total projected volumes on the roadway segments include background traffic and project trips, which are calculated based on the project's trip generation and distribution pattern.

4.2 Projected Intersection Volumes

Existing AM and PM peak hour turning movement volumes were obtained at the study intersections during the off-peak season. Traffic volumes collected on September 18, 2025, had a seasonal adjustment of 1.04. The remaining two counts were taken on February 10, 2025, and July 9, 2025, and had a seasonal adjustment of 1.00. The seasonal factors were based on the *FDOT Traffic Online* data. The raw turning movement volumes and supporting FDOT seasonal information are provided in **Appendix G**.

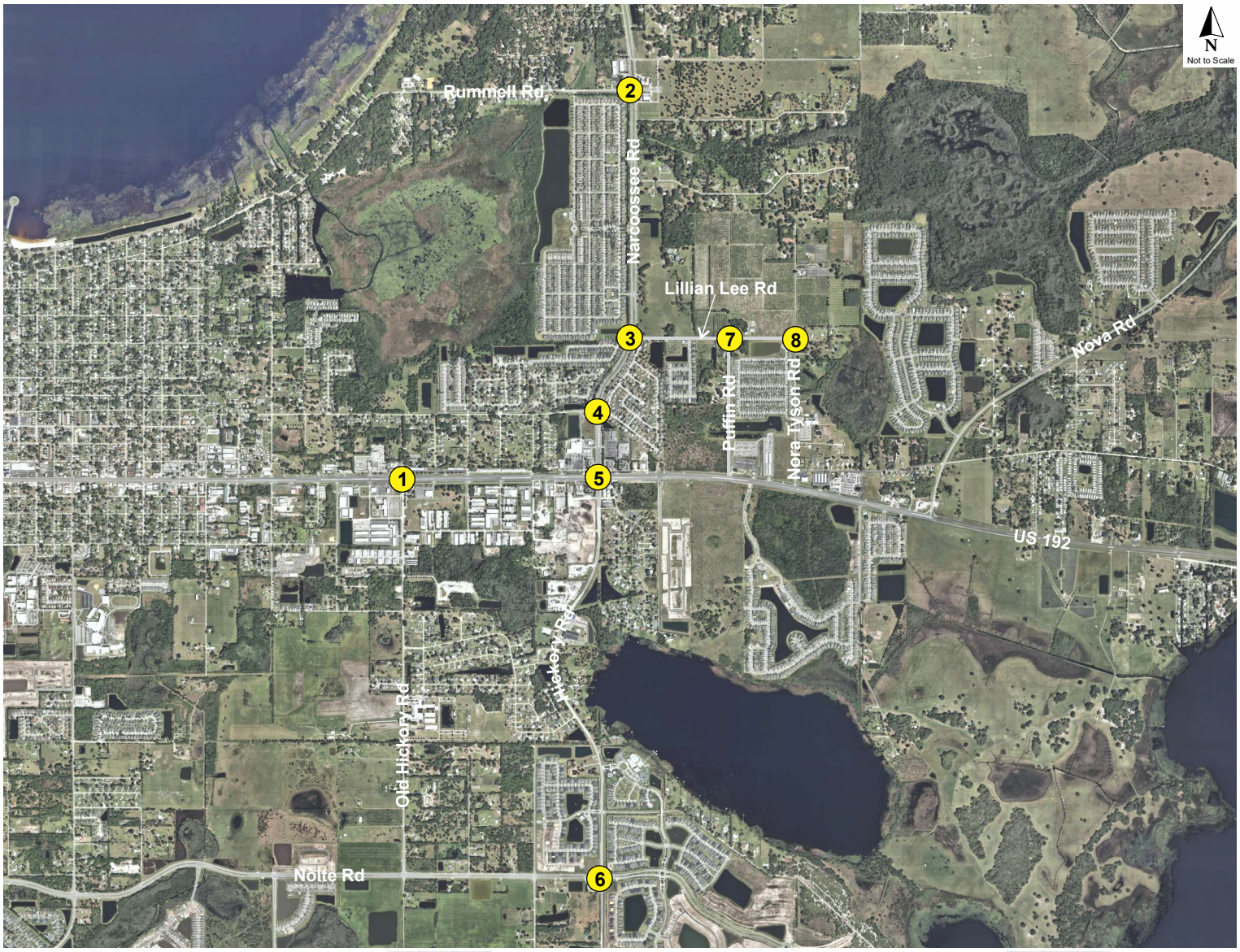
The total projected intersection volumes include background traffic and project trips. Background traffic is calculated based on the existing turning movement counts and applying historical growth. Vested trips were also added to the background volumes which includes project trips from the Lakeside at Satilla and Tyson Reserve developments located near the site along Lillian Lee Road. Excerpts from these developments are located in **Appendix H**.

Table 6
Growth Projection Methods

Seg ID	Segment Information			2025 Exist Vols PM Peak		Growth Calcs Historical Daily Vols					AGR	Growth Used	2028 Bkgr'd Vols PM Peak	
	Roadway	From	To	NB/EB	SB/WB	2020	2021	2022	2023	2024			NB/EB	SB/WB
540	Hickory Tree Rd	US 192	Nolte Rd	589	849	14,283	15,962	14,831	15,969	16,536	2.7%	5.0%	719	1,017
541	Narcoossee Rd	Rummell Rd	10th St	1,309	1,584	29,542	32,418	31,404	32,083	34,694	2.9%	5.0%	1,566	1,886
589	Narcoossee Rd	10th St	US 192	1,344	1,796	28,731	34,086	33,914	36,581	37,804	5.4%	5.4%	1,562	2,087
927	US 192	Mississippi Ave	Narcoossee Rd	1,755	1,855	35,300	42,032	46,318	46,672	45,821	5.3%	5.3%	2,225	2,334
920255*	US 192	Narcoossee Rd	Nova Rd	1,994	1,741	29,000	29,000	39,500	41,500	41,500	8.6%	8.6%	2,742	2,414

**Existing volumes obtained by multipying AADT x 0.09 (K-Factor) X 0.534 (D-Factor) obtained from FDOT's FTO.*

The developer is extending the existing Puffin Road to US 192. Puffin Road will be reconstructed and extended to Lillian Lee Road which connects to Narcoossee Road. A traffic signal will be constructed at US 192 and Puffin Road. A Signal Warrant Analysis has been conducted, and the signal is currently in the design process. This intersection was evaluated as a signalized intersection in the buildout scenario. Project trips were derived from the trip generation and trip distribution patterns. Detailed intersection volume calculations are provided in **Appendix I** and the resulting existing, background, and buildout volumes are illustrated in **Figures 3**, **4** and **5** and **Figures 6**, **7** and **8** for the AM and PM peak hour, respectively.



1. US 192 & Old Hickory Tree Rd

NB	L	292
	T	145
	R	274 + {4} = 278
SB	L	78
	T	120
	R	52
EB	L	87
	T	1506 + {35} + (121) = 1662
	R	184
WB	L	204 + {13} = 217
	T	2194 + {100} + (103) = 2397
	R	81

				52	120	78	BO		
				52	120	78	BK		
				45	104	68	EX		
				1	1	0			
BO	BK	EX							
87	87	75	1				0	70	81	81
1,662	1,506	1,239	3				3	1,893	2,194	2,397
184	184	159	1				1	176	204	217
								EX	BK	BO
				1	1	1				
			EX	254	126	238				
			BK	292	145	274				
			BO	292	145	278				

2. Narcoossee Rd & Rummell Rd

NB	L	62
	T	1565 + {53} + (36) = 1654
	R	82
SB	L	44
	T	1267 + {19} + (40) = 1326
	R	296
EB	L	281
	T	22
	R	36
WB	L	25
	T	20
	R	21

				296	1,326	44	BO		
				296	1,267	44	BK		
				257	1,102	38	EX		
				0	2	1	LN		
BO	BK	EX	LN						
281	281	244	2				1	18	21	21
22	22	19	2				1	17	20	20
36	36	31	0				2	22	25	25
							LN	EX	BK	BO
			LN	1	2	1				
			EX	54	1,361	71				
			BK	62	1,565	82				
			BO	62	1,654	82				

3. Narcoossee Rd & Lillian Lee Rd

NB	L	
	T	1753
	R	39 + {36} = 75
SB	L	138 + {19} + (40) = 197
	T	1320
	R	
EB	L	8
	T	1
	R	14
WB	L	35 + {107} = 142
	T	1
	R	154 + {53} + (36) = 243

				0	1,320	197	BO		
				0	1,320	138	BK		
				0	1,148	120	EX		
				0	2	1			
BO	BK	EX							
8	8	7	0				0	134	154	243
1	1	1	1				1	1	1	1
14	14	12	0				0	30	35	142
								EX	BK	BO
				1	2	0				
			EX	0	1,524	34				
			BK	0	1,753	39				
			BO	0	1,753	75				

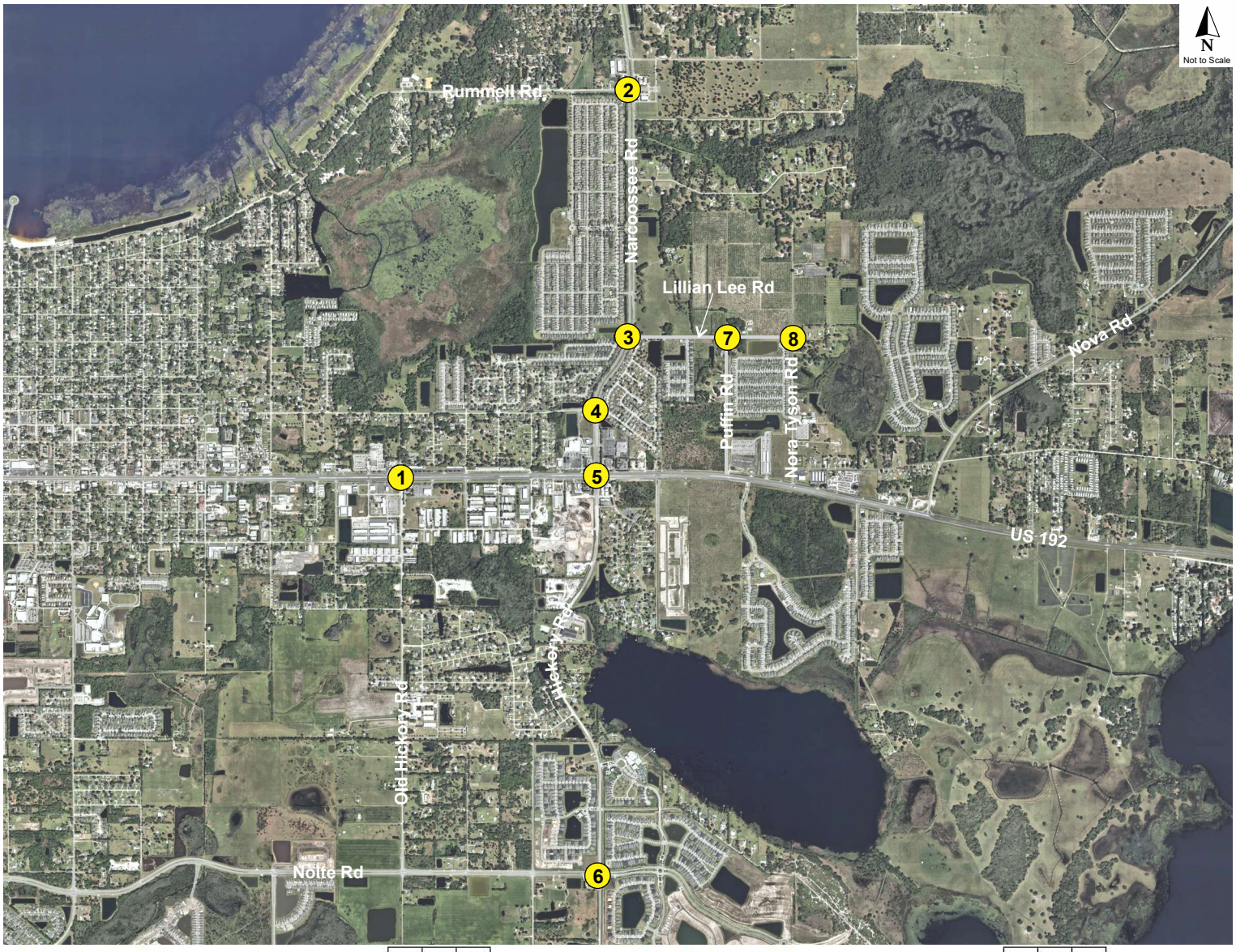
4. Narcoossee Rd & 10th St

NB	L	37
	T	1698 + {31} = 1729
	R	21
SB	L	3
	T	1224 + {94} = 1318
	R	161 + {13} = 174
EB	L	155 + {5} = 160
	T	3
	R	49
WB	L	51
	T	8
	R	21

				174	1,318	3	BO		
				161	1,224	3	BK		
				140	1,064	3	EX		
				1	2	1	LN		
BO	BK	EX	LN						
160	155	135	1				0	18	21	21
3	3	3	2				1	7	8	8
49	49	43	0				1	44	51	51
							LN	EX	BK	BO
			LN	1	2	0				
			EX	32	1,461	18				
			BK	37	1,698	21				
			BO	37	1,729	21				

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

1 Lanes by movement



5. US 192 & Narcoossee Rd

NB	L	162
	T	460 + {4} = 464
	R	82 + {4} + (26) = 112
SB	L	655 + {30} = 685
	T	308 + {24} = 332
	R	349 + {40} = 389
EB	L	801 + {27} = 828
	T	962 + {12} + (121) = 1095
	R	94
WB	L	239 + {13} + (24) = 276
	T	2134 + {63} + (103) = 2300
	R	408

BO	BK	EX	LN
828	801	691	2
1,095	962	830	3
94	94	81	1

389	332	685	BO
349	308	655	BK
300	265	564	EX
1	1	2	LN

1	324	408	408
3	1,696	2,134	2,300
1	190	239	276
LN	EX	BK	BO

LN	1	0	1
EX	141	400	71
BK	162	460	82
BO	162	464	112

6. Nolte Rd & Hickory Tree Rd

NB	L	354
	T	576 + {7} + (13) = 596
	R	16
SB	L	31
	T	398 + {34} + (12) = 444
	R	369 + {3} + (12) = 384
EB	L	354 + {1} + (13) = 368
	T	30
	R	168
WB	L	10
	T	86
	R	58

BO	BK	EX	LN
368	354	308	1
30	30	26	2
168	168	146	0

384	444	31	BO
369	398	31	BK
321	346	27	EX
1	1	1	LN

0	50	58	58
2	75	86	86
1	9	10	10
LN	EX	BK	BO

LN	1	1	1
EX	308	501	14
BK	354	576	16
BO	354	596	16

7. Lillian Lee Rd & Puffin Rd

NB	L	3 + (36) = 39
	T	{10}
	R	1 + {9} = 10
SB	L	
	T	{22}
	R	{44}
EB	L	{13}
	T	168 + {23} = 191
	R	1 + {14} + (40) = 55
WB	L	1 + {24} = 25
	T	202 + {65} = 267
	R	{1}

BO	BK	EX
13	0	0
191	168	146
55	1	1

44	22	0	BO
0	0	0	BK
0	0	0	EX
0	0	0	

0	0	0	1
1	176	202	267
0	1	1	25
EX	BK	BO	

0	1	0	
3	0	1	EX
3	0	1	BK
39	10	10	BO

8. Lillian Lee Rd & Nora Tyson Rd

NB	L	177 + {2} = 179
	T	21 + {11} = 32
	R	
SB	L	
	T	22 + {36} = 58
	R	26 + {30} = 56
EB	L	12 + {21} = 33
	T	
	R	156 + {1} = 157
WB	L	
	T	
	R	

BO	BK	EX	LN
33	12	10	0
0	0	0	1
157	156	136	0

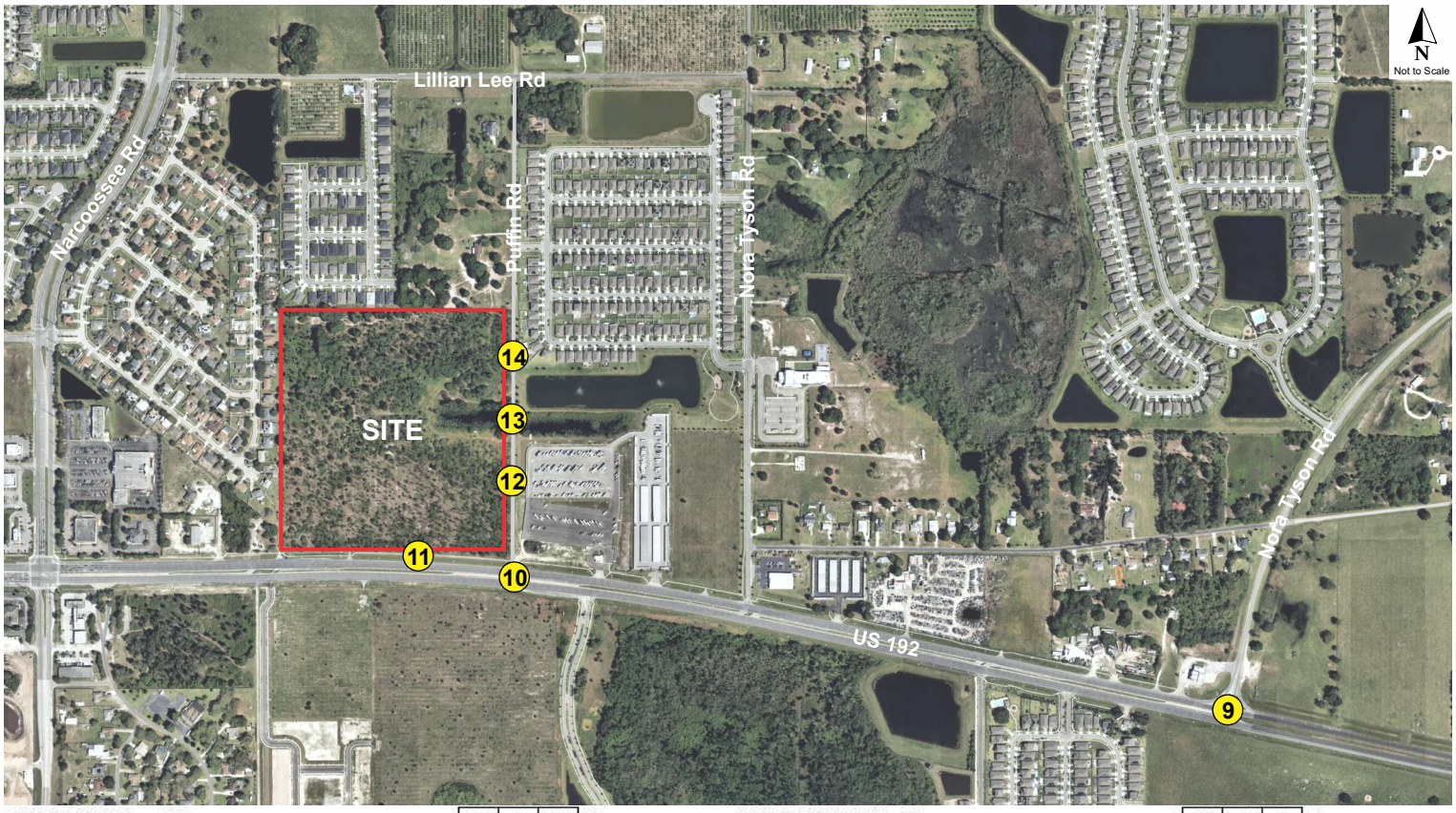
56	58	0	BO
26	22	0	BK
23	19	0	EX
0	1	0	LN

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

LN	0	1	0
EX	154	18	0
BK	177	21	0
BO	179	32	0

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

1 Lanes by movement



9. US 192 & Nova Rd

NB	L	
	T	
	R	
SB	L	56 + {10} = 66
	T	
	R	518 + {7} + (14) = 539
EB	L	336 + {20} + (12) = 368
	T	938 + {23} + (58) = 1019
	R	
WB	L	
	T	1447 + {7} + (67) = 1521
	R	28 + {3} = 31

BO	BK	EX	LN
539	0	66	BO
518	0	56	BK
450	0	43	EX
1	0	1	LN

BO	BK	EX	LN
368	336	267	1
1,019	938	746	3
0	0	0	0

LN	EX	BK	BO
1	22	28	31
2	1,150	1,447	1,521
1	0	0	0

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

10. US 192 & Puffin Rd

NB	L	
	T	
	R	
SB	L	{13} + (70) = 83
	T	
	R	{47} + (82) = 129
EB	L	21 + {16} + (147) = 184
	T	1615 + {30} = 1645
	R	
WB	L	5
	T	2501 + {29} + (67) = 2597
	R	{3} + (14) = 17

BO	BK	EX	LN
129	0	83	BO
0	0	0	BK
0	0	0	EX
1	0	1	LN

BO	BK	EX	LN
184	21	17	1
1,645	1,615	1,284	3
0	0	0	0

LN	EX	BK	BO
0	0	0	17
3	1,388	2,501	2,597
1	4	5	5

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

11. US 192 & Access

NB	L	
	T	
	R	
SB	L	
	T	
	R	[116] + (45) = 161
EB	L	
	T	1496 + {46} + (147) = 1689
	R	
WB	L	
	T	2306 + {76} + [-124] + (82) = 2340
	R	[124] + (81) = 205

BO	BK	EX	LN
161	0	0	BO
0	0	0	BK
0	0	0	EX
1	0	0	LN

BO	BK	EX	LN
0	0	0	0
1,689	1,496	1,301	3
0	0	0	0

LN	EX	BK	BO
1	0	0	205
3	2,005	2,306	2,340
0	0	0	0

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

12. Puffin Rd & South Access

NB	L	[99] + (40) = 139
	T	5 + {19} + (107) = 131
	R	
SB	L	
	T	2 + {60} + [-25] + (105) = 142
	R	[25] + (13) = 38
EB	L	[23] + (12) = 35
	T	
	R	[93] + (47) = 140
WB	L	
	T	
	R	

BO	BK	EX	LN
38	142	0	BO
0	2	0	BK
0	2	0	EX
0	1	0	LN

BO	BK	EX	LN
35	0	0	1
0	0	0	0
140	0	0	1

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

LN	EX	BK	BO
1	1	0	
0	4	0	
0	5	0	
139	131	0	

13. Puffin Rd & Middle Access

NB	L	(80)
	T	5 + {19} + (39) = 63
	R	
SB	L	
	T	2 + {60} + (36) = 98
	R	(14)
EB	L	(12)
	T	
	R	(82)
WB	L	
	T	
	R	

BO	BK	EX	LN
14	38	0	BO
0	2	0	BK
0	2	0	EX
0	1	0	LN

BO	BK	EX	LN
12	0	0	0
0	0	0	1
82	0	0	0

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

LN	EX	BK	BO
0	1	0	
0	4	0	
0	5	0	
80	63	0	

14. Puffin Rd & North Access

NB	L	(27)
	T	5 + {19} + (24) = 48
	R	
SB	L	
	T	2 + {60} + (27) = 89
	R	(13)
EB	L	(12)
	T	
	R	(23)
WB	L	
	T	
	R	

BO	BK	EX	LN
13	89	0	BO
0	2	0	BK
0	2	0	EX
0	1	0	LN

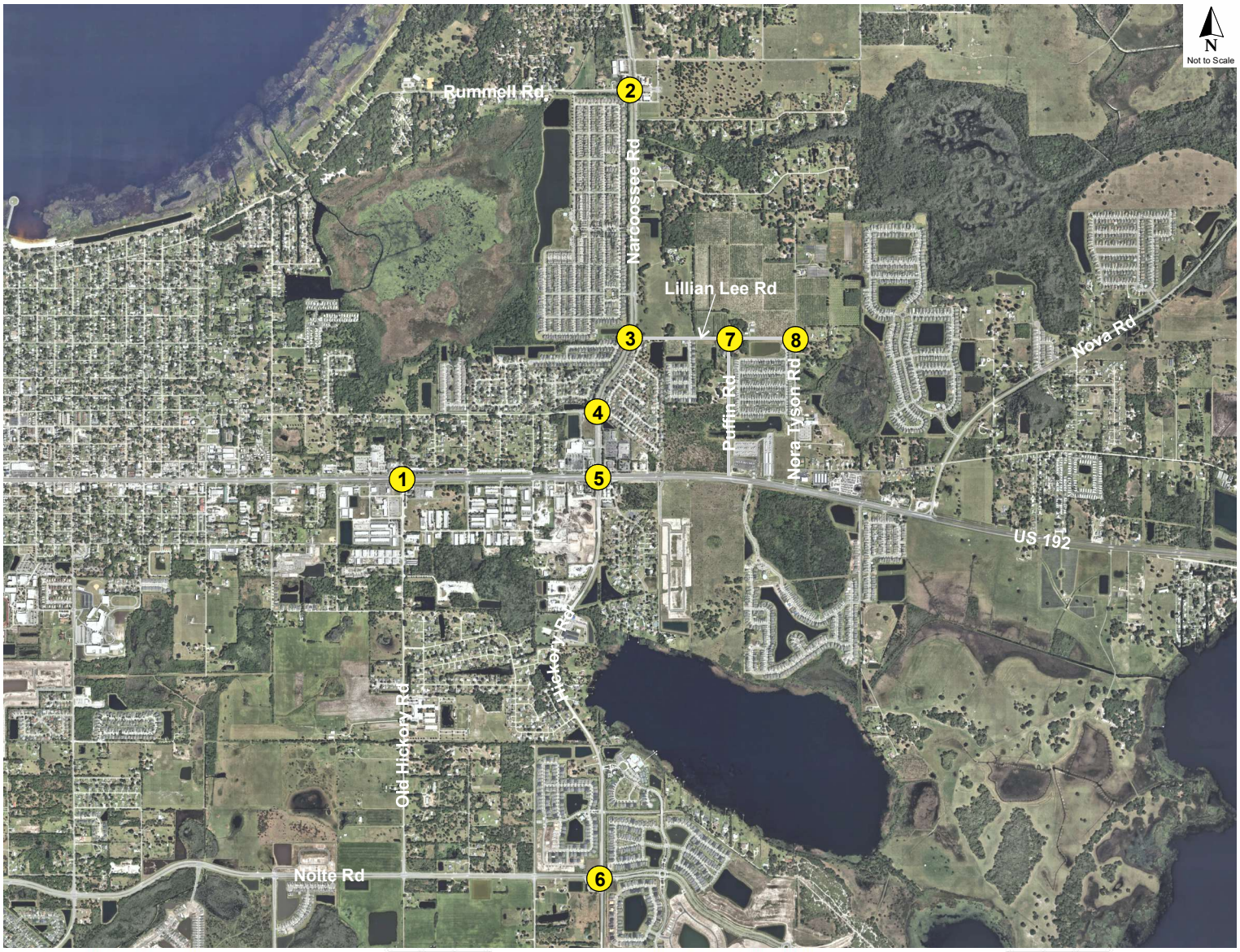
BO	BK	EX	LN
12	0	0	0
0	0	0	1
23	0	0	0

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

LN	EX	BK	BO
0	1	0	
0	4	0	
0	5	0	
27	48	0	

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

[1] Lanes by movement



1. US 192 & Old Hickory Tree Rd

								56	122	97	BO	
								56	122	97	BK	
								43	106	84	EX	
								1	1	0		
	L	221										
NB	T	141										
	R	235 + {16} = 251										
	L	97										
SB	T	122										
	R	56										
	L	124										
EB	T	2070 + {116} + (191) = 2377										
	R	224										
	L	190 + {10} = 200										
WB	T	2055 + {67} + (184) = 2306										
	R	97										
			BO	BK	EX							
			124	124	107	1						
			2,377	2,070	1,786	3						
			224	224	193	1						
							0	84	97	97		
							3	1,773	2,055	2,306		
							1	164	190	200		
								EX	BK	BO		
								1	1	1		
							EX	192	123	204		
							BK	221	141	235		
							BO	221	141	251		

2. Narcoossee Rd & Rummell Rd

								299	1,982	29	BO	
								299	1,855	29	BK	
								260	1,613	25	EX	
								0	2	1	LN	
	L	44										
NB	T	1640 + {36} + (60) = 1736										
	R	40										
	L	29										
SB	T	1855 + {62} + (65) = 1982										
	R	299										
	L	288										
EB	T	25										
	R	48										
	L	56										
WB	T	20										
	R	38										
			BO	BK	EX	LN						
			288	288	250	2						
			25	25	22	2						
			48	48	42	0						
							1	33	38	38		
							1	17	20	20		
							2	49	56	56		
							LN	EX	BK	BO		
								1	2	1		
							LN	38	1,426	35		
							EX	44	1,640	40		
							BK	44	1,640	40		
							BO	44	1,736	40		

3. Narcoossee Rd & Lillian Lee Rd

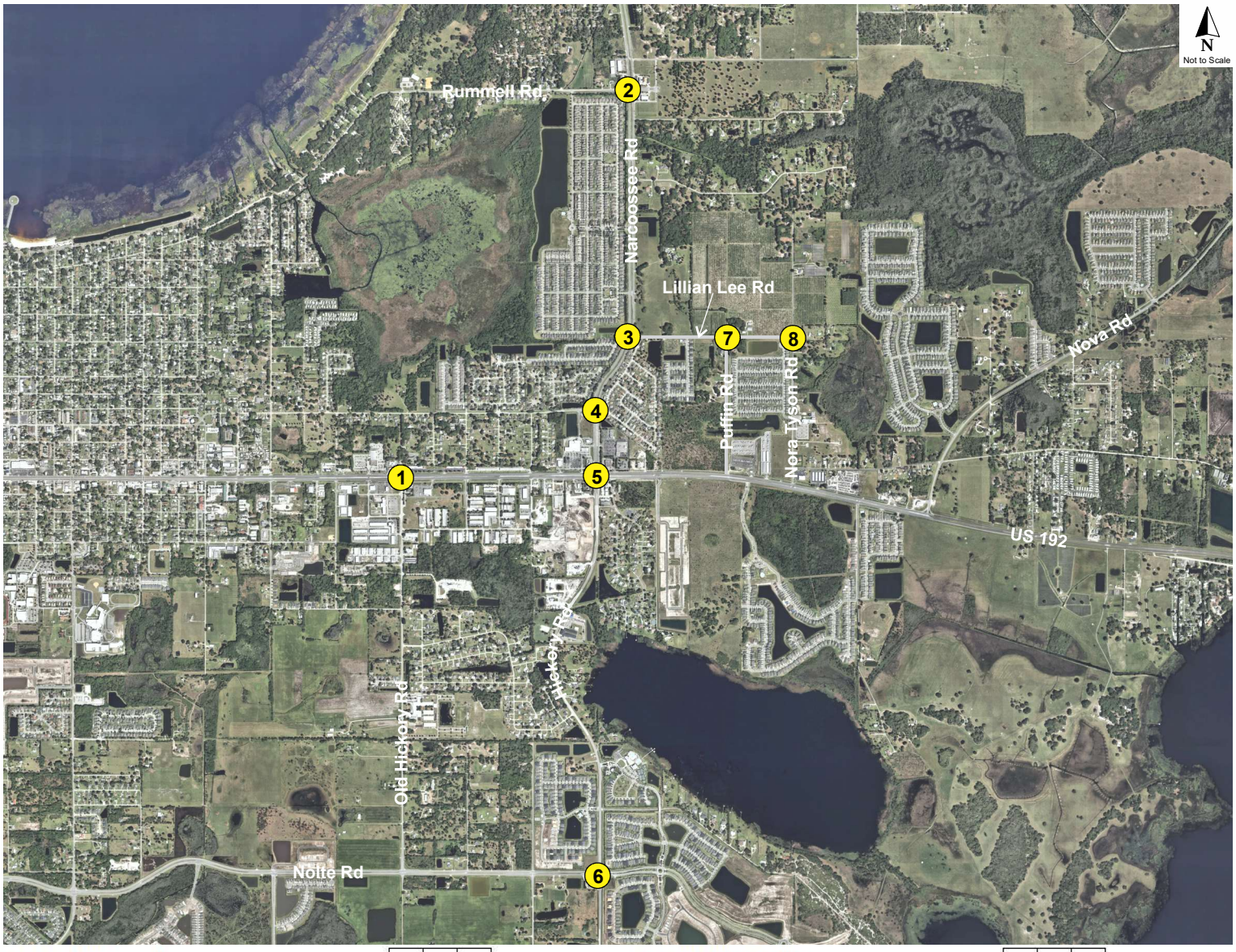
								12	1,664	227	BO	
								12	1,664	100	BK	
								10	1,447	87	EX	
								0	2	1		
	L	38										
NB	T	1512										
	R	85 + {125} = 210										
	L	100 + {62} + (65) = 227										
SB	T	1664										
	R	12										
	L	6										
EB	T											
	R	8										
	L	18 + {73} = 91										
WB	T	1										
	R	52 + {36} + (60) = 148										
			BO	BK	EX							
			6	6	5	0						
			0	0	0	1						
			8	8	7	0						
							0	45	52	148		
							1	1	1	1		
							0	16	18	91		
								EX	BK	BO		
								1	2	0		
							EX	33	1,315	74		
							BK	38	1,512	85		
							BO	38	1,512	210		

4. Narcoossee Rd & 10th St

								237	1,525	30	BO	
								228	1,461	30	BK	
								198	1,270	26	EX	
								1	2	1	LN	
	L	94										
NB	T	1430 + {109} = 1539										
	R	72										
	L	30										
SB	T	1461 + {64} = 1525										
	R	228 + {9} = 237										
	L	228 + {16} = 244										
EB	T	12										
	R	196										
	L	28										
WB	T	5										
	R	14										
			BO	BK	EX	LN						
			244	228	198	1						
			12	12	10	2						
			196	196	170	0						
							0	12	14	14		
							1	4	5	5		
							1	24	28	28		
								LN	EX	BK	BO	
								1	2	0		
							LN	81	1,231	62		
							EX	94	1,430	72		
							BK	94	1,430	72		
							BO	94	1,539	72		

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

1 Lanes by movement



5. US 192 & Narcoossee Rd

	L	183
NB	T	544 + {16} = 560
	R	137 + {16} + (42) = 195
	L	745 + {21} = 766
SB	T	460 + {9} = 469
	R	460 + {34} = 494
	L	797 + {93} = 890
EB	T	1474 + {39} + (191) = 1704
	R	173
	L	189 + {9} + (41) = 239
WB	T	1764 + {43} + (184) = 1991
	R	365

BO	BK	EX	LN
494	469	766	BO
460	460	745	BK
396	396	641	EX
1	1	2	LN

BO	BK	EX	LN
890	797	688	2
1,704	1,474	1,272	3
173	173	149	1

1	290	365	365
3	1,402	1,764	1,991
1	150	189	239
LN	EX	BK	BO

LN			
	1	0	1
EX	159	473	119
BK	183	544	137
BO	183	560	195

6. Nolte Rd & Hickory Tree Rd

	L	255
NB	T	403 + {28} + (21) = 452
	R	8
	L	58
SB	T	623 + {16} + (21) = 660
	R	289 + {2} + (20) = 311
	L	440 + {4} + (21) = 465
EB	T	78
	R	232
	L	3
WB	T	62
	R	30

BO	BK	EX	LN
311	660	58	BO
289	623	58	BK
251	542	50	EX
1	1	1	LN

BO	BK	EX	LN
465	440	383	1
78	78	68	2
232	232	202	0

0	26	30	30
2	54	62	62
1	3	3	3
LN	EX	BK	BO

LN			
	1	1	1
EX	222	350	7
BK	255	403	8
BO	255	452	8

7. Lillian Lee Rd & Puffin Rd

	L	2 + (60) = 62
NB	T	{35}
	R	{31}
	L	{1}
SB	T	{20}
	R	{28}
	L	{47}
EB	T	229 + {69} = 298
	R	2 + {7} + (65) = 74
	L	1 + {14} = 15
WB	T	79 + {51} = 130
	R	{8}

BO	BK	EX	LN
28	20	1	BO
0	0	0	BK
0	0	0	EX
0	0	0	LN

BO	BK	EX	LN
47	0	0	0
298	229	199	1
74	2	2	0

0	0	0	8
1	69	79	130
0	1	1	15
EX	BK	BO	

	0	1	0
EX	2	0	0
BK	2	0	0
BO	62	35	31

8. Lillian Lee Rd & Nora Tyson Rd

	L	63 + {19} = 82
NB	T	20 + {27} = 47
	R	
	L	
SB	T	12 + {23} = 35
	R	8 + {22} = 30
	L	47 + {60} = 107
EB	T	
	R	186 + {2} = 188
	L	
WB	T	
	R	

BO	BK	EX	LN
30	35	0	BO
8	12	0	BK
7	10	0	EX
0	1	0	LN

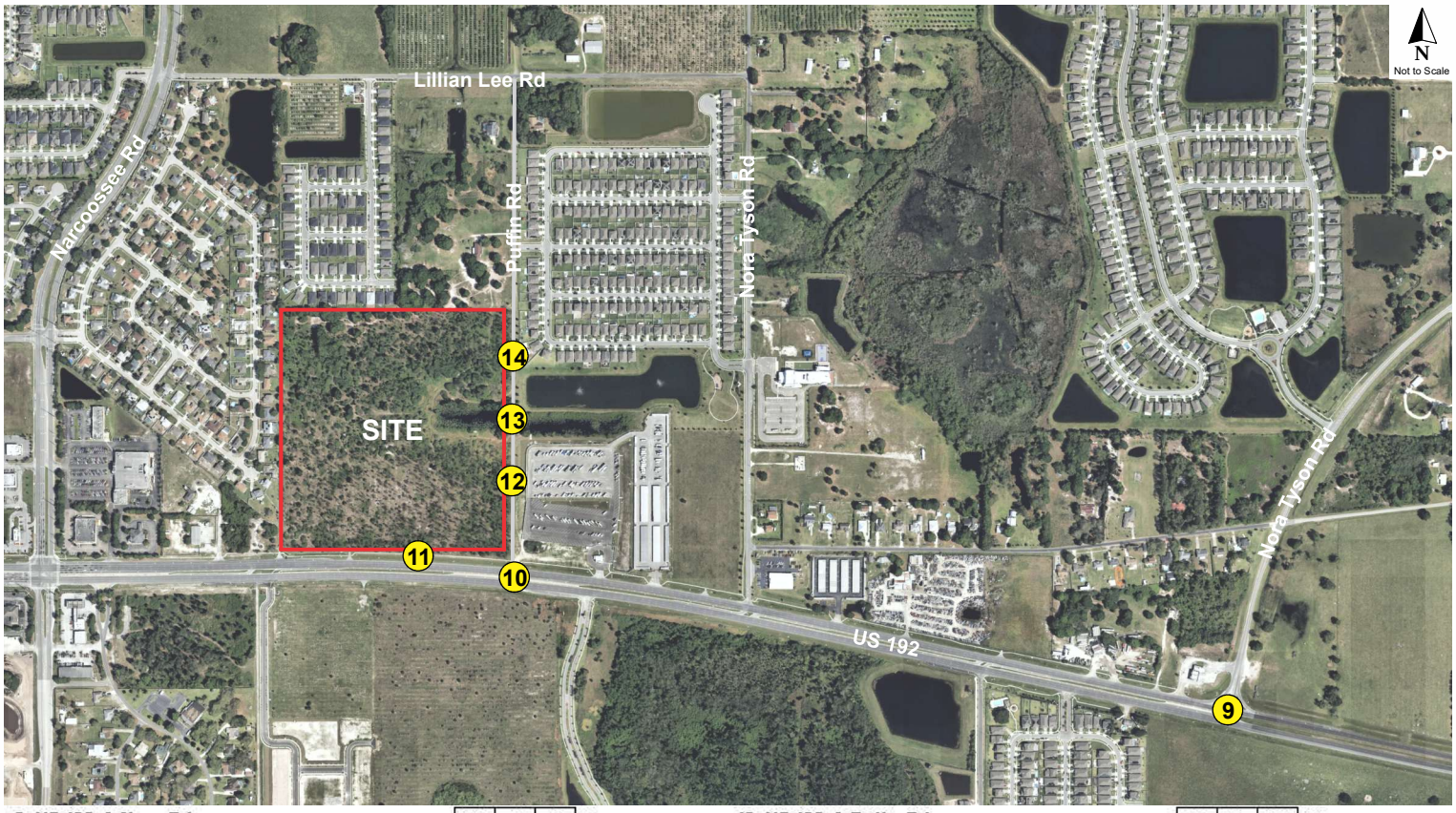
BO	BK	EX	LN
107	47	41	0
0	0	0	1
188	186	162	0

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

LN			
	0	1	0
EX	55	17	0
BK	63	20	0
BO	82	47	0

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

1 Lanes by movement



9. US 192 & Nova Rd

NB	L		
	T		
	R		
SB	L	35 + {6} = 41	
	T		
	R	575 + {23} + (21) = 619	
EB	L	482 + {14} + (20) = 516	
	T	1112 + {17} + (103) = 1232	
	R		
WB	L		
	T	1430 + {27} + (106) = 1563	
	R	30 + {11} = 41	

BO	BK	EX	LN
516	482	383	1
1,232	1,112	884	3
0	0	0	0

LN	EX	BK	BO
1	24	30	41
2	1,137	1,430	1,563
1	0	0	0

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

BO	BK	EX	LN
619	0	41	
575	0	35	
500	0	30	
1	0	1	

10. US 192 & Puffin Rd

NB	L	
	T	
	R	
SB	L	{10} + (123) = 133
	T	
	R	{31} + (143) = 174
EB	L	25 + {55} + (233) = 313
	T	2244 + {21} = 2265
	R	
WB	L	
	T	2326 + {21} + (106) = 2453
	R	15 + {11} + (21) = 47

BO	BK	EX	LN
313	25	20	1
2,265	###	1,784	3
0	0	0	0

LN	EX	BK	BO
0	12	15	47
3	1,849	###	2,453
1	0	0	0

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

BO	BK	EX	LN
174	0	133	
0	0	0	
0	0	0	
1	0	1	

11. US 192 & Access

NB	L	
	T	
	R	
SB	L	
	T	
	R	[110] + (82) = 192
EB	L	
	T	2075 + {76} + (233) = 2384
	R	
WB	L	
	T	2149 + {52} + [-112] + (143) = 2232
	R	[112] + (127) = 239

BO	BK	EX	LN
0	0	0	0
###	2,075	1,804	3
0	0	0	0

LN	EX	BK	BO
1	0	0	239
3	1,863	2,143	###
0	0	0	0

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

BO	BK	EX	LN
192	0	0	
0	0	0	
0	0	0	
1	0	0	

12. Puffin Rd & South Access

NB	L	[89] + (63) = 152
	T	2 + {66} + (170) = 238
	R	
SB	L	
	T	3 + {41} + [-22] + (184) = 206
	R	[22] + (22) = 44
EB	L	[22] + (20) = 42
	T	
	R	[88] + (82) = 170
WB	L	
	T	
	R	

BO	BK	EX	LN
42	0	0	1
0	0	0	0
170	0	0	1

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

LN	EX	BK	BO
1	1	0	
0	2	0	
0	2	0	
152	238	0	

BO	BK	EX	LN
44	206	0	
0	3	0	
0	3	0	
0	1	0	

13. Puffin Rd & Middle Access

NB	L	(127)
	T	2 + {66} + (63) = 131
	R	
SB	L	
	T	3 + {41} + (63) = 107
	R	(22)
EB	L	(20)
	T	
	R	(143)
WB	L	
	T	
	R	

BO	BK	EX	LN
20	0	0	0
0	0	0	1
143	0	0	0

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

LN	EX	BK	BO
0	1	0	
0	2	0	
0	2	0	
127	131	0	

BO	BK	EX	LN
22	107	0	
0	3	0	
0	3	0	
0	1	0	

14. Puffin Rd & North Access

NB	L	(42)
	T	2 + {66} + (40) = 108
	R	
SB	L	
	T	3 + {41} + (44) = 88
	R	(21)
EB	L	(20)
	T	
	R	(41)
WB	L	
	T	
	R	

BO	BK	EX	LN
20	0	0	0
0	0	0	1
41	0	0	0

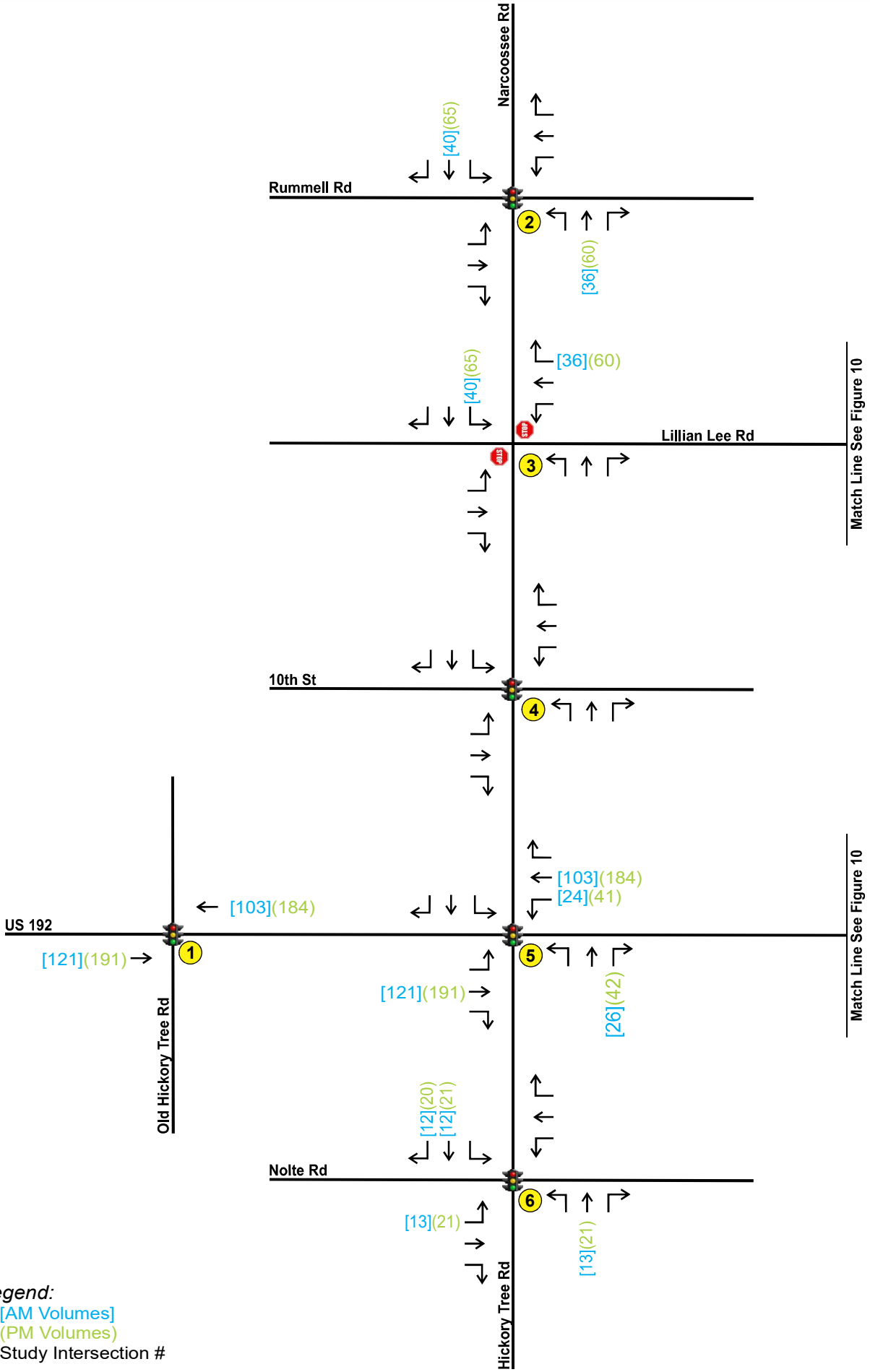
LN	EX	BK	BO
0	0	0	0
0	0	0	0
0	0	0	0

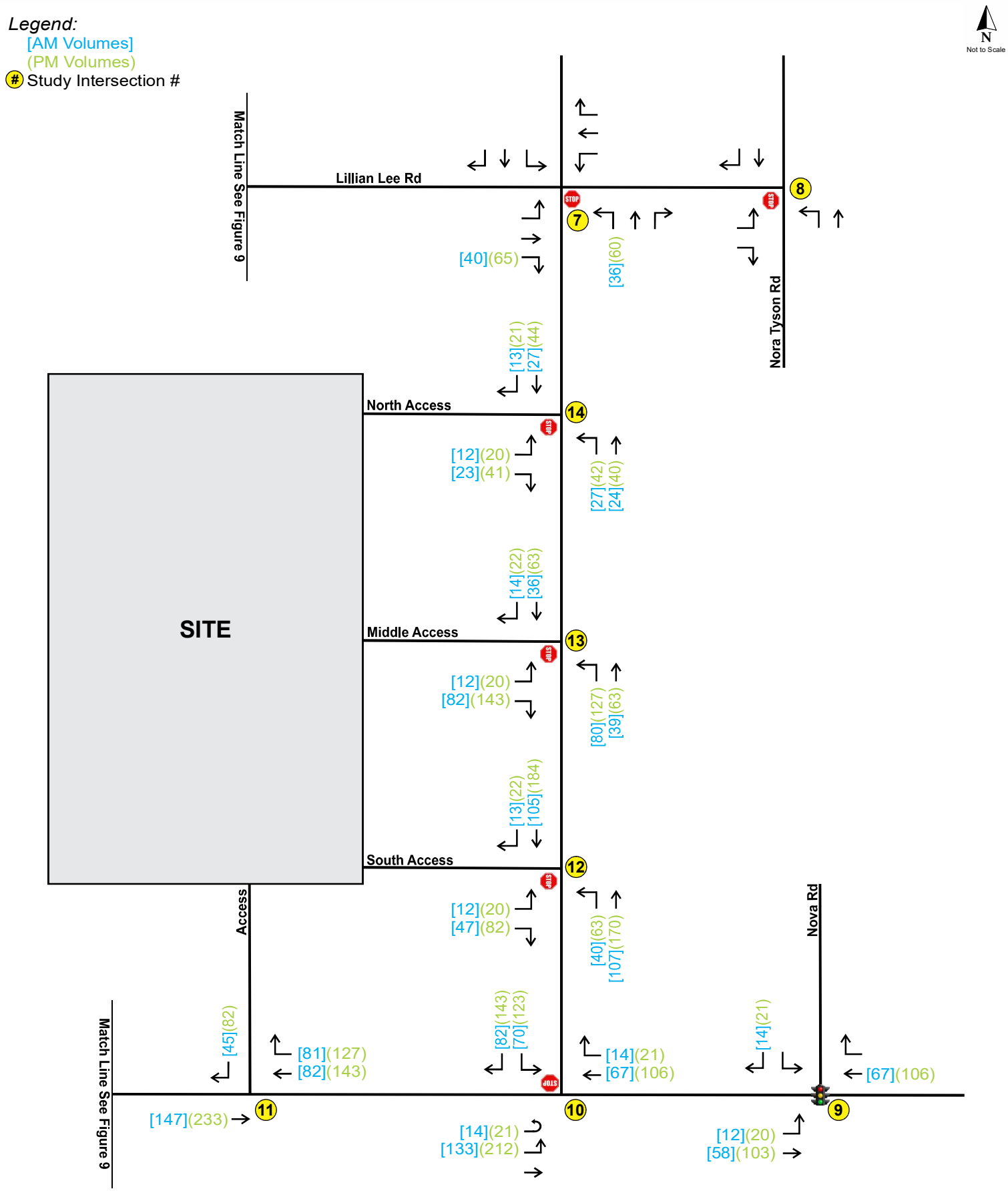
LN	EX	BK	BO
0	1	0	
0	2	0	
0	2	0	
42	108	0	

BO	BK	EX	LN
21	88	0	
0	3	0	
0	3	0	
0	1	0	

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

1 Lanes by movement


N
Not to Scale
Narcoossee Rd
Rummell Rd
[40](65)
[36](60)
Lillian Lee Rd
[40](65)
[36](60)
Match Line See Figure 10
10th St
US 192
[103](184)
[121](191)
[103](184)
[24](41)
[121](191)
[26](42)
Match Line See Figure 10
Old Hickory Tree Rd
[12](20)
[12](21)
Nolte Rd
[13](21)
[13](21)
Hickory Tree Rd
Legend:
[AM Volumes]
(PM Volumes)
Study Intersection


Legend:
[AM Volumes]
(PM Volumes)
Study Intersection
N
Not to Scale
Match Line See Figure 9
Lillian Lee Rd
Nora Tyson Rd
North Access
Middle Access
South Access
Access
Nova Rd
SITE
Match Line See Figure 9
[40](65)
[36](60)
[13](21)
[27](44)
[12](20)
[23](41)
[27](42)
[24](40)
[14](22)
[36](63)
[12](20)
[82](143)
[80](127)
[39](63)
[13](22)
[105](184)
[12](20)
[47](82)
[40](63)
[107](170)
[45](82)
[81](127)
[82](143)
[82](143)
[70](123)
[14](21)
[67](106)
[14](21)
[67](106)
[147](233)
[14](21)
[133](212)
[12](20)
[58](103)
7
8
14
13
12
11
10
9

5.0 CAPACITY ANALYSIS

5.1 Roadway Segments

Roadway segment capacity was analyzed based on the adopted service volumes, capacity, and the corresponding traffic volumes to determine the resulting LOS, as summarized in **Table 7**. The results of the capacity analysis reveal that the following roadway segments are projected to operate below their adopted LOS due to existing and/or background traffic.

- Narcoossee Road, Rummell Road to US 192

The proposed development does not cause any deficiencies on the roadway network.

5.2 Intersections

The study intersections were analyzed in accordance with the methods of the *Highway Capacity Manual (HCM)* as applied in the *Synchro* analytical tool. The *HCM* worksheets are included in **Appendix J**. The analysis results for the existing, background, and buildout conditions are summarized in **Tables 8a** and **8b**, which reveals that two (2) of the intersections are projected to operate below their overall adopted LOS due to existing and/or background traffic and one (1) of the project access driveways. The intersections are noted below:

- Narcoossee Road and Lillian Lee Road
- US 192 and Narcoossee Road
- US 192 and Access

Narcoossee Road and Lillian Lee Road is being evaluated separately for alternate control types. US 192 and the access driveway is projected to experience delays due to the high traffic volume on US 192. However, based on the 95th percentile queue, there is enough storage within the site. Also, the signal at US 192 and Puffin Road will provide gaps to help the flow of traffic exiting the access driveway.

Table 7
Segment Analysis

Seg ID	Segment Information			# of Lns	LOS Std	Peak Cap	2025 Existing Conditions PM Peak				2028 Bkg'd Conditions PM Peak				Proj Dist	Project Trips PM Peak		2028 Buildout Conditions PM Peak			
	Roadway	From	To				NB/EB	SB/WB	V/C	LOS	NB/EB	SB/WB	V/C	LOS		NB/EB	SB/WB	NB/EB	SB/WB	V/C	LOS
540	Hickory Tree Rd	US 192	Nolte Rd	2	D	1,070	589	849	0.79	D	677	976	0.91	D	10%	42	41	719	1,017	0.95	D
541	Narcoossee Rd	Rummell Rd	10th St	4	D	1,760	1,309	1,584	0.90	C	1,505	1,822	1.04	F	15%	61	64	1,566	1,886	1.07	F
589	Narcoossee Rd	10th St	US 192	4	D	1,720	1,344	1,796	1.04	F	1,562	2,087	1.21	F	0%	0	0	1,562	2,087	1.21	F
927	US 192	Mississippi Ave	Narcoossee Rd	6	D	2,810	1,755	1,855	0.66	C	2,034	2,150	0.77	C	45%	191	184	2,225	2,334	0.83	C
920255*	US 192	Narcoossee Rd	Nova Rd	6	D	2,810	1,994	1,741	0.71	C	2,509	2,190	0.89	D	55%	233	224	2,742	2,414	0.98	D

**Existing volumes obtained by multipying AADT x 0.09 (K-Factor) X 0.534 (D-Factor) obtained from FDOT's FTO.*

Table 8a
Intersection Analysis

Int	Intersection		Control	Time		EB		WB		NB		SB		Overall	
#	Major Road	Minor Road		Period	Scenario	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	US 192	Old Hickory Tree Rd	Signal	AM	Existing	23.6	C	30.8	C	65.6	E	58.6	E	34.3	C
					Backg'd	31.0	C	49.6	D	78.8	E	70.1	E	48.1	D
					Buildout	33.2	C	64.7	E	79.5	E	70.8	E	56.0	E
				PM	Existing	22.8	C	25.0	C	53.7	D	53.5	D	28.3	C
					Backg'd	36.8	D	35.7	D	62.0	E	65.2	E	40.1	D
					Buildout	51.4	D	41.4	D	62.9	E	66.2	E	48.8	D
2	Narcoossee Rd	Rummell Rd	Signal	AM	Existing	45.2	D	43.9	D	19.6	B	22.9	C	23.8	C
					Backg'd	45.4	D	44.5	D	27.9	C	33.0	C	31.9	C
					Buildout	45.4	D	44.5	D	29.7	C	35.5	D	33.8	C
				PM	Existing	44.9	D	43.6	D	20.2	C	48.1	D	36.6	D
					Backg'd	45.2	D	44.3	D	28.3	C	118.7	F	75.2	E
					Buildout	45.2	D	44.3	D	31.7	C	123.6	F	78.7	E
3	Narcoossee Rd	Lillian Lee Rd	TWSC	AM	Existing	53.3	F	113.5	F	0.0	A	17.8	C	--	--
					Backg'd	85.7	F	>300	F	0.0	A	34.5	D	--	--
					Buildout	81.5	F	>300	F	0.0	A	35.2	E	--	--
				PM	Existing	60.1	F	36.3	E	14.3	B	14.3	B	--	--
					Backg'd	>300	F	>300	F	16.9	C	24.0	C	--	--
					Buildout	>300	F	>300	F	16.9	C	32.9	D	--	--
4	Narcoossee Rd	10th St	Signal	AM	Existing	37.5	D	39.2	D	21.6	C	17.0	B	21.1	C
					Backg'd	37.1	D	40.1	D	31.5	C	21.1	C	27.7	C
					Buildout	37.1	D	40.1	D	31.5	D	21.1	C	27.7	D
				PM	Existing	39.3	D	42.7	D	32.2	C	24.2	C	29.5	C
					Backg'd	40.6	D	44.8	D	71.3	E	36.2	D	52.0	D
					Buildout	40.6	D	44.8	D	71.3	E	36.2	D	52.0	D
5	US 192	Narcoossee Rd	Signal	AM	Existing	199.1	F	231.5	F	85.7	F	79.1	E	176.9	F
					Backg'd	274.7	F	>300	F	98.4	F	97.5	F	274.8	F
					Buildout	268.5	F	>300	F	96.9	F	97.5	F	288.4	F
				PM	Existing	179.0	F	158.5	F	96.3	F	81.7	F	141.5	F
					Backg'd	>300	F	279.5	F	96.9	F	113.8	F	239.2	F
					Buildout	>300	F	>300	F	119.3	F	113.8	F	277.5	F
6	Nolte Rd	Hickory Tree Rd	Signal	AM	Existing	36.3	D	43.8	D	20.0	C	27.2	C	25.2	C
					Backg'd	69.9	E	54.3	D	31.0	C	44.1	D	45.4	D
					Buildout	76.7	E	54.3	D	32.1	C	46.6	D	48.2	D
				PM	Existing	46.3	D	47.3	D	24.6	C	33.7	C	35.6	D
					Backg'd	80.5	F	49.8	D	32.4	C	52.2	D	54.8	D
					Buildout	93.7	F	50.3	D	34.0	C	59.8	E	62.3	E

Table 8b
Intersection Analysis (Continued)

Int	Intersection		Control	Time		EB		WB		NB		SB		Overall	
#	Major Road	Minor Road		Period	Scenario	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
7	Lillian Lee Rd	Puffin Rd	TWSC	AM	Existing	--	--	7.6	A	10.8	B	--	--	--	--
					Backg'd	8.0	A	7.9	A	13.7	B	13.2	B	--	--
					Buildout	8.0	A	8.0	A	20.2	C	13.6	B	--	--
				PM	Existing	--	--	7.7	A	10.2	B	--	--	--	--
					Backg'd	7.6	A	8.0	A	13.9	B	12.1	B	--	--
					Buildout	7.6	A	8.2	A	20.0	C	12.6	B	--	--
8	Lillian Lee Rd	Nora Tyson Rd	TWSC	AM	Existing	10.1	B	--	--	7.8	A	--	--	--	--
					Backg'd	14.4	B	--	--	8.2	A	--	--	--	--
					Buildout	14.4	B	--	--	8.2	A	--	--	--	--
				PM	Existing	9.8	A	--	--	7.4	A	--	--	--	--
					Backg'd	12.4	B	--	--	7.5	A	--	--	--	--
					Buildout	12.4	B	--	--	7.5	A	--	--	--	--
9	US 192	Nova Rd	Signal	AM	Existing	3.9	A	2.3	A	--	--	34.2	C	3.7	A
					Backg'd	44.3	D	6.0	A	--	--	15.2	B	24.0	C
					Buildout	55.2	E	6.5	A	--	--	15.2	B	29.4	C
				PM	Existing	5.3	A	12.3	B	--	--	18.8	B	8.7	A
					Backg'd	16.1	B	23.4	C	--	--	24.4	C	19.6	B
					Buildout	27.5	C	25.9	C	--	--	24.6	C	26.7	C
10	US 192	Puffin Rd	TWSC	AM	Existing	50.9	F	13.6	B	--	--	--	--	--	--
					Backg'd	140.0	F	17.6	C	--	--	--	--	--	--
			Signal		Buildout	14.8	B	45.5	D	--	--	39.8	D	33.2	C
			TWSC	PM	Existing	43.1	E	20.0	C	--	--	--	--	--	--
					Backg'd	103.2	F	30.7	D	--	--	--	--	--	--
			Signal		Buildout	18.0	B	50.9	D	--	--	60.6	E	35.7	D
11	US 192	Access	TWSC	AM	Buildout	--	--	--	--	--	--	240.8	F	--	--
				PM	Buildout	--	--	--	--	--	--	177.8	F	--	--
12	Puffin Rd	South Access	TWSC	AM	Buildout	11.0	B	--	--	7.9	A	--	--	--	--
				PM	Buildout	12.6	B	--	--	8.2	A	--	--	--	--
13	Puffin Rd	Middle Access	TWSC	AM	Buildout	9.7	A	--	--	7.6	A	--	--	--	--
				PM	Buildout	10.6	B	--	--	7.8	A	--	--	--	--
14	Puffin Rd	North Access	TWSC	AM	Buildout	9.3	A	--	--	7.5	A	--	--	--	--
				PM	Buildout	9.7	A	--	--	7.5	A	--	--	--	--

Average delay expressed in seconds/vehicle

6.0 ACCESS REVIEW

The development is proposed to be served by two (2) full access driveways; one (1) on Puffin Road and one (1) on US 192. US 192 is a 50-mph roadway with 6-lanes. The developer is proposing to construct an exclusive right turn lane on US 192. The Puffin Road connection is a future 2-lane undivided roadway with a proposed speed limit of 30 mph. Puffin Road is projected to have approximately 7,640 daily trips [(306+381)/0.09] meeting the Group 1 Auxiliary Lanes Threshold. This evaluation was performed according to the guidelines of the Osceola County *Land Development Code (LDC) Table 4.4.3-3*, an excerpt of which is provided in **Appendix K**. According to the *LDC*, exclusive turn lanes are not required at the project access driveway on Puffin Road. However, it is recommended that a two-way left turn lane be constructed for vehicles turning left into the site from Puffin Road. The two-way left turn lane would transition into the southbound left turn lane at US 192 and Puffin Road.

US 192 & Puffin Road

As mentioned in previous sections, this development will extend Puffin Road to US 192 and a signal will be constructed at the intersection. Additionally, the following improvements will be made at the intersection:

- The existing eastbound right turn lane will be extended.
- A westbound right turn lane will be constructed.
- A southbound left turn will be constructed.
- A southbound right turn will be constructed.

Eastbound Left

Design Speed = 55 mph

Deceleration = 350 feet (per FDM Exhibit 212-1 provided in **Appendix L**)

95th Percentile Queue Storage = 20.6 *25 feet (Vehicle Length) = 515 feet

Total Lane Length = 515 + 350 = 865 feet

The existing 335-foot eastbound left turn lane will be extended approximately 530 feet, for a total eastbound left turn lane of approximately 865 feet. There is an existing westbound left turn lane at Tay West Drive. The eastbound left will be extended as far west as possible, so as not to conflict with that left turn lane.

Westbound Right

Design Speed = 55 mph

Deceleration = 350 feet

An exclusive 350-foot westbound right turn lane will be constructed.

Southbound Left

Design Speed = 30 mph

Deceleration = 120 feet

95th Percentile Queue Storage = 7.9 *25 feet (Vehicle Length) = 198 feet (Use 200 feet)

Total Lane Length = 120 + 200 = 320 feet

An exclusive 320-foot southbound left turn lane will be constructed.

Southbound Right

Design Speed = 30 mph

Deceleration = 120 feet

An exclusive 120-foot southbound right turn lane will be constructed.

7.0 ALTERNATIVE TRANSPORTATION MODES

A review of pedestrian, bicycle, and transit facilities was conducted. This review consists of a visual inventory of available facilities to determine the context of alternative transportation modes in the vicinity of the proposed development.

7.1 Sidewalks and Pedestrian Facilities

A survey of existing sidewalks and pedestrian facilities was conducted using aerial photography and from information gathered during a field survey of the study area. Sidewalks are available on the north side of US 192. Puffin Road is not improved with sidewalks.

7.2 Bicycle Facilities

The study area was reviewed using recent aerial photography during field visits to identify and verify bicycle facilities in the area. The review revealed that there are dedicated on-road bicycle lanes on US 192 but are not planned on Puffin Road.

7.3 Transit Services

Lynx provides regional bus service throughout Central Florida with a variety of transit services including express buses, regional bus routes, local bus routes, local circulators, and specialized services for the disadvantaged. A review of the latest Lynx System Map reveals that the closet bus route, Lynx Route 10, travels along US 192 to as far east as Old Hickory Tree Road and includes a bus stop approximately 1.5-miles from the site. A complete Lynx service map is included in **Appendix M**.

8.0 STUDY CONCLUSIONS

This traffic analysis was conducted to evaluate the impacts of Puffin Big Box Retail, a commercial development. The site is located north of US 192 and west of Puffin Road, in City of St. Cloud, Florida.

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

Summary of Findings

- The proposed development is projected to generate 9,528 net new external daily trips, of which 501 trips occur during the AM peak hour, and 832 trips occur during the PM peak hour.
- A review of roadway capacity conditions reveals that the proposed development does not cause any deficiencies on the roadway network.
- The proposed development does not cause adverse operations at the offsite intersections.
- The access driveway on US 192 is projected to experience delays in the southbound approach due to the heavy traffic volume on US 192. However, based on the 95th percentile queue, there is enough storage within the site. Also, the signal at US 192 and Puffin Road will provide gaps to help the flow of traffic exiting the access driveway.
- Turn lanes are not warranted at the access driveways on Puffin Road; however, a northbound two-way left turn lane is recommended at the south access.
- The developer is proposing to construct a 350-foot exclusive right turn lane at the project access on US 192.

APPENDICES

Appendix A
Site Plan/Information

GRAPHIC SCALE

80 0 40 80 160

(IN FEET)
1 inch = 80 ft.

NOTE
ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988

LEGEND

- EXISTING GRADE
- PROPOSED STORM INLET
- PROPOSED STORM INLET
- PROPOSED STORM DRAIN
- PROPOSED SANITARY SEWER (SS)
- WM — PROPOSED WATER MAIN (WM)
- FM — PROPOSED FORCE MAIN (FM)
- RU — PROPOSED REUSE WATER MAIN (RU)
- PROPOSED SANITARY MANHOLE (SMH)
- PROPOSED FIRE HYDRANT ASSEMBLY (F.H.A)
  1–TEE AS REQUIRED
  1–6" GATE VALVE
  6" PVC C–900 AS REQUIRED
  1–FIRE HYDRANT
- UTILITY EASEMENT
- INGRESS/EGRESS & UTILITY EASEMENT

POND A (WET)	
DESIGN STORM	STAGE FT.
10 YEAR – 24 HOUR	74.22
10 YEAR – 72 HOUR	74.69
100 YEAR – 72 HOUR	75.24

POND A (WET)
TOB 76.10
CWL 72.00
BTM 50.00

POND A1 (DRY)	
DESIGN STORM	STAGE FT.
10 YEAR – 24 HOUR	74.55
10 YEAR – 72 HOUR	74.69
100 YEAR – 72 HOUR	75.35

POND A1 (DRY)
TOB 74.50
BTM 73.00

POND A2 (DRY)	
DESIGN STORM	STAGE FT.
10 YEAR – 24 HOUR	74.51
10 YEAR – 72 HOUR	74.69
100 YEAR – 72 HOUR	75.35

POND A2 (DRY)
TOB 74.50
BTM 73.00

RETAIL
LOT 1
24.523 ACRES +/-

Health/Fitness Club

Strip Retail

Coffee Shop w/Drive-Through Window

Fast-Food Restaurant w/Drive-Through Window

Fast-Food Restaurant w/Drive-Through Window

Fast-Food Restaurant w/Drive-Through Window

PROP BANK 3,300 SF

PROP. 10'X20' SIGN EASEMENT

30' INGRESS/ EGRESS–1

30' INGRESS/ EGRESS–2

PROP. INGRESS/EGRESS & UTILITY EASEMENT

PROP. UTILITY EASEMENT

STREET A

STREET B

STREET C

PUFFIN ROAD (66' R/W DEDICATION)

E. IRLO BRONSON HWY/U.S. HWY 441/192 (200.00' R/W)

OLD ROAD

TRACT C–STORMWATER POND

CANOPY WALK – PHASE 1 PLAT BOOK 25, PAGE 157-161

ASHTON PARK PLAT BOOK 13, PAGE 157-158

LOT	ACREAGE	PLANNED USE	OWNERSHIP & MAINTENANCE
1	17.40 AC	COMMERCIAL	PRIVATE
2	1.81 AC	COMMERCIAL	PRIVATE
3	0.95 AC	COMMERCIAL	PRIVATE
4	0.90 AC	COMMERCIAL	PRIVATE
5	0.80 AC	COMMERCIAL	PRIVATE
6	1.92 AC	COMMERCIAL	PRIVATE
7	0.79 AC	COMMERCIAL	PRIVATE
8	0.89 AC	COMMERCIAL	PRIVATE
9	4.25 AC	COMMERCIAL	PRIVATE
10	0.06 AC	LIFT STATION	TOHO WATER AUTHORITY
11	10.09 AC	WATER MANAGEMENT	PROPERTY OWNER'S ASSOC.

Line Table

Line #	Length	Bearing
L1	20.000	S89° 58' 30.34"E
L2	20.001	S0° 01' 29.66"W
L3	20.000	S89° 58' 30.34"E
L4	7.500	S89° 58' 30.34"E
L5	14.995	N0° 01' 29.66"E
L6	7.500	S89° 58' 30.34"E
L7	32.390	N0° 01' 29.66"E
L8	10.527	N57° 50' 14.21"W
L9	50.000	S32° 09' 45.79"W
L10	27.787	S57° 50' 14.21"E
L11	77.189	N89° 58' 30.34"W
L13	8.564	N90° 00' 00.00"E

Line Table

Line #	Length	Bearing
L14	47.065	N21° 02' 30.31"E
L15	83.327	N0° 01' 29.66"E
L16	23.280	S89° 58' 30.34"E
L17	50.001	N0° 15' 01.24"W
L18	37.200	S89° 58' 30.34"E
L19	32.437	S45° 00' 00.00"E
L20	55.079	N90° 00' 00.00"E
L21	37.568	S57° 50' 14.21"E
L22	95.167	S89° 59' 57.13"W
L23	49.006	N45° 00' 00.00"W

PSP25-00004

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CHECKED	RN	SCALE	AS SHOWN
CAD#	(see stamp)	DATE	10/9/25

SEC.	5 & 8
TWP.	26 S
RANGE	31 E

DATE	BY	REVISIONS

8 BROADWAY, SUITE 104, KISSIMMEE, FLORIDA 34741-5708
PHONE: (407) 847-0433
ENGINEERING FAX: (321) 442-1045 SURVEY FAX: (407) 847-2499
ENG. CERT. OF AUTHOR. No. 3265/SUR. CERT. OF AUTHOR. No. 3270
ENGINEERING, SURVEYING AND PLANNING
Hanson, Walter & Associates, Inc.

PRELIMINARY SUBDIVISION PLAN FOR PUFFIN ROAD COMMERCIAL

OVERALL PRELIMINARY SUBDIVISION PLAN

This item has been digitally signed and sealed by Robert L. Newberry, P.E. on the date adjacent to the seal.

Signature must be verified on any electronic copies.

SHEET No 04 of 08

JOB No 5450-05

I:\5450-05\ENGINEERING\CADD\PLANS\PSP\S-5450-05 PRELIMINARY SUBDIVISION PLAN.dwg • Oct 14, 2025 - 3:17pm • plotted by RSouser

Appendix B
Methodology Correspondence

Appendix A. – Methodology Form.

☐ 1. Project Name: 25117.01.01 Puffin Big Box Retail

☐ 2. Project Description: Puffin Big Box Retail

located northwest of US 192 and Bur Oak Boulevard in the Osceola County, Florida. It is a mix-use development that includes retail, restaurants, medical and day care center.

☐ . Attach Location Map. If Tier 2, show 2-mile radius. See Attachments

☐ 4. Attach Site Plan. See Attachments

☐ 5. Buildout Year: 2028

☐ 6. TIA Tier: 2

☐ 7. AM and PM Peak Hour Trips: 726 AM and 788 PM Peak Hour Trips

☐ 8. ITE Land Use Code from the latest ITE manual: 565, 720, 820, 822, 934, 937 and 945

☐ 9. ITE Time Period from the latest ITE manual: 7AM-9AM and 4PM-6PM

☐ 10. Attach Trip Generation Summary Table. See Attachments

☐ 11. Travel Demand Model: See model plot and trip distribution in the Attachments

☐ 12. List of Intersections included in the TIA: See Attachments

☐ 13. List of Road segments to be included in the TIA: See Attachments

☐ 14. Planned and Programmed Improvements:

-Osceola County is conducting a Project Development and Environment (PD&E) study for widening of Nova Road (2-lanes to 4 lanes divided roadway) from US 192 to the future Sunbridge Parkway, approximately 5 miles. The project is funded for Fiscal year 2026.

Appendix C
Trip Generation Information

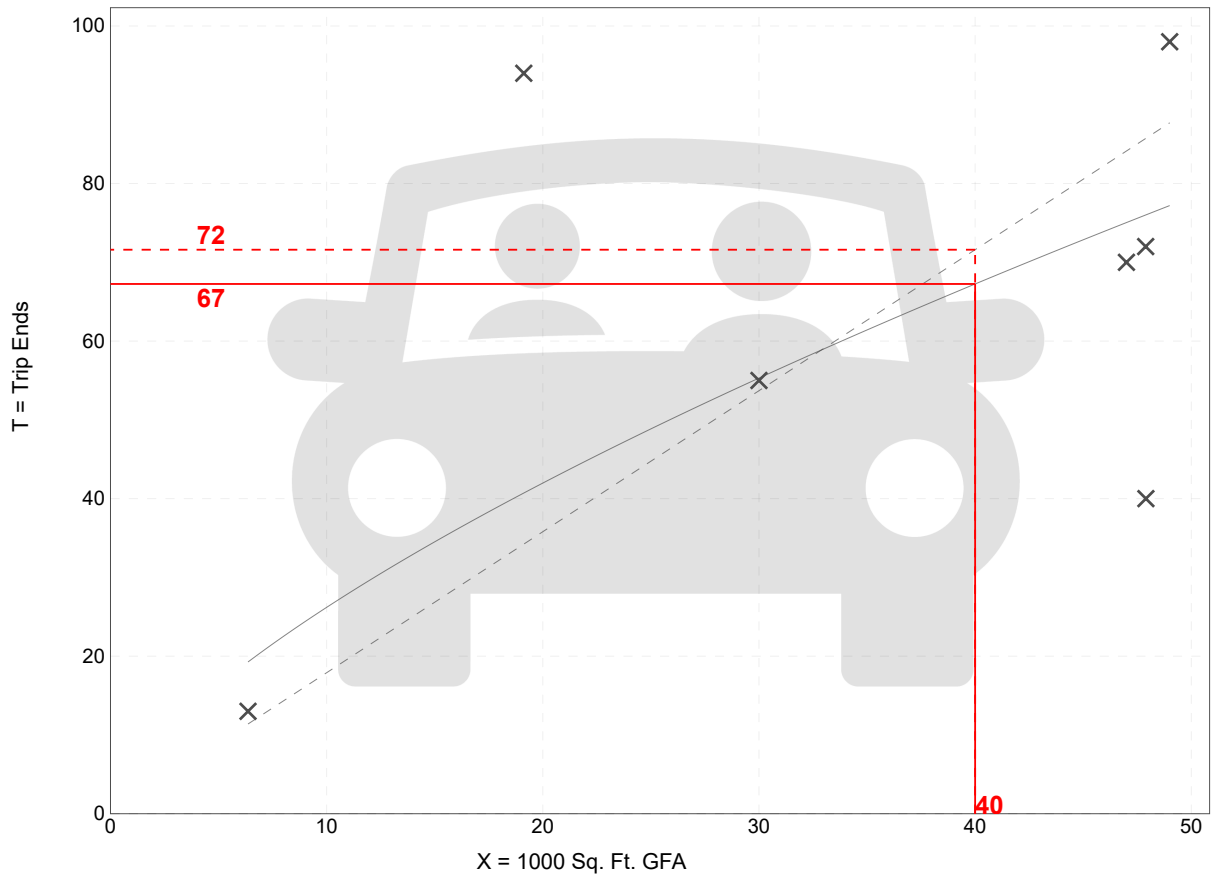
Health/Fitness Club
(492)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 35
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.79	0.84 - 4.92	1.07

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.68 Ln(X) + 1.70 **R^2= 0.55**

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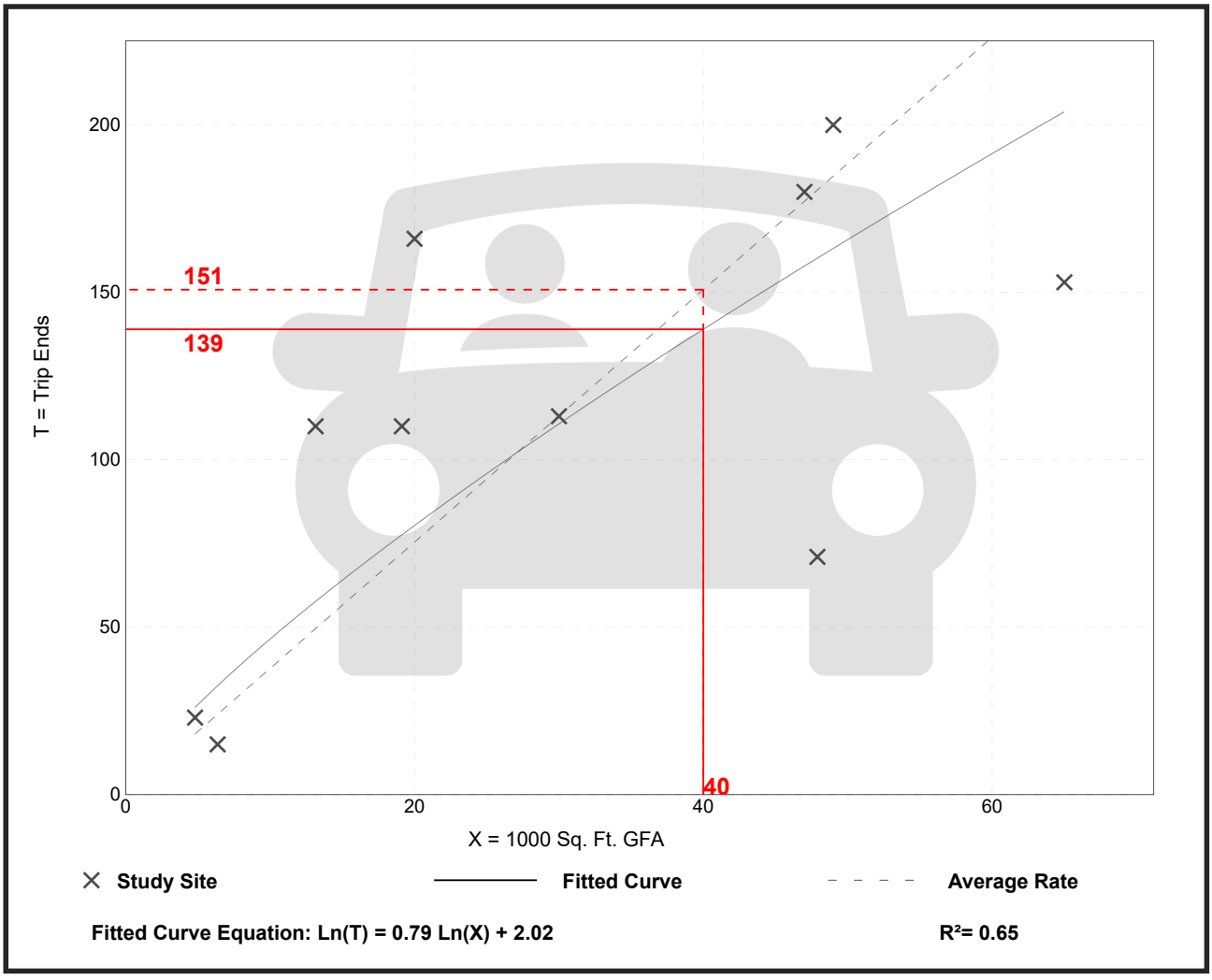
Health/Fitness Club
(492)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 30
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.77	1.48 - 8.37	2.07

Data Plot and Equation



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Health/Fitness Club
(492)

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

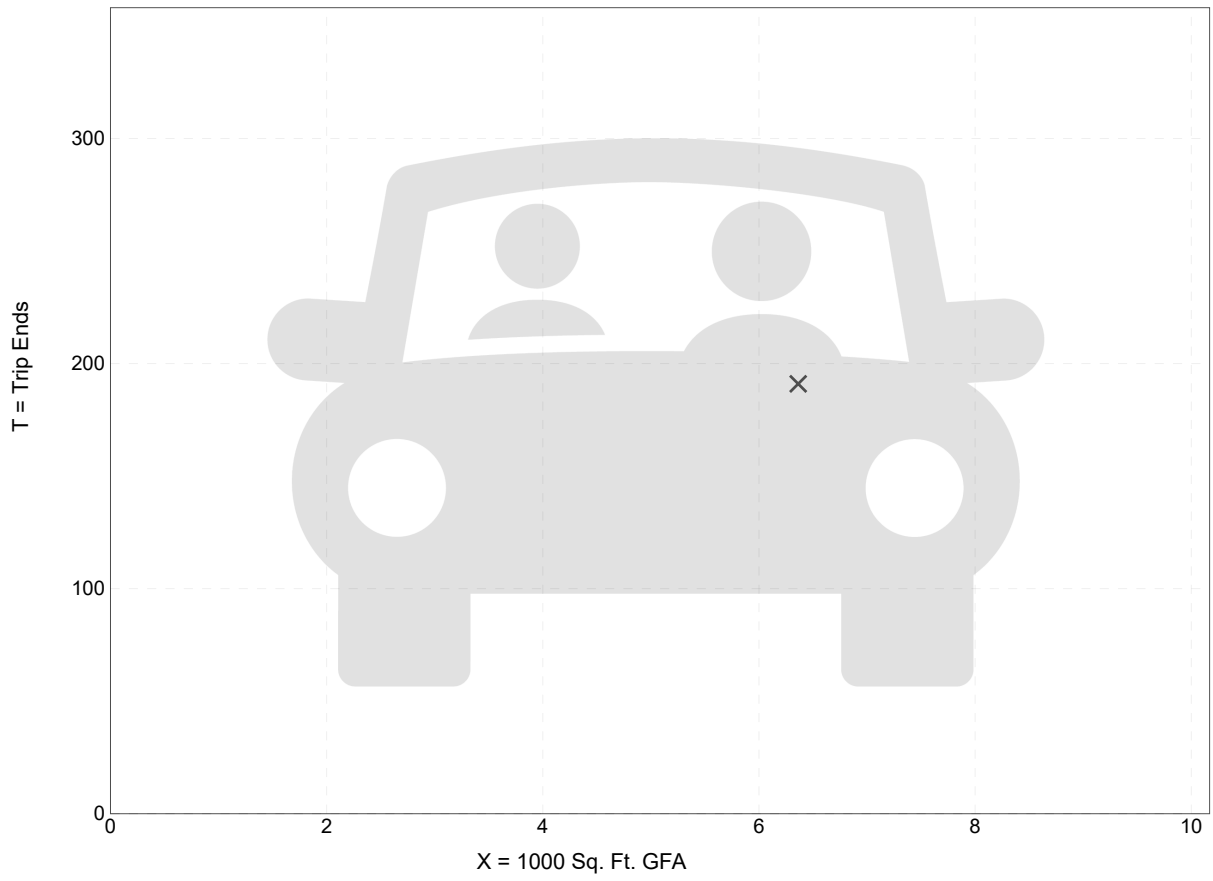
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
30.02	30.02 - 30.02	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

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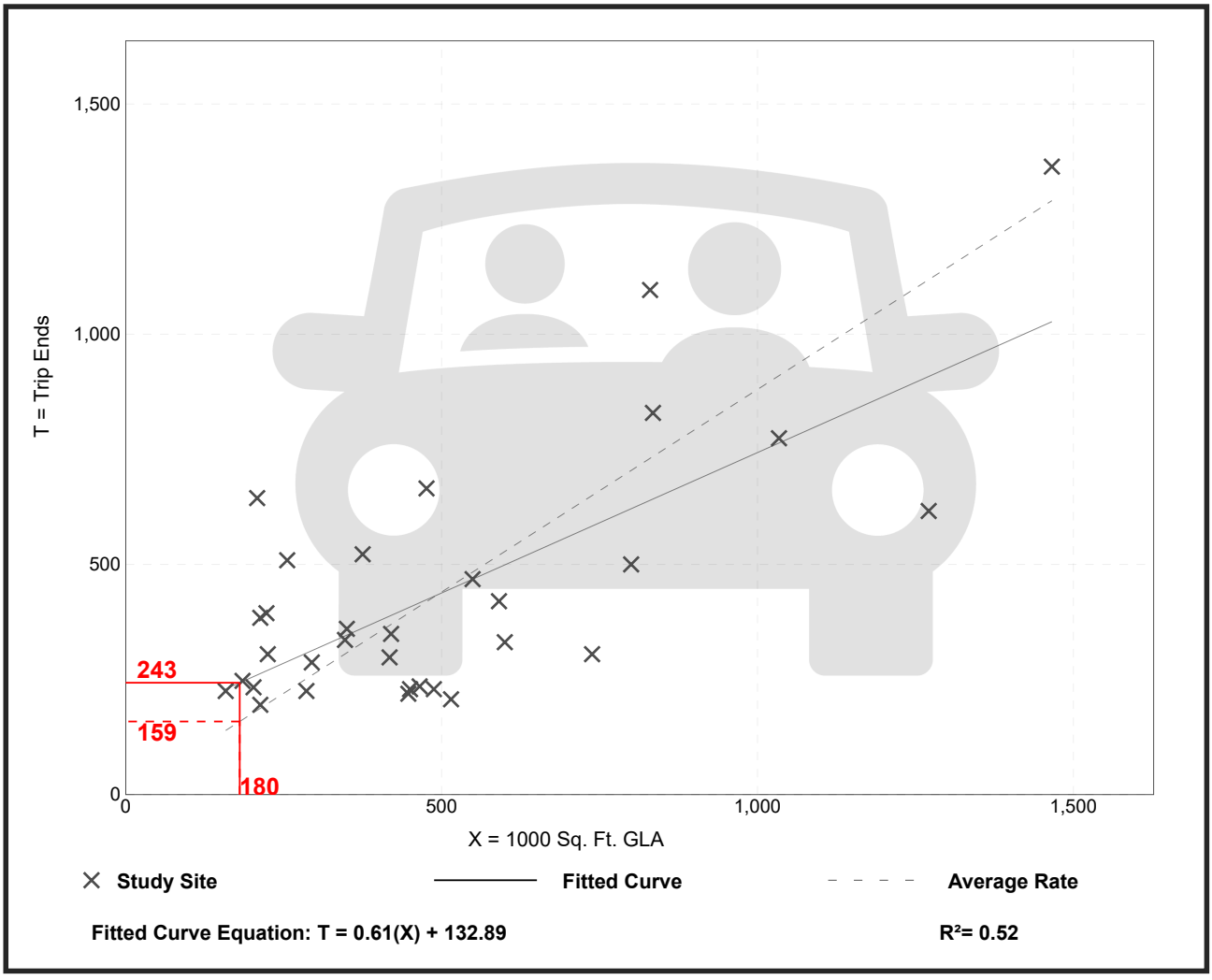
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	32
Avg. 1000 Sq. Ft. GLA:	498
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.88	0.40 - 3.10	0.45

Data Plot and Equation



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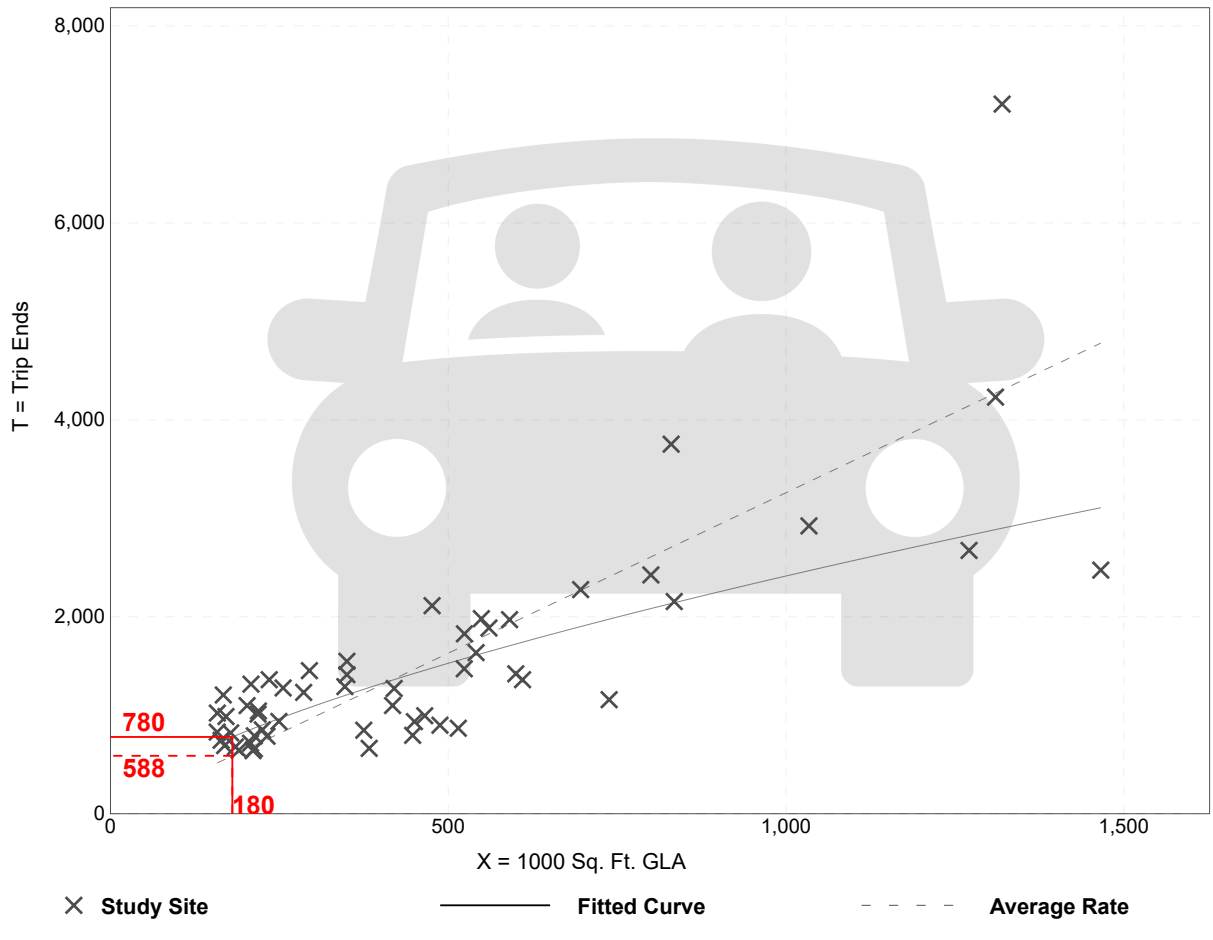
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 55
Avg. 1000 Sq. Ft. GLA: 460
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.26	1.57 - 7.22	1.25

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 3.23 **R^2= 0.63**

Shopping Center (>150k)
(820)

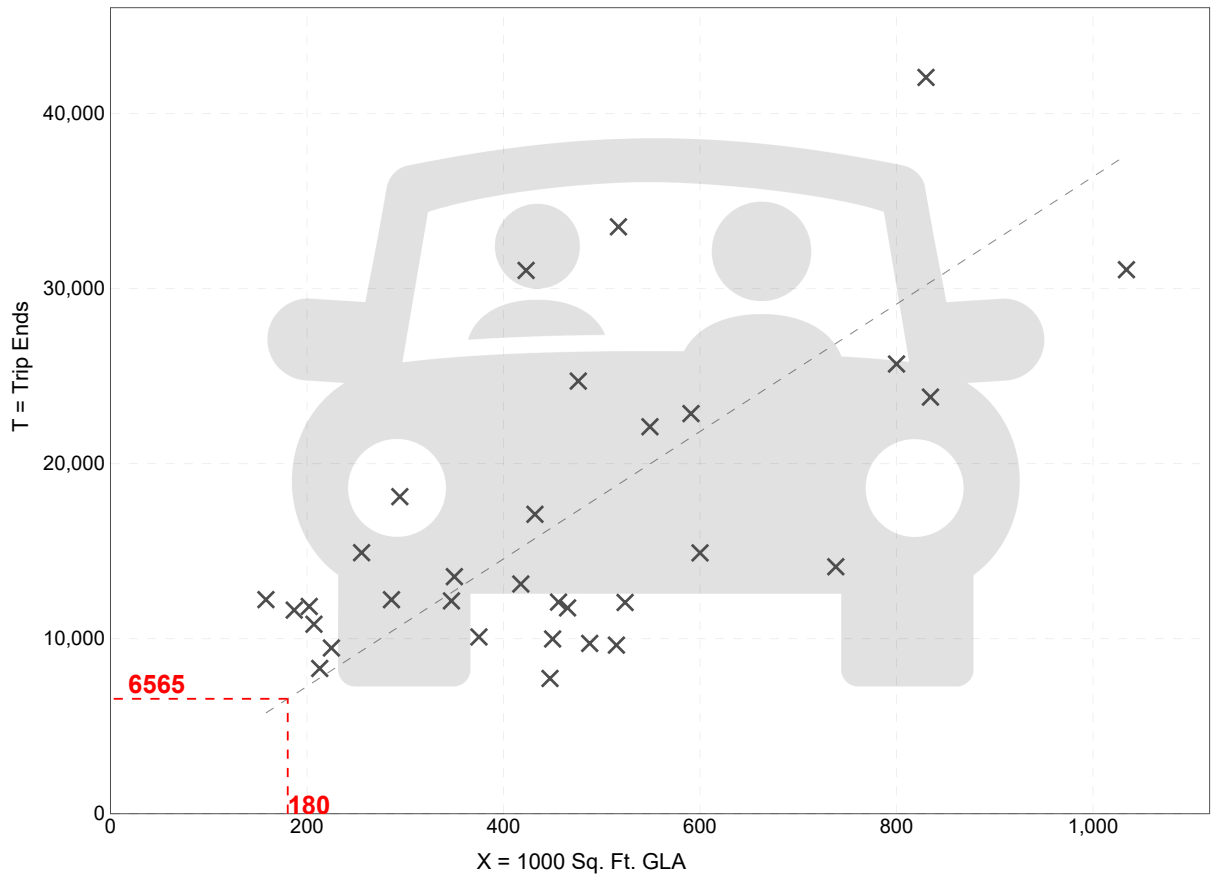
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 32
Avg. 1000 Sq. Ft. GLA: 459
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
36.39	17.27 - 77.31	15.38

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

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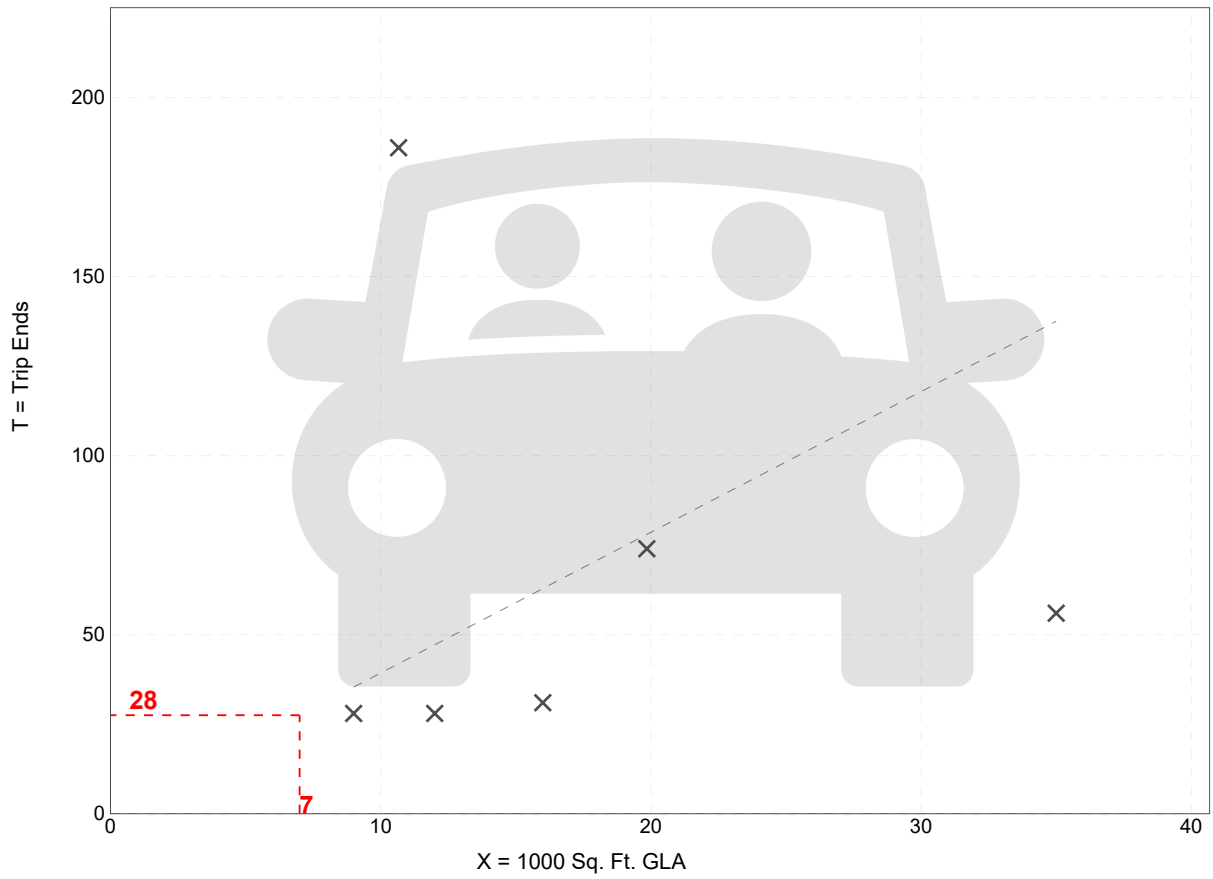
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 17
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

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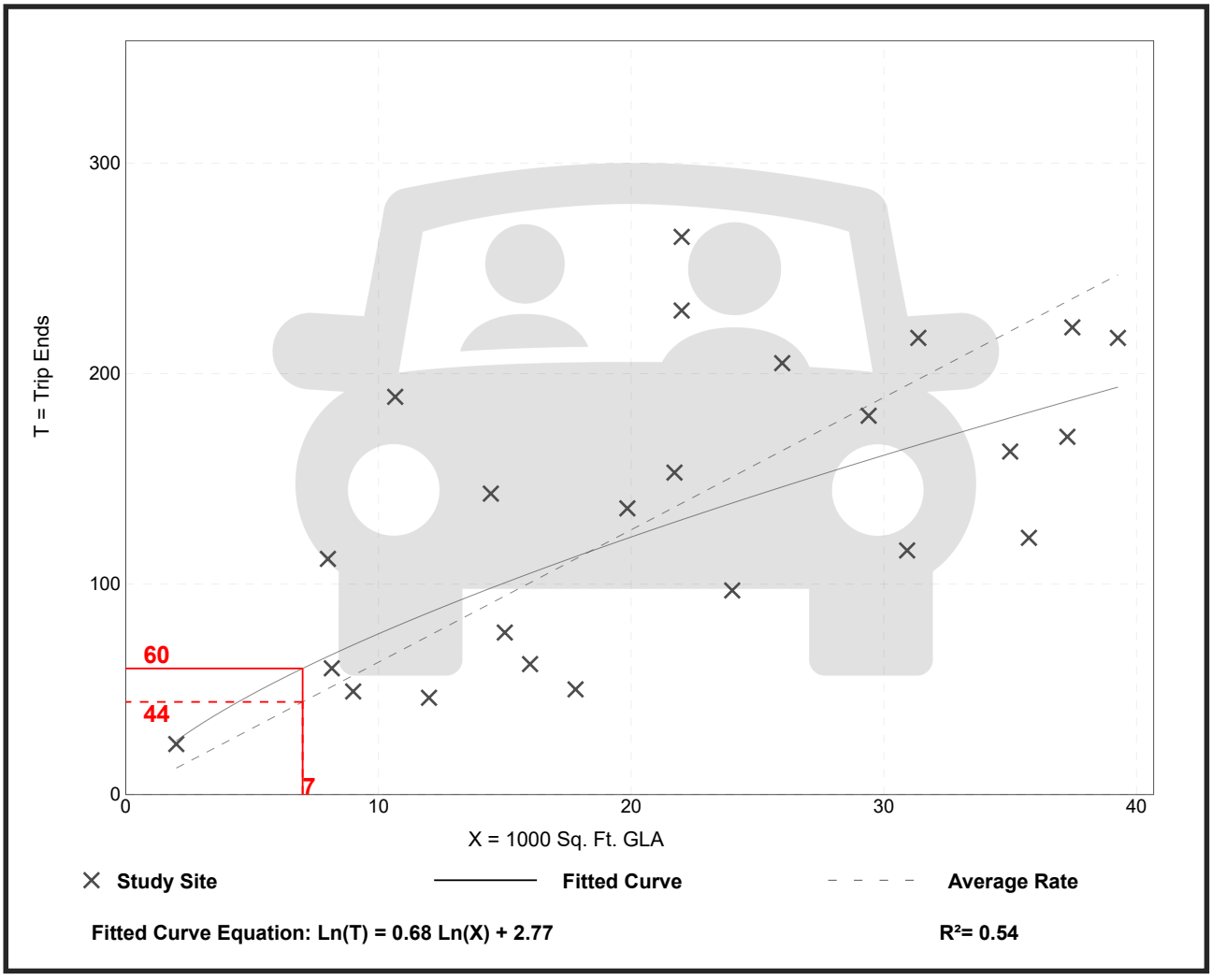
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 24
Avg. 1000 Sq. Ft. GLA: 22
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



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Strip Retail Plaza (<40k)
(822)

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

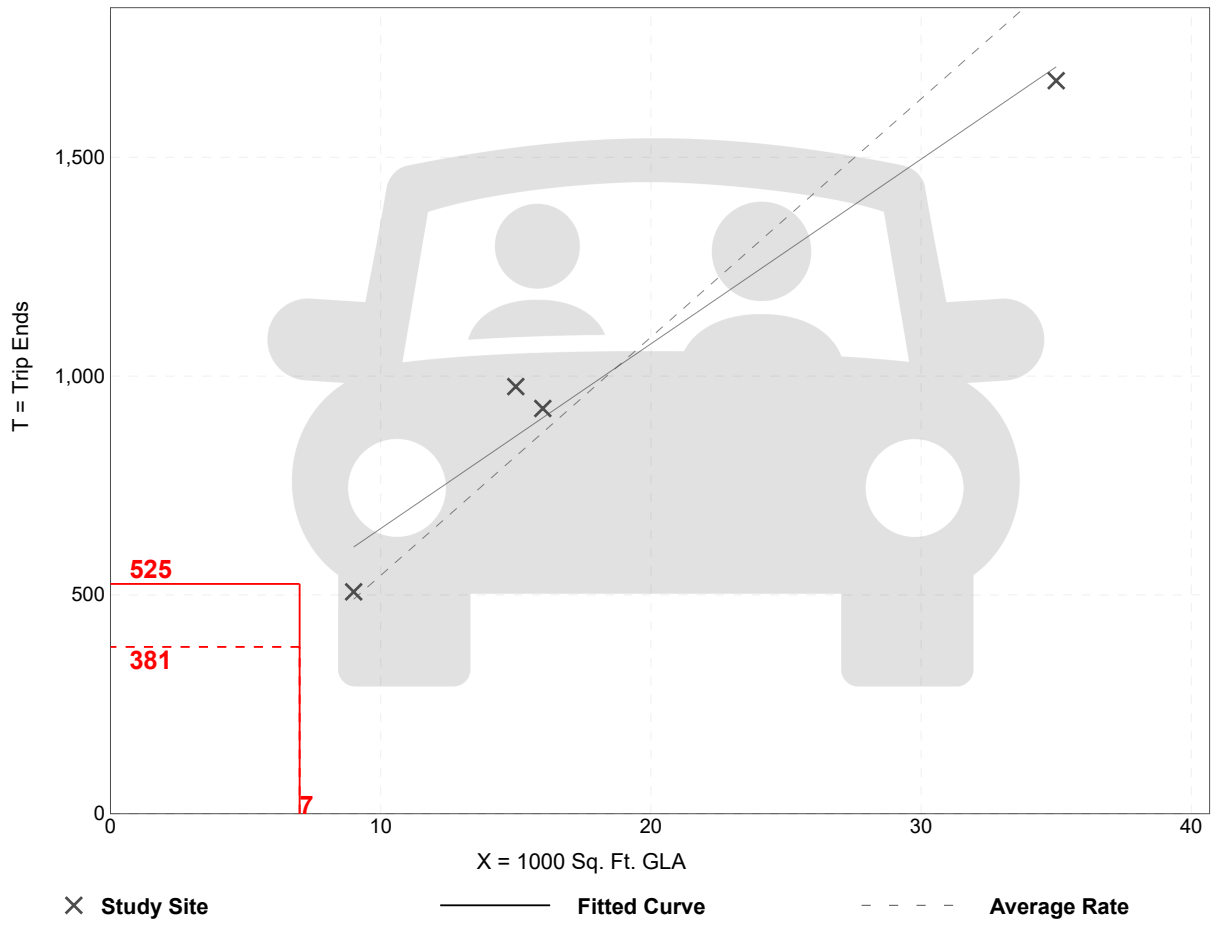
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: T = 42.20(X) + 229.68 **R^2= 0.96**

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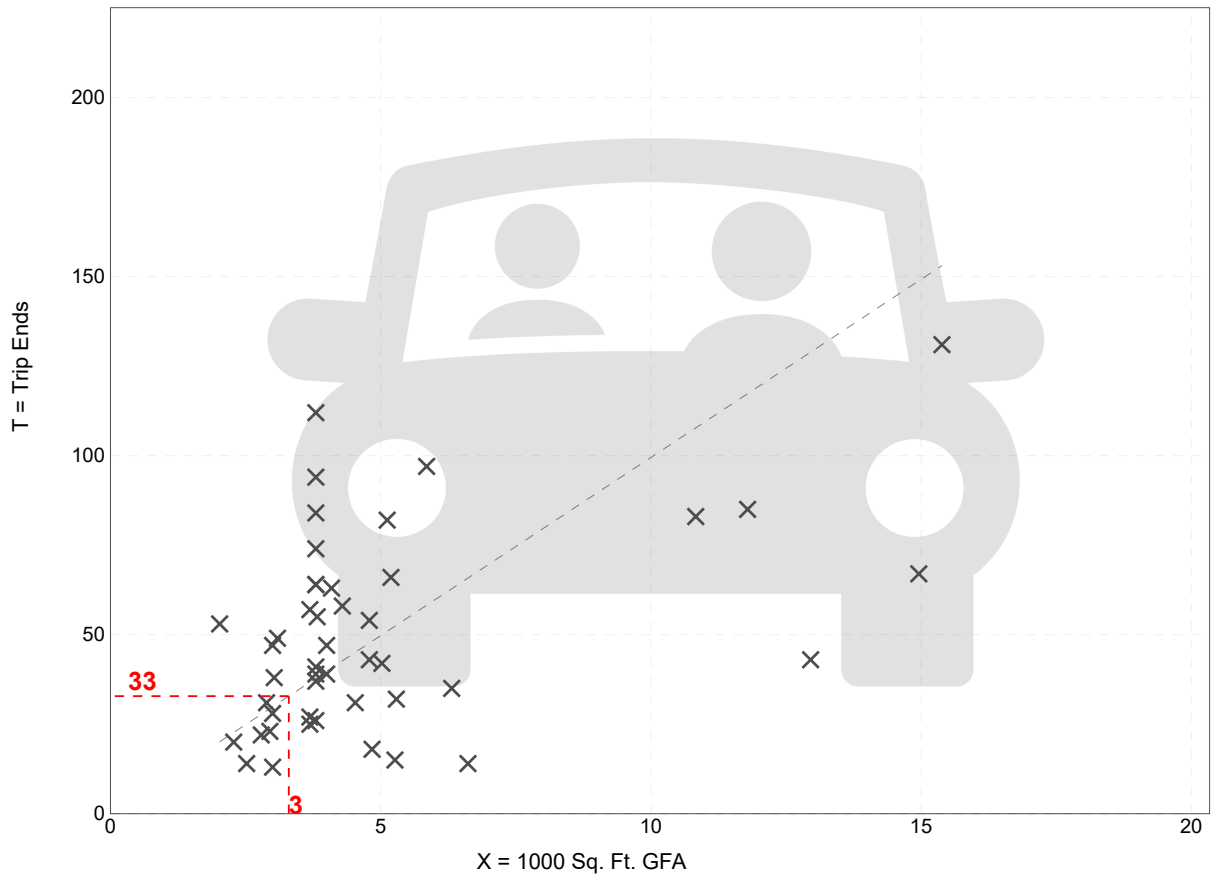
Drive-in Bank
(912)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 46
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.95	2.12 - 29.47	5.89

Data Plot and Equation



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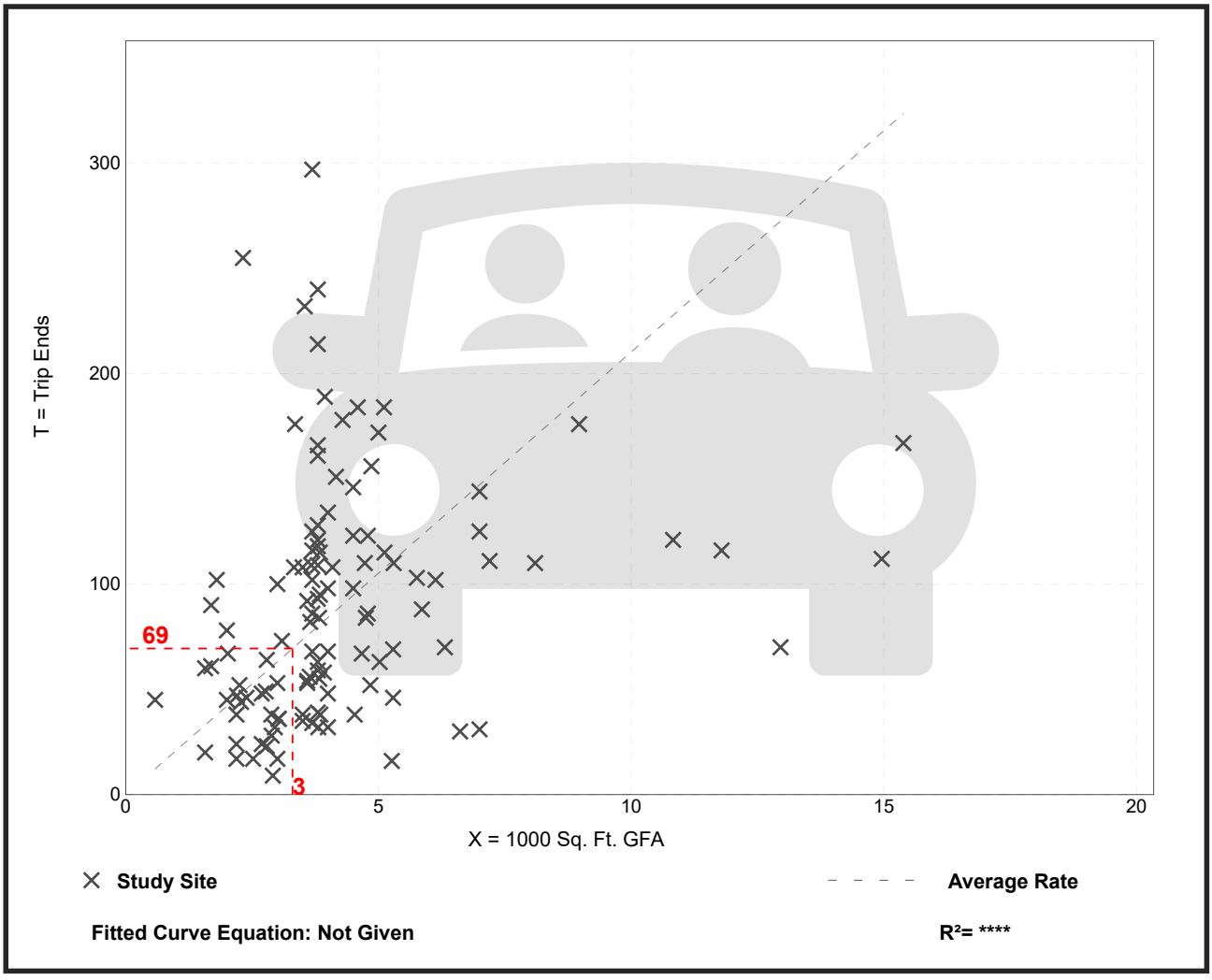
Drive-in Bank
(912)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 116
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.03	3.04 - 109.91	15.06

Data Plot and Equation



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

Drive-in Bank
(912)

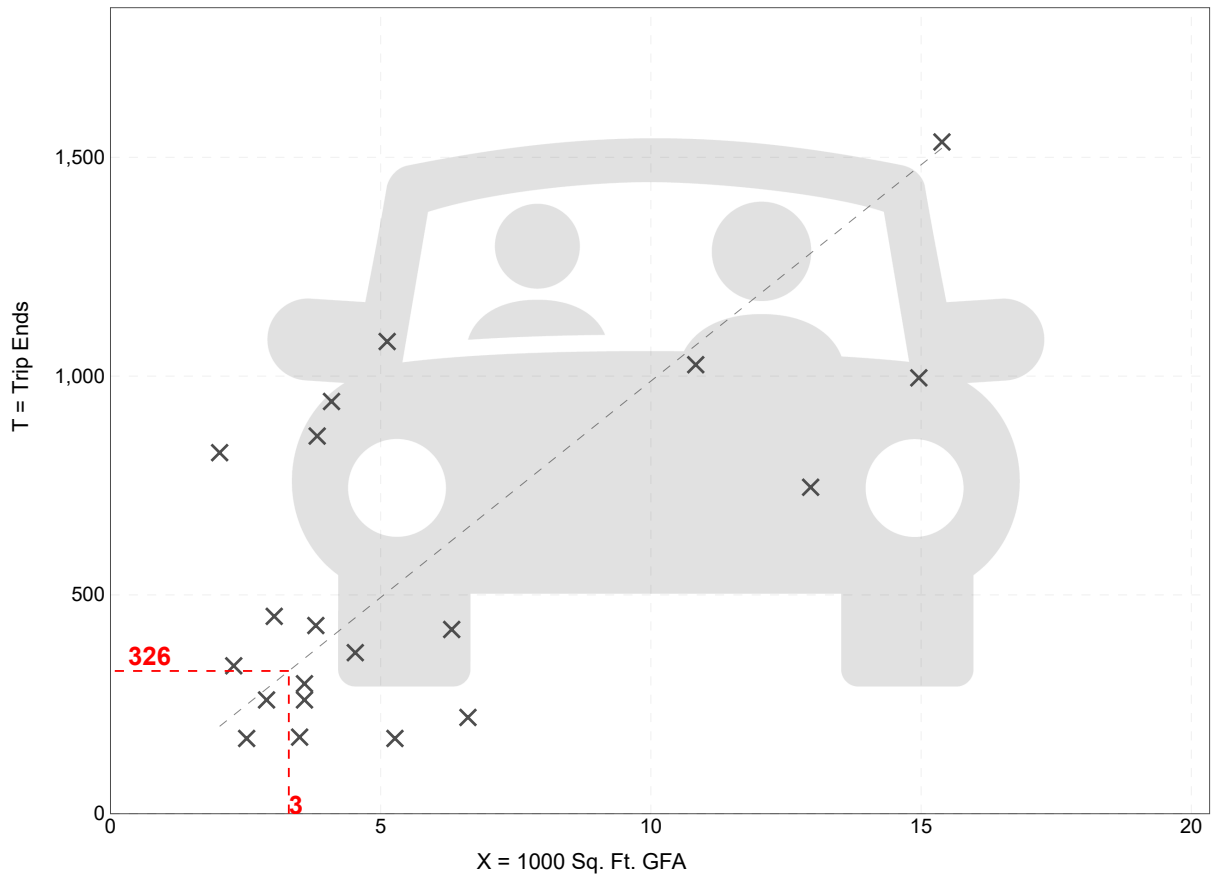
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
98.85	32.67 - 408.42	68.06

Data Plot and Equation



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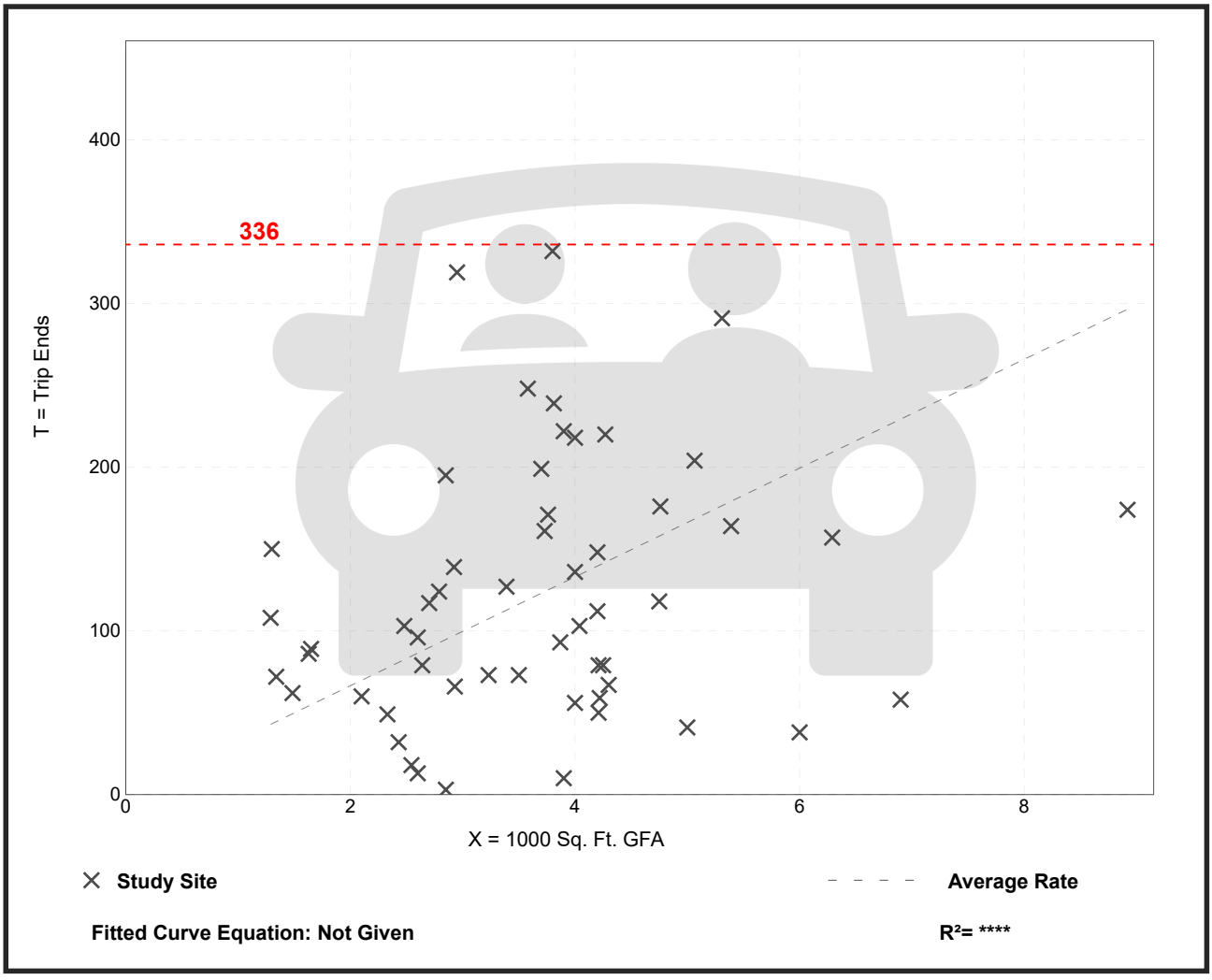
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	55
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.24	1.05 - 115.38	22.70

Data Plot and Equation



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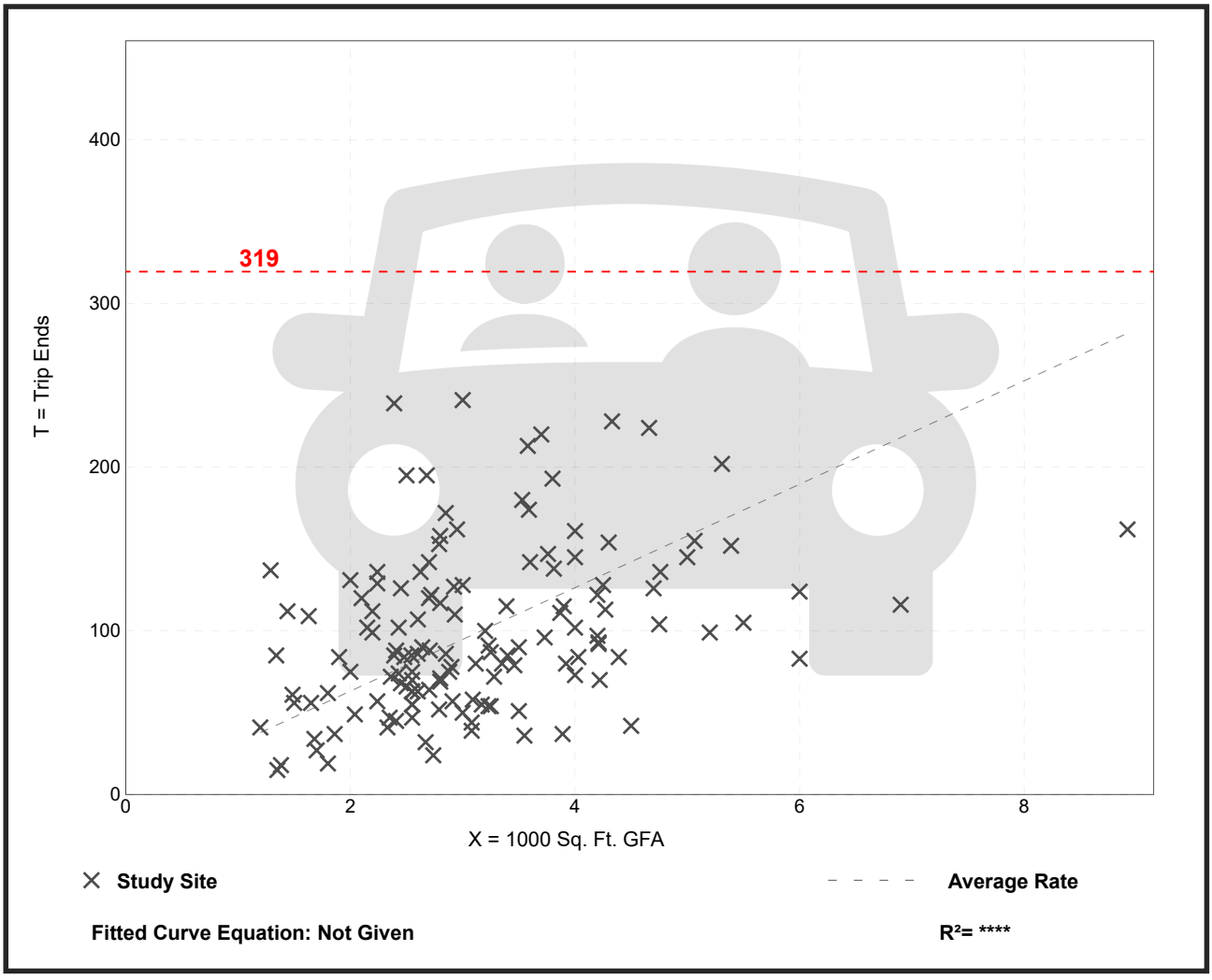
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 139
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
31.60	8.77 - 106.20	16.21

Data Plot and Equation



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

Fast-Food Restaurant with Drive-Through Window
(934)

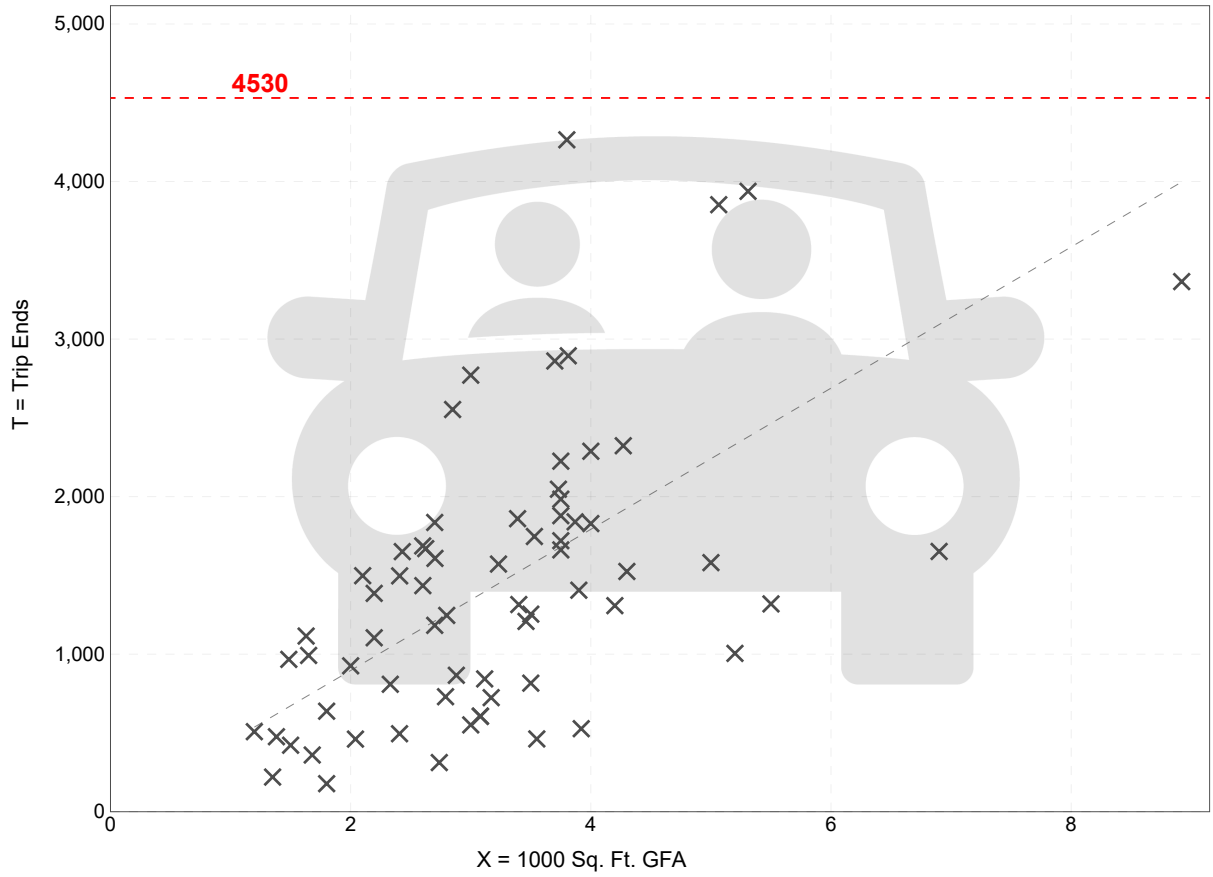
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 68
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
448.12	98.89 - 1122.37	217.66

Data Plot and Equation



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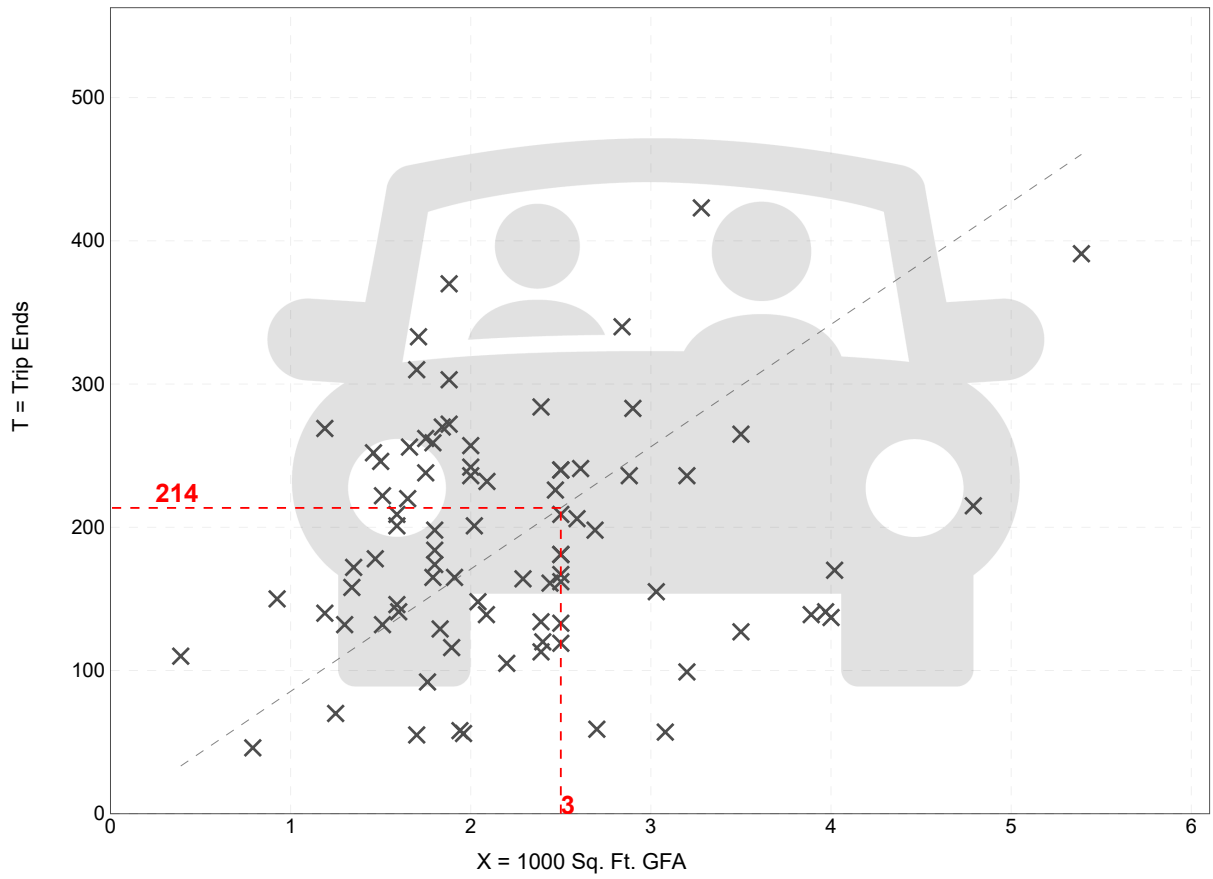
Coffee/Donut Shop with Drive-Through Window
(937)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 84
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
85.41	18.51 - 282.05	44.24

Data Plot and Equation



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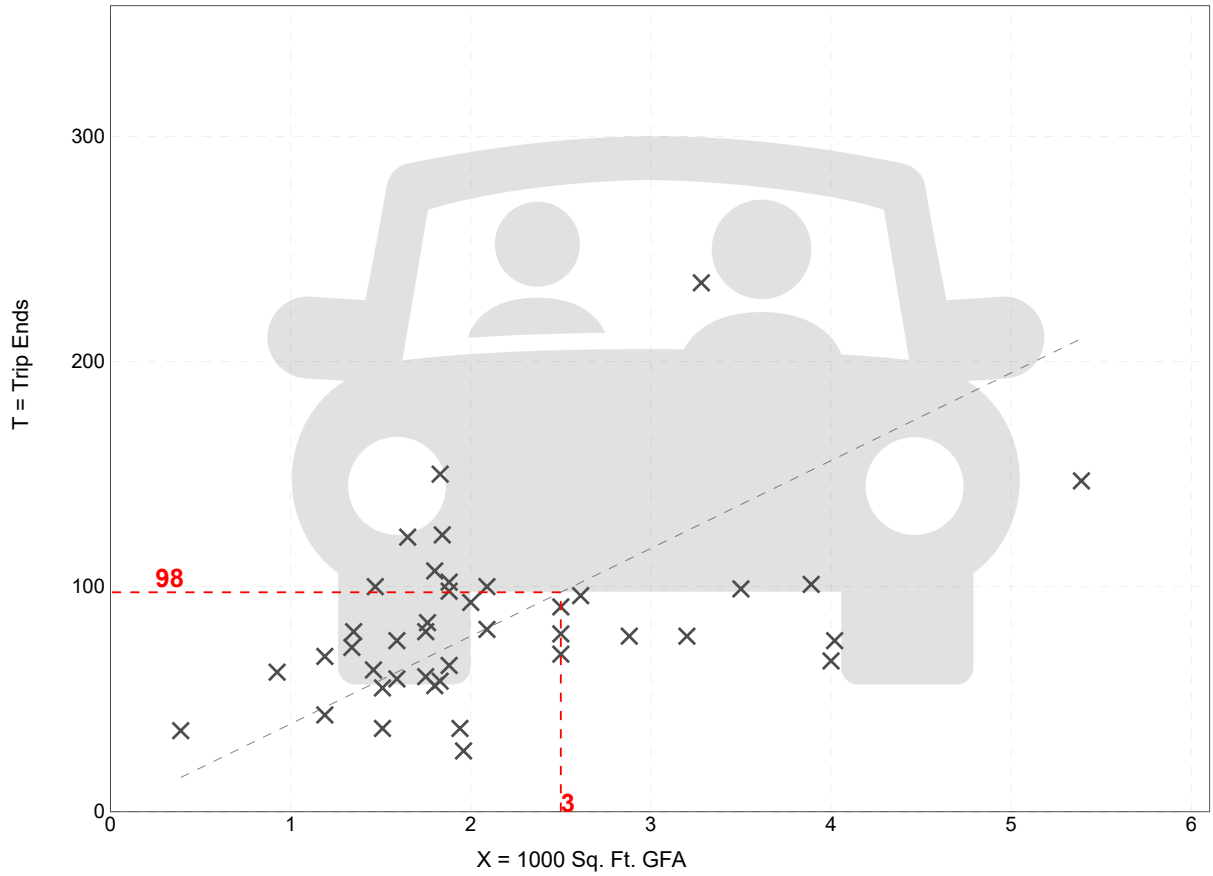
Coffee/Donut Shop with Drive-Through Window
(937)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
39.00	13.78 - 92.31	17.60

Data Plot and Equation



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Coffee/Donut Shop with Drive-Through Window
(937)

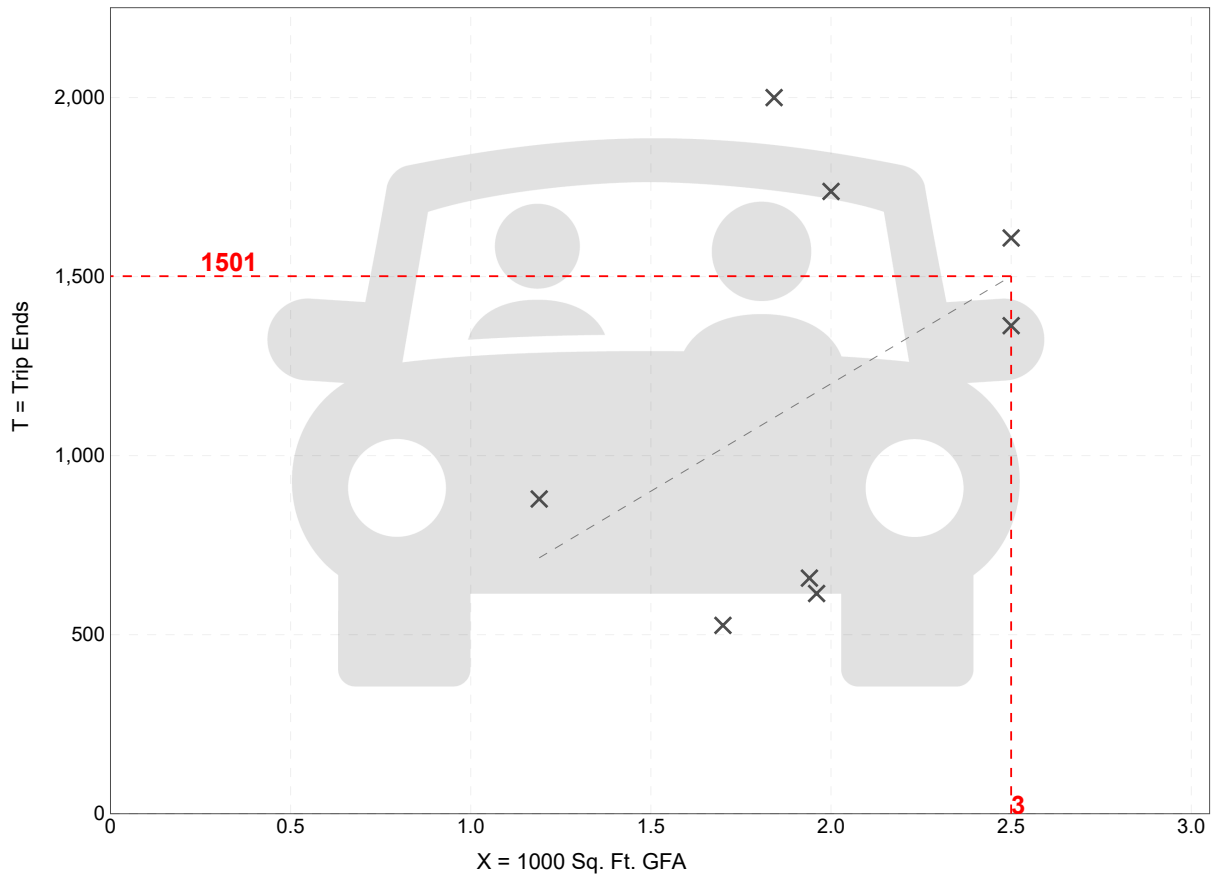
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
600.50	309.41 - 1085.78	277.14

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

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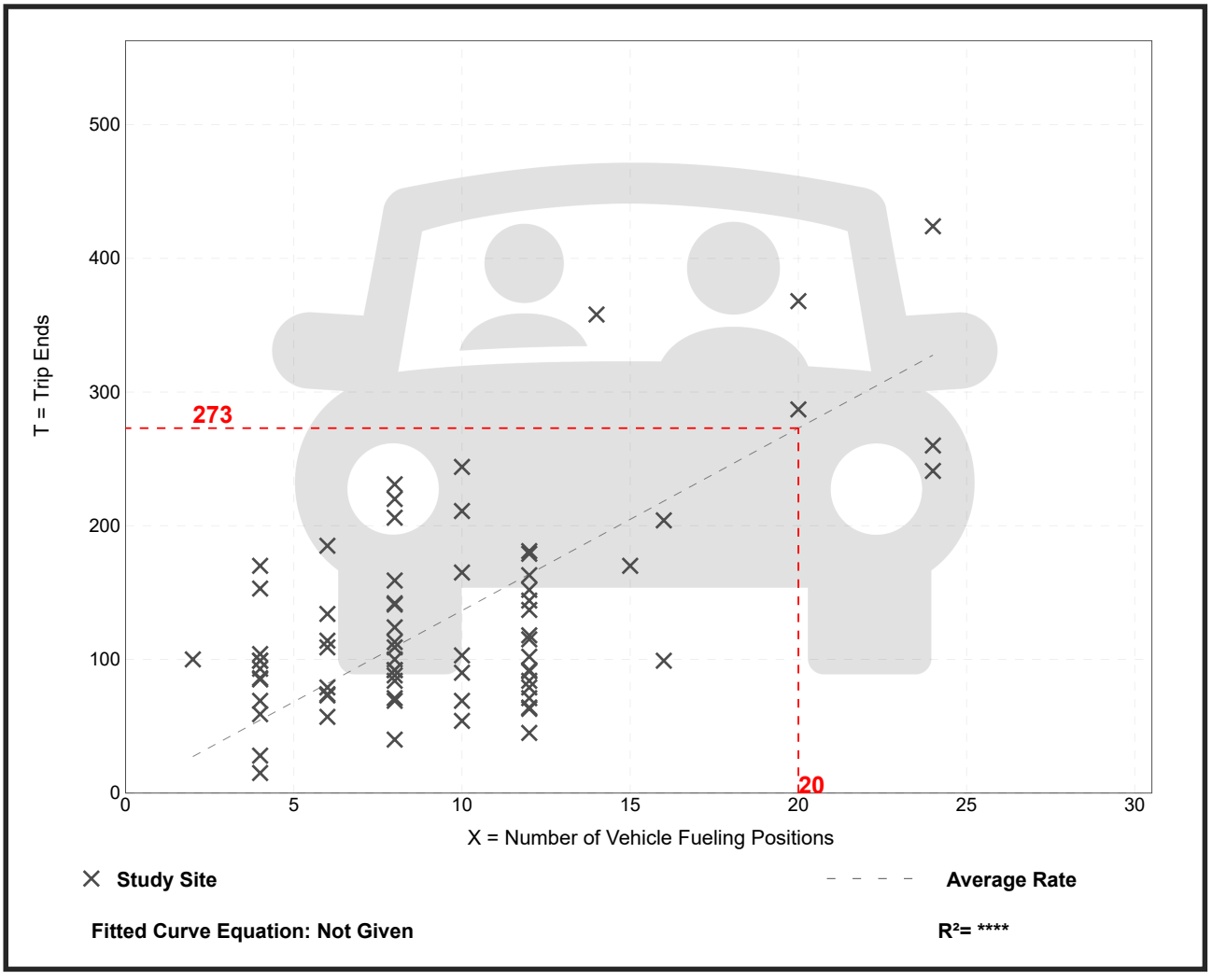
Convenience Store/Gas Station - GFA (2-4k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	71
Avg. Num. of Vehicle Fueling Positions:	10
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
13.65	3.75 - 50.00	7.16

Data Plot and Equation



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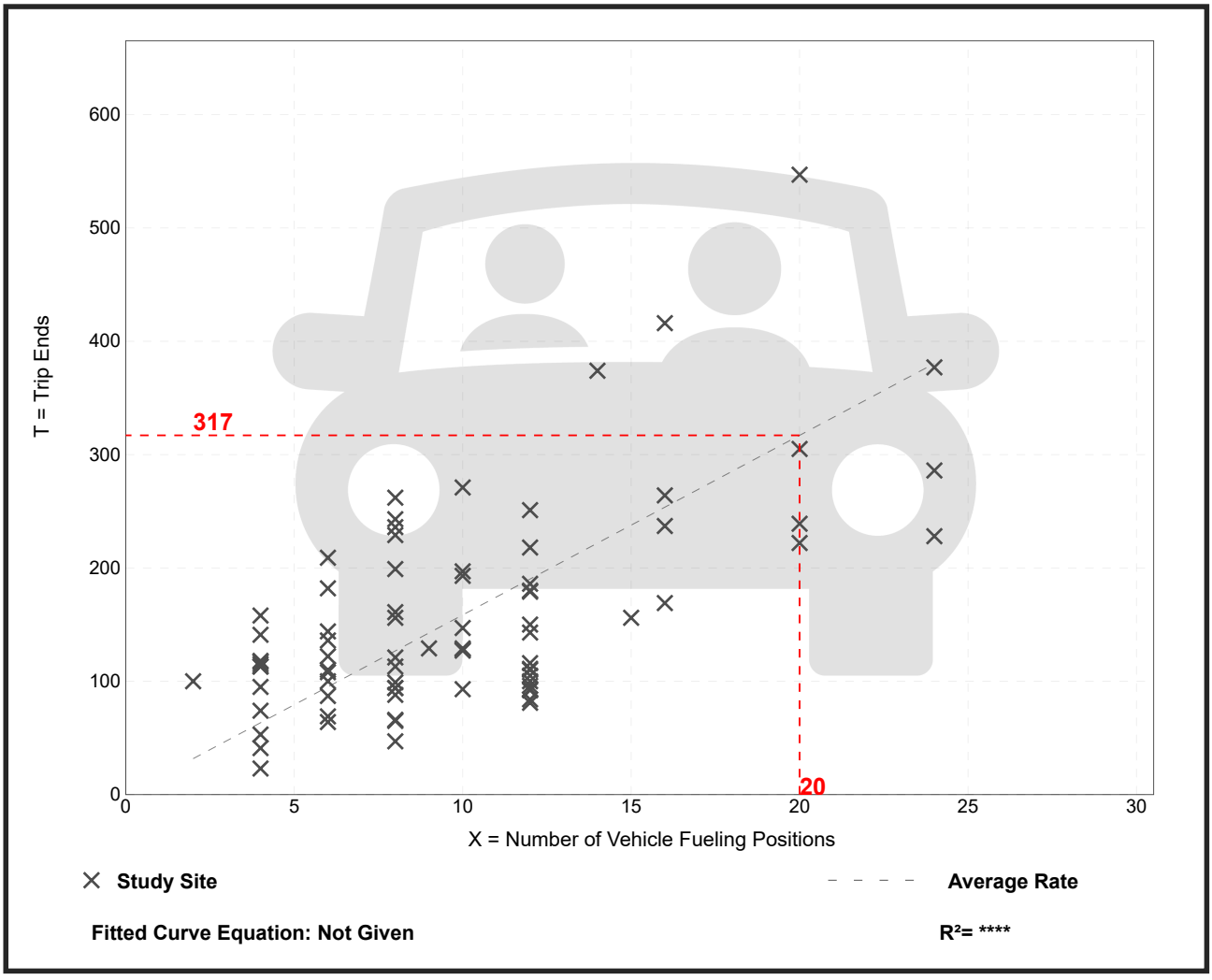
Convenience Store/Gas Station - GFA (2-4k)
(945)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 79
Avg. Num. of Vehicle Fueling Positions: 10
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
15.85	5.75 - 50.00	7.54

Data Plot and Equation



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Convenience Store/Gas Station - GFA (2-4k)
(945)

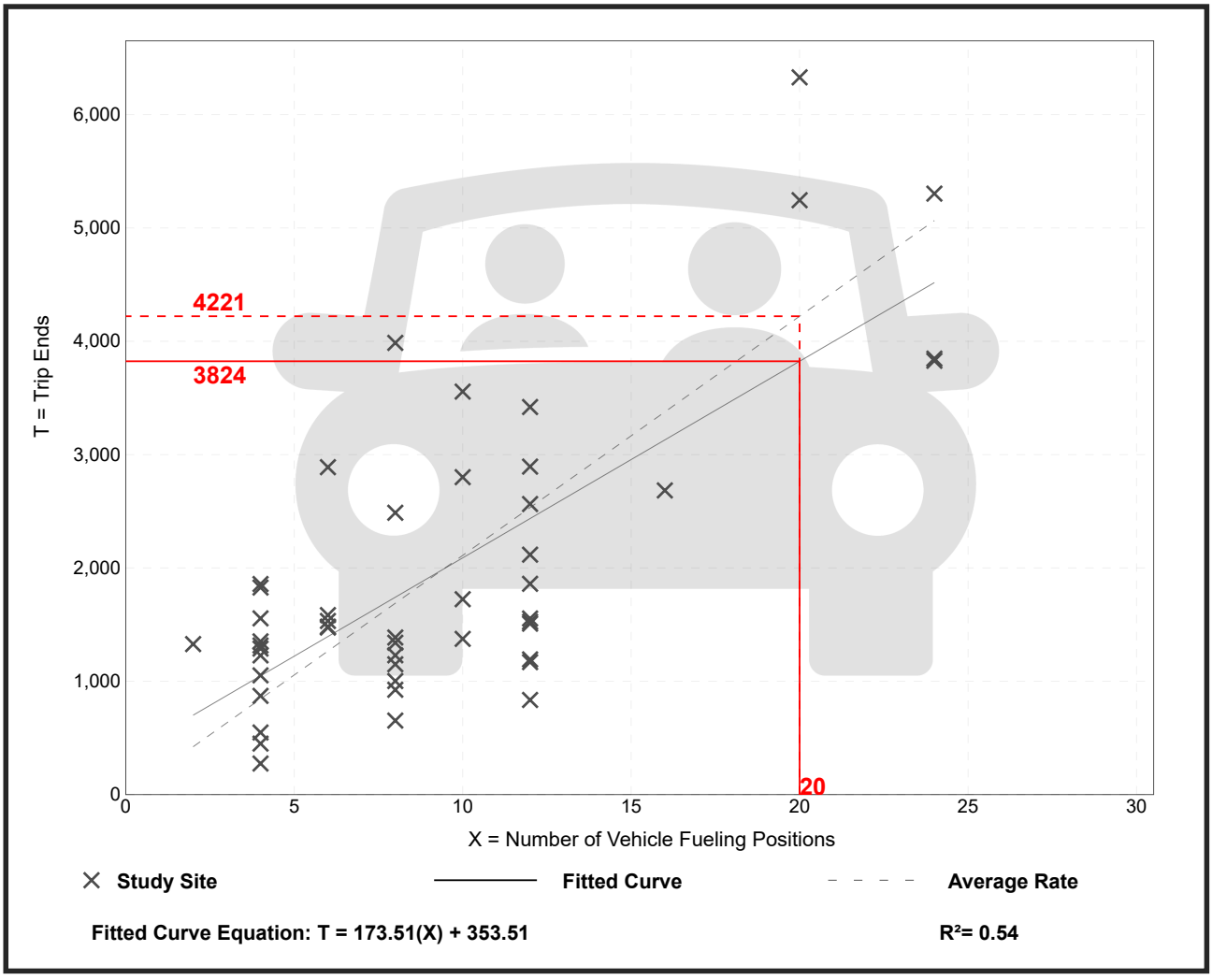
Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 48
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
211.05	68.50 - 664.00	102.55

Data Plot and Equation

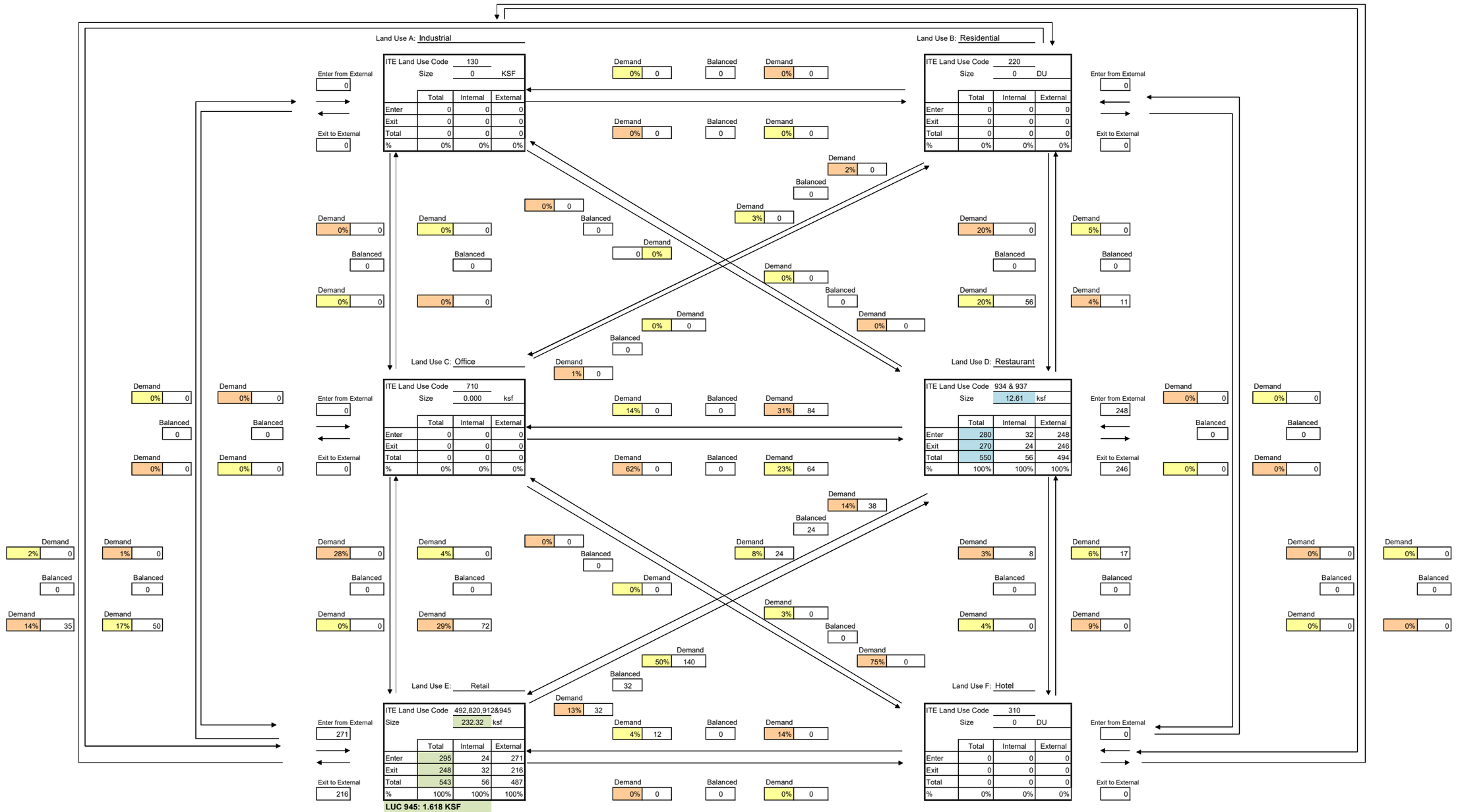


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Analyst TMC
Date 10/13/2025

Multi-Use Development
Internal Capture Summary

Name of Devlopment: Puffin Big Box Retail
Time Period AM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A Industrial	Land Use B Residential	Land Use C Office	Land Use D estaura	Land Use E Retail	Land Use F Hotel	**Total**	Passer By	**Net Trips**
Enter	0	0	0	248	271	0	519	1	518
Exit	0	0	0	246	216	0	462	1	461
Sub-Total	0	0	0	494	487	0	**981**	2	979
Passer By Trips					2		2		
Total	**0**	**0**	**0**	**494**	**485**	**0**	**979**		**979**
Single-Use Trip Gen Estimate	0	0	0	550	543	0	1,093		

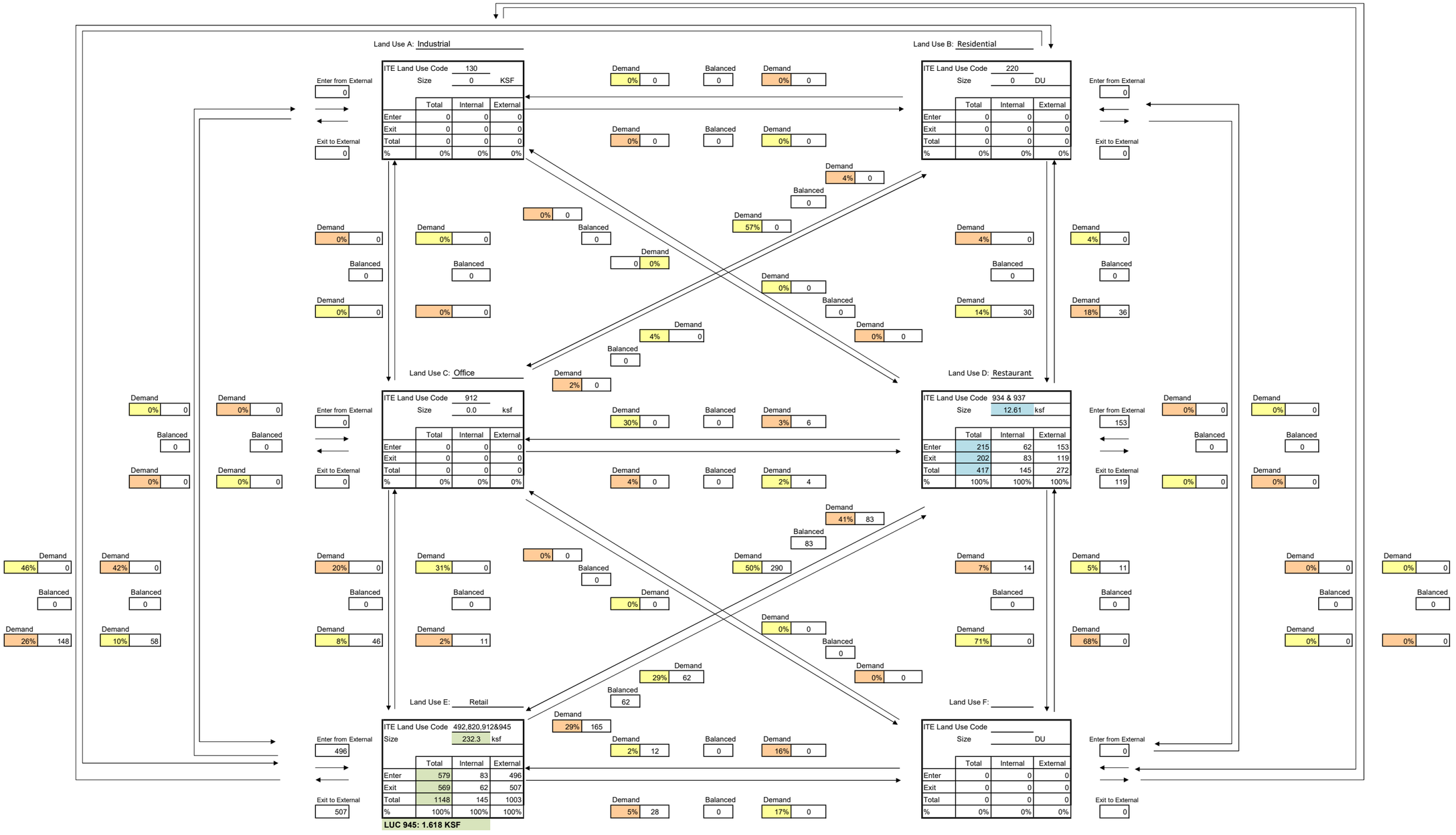
Internal Capture
112
10.23%
######

Source: Traffic Mobility Consultants,LLC, based on procedures from the ITE Trip Generation Handbook, 3rd Edition

Analyst TMC
Date 10/13/2025

Multi-Use Development
Internal Capture Summary

Name of Devlopment: Puffin Big Box Retail
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A Industrial	Land Use B Residential	Land Use C Office	Land Use D estaura	Land Use E Retail	Land Use F Hotel	**Total**	Passer By	**Net Trips**
Enter	0	0	0	153	496	0	649	12	638
Exit	0	0	0	119	507	0	626	11	614
Sub-Total	0	0	0	272	1,003	0	**1,275**	23	1,252
Passer By Trips					23		23		
Total	**0**	**0**	**0**	**272**	**980**	**0**	**1,252**		**1,252**
Single-Use Trip Gen Estimate	0	0	0	417	1,148	0	1,565		

Internal Capture
290
18.54%

Source: Traffic Mobility Consultants,LLC, based on procedures from the ITE Trip Generation Handbook, 3rd Edition

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	934
Land Use	Fast-Food Restaurant with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday AM Peak Period
# Data Sites	5
Average Pass-By Rate	50%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.4	Kentucky	1993	—	62	22	16	38	1407	2
3	Kentucky	1993	—	43	14	43	57	2903	2
3.3	--	1996	—	68	—	—	32	—	21
3.6	Kentucky	1993	—	32	47	21	68	437	2
4.2	Indiana	1993	—	46	23	31	54	1049	2

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	934
Land Use	Fast-Food Restaurant with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	11
Average Pass-By Rate	55%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.3	Kentucky	1993	—	68	22	10	32	2055	2
1.9	Kentucky	1993	33	67	24	9	33	2447	2
2.8	Florida	1995	47	66	—	—	34	—	30
2.9	Florida	1996	271	41	41	18	59	—	30
3	Kentucky	1993	—	31	31	38	69	4250	2
3.1	Florida	1995	28	71	—	—	29	—	30
3.1	Florida	1996	29	38	—	—	62	—	30
3.2	Florida	1996	202	40	39	21	60	—	30
3.3	—	1996	—	62	—	—	38	—	21
4.2	Indiana	1993	—	56	25	19	44	1632	2
4.3	Florida	1994	304	62	—	—	38	—	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	937
Land Use	Coffee/Donut Shop with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday AM Peak Period
# Data Sites	5
Average Pass-By Rate	83%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Florida	2019	257	82	18	—	18	—	18
1	Florida	2019	323	85	15	—	15	—	18
1	Florida	2019	363	93	7	—	7	—	18
1	Washington	2023	—	79	21	—	21	—	18
1	Washington	2023	—	75	25	—	25	—	18

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	937
Land Use	Coffee/Donut Shop with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	5
Average Pass-By Rate	81%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Florida	2019	85	89	11	—	11	—	18
1	Florida	2019	191	84	16	—	16	—	18
1	Florida	2019	118	88	12	—	12	—	18
1	Washington	2023	—	80	20	—	20	—	18
1	Washington	2023	—	63	37	—	37	—	18

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

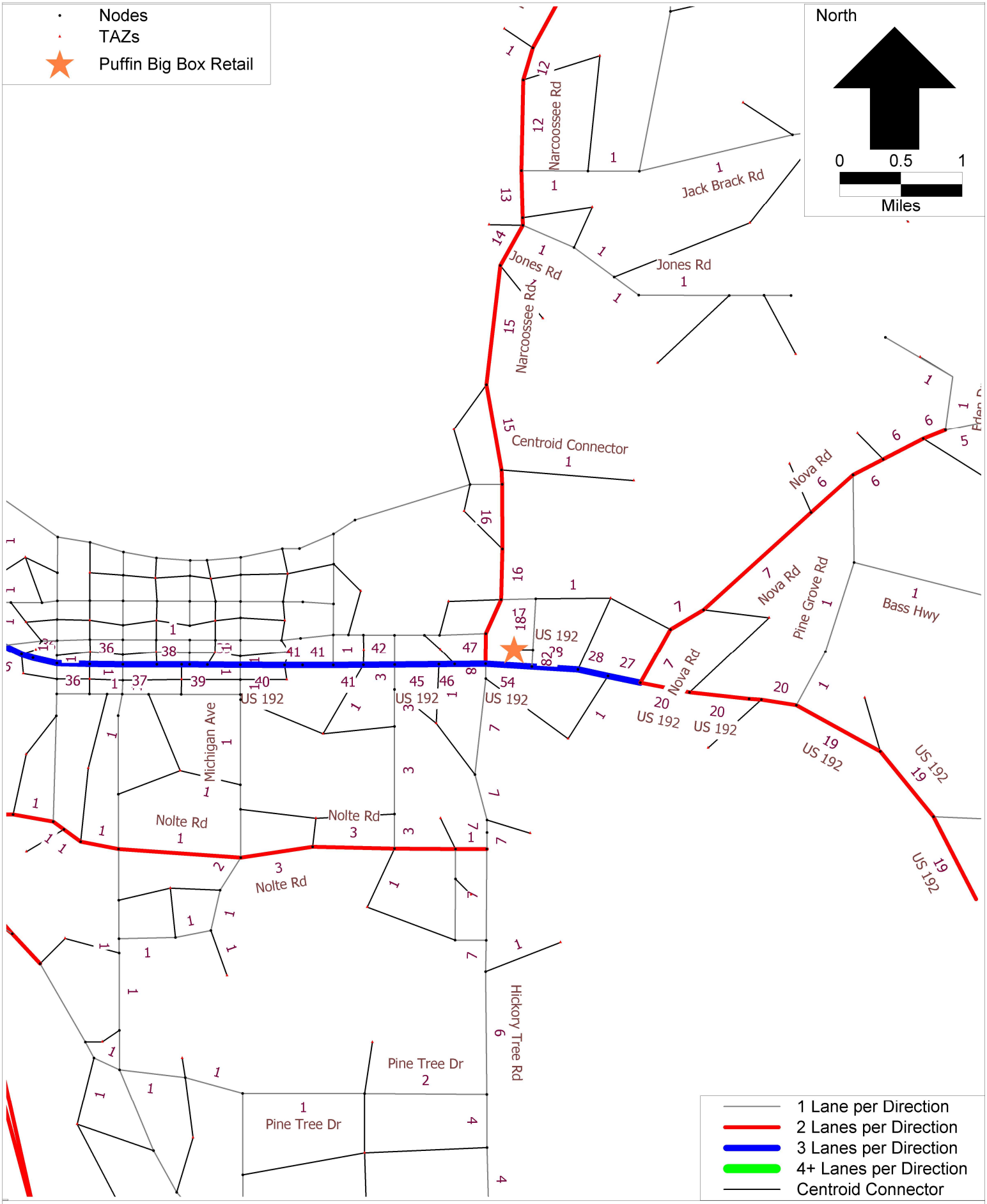
Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
			Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30
5.242	12	Virginia	2000	—	74	—	—	26	1160	30
5.242	12	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30
5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	—	90	—	—	10	2278	30
4.694	16	Delaware	2000	—	74	—	—	26	2185	30
4.694	16	Delaware	2000	—	58	—	—	42	962	30
4.694	16	Delaware	2000	—	84	—	—	16	2956	30
4.694	16	New Jersey	2000	—	79	—	—	21	1859	30
4.694	20	Delaware	2000	—	84	—	—	16	3864	30
4.848	16	Virginia	2000	—	68	—	—	32	2106	30
4.848	16	Virginia	2000	—	85	—	—	15	2676	30
4.848	16	Virginia	2000	—	75	—	—	25	3244	30
4.848	16	Virginia	2000	—	71	—	—	29	1663	30
4.993	16	Pennsylvania	2000	—	75	—	—	25	1991	30
5.094	16	New Jersey	2000	—	86	—	—	14	1260	30
5.5	16	Pennsylvania	2000	—	82	—	—	18	1570	30
5.543	16	Pennsylvania	2000	—	84	—	—	16	1933	30
5.565	16	Pennsylvania	2000	—	77	—	—	23	2262	30
5.565	16	Pennsylvania	2000	—	68	—	—	32	2854	30
5.565	16	New Jersey	2000	—	58	—	—	42	1253	30
5.565	16	New Jersey	2000	—	79	—	—	21	1928	30
5.565	16	New Jersey	2000	---	84	---	---	16	1953	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
		State or	Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30
4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2.954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

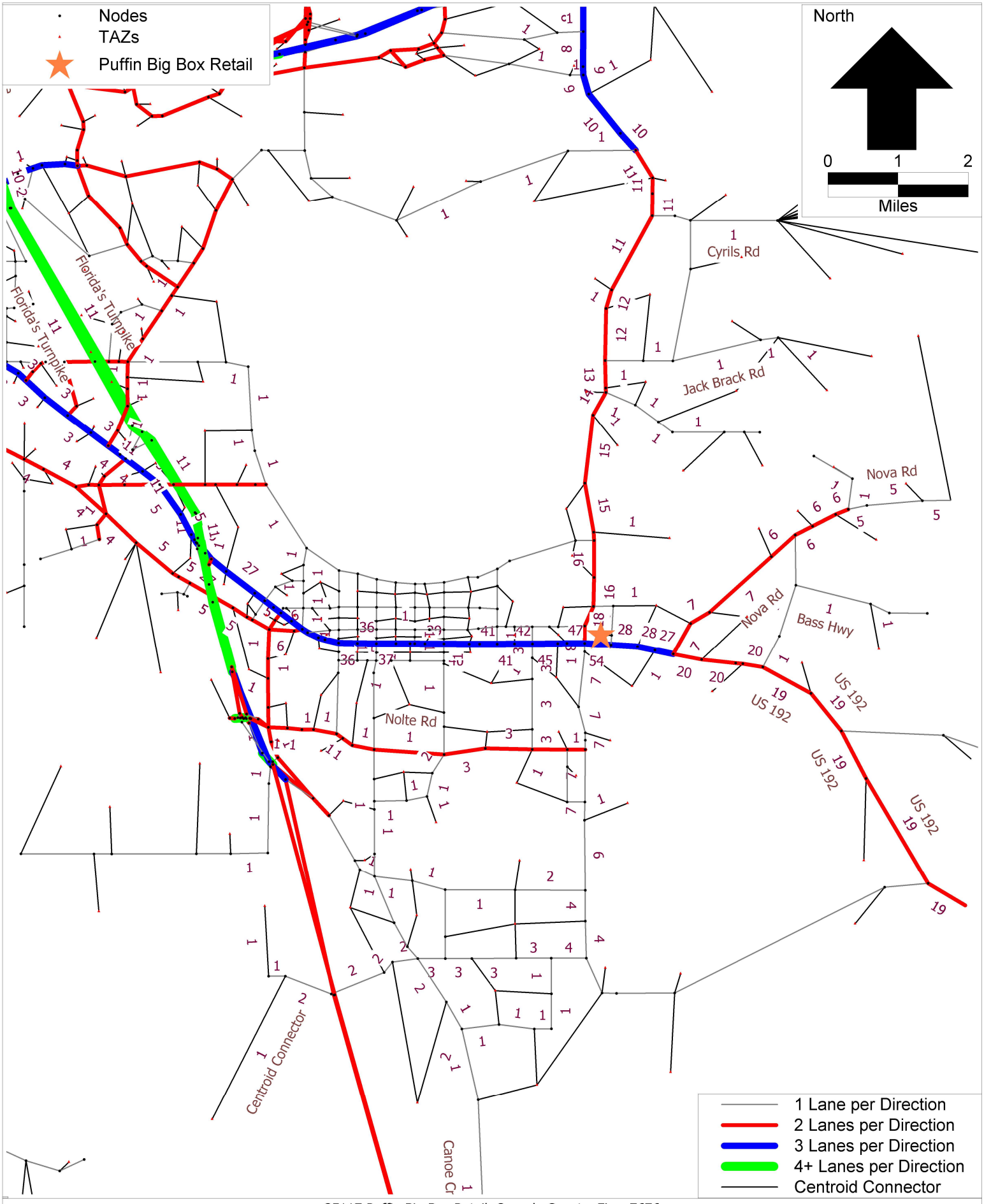
Appendix D
Model Distribution Plot



25117 Puffin Big Box Retail, Osceola County, FL = 7676
Project Distribution
C:\FSUTMS\D5\CFRPM7\Base\CF_2030\P25117\OUTPUT\HWYLOAD_SL_AllDay_A30.NET

cube

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25117 Puffin Big Box Retail, Osceola County, FL = 7676
Project Distribution
C:\FSUTMS\D5\CFRPM7\Base\CF_2030\P25117\OUTPUT\HWYLOAD_SL_AllDay_A30.NET

cube

(Licensed to Traffic & Mobility Consultants, LLC)

Appendix E
Osceola County Roadway Network Database

2025 Roadway Network Capacity Report

(Updated 06/04/2025)

Count Station	Count Sourc	ROADWAY	FROM	TO	Area Type	Functional Class		Adjusted Service Volumes(Peak Hour Peak Direction)				Latest Count	Count Date	Week	ADT	AADT	PM Peak Hour									
							ContextClass	B	C	D	E						NB/EB	SB/WB	Pk HrTotal	Pk Dir	K-Factor	D-Factor	Pk HrPk DirVol	LOS	Capacity	V/C
544	OC	Bass Highway	Pine Grove Rd	End	U	Collector	C3R	0	730	830	830	2012	3/27	13	2,441	2,368	123	92	215	NB/EB	0.0881	0.57	123	C	830	0.15
9009	OC	Absher Rd	Southern Terminus	Cyrils Dr	RD	Local	C3R	0	680	780	780	2025	4/16	16	219	212	13	8	21	NB/EB	0.096	0.62	13	C	680	0.02
9016	OC	Ball Park Rd	John Young Pkwy	Thacker Ave	U	Collector	C3C	0	1,370	1,630	1,630	2025	3/25	13	14,654	14,214	445	581	1,026	SB/WB	0.07	0.57	581	C	1,630	0.36
177	OC	Bass Road	Yowell Rd	US 192	U	Collector	C3C	0	720	1,020	1,020	2025	2/26	9	9,541	9,350	307	336	643	SB/WB	0.067	0.52	336	C	1,020	0.33
183.1	OC	Bella Citta Blvd	Oasis Club Blvd	Westside Blvd	U	Collector	C3R	0	920	1,050	1,050	2025	3/4	10	12,857	12,471	479	487	966	SB/WB	0.075	0.5	487	C	1,050	0.46
184	OC	Bella Citta Blvd	Westside Blvd	S Goodman Rd	U	Collector	C3R	0	920	1,050	1,050	2025	3/4	10	11,288	10,949	408	424	832	SB/WB	0.074	0.51	424	C	1,050	0.4
467	OC	Bill Beck Blvd	US 192-441	Fortune Rd	U	Collector	C3C	0	1,440	1,720	1,720	2025	3/26	13	6,719	6,517	450	256	706	NB/EB	0.105	0.64	450	C	1,720	0.26
9015	OC	Bill Beck Blvd	Osceola Pkwy	Woodcrest Blvd	U	Collector	C3R	0	920	1,050	1,050	2025	3/26	13	6,004	5,824	247	277	524	SB/WB	0.087	0.53	277	C	1,050	0.26
474	OC	Boggy Creek Rd (East)	Simpson Rd	Austin Tyndell Park	U	Minor Art	C3R	0	920	1,050	1,050	Under Construction														
475	OC	Boggy Creek Rd (East)	Austin Tyndell Park	Narcoossee Rd (CR 15)	U	Minor Art	C3R	0	920	1,050	1,050	Under Construction														
9019	OC	Botanica Blvd	US 192-441	Crispin Cir	U	Collector	C3R	0	1,530	1,670	1,670	2025	4/1	14	4,684	4,543	248	121	369	NB/EB	0.079	0.67	248	C	1,670	0.15
2024	OC	Broad St	US 17/92	Old Tampa Hwy	U	Collector	C3C	0	530	750	750	2025	4/9	15	6,530	6,334	249	286	535	SB/WB	0.082	0.53	286	C	750	0.38
510	OC	Brown Chapel Rd	US 192-441	Lakeshore Blvd	U	Collector	C3R	0	970	1,110	1,110	2025	3/12	11	9,205	8,929	352	349	701	NB/EB	0.076	0.5	352	C	1,110	0.32
462	OC	Buenaventura Blvd	Simpson Rd	Florida Pkwy	U	Minor Art	C3R	0	1,620	1,760	1,760	2025	4/8	15	27,382	26,561	1296	924	2,220	NB/EB	0.081	0.58	1,296	C	1,760	0.74
456	OC	Buenaventura Blvd	Florida Pkwy	Osceola Pkwy	U	Minor Art	C3R	0	1,620	1,760	1,760	2025	3/26	13	32,097	31,134	941	1560	2,501	SB/WB	0.078	0.62	1,560	C	1,760	0.89
452	OC	Buenaventura Blvd	Osceola Pkwy	Orange County Line	U	Minor Art	C3R	0	1,620	1,760	1,760	2025	4/8	15	38,082	36,940	1136	2226	3,362	SB/WB	0.088	0.66	2,226	F	1,760	1.26
605	OC	Canoe Creek Rd (CR 523)	US 441/SR 15/Holopaw Rd	Sullivan Dr	RU	Major Coll	C2	240	430	730	1,490	2025	4/9	15	2,556	2,479	99	100	199	SB/WB	0.078	0.5	100	B	430	0.23
523	OC	Canoe Creek Rd (CR 523)	Sullivan Dr	Deer Run Rd	T	Minor Art	C3R	0	870	1,000	1,000	2025	4/8	15	6,450	6,257	306	231	537	NB/EB	0.083	0.57	306	C	870	0.35
522	OC	Canoe Creek Rd (CR 523)	Deer Run Rd	Old Canoe Creek Rd	U	Minor Art	C3R	0	970	1,110	1,110	2025	4/8	15	22,804	22,120	1040	719	1,759	NB/EB	0.077	0.59	1,040	D	1,110	0.94
508	OC	Canoe Creek Rd (CR 523)	Old Canoe Creek Rd	Nolte Rd	U	Minor Art	C3R	0	970	1,110	1,110	2025	4/1	14	17,650	17,121	720	698	1,418	NB/EB	0.08	0.51	720	C	1,110	0.65
521	OC	Canoe Creek Rd (CR 523)	Nolte Rd	US 192-441	U	Minor Art	C3R	0	970	1,110	1,110	2025	4/1	14	16,789	16,285	592	720	1,312	SB/WB	0.078	0.55	720	C	1,110	0.65
9012	OC	Canoe Creek Rd (CR 523)	Mildred Bass Rd	Florida's Turnpike	U	Minor Art	C2	240	430	730	1,490	Under Construction														
311	OC	Carroll St	Columbia Ave	Dyer Blvd	U	Minor Art	C3R	0	1,620	1,760	1,760	2025	2/25	9	20,483	20,073	689	599	1,288	NB/EB	0.063	0.53	689	C	1,760	0.39
312	OC	Carroll St	Dyer Blvd	Thacker Ave	U	Minor Art	C3R	0	1,620	1,760	1,760	2025	3/25	13	11,845	11,490	543	434	977	NB/EB	0.082	0.56	543	C	1,760	0.31
309	OC	Carroll St	Thacker Ave	John Young Pkwy	U	Minor Art	C3R	0	1,620	1,760	1,760	2025	3/25	13	17,325	16,805	684	795	1,479	SB/WB	0.085	0.54	795	C	1,760	0.45
313	OC	Carroll St	John Young Pkwy	Main St/US 441-17/92	U	Minor Art	C4	0	0	870	1,190	2025	3/25	13	19,371	18,790	533	536	1,069	SB/WB	0.055	0.5	536	D	870	0.62
314	OC	Carroll St	Main St/US 441-17/92	Old Dixie Hwy	U	Minor Art	C4	0	0	870	1,190	2025	3/26	13	12,815	12,431	554	451	1,005	NB/EB	0.078	0.55	554	D	870	0.64
315	OC	Carroll St	Old Dixie Hwy	Michigan Ave	U	Minor Art	C4	0	1,090	1,610	1,820	2025	3/26	13	13,450	13,047	665	439	1,104	NB/EB	0.082	0.6	665	C	1,610	0.41
153	OC	Celebration Ave	US 192	Celebration Blvd	U	Collector	C3C	0	1,440	1,720	1,720	2025	3/5	10	16,235	15,748	819	546	1,365	NB/EB	0.084	0.6	819	C	1,720	0.48
154	OC	Celebration Blvd	Celebration Pl	World Dr	U	Collector	C3C	0	1,440	1,720	1,720	2025	4/9	15	18,436	17,883	667	923	1,590	SB/WB	0.086	0.58	923	C	1,720	0.54
122	OC	Champions Gate Blvd	Polk County Line	I-4	U	Collector	C3C	0	1,440	1,720	1,720	2025	3/4	10	35,950	34,872	1100	1331	2,431	SB/WB	0.068	0.55	1,331	C	1,720	0.77
304	OC	Clay St	Jack Calhoun Dr	Thacker Ave	U	Collector	C3R	0	870	1,000	1,000	2025	2/26	9	18,195	17,831	481	1010	1,491	SB/WB	0.082	0.68	1,010	F	1,000	1.01
303	OC	Clay St	Thacker Ave	Randolph Ave	U	Collector	C3R	0	730	830	830	2025	2/26	9	8,529	8,358	213	618	831	SB/WB	0.097	0.74	618	C	830	0.74
537	OC	Creek Woods Dr	Canoe Creek Rd	Michigan Ave	U	Collector	C3R	0	920	1,050	1,050	2025	4/1	14	3,599	3,491	191	121	312	NB/EB	0.087	0.61	191	C	1,050	0.18
2025	OC	Cross Prairie Pkwy	Neptune Rd	Partin Settlement Rd	U	Collector	C3R	0	1,530	1,670	1,670	2025	4/9	15	14,358	13,927	419	581	1,000	SB/WB	0.07	0.58	581	C	1,670	0.35
9006	OC	Cross Prairie Pkwy	Neptune Rd	Partin Terrace Rd	U	Collector	C4	0	1,150	1,700	1,920	2025	4/2	14	14,212	13,786	395	575	970	SB/WB	0.068	0.59	575	C	1,700	0.34
9007	OC	Cross Prairie Pkwy	US 192	Turnpike Ramps	U	Collector	C3R	0	1,620	1,760	1,760	2025	4/2	14	31,941	30,983	1099	986	2,085	NB/EB	0.065	0.53	1,099	C	1,760	0.62
9030	OC	Cross Prairie Pkwy	Clay Whaley Rd	Kissimmee Park Rd	U	Collector	C3R	0	1,530	1,670	1,670	2025	4/1	14	5,233	5,076	203	203	406	NB/EB	0.078	0.5	203	C	1,670	0.12
222	OC	Cypress Pkwy	Marigold Ave	Pleasant Hill Rd	U	Minor Art	C3C	0	1,440	1,720	1,720	2025	2/27	9	44,960	44,061	1452	1510	2,962	SB/WB	0.066	0.51	1,510	D	1,720	0.88
9000	OC	Cypress Pkwy	Poinciana Pkwy	Marigold Ave	U	Local	C3C	0	720	1,020	1,020	2025	2/27	9	17,078	16,736	729	524	1,253	NB/EB	0.073	0.58	729	D	1,020	0.71
1001	OC	Cyrils Dr	Narcoossee Rd	Zuni Rd	U	Collector	C3R	0	730	830	830	Under Construction														
1002	OC	Cyrils Dr	Zuni Rd	Absher Rd	U	Collector	C3R	0	870	1,000	1,000	Under Construction														
552	OC	Cyrils Dr	Narcoossee Rd (CR 15)	Absher Rd	T	Local	C3R	0	920	1,050	1,050	2009	4/14	16	1,112	1,079	68	34	102	NB/EB	0.092	0.67	68	C	920	0.07
9001	OC	Cyrils Dr	East of Absher Rd		U	Local	C3R	0	1,620	1,760	1,760	Under Construction														
602	OC	Deer Park Rd (CR 419)	US 192	Nova Rd (CR 532)	RU	Collector	C2	240	430	730	1,490	2009	4/15	16	463	449	24	24	48	NB/EB	0.104	0.5	24	B	430	0.06
2022	OC	Deer Park Rd	US 192	Gator Branch Rd	RU	Collector	C2	240	430	730	1,490	2025	4/9	15	2,331	2,261	101	89	190	NB/EB	0.082	0.53	101	B	430	0.23
2021	OC	Deer Park Rd	Gator Branch Rd	Nova Rd (CR 532)	RU	Collector	C2	240	430	730	1,490	2025	4/16	16	3,058	2,966	78	170	248	SB/WB	0.081	0.69	170	B	430	0.4
524	OC	Deer Run Rd	Canoe Creek Rd (CR 523)	Hickory Tree Rd	U	Minor Art	C3R	0	920	1,050	1,050	2025	4/16	16	5,881	5,705	231	218	449	NB/EB	0.076	0.51	231	C	1,050	0.22
352	OC	Donegan Ave	John Young Pkwy	US 17/92	U	Collector	C4	0	0	830	1,130	2025	3/25	13	11,483	11,139	456	494	950	SB/WB	0.083	0.52	494	D	830	0.6
353	OC	Donegan Ave	US 17/92	Michigan Ave	U	Collector	C4	0	0	870	1,190	2025	3/26	13	13,040	12,649	626	407	1,033	NB/EB	0.079	0.61	626	D	870	0.72
224	OC	Doverplum Ave	Old Pleasant Hill Rd	Cypress Pkwy	U	Collector	C3C	0	680	960	960	2025	2/27	9	8,032	7,871	358	263	621	NB/EB	0.077	0.58	358	C	960	0.37
223	OC	Doverplum Ave	Cypress Pkwy	KOA St	U	Collector	C3R	0	920	1,050	1,050	2025	2/27	9	23,744	23,269	789	962	1,751	SB/WB	0.074	0.55	962	D	1,050	0.92
555	OC	Eden Dr	Nova Rd (CR 532)	End	U	Collector	C3R	0	680	780	780	2009	4/15	16	1284	1,245	80	31	111	NB/EB	0.0864	0.72	80	C	780	0.1
229	OC	Enterprise Dr/Mercantile Ln	Poinciana Blvd	Cattle Dr	U	Collector	C3C	0	530	750	750	2025	2/27	9	3,678	3,604	108	315	423	SB/WB	0.115	0.74	315	C	750	0.42
9005	OC	Entry Point Blvd	Funie Steed Rd	US 192	U	Local	C3C	0	720	1,020	1,020	2025	3/5	10	8,867	8,601	309	272	581	NB/EB	0.066	0.53	309	C	1,020	0.3
520	OC	Fifth St (St Cloud)	Old Canoe Creek Rd	Vermont Ave	U	Collector	C3C	0	680	960	960	2025	3/12	11	3,958	3,839	238	129	367	NB/EB	0.093	0.65	238	C	960	0.25
109	OC	Florence Villa Grove Rd	Polk County Line	Westside Blvd	U	Collector	C3R	0	870	1,000	1,000	2025	3/4	10	12,512	12,137	491	532	1,023	SB/WB	0.082	0.52	532	C	1,000	0.53
453	OC	Florida Pkwy	Osceola Pkwy	Buenaventura Blvd	U	Collector	C3R	0	870	1,000	1,000	2025	4/8	15	5,715	5,544	297	191	488	NB/EB	0.085	0.61	297	C	1,000	0.3
972000	FDOT	Florida's Turnpike	Osceola Pkwy	US 192-441	U	Freeway	LA	2,500	3,300	4,070	4,240	2024	N/A	N/A	N/A	89,600	N/A		N/A	N/A	N/A	N/A	N/A	N/A	4,070	NA
972110	FDOT	Florida's Turnpike	US 192/441	Kissimmee Park Rd	U	Freeway	LA	2,500	3,300	4,070	4,240	2024	N/A	N/A	N/A	58,600	N/A		N/A	N/A	N/A	N/A	N/A	N/A	4,070	NA
972108	FDOT	Florida's Turnpike	Kissimmee Park Rd	Indian River County	RU	Freeway	LA	2,500	3,300	4,070	4,240	2024	N/A	N/A	N/A	37,000	N/A		N/A	N/A	N/A	N/A	N/A	N/A	3,300	NA
972001	FDOT	Florida's Turnpike	Orange County Line	Osceola Pkwy	U	Freeway	LA	2,500	3,300	4,070	4,240	2024	N/A	N/A	N/A	112,900	N/A		N/A	N/A	N/A	N/A	N/A	N/A	4,070	NA
119	OC	Formosa Gardens Blvd	Sinclair Rd	Funie Steed Rd	U	Collector	C3R	0	920	1,050	1,050	2025	3/5	10	8,791	8,527	260	448	708	SB/WB	0.081	0.63	448	C	1,050	0.43
117	OC	Formosa Gardens Blvd	Funie Steed Rd	US 192	U	Collector	C3C	0	1,440	1,720	1,720	2025	3/5	10	10,678	10,358	395	530	925	SB/WB	0.087	0.57	530	C	1,720	0.31
9013	OC	Formosa Gardens Blvd	Funie Steed Rd	Sand Hill Rd	U	Collector	C3R	0	970	1,110	1,110	2025	3/5	10	6,993	6,783	228	343	571	SB/WB	0.082	0.6	343	C	1,110	0.31
9014	OC	Connector Road/Formosa Garden	Sand Hill Rd	Sinclair Rd	U	Collector	C3R	0	680	780	780	2025	3/5	10	6,830	6,625	305	426	731	SB/WB	0.107	0.58	426	C	780	0.55
469	OC	Fortune Rd	US 192-441	Simpson Rd	U	Collector	C3C	0	1,440	1,720	1,720	Under Construction														
414	OC	Fortune Rd	Simpson Rd	Lakeshore Blvd	U	Collector	C3C	0	760	1,070	1,070	2025	3/26	13	16,489	15,994	840	429	1,269	NB/EB	0.077	0.66	840	D	1,070	0.79
561	OC	Friars Cove Rd	Florida's Turnpike	Canoe Creek Rd (CR 523)	U	Collector	C3R	0	920	1,050	1,050	2025	4/8	15	4,592	4,454	165	252	417	SB/WB	0.091	0.6	252	C	1,050	0.24
118	OC	Funie Steed Rd	Westside Blvd	Formosa Gardens Blvd	U	Collector	C3R	0	920	1,050	1,050	2025	3/4	10	11,636	11,287	318	436	754	SB/WB	0.065	0.58	436	C	1,050	0.42
112	OC	Funie Steed Rd	Formosa Gardens Blvd	Old Lake Wilson Rd	U	Collector	C3C	0	720	1,020	1,020	2025	3/5	10	8,663	8,403	284	262	546	NB/EB	0.063	0.52	284	C	1,020	0.28
126	OC	Goodman Rd	Westside Blvd	Monaco Blvd	U	Collector	C3R	0	870	1,000	1,000	2025	3/4	10	4,939	4,791	150	314	464	SB/WB	0.094	0.68	314	C	1,000	0.31
1261	OC	Goodman Rd	Monaco Blvd	Happy Trl	U	Collector	C2	240	430	730	1,490	2025	3/4	10	4,876	4,730	322	139	461	NB/EB	0.095	0.7	322	C	730	0.44
232	OC	Ham Brown Rd	Reaves Rd	Cattle Drive Ln	U	Collector	C3R	0	920	1,050	1,050	Under Construction														
203	OC	Ham Brown Rd	Cattle Drive Ln	US 17/92	U	Collector	C3R	0	920	1,050	1,050	2025	2/27	9	16,372	16,045	551	725	1,276	SB/WB	0.078	0.57	725	C	1,050	0.69
407	OC	Henry Partin Rd	Kings Hwy	Neptune Rd	U	Local	C4	0	0	610	830	2012	3/27	13	4643	4,504	135	254	389	SB/WB	0.0838	0.65	254	D	610	0.42
540	OC	Hickory Tree Rd	US 192 (West)	Nolte Rd	U	Minor Art	C3C	0	760	1,070	1,070	2025	4/1	14	17,626	17,097	589	849	1,438	SB/WB	0.082	0.59	849	D	1,070	0.79
548	OC	Hickory Tree Rd	Nolte Rd	Deer Run Rd	U	Minor Art	C3R	0	920	1,050	1,050	2025	4/16	16	16,384	15,892	727	712	1,439	NB/EB	0.088	0.51	727	C	1,050	0.69

2025 Roadway Network Capacity Report

(Updated 06/04/2025)

Count Station	Count Sourc	ROADWAY	FROM	TO	Area Type	Functional Class	ContextClass	Adjusted Service Volumes(Peak Hour Peak Direction) B	C	D	E	Latest Count	Count Date	Week	ADT	AADT	PM Peak Hour NB/EB	SB/WB	Pk HrTotal	Pk Dir	K-Factor	D-Factor	Pk HrPk DirVol	LOS	Capacity	V/C
531	OC	Hickory Tree Rd	Deer Run Rd	US 192 (East)	T	Collector	C3R	0	920	1,050	1,050	2025	4/8	15	4,575	4,438	175	213	388	SB/WB	0.085	0.55	213	C	920	0.23
23	OC	Hoagland Blvd	US 17/92	US 192	U	Minor Art	C3C	0	1,440	1,720	1,720	2025	2/26	9	21,828	21,391	609	952	1,561	SB/WB	0.072	0.61	952	C	1,720	0.55
9002	OC	Hoagland Blvd	US 1792	Jack Calhoun Dr N	U	Minor Art	C3R	0	1,620	1,760	1,760	2025	2/26	9	16,791	16,455	452	943	1,395	SB/WB	0.083	0.68	943	C	1,760	0.54
302	OC	Jack Calhoun Dr	N Hoagland Blvd	S Hoagland Blvd	U	Minor Art	C3R	0	920	1,050	1,050	2025	2/26	9	4,068	3,987	195	153	348	NB/EB	0.086	0.56	195	C	1,050	0.19
152	OC	International Drive South	US 192	Orange County Line	U	Collector	C3C	0	2,240	2,550	2,550	2025	3/5	10	18,071	17,529	512	938	1,450	SB/WB	0.08	0.65	938	C	2,550	0.37
160111	FDOT	Interstate 4	Osceola Polk Line Rd (CR 532)	SR 429	U	Freeway	LA	3,570	4,900	6,080	6,360	2024	N/A	N/A	N/A	140,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	6,080	NA
920321	FDOT	Interstate 4	SR 429	World Dr	U	Freeway	LA	3,570	4,900	6,080	6,360	2024	N/A	N/A	N/A	143,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	6,080	NA
920316	FDOT	Interstate 4	World Dr	US 192	U	Freeway	LA	3,570	4,900	6,080	6,360	2024	N/A	N/A	N/A	107,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	6,080	NA
750668	FDOT	Interstate 4	US 192	Orange County Line	U	Freeway	LA	3,570	4,900	6,080	6,360	2024	N/A	N/A	N/A	125,000	N/A		N/A	N/A	N/A	N/A	N/A	N/A	6,080	NA
553	OC	Jack Brack Rd	Narcoossee Rd (CR 15)	Zuni Rd	T	Local	C3R	0	920	1,050	1,050	2025	3/12	11	10,238	9,931	412	331	743	NB/EB	0.073	0.55	412	C	920	0.45
5531	OC	Jack Brack Rd	Zuni Rd	Absher Rd	U	Collector	C3R	0	920	1,050	1,050	2025	3/12	11	3,711	3,600	182	131	313	NB/EB	0.084	0.58	182	C	1,050	0.17
318	OC	John Young Pkwy	US 192	Columbia Ave	U	Principal Art	C3R	0	2,490	2,590	2,590	2025	4/2	14	46,588	45,190	1461	1661	3,122	SB/WB	0.067	0.53	1,661	C	2,590	0.64
317	OC	John Young Pkwy	Columbia Ave	Carroll St	U	Principal Art	C3R	0	2,490	2,590	2,590	2025	3/25	13	49,273	47,795	1644	1725	3,369	SB/WB	0.068	0.51	1,725	C	2,590	0.67
316	OC	John Young Pkwy	Carroll St	Orange County Line	U	Principal Art	C3C	0	2,240	2,550	2,550	2025	3/25	13	47,800	46,366	1754	1590	3,344	NB/EB	0.07	0.52	1,754	C	2,550	0.69
554	OC	Jones Rd	Narcoossee Rd	Gerry Ct	U	Collector	C3R	0	920	1,050	1,050	2025	3/12	11	11,715	11,364	459	389	848	NB/EB	0.072	0.54	459	C	1,050	0.44
405	OC	Kings Hwy	Pine Island Rd	Neptune Rd	U	Collector	C3C	0	720	1,020	1,020	2025	4/2	14	8,919	8,651	620	218	838	NB/EB	0.094	0.74	620	C	1,020	0.61
505	OC	Kissimmee Park Rd	Old Canoe Creek Rd	Lake Tohopekaliga	T	Collector	C3R	0	920	1,050	1,050	2025	4/1	14	2,619	2,540	86	109	195	SB/WB	0.074	0.56	109	C	920	0.12
9008	OC	Clay Whaley Rd	Cross Prairie Pkwy	Turnpike	T	Collector	C3R	0	680	780	780	2025	4/1	14	4,538	4,402	160	184	344	SB/WB	0.076	0.53	184	C	680	0.27
226	OC	KOA St	Rhododendron Ave	Marigold Ave	U	Collector	C3R	0	920	1,050	1,050	2025	2/27	9	12,740	12,485	615	508	1,123	NB/EB	0.088	0.55	615	C	1,050	0.59
227	OC	KOA St	Marigold Ave	Doverplum Ave	U	Collector	C3R	0	730	830	830	2025	2/27	9	17,578	17,226	626	630	1,256	SB/WB	0.071	0.5	630	C	830	0.76
416	OC	Lakeshore Blvd	Fortune Rd	Partin Settlement Rd	U	Collector	C3R	0	920	1,050	1,050	2025	3/12	11	15,941	15,463	505	691	1,196	SB/WB	0.075	0.58	691	C	1,050	0.66
417	OC	Lakeshore Blvd	Partin Settlement Rd	Brown Chapel Rd	U	Collector	C3R	0	730	830	830	2025	3/12	11	18,279	17,731	869	956	1,825	SB/WB	0.1	0.52	956	F	830	1.15
516	OC	Lakeshore Blvd	Brown Chapel Rd	Mississippi Ave	U	Collector	C4	0	0	780	1,070	2025	3/12	11	11,931	11,573	544	457	1,001	NB/EB	0.084	0.54	544	D	780	0.7
2023	OC	Laurel Ave	KOA St	Marigold Ave	U	Collector	C3R	0	870	1,000	1,000	2025	4/9	15	2,159	2,094	113	91	204	NB/EB	0.094	0.55	113	C	1,000	0.11
225	OC	Marigold Ave	Cypress Pkwy	KOA St	U	Collector	C3C	0	760	1,070	1,070	2025	2/27	9	14,331	14,044	464	607	1,071	SB/WB	0.075	0.57	607	C	1,070	0.57
230	OC	Marigold Ave	KOA St	Poinciana Pkwy	U	Collector	C3R	0	920	1,050	1,050	2025	2/27	9	18,756	18,381	664	702	1,366	SB/WB	0.073	0.51	702	C	1,050	0.67
121	OC	Masters Blvd/Goodman Rd	Champions Gate Blvd	Bella Citta Blvd	U	Collector	C3R	0	970	1,110	1,110	2025	3/4	10	14,260	13,832	740	556	1,296	NB/EB	0.091	0.57	740	C	1,110	0.67
9010	OC	McMichael Rd	Northern Terminus	Jack Brack Rd	RD	Local	C3R	0	680	780	780	2025	3/12	11	406	394	22	27	49	SB/WB	0.121	0.55	27	C	680	0.04
335	OC	Michigan Ave (CR 531)	US 192-441	Donegan Ave	U	Minor Art	C3R	0	1,620	1,760	1,760	2025	3/26	13	34,295	33,266	1231	1257	2,488	SB/WB	0.073	0.51	1,257	C	1,760	0.71
334	OC	Michigan Ave (CR 531)	Donegan Ave	Carroll St	U	Minor Art	C3C	0	1,440	1,720	1,720	2025	3/26	13	38,700	37,539	1381	1522	2,903	SB/WB	0.075	0.52	1,522	D	1,720	0.88
333	OC	Michigan Ave (CR 531)	Carroll St	Osceola Pkwy	U	Minor Art	C3C	0	1,440	1,720	1,720	2025	3/26	13	38,345	37,195	1365	1387	2,752	SB/WB	0.072	0.5	1,387	C	1,720	0.81
556	OC	Michigan Ave (St Cloud)	Lakeshore Blvd	US 192-441	U	Collector	C4	0	0	610	830	2025	3/12	11	2,281	2,213	80	127	207	SB/WB	0.091	0.61	127	D	610	0.21
518	OC	Michigan Ave (St Cloud)	US 192	Nolte Rd	U	Collector	C4	0	0	830	1,130	2025	4/1	14	6,589	6,391	263	318	581	SB/WB	0.088	0.55	318	D	830	0.38
534	OC	Michigan Ave (St Cloud)	Nolte Rd	Creek Woods Dr	U	Collector	C3R	0	920	1,050	1,050	2025	4/1	14	3,615	3,507	161	183	344	SB/WB	0.095	0.53	183	C	1,050	0.17
551	OC	Narcoossee Rd (CR 15)	Orange County Line	Jones Rd	U	Principal Art	C3R	0	1,620	1,760	1,760	2025	3/12	11	38,266	37,118	1257	1724	2,981	SB/WB	0.078	0.58	1,724	D	1,760	0.98
539	OC	Narcoossee Rd (CR 15)	Jones Rd	Rummel Rd	U	Principal Art	C3R	0	1,620	1,760	1,760	2025	3/12	11	40,341	39,131	1429	1847	3,276	SB/WB	0.081	0.56	1,847	F	1,760	1.05
541	OC	Narcoossee Rd (CR 15)	Rummel Rd	10th St	U	Principal Art	C3R	0	1,620	1,760	1,760	2025	3/12	11	37,020	35,909	1309	1584	2,893	SB/WB	0.078	0.55	1,584	C	1,760	0.9
589	OC	Narcoossee Rd (CR 15)	10th St	US 192-441	U	Principal Art	C3C	0	1,440	1,720	1,720	2025	3/12	11	40,417	39,204	1344	1796	3,140	SB/WB	0.078	0.57	1,796	F	1,720	1.04
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	U	Minor Art	C3R	0	1,530	1,670	1,670	2025	4/2	14	25,452	24,688	1075	759	1,834	NB/EB	0.072	0.59	1,075	C	1,670	0.64
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	U	Minor Art	C3R	0	1,530	1,670	1,670	2025	4/2	14	34,201	33,175	1698	1003	2,701	NB/EB	0.079	0.63	1,698	F	1,670	1.02
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	U	Minor Art	C3R	0	1,530	1,670	1,670	2025	4/2	14	30,682	29,762	1388	944	2,332	NB/EB	0.076	0.6	1,388	C	1,670	0.83
501	OC	Neptune Rd	Partin Settlement Rd	Old Canoe Creek Rd	U	Minor Art	C3R	0	920	1,050	1,050	Under Construction														
502	OC	Neptune Rd	Old Canoe Creek Rd	US 192-441	U	Minor Art	C3C	0	720	1,020	1,020	Under Construction														
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	U	Collector	C3R	0	1,620	1,760	1,760	2025	4/1	14	20,817	20,192	650	1001	1,651	SB/WB	0.079	0.61	1,001	C	1,760	0.57
NA3	OC	Nolte Rd	Canoe Creek Road (CR 523)	Michigan Ave	U	Collector	C3R	0	1,620	1,760	1,760	2025	4/1	14	21,866	21,210	860	839	1,699	NB/EB	0.078	0.51	860	C	1,760	0.49
NA4	OC	Nolte Rd	Michigan Ave	Hickory Tree Rd	U	Collector	C3R	0	1,620	1,760	1,760	2025	4/1	14	20,017	19,416	842	738	1,580	NB/EB	0.079	0.53	842	C	1,760	0.48
9011	OC	Nova Rd (CR 532)	US 192	Lake Lizzie Dr	U	Collector	C3R	0	920	1,050	1,050	2025	3/12	11	9,355	9,074	393	398	791	SB/WB	0.085	0.5	398	C	1,050	0.38
542	OC	Nova Rd (CR 532)	Lake Lizzie Dr	Eden Dr	U	Collector	C3R	0	920	1,050	1,050	2025	3/12	11	6,684	6,483	227	328	555	SB/WB	0.083	0.59	328	C	1,050	0.31
1003	OC	Nova Rd (CR 532)	Eden Dr	Orange County Line	RU	Collector	C2	240	430	730	1,490	2025	4/8	15	3,850	3,735	139	292	431	SB/WB	0.112	0.68	292	C	430	0.68
471	OC	Old Boggy Creek Rd	Denn John Ln	Fortune Rd	U	Collector	C3C	0	720	1,020	1,020	2025	3/26	13	9,207	8,931	515	246	761	NB/EB	0.083	0.68	515	C	1,020	0.5
503	OC	Old Canoe Creek Rd	US 192-441	Neptune Rd	U	Minor Art	C3C	0	1,440	1,720	1,720	2025	4/2	14	22,165	21,500	928	713	1,641	NB/EB	0.074	0.57	928	C	1,720	0.54
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	U	Minor Art	C3R	0	1,620	1,760	1,760	Under Construction														
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	U	Minor Art	C3C	0	720	1,020	1,020	Under Construction														
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pkwy	U	Collector	C4	0	0	830	1,130	2025	3/26	13	9,715	9,424	393	440	833	SB/WB	0.086	0.53	440	D	830	0.53
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192-441	U	Collector	C3R	0	920	1,050	1,050	2025	4/1	14	8,213	7,967	316	432	748	SB/WB	0.091	0.58	432	C	1,050	0.41
103	OC	Old Lake Wilson Rd (CR 545)	Osceola Polk Line Rd (CR 532)	Sinclair Rd	U	Minor Art	C3R	0	920	1,050	1,050	2025	3/4	10	26,041	25,260	592	1090	1,682	SB/WB	0.065	0.65	1,090	F	1,050	1.04
105	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Westgate Blvd	U	Minor Art	C3R	0	1,620	1,760	1,760	2025	3/5	10	20,615	19,997	584	1143	1,727	SB/WB	0.084	0.66	1,143	C	1,760	0.65
111	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	US 192	U	Minor Art	C3C	0	2,240	2,550	2,550	2025	3/5	10	35,415	34,353	1021	1449	2,470	SB/WB	0.07	0.59	1,449	C	2,550	0.57
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	T	Collector	C3R	0	920	1,050	1,050	2025	4/1	14	4,482	4,348	197	148	345	NB/EB	0.077	0.57	197	C	920	0.21
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	U	Collector	C2T	0	650	850	850	2025	2/27	9	9,226	9,041	385	698	1,083	SB/WB	0.117	0.64	698	D	850	0.82
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	U	Collector	C3R	0	920	1,050	1,050	2025	2/27	9	14,252	13,967	483	723	1,206	SB/WB	0.085	0.6	723	C	1,050	0.69
207	OC	Old Tampa Hwy	Broad St	Jack Calhoun Dr	U	Collector	C3R	0	730	830	830	2025	2/26	9	11,043	10,822	255	910	1,165	SB/WB	0.105	0.78	910	F	830	1.1
176	OC	Old Vineland Rd	US 192	Princess Way	U	Collector	C3C	0	720	1,020	1,020	2025	4/16	16	5,711	5,540	197	228	425	SB/WB	0.074	0.54	228	C	1,020	0.22
324	OC	Orange Ave (CR 527)	Osceola Pkwy	Orange County Line	U	Minor Art	C4	0	1,150	1,700	1,920	2025	3/26	13	30,167	29,262	821	1368	2,189	SB/WB	0.073	0.62	1,368	D	1,700	0.8
538	OC	Orange Ave (St Cloud)	US 192-441 (13th St)	Rummell Rd	U	Collector	C3R	0	680	780	780	2025	3/12	11	2,094	2,031	99	95	194	NB/EB	0.093	0.51	99	C	780	0.13
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	U	Collector	C3R	0	920	1,050	1,050	2025	2/26	9	14,051	13,770	466	500	966	SB/WB	0.069	0.52	500	C	1,050	0.48
181	OC	Osceola Pkwy	I-4	SR 417	U	Principal Art	C3C	0	1,440	1,720	1,720	2025	3/5	10	27,170	26,355	1488	1004	2,492	NB/EB	0.092	0.6	1,488	D	1,720	0.87
180	OC	Osceola Pkwy	SR 417	Vineland Rd (SR 535)	U	Principal Art	C3C	0	1,440	1,720	1,720	2025	3/5	10	28,666	27,806	1795	854	2,649	NB/EB	0.092	0.68	1,795	F	1,720	1.04
183.2	OC	Osceola Pkwy	Vineland Rd (SR 535)	Sunrise City Dr/Storey Lake Blvd	U	Principal Art	C3C	0	1,440	1,720	1,720	2025	4/9	15	30,188	29,282	1809	1106	2,915	NB/EB	0.097	0.62	1,809	F	1,720	1.05
182	OC	Osceola Pkwy	Sunrise City Dr	Dyer Blvd	U	Principal Art	C3C	0	1,440	1,720	1,720	2025	3/5	10	26,047	25,266	1301	930	2,231	NB/EB	0.086	0.58	1,301	C	1,720	0.76
325	OC	Osceola Pkwy	Dyer Blvd	John Young Pkwy	U	Principal Art	C3C	0	1,440	1,720	1,720	2025	4/8	15	37,768	36,635	1387	1376	2,763	NB/EB	0.073	0.5	1,387	C	1,720	0.81
321	OC	Osceola Pkwy	John Young Pkwy	US 17-92-441 (O.B.T.)	U	Principal Art	C3C	0	1,440	1,720	1,720	Under Construction														
323	OC	Osceola Pkwy	US 17-92-441 (O.B.T.)	Florida's Turnpike	U	Principal Art	C4	0	2,100	2,670	2,840	2025	3/26	13	47,139	45,725	1650	1626	3,276	NB/EB	0.069	0.5	1,650	C	2,670	0.62
448	OC	Osceola Pkwy	Florida's Turnpike	Buenaventura Blvd	U	Principal Art	C3R	0	2,490	2,590	2,590	2025	3/26	13	38,417	37,264	962	1801	2,763	SB/WB	0.072	0.65	1,801	C	2,590	0.7
450	OC	Osceola Pkwy	Buenaventura Blvd	Simpson Rd	U	Principal Art	C3R	0	1,620	1,760	1,760	2025	3/26	13	28,730	27,868	1264	860	2,124	NB/EB	0.074	0.6	1,264	C	1,760	0.72
101	OC	Osceola Polk Line Rd (CR 532)	I-4	Old Lake Wilson Rd	U	Minor Art	C3C	0	1,440	1,720	1,720	2025	3/4	10	33,031	32,040	1216	1002	2,218	NB/EB	0.067	0.55	1,216	C	1,720	0.71
102	OC	Osceola Polk Line Rd (CR 532)	Old Lake Wilson Rd	US 17/92	U	Minor Art	C3C	0	720	1,020	1,020	2025	2/27	9	20,116	19,714	766	651	1,417	NB/EB	0.07	0.54	766	D	1,020	0.75
403	OC	Partin Settlement Rd	Neptune Rd	Cross Prairie Pkwy	U	Collector	C3C	0	720	1,020	1,020	2025	4/2	14	12,508	12,133	606	455	1,061	NB/EB	0.085	0.57	606	C	1,020	0.59
9020	OC	Partin Settlement Rd	Cross Prairie Pkwy	US 192-441	U	Collector	C3C	0	720	1,020	1,020	2025	3/19	12	12,289	11,920	542	507	1,049	NB/EB	0.085	0.52	542	C	1,020	0.53

2025 Roadway Network Capacity Report

(Updated 06/04/2025)

Count Station	Count Sourc	ROADWAY	FROM	TO	Area Type	Functional Class	ContextClass	Adjusted Service Volumes(Peak Hour Peak Direction) B	C	D	E	Latest Count	Count Date	Week	ADT	AADT	PM Peak Hour NB/EB	SB/WB	Pk HrTotal	Pk Dir	K-Factor	D-Factor	Pk HrPk DirVol	LOS	Capacity	V/C
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	U	Collector	C3C	0	720	1,020	1,020	2025	4/2	14	14,837	14,392	544	550	1,094	SB/WB	0.074	0.5	550	C	1,020	0.54
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	U	Collector	C3R	0	920	1,050	1,050	2025	3/12	11	5,182	5,027	221	257	478	SB/WB	0.092	0.54	257	C	1,050	0.24
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	U	Collector	C3R	0	920	1,050	1,050	2025	4/8	15	6,153	5,968	308	262	570	NB/EB	0.093	0.54	308	C	1,050	0.29
204	OC	Pleasant Hill Rd	Clay St	US 17/92	U	Minor Art	C3R	0	1,620	1,760	1,760	2018	4/5	14	18,041	17,500	611	628	1,239	SB/WB	0.0687	0.51	628	C	1760	0.36
221	OC	Pleasant Hill Rd	Cypress Pkwy	Poinciana Blvd	U	Minor Art	C3C	0	2,240	2,550	2,550	2025	4/9	15	61,726	59,874	1940	1830	3,770	NB/EB	0.061	0.51	1,940	C	2,550	0.76
212	OC	Pleasant Hill Rd	Poinciana Blvd	Grasmere View Pkwy	U	Minor Art	C3C	0	1,440	1,720	1,720	2025	2/27	9	53,833	52,756	1728	2018	3,746	SB/WB	0.07	0.54	2,018	F	1,720	1.17
205	OC	Pleasant Hill Rd	Grasmere View Pkwy	US 17/92	U	Minor Art	C3R	0	1,620	1,760	1,760	2025	2/27	9	53,899	52,821	1445	2306	3,751	SB/WB	0.07	0.61	2,306	F	1,760	1.31
213	OC	Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	U	Minor Art	C3C	0	720	1,020	1,020	Under Construction														
202	OC	Poinciana Blvd	Crescent Lakes Way	US 17/92	U	Minor Art	C3C	0	1,440	1,720	1,720	2025	2/27	9	40,186	39,382	1296	1651	2,947	SB/WB	0.073	0.56	1,651	D	1,720	0.96
201	OC	Poinciana Blvd	US 17/92	One Mile North of CSX RR	U	Principal Art	C3C	0	1,440	1,720	1,720	2025	2/27	9	42,835	41,978	1218	1702	2,920	SB/WB	0.068	0.58	1,702	D	1,720	0.99
161	OC	Poinciana Blvd	One Mile North of CSX RR	Oren Brown Rd	U	Principal Art	C3R	0	1,620	1,760	1,760	2025	2/26	9	42,750	41,895	1159	1795	2,954	SB/WB	0.069	0.61	1,795	F	1,760	1.02
160	OC	Poinciana Blvd	Oren Brown Rd	US 192 (Bronson Hwy)	U	Principal Art	C3C	0	1,440	1,720	1,720	2025	2/26	9	36,570	35,839	919	1629	2,548	SB/WB	0.07	0.64	1,629	D	1,720	0.95
159	OC	Poinciana Blvd	US 192 (Bronson Hwy)	Vineland Rd (SR 535)	U	Minor Art	C3C	0	1,440	1,720	1,720	2025	3/5	10	26,409	25,617	768	840	1,608	SB/WB	0.061	0.52	840	C	1,720	0.49
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	U	Collector	C3R	0	1,530	1,670	1,670	2025	3/5	10	11,373	11,032	478	372	850	NB/EB	0.075	0.56	478	C	1,670	0.29
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	U	Collector	C3C	0	720	1,020	1,020	2025	2/26	9	5,218	5,114	198	221	419	SB/WB	0.08	0.53	221	C	1,020	0.22
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	U	Collector	C3R	0	920	1,050	1,050	2025	4/9	15	7,915	7,678	295	426	721	SB/WB	0.091	0.59	426	C	1,050	0.41
455	OC	Royal Palm Dr	Buenaventura Blvd	Simpson Rd	U	Collector	C3R	0	680	780	780	2025	2/26	9	2,171	2,128	73	89	162	SB/WB	0.075	0.55	89	C	780	0.11
517	OC	Rummell Rd	Mississippi Ave	Narcoossee Rd (CR 15)	U	Collector	C3R	0	920	1,050	1,050	2025	3/12	11	8,103	7,860	355	391	746	SB/WB	0.092	0.52	391	C	1,050	0.37
9050	OC	Rummell Rd	Narcoossee Rd	Hackney Rd	U	Collector	C3R	0	1,620	1,760	1,760	2025	4/1	14	1,334	1,294	53	76	129	SB/WB	0.097	0.59	76	C	1,760	0.04
107	OC	Sand Hill Rd	Formosa Gardens Blvd	Old Lake Wilson Rd (CR 545)	U	Collector	C3R	0	920	1,050	1,050	2025	3/5	10	3,745	3,633	237	114	351	NB/EB	0.094	0.68	237	C	1,050	0.23
9040	OC	Sand Mine Rd	Caribbean View Tr	Westside Blvd	U	Collector	C3R	0	920	1,050	1,050	2025	4/16	16	14,503	14,068	363	590	953	SB/WB	0.066	0.62	590	C	1,050	0.56
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	U	Collector	C3C	0	1,440	1,720	1,720	2025	4/2	14	17,166	16,651	466	635	1,101	SB/WB	0.064	0.58	635	C	1,720	0.37
113	OC	Sherberth Rd	US 192	Orange County Line	U	Collector	C3C	0	720	1,020	1,020	2025	3/5	10	16,440	15,947	348	872	1,220	SB/WB	0.074	0.71	872	D	1,020	0.85
173	OC	Siesta Lago Dr	Poinciana Blvd	US 192	U	Collector	C3R	0	920	1,050	1,050	2025	2/26	9	7,488	7,338	252	261	513	SB/WB	0.069	0.51	261	C	1,050	0.25
412	OC	Simpson Rd	US 192-441	Fortune Rd	U	Minor Art	C3C	0	720	1,020	1,020	Under Construction														
472	OC	Simpson Rd	Fortune Rd	Buenaventura Blvd	U	Minor Art	C3R	0	1,620	1,760	1,760	Under Construction														
473	OC	Simpson Rd	Buenaventura Blvd	Osceola Pkwy	U	Minor Art	C3R	0	970	1,110	1,110	Under Construction														
479	OC	Simpson Rd	Osceola Pkwy	Boggy Creek Rd (East)	U	Principal Art	C3R	0	970	1,110	1,110	2025	3/26	13	30,473	29,559	995	1230	2,225	SB/WB	0.073	0.55	1,230	F	1,110	1.11
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	U	Collector	C3R	0	1,620	1,760	1,760	2025	3/5	10	16,282	15,794	767	414	1,181	NB/EB	0.073	0.65	767	C	1,760	0.44
214	OC	Southport Rd	Pleasant Hill Rd	Southport Rd	T	Minor Coll	C3R	0	920	1,050	1,050	2025	2/27	9	1,048	1,027	46	60	106	SB/WB	0.101	0.57	60	C	920	0.07
972610	FDOT	SR 417	I-4	Celebration Ave	U	Freeway	LA	2,500	3,300	4,070	4,240	2024	N/A	N/A	N/A	32,800	N/A		N/A	N/A	N/A	N/A	N/A	N/A	4,070	NA
972620	FDOT	SR 417	Celebration Ave	Osceola Pkwy	U	Freeway	LA	2,500	3,300	4,070	4,240	2024	N/A	N/A	N/A	43,000	N/A		N/A	N/A	N/A	N/A	N/A	N/A	4,070	NA
972630	FDOT	SR 417	Osceola Pkwy	Orange County Line	U	Freeway	LA	2,500	3,300	4,070	4,240	2024	N/A	N/A	N/A	54,900	N/A		N/A	N/A	N/A	N/A	N/A	N/A	4,070	NA
972800	FDOT	SR 429 (Western Beltway)	I-4	Sinclair Rd	U	Freeway	LA	2,500	3,300	4,070	4,240	2024	N/A	N/A	N/A	35,300	N/A		N/A	N/A	N/A	N/A	N/A	N/A	4,070	NA
972810	FDOT	SR 429 (Western Beltway)	Sinclair Rd	US 192/Orange County Line	U	Freeway	LA	2,500	3,300	4,070	4,240	2024	N/A	N/A	N/A	34,700	N/A		N/A	N/A	N/A	N/A	N/A	N/A	4,070	NA
920318	FDOT	SR 535 (Vineland Rd)	US 192	Poinciana Blvd	U	Minor Art	C3C	0	1,600	1,900	1,900	2024	N/A	N/A	N/A	32,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	1,900	NA
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	U	Minor Art	C3C	0	1,600	1,900	1,900	Under Construction														
920058	FDOT	SR 60	Indian River County Line	Polk County Line	RU	Principal Art	C2	240	430	730	1,490	2024	N/A	N/A	N/A	10,200	N/A		N/A	N/A	N/A	N/A	N/A	N/A	430	NA
9017	OC	Storey Creek Blvd	Ham Brown Rd	Cricket Cradle Dr	U	Collector	C3R	0	920	1,050	1,050	2025	2/27	9	4,080	3,998	274	127	401	NB/EB	0.098	0.68	274	C	1,050	0.26
9018	OC	Storey Creek Blvd	Cricket Cradle Dr	Pleasant Hill Rd	U	Collector	C3R	0	970	1,110	1,110	2025	2/27	9	3,977	3,897	282	128	410	NB/EB	0.103	0.69	282	C	1,110	0.25
512	OC	Tenth (10th) St	US 192-441 (13th St)	Michigan Ave	U	Collector	C4	0	0	610	830	2025	3/12	11	5,716	5,545	309	260	569	NB/EB	0.1	0.54	309	D	610	0.51
515	OC	Tenth (10th) St	Michigan Ave	Narcoossee Rd (CR 15)	U	Collector	C4	0	0	780	1,070	2025	4/8	15	6,120	5,936	323	252	575	NB/EB	0.094	0.56	323	D	780	0.41
305	OC	Thacker Ave	Clay St	MLK Jr Blvd	U	Collector	C4	0	0	830	1,130	2025	2/26	9	8,735	8,560	235	416	651	SB/WB	0.075	0.64	416	D	830	0.5
307	OC	Thacker Ave	Osceola Pkwy	John Young Pkwy	U	Collector	C3C	0	1,440	1,720	1,720	2025	3/25	13	11,523	11,177	379	584	963	SB/WB	0.084	0.61	584	C	1,720	0.34
911	OC	US 17/92	Pleasant Hill Rd	Portage St	U	Principal Art	C3C	0	1,600	1,900	1,900	2025	4/2	14	64,855	62,909	1738	2426	4,164	SB/WB	0.064	0.58	2,426	F	1,900	1.28
920003	FDOT	US 17/92	Portage St	Emmett St	U	Principal Art	C3C	0	2,360	2,680	2,680	2024	N/A	N/A	N/A	61,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,680	NA
319	OC	US 17/92	Emmett St	US 192-441	U	Principal Art	C4	0	2,210	2,810	2,990	2025	4/2	14	46,626	45,227	1326	1641	2,967	SB/WB	0.064	0.55	1,641	C	2,810	0.58
920314	FDOT	US 17/92 (S Orange Blossom Tr)	Polk County Line	Osceola Polk Line Rd (CR 532)	U	Principal Art	C3R	0	970	1,110	1,110	2024	N/A	N/A	N/A	22,000	N/A		N/A	N/A	N/A	N/A	N/A	N/A	1,110	NA
910	OC	US 17/92 (S Orange Blossom Tr)	Osceola Polk Line Rd (CR 532)	Old Tampa Hwy	U	Principal Art	C3C	0	800	1,120	1,120	2025	4/9	15	36,486	35,391	1016	1238	2,254	SB/WB	0.062	0.55	1,238	F	1,120	1.11
914	OC	US 17/92 (S Orange Blossom Tr)	Old Tampa Hwy	Poinciana Blvd	U	Principal Art	C3C	0	800	1,120	1,120	2025	2/27	9	31,496	30,866	1048	938	1,986	NB/EB	0.063	0.53	1,048	D	1,120	0.94
922	OC	US 17/92 (S Orange Blossom Tr)	Poinciana Blvd	Ham Brown Rd	U	Principal Art	C3C	0	1,600	1,900	1,900	2025	2/27	9	33,215	32,551	1084	1056	2,140	NB/EB	0.064	0.51	1,084	C	1,900	0.57
921	OC	US 17/92 (S Orange Blossom Tr)	Ham Brown Rd	Pleasant Hill Rd	U	Principal Art	C3C	0	1,600	1,900	1,900	2025	4/9	15	27,188	26,372	867	889	1,756	SB/WB	0.065	0.51	889	C	1,900	0.47
750020	FDOT	US 192	Lake County Line	SR 429 (Western Beltway)	U	Principal Art	C3C	0	2,480	2,810	2,810	2024	N/A	N/A	N/A	56,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,810	NA
901	OC	US 192	SR 429	World Dr	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	3/4	10	77,191	74,875	2057	3214	5,271	SB/WB	0.068	0.61	3,214	F	2,810	1.14
920311	FDOT	US 192	World Dr	I-4	U	Principal Art	C3C	0	2,360	2,680	2,680	2024	N/A	N/A	N/A	80,000	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,680	NA
920300	FDOT	US 192	I-4	Parkway Blvd/Celebration Pl	U	Principal Art	C3C	0	2,480	2,810	2,810	2024	N/A	N/A	N/A	57,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,810	NA
902	OC	US 192	Parkway Blvd/Celebration Pl	Polynesian Isle Blvd	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	3/4	10	51,127	49,593	2057	1563	3,620	NB/EB	0.071	0.57	2,057	C	2,810	0.73
920320	FDOT	US 192	Polynesian Isle Blvd	Vineland Rd (SR 535)	U	Principal Art	C3C	0	2,480	2,810	2,810	2024	N/A	N/A	N/A	39,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,810	NA
904	OC	US 192	Vineland Rd (SR 535)	Siesta Lago Dr	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	3/4	10	60,360	58,549	1909	1977	3,886	SB/WB	0.064	0.51	1,977	C	2,810	0.7
913	OC	US 192	Siesta Lago Dr	Hoagland Blvd	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	4/9	15	66,831	64,826	2084	2056	4,140	NB/EB	0.062	0.5	2,084	C	2,810	0.74
905	OC	US 192	Hoagland Blvd	Thacker Ave	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	4/2	14	43,980	42,661	1747	1310	3,057	NB/EB	0.07	0.57	1,747	C	2,810	0.62
925016	FDOT	US 192	Thacker Ave	Main St/US 441-17/92	U	Principal Art	C4	0	2,210	2,810	2,990	2024	N/A	N/A	N/A	53,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,810	NA
921008	FDOT	US 192	US 441/SR 15/Holopaw Rd	Brevard County Line	RU	Principal Art	C2	1,670	2,390	2,910	3,340	2024	N/A	N/A	N/A	9,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,390	NA
925017	FDOT	US 192-441	Main St/US 441-17/92	Michigan Ave/Oak St	U	Principal Art	C3C	0	2,480	2,810	2,810	2024	N/A	N/A	N/A	50,000	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,810	NA
906	OC	US 192-441	Michigan Ave/Oak St	Fortune Rd	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	3/26	13	59,593	57,805	1784	2418	4,202	SB/WB	0.071	0.58	2,418	C	2,810	0.86
907	OC	US 192-441	Fortune Rd	Shady Ln/Fla Turnpike	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	4/16	16	53,148	51,554	1853	1652	3,505	NB/EB	0.066	0.53	1,853	C	2,810	0.66
908	OC	US 192-441	Shady Ln/Fla Turnpike	Partin Settlement Rd	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	4/2	14	66,552	64,555	2095	2025	4,120	NB/EB	0.062	0.51	2,095	C	2,810	0.75
925	OC	US 192-441	Partin Settlement Rd	Commerce Center Dr	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	4/2	14	59,034	57,263	1771	1747	3,518	NB/EB	0.06	0.5	1,771	C	2,810	0.63
920105	FDOT	US 192-441	Commerce Center Dr	Columbia Ave/Budinger Ave	U	Principal Art	C3C	0	2,480	2,810	2,810	2024	N/A	N/A	N/A	42,000	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,810	NA
925022	FDOT	US 192-441	Columbia Ave/Budinger Ave	Mississippi Ave	U	Principal Art	C4	0	2,210	2,810	2,990	2024	N/A	N/A	N/A	42,000	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,810	NA
927	OC	US 192-441	Mississippi Ave	Narcoossee Rd (CR 15)/Hickory	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	3/12	11	50,207	48,701	1755	1855	3,610	SB/WB	0.072	0.51	1,855	C	2,810	0.66
920255	FDOT	US 192-441	Narcoossee Rd (CR 15)/Hickory	Nova Rd (CR 532)	U	Principal Art	C3C	0	2,480	2,810	2,810	2024	N/A	N/A	N/A	41,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	2,810	NA
909	OC	US 192-441	Nova Rd (CR 532)	Old Melbourne Hwy	U	Principal Art	C3R	0	1,790	1,940	1,940	2025	3/12	11	33,996	32,976	1225	1306	2,531	SB/WB	0.074	0.52	1,306	C	1,940	0.67
920304	FDOT	US 192-441	Old Melbourne Hwy	US 441/SR 15/Holopaw Rd	T	Principal Art	C3R	0	1,790	1,940	1,940	2024	N/A	N/A	N/A	20,500	N/A		N/A	N/A	N/A	N/A	N/A	N/A	1,790	NA
920044	FDOT	US 441/SR 15/Kenansville Rd	SR 60	Canoe Creek Rd/CR 523	RU	Principal Art	C2	240	430	730	1,490	2024	N/A	N/A	N/A	1,600	N/A		N/A	N/A	N/A	N/A	N/A	N/A	430	NA
921006	FDOT	US 441/SR 15/Kenansville Rd/Ho l	Canoe Creek Rd/CR 523	US 192	RU	Principal Art	C2	240	430	730	1,490	2024	N/A	N/A	N/A	3,300	N/A		N/A	N/A	N/A	N/A	N/A	N/A	430	NA
920100	FDOT	US 441-17/92 (N Orange Blossom	Donegan Ave	Carroll St	U	Principal Art	C4	0	1,270	1,880	2,120	2024	N/A	N/A	N/A	40,000	N/A		N/A	N/A	N/A	N/A	N/A	N/A	1,880	NA
912	OC	US 441-17/92 (N Orange Blossom	Carroll St	Osceola Pkwy	U	Principal Art	C3C	0	1,600	1,900	1,900	2025	3/26	13	46,892	45,485	1520	2288	3,808	SB/WB	0.081	0.6	2,288	F	1,900	1.2
916	OC	US 441-17/92 (N Orange Blossom	Osceola Pkwy	Orange County Line	U	Principal Art	C3C	0	2,480	2,810	2,810	2025	3/26	13	40,624	39,405	1948	1385	3,333	NB/EB	0.082	0.58	1,948	C	2,810	0.69

Appendix F
Historical Growth Trends

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0255 - ON US-192, 0.333 MI. E OF CR-15 (RCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	41500 S	E 20500	W 21000	9.00	53.40	10.60
2023	41500 F	E 20500	W 21000	9.00	53.20	10.60
2022	39500 C	E 19500	W 20000	9.00	53.40	10.60
2021	29000 S	E 14500	W 14500	9.00	54.00	10.70
2020	29000 F	E 14500	W 14500	9.00	53.00	10.70
2019	30000 C	E 15000	W 15000	9.00	53.20	10.70
2018	29000 F	E 14500	W 14500	9.00	53.60	10.80
2017	28000 C	E 14000	W 14000	9.00	52.80	10.80
2016	24500 F	E 12000	W 12500	9.00	52.50	8.40
2015	23500 C	E 11500	W 12000	9.00	52.70	8.40
2014	24500 C	E 11500	W 13000	9.00	52.80	9.20
2013	19500 C	E 9800	W 9700	9.00	53.00	8.70
2012	20400 C	E 10500	W 9900	9.00	53.10	22.80
2011	21500 C	E 11000	W 10500	9.00	53.10	20.20
2010	22000 C	E 11000	W 11000	9.12	53.51	13.40
2009	22000 C	E 11000	W 11000	9.10	53.73	11.40

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

Osceola Traffic Counts Detailed View
Station 540

Station_ID	540
Street_Name	HICKORY TREE RD
From_	US 192 (West)
To_	Nolte Rd
Roadway_Classification	Minor Art
DailyTrafficCount2008	5,005
DailyTrafficCount2009	4,742
DailyTrafficCount2010	4,699
DailyTrafficCount2012	4,985
DailyTrafficCount2015	6,785
DailyTrafficCount2016	7,470
DailyTrafficCount2017	8,784
DailyTrafficCount2018	9,559
DailyTrafficCount2019	11,168
DailyTrafficCount2020	14,283
DailyTrafficCount2021	15,962
DailyTrafficCount2022	14,831
DailyTrafficCount2023	15,969
DailyTrafficCount2024	16,536
DailyTrafficCount2025	17,097
LOS	D
VC	0.79
GlobalID_2	04bacc9b-eb63-44aa-a199-e2b82200f69b

Osceola Traffic Counts Detailed View
Station 541

Station_ID	541
Street_Name	NARCOOSSEE RD (CR 15)
From_	Rummel Rd
To_	10th St
Roadway_Classification	Principal Art
DailyTrafficCount2008	16,356
DailyTrafficCount2009	0
DailyTrafficCount2010	0
DailyTrafficCount2012	0
DailyTrafficCount2015	0
DailyTrafficCount2016	0
DailyTrafficCount2017	25,984
DailyTrafficCount2018	24,539
DailyTrafficCount2019	27,410
DailyTrafficCount2020	29,542
DailyTrafficCount2021	32,418
DailyTrafficCount2022	31,404
DailyTrafficCount2023	32,083
DailyTrafficCount2024	34,694
DailyTrafficCount2025	35,909
LOS	C
VC	0.9
GlobalID_2	1d9c374a-2504-4963-aff0-868d611fe176

Osceola Traffic Counts Detailed View
Station 589

Station_ID	589
Street_Name	NARCOOSSEE RD (CR 15)
From_	10th St
To_	U.S. 192-441
Roadway_Classification	Principal Art
DailyTrafficCount2008	0
DailyTrafficCount2009	0
DailyTrafficCount2010	0
DailyTrafficCount2012	0
DailyTrafficCount2015	0
DailyTrafficCount2016	0
DailyTrafficCount2017	26,375
DailyTrafficCount2018	25,284
DailyTrafficCount2019	27,693
DailyTrafficCount2020	28,731
DailyTrafficCount2021	34,086
DailyTrafficCount2022	33,914
DailyTrafficCount2023	36,581
DailyTrafficCount2024	37,804
DailyTrafficCount2025	39,204
LOS	F
VC	1.04
GlobalID_2	69de625a-0e2b-40f5-8edc-eef5dd5fc5ca

Osceola Traffic Counts Detailed View
Station 927

Station_ID	927
Street_Name	US 192 (BRONSON HWY.)
From_	Mississippi Ave
To_	Narcoossee Rd (CR 15)
Roadway_Classification	Principal Art
DailyTrafficCount2008	29,643
DailyTrafficCount2009	27,848
DailyTrafficCount2010	25,916
DailyTrafficCount2012	24,650
DailyTrafficCount2015	27,425
DailyTrafficCount2016	28,717
DailyTrafficCount2017	0
DailyTrafficCount2018	0
DailyTrafficCount2019	0
DailyTrafficCount2020	35,300
DailyTrafficCount2021	42,032
DailyTrafficCount2022	46,318
DailyTrafficCount2023	46,672
DailyTrafficCount2024	45,821
DailyTrafficCount2025	48,701
LOS	C
VC	0.66
GlobalID_2	0dd42bf7-498e-4d79-bd81-efe760f884b0

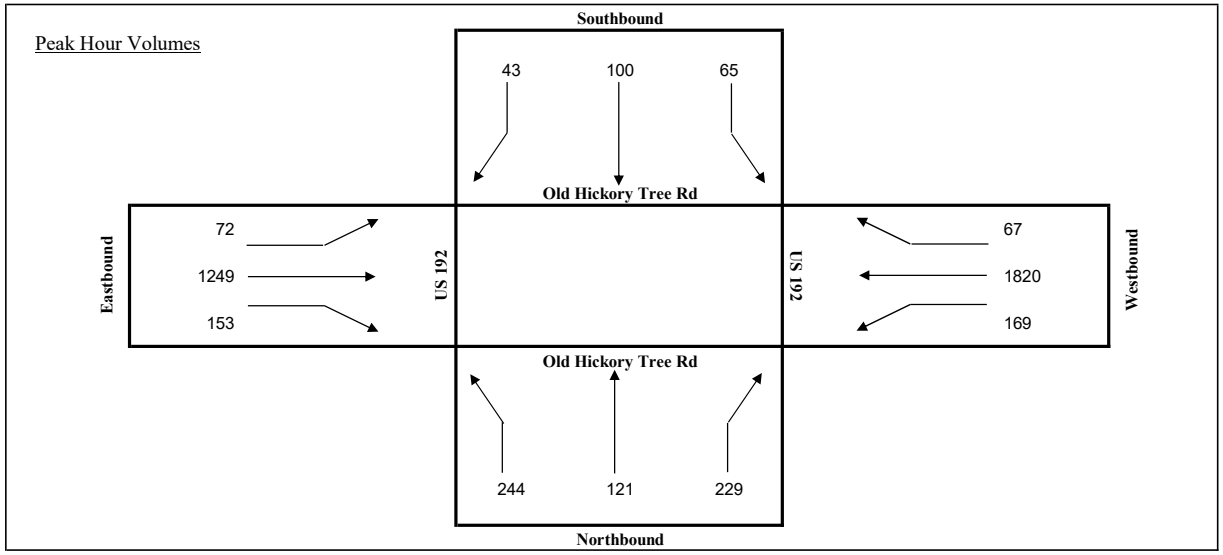
Appendix G
Turning Movement Counts & Seasonal Factor Report

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Old Hickory Tree Rd
Intersection (E/W): US 192
Date: 9/18/2025

			Old Hickory Tree Rd			Old Hickory Tree Rd			US 192			US 192			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	7:00 AM	7:15 AM	60	39	21	8	7	6	6	314	28	12	493	19	1013
	7:15 AM	7:30 AM	50	34	37	14	9	11	11	272	31	20	444	21	954
	7:30 AM	7:45 AM	53	29	52	18	17	12	17	308	41	27	461	18	1053
	7:45 AM	8:00 AM	62	35	59	19	26	12	19	331	37	37	458	15	1110
	8:00 AM	8:15 AM	72	30	68	17	33	8	20	325	43	56	482	13	1167
	8:15 AM	8:30 AM	57	27	50	11	24	11	16	285	32	49	419	21	1002
	8:30 AM	8:45 AM	42	25	35	16	21	11	17	293	24	38	400	14	936
	8:45 AM	9:00 AM	50	24	29	12	19	6	18	274	26	25	399	16	898
Total for:	7:00 AM	8:00 AM	225	137	169	59	59	41	53	1225	137	96	1856	73	4130
Total for:	8:00 AM	9:00 AM	221	106	182	56	97	36	71	1177	125	168	1700	64	4003
Tota Peak Hour:	7:30 AM	8:30 AM	244	121	229	65	100	43	72	1249	153	169	1820	67	4332
Overall PHF:	0.93														

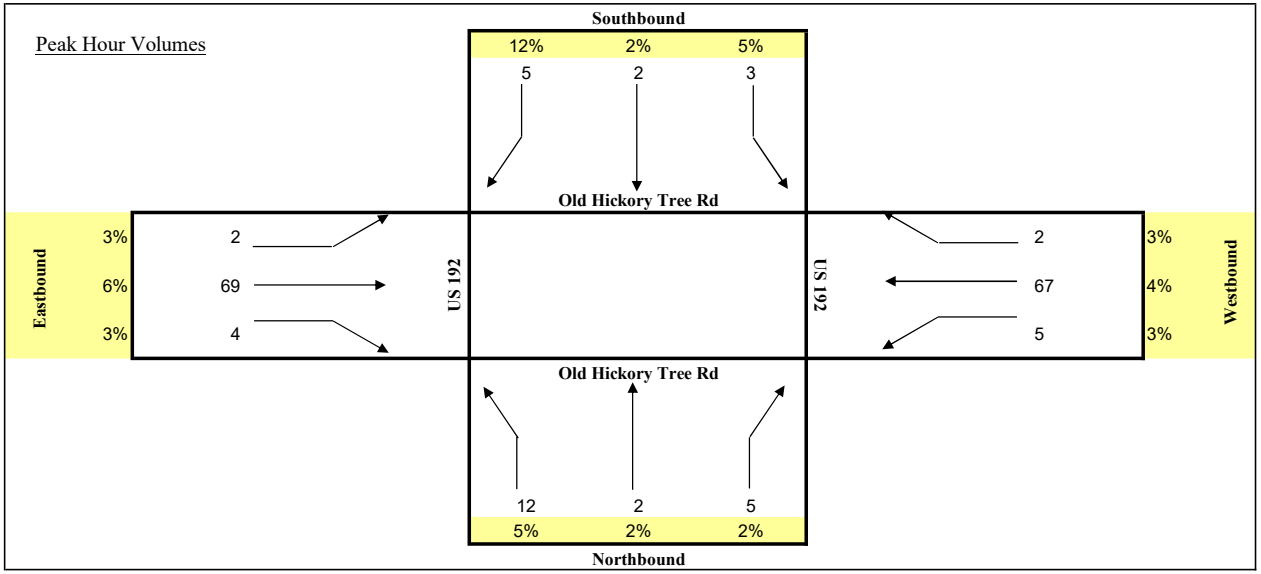


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Old Hickory Tree Rd
Intersection (E/W): US 192
Date: 9/18/2025

			Old Hickory Tree Rd			Old Hickory Tree Rd			US 192			US 192			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	7:00 AM	7:15 AM	2	3	1	1	0	0	1	17	4	0	18	0	47
	7:15 AM	7:30 AM	1	1	1	2	0	1	1	12	1	1	15	1	37
	7:30 AM	7:45 AM	2	0	1	1	2	0	0	17	2	2	17	1	45
	7:45 AM	8:00 AM	3	1	2	0	0	2	1	15	1	1	12	0	38
	8:00 AM	8:15 AM	5	0	1	2	0	1	0	21	0	1	21	0	52
	8:15 AM	8:30 AM	2	1	1	0	0	2	1	16	1	1	17	1	43
	8:30 AM	8:45 AM	0	1	2	1	1	0	2	12	1	2	12	1	35
	8:45 AM	9:00 AM	3	0	0	0	0	0	1	18	2	0	8	0	32
Total for:	7:00 AM	8:00 AM	8	5	5	4	2	3	3	61	8	4	62	2	167
Total for:	8:00 AM	9:00 AM	10	2	4	3	1	3	4	67	4	4	58	2	162
Tota Peak Hour:	7:30 AM	8:30 AM	12	2	5	3	2	5	2	69	4	5	67	2	178
Overall PHF:	0.86														

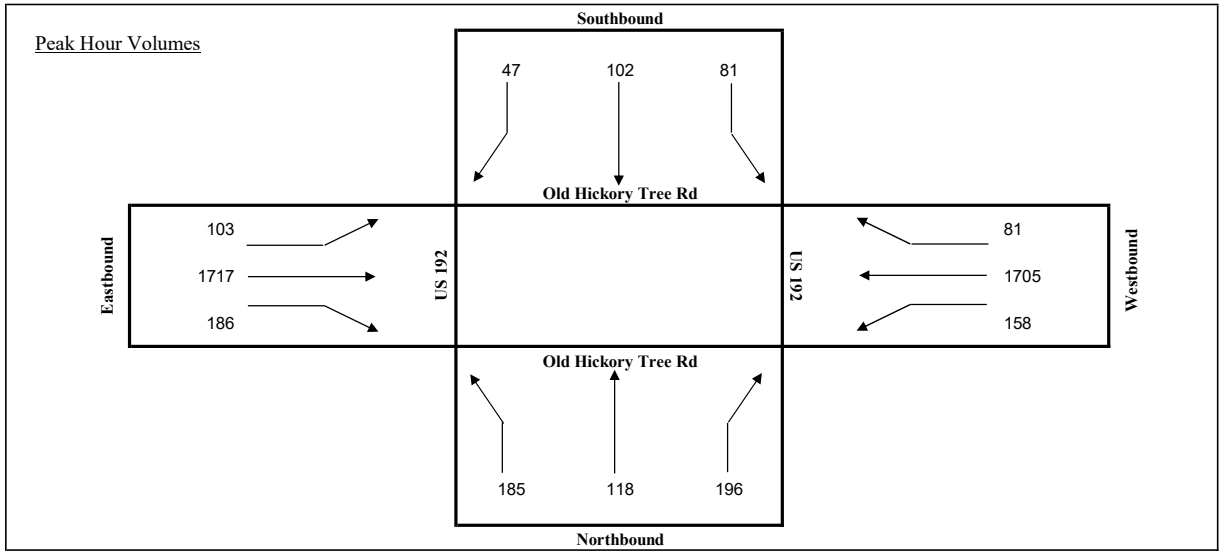


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Old Hickory Tree Rd
Intersection (E/W): US 192
Date: 9/18/2025

			Old Hickory Tree Rd			Old Hickory Tree Rd			US 192			US 192			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	4:00 PM	4:15 PM	53	32	55	26	15	8	24	452	54	45	410	21	1195
	4:15 PM	4:30 PM	49	30	50	17	34	11	20	415	45	38	436	18	1163
	4:30 PM	4:45 PM	37	31	52	20	24	13	31	401	48	41	407	22	1127
	4:45 PM	5:00 PM	46	25	39	18	29	15	28	449	39	34	452	20	1194
	5:00 PM	5:15 PM	41	23	35	31	32	10	31	462	48	28	420	20	1181
	5:15 PM	5:30 PM	40	28	51	15	29	18	30	453	30	35	404	23	1156
	5:30 PM	5:45 PM	46	19	36	14	29	13	24	425	29	30	410	18	1093
	5:45 PM	6:00 PM	40	24	41	18	32	10	20	410	31	36	352	18	1032
Total for:	4:00 PM	5:00 PM	185	118	196	81	102	47	103	1717	186	158	1705	81	4679
Total for:	5:00 PM	6:00 PM	167	94	163	78	122	51	105	1750	138	129	1586	79	4462
Tota Peak Hour:	4:00 PM	5:00 PM	185	118	196	81	102	47	103	1717	186	158	1705	81	4679
Overall PHF:	0.98														

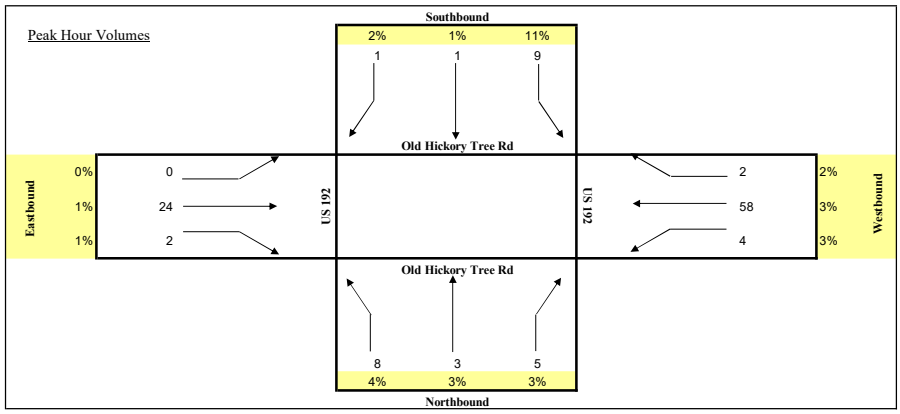


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Old Hickory Tree Rd
Intersection (E/W): US 192
Date: 9/18/2025

		Old Hickory Tree Rd			Old Hickory Tree Rd			US 192			US 192			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	3	0	2	6	0	0	0	7	0	1	20	1	40
4:15 PM	4:30 PM	2	1	2	2	1	1	0	6	1	2	16	1	35
4:30 PM	4:45 PM	1	1	1	0	0	0	0	4	1	0	12	0	20
4:45 PM	5:00 PM	2	1	0	1	0	0	0	7	0	1	10	0	22
5:00 PM	5:15 PM	1	1	0	1	0	0	1	6	1	0	10	1	22
5:15 PM	5:30 PM	2	0	1	0	1	1	3	6	0	1	8	1	24
5:30 PM	5:45 PM	1	0	0	1	0	0	0	5	1	0	10	0	18
5:45 PM	6:00 PM	0	1	0	0	1	0	0	4	0	0	7	0	13
Total for:	4:00 PM	5:00 PM	8	3	5	9	1	1	0	24	2	4	58	2	117
Total for:	5:00 PM	6:00 PM	4	2	1	2	2	1	4	21	2	1	35	2	77
Tota Peak Hour:	4:00 PM	5:00 PM	8	3	5	9	1	1	0	24	2	4	58	2	117
Overall PHF:	0.73														

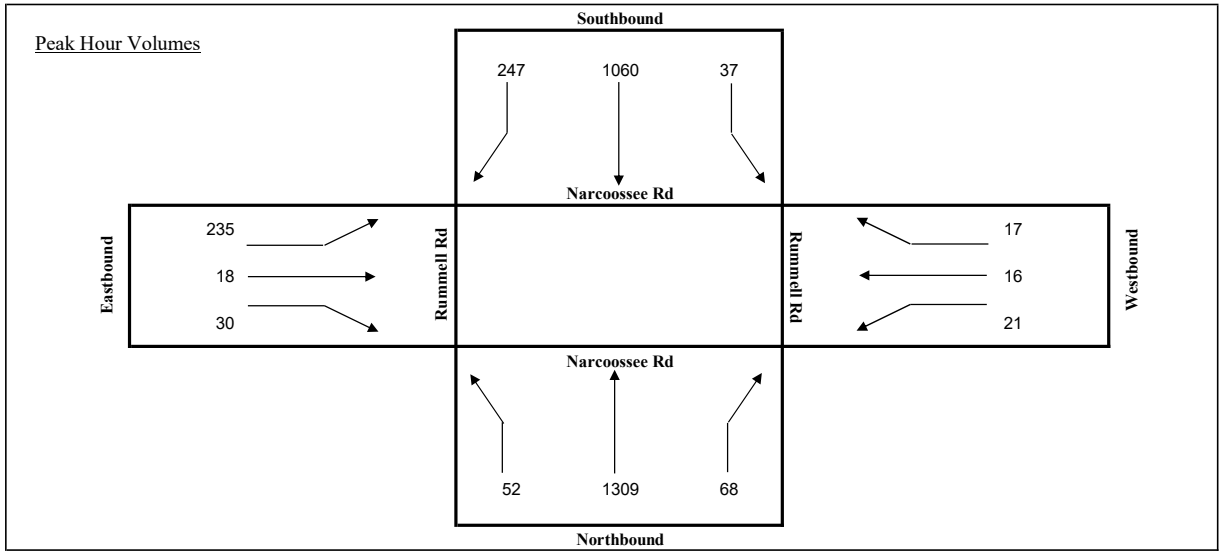


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): Rummell Rd
Date: 9/18/2025

			Narcoossee Rd			Narcoossee Rd			Rummell Rd			Rummell Rd			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	7:00 AM	7:15 AM	11	346	22	7	248	68	66	4	5	6	7	1	791
	7:15 AM	7:30 AM	11	325	15	5	264	61	59	3	8	3	4	2	760
	7:30 AM	7:45 AM	9	348	18	11	243	55	64	4	9	4	2	4	771
	7:45 AM	8:00 AM	14	308	16	9	261	60	52	5	8	6	5	4	748
	8:00 AM	8:15 AM	18	328	19	12	292	71	60	6	5	8	5	7	831
	8:15 AM	8:30 AM	13	279	15	7	257	63	50	5	4	6	7	5	711
	8:30 AM	8:45 AM	11	250	12	10	261	55	54	3	2	7	6	3	674
	8:45 AM	9:00 AM	14	225	7	6	234	33	44	2	6	3	7	4	585
Total for:	7:00 AM	8:00 AM	45	1327	71	32	1016	244	241	16	30	19	18	11	3070
Total for:	8:00 AM	9:00 AM	56	1082	53	35	1044	222	208	16	17	24	25	19	2801
Tota Peak Hour:	7:15 AM	8:15 AM	52	1309	68	37	1060	247	235	18	30	21	16	17	3110
Overall PHF:	0.94														

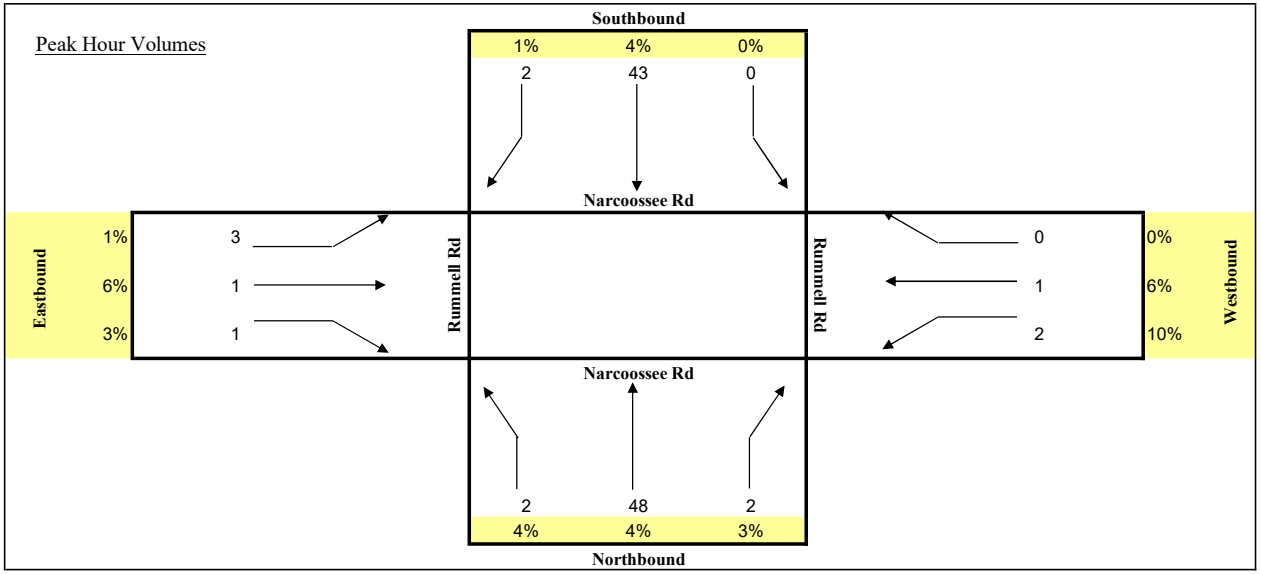


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): Rummell Rd
Date: 9/18/2025

		Narcoossee Rd			Narcoossee Rd			Rummell Rd			Rummell Rd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	13	1	0	11	0	0	0	0	1	0	0	26
7:15 AM	7:30 AM	2	9	0	0	9	1	0	0	1	0	1	0	23
7:30 AM	7:45 AM	1	13	1	0	12	0	1	1	1	0	0	0	30
7:45 AM	8:00 AM	0	10	1	0	9	1	1	0	0	1	0	0	23
8:00 AM	8:15 AM	0	15	0	0	11	0	0	0	0	0	1	0	27
8:15 AM	8:30 AM	1	10	0	0	11	1	1	0	0	1	0	0	25
8:30 AM	8:45 AM	1	8	1	1	8	1	1	1	1	0	0	1	24
8:45 AM	9:00 AM	0	12	0	0	10	0	0	0	1	0	1	0	24
Total for:	7:00 AM	8:00 AM	3	45	3	0	41	2	2	1	2	2	1	0	102
Total for:	8:00 AM	9:00 AM	2	45	1	1	40	2	2	1	2	1	2	1	100
Tota Peak Hour:	7:30 AM	8:30 AM	2	48	2	0	43	2	3	1	1	2	1	0	105
Overall PHF:	0.88														

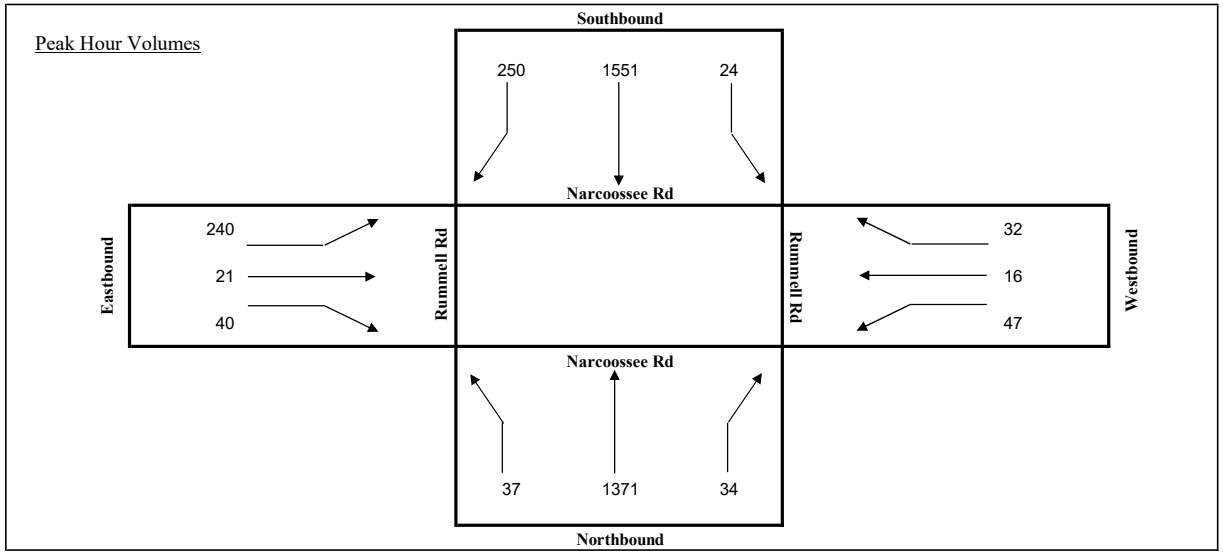


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): Rummell Rd
Date: 9/18/2025

			Narcoossee Rd			Narcoossee Rd			Rummell Rd			Rummell Rd			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	4:00 PM	4:15 PM	11	286	7	5	336	68	41	6	9	11	5	7	792
	4:15 PM	4:30 PM	12	326	11	8	370	83	53	6	9	13	6	12	909
	4:30 PM	4:45 PM	10	306	8	9	367	72	48	5	13	10	5	9	862
	4:45 PM	5:00 PM	13	349	8	4	377	70	54	5	8	10	4	10	912
	5:00 PM	5:15 PM	10	333	9	8	405	71	63	7	13	12	3	7	941
	5:15 PM	5:30 PM	8	355	9	6	393	52	57	6	10	15	3	5	919
	5:30 PM	5:45 PM	6	334	8	6	376	57	66	3	9	10	6	10	891
	5:45 PM	6:00 PM	11	272	5	5	378	44	62	3	7	7	6	9	809
Total for:	4:00 PM	5:00 PM	46	1267	34	26	1450	293	196	22	39	44	20	38	3475
Total for:	5:00 PM	6:00 PM	35	1294	31	25	1552	224	248	19	39	44	18	31	3560
Tota Peak Hour:	4:45 PM	5:45 PM	37	1371	34	24	1551	250	240	21	40	47	16	32	3663
Overall PHF:	0.97														

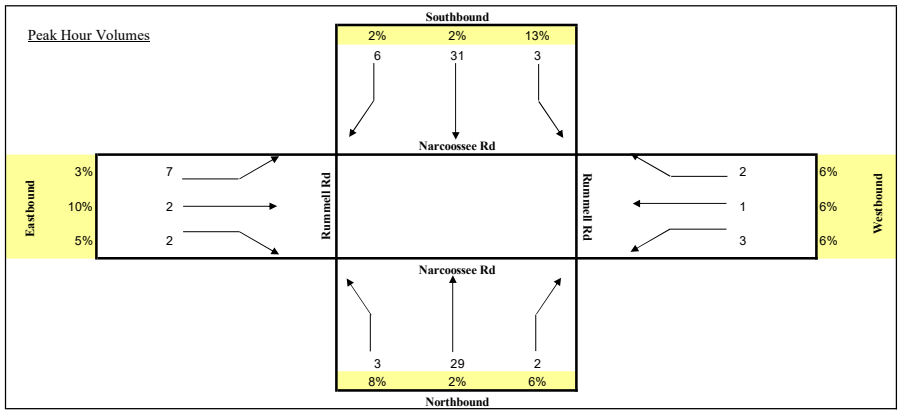


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): Rummell Rd
Date: 9/18/2025

		Narcoossee Rd			Narcoossee Rd			Rummell Rd			Rummell Rd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	1	8	1	1	9	2	2	1	0	1	1	0	27
4:15 PM	4:30 PM	0	7	0	1	4	1	3	0	0	1	0	1	18
4:30 PM	4:45 PM	1	9	0	1	10	2	1	0	1	0	0	1	26
4:45 PM	5:00 PM	1	5	1	0	8	1	1	1	1	1	0	0	20
5:00 PM	5:15 PM	0	7	0	1	11	0	1	0	0	1	1	0	22
5:15 PM	5:30 PM	0	5	0	1	6	0	0	0	0	1	0	0	13
5:30 PM	5:45 PM	1	3	1	0	7	1	0	0	0	0	0	0	13
5:45 PM	6:00 PM	0	3	0	0	4	0	1	0	0	0	0	1	9
Total for:	4:00 PM	5:00 PM	3	29	2	3	31	6	7	2	2	3	1	2	91
Total for:	5:00 PM	6:00 PM	1	18	1	2	28	1	2	0	0	2	1	1	57
Tota Peak Hour:	4:00 PM	5:00 PM	3	29	2	3	31	6	7	2	2	3	1	2	91
Overall PHF:	0.84														



ADT TRAFFIC SERVICES

3894 Percival Rd
Orlando, FL 32826

Project 25-117 Puffin Big Box Retail (Osceola)
Intersection: ***Narcoossee Rd & Lillian Lee Rd***
Site ID 1
Date: September 18, 2025

Begin Time	Southbound Narcoossee Rd				Westbound Lillian Lee Rd				Northbound Narcoossee Rd				Eastbound Lillian Lee Rd				
	LT	T	RT	U Turns	LT	T	RT	U Turns	LT	T	RT	U Turns	LT	T	RT	U Turns	
7:00 AM	11	248	0		5	0	19		0	361	8		2	0	1		
7:15 AM	27	273	0		8	0	27		0	380	13		2	0	3		
7:30 AM	38	293	0		6	0	38		0	362	6		0	1	5		
7:45 AM	39	290	0		10	1	45		0	362	6		3	0	3		
Total:	**115**	**1104**	**0**		**29**	**1**	**129**		**0**	**1465**	**33**		**7**	**1**	**12**	**0**	2896
8:00 AM	7	263	1		10	0	48		2	312	7		1	0	2		
8:15 AM	8	281	1		3	0	17		3	293	10		0	0	0		
8:30 AM	10	266	1		3	0	20		1	305	6		1	0	6		
8:45 AM	5	227	0		5	0	13		0	318	4		0	0	5		
Total:	**30**	**1037**	**3**		**21**	**0**	**98**		**6**	**1228**	**27**		**2**	**0**	**13**	**0**	2465
9:00 AM	34	247	1		2	0	10		1	269	3		3	0	0		
9:15 AM	9	266	2		1	0	13		3	248	3		0	0	2		
9:30 AM	9	306	1		2	0	9		1	265	9		0	0	7		
9:45 AM	5	270	2		0	0	11		0	241	11		0	0	5		
10:00 AM	8	245	1		1	0	5		1	260	5		1	0	2		
10:15 AM	7	263	0		2	0	9		0	232	7		2	0	4		
10:30 AM	5	244	2		0	0	12		2	257	10		0	0	3		
10:45 AM	4	275	0		1	0	7		1	270	9		1	0	1		
11:00 AM	9	284	1		1	0	9		1	267	12		1	0	1		
11:15 AM	10	285	1		7	0	12		3	298	15		2	0	2		
11:30 AM	7	277	2		5	0	8		1	300	8		2	0	2		
11:45 AM	5	286	1		4	1	7		3	278	12		1	1	5		
12:00 PM	9	293	1		6	0	10		1	293	8		1	0	6		
12:15 PM	8	303	1		8	0	9		2	316	7		1	0	2		
12:30 PM	9	294	1		5	0	7		4	333	5		2	0	4		
12:45 PM	10	311	0		5	0	10		4	355	7		0	0	4		
1:00 PM	13	296	1		4	0	8		3	327	5		2	0	2		
1:15 PM	17	309	1		2	0	10		1	308	10		1	0	3		
1:30 PM	25	335	2		4	0	13		2	319	16		1	0	1		
1:45 PM	11	297	1		3	0	16		5	275	11		1	0	2		
2:00 PM	9	304	0		5	0	19		5	266	10		0	0	4		
2:15 PM	10	328	0		4	0	28		7	281	13		2	1	5		
2:30 PM	17	344	1		5	0	20		5	269	10		1	0	2		
2:45 PM	15	329	2		5	0	18		2	277	9		1	0	3		
3:00 PM	22	365	1		6	0	13		2	283	13		0	0	1		
3:15 PM	18	333	0		4	1	16		1	302	10		1	0	2		
3:30 PM	12	295	0		4	0	11		3	287	10		0	0	1		
3:45 PM	17	279	1		4	0	15		1	333	13		1	0	2		
4:00 PM	19	300	1		5	0	15		5	238	16		1	0	2		
4:15 PM	22	334	1		0	0	11		7	307	17		1	1	4		
4:30 PM	20	316	2		3	1	10		0	290	10		0	0	2		
4:45 PM	21	227	2		6	0	19		3	305	19		1	0	4		
Total:	**82**	**1177**	**6**		**14**	**1**	**55**		**15**	**1140**	**62**		**3**	**1**	**12**	**0**	2568
5:00 PM	22	363	3		4	1	12		7	309	22		1	0	3		
5:15 PM	21	374	2		5	0	12		9	335	14		2	0	1		
5:30 PM	19	336	1		3	0	10		9	306	15		1	0	1		
5:45 PM	22	318	4		3	0	9		7	314	20		1	0	2		
Total:	**84**	**1391**	**10**		**15**	**1**	**43**		**32**	**1264**	**71**		**5**	**0**	**7**	**0**	2923
6:00 PM	21	378	0		5	0	14		4	322	23		2	0	0		
6:15 PM	38	399	6		4	0	25		2	280	20		0	0	4		
6:30 PM	21	358	0		3	0	16		4	301	14		1	0	1		
6:45 PM	18	296	2		2	1	11		2	274	10		0	0	2		
Total:	**98**	**1431**	**8**		**14**	**1**	**66**		**12**	**1177**	**67**		**3**	**0**	**7**	**0**	2884

ADT TRAFFIC SERVICES

3894 Percival Rd
Orlando, FL 32826

Project **25-117 Puffin Big Box Retail (Osceola)**

Intersection: ***Narcoossee Rd & Lillian Lee Rd***

Heavy Vehicles

9/18/2025

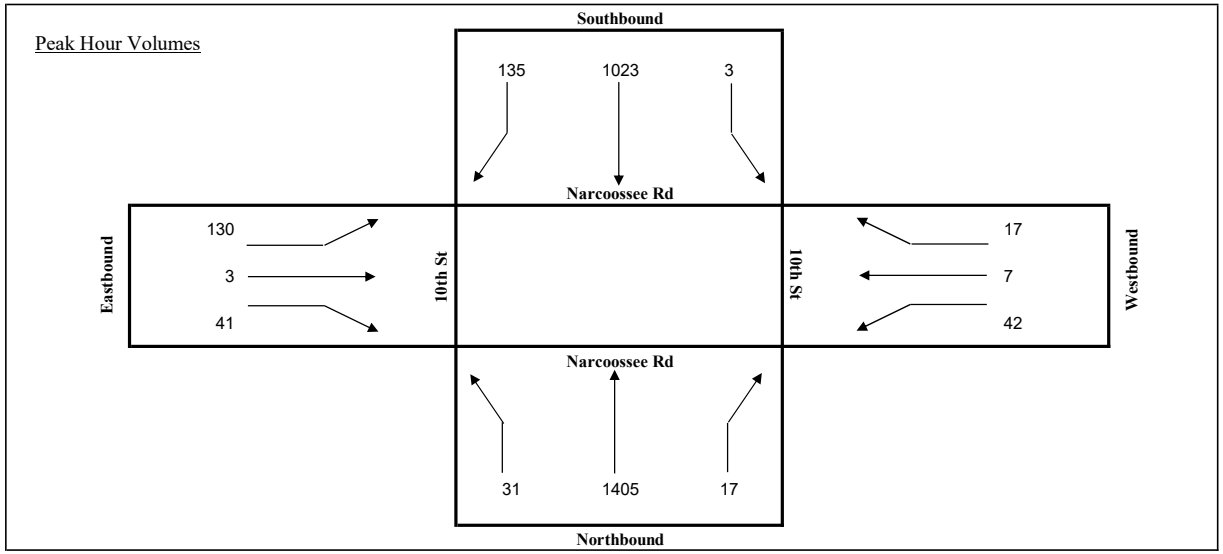
Begin Time	Southbound				Westbound				Northbound				Eastbound			
		Narcoossee Rd				Lillian Lee Rd				Narcoossee Rd				Lillian Lee Rd		
	LT	T	RT	U Turns	LT	T	RT	U Turns	LT	T	RT	U Turns	LT	T	RT	U Turns
7:00 AM	0	12	0		0	0	1		0	10	0		0	0	0	
7:15 AM	0	4	0		0	0	0		0	8	0		0	0	0	
7:30 AM	0	13	0		1	0	0		0	6	0		0	0	0	
7:45 AM	0	10	0		1	0	0		0	9	1		0	0	0	
8:00 AM	0	7	0		0	0	1		0	17	2		0	0	0	
8:15 AM	1	11	0		0	0	1		0	10	3		0	0	0	
8:30 AM	3	11	0		0	0	1		0	11	1		0	0	0	
8:45 AM	3	9	1		3	0	1		0	12	1		1	0	0	
9:00 AM	1	12	0		0	0	0		0	9	1		0	0	0	
9:15 AM	2	11	0		0	0	2		0	9	1		0	0	0	
9:30 AM	5	16	0		1	0	1		0	13	0		0	0	0	
9:45 AM	1	10	0		0	0	0		0	10	0		0	0	0	
10:00 AM	1	8	1		0	0	1		0	8	0		0	0	0	
10:15 AM	0	9	0		0	0	1		0	5	0		0	0	0	
10:30 AM	1	5	0		1	0	0		0	9	1		0	0	0	
10:45 AM	2	6	0		0	0	0		0	11	0		0	0	0	
11:00 AM	1	7	0		1	0	1		0	7	1		0	0	0	
11:15 AM	2	14	1		0	0	3		1	13	0		0	0	0	
11:30 AM	1	8	0		1	0	2		0	10	0		0	0	0	
11:45 AM	3	9	1		0	0	1		0	8	0		0	0	0	
12:00 PM	4	7	0		0	0	4		0	11	1		0	0	1	
12:15 PM	1	5	0		1	0	3		0	10	0		0	0	0	
12:30 PM	2	7	0		0	0	3		0	8	1		0	0	0	
12:45 PM	0	6	0		1	0	2		0	7	0		0	0	0	
1:00 PM	1	10	0		0	0	1		0	8	1		0	0	0	
1:15 PM	3	7	1		1	0	2		0	6	0		0	0	0	
1:30 PM	3	9	0		0	0	3		0	11	0		0	0	0	
1:45 PM	1	10	0		0	0	2		0	9	0		0	0	0	
2:00 PM	1	8	0		1	0	2		0	12	0		0	0	0	
2:15 PM	0	10	0		0	0	4		0	13	0		0	0	0	
2:30 PM	0	8	1		0	0	1		0	15	0		0	0	0	
2:45 PM	1	8	0		1	0	2		0	16	0		0	0	1	
3:00 PM	0	13	0		0	0	0		0	18	0		0	0	0	
3:15 PM	0	10	0		0	0	0		0	12	0		0	0	0	
3:30 PM	0	7	0		0	0	1		0	17	1		0	0	0	
3:45 PM	0	9	0		0	0	1		0	11	0		0	0	0	
4:00 PM	2	10	0		0	0	2		0	13	2		0	0	1	
4:15 PM	0	5	1		1	0	2		0	7	0		0	0	0	
4:30 PM	0	7	1		0	0	1		0	7	1		0	0	1	
4:45 PM	1	4	1		0	0	0		0	3	0		0	0	1	
5:00 PM	0	4	0		0	0	0		0	3	0		0	0	0	
5:15 PM	0	5	0		0	0	0		0	7	0		0	0	0	
5:30 PM	0	6	0		0	0	0		0	4	0		0	0	0	
5:45 PM	0	5	0		0	0	0		0	5	0		0	0	0	
6:00 PM	0	1	0		0	0	0		0	2	1		0	0	0	
6:15 PM	1	2	0		0	0	1		0	3	0		0	0	0	
6:30 PM	0	1	0		0	0	1		0	4	0		0	0	0	
6:45 PM	0	4	0		0	0	1		0	3	0		0	0	0	

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): 10th St
Date: 9/18/2025

			Narcoossee Rd			Narcoossee Rd			10th St			10th St			
			NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	6	342	4	0	237	29	36	0	11	7	0	2	674
7:15 AM	7:30 AM	6	361	1	0	255	33	33	0	8	12	4	6	719
7:30 AM	7:45 AM	11	342	5	2	275	41	31	1	10	10	1	1	730
7:45 AM	8:00 AM	8	360	7	1	256	32	30	2	12	13	2	8	731
8:00 AM	8:15 AM	10	302	2	2	221	59	34	2	20	11	4	2	669
8:15 AM	8:30 AM	5	281	6	2	248	45	31	1	17	9	2	4	651
8:30 AM	8:45 AM	10	287	4	3	234	48	30	3	11	12	2	7	651
8:45 AM	9:00 AM	6	291	6	3	210	36	32	0	9	12	2	8	615
Total for:	7:00 AM	8:00 AM	31	1405	17	3	1023	135	130	3	41	42	7	17	2854
Total for:	8:00 AM	9:00 AM	31	1161	18	10	913	188	127	6	57	44	10	21	2586
Tota Peak Hour:	7:00 AM	8:00 AM	31	1405	17	3	1023	135	130	3	41	42	7	17	2854
Overall PHF:	0.98														

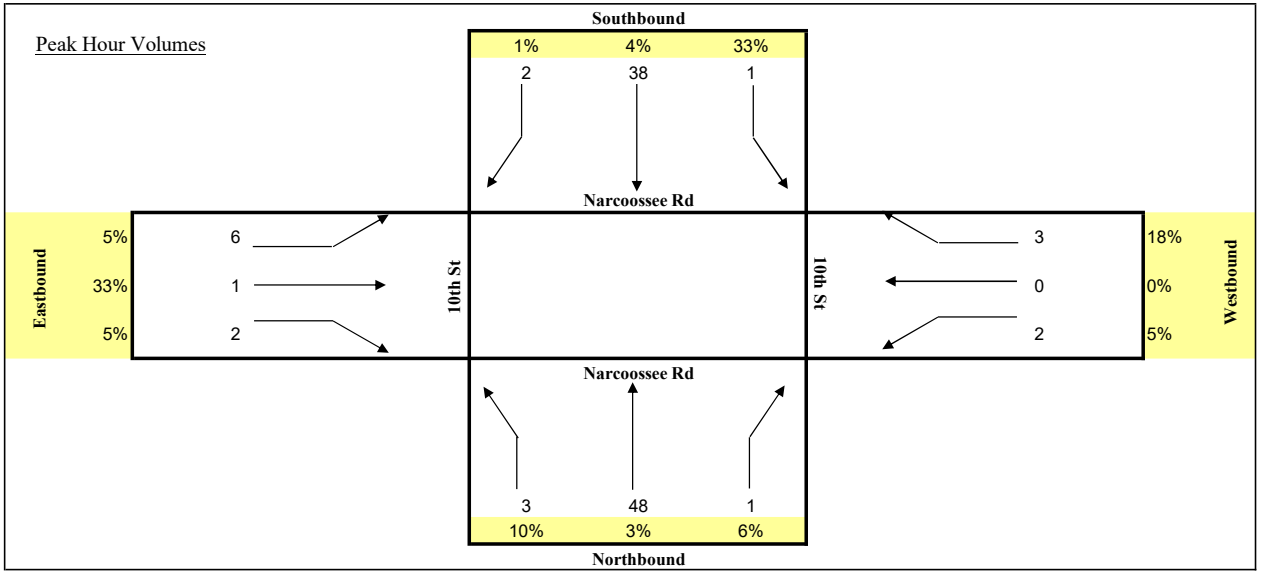


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): 10th St
Date: 9/18/2025

		Narcoossee Rd			Narcoossee Rd			10th St			10th St			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	10	0	0	10	2	0	0	0	0	0	0	22
7:15 AM	7:30 AM	0	7	0	0	4	0	1	0	0	0	0	0	12
7:30 AM	7:45 AM	1	6	0	0	12	2	0	0	0	0	0	0	21
7:45 AM	8:00 AM	1	8	0	0	10	1	2	0	1	0	0	0	23
8:00 AM	8:15 AM	1	16	0	0	7	0	2	0	0	0	0	1	27
8:15 AM	8:30 AM	0	12	1	0	10	1	1	0	1	0	0	0	26
8:30 AM	8:45 AM	1	9	0	1	9	1	2	1	1	0	0	1	26
8:45 AM	9:00 AM	1	11	0	0	12	0	1	0	0	2	0	1	28
Total for:	7:00 AM	8:00 AM	2	31	0	0	36	5	3	0	1	0	0	0	78
Total for:	8:00 AM	9:00 AM	3	48	1	1	38	2	6	1	2	2	0	3	107
Tota Peak Hour:	8:00 AM	9:00 AM	3	48	1	1	38	2	6	1	2	2	0	3	107
Overall PHF:	0.96														

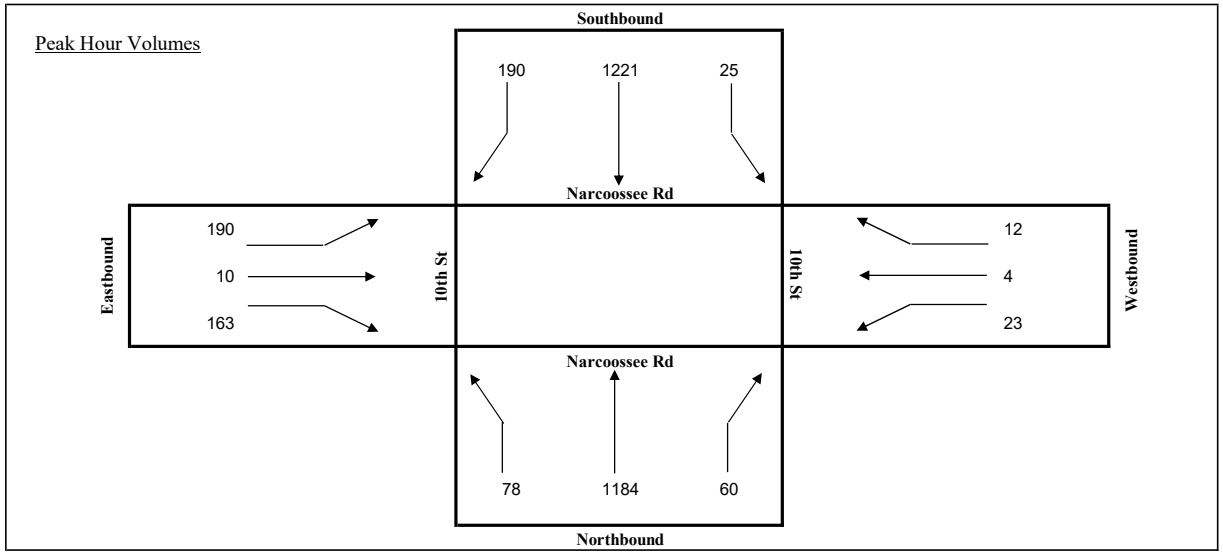


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): 10th St
Date: 9/18/2025

			Narcoossee Rd			Narcoossee Rd			10th St			10th St			
			NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	14	293	14	2	265	51	77	4	32	8	3	4	767
4:15 PM	4:30 PM	21	249	9	4	293	45	68	2	27	6	0	4	728
4:30 PM	4:45 PM	19	296	11	8	271	51	69	1	31	6	3	4	770
4:45 PM	5:00 PM	27	266	13	7	187	48	60	1	29	6	1	4	649
5:00 PM	5:15 PM	14	283	11	4	310	61	55	3	46	5	2	3	797
5:15 PM	5:30 PM	21	308	16	9	328	49	52	2	40	4	0	5	834
5:30 PM	5:45 PM	24	286	13	5	301	41	45	3	41	6	1	3	769
5:45 PM	6:00 PM	19	307	20	7	282	39	38	2	36	8	1	1	760
Total for:	4:00 PM	5:00 PM	81	1104	47	21	1016	195	274	8	119	26	7	16	2914
Total for:	5:00 PM	6:00 PM	78	1184	60	25	1221	190	190	10	163	23	4	12	3160
Tota Peak Hour:	5:00 PM	6:00 PM	78	1184	60	25	1221	190	190	10	163	23	4	12	3160
Overall PHF:	0.95														

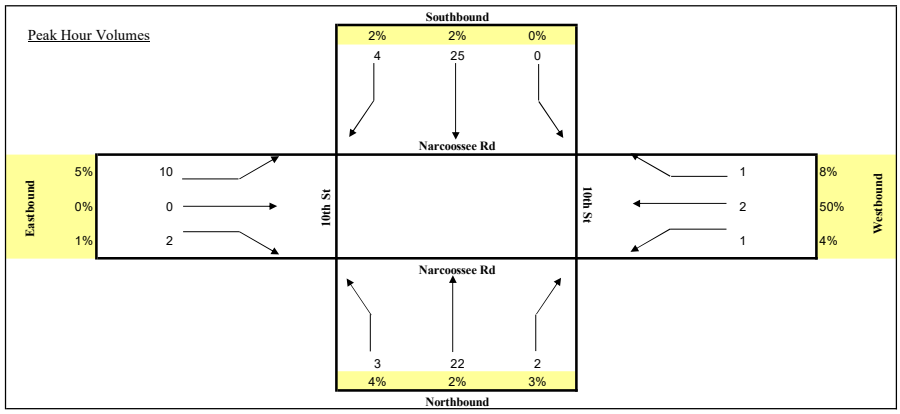


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): 10th St
Date: 9/18/2025

		Narcoossee Rd			Narcoossee Rd			10th St			10th St			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	10	1	0	9	2	5	0	0	0	1	0	28
4:15 PM	4:30 PM	1	5	0	0	5	1	2	0	1	0	0	0	15
4:30 PM	4:45 PM	1	5	0	0	7	0	2	0	0	1	1	1	18
4:45 PM	5:00 PM	1	2	1	0	4	1	1	0	1	0	0	0	11
5:00 PM	5:15 PM	0	3	0	0	3	2	0	0	0	0	0	0	8
5:15 PM	5:30 PM	1	5	1	1	4	1	2	0	1	0	0	0	16
5:30 PM	5:45 PM	1	2	0	0	5	1	1	1	0	0	0	1	12
5:45 PM	6:00 PM	1	4	0	0	5	0	1	0	1	0	0	0	12
Total for:	4:00 PM	5:00 PM	3	22	2	0	25	4	10	0	2	1	2	1	72
Total for:	5:00 PM	6:00 PM	3	14	1	1	17	4	4	1	2	0	0	1	48
Tota Peak Hour:	4:00 PM	5:00 PM	3	22	2	0	25	4	10	0	2	1	2	1	72
Overall PHF:	0.64														

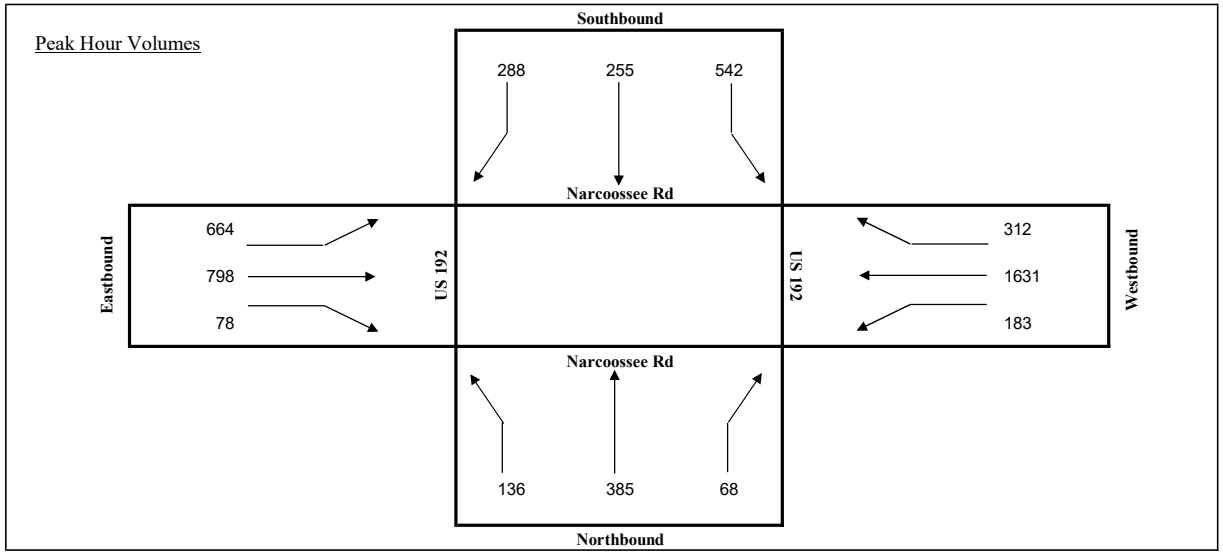


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): US 192
Date: 9/18/2025

			Narcoossee Rd			Narcoossee Rd			US 192			US 192			
			NB			SB			EB			WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM		31	115	7	123	52	76	176	155	11	30	410	61	1247
7:15 AM	7:30 AM		36	127	5	145	51	75	169	150	10	30	376	76	1250
7:30 AM	7:45 AM		35	96	13	139	61	85	189	170	15	41	393	76	1313
7:45 AM	8:00 AM		31	114	15	139	65	72	181	213	20	49	413	84	1396
8:00 AM	8:15 AM		28	94	17	122	67	60	158	217	22	48	455	71	1359
8:15 AM	8:30 AM		42	81	23	142	62	71	136	198	21	45	370	81	1272
8:30 AM	8:45 AM		33	87	14	130	72	55	134	198	22	55	359	83	1242
8:45 AM	9:00 AM		32	93	21	111	66	54	147	150	27	41	364	67	1173
Total for:	7:00 AM	8:00 AM	133	452	40	546	229	308	715	688	56	150	1592	297	5206
Total for:	8:00 AM	9:00 AM	135	355	75	505	267	240	575	763	92	189	1548	302	5046
Tota Peak Hour:	7:30 AM	8:30 AM	136	385	68	542	255	288	664	798	78	183	1631	312	5340
Overall PHF:	0.96														

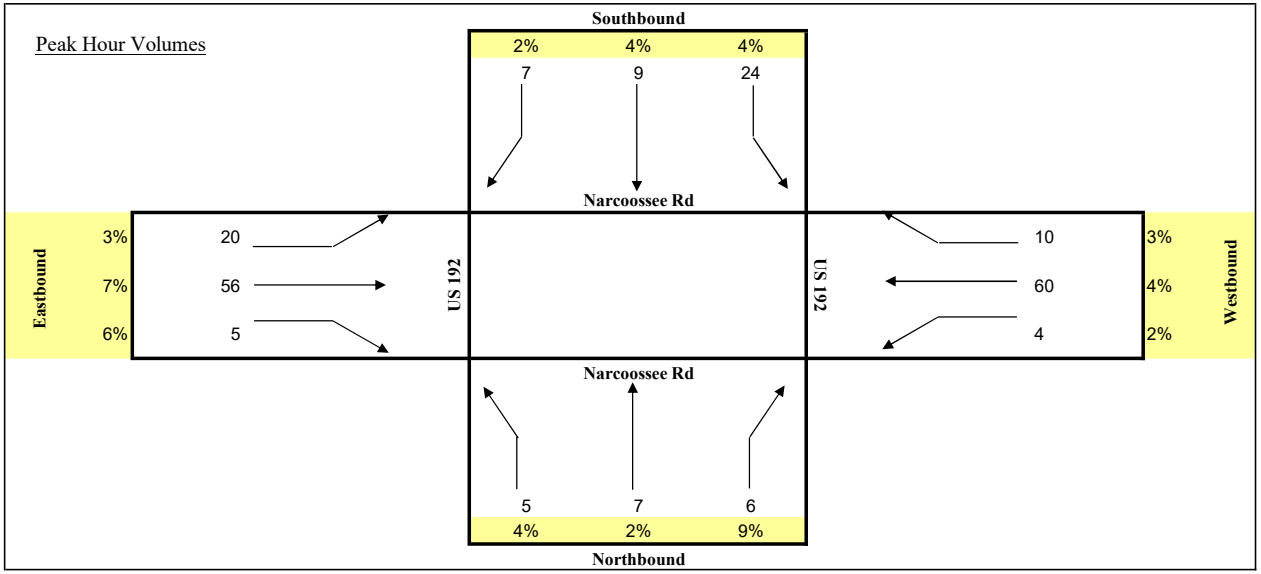


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): US 192
Date: 9/18/2025

		Narcoossee Rd			Narcoossee Rd			US 192			US 192			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	1	3	2	6	3	1	5	15	1	0	12	2	51
7:15 AM	7:30 AM	1	1	1	2	1	1	4	11	0	2	14	2	40
7:30 AM	7:45 AM	2	1	3	7	3	2	5	12	2	1	16	1	55
7:45 AM	8:00 AM	1	3	1	6	3	2	3	13	1	0	11	3	47
8:00 AM	8:15 AM	0	0	0	5	1	1	6	20	0	2	18	2	55
8:15 AM	8:30 AM	2	3	2	6	2	2	6	11	2	1	15	4	56
8:30 AM	8:45 AM	0	2	1	7	1	2	5	15	1	3	13	3	53
8:45 AM	9:00 AM	1	3	1	8	3	3	6	13	1	1	6	3	49
Total for:	7:00 AM	8:00 AM	5	8	7	21	10	6	17	51	4	3	53	8	193
Total for:	8:00 AM	9:00 AM	3	8	4	26	7	8	23	59	4	7	52	12	213
Tota Peak Hour:	7:30 AM	8:30 AM	5	7	6	24	9	7	20	56	5	4	60	10	213
Overall PHF:	0.95														

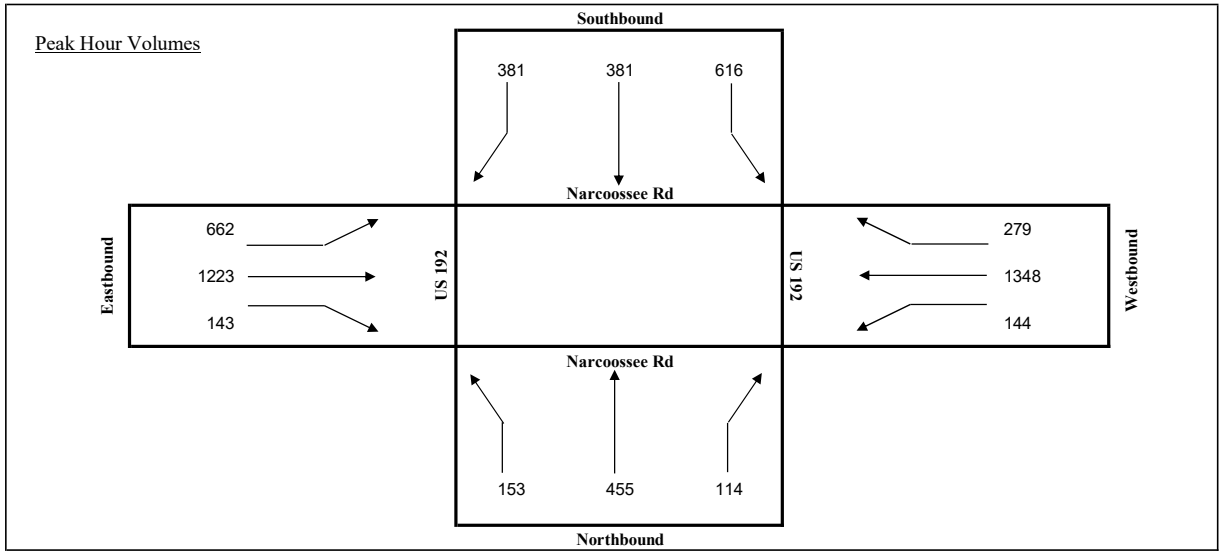


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): US 192
Date: 9/18/2025

			Narcoossee Rd			Narcoossee Rd			US 192			US 192			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	4:00 PM	4:15 PM	64	97	35	184	84	71	162	305	44	21	324	79	1470
	4:15 PM	4:30 PM	44	92	31	145	96	98	138	295	37	26	354	72	1428
	4:30 PM	4:45 PM	37	95	28	138	100	103	148	266	34	33	321	74	1377
	4:45 PM	5:00 PM	45	114	33	107	86	75	171	315	42	37	368	69	1462
	5:00 PM	5:15 PM	36	134	31	171	96	108	173	320	39	41	339	65	1553
	5:15 PM	5:30 PM	32	110	24	181	101	97	163	311	33	35	325	75	1487
	5:30 PM	5:45 PM	40	97	26	157	98	101	155	277	29	31	316	70	1397
	5:45 PM	6:00 PM	36	71	27	138	94	103	147	282	34	41	270	70	1313
Total for:	4:00 PM	5:00 PM	190	398	127	574	366	347	619	1181	157	117	1367	294	5737
Total for:	5:00 PM	6:00 PM	144	412	108	647	389	409	638	1190	135	148	1250	280	5750
Tota Peak Hour:	4:45 PM	5:45 PM	153	455	114	616	381	381	662	1223	143	144	1348	279	5899
Overall PHF:	0.95														

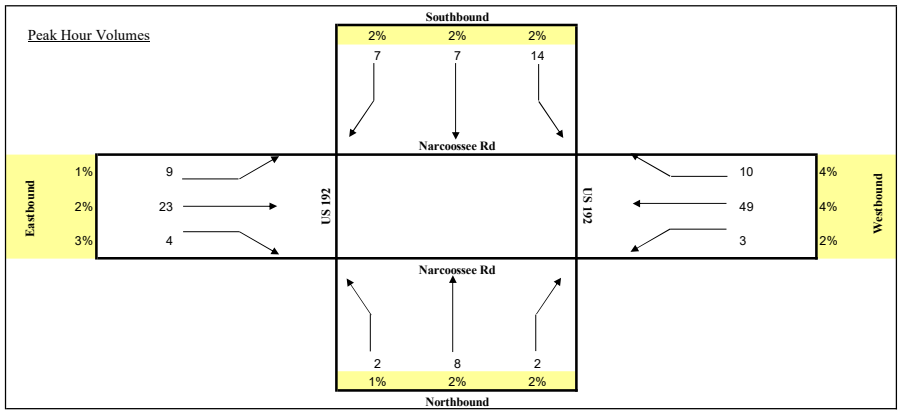


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Narcoossee Rd
Intersection (E/W): US 192
Date: 9/18/2025

		Narcoossee Rd			Narcoossee Rd			US 192			US 192			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	1	2	1	4	3	2	2	10	1	1	16	8	51
4:15 PM	4:30 PM	0	2	1	3	1	2	2	7	1	0	14	2	35
4:30 PM	4:45 PM	1	3	0	4	2	2	3	2	0	0	10	0	27
4:45 PM	5:00 PM	0	1	0	3	1	1	2	4	2	2	9	0	25
5:00 PM	5:15 PM	0	0	1	2	0	1	3	4	1	1	7	0	20
5:15 PM	5:30 PM	1	1	0	3	1	1	5	2	0	0	9	1	24
5:30 PM	5:45 PM	0	0	0	2	1	2	3	3	0	1	5	0	17
5:45 PM	6:00 PM	1	1	0	4	1	1	3	2	0	0	7	2	22
Total for:	4:00 PM	5:00 PM	2	8	2	14	7	7	9	23	4	3	49	10	138
Total for:	5:00 PM	6:00 PM	2	2	1	11	3	5	14	11	1	2	28	3	83
Tota Peak Hour:	4:00 PM	5:00 PM	2	8	2	14	7	7	9	23	4	3	49	10	138
Overall PHF:	0.68														

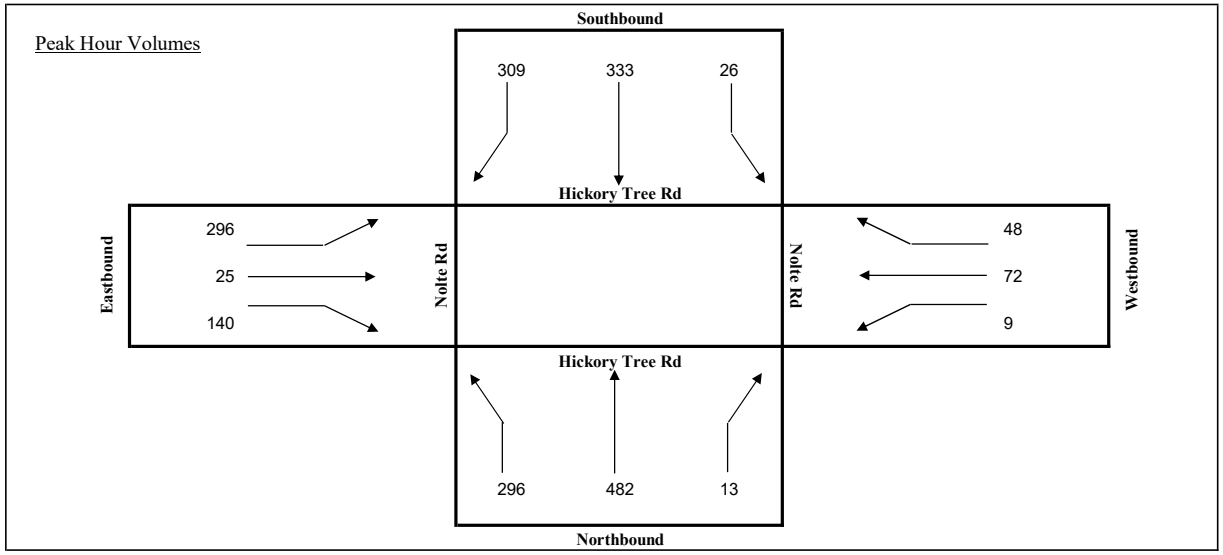


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Hickory Tree Rd
Intersection (E/W): Nolte Rd
Date: 9/18/2025

			Hickory Tree Rd			Hickory Tree Rd			Nolte Rd			Nolte Rd			
			NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	74	115	1	1	60	49	76	2	16	4	12	4	414
7:15 AM	7:30 AM	66	99	3	3	68	57	66	9	24	1	13	9	418
7:30 AM	7:45 AM	74	111	4	4	72	72	74	7	31	4	21	9	483
7:45 AM	8:00 AM	67	130	2	5	81	68	65	5	41	3	17	11	495
8:00 AM	8:15 AM	76	122	2	10	94	91	83	10	38	0	15	12	553
8:15 AM	8:30 AM	79	119	5	7	86	78	74	3	30	2	19	16	518
8:30 AM	8:45 AM	65	127	1	7	65	63	65	7	33	2	12	10	457
8:45 AM	9:00 AM	68	109	2	5	73	65	55	5	29	1	15	13	440
Total for:	7:00 AM	8:00 AM	281	455	10	13	281	246	281	23	112	12	63	33	1810
Total for:	8:00 AM	9:00 AM	288	477	10	29	318	297	277	25	130	5	61	51	1968
Tota Peak Hour:	7:30 AM	8:30 AM	296	482	13	26	333	309	296	25	140	9	72	48	2049
Overall PHF:	0.93														

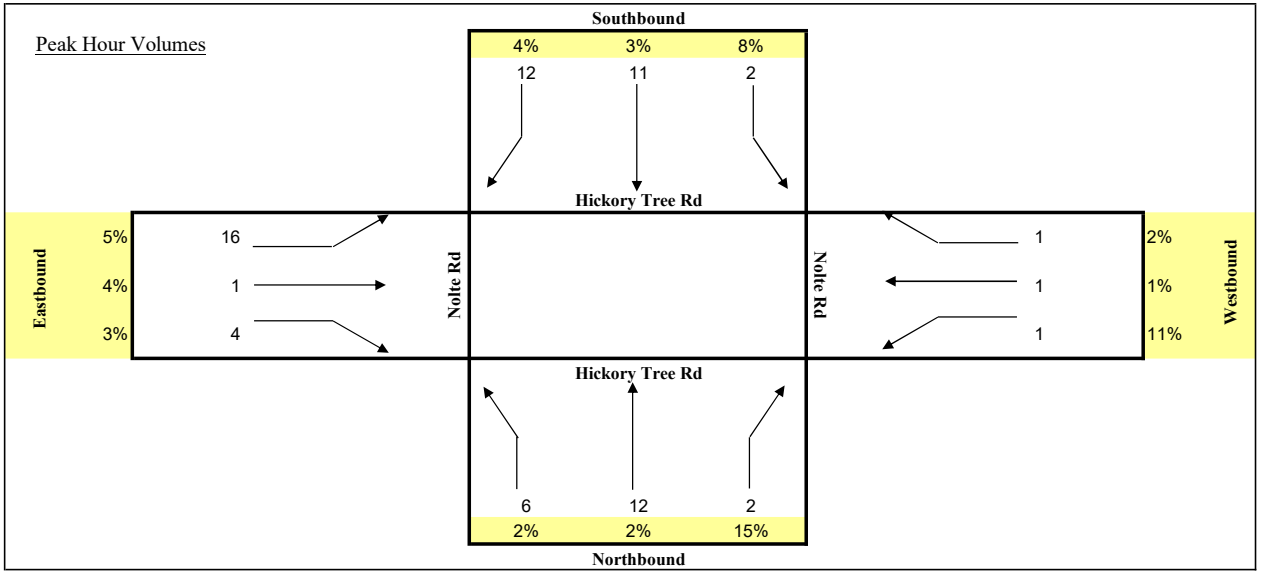


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Hickory Tree Rd
Intersection (E/W): Nolte Rd
Date: 9/18/2025

			Hickory Tree Rd			Hickory Tree Rd			Nolte Rd			Nolte Rd			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	7:00 AM	7:15 AM	1	3	0	0	1	1	3	0	0	1	0	0	10
	7:15 AM	7:30 AM	1	3	1	1	2	2	2	1	2	0	0	1	16
	7:30 AM	7:45 AM	2	3	0	0	1	2	5	0	1	0	1	0	15
	7:45 AM	8:00 AM	1	4	1	0	4	3	3	0	0	1	0	0	17
	8:00 AM	8:15 AM	2	2	0	1	4	5	6	0	1	0	0	0	21
	8:15 AM	8:30 AM	1	1	1	0	1	1	4	1	1	1	0	1	13
	8:30 AM	8:45 AM	2	4	0	0	2	4	4	0	0	0	1	0	17
	8:45 AM	9:00 AM	2	2	0	0	1	2	3	0	1	0	0	0	11
Total for:	7:00 AM	8:00 AM	5	13	2	1	8	8	13	1	3	2	1	1	58
Total for:	8:00 AM	9:00 AM	7	9	1	1	8	12	17	1	3	1	1	1	62
Tota Peak Hour:	7:15 AM	8:15 AM	6	12	2	2	11	12	16	1	4	1	1	1	69
Overall PHF:	0.82														

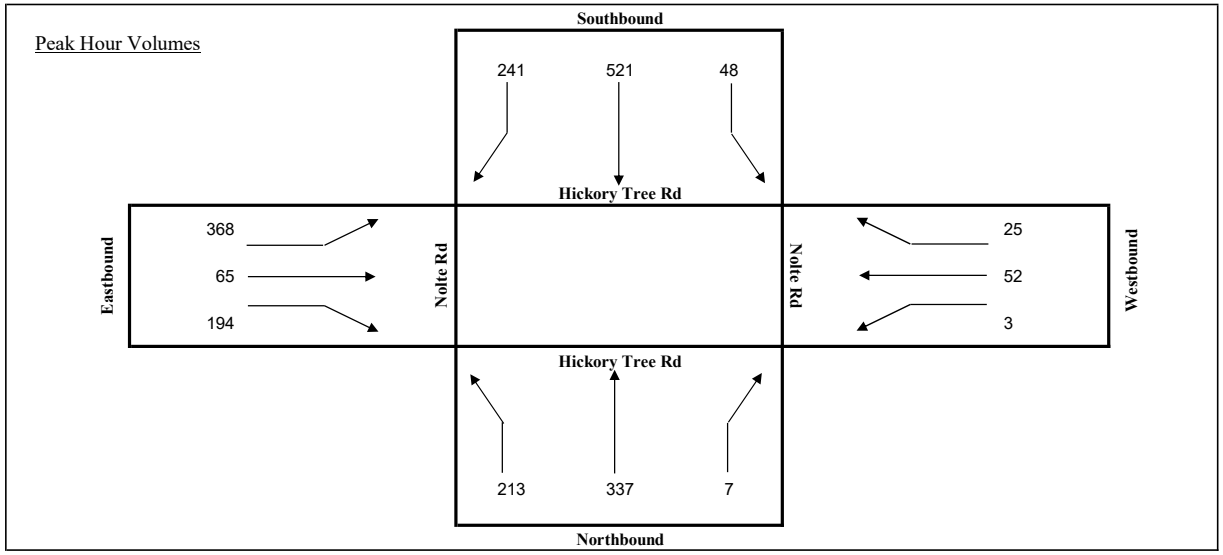


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Hickory Tree Rd
Intersection (E/W): Nolte Rd
Date: 9/18/2025

			Hickory Tree Rd			Hickory Tree Rd			Nolte Rd			Nolte Rd			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	4:00 PM	4:15 PM	28	55	2	12	106	48	94	18	50	1	10	7	431
	4:15 PM	4:30 PM	35	66	2	15	116	58	112	23	56	0	5	5	493
	4:30 PM	4:45 PM	33	75	2	10	120	60	97	20	41	1	8	5	472
	4:45 PM	5:00 PM	51	72	3	11	139	60	103	17	51	2	12	7	528
	5:00 PM	5:15 PM	49	78	1	15	123	59	90	20	48	0	13	7	503
	5:15 PM	5:30 PM	65	105	1	10	139	67	84	13	46	1	17	6	554
	5:30 PM	5:45 PM	48	82	2	12	120	55	91	15	49	0	10	5	489
	5:45 PM	6:00 PM	51	78	1	7	124	60	82	11	51	1	14	5	485
Total for:	4:00 PM	5:00 PM	147	268	9	48	481	226	406	78	198	4	35	24	1924
Total for:	5:00 PM	6:00 PM	213	343	5	44	506	241	347	59	194	2	54	23	2031
Tota Peak Hour:	4:45 PM	5:45 PM	213	337	7	48	521	241	368	65	194	3	52	25	2074
Overall PHF:	0.94														

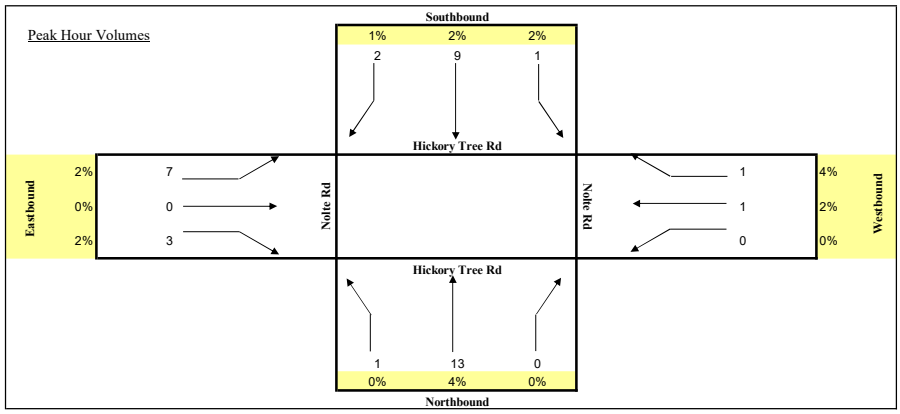


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Hickory Tree Rd
Intersection (E/W): Nolte Rd
Date: 9/18/2025

		Hickory Tree Rd			Hickory Tree Rd			Nolte Rd			Nolte Rd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	2	1	0	1	1	1	0	1	0	0	0	7
4:15 PM	4:30 PM	1	1	0	0	0	4	4	0	0	0	0	0	10
4:30 PM	4:45 PM	0	1	0	1	1	1	2	0	1	0	0	1	8
4:45 PM	5:00 PM	1	4	0	0	4	0	1	0	0	0	1	0	11
5:00 PM	5:15 PM	0	2	0	0	2	1	2	0	1	0	0	0	8
5:15 PM	5:30 PM	0	6	0	0	2	0	2	0	1	0	0	0	11
5:30 PM	5:45 PM	1	1	0	0	1	1	1	0	0	0	0	0	5
5:45 PM	6:00 PM	0	2	0	0	1	0	3	0	0	0	0	0	6
Total for:	4:00 PM	5:00 PM	2	8	1	1	6	6	8	0	2	0	1	1	36
Total for:	5:00 PM	6:00 PM	1	11	0	0	6	2	8	0	2	0	0	0	30
Tota Peak Hour:	4:30 PM	5:30 PM	1	13	0	1	9	2	7	0	3	0	1	1	38
Overall PHF:	0.86														

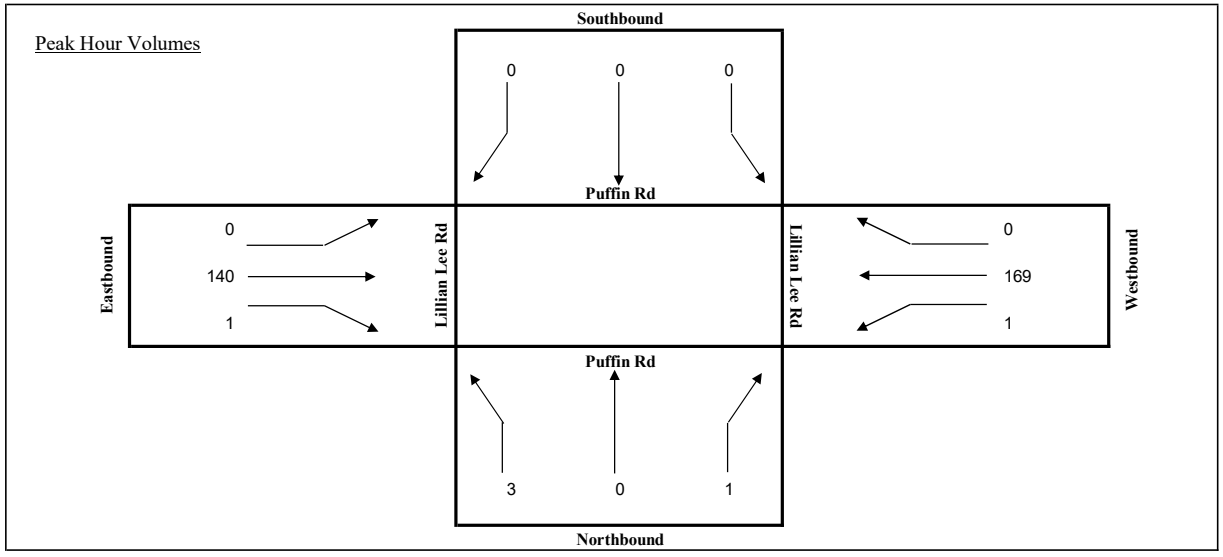


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Puffin Rd
Intersection (E/W): Lillian Lee Rd
Date: 9/18/2025

			Puffin Rd			Puffin Rd			Lillian Lee Rd			Lillian Lee Rd			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	7:00 AM	7:15 AM	1	0	0	0	0	0	0	12	0	0	17	0	30
	7:15 AM	7:30 AM	1	0	0	0	0	0	0	31	0	0	32	0	64
	7:30 AM	7:45 AM	0	0	1	0	0	0	0	46	0	1	39	0	87
	7:45 AM	8:00 AM	0	0	0	0	0	0	0	49	1	0	53	0	103
	8:00 AM	8:15 AM	2	0	0	0	0	0	0	14	0	0	45	0	61
	8:15 AM	8:30 AM	0	0	0	0	0	0	0	9	0	0	18	0	27
	8:30 AM	8:45 AM	1	0	0	0	0	0	0	14	0	0	17	0	32
	8:45 AM	9:00 AM	0	0	1	0	0	0	0	9	1	1	13	0	25
Total for:	7:00 AM	8:00 AM	2	0	1	0	0	0	0	138	1	1	141	0	284
Total for:	8:00 AM	9:00 AM	3	0	1	0	0	0	0	46	1	1	93	0	145
Tota Peak Hour:	7:15 AM	8:15 AM	3	0	1	0	0	0	0	140	1	1	169	0	315
Overall PHF:	0.76														

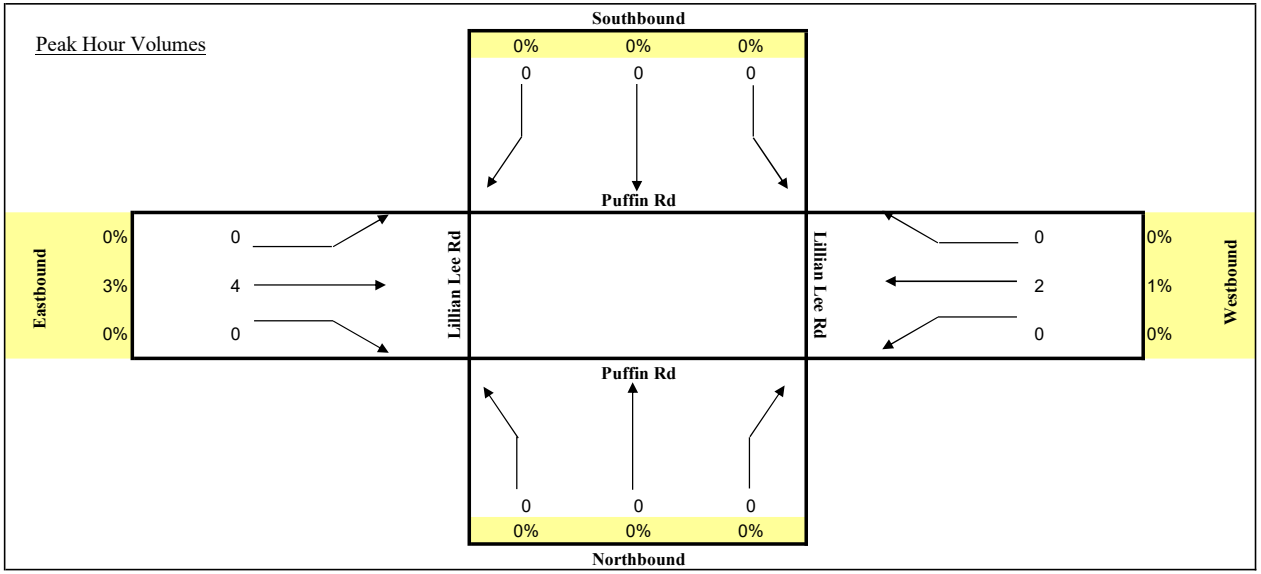


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Puffin Rd
Intersection (E/W): Lillian Lee Rd
Date: 9/18/2025

		Puffin Rd			Puffin Rd			Lillian Lee Rd			Lillian Lee Rd			
		NB			SB			EB			WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	9:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
Total for:	7:00 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total for:	8:00 AM	9:00 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
Tota Peak Hour:	8:00 AM	9:00 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
Overall PHF:	0.50														

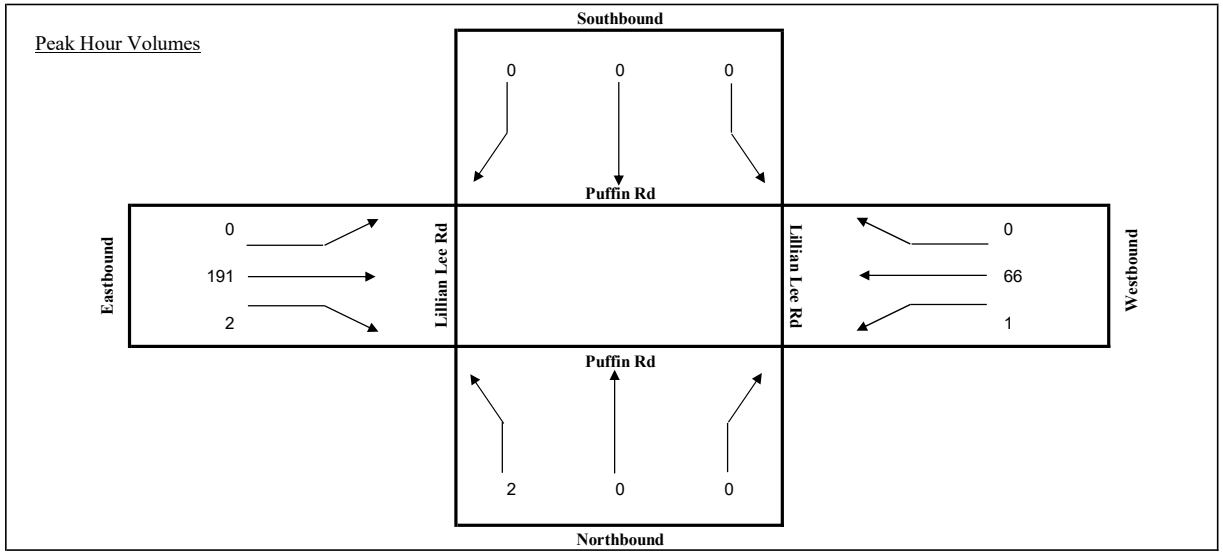


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Puffin Rd
Intersection (E/W): Lillian Lee Rd
Date: 9/18/2025

			Puffin Rd			Puffin Rd			Lillian Lee Rd			Lillian Lee Rd			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	4:00 PM	4:15 PM	0	0	1	0	0	0	0	42	0	2	11	0	56
	4:15 PM	4:30 PM	1	0	0	0	0	0	0	36	2	0	15	0	54
	4:30 PM	4:45 PM	0	0	0	0	0	0	0	28	1	0	23	0	52
	4:45 PM	5:00 PM	0	0	0	0	0	0	0	34	0	0	18	0	52
	5:00 PM	5:15 PM	1	0	0	0	0	0	0	64	0	0	18	0	83
	5:15 PM	5:30 PM	0	0	0	0	0	0	0	42	0	1	13	0	56
	5:30 PM	5:45 PM	1	0	0	0	0	0	0	51	2	0	17	0	71
	5:45 PM	6:00 PM	0	0	0	0	0	0	0	38	0	0	14	0	52
Total for:	4:00 PM	5:00 PM	1	0	1	0	0	0	0	140	3	2	67	0	214
Total for:	5:00 PM	6:00 PM	2	0	0	0	0	0	0	195	2	1	62	0	262
Tota Peak Hour:	4:45 PM	5:45 PM	2	0	0	0	0	0	0	191	2	1	66	0	262
Overall PHF:	0.79														

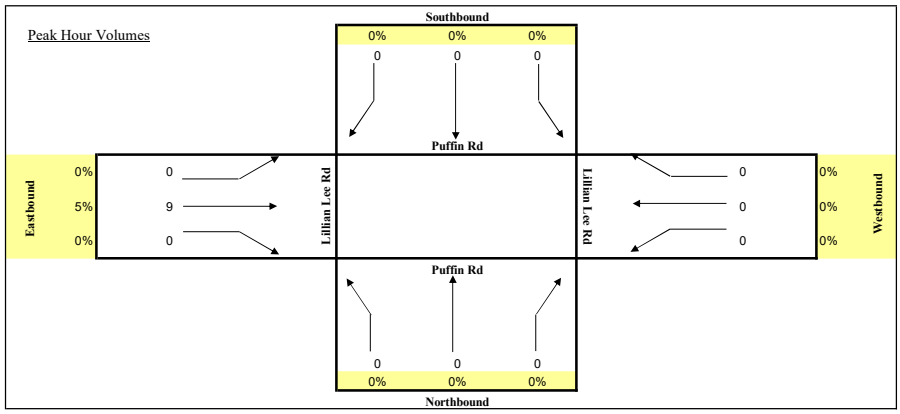


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Puffin Rd
Intersection (E/W): Lillian Lee Rd
Date: 9/18/2025

		Puffin Rd			Puffin Rd			Lillian Lee Rd			Lillian Lee Rd			
		NB			SB			EB			WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
4:00 PM	4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
4:15 PM	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	5:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
5:15 PM	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:30 PM	5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total for:	4:00 PM	5:00 PM	0	0	0	0	0	0	0	6	0	0	1	0	7
Total for:	5:00 PM	6:00 PM	0	0	0	0	0	0	0	8	0	0	0	0	8
Tota Peak Hour:	4:45 PM	5:45 PM	0	0	0	0	0	0	0	9	0	0	0	0	9
Overall PHF:	0.75														

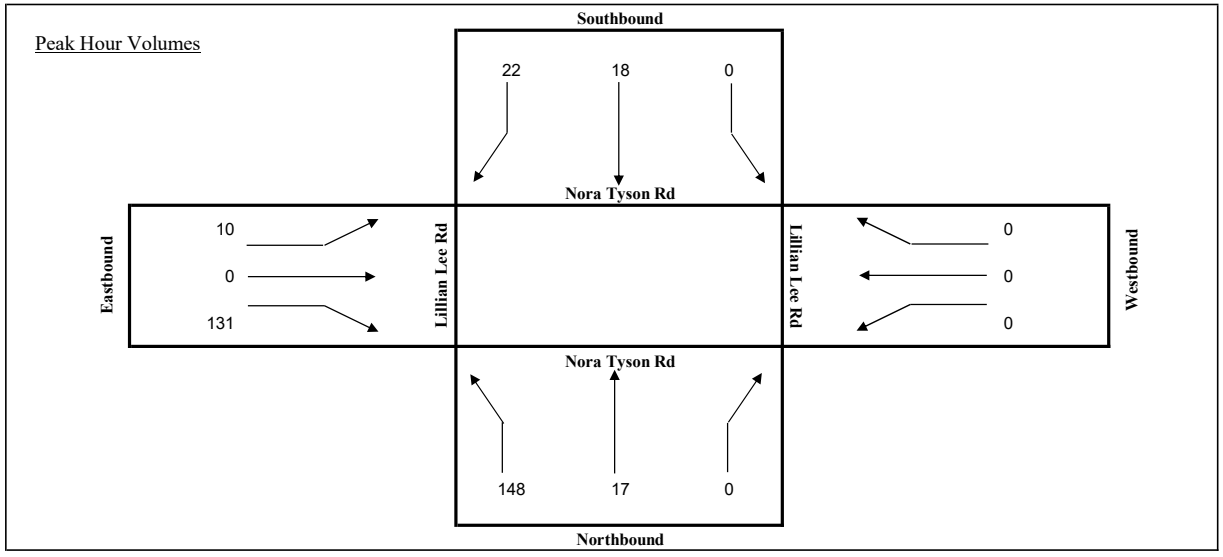


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Nora Tyson Rd
Intersection (E/W): Lillian Lee Rd
Date: 9/18/2025

			Nora Tyson Rd			Nora Tyson Rd			Lillian Lee Rd			Lillian Lee Rd			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	7:00 AM	7:15 AM	14	2	0	0	1	3	0	0	12	0	0	0	32
	7:15 AM	7:30 AM	26	1	0	0	2	6	3	0	28	0	0	0	66
	7:30 AM	7:45 AM	36	3	0	0	5	4	3	0	44	0	0	0	95
	7:45 AM	8:00 AM	46	11	0	0	9	7	0	0	49	0	0	0	122
	8:00 AM	8:15 AM	40	2	0	0	2	5	4	0	10	0	0	0	63
	8:15 AM	8:30 AM	13	1	0	0	1	5	2	0	7	0	0	0	29
	8:30 AM	8:45 AM	10	0	0	0	1	7	4	0	10	0	0	0	32
	8:45 AM	9:00 AM	9	1	0	0	0	5	2	0	8	0	0	0	25
Total for:	7:00 AM	8:00 AM	122	17	0	0	17	20	6	0	133	0	0	0	315
Total for:	8:00 AM	9:00 AM	72	4	0	0	4	22	12	0	35	0	0	0	149
Tota Peak Hour:	7:15 AM	8:15 AM	148	17	0	0	18	22	10	0	131	0	0	0	346
Overall PHF:	0.71														

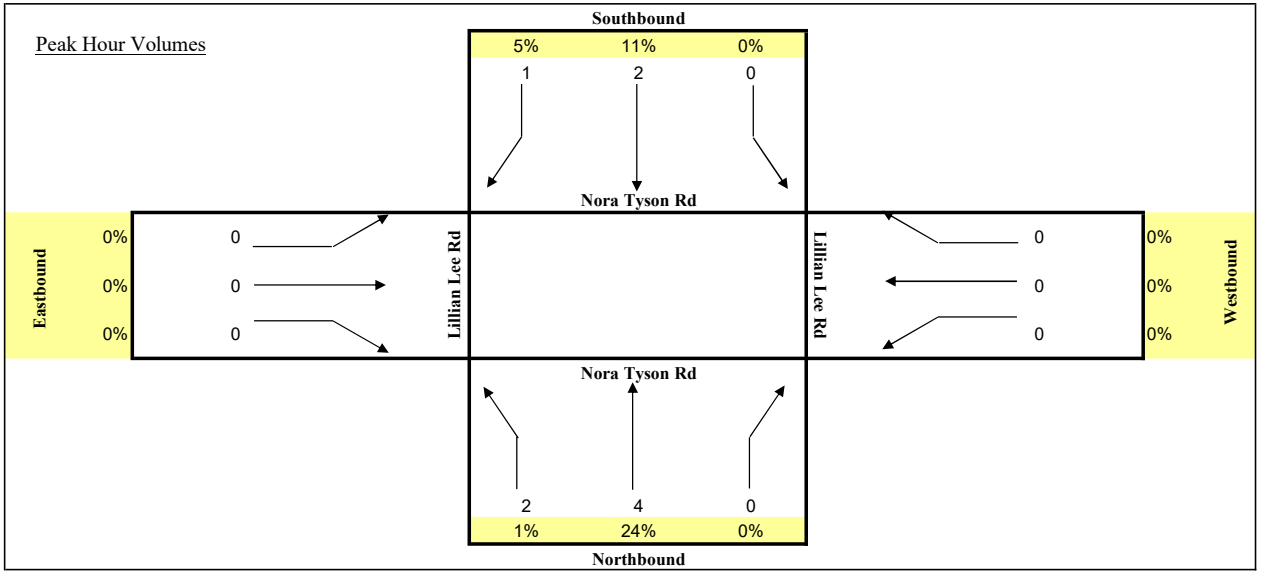


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Nora Tyson Rd
Intersection (E/W): Lillian Lee Rd
Date: 9/18/2025

			Nora Tyson Rd			Nora Tyson Rd			Lillian Lee Rd			Lillian Lee Rd			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	7:00 AM	7:15 AM	1	2	0	0	0	0	0	0	0	0	0	0	3
	7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	7:45 AM	1	2	0	0	1	0	0	0	0	0	0	0	4
	7:45 AM	8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
	8:00 AM	8:15 AM	1	0	0	0	0	0	0	0	2	0	0	0	3
	8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	8:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
	8:45 AM	9:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
Total for:	7:00 AM	8:00 AM	2	4	0	0	2	1	0	0	0	0	0	0	9
Total for:	8:00 AM	9:00 AM	2	0	0	0	1	0	1	0	3	0	0	0	7
Tota Peak Hour:	7:00 AM	8:00 AM	2	4	0	0	2	1	0	0	0	0	0	0	9
Overall PHF:	0.56														

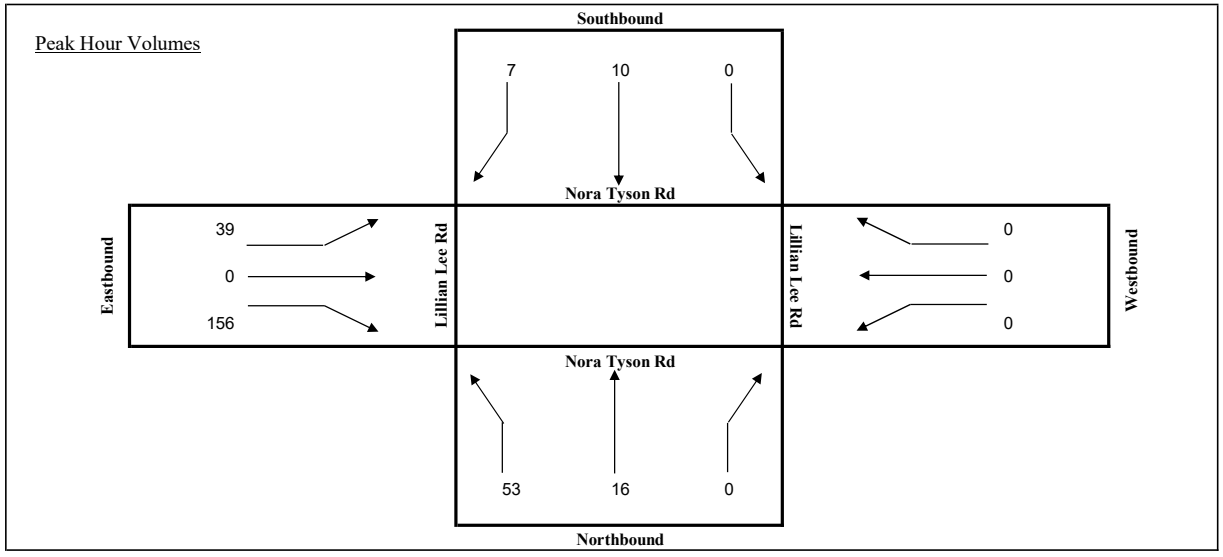


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Nora Tyson Rd
Intersection (E/W): Lillian Lee Rd
Date: 9/18/2025

		Nora Tyson Rd			Nora Tyson Rd			Lillian Lee Rd			Lillian Lee Rd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	9	1	0	0	2	4	12	0	31	0	0	0	59
4:15 PM	4:30 PM	13	2	0	0	2	2	7	0	29	0	0	0	55
4:30 PM	4:45 PM	20	4	0	0	3	3	4	0	24	0	0	0	58
4:45 PM	5:00 PM	16	4	0	0	0	2	6	0	28	0	0	0	56
5:00 PM	5:15 PM	13	1	0	0	1	2	9	0	55	0	0	0	81
5:15 PM	5:30 PM	12	3	0	0	5	2	8	0	34	0	0	0	64
5:30 PM	5:45 PM	15	6	0	0	3	2	10	0	41	0	0	0	77
5:45 PM	6:00 PM	13	6	0	0	1	1	12	0	26	0	0	0	59
Total for:	4:00 PM	5:00 PM	58	11	0	0	7	11	29	0	112	0	0	0	228
Total for:	5:00 PM	6:00 PM	53	16	0	0	10	7	39	0	156	0	0	0	281
Tota Peak Hour:	5:00 PM	6:00 PM	53	16	0	0	10	7	39	0	156	0	0	0	281
Overall PHF:	0.87														

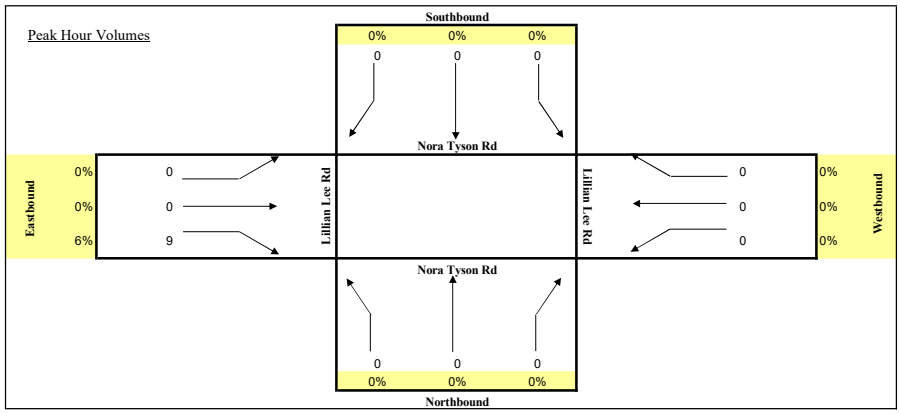


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Nora Tyson Rd
Intersection (E/W): Lillian Lee Rd
Date: 9/18/2025

		Nora Tyson Rd			Nora Tyson Rd			Lillian Lee Rd			Lillian Lee Rd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
4:15 PM	4:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	2
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total for:	4:00 PM	5:00 PM	1	0	0	0	0	0	0	0	6	0	0	0	7
Total for:	5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	8	0	0	0	8
Tota Peak Hour:	4:45 PM	5:45 PM	0	0	0	0	0	0	0	0	9	0	0	0	9
Overall PHF:	0.75														

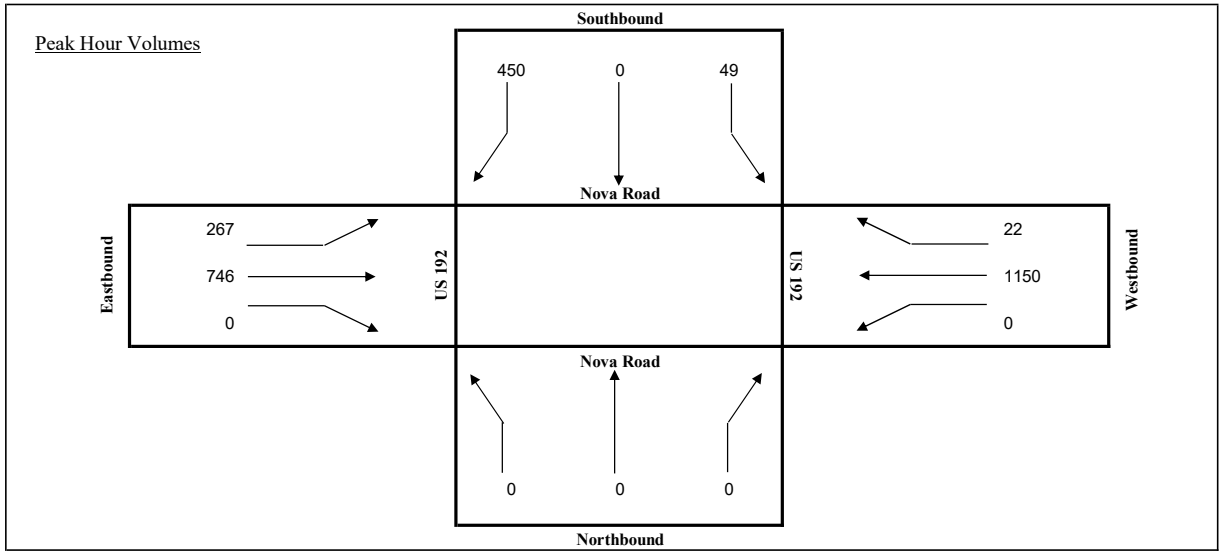


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Nova Road
Intersection (E/W): US 192
Date: 2/10/2025

		Nova Road			Nova Road			US 192			US 192			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	0	0	9	0	110	70	161	0	0	264	6	620
7:15 AM	7:30 AM	0	0	0	10	0	97	65	216	0	0	286	2	676
7:30 AM	7:45 AM	0	0	0	15	0	113	64	183	0	0	315	6	696
7:45 AM	8:00 AM	0	0	0	15	0	130	68	186	0	0	285	8	692
8:00 AM	8:15 AM	0	0	0	12	0	87	61	150	0	0	285	3	598
8:15 AM	8:30 AM	0	0	0	9	0	81	85	141	0	0	247	4	567
8:30 AM	8:45 AM	0	0	0	12	0	101	59	190	0	0	259	3	624
8:45 AM	9:00 AM	0	0	0	5	0	91	60	168	0	0	251	3	578
Total for:	7:00 AM	8:00 AM	0	0	0	49	0	450	267	746	0	0	1150	22	2684
Total for:	8:00 AM	9:00 AM	0	0	0	38	0	360	265	649	0	0	1042	13	2367
Tota Peak Hour:	7:00 AM	8:00 AM	0	0	0	49	0	450	267	746	0	0	1150	22	2684
Overall PHF:	0.96														

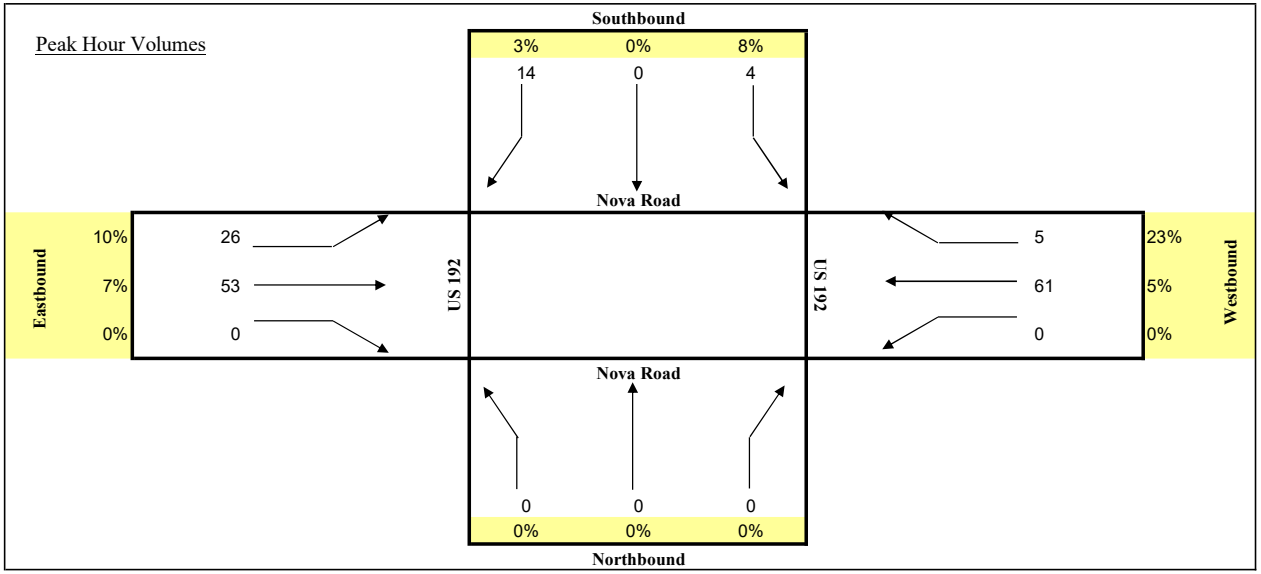


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Nova Road
Intersection (E/W): US 192
Date: 2/10/2025

		Nova Road			Nova Road			US 192			US 192			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	0	0	1	0	3	3	13	0	0	15	1	36
7:15 AM	7:30 AM	0	0	0	1	0	2	3	15	0	0	20	0	41
7:30 AM	7:45 AM	0	0	0	0	0	2	6	17	0	0	14	2	41
7:45 AM	8:00 AM	0	0	0	2	0	7	8	11	0	0	11	2	41
8:00 AM	8:15 AM	0	0	0	1	0	3	9	10	0	0	16	1	40
8:15 AM	8:30 AM	0	0	0	0	0	2	6	12	0	0	15	0	35
8:30 AM	8:45 AM	0	0	0	1	0	3	2	13	0	0	11	0	30
8:45 AM	9:00 AM	0	0	0	0	0	4	5	15	0	0	12	1	37
Total for:	7:00 AM	8:00 AM	0	0	0	4	0	14	20	56	0	0	60	5	159
Total for:	8:00 AM	9:00 AM	0	0	0	2	0	12	22	50	0	0	54	2	142
Tota Peak Hour:	7:15 AM	8:15 AM	0	0	0	4	0	14	26	53	0	0	61	5	163
Overall PHF:	0.99														

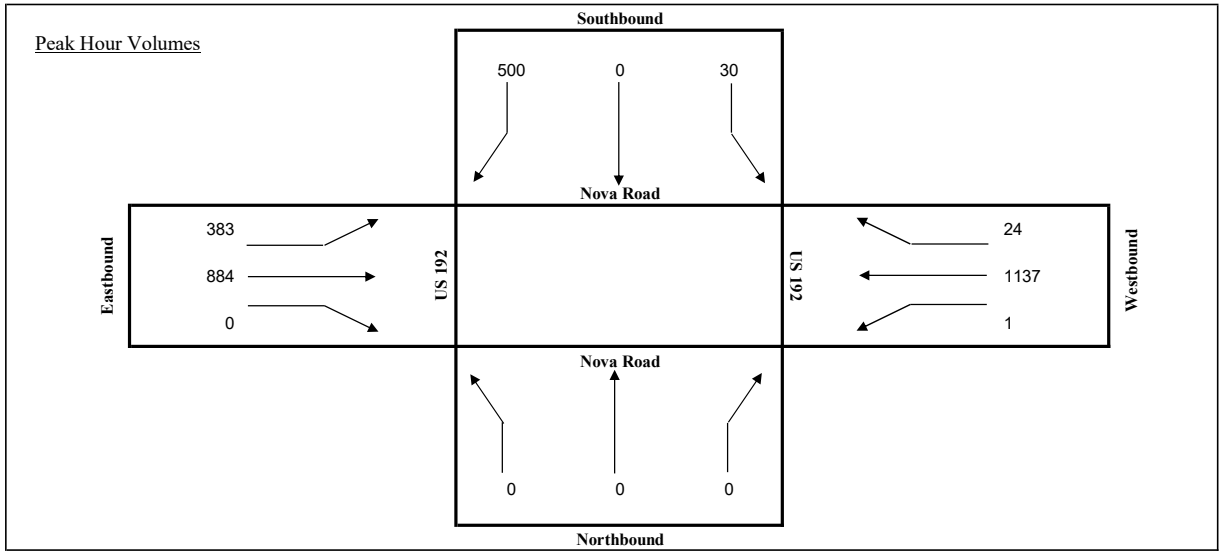


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Nova Road
Intersection (E/W): US 192
Date: 2/10/2025

			Nova Road NB			Nova Road SB			US 192 EB			US 192 WB			
Start	**End**		**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
4:00 PM	4:15 PM		0	0	0	7	0	100	107	182	0	0	253	6	655
4:15 PM	4:30 PM		0	0	0	9	0	107	72	202	0	0	249	3	642
4:30 PM	4:45 PM		0	0	0	4	0	117	118	215	0	0	317	9	780
4:45 PM	5:00 PM		0	0	0	6	0	108	87	203	0	0	299	5	708
5:00 PM	5:15 PM		0	0	0	9	0	142	93	242	0	0	286	7	779
5:15 PM	5:30 PM		0	0	0	11	0	133	85	224	0	1	235	3	692
5:30 PM	5:45 PM		0	0	0	5	0	107	90	245	0	0	251	6	704
5:45 PM	6:00 PM		0	0	0	11	0	136	74	213	0	0	241	2	677
Total for:	4:00 PM	5:00 PM	0	0	0	26	0	432	384	802	0	0	1118	23	2785
Total for:	5:00 PM	6:00 PM	0	0	0	36	0	518	342	924	0	1	1013	18	2852
Tota Peak Hour:	4:30 PM	5:30 PM	0	0	0	30	0	500	383	884	0	1	1137	24	2959
Overall PHF:	0.95														

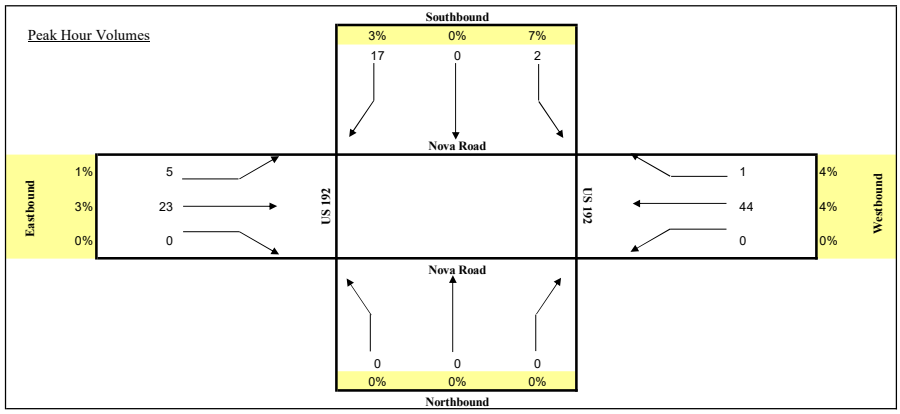


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Nova Road
Intersection (E/W): US 192
Date: 2/10/2025

		Nova Road			Nova Road			US 192			US 192			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	0	0	2	0	9	4	5	0	0	9	1	30
4:15 PM	4:30 PM	0	0	0	0	0	4	0	6	0	0	13	0	23
4:30 PM	4:45 PM	0	0	0	0	0	4	1	8	0	0	12	0	25
4:45 PM	5:00 PM	0	0	0	0	0	0	0	4	0	0	10	0	14
5:00 PM	5:15 PM	0	0	0	1	0	3	1	5	0	0	9	0	19
5:15 PM	5:30 PM	0	0	0	1	0	5	1	3	0	1	10	0	21
5:30 PM	5:45 PM	0	0	0	0	0	2	1	1	0	0	5	0	9
5:45 PM	6:00 PM	0	0	0	0	0	2	0	2	0	0	3	0	7
Total for:	4:00 PM	5:00 PM	0	0	0	2	0	17	5	23	0	0	44	1	92
Total for:	5:00 PM	6:00 PM	0	0	0	2	0	12	3	11	0	1	27	0	56
Tota Peak Hour:	4:00 PM	5:00 PM	0	0	0	2	0	17	5	23	0	0	44	1	92
Overall PHF:	0.77														



ADT TRAFFIC SERVICES
3894 Percival Rd
Orlando, FL 32826

Project 25-117.02 SWA Puffin Big Box Retail
Intersection: ***US 192 and Puffin Road***
Site ID 1
Date: July 9, 2025

Begin Time	Southbound Puffin Road				Westbound US 192				Northbound Puffin Road				Eastbound US 192			
	LT	T	RT	U Turns	LT	T	RT	U Turns	LT	T	RT	U Turns	LT	T	RT	U Turns
7:00 AM	0	0	0		0	470	0	0	0	0	0		2	304	0	4
7:15 AM	0	0	0		0	478	0	5	0	0	0		0	329	0	2
7:30 AM	0	0	0		0	422	0	3	0	0	0		0	354	0	3
7:45 AM	0	0	0		0	456	1	1	0	0	0		0	340	0	8
TOTAL	**0**	**0**	**0**		**0**	**1826**	**1**	**9**	**0**	**0**	**0**		**2**	**1327**	**0**	**17**
8:00 AM	0	0	0		0	498	0	2	0	0	0		0	324	0	3
8:15 AM	0	0	0		0	477	0	1	0	0	0		0	312	0	5
8:30 AM	0	0	0		0	485	0	1	0	0	0		0	320	0	1
8:45 AM	0	0	0		0	528	0	0	0	0	0		0	328	0	8
TOTAL	**0**	**0**	**0**		**0**	**1988**	**0**	**4**	**0**	**0**	**0**		**0**	**1284**	**0**	**17**
11:00 AM	0	0	0		0	415	0	1	0	0	0		0	444	0	12
11:15 AM	0	0	0		0	460	0	1	0	0	0		0	365	0	5
11:30 AM	0	0	0		0	439	0	1	0	0	0		0	391	0	3
11:45 AM	0	0	0		0	388	0	6	0	0	0		0	405	0	0
TOTAL	**0**	**0**	**0**		**0**	**1702**	**0**	**9**	**0**	**0**	**0**		**0**	**1605**	**0**	**20**
12:00 PM	0	0	0		0	356	0	3	0	0	0		1	439	0	7
12:15 PM	0	0	0		0	401	0	3	0	0	0		0	388	0	5
12:30 PM	0	0	0		0	410	0	1	0	0	0		1	322	0	9
12:45 PM	0	0	0		0	362	0	2	0	0	0		0	340	0	6
TOTAL	**0**	**0**	**0**		**0**	**1529**	**0**	**9**	**0**	**0**	**0**		**2**	**1489**	**0**	**27**
1:00 PM	0	0	0		1	386	0	7	0	0	0		0	358	0	4
1:15 PM	0	0	0		0	395	0	5	0	0	0		0	366	0	3
1:30 PM	0	0	0		0	378	0	4	0	0	0		0	329	0	3
1:45 PM	0	0	1		0	404	0	4	0	0	0		0	348	0	2
TOTAL	**0**	**0**	**1**		**1**	**1563**	**0**	**20**	**0**	**0**	**0**		**0**	**1401**	**0**	**12**
4:00 PM	0	0	0		0	428	0	4	0	0	0		1	499	0	3
4:15 PM	0	0	0		0	499	0	6	0	0	0		0	495	0	4
4:30 PM	0	0	0		0	468	0	1	0	0	0		0	368	0	3
4:45 PM	0	0	0		0	454	0	1	0	0	0		0	422	0	9
TOTAL	**0**	**0**	**0**		**0**	**1849**	**0**	**12**	**0**	**0**	**0**		**1**	**1784**	**0**	**19**
5:00 PM	0	0	0		0	434	0	12	0	0	0		0	451	0	5
5:15 PM	0	0	0		0	419	0	4	0	0	0		0	375	0	10
5:30 PM	0	0	0		0	388	0	4	0	0	0		0	393	0	6
5:45 PM	0	0	0		0	419	0	5	0	0	0		0	402	0	6
TOTAL	**0**	**0**	**0**		**0**	**1660**	**0**	**25**	**0**	**0**	**0**		**0**	**1621**	**0**	**27**
6:00 PM	0	0	0		0	427	0	4	0	0	0		0	419	0	4
6:15 PM	0	0	0		0	388	0	4	0	0	0		0	376	0	4
6:30 PM	0	0	0		0	354	0	2	0	0	0		0	342	0	2
6:45 PM	0	0	0		0	339	0	5	0	0	0		0	317	0	2
TOTAL	**0**	**0**	**0**		**0**	**1508**	**0**	**15**	**0**	**0**	**0**		**0**	**1454**	**0**	**12**

ADT TRAFFIC SERVICES

3894 Percival Rd
Orlando, FL 32826

25-117.02 SWA Puffin Big Box Retail

US 192 and Puffin Road

Heavy Trucks

7/9/2025

Begin Time	Southbound				Westbound				Northbound				Eastbound			
		Puffin Road				US 192				Puffin Road				US 192		
	LT	T	RT	U Turns	LT	T	RT	U Turns	LT	T	RT	U Turns	LT	T	RT	U Turns
7:00 AM	0	0	0		0	24	0		0	0	0		0	17	0	0
7:15 AM	0	0	0		0	18	0		0	0	0		0	16	0	0
7:30 AM	0	0	0		0	17	0		0	0	0		0	30	0	0
7:45 AM	0	0	0		0	21	0		0	0	0		0	35	0	1
8:00 AM	0	0	0		0	30	0		0	0	0		0	20	0	0
8:15 AM	0	0	0		0	28	0		0	0	0		0	27	0	1
8:30 AM	0	0	0		0	30	0		0	0	0		0	31	0	0
8:45 AM	0	0	0		0	17	0		0	0	0		0	31	0	0
11:00 AM	0	0	0		0	17	0		0	0	0		0	36	0	0
11:15 AM	0	0	0		0	35	0		0	0	0		0	27	0	0
11:30 AM	0	0	0		0	28	0		0	0	0		0	25	0	0
11:45 AM	0	0	0		0	39	0		0	0	0		0	21	0	0
12:00 PM	0	0	0		0	36	0		0	0	0		0	22	0	0
12:15 PM	0	0	0		0	30	0		0	0	0		0	19	0	0
12:30 PM	0	0	0		0	33	0		0	0	0		0	26	0	1
12:45 PM	0	0	0		0	25	0		0	0	0		0	17	0	0
1:00 PM	0	0	0		0	20	0		0	0	0		0	15	0	0
1:15 PM	0	0	0		0	22	0		0	0	0		0	21	0	0
1:30 PM	0	0	0		0	21	0		0	0	0		0	16	0	0
1:45 PM	0	0	0		0	24	0		0	0	0		0	20	0	0
4:00 PM	0	0	0		0	26	0		0	0	0		0	9	0	
4:15 PM	0	0	0		0	24	0		0	0	0		0	9	0	
4:30 PM	0	0	0		0	8	0		0	0	0		0	9	0	
4:45 PM	0	0	0		0	6	0		0	0	0		0	7	0	
5:00 PM	0	0	0		0	17	0		0	0	0		0	2	0	
5:15 PM	0	0	0		0	21	0		0	0	0		0	8	0	
5:30 PM	0	0	0		0	7	0		0	0	0		0	7	0	
5:45 PM	0	0	0		0	11	0		0	0	0		0	6	0	
6:00 PM	0	0	0		0	9	0		0	0	0		0	2	0	
6:15 PM	0	0	0		0	7	0		0	0	0		0	5	0	
6:30 PM	0	0	0		0	5	0		0	0	0		0	3	0	
6:45 PM	0	0	0		0	6	0		0	0	0		0	2	0	

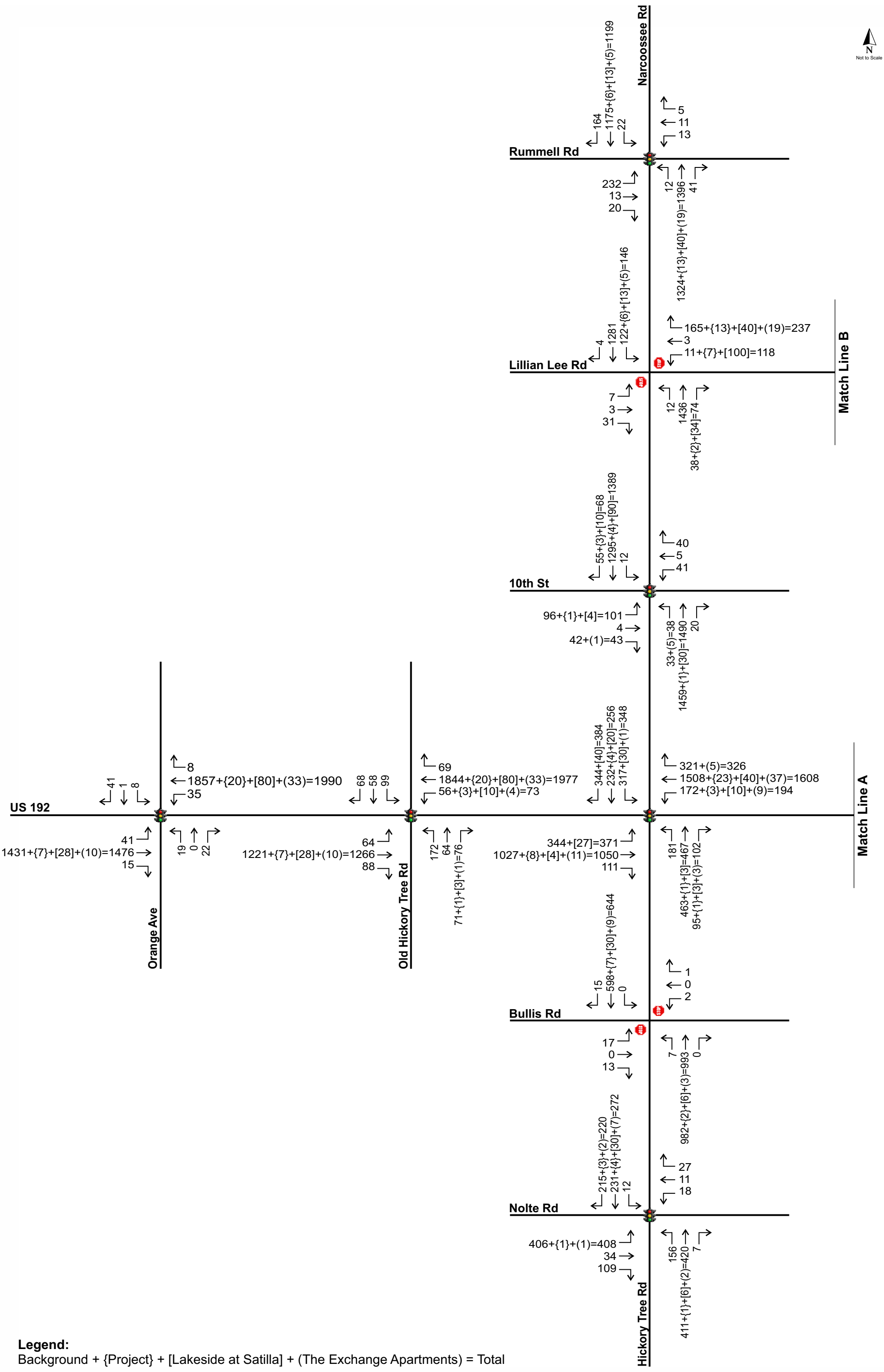
2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9200 OSCEOLA COUNTYWIDE

MOCF: 0.97

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

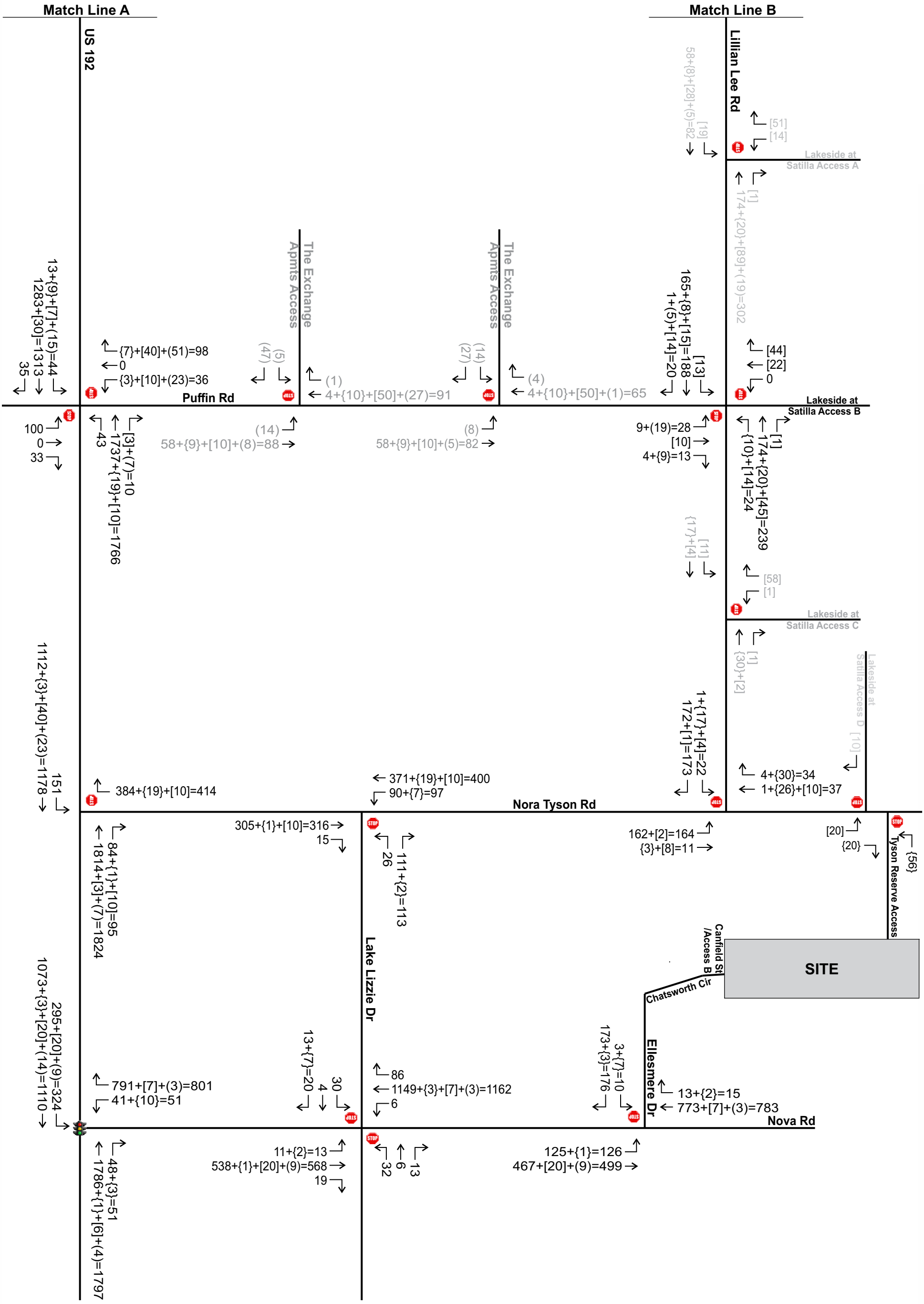
* PEAK SEASON

Appendix H
Vested Excerpts

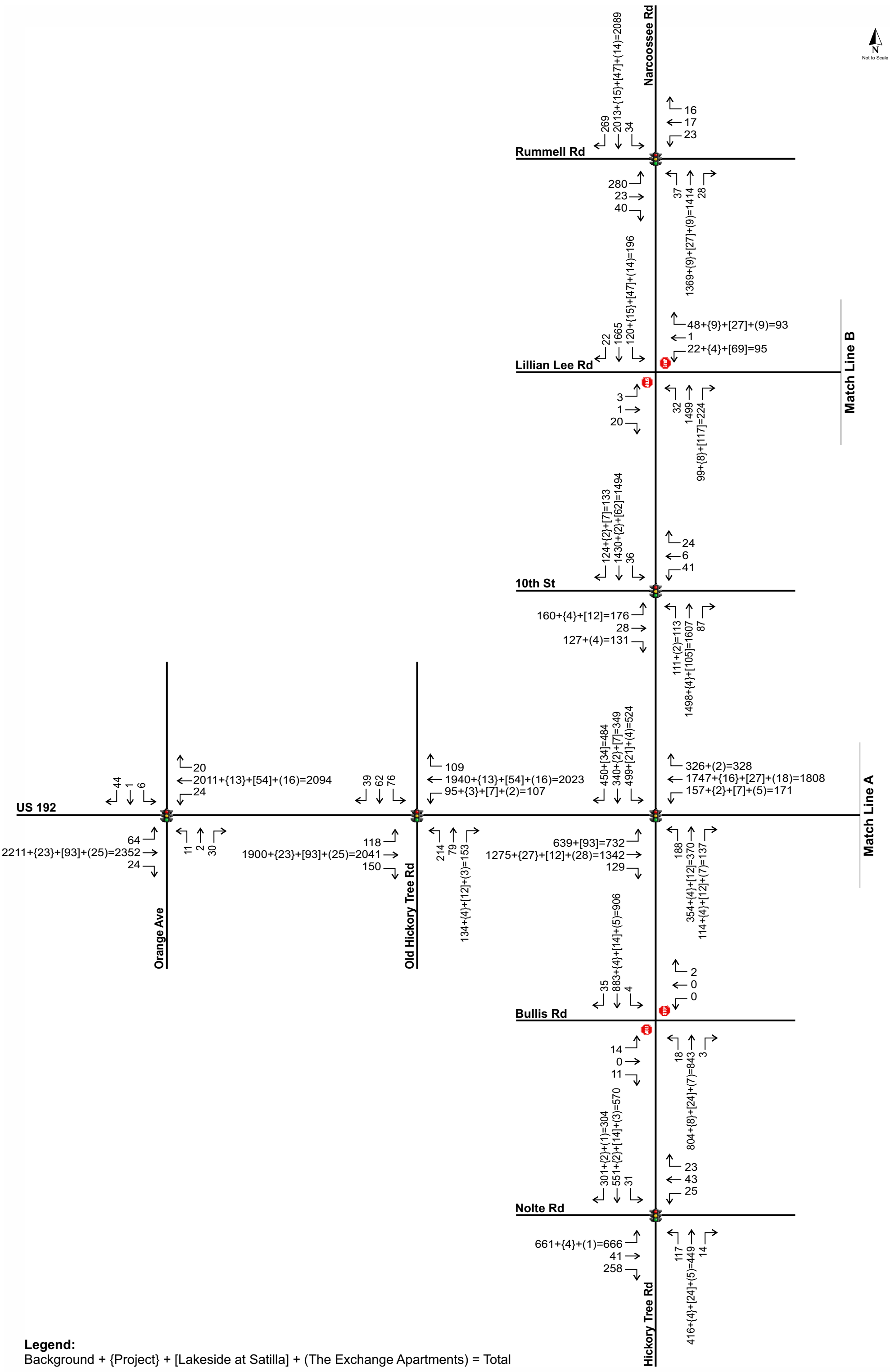


Legend:
Background + {Project} + [Lakeside at Satilla] + (The Exchange Apartments) = Total

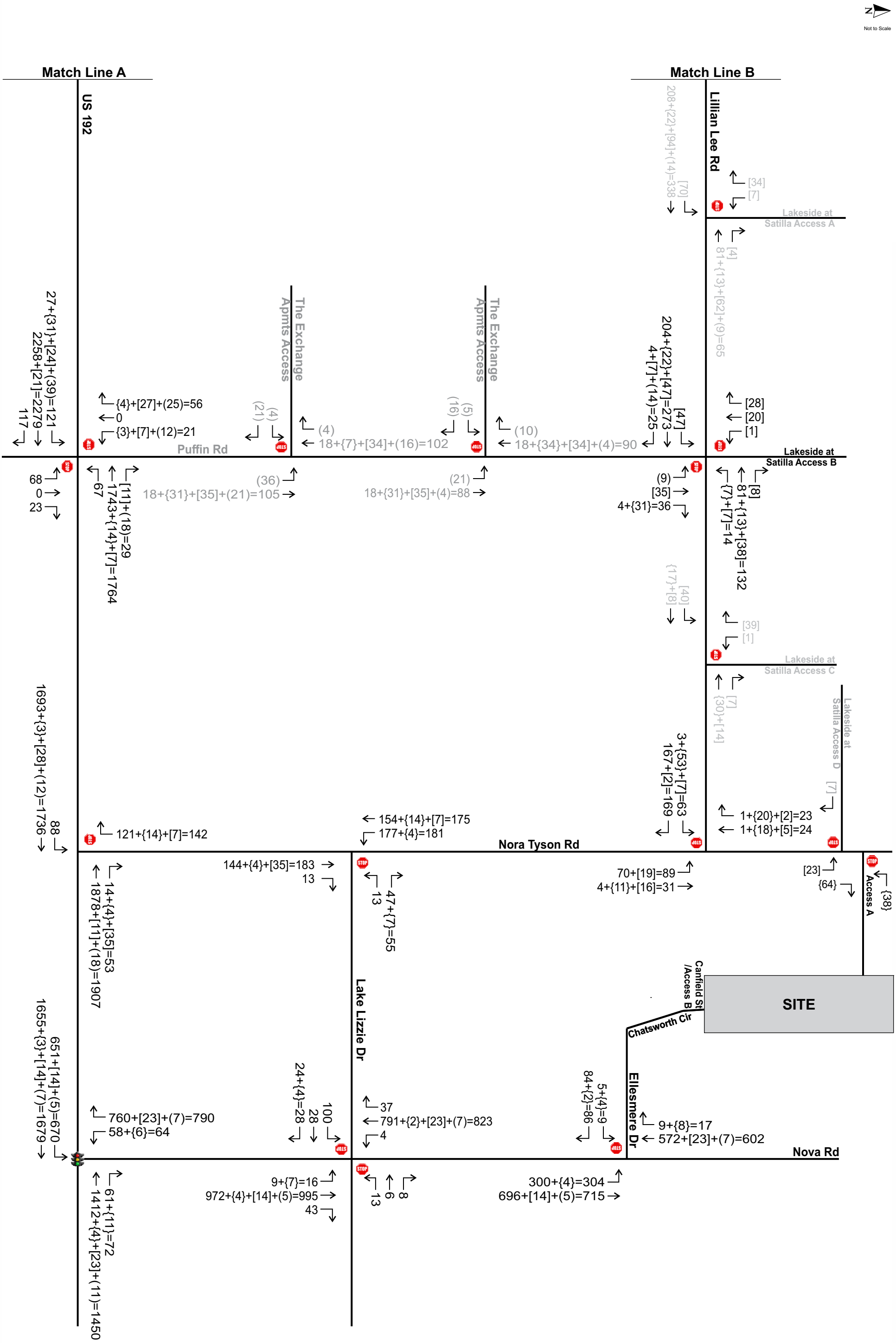
Not to Scale



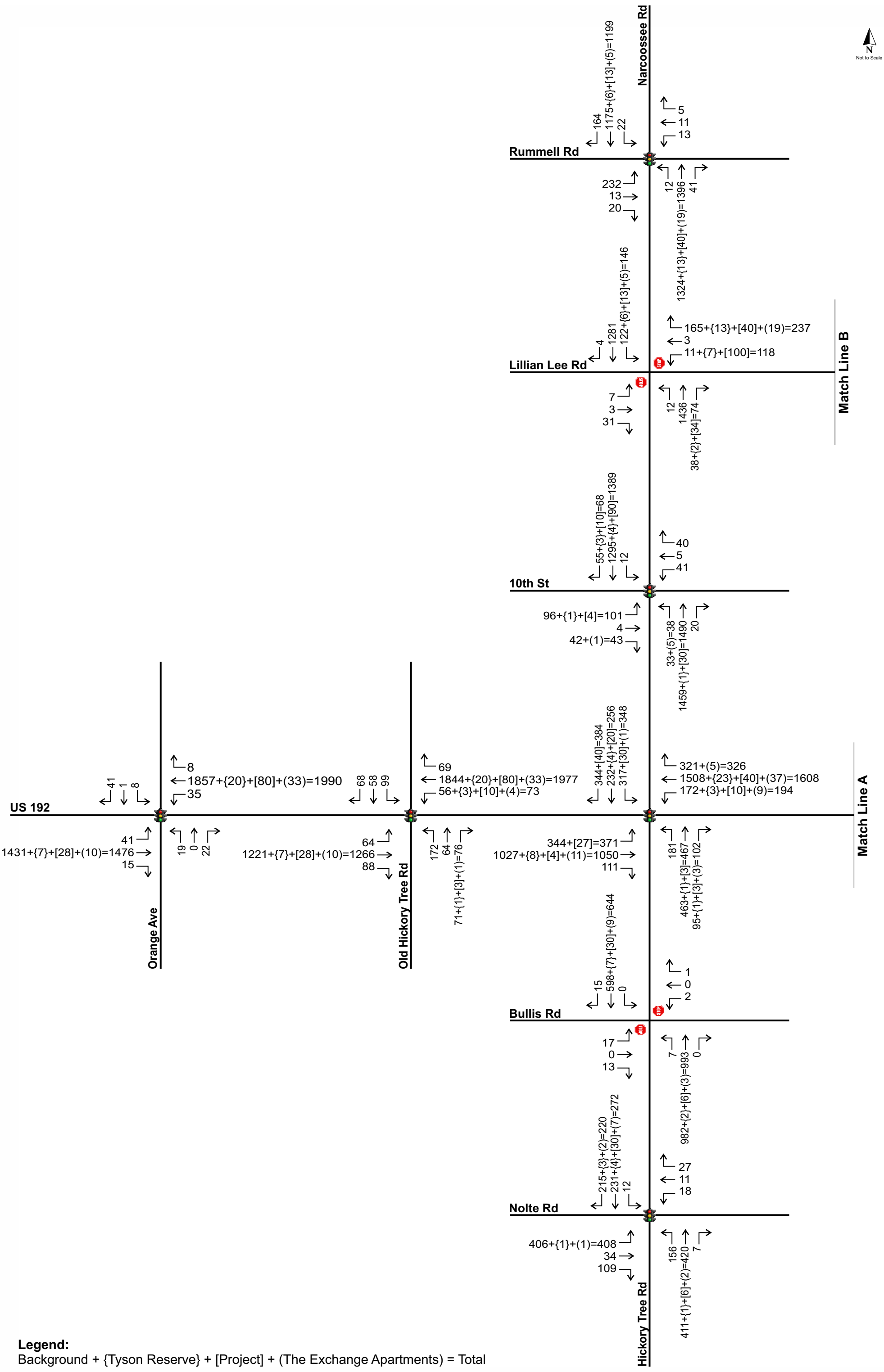
Legend:
Background + {Project} + [Lakeside at Satilla] + (The Exchange Apartments) = Total



Legend:
Background + {Project} + [Lakeside at Satilla] + (The Exchange Apartments) = Total



Legend:
Background + {Project} + [Lakeside at Satilla] + (The Exchange Apartments) = Total



Legend:
Background + {Tyson Reserve} + [Project] + (The Exchange Apartments) = Total

Not to Scale

Match Line A

Match Line B

US 192

Puffin Rd

Lillian Lee Rd

Lakeside at Satilla Access A

Lakeside at Satilla Access B

Lakeside at Satilla Access C

Lakeside at Satilla Access D

SITE

The Exchange Apmts Access

The Exchange Apmts Access

Nora Tyson Rd

Tyson Reserve Access

Lake Lizzie Dr

Ellesmere Dr

Nova Rd

13+{9}+[7]+(15)=44
1283+[30]=1313
35

{7}+[40]+(51)=98
0
{3}+[10]+(23)=36

(5)
(47)

(1)
4+{10}+[50]+(27)=91

(14)
(27)

(4)
4+{10}+[50]+(1)=65

58+{8}+[28]+(5)=82
[19]

165+{8}+[15]=188
1+(5)+[14]=20
[13]

[51]
[14]

[1]
174+{20}+[89]+(19)=302

[44]
[22]
0

[1]
174+{20}+[45]=239
{10}+[14]=24

[58]
[1]

[1]
{30}+[2]

[10]

4+{30}=34
1+{26}+[10]=37

100
0
33

[3]+(7)=10
1737+{19}+[10]=1766
43

(14)
58+{9}+[10]+(8)=88

(8)
58+{9}+[10]+(5)=82

9+(19)=28
[10]
4+{9}=13

[11]
{17}+[4]

1+{17}+[4]=22
172+[1]=173

384+{19}+[10]=414

371+{19}+[10]=400
90+{7}=97

162+[2]=164
{3}+[8]=11

[20]
{20}

{56}

305+{1}+[10]=316
15

84+{1}+[10]=95
1814+[3]+(7)=1824

111+{2}=113
26

86
1149+{3}+[7]+(3)=1162
6

3+{7}=10
173+{3}=176

13+{2}=15
773+[7]+(3)=783

295+[20]+(9)=324
1073+{3}+[20]+(14)=1110

791+[7]+(3)=801
41+{10}=51

13+{7}=20
4
30

11+{2}=13
538+{1}+[20]+(9)=568
19

32
6
13

125+{1}=126
467+[20]+(9)=499

48+{3}=51
1786+{1}+[6]+(4)=1797

1112+{3}+[40]+(23)=1178
151

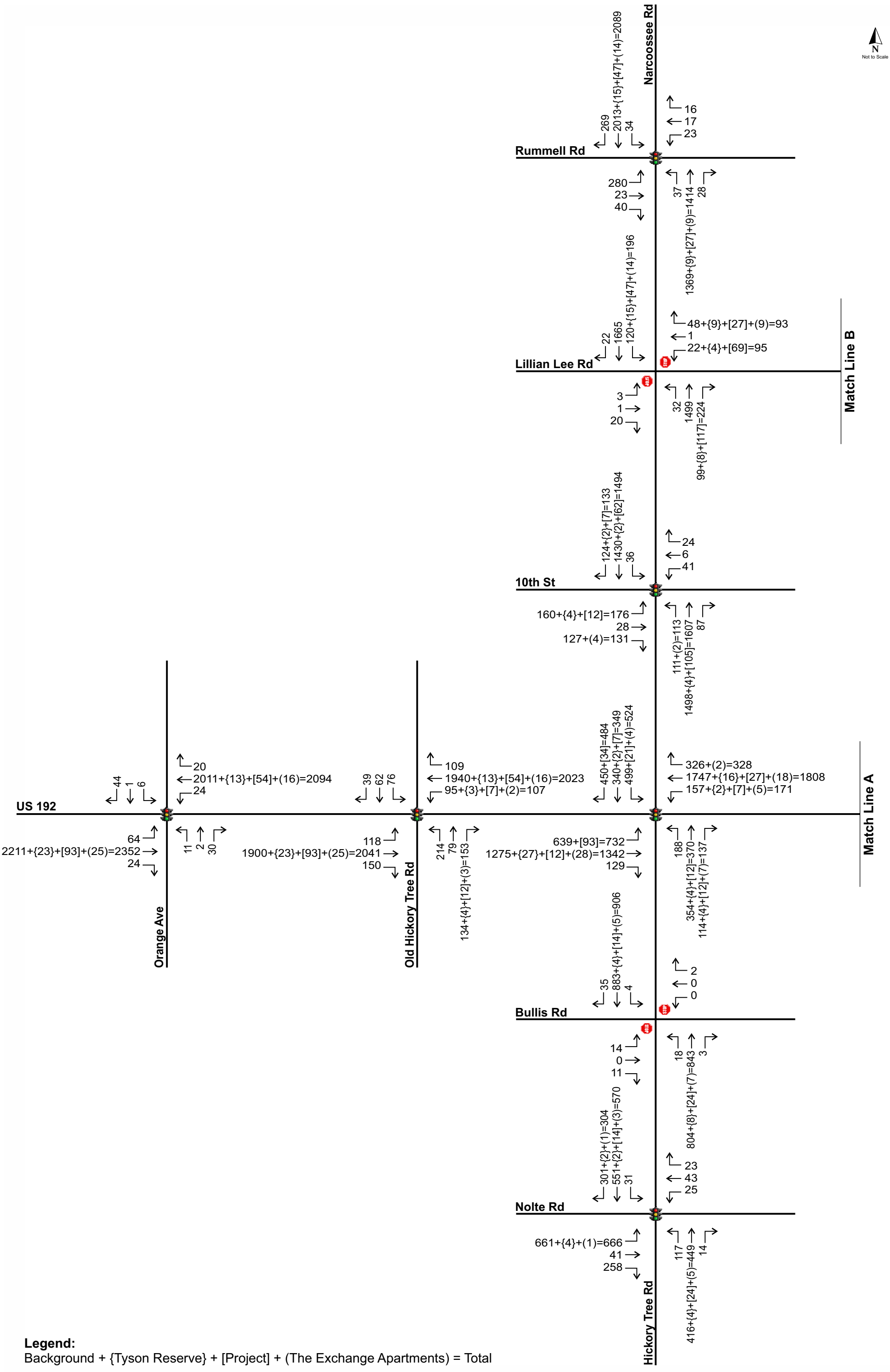
Legend:
Background + {Tyson Reserve} + [Project] + (The Exchange Apartments) = Total

TMC Traffic & Mobility Consultants

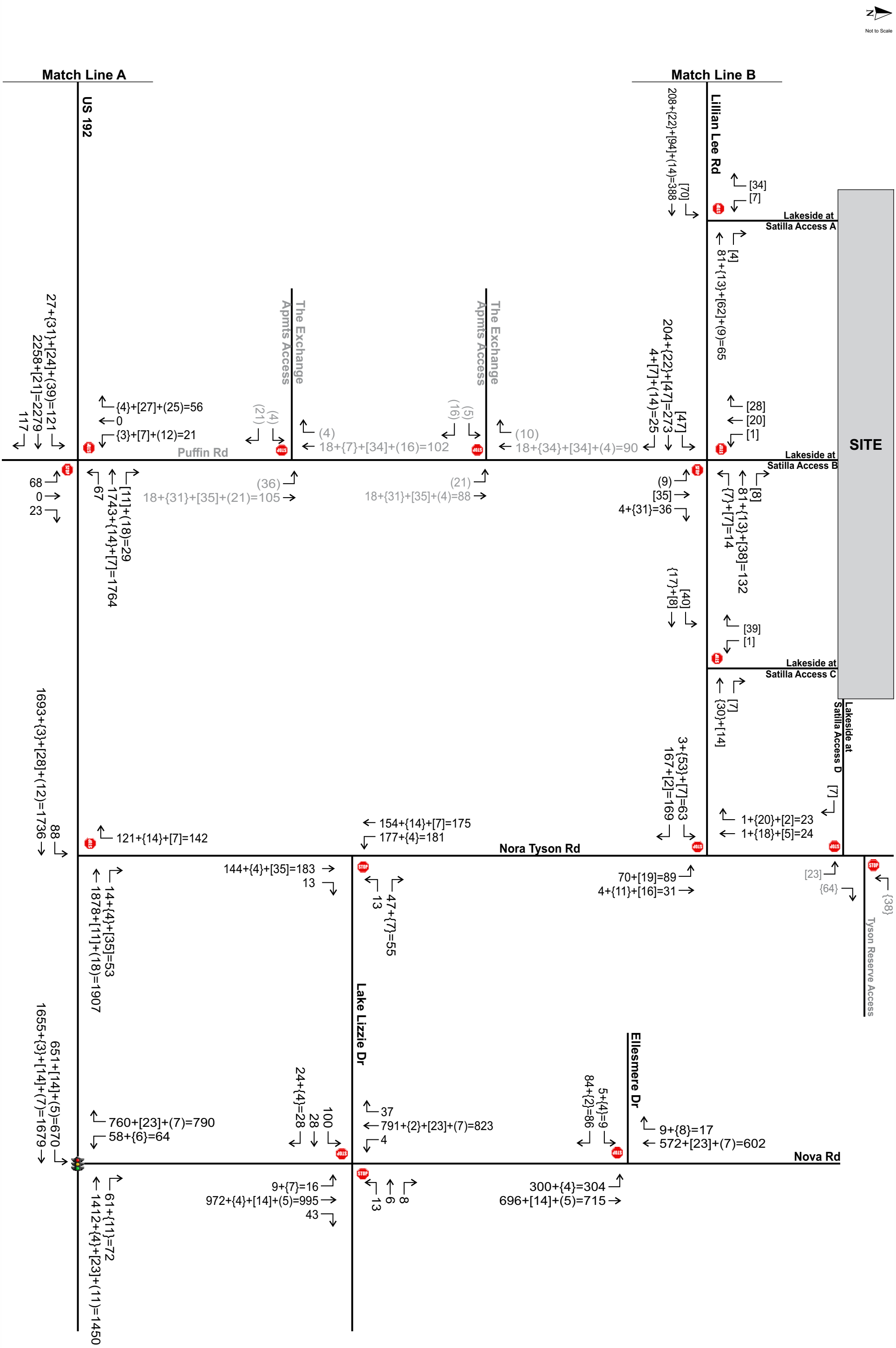
Projected AM Peak Intersection Volumes (Continued)

Lakeside at Satilla
21221 v2.2

Figure 10



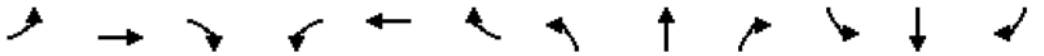
Legend:
Background + {Tyson Reserve} + [Project] + (The Exchange Apartments) = Total



Legend:
Background + {Tyson Reserve} + [Project] + (The Exchange Apartments) = Total

Appendix I
Projected Intersection Volumes

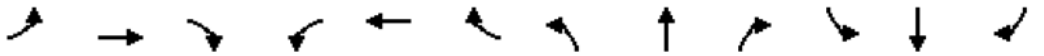
Appendix J
HCM Worksheets & Signal Timings



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	1299	159	176	1893	70	254	126	238	68	104	45
Future Volume (veh/h)	75	1299	159	176	1893	70	254	126	238	68	104	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1796	1767	1856	1811	1841	1826	1737	1826	1781	1767
Adj Flow Rate, veh/h	78	1353	131	183	1972	63	265	131	224	71	108	24
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, %	6	5	7	9	3	6	4	5	11	5	8	9
Cap, veh/h	201	2407	735	291	2481	79	303	316	255	88	134	191
Arrive On Green	0.06	0.48	0.48	0.07	0.49	0.49	0.17	0.17	0.17	0.13	0.13	0.13
Sat Flow, veh/h	1725	4985	1522	1682	5043	161	1753	1826	1472	693	1054	1497
Grp Volume(v), veh/h	78	1353	131	183	1320	715	265	131	224	179	0	24
Grp Sat Flow(s),veh/h/ln	1725	1662	1522	1682	1689	1827	1753	1826	1472	1747	0	1497
Q Serve(g_s), s	2.7	24.1	6.1	6.8	40.8	41.0	18.5	8.0	18.6	12.5	0.0	1.8
Cycle Q Clear(g_c), s	2.7	24.1	6.1	6.8	40.8	41.0	18.5	8.0	18.6	12.5	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	0.40		1.00
Lane Grp Cap(c), veh/h	201	2407	735	291	1661	898	303	316	255	223	0	191
V/C Ratio(X)	0.39	0.56	0.18	0.63	0.79	0.80	0.87	0.41	0.88	0.80	0.00	0.13
Avail Cap(c_a), veh/h	373	2407	735	443	1661	898	357	372	300	355	0	305
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	0.00	1.00
Uniform Delay (d), s/veh	23.7	23.0	18.3	18.4	26.6	26.6	50.5	46.2	50.5	53.1	0.0	48.5
Incr Delay (d2), s/veh	1.2	1.0	0.5	2.2	4.0	7.3	18.5	0.9	22.1	6.8	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	13.9	3.9	4.6	22.5	25.1	14.5	6.5	12.9	9.7	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.9	24.0	18.9	20.6	30.6	33.8	68.9	47.0	72.7	59.9	0.0	48.8
LnGrp LOS	C	C	B	C	C	C	E	D	E	E		D
Approach Vol, veh/h		1562			2218			620			203	
Approach Delay, s/veh		23.6			30.8			65.6			58.6	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	66.1		20.5	13.6	65.0		26.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	60.5		25.5	20.5	60.5		25.5				
Max Q Clear Time (g_c+I1), s	4.7	43.0		14.5	8.8	26.1		20.6				
Green Ext Time (p_c), s	0.1	12.0		0.7	0.3	11.6		1.1				

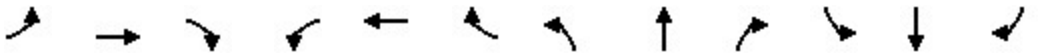
Intersection Summary												
HCM 7th Control Delay, s/veh			34.3									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1541	184	217	2224	81	292	145	278	78	120	52
Future Volume (veh/h)	87	1541	184	217	2224	81	292	145	278	78	120	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1796	1767	1856	1811	1841	1826	1737	1826	1781	1767
Adj Flow Rate, veh/h	91	1605	157	226	2317	74	304	151	266	81	125	31
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, %	6	5	7	9	3	6	4	5	11	5	8	9
Cap, veh/h	162	2252	688	259	2421	77	334	348	280	93	144	203
Arrive On Green	0.06	0.45	0.45	0.09	0.48	0.48	0.19	0.19	0.19	0.14	0.14	0.14
Sat Flow, veh/h	1725	4985	1522	1682	5043	160	1753	1826	1472	687	1060	1497
Grp Volume(v), veh/h	91	1605	157	226	1548	843	304	151	266	206	0	31
Grp Sat Flow(s),veh/h/ln	1725	1662	1522	1682	1689	1827	1753	1826	1472	1747	0	1497
Q Serve(g_s), s	3.6	34.9	8.4	9.4	58.9	59.6	22.7	9.8	23.9	15.5	0.0	2.4
Cycle Q Clear(g_c), s	3.6	34.9	8.4	9.4	58.9	59.6	22.7	9.8	23.9	15.5	0.0	2.4
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	0.39		1.00
Lane Grp Cap(c), veh/h	162	2252	688	259	1621	877	334	348	280	236	0	203
V/C Ratio(X)	0.56	0.71	0.23	0.87	0.96	0.96	0.91	0.43	0.95	0.87	0.00	0.15
Avail Cap(c_a), veh/h	323	2252	688	369	1621	877	334	348	280	333	0	285
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	0.00	1.00
Uniform Delay (d), s/veh	30.4	29.7	22.4	26.7	33.4	33.6	53.1	47.8	53.5	56.7	0.0	51.1
Incr Delay (d2), s/veh	3.0	2.0	0.8	14.9	14.0	22.3	27.9	0.9	40.0	16.2	0.0	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	2.7	19.5	5.5	7.9	33.7	38.8	18.1	7.9	17.3	12.3	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.4	31.6	23.2	41.6	47.4	55.9	80.9	48.7	93.5	72.9	0.0	51.5
LnGrp LOS	C	C	C	D	D	E	F	D	F	E		D
Approach Vol, veh/h		1853			2617			721			237	
Approach Delay, s/veh		31.0			49.6			78.8			70.1	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	68.8		22.6	16.3	65.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	60.5		25.5	20.5	60.5		25.5				
Max Q Clear Time (g_c+I1), s	5.6	61.6		17.5	11.4	36.9		25.9				
Green Ext Time (p_c), s	0.2	0.0		0.7	0.4	12.4		0.0				

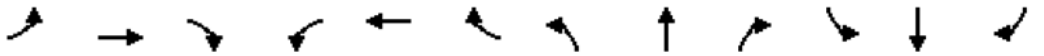
Intersection Summary			
HCM 7th Control Delay, s/veh		48.1	
HCM 7th LOS		D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1662	184	217	2397	81	292	145	278	78	120	52
Future Volume (veh/h)	87	1662	184	217	2397	81	292	145	278	78	120	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1796	1767	1856	1811	1841	1826	1737	1826	1781	1767
Adj Flow Rate, veh/h	91	1731	157	226	2497	74	304	151	263	81	125	31
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, %	6	5	7	9	3	6	4	5	11	5	8	9
Cap, veh/h	156	2237	683	252	2441	72	332	345	278	93	143	202
Arrive On Green	0.06	0.45	0.45	0.09	0.48	0.48	0.19	0.19	0.19	0.14	0.14	0.14
Sat Flow, veh/h	1725	4985	1522	1682	5057	149	1753	1826	1472	687	1060	1497
Grp Volume(v), veh/h	91	1731	157	226	1663	908	304	151	263	206	0	31
Grp Sat Flow(s),veh/h/ln	1725	1662	1522	1682	1689	1829	1753	1826	1472	1747	0	1497
Q Serve(g_s), s	3.7	39.5	8.5	10.2	65.1	65.1	22.9	9.9	23.8	15.6	0.0	2.5
Cycle Q Clear(g_c), s	3.7	39.5	8.5	10.2	65.1	65.1	22.9	9.9	23.8	15.6	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	0.39		1.00
Lane Grp Cap(c), veh/h	156	2237	683	252	1631	883	332	345	278	236	0	202
V/C Ratio(X)	0.58	0.77	0.23	0.90	1.02	1.03	0.92	0.44	0.94	0.87	0.00	0.15
Avail Cap(c_a), veh/h	316	2237	683	350	1631	883	332	345	278	330	0	283
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	0.00	1.00
Uniform Delay (d), s/veh	30.8	31.4	22.8	31.0	34.9	34.9	53.6	48.3	54.0	57.2	0.0	51.5
Incr Delay (d2), s/veh	3.4	2.7	0.8	19.6	27.4	37.8	29.2	0.9	39.2	16.5	0.0	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	2.8	21.9	5.6	8.3	40.5	46.8	18.4	8.0	17.2	12.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.2	34.1	23.6	50.6	62.3	72.7	82.8	49.2	93.1	73.7	0.0	51.8
LnGrp LOS	C	C	C	D	F	F	F	D	F	E		D
Approach Vol, veh/h		1979			2797			718			237	
Approach Delay, s/veh		33.2			64.7			79.5			70.8	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	69.6		22.7	17.1	65.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	60.5		25.5	20.5	60.5		25.5				
Max Q Clear Time (g_c+I1), s	5.7	67.1		17.6	12.2	41.5		25.8				
Green Ext Time (p_c), s	0.2	0.0		0.6	0.4	11.8		0.0				

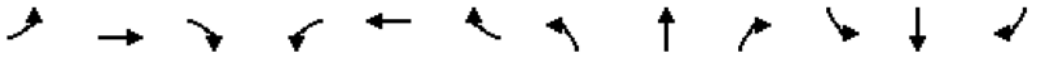
Intersection Summary		
HCM 7th Control Delay, s/veh		56.0
HCM 7th LOS		E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1786	193	164	1773	84	192	123	204	84	106	49
Future Volume (veh/h)	107	1786	193	164	1773	84	192	123	204	84	106	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1826	1870	1841	1870	1811	1870	1870	1870	1781
Adj Flow Rate, veh/h	108	1804	136	166	1791	68	192	124	162	85	107	30
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.00	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	2	2	5	2	4	2	6	2	2	2	8
Cap, veh/h	239	2607	809	240	2578	98	241	245	214	109	138	204
Arrive On Green	0.07	0.51	0.51	0.07	0.51	0.51	0.14	0.14	0.14	0.13	0.13	0.13
Sat Flow, veh/h	1767	5106	1585	1739	5048	191	1781	1811	1585	810	1020	1510
Grp Volume(v), veh/h	108	1804	136	166	1207	652	192	124	162	192	0	30
Grp Sat Flow(s),veh/h/ln	1767	1702	1585	1739	1702	1836	1781	1811	1585	1830	0	1510
Q Serve(g_s), s	3.3	31.7	5.4	5.3	31.9	31.9	12.4	7.5	11.7	12.0	0.0	2.1
Cycle Q Clear(g_c), s	3.3	31.7	5.4	5.3	31.9	31.9	12.4	7.5	11.7	12.0	0.0	2.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.44		1.00
Lane Grp Cap(c), veh/h	239	2607	809	240	1738	937	241	245	214	247	0	204
V/C Ratio(X)	0.45	0.69	0.17	0.69	0.69	0.70	0.80	0.51	0.76	0.78	0.00	0.15
Avail Cap(c_a), veh/h	426	2607	809	424	1738	937	383	390	341	394	0	325
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	0.00	1.00
Uniform Delay (d), s/veh	18.9	21.9	15.5	21.7	22.0	22.0	49.7	47.6	49.4	49.5	0.0	45.2
Incr Delay (d2), s/veh	1.3	1.5	0.4	3.5	2.3	4.3	6.0	1.6	5.4	5.2	0.0	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	2.2	17.5	3.5	4.3	17.8	19.6	9.7	6.2	8.4	9.6	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	23.5	16.0	25.3	24.3	26.3	55.7	49.2	54.8	54.8	0.0	45.6
LnGrp LOS	C	C	B	C	C	C	E	D	D	D		D
Approach Vol, veh/h		2048			2025			478			222	
Approach Delay, s/veh		22.8			25.0			53.7			53.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	65.0		20.5	12.5	65.0		20.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	60.5		25.5	20.5	60.5		25.5				
Max Q Clear Time (g_c+I1), s	5.3	33.9		14.0	7.3	33.7		14.4				
Green Ext Time (p_c), s	0.2	14.2		0.7	0.3	15.1		1.3				

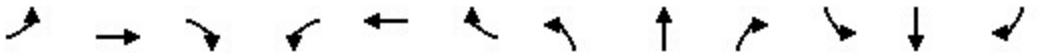
Intersection Summary												
HCM 7th Control Delay, s/veh			28.3									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	2186	224	200	2122	97	221	141	251	97	122	56
Future Volume (veh/h)	124	2186	224	200	2122	97	221	141	251	97	122	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1826	1870	1841	1870	1811	1870	1870	1870	1781
Adj Flow Rate, veh/h	125	2208	167	202	2143	81	221	142	210	98	123	38
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.00	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	2	2	5	2	4	2	6	2	2	2	8
Cap, veh/h	190	2411	749	230	2539	96	275	280	245	113	142	211
Arrive On Green	0.06	0.47	0.47	0.09	0.50	0.50	0.15	0.15	0.15	0.14	0.14	0.14
Sat Flow, veh/h	1767	5106	1585	1739	5050	190	1781	1811	1585	811	1018	1510
Grp Volume(v), veh/h	125	2208	167	202	1442	782	221	142	210	221	0	38
Grp Sat Flow(s),veh/h/ln	1767	1702	1585	1739	1702	1836	1781	1811	1585	1830	0	1510
Q Serve(g_s), s	4.5	51.5	8.0	9.6	46.8	47.2	15.3	9.2	16.5	15.1	0.0	2.8
Cycle Q Clear(g_c), s	4.5	51.5	8.0	9.6	46.8	47.2	15.3	9.2	16.5	15.1	0.0	2.8
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.44		1.00
Lane Grp Cap(c), veh/h	190	2411	749	230	1712	923	275	280	245	255	0	211
V/C Ratio(X)	0.66	0.92	0.22	0.88	0.84	0.85	0.80	0.51	0.86	0.87	0.00	0.18
Avail Cap(c_a), veh/h	362	2411	749	346	1712	923	355	360	315	364	0	300
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	0.00	1.00
Uniform Delay (d), s/veh	27.6	31.4	19.9	36.8	27.5	27.6	52.3	49.7	52.8	53.9	0.0	48.6
Incr Delay (d2), s/veh	3.9	6.9	0.7	15.3	5.2	9.5	9.8	1.4	16.6	14.1	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	3.4	28.5	5.3	11.5	25.7	28.9	11.9	7.6	12.1	12.4	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	38.3	20.6	52.1	32.7	37.0	62.1	51.1	69.4	68.0	0.0	49.1
LnGrp LOS	C	D	C	D	C	D	E	D	E	E		D
Approach Vol, veh/h		2500			2426			573			259	
Approach Delay, s/veh		36.8			35.7			62.0			65.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	68.9		22.4	16.4	65.0		24.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	60.5		25.5	20.5	60.5		25.5				
Max Q Clear Time (g_c+I1), s	6.5	49.2		17.1	11.6	53.5		18.5				
Green Ext Time (p_c), s	0.2	9.1		0.7	0.3	6.1		1.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			40.1									
HCM 7th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	2377	224	200	2306	97	221	141	251	97	122	56
Future Volume (veh/h)	124	2377	224	200	2306	97	221	141	251	97	122	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1826	1870	1841	1870	1811	1870	1870	1870	1781
Adj Flow Rate, veh/h	125	2401	167	202	2329	81	221	142	210	98	123	38
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.00	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	2	2	5	2	4	2	6	2	2	2	8
Cap, veh/h	176	2387	741	229	2562	89	275	279	244	113	142	210
Arrive On Green	0.06	0.47	0.47	0.10	0.51	0.51	0.15	0.15	0.15	0.14	0.14	0.14
Sat Flow, veh/h	1767	5106	1585	1739	5067	175	1781	1811	1585	811	1018	1510
Grp Volume(v), veh/h	125	2401	167	202	1561	849	221	142	210	221	0	38
Grp Sat Flow(s),veh/h/ln	1767	1702	1585	1739	1702	1839	1781	1811	1585	1830	0	1510
Q Serve(g_s), s	4.6	60.5	8.1	10.6	54.2	54.9	15.5	9.3	16.7	15.3	0.0	2.9
Cycle Q Clear(g_c), s	4.6	60.5	8.1	10.6	54.2	54.9	15.5	9.3	16.7	15.3	0.0	2.9
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.44		1.00
Lane Grp Cap(c), veh/h	176	2387	741	229	1721	930	275	279	244	255	0	210
V/C Ratio(X)	0.71	1.01	0.23	0.88	0.91	0.91	0.80	0.51	0.86	0.87	0.00	0.18
Avail Cap(c_a), veh/h	347	2387	741	331	1721	930	351	357	312	360	0	297
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	0.00	1.00
Uniform Delay (d), s/veh	29.1	34.5	20.5	40.9	29.2	29.4	52.9	50.2	53.4	54.5	0.0	49.2
Incr Delay (d2), s/veh	5.2	19.9	0.7	17.1	8.5	14.8	10.1	1.4	17.2	14.5	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	3.6	36.1	5.4	6.9	29.9	34.3	12.0	7.6	12.2	12.5	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.2	54.4	21.2	57.9	37.7	44.2	63.0	51.7	70.5	69.1	0.0	49.6
LnGrp LOS	C	F	C	E	D	D	E	D	E	E		D
Approach Vol, veh/h		2693			2612			573			259	
Approach Delay, s/veh		51.4			41.4			62.9			66.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	69.9		22.5	17.4	65.0		24.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	60.5		25.5	20.5	60.5		25.5				
Max Q Clear Time (g_c+I1), s	6.6	56.9		17.3	12.6	62.5		18.7				
Green Ext Time (p_c), s	0.2	3.3		0.7	0.3	0.0		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			48.8									
HCM 7th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	19	31	22	17	18	54	1361	71	38	1102	257
Future Volume (veh/h)	244	19	31	22	17	18	54	1361	71	38	1102	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1633	1767	1870	1530	1574	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	257	20	30	23	18	18	57	1433	59	40	1160	246
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	9	18	9	2	25	22	2	2	2	2	6
Cap, veh/h	341	271	241	108	179	124	216	1927	859	231	1562	329
Arrive On Green	0.10	0.16	0.16	0.03	0.10	0.10	0.05	0.54	0.54	0.04	0.53	0.53
Sat Flow, veh/h	3456	1678	1497	3264	1870	1296	1499	3554	1585	1781	2921	615
Grp Volume(v), veh/h	257	20	30	23	18	18	57	1433	59	40	702	704
Grp Sat Flow(s),veh/h/ln	1728	1678	1497	1632	1870	1296	1499	1777	1585	1781	1777	1760
Q Serve(g_s), s	7.2	1.0	1.7	0.7	0.9	1.3	1.6	30.8	1.8	1.0	30.3	30.9
Cycle Q Clear(g_c), s	7.2	1.0	1.7	0.7	0.9	1.3	1.6	30.8	1.8	1.0	30.3	30.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	341	271	241	108	179	124	216	1927	859	231	950	941
V/C Ratio(X)	0.75	0.07	0.12	0.21	0.10	0.15	0.26	0.74	0.07	0.17	0.74	0.75
Avail Cap(c_a), veh/h	712	735	656	508	833	577	378	1927	859	437	950	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	35.4	35.7	46.8	41.1	41.3	14.8	17.5	10.8	14.3	17.8	17.9
Incr Delay (d2), s/veh	3.4	0.0	0.1	1.0	0.1	0.2	0.6	2.7	0.2	0.4	5.1	5.4
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	5.7	0.7	1.1	0.5	0.7	0.7	0.9	17.2	1.1	0.6	17.9	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.0	35.5	35.8	47.8	41.2	41.5	15.5	20.1	11.0	14.6	23.0	23.4
LnGrp LOS	D	D	D	D	D	D	B	C	B	B	C	C
Approach Vol, veh/h		307			59			1549			1446	
Approach Delay, s/veh		45.2			43.9			19.6			22.9	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	60.7	7.8	22.4	9.3	60.0	14.3	15.9
Change Period (Y+Rc), s	4.5	6.8	4.5	6.4	4.5	6.8	4.5	* 6.4
Max Green Setting (Gmax), s	15.5	53.2	15.5	43.6	15.5	53.2	20.5	* 44
Max Q Clear Time (g_c+I1), s	3.0	32.8	2.7	3.7	3.6	32.9	9.2	3.3
Green Ext Time (p_c), s	0.0	5.3	0.0	0.1	0.1	11.0	0.6	0.1

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

Notes

* HCM 7th 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)	281	22	36	25	20	21	62	1618	82	44	1286	296
Future Volume (veh/h)	281	22	36	25	20	21	62	1618	82	44	1286	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1633	1767	1870	1530	1574	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	296	23	35	26	21	21	65	1703	70	46	1354	287
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	9	18	9	2	25	22	2	2	2	2	6
Cap, veh/h	380	285	255	117	179	124	172	1890	843	177	1537	320
Arrive On Green	0.11	0.17	0.17	0.04	0.10	0.10	0.05	0.53	0.53	0.04	0.53	0.53
Sat Flow, veh/h	3456	1678	1497	3264	1870	1296	1499	3554	1585	1781	2927	610
Grp Volume(v), veh/h	296	23	35	26	21	21	65	1703	70	46	813	828
Grp Sat Flow(s),veh/h/ln	1728	1678	1497	1632	1870	1296	1499	1777	1585	1781	1777	1761
Q Serve(g_s), s	8.4	1.2	2.0	0.8	1.0	1.5	2.0	43.6	2.2	1.2	40.6	42.7
Cycle Q Clear(g_c), s	8.4	1.2	2.0	0.8	1.0	1.5	2.0	43.6	2.2	1.2	40.6	42.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	380	285	255	117	179	124	172	1890	843	177	933	925
V/C Ratio(X)	0.78	0.08	0.14	0.22	0.12	0.17	0.38	0.90	0.08	0.26	0.87	0.90
Avail Cap(c_a), veh/h	699	722	644	499	818	567	327	1890	843	373	933	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	35.4	35.7	47.5	41.9	42.1	21.4	21.3	11.6	20.5	21.0	21.6
Incr Delay (d2), s/veh	3.5	0.0	0.1	0.9	0.1	0.2	1.4	7.4	0.2	0.8	11.0	13.1
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	6.6	0.8	1.3	0.6	0.9	0.9	1.4	24.6	1.4	0.9	24.4	25.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.3	35.4	35.8	48.4	42.0	42.3	22.8	28.7	11.8	21.3	32.0	34.6
LnGrp LOS	D	D	D	D	D	D	C	C	B	C	C	C
Approach Vol, veh/h		354			68			1838			1687	
Approach Delay, s/veh		45.4			44.5			27.9			33.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	60.7	8.1	23.6	9.5	60.0	15.7	16.1
Change Period (Y+Rc), s	4.5	6.8	4.5	6.4	4.5	6.8	4.5	* 6.4
Max Green Setting (Gmax), s	15.5	53.2	15.5	43.6	15.5	53.2	20.5	* 44
Max Q Clear Time (g_c+I1), s	3.2	45.6	2.8	4.0	4.0	44.7	10.4	3.5
Green Ext Time (p_c), s	0.0	4.1	0.0	0.2	0.1	6.6	0.7	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	31.9
HCM 7th LOS	C

Notes

* HCM 7th 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)	281	22	36	25	20	21	62	1654	82	44	1326	296
Future Volume (veh/h)	281	22	36	25	20	21	62	1654	82	44	1326	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1633	1767	1870	1530	1574	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	296	23	35	26	21	21	65	1741	70	46	1396	287
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	9	18	9	2	25	22	2	2	2	2	6
Cap, veh/h	380	285	255	117	179	124	166	1890	843	170	1547	312
Arrive On Green	0.11	0.17	0.17	0.04	0.10	0.10	0.05	0.53	0.53	0.04	0.53	0.53
Sat Flow, veh/h	3456	1678	1497	3264	1870	1296	1499	3554	1585	1781	2946	594
Grp Volume(v), veh/h	296	23	35	26	21	21	65	1741	70	46	832	851
Grp Sat Flow(s),veh/h/ln	1728	1678	1497	1632	1870	1296	1499	1777	1585	1781	1777	1763
Q Serve(g_s), s	8.4	1.2	2.0	0.8	1.0	1.5	2.0	45.5	2.2	1.2	42.3	44.9
Cycle Q Clear(g_c), s	8.4	1.2	2.0	0.8	1.0	1.5	2.0	45.5	2.2	1.2	42.3	44.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	380	285	255	117	179	124	166	1890	843	170	933	926
V/C Ratio(X)	0.78	0.08	0.14	0.22	0.12	0.17	0.39	0.92	0.08	0.27	0.89	0.92
Avail Cap(c_a), veh/h	699	722	644	499	818	567	321	1890	843	366	933	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	35.4	35.7	47.5	41.9	42.1	22.2	21.8	11.6	21.6	21.5	22.1
Incr Delay (d2), s/veh	3.5	0.0	0.1	0.9	0.1	0.2	1.5	8.9	0.2	0.8	12.6	15.5
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	6.6	0.8	1.3	0.6	0.9	0.9	1.4	25.9	1.4	1.0	25.6	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.3	35.4	35.8	48.4	42.0	42.3	23.7	30.6	11.8	22.4	34.0	37.6
LnGrp LOS	D	D	D	D	D	D	C	C	B	C	C	D
Approach Vol, veh/h		354			68			1876			1729	
Approach Delay, s/veh		45.4			44.5			29.7			35.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	60.7	8.1	23.6	9.5	60.0	15.7	16.1
Change Period (Y+Rc), s	4.5	6.8	4.5	6.4	4.5	6.8	4.5	* 6.4
Max Green Setting (Gmax), s	15.5	53.2	15.5	43.6	15.5	53.2	20.5	* 44
Max Q Clear Time (g_c+I1), s	3.2	47.5	2.8	4.0	4.0	46.9	10.4	3.5
Green Ext Time (p_c), s	0.0	3.4	0.0	0.2	0.1	5.2	0.7	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

Notes

* HCM 7th 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)	250	22	42	49	17	33	38	1426	35	25	1613	260
Future Volume (veh/h)	250	22	42	49	17	33	38	1426	35	25	1613	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1767	1826	1796	1781	1737	1870	1826	1841	1870	1870
Adj Flow Rate, veh/h	258	23	37	51	18	28	39	1470	26	26	1663	227
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	9	5	7	8	11	2	5	4	2	2
Cap, veh/h	343	252	225	180	179	150	139	1941	845	207	1692	226
Arrive On Green	0.10	0.15	0.15	0.05	0.10	0.10	0.04	0.55	0.55	0.03	0.54	0.54
Sat Flow, veh/h	3456	1735	1547	3374	1796	1510	1654	3554	1547	1753	3150	421
Grp Volume(v), veh/h	258	23	37	51	18	28	39	1470	26	26	923	967
Grp Sat Flow(s),veh/h/ln	1728	1735	1547	1687	1796	1510	1654	1777	1547	1753	1777	1795
Q Serve(g_s), s	7.2	1.1	2.1	1.4	0.9	1.7	1.0	31.7	0.8	0.6	49.6	53.2
Cycle Q Clear(g_c), s	7.2	1.1	2.1	1.4	0.9	1.7	1.0	31.7	0.8	0.6	49.6	53.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	343	252	225	180	179	150	139	1941	845	207	954	964
V/C Ratio(X)	0.75	0.09	0.16	0.28	0.10	0.19	0.28	0.76	0.03	0.13	0.97	1.00
Avail Cap(c_a), veh/h	715	764	681	528	803	675	332	1941	845	427	954	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	36.6	37.0	45.1	40.6	40.9	23.4	17.4	10.4	14.6	22.1	22.9
Incr Delay (d2), s/veh	3.3	0.1	0.1	0.9	0.1	0.2	1.1	2.8	0.1	0.3	22.2	29.8
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	5.7	0.9	1.4	1.1	0.7	1.1	0.9	17.6	0.5	0.4	31.4	35.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.8	36.7	37.2	45.9	40.6	41.1	24.5	20.2	10.4	14.8	44.3	52.7
LnGrp LOS	D	D	D	D	D	D	C	C	B	B	D	F
Approach Vol, veh/h		318			97			1535			1916	
Approach Delay, s/veh		44.9			43.6			20.2			48.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	60.9	9.8	20.8	8.4	60.0	14.3	16.3
Change Period (Y+Rc), s	4.5	6.8	4.5	6.4	4.5	6.8	4.5	* 6.4
Max Green Setting (Gmax), s	15.5	53.2	15.5	43.6	15.5	53.2	20.5	* 44
Max Q Clear Time (g_c+I1), s	2.6	33.7	3.4	4.1	3.0	55.2	9.2	3.7
Green Ext Time (p_c), s	0.0	5.4	0.1	0.2	0.0	0.0	0.6	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	36.6
HCM 7th LOS	D

Notes

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



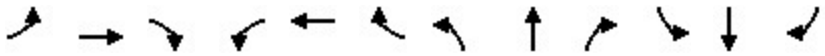
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	25	48	56	20	38	44	1676	40	29	1917	299
Future Volume (veh/h)	288	25	48	56	20	38	44	1676	40	29	1917	299
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1767	1826	1796	1781	1737	1870	1826	1841	1870	1870
Adj Flow Rate, veh/h	297	26	43	58	21	33	45	1728	31	30	1976	267
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	9	5	7	8	11	2	5	4	2	2
Cap, veh/h	382	266	237	188	177	149	142	1907	831	158	1666	220
Arrive On Green	0.11	0.15	0.15	0.06	0.10	0.10	0.04	0.54	0.54	0.03	0.53	0.53
Sat Flow, veh/h	3456	1735	1547	3374	1796	1510	1654	3554	1547	1753	3155	417
Grp Volume(v), veh/h	297	26	43	58	21	33	45	1728	31	30	1093	1150
Grp Sat Flow(s),veh/h/ln	1728	1735	1547	1687	1796	1510	1654	1777	1547	1753	1777	1795
Q Serve(g_s), s	8.4	1.3	2.4	1.7	1.1	2.0	1.2	44.2	1.0	0.8	53.2	53.2
Cycle Q Clear(g_c), s	8.4	1.3	2.4	1.7	1.1	2.0	1.2	44.2	1.0	0.8	53.2	53.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	382	266	237	188	177	149	142	1907	831	158	938	948
V/C Ratio(X)	0.78	0.10	0.18	0.31	0.12	0.22	0.32	0.91	0.04	0.19	1.16	1.21
Avail Cap(c_a), veh/h	703	750	669	519	790	664	326	1907	831	368	938	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	36.7	37.1	45.7	41.4	41.9	23.6	21.0	11.0	20.3	23.8	23.8
Incr Delay (d2), s/veh	3.4	0.1	0.1	0.9	0.1	0.3	1.3	7.7	0.1	0.6	85.9	105.9
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	6.6	1.0	1.6	1.3	0.9	1.4	1.0	24.8	0.6	0.6	58.6	67.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.1	36.7	37.3	46.6	41.5	42.1	24.9	28.7	11.1	20.9	109.7	129.7
LnGrp LOS	D	D	D	D	D	D	C	C	B	C	F	F
Approach Vol, veh/h		366			112			1804			2273	
Approach Delay, s/veh		45.2			44.3			28.3			118.7	
Approach LOS		D			D			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	60.9	10.1	21.9	8.8	60.0	15.6	16.3
Change Period (Y+Rc), s	4.5	6.8	4.5	6.4	4.5	6.8	4.5	* 6.4
Max Green Setting (Gmax), s	15.5	53.2	15.5	43.6	15.5	53.2	20.5	* 44
Max Q Clear Time (g_c+I1), s	2.8	46.2	3.7	4.4	3.2	55.2	10.4	4.0
Green Ext Time (p_c), s	0.0	3.9	0.1	0.2	0.0	0.0	0.7	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	75.2
HCM 7th LOS	E

Notes

* HCM 7th 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)	288	25	48	56	20	38	44	1736	40	29	1982	299
Future Volume (veh/h)	288	25	48	56	20	38	44	1736	40	29	1982	299
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1767	1826	1796	1781	1737	1870	1826	1841	1870	1870
Adj Flow Rate, veh/h	297	26	43	58	21	33	45	1790	31	30	2043	231
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	9	5	7	8	11	2	5	4	2	2
Cap, veh/h	382	266	237	188	177	149	142	1907	831	148	1703	189
Arrive On Green	0.11	0.15	0.15	0.06	0.10	0.10	0.04	0.54	0.54	0.03	0.53	0.53
Sat Flow, veh/h	3456	1735	1547	3374	1796	1510	1654	3554	1547	1753	3225	358
Grp Volume(v), veh/h	297	26	43	58	21	33	45	1790	31	30	1108	1166
Grp Sat Flow(s),veh/h/ln	1728	1735	1547	1687	1796	1510	1654	1777	1547	1753	1777	1806
Q Serve(g_s), s	8.4	1.3	2.4	1.7	1.1	2.0	1.2	47.4	1.0	0.8	53.2	53.2
Cycle Q Clear(g_c), s	8.4	1.3	2.4	1.7	1.1	2.0	1.2	47.4	1.0	0.8	53.2	53.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	382	266	237	188	177	149	142	1907	831	148	938	953
V/C Ratio(X)	0.78	0.10	0.18	0.31	0.12	0.22	0.32	0.94	0.04	0.20	1.18	1.22
Avail Cap(c_a), veh/h	703	750	669	519	790	664	326	1907	831	358	938	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	36.7	37.1	45.7	41.4	41.9	23.6	21.8	11.0	22.0	23.8	23.8
Incr Delay (d2), s/veh	3.4	0.1	0.1	0.9	0.1	0.3	1.3	10.4	0.1	0.7	92.5	109.9
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	6.6	1.0	1.6	1.3	0.9	1.4	1.0	27.0	0.6	0.6	61.3	69.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.1	36.7	37.3	46.6	41.5	42.1	24.9	32.2	11.1	22.6	116.3	133.7
LnGrp LOS	D	D	D	D	D	D	C	C	B	C	F	F
Approach Vol, veh/h		366			112			1866			2304	
Approach Delay, s/veh		45.2			44.3			31.7			123.9	
Approach LOS		D			D			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	60.9	10.1	21.9	8.8	60.0	15.6	16.3
Change Period (Y+Rc), s	4.5	6.8	4.5	6.4	4.5	6.8	4.5	* 6.4
Max Green Setting (Gmax), s	15.5	53.2	15.5	43.6	15.5	53.2	20.5	* 44
Max Q Clear Time (g_c+I1), s	2.8	49.4	3.7	4.4	3.2	55.2	10.4	4.0
Green Ext Time (p_c), s	0.0	2.5	0.1	0.2	0.0	0.0	0.7	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	78.7
HCM 7th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1	12	30	1	134	0	1524	34	120	1148	0
Future Vol, veh/h	7	1	12	30	1	134	0	1524	34	120	1148	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	330	-	-	330	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	9	25	2	3	20	4	6	2	4	33
Mvmt Flow	7	1	12	31	1	138	0	1571	35	124	1184	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2217	3037	592	2428	3020	803	1184	0	0	1606	0	0
Stage 1	1431	1431	-	1589	1589	-	-	-	-	-	-	-
Stage 2	786	1606	-	840	1431	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.08	8	6.54	6.96	4.5	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.39	3.75	4.02	3.33	2.4	-	-	2.22	-	-
Pot Cap-1 Maneuver	24	13	433	~ 12	13	324	494	-	-	403	-	0
Stage 1	141	198	-	89	166	-	-	-	-	-	-	0
Stage 2	351	163	-	281	198	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	9	9	433	~ 8	9	324	494	-	-	403	-	-
Mov Cap-2 Maneuver	44	30	-	58	73	-	-	-	-	-	-	-
Stage 1	98	137	-	89	166	-	-	-	-	-	-	-
Stage 2	200	163	-	188	137	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	53.27	113.5	0	1.69
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	494	-	-	41	433	175	403	-
HCM Lane V/C Ratio	-	-	-	0.2	0.029	0.969	0.307	-
HCM Ctrl Dly (s/v)	0	-	-	112.8	13.6	113.5	17.8	-
HCM Lane LOS	A	-	-	F	B	F	C	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	7.7	1.3	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	51.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1	14	142	1	207	0	1753	75	157	1320	0
Future Vol, veh/h	8	1	14	142	1	207	0	1753	75	157	1320	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	300	330	-	-	330	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	15	154	1	225	0	1905	82	171	1435	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2729	3763	717	3005	3722	993	1435	0	0	1987	0	0
Stage 1	1776	1776	-	1946	1946	-	-	-	-	-	-	-
Stage 2	953	1987	-	1059	1776	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	10	4	372	~ 6	4	244	469	-	-	286	-	-
Stage 1	86	134	-	~ 67	110	-	-	-	-	-	-	-
Stage 2	278	105	-	240	134	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 0	2	372	~ 2	2	244	469	-	-	286	-	-
Mov Cap-2 Maneuver	31	15	-	~ 49	45	-	-	-	-	-	-	-
Stage 1	35	54	-	~ 67	110	-	-	-	-	-	-	-
Stage 2	21	105	-	~ 91	54	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	85.65	$ 521.08	0	3.67
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	469	-	-	28	372	49	244	286	-	-
HCM Lane V/C Ratio	-	-	-	0.355	0.041	3.177	0.922	0.596	-	-
HCM Ctrl Dly (s/v)	0	-	-	195.4	15.1	$ 1156	82.5	34.5	-	-
HCM Lane LOS	A	-	-	F	C	F	F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.1	16.8	8.1	3.6	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	62.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1	14	142	1	243	0	1753	75	197	1320	0
Future Vol, veh/h	8	1	14	142	1	243	0	1753	75	197	1320	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	300	330	-	-	330	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	9	25	2	3	20	4	6	2	4	33
Mvmt Flow	8	1	14	146	1	251	0	1807	77	203	1361	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2671	3652	680	2933	3613	942	1361	0	0	1885	0	0
Stage 1	1767	1767	-	1846	1846	-	-	-	-	-	-	-
Stage 2	904	1885	-	1087	1767	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.08	8	6.54	6.96	4.5	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.39	3.75	4.02	3.33	2.4	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	5	377	~ 5	5	262	416	-	-	314	-	-
Stage 1	87	135	-	~ 60	124	-	-	-	-	-	-	-
Stage 2	298	118	-	194	135	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 0	2	377	~ 2	2	262	416	-	-	314	-	-
Mov Cap-2 Maneuver	28	29	-	~ 40	41	-	-	-	-	-	-	-
Stage 1	31	48	-	~ 60	124	-	-	-	-	-	-	-
Stage 2	13	118	-	~ 64	48	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	81.52	$ 584.63	0	4.58
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	416	-	-	28	377	40	262	314	-	-
HCM Lane V/C Ratio	-	-	-	0.328	0.038	3.715	0.956	0.647	-	-
HCM Ctrl Dly (s/v)	0	-	-	185.1	14.9	$ 1431.3	86.4	35.2	-	-
HCM Lane LOS	A	-	-	F	B	F	F	E	-	-
HCM 95th %tile Q(veh)	0	-	-	1	0.1	16.8	9	4.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	7	16	1	45	33	1315	74	87	1447	10
Future Vol, veh/h	5	0	7	16	1	45	33	1315	74	87	1447	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	330	-	-	330	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	50	2	14	2	2	9	8	2	4	2	2	2
Mvmt Flow	5	0	7	16	1	46	34	1342	76	89	1477	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2398	3144	743	2363	3111	709	1487	0	0	1417	0	0
Stage 1	1659	1659	-	1447	1447	-	-	-	-	-	-	-
Stage 2	739	1485	-	916	1664	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.54	7.18	7.54	6.54	7.08	4.26	-	-	4.14	-	-
Critical Hdwy Stg 1	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.02	3.44	3.52	4.02	3.39	2.28	-	-	2.22	-	-
Pot Cap-1 Maneuver	9	11	332	19	11	361	420	-	-	477	-	-
Stage 1	62	153	-	138	195	-	-	-	-	-	-	-
Stage 2	283	187	-	293	152	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	8	332	~ 14	8	361	420	-	-	477	-	-
Mov Cap-2 Maneuver	36	49	-	77	58	-	-	-	-	-	-	-
Stage 1	51	125	-	127	179	-	-	-	-	-	-	-
Stage 2	226	172	-	233	124	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	60.09	36.25	0.33	0.8
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	420	-	-	36	332	177	477	-	-
HCM Lane V/C Ratio	0.08	-	-	0.143	0.022	0.357	0.186	-	-
HCM Ctrl Dly (s/v)	14.3	-	-	121.7	16.1	36.2	14.3	-	-
HCM Lane LOS	B	-	-	F	C	E	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	0.1	1.5	0.7	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	53.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	8	91	1	88	38	1512	210	162	1664	12
Future Vol, veh/h	6	0	8	91	1	88	38	1512	210	162	1664	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	330	-	-	330	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	50	2	14	2	2	9	8	2	4	2	2	2
Mvmt Flow	6	0	8	93	1	90	39	1543	214	165	1698	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2884	3869	855	2907	3768	879	1710	0	0	1757	0	0
Stage 1	2035	2035	-	1728	1728	-	-	-	-	-	-	-
Stage 2	849	1835	-	1180	2041	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.54	7.18	7.54	6.54	7.08	4.26	-	-	4.14	-	-
Critical Hdwy Stg 1	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.02	3.44	3.52	4.02	3.39	2.28	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 3	3	278	~ 7	4	277	342	-	-	352	-	-
Stage 1	33	99	-	~ 92	142	-	-	-	-	-	-	-
Stage 2	237	125	-	202	98	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	2	278	~ 3	2	277	342	-	-	352	-	-
Mov Cap-2 Maneuver	43	511	-	~ 35	11	-	-	-	-	-	-	-
Stage 1	17	53	-	~ 81	126	-	-	-	-	-	-	-
Stage 2	141	111	-	104	52	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	54.41	$ 1094.77	0.36	2.11
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	342	-	-	43	278	59	352	-	-
HCM Lane V/C Ratio	0.113	-	-	0.143	0.029	3.103	0.47	-	-
HCM Ctrl Dly (s/v)	16.9	-	-	102.5	18.3	$ 1094.8	24	-	-
HCM Lane LOS	C	-	-	F	C	F	C	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0.1	19.2	2.4	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.1

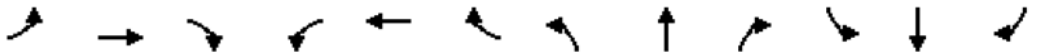
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	8	91	1	148	38	1512	210	227	1664	12
Future Vol, veh/h	6	0	8	91	1	148	38	1512	210	227	1664	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	300	330	-	-	330	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	50	2	14	2	2	9	8	2	4	2	2	2
Mvmt Flow	6	0	8	93	1	151	39	1543	214	232	1698	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3017	4002	855	3040	3901	879	1710	0	0	1757	0	0
Stage 1	2167	2167	-	1728	1728	-	-	-	-	-	-	-
Stage 2	849	1835	-	1312	2173	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.54	7.18	7.54	6.54	7.08	4.26	-	-	4.14	-	-
Critical Hdwy Stg 1	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.02	3.44	3.52	4.02	3.39	2.28	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 3	3	278	~ 6	3	277	342	-	-	352	-	-
Stage 1	26	85	-	~ 92	142	-	-	-	-	-	-	-
Stage 2	237	125	-	167	84	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	1	278	~ 2	~ 1	277	342	-	-	352	-	-
Mov Cap-2 Maneuver	-	34	-	~ 13	-	-	-	-	-	-	-	-
Stage 1	9	29	-	~ 81	126	-	-	-	-	-	-	-
Stage 2	95	111	-	~ 56	29	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0.36	3.92
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	342	-	-	-	-	-	-	352	-	-
HCM Lane V/C Ratio	0.113	-	-	-	-	-	-	0.658	-	-
HCM Ctrl Dly (s/v)	16.9	-	-	-	-	-	-	32.9	-	-
HCM Lane LOS	C	-	-	-	-	-	-	D	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-	-	-	4.5	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



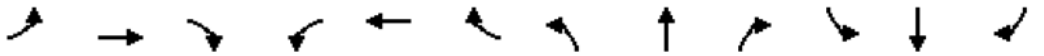
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	3	43	44	7	18	32	1461	18	3	1064	140
Future Volume (veh/h)	135	3	43	44	7	18	32	1461	18	3	1064	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1411	1767	1856	1870	1811	1722	1841	1618	1574	1841	1722
Adj Flow Rate, veh/h	136	3	36	44	7	12	32	1476	15	3	1075	120
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	33	9	3	2	6	12	4	19	22	4	12
Cap, veh/h	340	175	156	286	58	100	68	2006	20	8	1854	774
Arrive On Green	0.09	0.13	0.13	0.05	0.09	0.09	0.04	0.57	0.57	0.01	0.53	0.53
Sat Flow, veh/h	1739	1340	1196	1767	619	1061	1640	3547	36	1499	3497	1459
Grp Volume(v), veh/h	136	3	36	44	0	19	32	727	764	3	1075	120
Grp Sat Flow(s),veh/h/ln	1739	1340	1196	1767	0	1679	1640	1749	1834	1499	1749	1459
Q Serve(g_s), s	6.9	0.2	2.7	2.2	0.0	1.0	1.9	31.0	31.1	0.2	20.9	4.2
Cycle Q Clear(g_c), s	6.9	0.2	2.7	2.2	0.0	1.0	1.9	31.0	31.1	0.2	20.9	4.2
Prop In Lane	1.00		1.00	1.00		0.63	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	340	175	156	286	0	158	68	989	1037	8	1854	774
V/C Ratio(X)	0.40	0.02	0.23	0.15	0.00	0.12	0.47	0.74	0.74	0.36	0.58	0.16
Avail Cap(c_a), veh/h	473	588	524	416	0	703	248	989	1037	167	1854	774
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	38.0	39.1	37.8	0.0	41.7	47.1	16.2	16.2	49.7	16.0	12.1
Incr Delay (d2), s/veh	0.8	0.0	0.7	0.2	0.0	0.3	5.1	4.9	4.7	23.8	1.3	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	5.4	0.1	1.5	1.7	0.0	0.8	1.5	17.7	18.3	0.2	12.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	38.1	39.9	38.0	0.0	42.0	52.1	21.1	20.9	73.6	17.3	12.5
LnGrp LOS	D	D	D	D		D	D	C	C	E	B	B
Approach Vol, veh/h		175			63			1523			1198	
Approach Delay, s/veh		37.5			39.2			21.6			17.0	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	63.6	10.6	18.8	10.9	60.0	14.3	15.1
Change Period (Y+Rc), s	6.8	6.8	5.7	* 5.7	6.8	6.8	5.4	5.7
Max Green Setting (Gmax), s	11.2	53.2	12.3	* 44	15.2	53.2	16.6	42.0
Max Q Clear Time (g_c+I1), s	2.2	33.1	4.2	4.7	3.9	22.9	8.9	3.0
Green Ext Time (p_c), s	0.0	9.9	0.0	0.2	0.0	8.8	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C

Notes

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



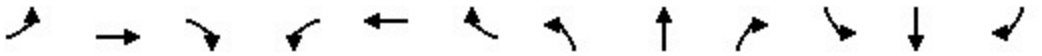
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	3	49	51	8	21	37	1729	21	3	1318	174
Future Volume (veh/h)	160	3	49	51	8	21	37	1729	21	3	1318	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1411	1767	1856	1870	1811	1722	1841	1618	1574	1841	1722
Adj Flow Rate, veh/h	162	3	42	52	8	15	37	1746	18	3	1331	155
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	33	9	3	2	6	12	4	19	22	4	12
Cap, veh/h	358	188	168	291	55	103	73	1977	20	8	1814	757
Arrive On Green	0.10	0.14	0.14	0.05	0.09	0.09	0.04	0.56	0.56	0.01	0.52	0.52
Sat Flow, veh/h	1739	1340	1196	1767	582	1092	1640	3546	37	1499	3497	1459
Grp Volume(v), veh/h	162	3	42	52	0	23	37	860	904	3	1331	155
Grp Sat Flow(s),veh/h/ln	1739	1340	1196	1767	0	1674	1640	1749	1834	1499	1749	1459
Q Serve(g_s), s	8.3	0.2	3.2	2.7	0.0	1.3	2.3	43.9	44.1	0.2	30.3	5.9
Cycle Q Clear(g_c), s	8.3	0.2	3.2	2.7	0.0	1.3	2.3	43.9	44.1	0.2	30.3	5.9
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	358	188	168	291	0	158	73	975	1023	8	1814	757
V/C Ratio(X)	0.45	0.02	0.25	0.18	0.00	0.15	0.51	0.88	0.88	0.36	0.73	0.20
Avail Cap(c_a), veh/h	462	575	513	409	0	685	243	975	1023	164	1814	757
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	38.0	39.3	38.4	0.0	42.7	47.9	19.8	19.8	50.8	19.2	13.3
Incr Delay (d2), s/veh	0.9	0.0	0.8	0.3	0.0	0.4	5.4	11.4	11.1	23.9	2.7	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	6.5	0.1	1.8	2.1	0.0	1.0	1.8	25.4	26.5	0.2	17.2	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	38.0	40.0	38.7	0.0	43.1	53.3	31.1	30.9	74.7	21.9	13.9
LnGrp LOS	D	D	D	D		D	D	C	C	E	C	B
Approach Vol, veh/h		207			75			1801			1489	
Approach Delay, s/veh		37.1			40.1			31.5			21.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	64.0	11.1	20.1	11.4	60.0	15.8	15.4
Change Period (Y+Rc), s	6.8	6.8	5.7	* 5.7	6.8	6.8	5.4	5.7
Max Green Setting (Gmax), s	11.2	53.2	12.3	* 44	15.2	53.2	16.6	42.0
Max Q Clear Time (g_c+I1), s	2.2	46.1	4.7	5.2	4.3	32.3	10.3	3.3
Green Ext Time (p_c), s	0.0	5.5	0.0	0.2	0.0	10.0	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C

Notes

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



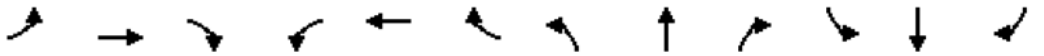
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	3	49	51	8	21	37	1729	21	3	1318	174
Future Volume (veh/h)	160	3	49	51	8	21	37	1729	21	3	1318	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1411	1767	1856	1870	1811	1722	1841	1618	1574	1841	1722
Adj Flow Rate, veh/h	162	3	42	52	8	15	37	1746	18	3	1331	155
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	33	9	3	2	6	12	4	19	22	4	12
Cap, veh/h	358	188	168	291	55	103	73	1977	20	8	1814	757
Arrive On Green	0.10	0.14	0.14	0.05	0.09	0.09	0.04	0.56	0.56	0.01	0.52	0.52
Sat Flow, veh/h	1739	1340	1196	1767	582	1092	1640	3546	37	1499	3497	1459
Grp Volume(v), veh/h	162	3	42	52	0	23	37	860	904	3	1331	155
Grp Sat Flow(s),veh/h/ln	1739	1340	1196	1767	0	1674	1640	1749	1834	1499	1749	1459
Q Serve(g_s), s	8.3	0.2	3.2	2.7	0.0	1.3	2.3	43.9	44.1	0.2	30.3	5.9
Cycle Q Clear(g_c), s	8.3	0.2	3.2	2.7	0.0	1.3	2.3	43.9	44.1	0.2	30.3	5.9
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	358	188	168	291	0	158	73	975	1023	8	1814	757
V/C Ratio(X)	0.45	0.02	0.25	0.18	0.00	0.15	0.51	0.88	0.88	0.36	0.73	0.20
Avail Cap(c_a), veh/h	462	575	513	409	0	685	243	975	1023	164	1814	757
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	38.0	39.3	38.4	0.0	42.7	47.9	19.8	19.8	50.8	19.2	13.3
Incr Delay (d2), s/veh	0.9	0.0	0.8	0.3	0.0	0.4	5.4	11.4	11.1	23.9	2.7	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	6.5	0.1	1.8	2.1	0.0	1.0	1.8	25.4	26.5	0.2	17.2	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	38.0	40.0	38.7	0.0	43.1	53.3	31.1	30.9	74.7	21.9	13.9
LnGrp LOS	D	D	D	D		D	D	C	C	E	C	B
Approach Vol, veh/h		207			75			1801			1489	
Approach Delay, s/veh		37.1			40.1			31.5			21.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	64.0	11.1	20.1	11.4	60.0	15.8	15.4
Change Period (Y+Rc), s	6.8	6.8	5.7	* 5.7	6.8	6.8	5.4	5.7
Max Green Setting (Gmax), s	11.2	53.2	12.3	* 44	15.2	53.2	16.6	42.0
Max Q Clear Time (g_c+I1), s	2.2	46.1	4.7	5.2	4.3	32.3	10.3	3.3
Green Ext Time (p_c), s	0.0	5.5	0.0	0.2	0.0	10.0	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C

Notes

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



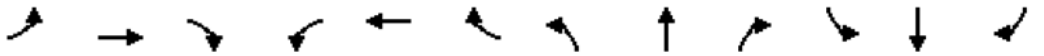
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	10	170	24	4	12	81	1231	62	26	1270	198
Future Volume (veh/h)	198	10	170	24	4	12	81	1231	62	26	1270	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1767	1856	1856	1870	1841	1811	1604	1752	1796	1870	1856
Adj Flow Rate, veh/h	204	10	153	25	4	8	84	1269	51	27	1309	155
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, %	3	9	3	3	2	4	6	20	10	7	2	3
Cap, veh/h	400	296	264	227	52	103	107	1555	62	62	1759	778
Arrive On Green	0.12	0.18	0.18	0.03	0.09	0.09	0.06	0.52	0.52	0.04	0.49	0.49
Sat Flow, veh/h	1767	1678	1497	1767	557	1113	1725	2986	120	1711	3554	1572
Grp Volume(v), veh/h	204	10	153	25	0	12	84	647	673	27	1309	155
Grp Sat Flow(s),veh/h/ln	1767	1678	1497	1767	0	1670	1725	1523	1582	1711	1777	1572
Q Serve(g_s), s	10.8	0.5	10.1	1.3	0.0	0.7	5.2	38.0	38.1	1.7	31.7	5.9
Cycle Q Clear(g_c), s	10.8	0.5	10.1	1.3	0.0	0.7	5.2	38.0	38.1	1.7	31.7	5.9
Prop In Lane	1.00		1.00	1.00		0.67	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	400	296	264	227	0	155	107	794	824	62	1759	778
V/C Ratio(X)	0.51	0.03	0.58	0.11	0.00	0.08	0.79	0.82	0.82	0.44	0.74	0.20
Avail Cap(c_a), veh/h	460	687	613	369	0	653	244	794	824	178	1759	778
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	36.7	40.6	41.5	0.0	44.5	49.7	21.4	21.5	50.7	21.7	15.2
Incr Delay (d2), s/veh	1.0	0.0	2.0	0.2	0.0	0.2	11.9	9.0	8.8	4.8	2.9	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	8.3	0.4	6.9	1.1	0.0	0.5	4.5	20.2	20.9	1.4	18.5	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	36.7	42.6	41.8	0.0	44.8	61.6	30.5	30.3	55.6	24.6	15.8
LnGrp LOS	D	D	D	D		D	E	C	C	E	C	B
Approach Vol, veh/h		367			37			1404			1491	
Approach Delay, s/veh		39.3			42.7			32.2			24.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	62.8	9.4	24.6	13.5	60.0	18.3	15.7
Change Period (Y+Rc), s	6.8	6.8	5.7	* 5.7	6.8	6.8	5.4	5.7
Max Green Setting (Gmax), s	11.2	53.2	12.3	* 44	15.2	53.2	16.6	42.0
Max Q Clear Time (g_c+I1), s	3.7	40.1	3.3	12.1	7.2	33.7	12.8	2.7
Green Ext Time (p_c), s	0.0	6.8	0.0	1.1	0.1	9.5	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.5
HCM 7th LOS	C

Notes

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



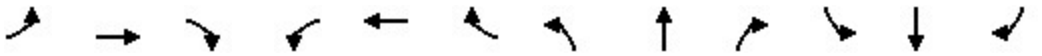
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	12	196	28	5	14	94	1539	72	30	1525	237
Future Volume (veh/h)	244	12	196	28	5	14	94	1539	72	30	1525	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1767	1856	1856	1870	1841	1811	1604	1752	1796	1870	1856
Adj Flow Rate, veh/h	252	12	180	29	5	10	97	1587	61	31	1572	195
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, %	3	9	3	3	2	4	6	20	10	7	2	3
Cap, veh/h	430	323	288	227	50	100	122	1519	58	66	1692	749
Arrive On Green	0.14	0.19	0.19	0.04	0.09	0.09	0.07	0.51	0.51	0.04	0.48	0.48
Sat Flow, veh/h	1767	1678	1497	1767	557	1113	1725	2992	115	1711	3554	1572
Grp Volume(v), veh/h	252	12	180	29	0	15	97	806	842	31	1572	195
Grp Sat Flow(s),veh/h/ln	1767	1678	1497	1767	0	1670	1725	1523	1583	1711	1777	1572
Q Serve(g_s), s	13.9	0.6	12.3	1.6	0.0	0.9	6.2	56.8	56.8	2.0	46.5	8.3
Cycle Q Clear(g_c), s	13.9	0.6	12.3	1.6	0.0	0.9	6.2	56.8	56.8	2.0	46.5	8.3
Prop In Lane	1.00		1.00	1.00		0.67	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	430	323	288	227	0	149	122	774	804	66	1692	749
V/C Ratio(X)	0.59	0.04	0.62	0.13	0.00	0.10	0.80	1.04	1.05	0.47	0.93	0.26
Avail Cap(c_a), veh/h	440	661	589	356	0	628	235	774	804	171	1692	749
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	36.7	41.4	43.3	0.0	46.8	51.2	27.5	27.5	52.6	27.5	17.5
Incr Delay (d2), s/veh	1.9	0.0	2.2	0.3	0.0	0.3	11.2	43.6	45.0	5.1	10.5	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	0.5	8.3	1.3	0.0	0.7	5.4	37.7	39.5	1.7	27.8	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.6	36.7	43.6	43.6	0.0	47.0	62.4	71.1	72.5	57.7	38.0	18.4
LnGrp LOS	D	D	D	D		D	E	F	F	E	D	B
Approach Vol, veh/h		444			44			1745			1798	
Approach Delay, s/veh		40.6			44.8			71.3			36.2	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	63.6	9.9	27.2	14.7	60.0	21.4	15.7
Change Period (Y+Rc), s	6.8	6.8	5.7	* 5.7	6.8	6.8	5.4	5.7
Max Green Setting (Gmax), s	11.2	53.2	12.3	* 44	15.2	53.2	16.6	42.0
Max Q Clear Time (g_c+I1), s	4.0	58.8	3.6	14.3	8.2	48.5	15.9	2.9
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3	0.1	3.8	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	52.0
HCM 7th LOS	D

Notes

* HCM 7th 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)	244	12	196	28	5	14	94	1539	72	30	1525	237
Future Volume (veh/h)	244	12	196	28	5	14	94	1539	72	30	1525	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1767	1856	1856	1870	1841	1811	1604	1752	1796	1870	1856
Adj Flow Rate, veh/h	252	12	180	29	5	10	97	1587	61	31	1572	195
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, %	3	9	3	3	2	4	6	20	10	7	2	3
Cap, veh/h	430	323	288	227	50	100	122	1519	58	66	1692	749
Arrive On Green	0.14	0.19	0.19	0.04	0.09	0.09	0.07	0.51	0.51	0.04	0.48	0.48
Sat Flow, veh/h	1767	1678	1497	1767	557	1113	1725	2992	115	1711	3554	1572
Grp Volume(v), veh/h	252	12	180	29	0	15	97	806	842	31	1572	195
Grp Sat Flow(s),veh/h/ln	1767	1678	1497	1767	0	1670	1725	1523	1583	1711	1777	1572
Q Serve(g_s), s	13.9	0.6	12.3	1.6	0.0	0.9	6.2	56.8	56.8	2.0	46.5	8.3
Cycle Q Clear(g_c), s	13.9	0.6	12.3	1.6	0.0	0.9	6.2	56.8	56.8	2.0	46.5	8.3
Prop In Lane	1.00		1.00	1.00		0.67	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	430	323	288	227	0	149	122	774	804	66	1692	749
V/C Ratio(X)	0.59	0.04	0.62	0.13	0.00	0.10	0.80	1.04	1.05	0.47	0.93	0.26
Avail Cap(c_a), veh/h	440	661	589	356	0	628	235	774	804	171	1692	749
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	36.7	41.4	43.3	0.0	46.8	51.2	27.5	27.5	52.6	27.5	17.5
Incr Delay (d2), s/veh	1.9	0.0	2.2	0.3	0.0	0.3	11.2	43.6	45.0	5.1	10.5	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	0.5	8.3	1.3	0.0	0.7	5.4	37.7	39.5	1.7	27.8	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.6	36.7	43.6	43.6	0.0	47.0	62.4	71.1	72.5	57.7	38.0	18.4
LnGrp LOS	D	D	D	D		D	E	F	F	E	D	B
Approach Vol, veh/h		444			44			1745			1798	
Approach Delay, s/veh		40.6			44.8			71.3			36.2	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	63.6	9.9	27.2	14.7	60.0	21.4	15.7
Change Period (Y+Rc), s	6.8	6.8	5.7	* 5.7	6.8	6.8	5.4	5.7
Max Green Setting (Gmax), s	11.2	53.2	12.3	* 44	15.2	53.2	16.6	42.0
Max Q Clear Time (g_c+I1), s	4.0	58.8	3.6	14.3	8.2	48.5	15.9	2.9
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3	0.1	3.8	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	52.0
HCM 7th LOS	D

Notes

* HCM 7th 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)	691	830	81	190	1696	324	141	400	71	564	265	300
Future Volume (veh/h)	691	830	81	190	1696	324	141	400	71	564	265	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1796	1707	1856	1856	1870	1811	1693	1796	1841	1841
Adj Flow Rate, veh/h	712	856	40	196	1748	205	145	412	33	581	273	162
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, %	5	5	7	13	3	3	2	6	14	7	4	4
Cap, veh/h	453	1258	384	210	1253	389	162	541	429	620	726	615
Arrive On Green	0.13	0.25	0.25	0.13	0.25	0.25	0.09	0.30	0.30	0.19	0.39	0.39
Sat Flow, veh/h	3374	4985	1522	1626	5066	1572	1781	1811	1434	3319	1841	1560
Grp Volume(v), veh/h	712	856	40	196	1748	205	145	412	33	581	273	162
Grp Sat Flow(s),veh/h/ln	1687	1662	1522	1626	1689	1572	1781	1811	1434	1659	1841	1560
Q Serve(g_s), s	28.2	32.6	4.2	25.1	52.0	23.7	16.9	43.4	3.5	36.3	22.2	14.7
Cycle Q Clear(g_c), s	28.2	32.6	4.2	25.1	52.0	23.7	16.9	43.4	3.5	36.3	22.2	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	1258	384	210	1253	389	162	541	429	620	726	615
V/C Ratio(X)	1.57	0.68	0.10	0.93	1.39	0.53	0.89	0.76	0.08	0.94	0.38	0.26
Avail Cap(c_a), veh/h	453	1258	384	218	1253	389	236	541	429	677	726	615
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	91.0	70.9	60.3	90.6	79.1	68.4	94.5	66.9	52.9	84.2	45.2	43.0
Incr Delay (d2), s/veh	268.3	1.5	0.1	42.0	182.5	1.3	24.4	9.7	0.4	19.8	1.5	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	44.8	20.0	3.0	18.8	64.4	14.7	13.8	29.0	2.3	23.9	15.8	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	359.2	72.4	60.4	132.6	261.6	69.8	118.9	76.6	53.2	104.0	46.7	44.0
LnGrp LOS	F	E	E	F	F	E	F	E	D	F	D	D
Approach Vol, veh/h		1608			2149			590			1016	
Approach Delay, s/veh		199.1			231.5			85.7			79.1	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.4	70.0	33.9	59.9	26.2	90.1	35.0	58.8
Change Period (Y+Rc), s	7.1	7.2	6.8	6.8	7.1	7.2	6.8	6.8
Max Green Setting (Gmax), s	42.9	62.8	28.2	50.0	27.9	62.8	28.2	52.0
Max Q Clear Time (g_c+I1), s	38.3	45.4	27.1	34.6	18.9	24.2	30.2	54.0
Green Ext Time (p_c), s	1.0	2.2	0.1	4.8	0.2	2.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	176.9
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	828	974	94	252	2197	408	162	464	86	685	332	389
Future Volume (veh/h)	828	974	94	252	2197	408	162	464	86	685	332	389
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1796	1707	1856	1856	1870	1811	1693	1796	1841	1841
Adj Flow Rate, veh/h	854	1004	53	260	2265	292	167	478	49	706	342	254
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, %	5	5	7	13	3	3	2	6	14	7	4	4
Cap, veh/h	445	1212	370	214	1232	382	184	532	421	666	720	610
Arrive On Green	0.13	0.24	0.24	0.13	0.24	0.24	0.10	0.29	0.29	0.20	0.39	0.39
Sat Flow, veh/h	3374	4985	1522	1626	5066	1572	1781	1811	1434	3319	1841	1560
Grp Volume(v), veh/h	854	1004	53	260	2265	292	167	478	49	706	342	254
Grp Sat Flow(s),veh/h/ln	1687	1662	1522	1626	1689	1572	1781	1811	1434	1659	1841	1560
Q Serve(g_s), s	28.2	40.8	5.8	28.2	52.0	36.9	19.8	54.1	5.3	42.9	29.7	25.3
Cycle Q Clear(g_c), s	28.2	40.8	5.8	28.2	52.0	36.9	19.8	54.1	5.3	42.9	29.7	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	445	1212	370	214	1232	382	184	532	421	666	720	610
V/C Ratio(X)	1.92	0.83	0.14	1.21	1.84	0.76	0.91	0.90	0.12	1.06	0.47	0.42
Avail Cap(c_a), veh/h	445	1212	370	214	1232	382	232	532	421	666	720	610
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	92.8	76.7	63.4	92.8	80.9	75.2	94.9	72.4	55.2	85.4	48.6	47.3
Incr Delay (d2), s/veh	421.9	4.9	0.2	130.6	380.5	8.8	31.2	20.6	0.6	51.9	2.2	2.1
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	59.6	24.7	4.1	29.2	101.7	22.2	16.1	36.6	3.6	32.0	20.3	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	514.7	81.6	63.6	223.4	461.4	84.0	126.1	93.1	55.8	137.4	50.9	49.4
LnGrp LOS	F	F	E	F	F	F	F	F	E	F	D	D
Approach Vol, veh/h		1911			2817			694			1302	
Approach Delay, s/veh		274.7			400.3			98.4			97.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	70.0	35.0	58.8	29.1	90.9	35.0	58.8
Change Period (Y+Rc), s	7.1	7.2	6.8	6.8	7.1	7.2	6.8	6.8
Max Green Setting (Gmax), s	22.9	62.8	28.2	50.0	27.9	62.8	28.2	52.0
Max Q Clear Time (g_c+I1), s	44.9	56.1	30.2	42.8	21.8	31.7	30.2	54.0
Green Ext Time (p_c), s	0.0	1.6	0.0	3.6	0.2	2.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	274.8
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	828	1095	94	276	2300	408	162	464	112	685	332	389
Future Volume (veh/h)	828	1095	94	276	2300	408	162	464	112	685	332	389
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1796	1707	1856	1856	1870	1811	1693	1796	1841	1841
Adj Flow Rate, veh/h	854	1129	53	285	2371	292	167	478	75	706	342	254
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, %	5	5	7	13	3	3	2	6	14	7	4	4
Cap, veh/h	445	1212	370	214	1232	382	184	532	421	666	720	610
Arrive On Green	0.13	0.24	0.24	0.13	0.24	0.24	0.10	0.29	0.29	0.20	0.39	0.39
Sat Flow, veh/h	3374	4985	1522	1626	5066	1572	1781	1811	1434	3319	1841	1560
Grp Volume(v), veh/h	854	1129	53	285	2371	292	167	478	75	706	342	254
Grp Sat Flow(s),veh/h/ln	1687	1662	1522	1626	1689	1572	1781	1811	1434	1659	1841	1560
Q Serve(g_s), s	28.2	47.4	5.8	28.2	52.0	36.9	19.8	54.1	8.3	42.9	29.7	25.3
Cycle Q Clear(g_c), s	28.2	47.4	5.8	28.2	52.0	36.9	19.8	54.1	8.3	42.9	29.7	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	445	1212	370	214	1232	382	184	532	421	666	720	610
V/C Ratio(X)	1.92	0.93	0.14	1.33	1.92	0.76	0.91	0.90	0.18	1.06	0.47	0.42
Avail Cap(c_a), veh/h	445	1212	370	214	1232	382	232	532	421	666	720	610
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	92.8	79.2	63.4	92.8	80.9	75.2	94.9	72.4	56.3	85.4	48.6	47.3
Incr Delay (d2), s/veh	421.9	12.7	0.2	176.4	419.0	8.8	31.2	20.6	0.9	51.9	2.2	2.1
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	59.6	29.0	4.1	33.8	108.9	22.2	16.1	36.6	5.6	32.0	20.3	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	514.7	91.9	63.6	269.2	499.9	84.0	126.1	93.1	57.2	137.4	50.9	49.4
LnGrp LOS	F	F	E	F	F	F	F	F	E	F	D	D
Approach Vol, veh/h		2036			2948			720			1302	
Approach Delay, s/veh		268.5			436.4			97.0			97.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	50.0	70.0	35.0	58.8	29.1	90.9	35.0	58.8
Change Period (Y+Rc), s	7.1	7.2	6.8	6.8	7.1	7.2	6.8	6.8
Max Green Setting (Gmax), s	42.9	62.8	28.2	50.0	27.9	62.8	28.2	52.0
Max Q Clear Time (g_c+I1), s	44.9	56.1	30.2	49.4	21.8	31.7	30.2	54.0
Green Ext Time (p_c), s	0.0	1.7	0.0	0.4	0.2	2.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	289.8
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	688	1272	149	150	1402	290	159	473	119	641	396	396
Future Volume (veh/h)	688	1272	149	150	1402	290	159	473	119	641	396	396
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1826	1870	1856	1856	1870	1870	1856	1870	1870	1870
Adj Flow Rate, veh/h	717	1325	103	156	1460	170	166	493	75	668	413	218
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, %	3	2	5	2	3	3	2	2	3	2	2	2
Cap, veh/h	452	1420	430	173	1232	382	183	549	462	693	733	621
Arrive On Green	0.13	0.28	0.28	0.10	0.24	0.24	0.10	0.29	0.29	0.20	0.39	0.39
Sat Flow, veh/h	3428	5106	1547	1781	5066	1572	1781	1870	1572	3456	1870	1585
Grp Volume(v), veh/h	717	1325	103	156	1460	170	166	493	75	668	413	218
Grp Sat Flow(s),veh/h/ln	1714	1702	1547	1781	1689	1572	1781	1870	1572	1728	1870	1585
Q Serve(g_s), s	28.2	54.1	11.0	18.5	52.0	19.6	19.7	54.0	7.6	41.0	36.8	20.7
Cycle Q Clear(g_c), s	28.2	54.1	11.0	18.5	52.0	19.6	19.7	54.0	7.6	41.0	36.8	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	452	1420	430	173	1232	382	183	549	462	693	733	621
V/C Ratio(X)	1.59	0.93	0.24	0.90	1.19	0.44	0.91	0.90	0.16	0.96	0.56	0.35
Avail Cap(c_a), veh/h	452	1420	430	235	1232	382	232	549	462	693	733	621
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	92.8	75.2	59.7	95.5	80.9	68.6	95.0	72.4	56.0	84.7	50.7	45.8
Incr Delay (d2), s/veh	273.9	11.5	0.3	27.9	91.7	0.8	30.9	20.0	0.8	25.4	3.1	1.6
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	45.7	33.0	7.8	15.0	46.5	12.5	16.0	37.5	0.2	28.1	24.8	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	366.7	86.7	60.0	123.5	172.6	69.5	125.9	92.4	56.7	110.0	53.9	47.4
LnGrp LOS	F	F	E	F	F	E	F	F	E	F	D	D
Approach Vol, veh/h		2145			1786			734			1299	
Approach Delay, s/veh		179.0			158.5			96.3			81.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	50.0	70.0	27.5	66.3	29.0	91.0	35.0	58.8
Change Period (Y+Rc), s	7.1	7.2	6.8	6.8	7.1	7.2	6.8	6.8
Max Green Setting (Gmax), s	42.9	62.8	28.2	50.0	27.9	62.8	28.2	52.0
Max Q Clear Time (g_c+I1), s	43.0	56.0	20.5	56.1	21.7	38.8	30.2	54.0
Green Ext Time (p_c), s	0.0	1.7	0.2	0.0	0.2	3.0	0.0	0.0

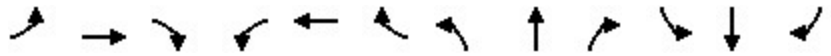
Intersection Summary	
HCM 7th Control Delay, s/veh	141.5
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	890	1513	173	198	1807	365	183	560	153	766	469	494
Future Volume (veh/h)	890	1513	173	198	1807	365	183	560	153	766	469	494
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1826	1870	1856	1856	1870	1870	1856	1870	1870	1870
Adj Flow Rate, veh/h	927	1576	128	206	1882	248	191	583	110	798	489	320
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, %	3	2	5	2	3	3	2	2	3	2	2	2
Cap, veh/h	452	1281	388	221	1232	382	207	549	462	693	707	599
Arrive On Green	0.13	0.25	0.25	0.12	0.24	0.24	0.12	0.29	0.29	0.20	0.38	0.38
Sat Flow, veh/h	3428	5106	1547	1781	5066	1572	1781	1870	1572	3456	1870	1585
Grp Volume(v), veh/h	927	1576	128	206	1882	248	191	583	110	798	489	320
Grp Sat Flow(s),veh/h/ln	1714	1702	1547	1781	1689	1572	1781	1870	1572	1728	1870	1585
Q Serve(g_s), s	28.2	53.6	14.4	24.5	52.0	30.3	22.7	62.8	11.4	42.9	47.1	33.6
Cycle Q Clear(g_c), s	28.2	53.6	14.4	24.5	52.0	30.3	22.7	62.8	11.4	42.9	47.1	33.6
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	452	1281	388	221	1232	382	207	549	462	693	707	599
V/C Ratio(X)	2.05	1.23	0.33	0.93	1.53	0.65	0.92	1.06	0.24	1.15	0.69	0.53
Avail Cap(c_a), veh/h	452	1281	388	235	1232	382	232	549	462	693	707	599
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	92.8	80.1	65.4	92.7	80.9	72.7	93.5	75.5	57.3	85.5	56.0	51.8
Incr Delay (d2), s/veh	480.2	110.8	0.5	39.0	241.5	3.8	36.5	55.6	1.2	83.9	5.5	3.4
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	66.2	51.9	9.7	19.7	75.2	18.3	18.4	50.5	8.2	38.5	31.1	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	573.0	190.9	65.9	131.7	322.4	76.5	130.1	131.1	58.5	169.4	61.4	55.2
LnGrp LOS	F	F	E	F	F	E	F	F	E	F	E	E
Approach Vol, veh/h		2631			2336			884			1607	
Approach Delay, s/veh		319.4			279.5			121.9			113.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	70.0	33.4	60.4	31.9	88.1	35.0	58.8
Change Period (Y+Rc), s	7.1	7.2	6.8	6.8	7.1	7.2	6.8	6.8
Max Green Setting (Gmax), s	22.9	62.8	28.2	50.0	27.9	62.8	28.2	52.0
Max Q Clear Time (g_c+I1), s	14.4	64.8	26.5	55.6	24.7	49.1	30.2	54.0
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	3.4	0.0	0.0

Intersection Summary		
HCM 7th Control Delay, s/veh	239.2	
HCM 7th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	890	1704	173	239	1991	365	183	560	195	766	469	494
Future Volume (veh/h)	890	1704	173	239	1991	365	183	560	195	766	469	494
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1826	1870	1856	1856	1870	1870	1856	1870	1870	1870
Adj Flow Rate, veh/h	927	1775	128	249	2074	248	191	583	154	798	489	320
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, %	3	2	5	2	3	3	2	2	3	2	2	2
Cap, veh/h	452	1242	376	235	1232	382	207	549	462	693	707	599
Arrive On Green	0.13	0.24	0.24	0.13	0.24	0.24	0.12	0.29	0.29	0.20	0.38	0.38
Sat Flow, veh/h	3428	5106	1547	1781	5066	1572	1781	1870	1572	3456	1870	1585
Grp Volume(v), veh/h	927	1775	128	249	2074	248	191	583	154	798	489	320
Grp Sat Flow(s),veh/h/ln	1714	1702	1547	1781	1689	1572	1781	1870	1572	1728	1870	1585
Q Serve(g_s), s	28.2	52.0	14.6	28.2	52.0	30.3	22.7	62.8	16.4	42.9	47.1	33.6
Cycle Q Clear(g_c), s	28.2	52.0	14.6	28.2	52.0	30.3	22.7	62.8	16.4	42.9	47.1	33.6
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	452	1242	376	235	1232	382	207	549	462	693	707	599
V/C Ratio(X)	2.05	1.43	0.34	1.06	1.68	0.65	0.92	1.06	0.33	1.15	0.69	0.53
Avail Cap(c_a), veh/h	452	1242	376	235	1232	382	232	549	462	693	707	599
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	92.8	80.9	66.7	92.8	80.9	72.7	93.5	75.5	59.1	85.5	56.0	51.8
Incr Delay (d2), s/veh	480.2	197.9	0.5	75.4	311.1	3.8	36.5	55.6	1.9	83.9	5.5	3.4
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	66.2	67.4	9.7	25.5	88.5	18.3	18.4	50.5	11.0	38.5	31.1	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	573.0	278.8	67.3	168.2	392.0	76.5	130.1	131.1	61.0	169.4	61.4	55.2
LnGrp LOS	F	F	E	F	F	E	F	F	E	F	E	E
Approach Vol, veh/h		2830			2571			928			1607	
Approach Delay, s/veh		365.6			339.9			119.3			113.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	50.0	70.0	35.0	58.8	31.9	88.1	35.0	58.8
Change Period (Y+Rc), s	7.1	7.2	6.8	6.8	7.1	7.2	6.8	6.8
Max Green Setting (Gmax), s	42.9	62.8	28.2	50.0	27.9	62.8	28.2	52.0
Max Q Clear Time (g_c+I1), s	44.9	64.8	30.2	54.0	24.7	49.1	30.2	54.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	3.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	277.5
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	15	48	8	5	12	308	501	14	27	349	321
Future Volume (veh/h)	178	15	48	8	5	12	308	501	14	27	349	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.91		1.00	1.00		0.72
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1559	1707	1870	1781	1767	1856	1870	1574	1826	1752
Adj Flow Rate, veh/h	196	16	43	9	5	11	338	551	14	30	384	266
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	23	13	2	8	9	3	2	22	5	10
Cap, veh/h	384	329	293	200	154	138	515	912	779	351	749	437
Arrive On Green	0.12	0.19	0.19	0.02	0.09	0.09	0.14	0.49	0.49	0.06	0.41	0.41
Sat Flow, veh/h	1711	1706	1522	1626	1777	1585	1682	1856	1585	1499	1826	1066
Grp Volume(v), veh/h	196	16	43	9	5	11	338	551	14	30	384	266
Grp Sat Flow(s),veh/h/ln	1711	1706	1522	1626	1777	1585	1682	1856	1585	1499	1826	1066
Q Serve(g_s), s	10.5	0.8	2.5	0.5	0.3	0.7	11.5	22.6	0.5	1.1	16.5	20.6
Cycle Q Clear(g_c), s	10.5	0.8	2.5	0.5	0.3	0.7	11.5	22.6	0.5	1.1	16.5	20.6
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	384	329	293	200	154	138	515	912	779	351	749	437
V/C Ratio(X)	0.51	0.05	0.15	0.05	0.03	0.08	0.66	0.60	0.02	0.09	0.51	0.61
Avail Cap(c_a), veh/h	495	584	521	323	608	542	736	912	779	598	749	437
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	35.5	34.6	35.3	42.7	44.0	44.2	15.1	19.4	13.7	16.3	23.2	24.4
Incr Delay (d2), s/veh	1.1	0.1	0.2	0.1	0.1	0.2	1.4	3.0	0.0	0.1	2.5	6.2
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	7.7	0.6	1.6	0.4	0.2	0.5	7.3	14.7	0.3	0.7	11.6	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.6	34.7	35.5	42.7	44.1	44.4	16.5	22.3	13.8	16.4	25.7	30.5
LnGrp LOS	D	C	D	D	D	D	B	C	B	B	C	C
Approach Vol, veh/h		255			25			903			680	
Approach Delay, s/veh		36.3			43.8			20.0			27.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	58.5	7.0	27.1	21.1	50.0	18.2	15.9
Change Period (Y+Rc), s	6.8	6.8	5.4	6.8	6.8	6.8	5.4	6.8
Max Green Setting (Gmax), s	23.3	43.2	9.6	36.0	28.2	43.2	19.6	36.0
Max Q Clear Time (g_c+I1), s	13.1	24.6	2.5	4.5	13.5	22.6	12.5	2.7
Green Ext Time (p_c), s	0.0	3.1	0.0	0.3	0.9	3.5	0.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	355	30	168	10	86	58	354	583	16	31	432	372
Future Volume (veh/h)	355	30	168	10	86	58	354	583	16	31	432	372
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.93		1.00	1.00		0.69
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1559	1707	1870	1781	1767	1856	1870	1574	1826	1752
Adj Flow Rate, veh/h	390	33	175	11	95	62	389	641	17	34	475	322
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	23	13	2	8	9	3	2	22	5	10
Cap, veh/h	392	399	356	182	181	110	449	875	748	275	671	377
Arrive On Green	0.17	0.23	0.23	0.02	0.09	0.09	0.16	0.47	0.47	0.06	0.37	0.37
Sat Flow, veh/h	1711	1706	1522	1626	2128	1288	1682	1856	1585	1499	1826	1025
Grp Volume(v), veh/h	390	33	175	11	78	79	389	641	17	34	475	322
Grp Sat Flow(s),veh/h/ln	1711	1706	1522	1626	1777	1639	1682	1856	1585	1499	1826	1025
Q Serve(g_s), s	19.6	1.8	11.7	0.7	4.9	5.4	16.1	32.8	0.7	1.6	26.1	34.1
Cycle Q Clear(g_c), s	19.6	1.8	11.7	0.7	4.9	5.4	16.1	32.8	0.7	1.6	26.1	34.1
Prop In Lane	1.00		1.00	1.00		0.79	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	399	356	182	151	139	449	875	748	275	671	377
V/C Ratio(X)	0.99	0.08	0.49	0.06	0.52	0.57	0.87	0.73	0.02	0.12	0.71	0.85
Avail Cap(c_a), veh/h	392	523	466	285	544	502	582	875	748	485	671	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	35.2	39.0	47.6	51.5	51.7	21.9	25.1	16.6	21.8	31.8	34.3
Incr Delay (d2), s/veh	43.8	0.1	1.1	0.1	2.7	3.6	10.6	5.4	0.1	0.2	6.2	21.2
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	11.1	1.3	7.8	0.5	4.1	4.2	11.3	21.0	0.4	1.0	17.8	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.3	35.3	40.0	47.7	54.2	55.3	32.5	30.5	16.6	22.0	38.0	55.5
LnGrp LOS	F	D	D	D	D	E	C	C	B	C	D	E
Approach Vol, veh/h		598			168			1047			831	
Approach Delay, s/veh		69.9			54.3			31.0			44.1	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	62.2	7.5	34.3	25.7	50.0	25.0	16.8
Change Period (Y+Rc), s	6.8	6.8	5.4	6.8	6.8	6.8	5.4	6.8
Max Green Setting (Gmax), s	23.2	43.2	9.6	36.0	28.2	43.2	19.6	36.0
Max Q Clear Time (g_c+I1), s	13.6	34.8	2.7	13.7	18.1	36.1	21.6	7.4
Green Ext Time (p_c), s	0.0	2.5	0.0	1.1	0.9	2.6	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	45.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	30	168	10	86	58	354	596	16	31	444	384
Future Volume (veh/h)	368	30	168	10	86	58	354	596	16	31	444	384
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.93		1.00	1.00		0.69
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1559	1707	1870	1781	1767	1856	1870	1574	1826	1752
Adj Flow Rate, veh/h	404	33	175	11	95	62	389	655	17	34	488	335
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	23	13	2	8	9	3	2	22	5	10
Cap, veh/h	392	399	356	182	181	110	442	875	748	267	671	377
Arrive On Green	0.17	0.23	0.23	0.02	0.09	0.09	0.16	0.47	0.47	0.06	0.37	0.37
Sat Flow, veh/h	1711	1706	1522	1626	2128	1288	1682	1856	1585	1499	1826	1025
Grp Volume(v), veh/h	404	33	175	11	78	79	389	655	17	34	488	335
Grp Sat Flow(s),veh/h/ln	1711	1706	1522	1626	1777	1639	1682	1856	1585	1499	1826	1025
Q Serve(g_s), s	19.6	1.8	11.7	0.7	4.9	5.4	16.1	33.9	0.7	1.6	27.1	36.1
Cycle Q Clear(g_c), s	19.6	1.8	11.7	0.7	4.9	5.4	16.1	33.9	0.7	1.6	27.1	36.1
Prop In Lane	1.00		1.00	1.00		0.79	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	399	356	182	151	139	442	875	748	267	671	377
V/C Ratio(X)	1.03	0.08	0.49	0.06	0.52	0.57	0.88	0.75	0.02	0.13	0.73	0.89
Avail Cap(c_a), veh/h	392	523	466	285	544	502	574	875	748	477	671	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	35.2	39.0	47.6	51.5	51.7	22.2	25.4	16.6	22.0	32.1	34.9
Incr Delay (d2), s/veh	53.3	0.1	1.1	0.1	2.7	3.6	12.1	5.8	0.1	0.2	6.8	25.4
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	12.7	1.3	7.8	0.5	4.1	4.2	11.6	21.7	0.4	1.0	18.5	16.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	95.9	35.3	40.0	47.7	54.2	55.3	34.3	31.2	16.6	22.2	38.9	60.3
LnGrp LOS	F	D	D	D	D	E	C	C	B	C	D	E
Approach Vol, veh/h		612			168			1061			857	
Approach Delay, s/veh		76.7			54.3			32.1			46.6	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	62.2	7.5	34.3	25.7	50.0	25.0	16.8
Change Period (Y+Rc), s	6.8	6.8	5.4	6.8	6.8	6.8	5.4	6.8
Max Green Setting (Gmax), s	23.3	43.2	9.6	36.0	28.2	43.2	19.6	36.0
Max Q Clear Time (g_c+I1), s	13.6	35.9	2.7	13.7	18.1	38.1	21.6	7.4
Green Ext Time (p_c), s	0.0	2.4	0.0	1.1	0.9	2.1	0.0	0.8

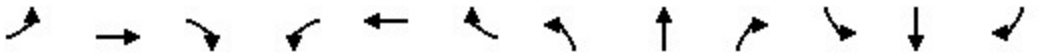
Intersection Summary	
HCM 7th Control Delay, s/veh	48.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	383	68	202	3	54	26	222	350	7	50	542	251
Future Volume (veh/h)	383	68	202	3	54	26	222	350	7	50	542	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1559	1707	1870	1781	1767	1856	1870	1574	1826	1752
Adj Flow Rate, veh/h	399	71	187	3	56	25	231	365	2	52	565	146
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, %	7	7	23	13	2	8	9	3	2	22	5	10
Cap, veh/h	457	450	401	168	222	93	336	787	672	416	717	583
Arrive On Green	0.18	0.26	0.26	0.01	0.09	0.09	0.10	0.42	0.42	0.07	0.39	0.39
Sat Flow, veh/h	1711	1706	1522	1626	2440	1023	1682	1856	1585	1499	1826	1485
Grp Volume(v), veh/h	399	71	187	3	40	41	231	365	2	52	565	146
Grp Sat Flow(s),veh/h/ln	1711	1706	1522	1626	1777	1686	1682	1856	1585	1499	1826	1485
Q Serve(g_s), s	19.6	3.5	11.3	0.2	2.3	2.5	8.8	15.5	0.1	2.1	29.9	7.3
Cycle Q Clear(g_c), s	19.6	3.5	11.3	0.2	2.3	2.5	8.8	15.5	0.1	2.1	29.9	7.3
Prop In Lane	1.00		1.00	1.00		0.61	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	457	450	401	168	162	153	336	787	672	416	717	583
V/C Ratio(X)	0.87	0.16	0.47	0.02	0.25	0.27	0.69	0.46	0.00	0.13	0.79	0.25
Avail Cap(c_a), veh/h	457	559	498	301	582	552	593	787	672	624	717	583
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	37.5	31.1	34.0	45.0	46.5	46.6	21.9	22.7	18.3	17.0	29.4	22.5
Incr Delay (d2), s/veh	16.9	0.2	0.8	0.0	0.8	0.9	2.5	2.0	0.0	0.1	8.5	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	2.6	7.4	0.1	1.8	1.9	6.1	11.1	0.1	1.3	20.1	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.4	31.3	34.8	45.0	47.3	47.5	24.4	24.7	18.3	17.1	37.9	23.5
LnGrp LOS	D	C	C	D	D	D	C	C	B	B	D	C
Approach Vol, veh/h		657			84			598			763	
Approach Delay, s/veh		46.3			47.3			24.6			33.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	53.4	6.0	35.8	18.2	50.0	25.0	16.8
Change Period (Y+Rc), s	6.8	6.8	5.4	6.8	6.8	6.8	5.4	6.8
Max Green Setting (Gmax), s	23.2	43.2	9.6	36.0	28.2	43.2	19.6	36.0
Max Q Clear Time (g_c+I1), s	4.1	17.5	2.2	13.3	10.8	31.9	21.6	4.5
Green Ext Time (p_c), s	0.1	2.0	0.0	1.4	0.6	3.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	35.6
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	444	78	232	3	62	30	255	431	8	58	639	291
Future Volume (veh/h)	444	78	232	3	62	30	255	431	8	58	639	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1559	1707	1870	1781	1767	1856	1870	1574	1826	1752
Adj Flow Rate, veh/h	467	82	191	3	65	30	268	454	3	61	673	190
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, %	7	7	23	13	2	8	9	3	2	22	5	10
Cap, veh/h	434	434	388	161	212	92	301	813	694	378	693	564
Arrive On Green	0.17	0.25	0.25	0.01	0.09	0.09	0.13	0.44	0.44	0.08	0.38	0.38
Sat Flow, veh/h	1711	1706	1522	1626	2413	1046	1682	1856	1585	1499	1826	1485
Grp Volume(v), veh/h	467	82	191	3	47	48	268	454	3	61	673	190
Grp Sat Flow(s),veh/h/ln	1711	1706	1522	1626	1777	1682	1682	1856	1585	1499	1826	1485
Q Serve(g_s), s	19.6	4.3	12.2	0.2	2.8	3.1	12.6	20.7	0.1	2.6	41.2	10.4
Cycle Q Clear(g_c), s	19.6	4.3	12.2	0.2	2.8	3.1	12.6	20.7	0.1	2.6	41.2	10.4
Prop In Lane	1.00		1.00	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	434	388	161	156	148	301	813	694	378	693	564
V/C Ratio(X)	1.08	0.19	0.49	0.02	0.30	0.33	0.89	0.56	0.00	0.16	0.97	0.34
Avail Cap(c_a), veh/h	434	540	482	289	562	532	493	813	694	571	693	564
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	41.5	33.2	36.2	46.8	48.6	48.7	31.2	23.8	18.0	18.6	34.7	25.1
Incr Delay (d2), s/veh	65.0	0.2	1.0	0.0	1.1	1.3	11.4	2.8	0.0	0.2	27.8	1.6
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	16.6	3.1	7.9	0.1	2.3	2.4	12.8	14.1	0.1	1.6	30.2	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	106.5	33.4	37.1	46.9	49.7	50.0	42.5	26.6	18.0	18.8	62.4	26.7
LnGrp LOS	F	C	D	D	D	D	D	C	B	B	E	C
Approach Vol, veh/h		740			98			725			924	
Approach Delay, s/veh		80.5			49.8			32.4			52.2	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	56.6	6.0	35.8	22.0	50.0	25.0	16.8
Change Period (Y+Rc), s	6.8	6.8	5.4	6.8	6.8	6.8	5.4	6.8
Max Green Setting (Gmax), s	23.2	43.2	9.6	36.0	28.2	43.2	19.6	36.0
Max Q Clear Time (g_c+I1), s	4.6	22.7	2.2	14.2	14.6	43.2	21.6	5.1
Green Ext Time (p_c), s	0.1	2.5	0.0	1.4	0.6	0.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	54.8
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	465	78	232	3	62	30	255	452	8	58	660	311
Future Volume (veh/h)	465	78	232	3	62	30	255	452	8	58	660	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1559	1707	1870	1781	1767	1856	1870	1574	1826	1752
Adj Flow Rate, veh/h	489	82	221	3	65	30	268	476	3	61	695	211
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, %	7	7	23	13	2	8	9	3	2	22	5	10
Cap, veh/h	430	431	384	157	210	91	300	821	702	368	687	559
Arrive On Green	0.17	0.25	0.25	0.01	0.09	0.09	0.14	0.44	0.44	0.07	0.38	0.38
Sat Flow, veh/h	1711	1706	1522	1626	2413	1046	1682	1856	1585	1499	1826	1485
Grp Volume(v), veh/h	489	82	221	3	47	48	268	476	3	61	695	211
Grp Sat Flow(s),veh/h/ln	1711	1706	1522	1626	1777	1682	1682	1856	1585	1499	1826	1485
Q Serve(g_s), s	19.6	4.3	14.6	0.2	2.8	3.1	13.6	22.1	0.1	2.7	43.2	11.9
Cycle Q Clear(g_c), s	19.6	4.3	14.6	0.2	2.8	3.1	13.6	22.1	0.1	2.7	43.2	11.9
Prop In Lane	1.00		1.00	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	430	431	384	157	155	147	300	821	702	368	687	559
V/C Ratio(X)	1.14	0.19	0.58	0.02	0.30	0.33	0.89	0.58	0.00	0.17	1.01	0.38
Avail Cap(c_a), veh/h	430	535	477	284	557	528	476	821	702	559	687	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	33.7	37.5	47.3	49.1	49.2	34.1	24.0	17.9	19.0	35.8	26.0
Incr Delay (d2), s/veh	86.5	0.2	1.4	0.0	1.1	1.3	12.5	3.0	0.0	0.2	37.2	1.9
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	20.4	3.2	9.2	0.1	2.3	2.4	8.1	14.9	0.1	1.6	33.6	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.5	33.9	38.9	47.4	50.2	50.5	46.6	26.9	17.9	19.2	73.0	28.0
LnGrp LOS	F	C	D	D	D	D	D	C	B	B	F	C
Approach Vol, veh/h		792			98			747			967	
Approach Delay, s/veh		93.7			50.3			34.0			59.8	
Approach LOS		F			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	57.6	6.0	35.8	23.0	50.0	25.0	16.8
Change Period (Y+Rc), s	6.8	6.8	5.4	6.8	6.8	6.8	5.4	6.8
Max Green Setting (Gmax), s	23.3	43.2	9.6	36.0	28.2	43.2	19.6	36.0
Max Q Clear Time (g_c+I1), s	14.7	24.1	2.2	16.6	15.6	45.2	21.6	5.1
Green Ext Time (p_c), s	0.1	2.6	0.0	1.6	0.6	0.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	62.3
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	1	1	176	3	1
Future Vol, veh/h	146	1	1	176	3	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	2	2	4	2	2
Mvmt Flow	195	1	1	235	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	196	0	433	195
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1377	-	580	846
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1377	-	579	846
Mov Cap-2 Maneuver	-	-	-	-	579	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	801	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	10.77
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	629	-	-	10	-
HCM Lane V/C Ratio	0.008	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	191	15	25	267	1	3	10	10	0	22	44
Future Vol, veh/h	13	191	15	25	267	1	3	10	10	0	22	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	75	75	75	75	92	75	92	75	92	92	92
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	14	255	20	33	356	1	4	11	13	0	24	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	357	0	0	275	0	0	728	717	265	712	726	357
Stage 1	-	-	-	-	-	-	293	293	-	423	423	-
Stage 2	-	-	-	-	-	-	435	424	-	288	303	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1202	-	-	1288	-	-	339	355	774	348	351	688
Stage 1	-	-	-	-	-	-	715	670	-	609	588	-
Stage 2	-	-	-	-	-	-	600	587	-	719	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1202	-	-	1288	-	-	281	339	774	316	335	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	281	339	-	316	335	-
Stage 1	-	-	-	-	-	-	705	661	-	589	569	-
Stage 2	-	-	-	-	-	-	517	568	-	686	654	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.39	0.67	13.66	13.23
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	444	87	-	-	154	-	-	509
HCM Lane V/C Ratio	0.064	0.012	-	-	0.026	-	-	0.141
HCM Ctrl Dly (s/v)	13.7	8	0	-	7.9	0	-	13.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	191	55	25	267	1	39	10	10	0	22	44
Future Vol, veh/h	13	191	55	25	267	1	39	10	10	0	22	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	75	75	75	75	92	75	92	75	92	92	92
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	14	255	73	33	356	1	52	11	13	0	24	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	357	0	0	328	0	0	754	743	291	712	779	357
Stage 1	-	-	-	-	-	-	320	320	-	423	423	-
Stage 2	-	-	-	-	-	-	435	424	-	288	356	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1202	-	-	1232	-	-	325	343	748	348	327	688
Stage 1	-	-	-	-	-	-	692	653	-	609	588	-
Stage 2	-	-	-	-	-	-	600	587	-	719	629	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1202	-	-	1232	-	-	267	327	748	315	311	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	327	-	315	311	-
Stage 1	-	-	-	-	-	-	682	643	-	588	568	-
Stage 2	-	-	-	-	-	-	517	567	-	684	620	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.33	0.68	20.35	13.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	71	-	-	154	-	-	490
HCM Lane V/C Ratio	0.246	0.012	-	-	0.027	-	-	0.146
HCM Ctrl Dly (s/v)	20.4	8	0	-	8	0	-	13.6
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	199	2	1	69	2	0
Future Vol, veh/h	199	2	1	69	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	221	2	1	77	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	223	0	301	222
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1345	-	690	817
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	690	817
Mov Cap-2 Maneuver	-	-	-	-	690	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	10.24
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	690	-	-	26	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	298	9	15	130	8	2	35	31	1	20	28
Future Vol, veh/h	47	298	9	15	130	8	2	35	31	1	20	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	90	90	90	90	92	90	92	90	92	92	92
Heavy Vehicles, %	2	3	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	331	10	17	144	9	2	38	34	1	22	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	153	0	0	341	0	0	627	625	336	634	625	149
Stage 1	-	-	-	-	-	-	438	438	-	182	182	-
Stage 2	-	-	-	-	-	-	189	186	-	452	443	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1427	-	-	1218	-	-	396	401	706	392	401	898
Stage 1	-	-	-	-	-	-	597	579	-	820	749	-
Stage 2	-	-	-	-	-	-	813	746	-	587	576	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1427	-	-	1218	-	-	341	378	706	317	378	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	378	-	317	378	-
Stage 1	-	-	-	-	-	-	571	553	-	807	738	-
Stage 2	-	-	-	-	-	-	751	734	-	497	550	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.99	0.78	13.9	12.09
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	479	233	-	-	175	-	-	561
HCM Lane V/C Ratio	0.156	0.036	-	-	0.014	-	-	0.095
HCM Ctrl Dly (s/v)	13.9	7.6	0	-	8	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	298	74	15	130	8	62	35	31	1	20	28
Future Vol, veh/h	47	298	74	15	130	8	62	35	31	1	20	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	90	90	90	90	92	90	92	90	92	92	92
Heavy Vehicles, %	2	3	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	331	82	17	144	9	69	38	34	1	22	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	153	0	0	413	0	0	663	661	372	634	698	149
Stage 1	-	-	-	-	-	-	474	474	-	182	182	-
Stage 2	-	-	-	-	-	-	189	186	-	452	516	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1427	-	-	1146	-	-	375	383	674	392	365	898
Stage 1	-	-	-	-	-	-	571	558	-	820	749	-
Stage 2	-	-	-	-	-	-	813	746	-	587	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1427	-	-	1146	-	-	319	359	674	314	342	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	359	-	314	342	-
Stage 1	-	-	-	-	-	-	544	531	-	807	737	-
Stage 2	-	-	-	-	-	-	750	734	-	493	509	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.84	0.8	20.04	12.59
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	379	190	-	-	175	-	-	528
HCM Lane V/C Ratio	0.373	0.036	-	-	0.015	-	-	0.101
HCM Ctrl Dly (s/v)	20	7.6	0	-	8.2	0	-	12.6
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	136	154	18	19	23
Future Vol, veh/h	10	136	154	18	19	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	213	241	28	30	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	557	48	66	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	491	1021	1536	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	413	1021	1536	-	-	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.14	6.96	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1512	-	928	-	-
HCM Lane V/C Ratio	0.157	-	0.246	-	-
HCM Ctrl Dly (s/v)	7.8	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.6	-	1	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	157	179	32	58	56
Future Vol, veh/h	33	157	179	32	58	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	245	280	50	91	88

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	744	134	178	0	-	0
Stage 1	134	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	382	915	1398	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	915	1398	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.39	6.97	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1359	-	678	-	-
HCM Lane V/C Ratio	0.2	-	0.438	-	-
HCM Ctrl Dly (s/v)	8.2	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.7	-	2.2	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	157	179	32	58	56
Future Vol, veh/h	33	157	179	32	58	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	245	280	50	91	88

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	744	134	178	0	-	0
Stage 1	134	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	382	915	1398	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	915	1398	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.39	6.97	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1359	-	678	-	-
HCM Lane V/C Ratio	0.2	-	0.438	-	-
HCM Ctrl Dly (s/v)	8.2	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.7	-	2.2	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	162	55	17	10	7
Future Vol, veh/h	41	162	55	17	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	48	191	65	20	12	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	165	16	20	0	-	0
Stage 1	16	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	825	1060	1596	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	791	1060	1596	-	-	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.77	5.62	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1375	-	992	-	-
HCM Lane V/C Ratio	0.041	-	0.241	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	107	188	82	47	35	30
Future Vol, veh/h	107	188	82	47	35	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	126	221	96	55	41	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	307	59	76	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	685	1004	1522	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	640	1004	1522	-	-	-
Mov Cap-2 Maneuver	640	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.38	4.78	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1144	-	833	-	-
HCM Lane V/C Ratio	0.063	-	0.417	-	-
HCM Ctrl Dly (s/v)	7.5	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	2.1	-	-

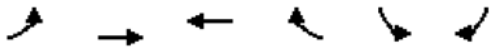
Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	107	188	82	47	35	30
Future Vol, veh/h	107	188	82	47	35	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	126	221	96	55	41	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	307	59	76	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	685	1004	1522	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	640	1004	1522	-	-	-
Mov Cap-2 Maneuver	640	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.38	4.78	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1144	-	833	-	-
HCM Lane V/C Ratio	0.063	-	0.417	-	-
HCM Ctrl Dly (s/v)	7.5	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	2.1	-	-



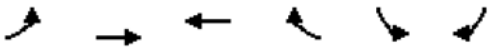
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	267	746	1150	22	49	450
Future Volume (veh/h)	267	746	1150	22	49	450
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1707	1767	1811	1633	1589	1841
Adj Flow Rate, veh/h	278	777	1198	0	51	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	13	9	6	18	21	4
Cap, veh/h	408	3855	2750		109	
Arrive On Green	0.80	0.80	0.80	0.00	0.07	0.00
Sat Flow, veh/h	426	4982	3532	1384	1513	1560
Grp Volume(v), veh/h	278	777	1198	0	51	0
Grp Sat Flow(s),veh/h/ln	426	1608	1721	1384	1513	1560
Q Serve(g_s), s	37.2	2.7	7.5	0.0	2.3	0.0
Cycle Q Clear(g_c), s	43.0	2.7	7.5	0.0	2.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	408	3855	2750		109	
V/C Ratio(X)	0.68	0.20	0.44		0.47	
Avail Cap(c_a), veh/h	688	7021	5009		640	
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	0.00
Uniform Delay (d), s/veh	8.1	1.7	2.2	0.0	31.1	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.1	0.0	3.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.1	0.2	0.0	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.1	1.7	2.3	0.0	34.2	0.0
LnGrp LOS	B	A	A		C	
Approach Vol, veh/h		1055	1198		51	
Approach Delay, s/veh		3.9	2.3		34.2	
Approach LOS		A	A		C	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	61.5	9.5	61.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	101.5	29.5	101.5
Max Q Clear Time (g_c+I1), s	45.0	4.3	9.5
Green Ext Time (p_c), s	13.2	0.1	10.5

Intersection Summary	
HCM 7th Control Delay, s/veh	3.7
HCM 7th LOS	A

Notes

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



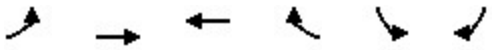
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	356	961	1454	31	66	525
Future Volume (veh/h)	356	961	1454	31	66	525
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1707	1767	1811	1633	1589	1841
Adj Flow Rate, veh/h	371	1001	1515	0	69	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	13	9	6	18	21	4
Cap, veh/h	296	2973	2121		207	
Arrive On Green	0.62	0.62	0.62	0.00	0.14	0.00
Sat Flow, veh/h	315	4982	3532	1384	1513	1560
Grp Volume(v), veh/h	371	1001	1515	0	69	0
Grp Sat Flow(s),veh/h/ln	315	1608	1721	1384	1513	1560
Q Serve(g_s), s	11.5	3.7	11.0	0.0	1.5	0.0
Cycle Q Clear(g_c), s	22.5	3.7	11.0	0.0	1.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	296	2973	2121		207	
V/C Ratio(X)	1.25	0.34	0.71		0.33	
Avail Cap(c_a), veh/h	296	2973	2121		767	
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	0.00
Uniform Delay (d), s/veh	16.3	3.4	4.8	0.0	14.2	0.0
Incr Delay (d2), s/veh	138.1	0.1	1.2	0.0	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.2	0.1	0.9	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	154.5	3.5	6.0	0.0	15.2	0.0
LnGrp LOS	F	A	A		B	
Approach Vol, veh/h		1372	1515		69	
Approach Delay, s/veh		44.3	6.0		15.2	
Approach LOS		D	A		B	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	27.0	9.5	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	22.5	18.5	22.5
Max Q Clear Time (g_c+I1), s	24.5	3.5	13.0
Green Ext Time (p_c), s	0.0	0.1	6.3

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C

Notes

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



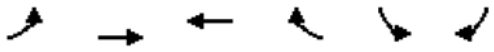
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	368	1019	1521	31	66	539
Future Volume (veh/h)	368	1019	1521	31	66	539
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1707	1767	1811	1633	1589	1841
Adj Flow Rate, veh/h	383	1061	1584	0	69	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	13	9	6	18	21	4
Cap, veh/h	282	2973	2121		207	
Arrive On Green	0.62	0.62	0.62	0.00	0.14	0.00
Sat Flow, veh/h	295	4982	3532	1384	1513	1560
Grp Volume(v), veh/h	383	1061	1584	0	69	0
Grp Sat Flow(s),veh/h/ln	295	1608	1721	1384	1513	1560
Q Serve(g_s), s	10.6	3.9	11.9	0.0	1.5	0.0
Cycle Q Clear(g_c), s	22.5	3.9	11.9	0.0	1.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	282	2973	2121		207	
V/C Ratio(X)	1.36	0.36	0.75		0.33	
Avail Cap(c_a), veh/h	282	2973	2121		767	
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	0.00
Uniform Delay (d), s/veh	16.7	3.4	5.0	0.0	14.2	0.0
Incr Delay (d2), s/veh	181.6	0.1	1.5	0.0	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.3	0.1	1.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	198.2	3.5	6.5	0.0	15.2	0.0
LnGrp LOS	F	A	A		B	
Approach Vol, veh/h		1444	1584		69	
Approach Delay, s/veh		55.2	6.5		15.2	
Approach LOS		E	A		B	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			27.0		9.5	27.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			22.5		18.5	22.5
Max Q Clear Time (g_c+I1), s			24.5		3.5	13.9
Green Ext Time (p_c), s			0.0		0.1	6.0

Intersection Summary		
HCM 7th Control Delay, s/veh	29.4	
HCM 7th LOS	C	

Notes

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



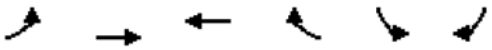
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	383	884	1137	24	30	500
Future Volume (veh/h)	383	884	1137	24	30	500
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1811	1722	1856
Adj Flow Rate, veh/h	391	902	1160	0	31	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	2	3	6	12	3
Cap, veh/h	516	3533	1527		180	
Arrive On Green	0.16	0.69	0.43	0.00	0.11	0.00
Sat Flow, veh/h	1767	5274	3618	1535	1640	1572
Grp Volume(v), veh/h	391	902	1160	0	31	0
Grp Sat Flow(s),veh/h/ln	1767	1702	1763	1535	1640	1572
Q Serve(g_s), s	4.7	3.0	12.6	0.0	0.8	0.0
Cycle Q Clear(g_c), s	4.7	3.0	12.6	0.0	0.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	516	3533	1527		180	
V/C Ratio(X)	0.76	0.26	0.76		0.17	
Avail Cap(c_a), veh/h	727	4684	1900		696	
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	0.00
Uniform Delay (d), s/veh	8.3	2.6	10.9	0.0	18.3	0.0
Incr Delay (d2), s/veh	2.9	0.0	1.4	0.0	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.1	5.8	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.3	2.7	12.3	0.0	18.8	0.0
LnGrp LOS	B	A	B		B	
Approach Vol, veh/h		1293	1160		31	
Approach Delay, s/veh		5.3	12.3		18.8	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			36.0		9.5	11.8	24.2
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			41.7		19.3	12.7	24.5
Max Q Clear Time (g_c+I1), s			5.0		2.8	6.7	14.6
Green Ext Time (p_c), s			6.4		0.0	0.6	5.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A

Notes

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



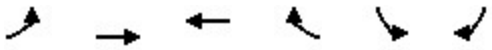
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	496	1129	1457	41	41	598
Future Volume (veh/h)	496	1129	1457	41	41	598
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1811	1722	1856
Adj Flow Rate, veh/h	506	1152	1487	0	42	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	2	3	6	12	3
Cap, veh/h	520	3810	1608		149	
Arrive On Green	0.21	0.75	0.46	0.00	0.09	0.00
Sat Flow, veh/h	1767	5274	3618	1535	1640	1572
Grp Volume(v), veh/h	506	1152	1487	0	42	0
Grp Sat Flow(s),veh/h/ln	1767	1702	1763	1535	1640	1572
Q Serve(g_s), s	10.9	4.1	21.9	0.0	1.3	0.0
Cycle Q Clear(g_c), s	10.9	4.1	21.9	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	520	3810	1608		149	
V/C Ratio(X)	0.97	0.30	0.92		0.28	
Avail Cap(c_a), veh/h	520	3841	1630		580	
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	0.00
Uniform Delay (d), s/veh	15.0	2.3	14.1	0.0	23.4	0.0
Incr Delay (d2), s/veh	32.6	0.0	9.3	0.0	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	0.1	12.5	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	47.6	2.3	23.4	0.0	24.4	0.0
LnGrp LOS	D	A	C		C	
Approach Vol, veh/h		1658	1487		42	
Approach Delay, s/veh		16.1	23.4		24.4	
Approach LOS		B	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			45.7		9.5	16.0	29.7
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			41.5		19.5	11.5	25.5
Max Q Clear Time (g_c+I1), s			6.1		3.3	12.9	23.9
Green Ext Time (p_c), s			8.8		0.1	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	19.6
HCM 7th LOS	B

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	516	1232	1563	41	41	619
Future Volume (veh/h)	516	1232	1563	41	41	619
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1811	1722	1856
Adj Flow Rate, veh/h	527	1257	1595	0	42	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	2	3	6	12	3
Cap, veh/h	479	3816	1681		148	
Arrive On Green	0.19	0.75	0.48	0.00	0.09	0.00
Sat Flow, veh/h	1767	5274	3618	1535	1640	1572
Grp Volume(v), veh/h	527	1257	1595	0	42	0
Grp Sat Flow(s),veh/h/ln	1767	1702	1763	1535	1640	1572
Q Serve(g_s), s	10.5	4.6	24.0	0.0	1.3	0.0
Cycle Q Clear(g_c), s	10.5	4.6	24.0	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	479	3816	1681		148	
V/C Ratio(X)	1.10	0.33	0.95		0.28	
Avail Cap(c_a), veh/h	479	3824	1686		577	
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	0.00
Uniform Delay (d), s/veh	15.9	2.3	13.9	0.0	23.5	0.0
Incr Delay (d2), s/veh	71.4	0.1	12.0	0.0	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.8	0.1	13.9	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	87.3	2.4	25.9	0.0	24.6	0.0
LnGrp LOS	F	A	C		C	
Approach Vol, veh/h		1784	1595		42	
Approach Delay, s/veh		27.5	25.9		24.6	
Approach LOS		C	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			45.9		9.5	15.0	30.9
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			41.5		19.5	10.5	26.5
Max Q Clear Time (g_c+I1), s			6.6		3.3	12.5	26.0
Green Ext Time (p_c), s			9.9		0.1	0.0	0.5

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

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	17	1284	4	1988	0	0	0
Future Vol, veh/h	17	1284	4	1988	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	350	-	340	-	-	0	200
Veh in Median Storage, #	-	0	-	0	-	2	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	91	91	92	91	91	91	91
Heavy Vehicles, %	5	8	2	5	3	2	2
Mvmt Flow	19	1411	4	2185	0	0	0

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	2185	0	1030	-	0	2795	1092
Stage 1	-	-	-	-	-	2193	-
Stage 2	-	-	-	-	-	602	-
Critical Hdwy	5.4	-	5.64	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	-	6.04	-
Follow-up Hdwy	3.15	-	2.32	-	-	3.82	3.92
Pot Cap-1 Maneuver	97	-	423	-	0	34	180
Stage 1	-	-	-	-	0	43	-
Stage 2	-	-	-	-	0	465	-
Platoon blocked, %		-		-			
Mov Cap-1 Maneuver	97	-	423	-	-	27	180
Mov Cap-2 Maneuver	-	-	-	-	-	33	-
Stage 1	-	-	-	-	-	34	-
Stage 2	-	-	-	-	-	460	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.67	0.03	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	SBLn1	SBLn2
Capacity (veh/h)	97	-	423	-	-	-
HCM Lane V/C Ratio	0.193	-	0.01	-	-	-
HCM Ctrl Dly (s/v)	50.9	-	13.6	-	0	0
HCM Lane LOS	F	-	B	-	A	A
HCM 95th %tile Q(veh)	0.7	-	0	-	-	-

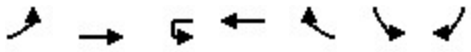
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	21	1645	5	2530	0	0	0
Future Vol, veh/h	21	1645	5	2530	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	350	-	340	-	-	0	200
Veh in Median Storage, #	-	0	-	0	-	2	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	91	91	92	91	91	91	91
Heavy Vehicles, %	5	8	2	5	3	2	2
Mvmt Flow	23	1808	5	2780	0	0	0

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	2780	0	1320	-	0	3560	1390
Stage 1	-	-	-	-	-	2791	-
Stage 2	-	-	-	-	-	769	-
Critical Hdwy	5.4	-	5.64	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	-	6.04	-
Follow-up Hdwy	3.15	-	2.32	-	-	3.82	3.92
Pot Cap-1 Maneuver	47	-	291	-	0	12	113
Stage 1	-	-	-	-	0	17	-
Stage 2	-	-	-	-	0	379	-
Platoon blocked, %		-		-			
Mov Cap-1 Maneuver	47	-	291	-	-	6	113
Mov Cap-2 Maneuver	-	-	-	-	-	8	-
Stage 1	-	-	-	-	-	9	-
Stage 2	-	-	-	-	-	372	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.77	0.03	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	SBLn1	SBLn2
Capacity (veh/h)	47	-	291	-	-	-
HCM Lane V/C Ratio	0.49	-	0.019	-	-	-
HCM Ctrl Dly (s/v)	140	-	17.6	-	0	0
HCM Lane LOS	F	-	C	-	A	A
HCM 95th %tile Q(veh)	1.8	-	0.1	-	-	-



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	184	1645	5	2597	17	83	129
Future Volume (veh/h)	184	1645	5	2597	17	83	129
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No	
Adj Sat Flow, veh/h/ln	1826	1781		1826	1856	1870	1870
Adj Flow Rate, veh/h	202	1808		2854	19	91	142
Peak Hour Factor	0.91	0.91		0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	8		5	3	2	2
Cap, veh/h	212	3516		2771	874	333	296
Arrive On Green	0.12	0.72		0.56	0.56	0.19	0.19
Sat Flow, veh/h	1739	5024		5149	1572	1781	1585
Grp Volume(v), veh/h	202	1808		2854	19	91	142
Grp Sat Flow(s),veh/h/ln	1739	1621		1662	1572	1781	1585
Q Serve(g_s), s	11.5	16.4		55.6	0.5	4.4	8.0
Cycle Q Clear(g_c), s	11.5	16.4		55.6	0.5	4.4	8.0
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	212	3516		2771	874	333	296
V/C Ratio(X)	0.95	0.51		1.03	0.02	0.27	0.48
Avail Cap(c_a), veh/h	212	3516		2771	874	333	296
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	43.6	6.1		22.2	10.0	34.8	36.3
Incr Delay (d2), s/veh	48.2	0.1		25.3	0.0	2.0	5.5
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	6.8		33.1	0.3	3.7	12.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	91.8	6.2		47.5	10.0	36.8	41.8
LnGrp LOS	F	A		F	A	D	D
Approach Vol, veh/h		2010		2873		233	
Approach Delay, s/veh		14.8		47.2		39.8	
Approach LOS		B		D		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			76.8		23.2	16.7	60.1
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			62.8		18.7	12.2	55.6
Max Q Clear Time (g_c+I1), s			18.4		10.0	13.5	57.6
Green Ext Time (p_c), s			18.5		0.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.2
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	20	1784	12	1849	0	0	0
Future Vol, veh/h	20	1784	12	1849	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	350	-	340	-	-	0	200
Veh in Median Storage, #	-	0	-	0	-	2	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91
Heavy Vehicles, %	5	8	2	5	3	2	2
Mvmt Flow	22	1960	13	2032	0	0	0

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	2032	0	1431	-	0	2886	1016
Stage 1	-	-	-	-	-	2058	-
Stage 2	-	-	-	-	-	828	-
Critical Hdwy	5.4	-	5.64	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	-	6.04	-
Follow-up Hdwy	3.15	-	2.32	-	-	3.82	3.92
Pot Cap-1 Maneuver	116	-	252	-	0	30	202
Stage 1	-	-	-	-	0	52	-
Stage 2	-	-	-	-	0	353	-
Platoon blocked, %		-		-			
Mov Cap-1 Maneuver	116	-	252	-	-	23	202
Mov Cap-2 Maneuver	-	-	-	-	-	40	-
Stage 1	-	-	-	-	-	42	-
Stage 2	-	-	-	-	-	335	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.48	0.13	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	SBLn1	SBLn2
Capacity (veh/h)	116	-	252	-	-	-
HCM Lane V/C Ratio	0.189	-	0.052	-	-	-
HCM Ctrl Dly (s/v)	43.1	-	20	-	0	0
HCM Lane LOS	E	-	C	-	A	A
HCM 95th %tile Q(veh)	0.7	-	0.2	-	-	-

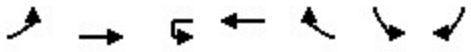
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	25	2244	15	2326	0	0	0
Future Vol, veh/h	25	2244	15	2326	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	350	-	340	-	-	0	200
Veh in Median Storage, #	-	0	-	0	-	2	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91
Heavy Vehicles, %	5	8	2	5	3	2	2
Mvmt Flow	27	2466	16	2556	0	0	0

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	2556	0	1800	-	0	3630	1278
Stage 1	-	-	-	-	-	2589	-
Stage 2	-	-	-	-	-	1041	-
Critical Hdwy	5.4	-	5.64	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	-	6.04	-
Follow-up Hdwy	3.15	-	2.32	-	-	3.82	3.92
Pot Cap-1 Maneuver	62	-	156	-	0	11	135
Stage 1	-	-	-	-	0	23	-
Stage 2	-	-	-	-	0	271	-
Platoon blocked, %		-		-			
Mov Cap-1 Maneuver	62	-	156	-	-	6	135
Mov Cap-2 Maneuver	-	-	-	-	-	12	-
Stage 1	-	-	-	-	-	13	-
Stage 2	-	-	-	-	-	243	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.14	0.2	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	SBLn1	SBLn2
Capacity (veh/h)	62	-	156	-	-	-
HCM Lane V/C Ratio	0.444	-	0.105	-	-	-
HCM Ctrl Dly (s/v)	103.2	-	30.7	-	0	0
HCM Lane LOS	F	-	D	-	A	A
HCM 95th %tile Q(veh)	1.7	-	0.3	-	-	-



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	313	2265	0	2453	47	133	174
Future Volume (veh/h)	313	2265	0	2453	47	133	174
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No	
Adj Sat Flow, veh/h/ln	1826	1781		1826	1856	1870	1870
Adj Flow Rate, veh/h	344	2489		2696	52	146	191
Peak Hour Factor	0.91	0.91		0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	8		5	3	2	2
Cap, veh/h	345	3720		2638	832	285	254
Arrive On Green	0.20	0.77		0.53	0.53	0.16	0.16
Sat Flow, veh/h	1739	5024		5149	1572	1781	1585
Grp Volume(v), veh/h	344	2489		2696	52	146	191
Grp Sat Flow(s),veh/h/ln	1739	1621		1662	1572	1781	1585
Q Serve(g_s), s	23.7	29.6		63.5	1.9	9.0	13.8
Cycle Q Clear(g_c), s	23.7	29.6		63.5	1.9	9.0	13.8
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	345	3720		2638	832	285	254
V/C Ratio(X)	1.00	0.67		1.02	0.06	0.51	0.75
Avail Cap(c_a), veh/h	345	3720		2638	832	285	254
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	48.1	6.8		28.3	13.8	46.1	48.1
Incr Delay (d2), s/veh	47.7	0.5		23.4	0.0	6.4	18.6
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.6	11.4		37.3	1.2	8.0	18.9
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	95.8	7.3		51.6	13.8	52.6	66.7
LnGrp LOS	F	A		F	B	D	E
Approach Vol, veh/h		2833		2748		337	
Approach Delay, s/veh		18.0		50.9		60.6	
Approach LOS		B		D		E	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			96.3		23.7	28.3	68.0
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			82.3		19.2	23.8	63.5
Max Q Clear Time (g_c+I1), s			31.6		15.8	25.7	65.5
Green Ext Time (p_c), s			33.1		0.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	35.7
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	1689	2340	205	0	161
Future Vol, veh/h	0	1689	2340	205	0	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	405	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1836	2543	223	0	175

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1272
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	~ 136
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 136
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	234.83
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	136
HCM Lane V/C Ratio	-	-	-	1.285
HCM Ctrl Dly (s/v)	-	-	-	234.8
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	10.9

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	2384	2232	239	0	192
Future Vol, veh/h	0	2384	2232	239	0	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2433	2278	244	0	196

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1139
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	~ 167
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 167
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	177.78
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	167
HCM Lane V/C Ratio	-	-	-	1.17
HCM Ctrl Dly (s/v)	-	-	-	177.8
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	10.5

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	140	139	131	142	38
Future Vol, veh/h	35	140	139	131	142	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	152	151	142	154	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	620	175	196	0	-	0
Stage 1	175	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	452	868	1377	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	402	868	1377	-	-	-
Mov Cap-2 Maneuver	402	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11	4.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1377	-	402	868	-	-
HCM Lane V/C Ratio	0.11	-	0.095	0.175	-	-
HCM Ctrl Dly (s/v)	7.9	-	14.9	10	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.3	0.6	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	170	152	238	206	44
Future Vol, veh/h	42	170	152	238	206	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	185	165	259	224	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	837	248	272	0	-	0
Stage 1	248	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	337	791	1292	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	791	1292	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.63	3.19	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1292	-	294	791	-	-
HCM Lane V/C Ratio	0.128	-	0.155	0.234	-	-
HCM Ctrl Dly (s/v)	8.2	-	19.5	10.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	0.9	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	82	80	63	98	14
Future Vol, veh/h	12	82	80	63	98	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	89	87	68	107	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	357	114	122	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	642	938	1466	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	602	938	1466	-	-	-
Mov Cap-2 Maneuver	602	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.65	4.26	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1007	-	876	-	-
HCM Lane V/C Ratio	0.059	-	0.117	-	-
HCM Ctrl Dly (s/v)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	143	127	131	107	22
Future Vol, veh/h	20	143	127	131	107	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	155	138	142	116	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	547	128	140	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	498	922	1443	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	446	922	1443	-	-	-
Mov Cap-2 Maneuver	446	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.64	3.82	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	886	-	815	-	-
HCM Lane V/C Ratio	0.096	-	0.217	-	-
HCM Ctrl Dly (s/v)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	23	27	48	89	13
Future Vol, veh/h	12	23	27	48	89	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	25	29	52	97	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	215	104	111	0	-	0
Stage 1	104	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	774	951	1479	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	758	951	1479	-	-	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	2.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	648	-	874	-	-
HCM Lane V/C Ratio	0.02	-	0.044	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	41	42	108	88	21
Future Vol, veh/h	20	41	42	108	88	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	45	46	117	96	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	316	107	118	0	-	0
Stage 1	107	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	677	947	1470	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	655	947	1470	-	-	-
Mov Cap-2 Maneuver	655	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	826	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.74	2.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	504	-	826	-	-
HCM Lane V/C Ratio	0.031	-	0.08	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Colorado Springs

ECONOLITE
CONTROL PRODUCTS, INC.
Solutions that Move the World™

HICKORY TREE RD @ NOLTE RD - ASC/3 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.

Colorado Springs

ECONOLITE CONTROL PRODUCTS, INC.

Solutions that Move the World™

HICKORY TREE RD @ NOLTE RD - ASC/3 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	7	15	10	10	7	15	10	10	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	35	0	29	0	35	0	29	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	5.0	3.5	2.0	2.5	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	50	35	25	15	50	15	30	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	4.8	3.4	4.8	4.8	3.4	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.2	2.0	3.2	2.2	2.0	3.2	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Narcoossee Rd @ 10th St - Cobalt - 10.39.130.145 - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Narcoossee Rd @ 10th St - Cobalt - 10.39.130.145 - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	7	15	7	10	7	15	7	10	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	35	0	22	0	37	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.5	3.5	1.5	2.0	1.5	3.5	1.5	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	22	60	22	18	15	60	18	22	35	35	35	35	35	35	35	35
Max2	22	60	22	18	15	60	18	22	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	3.4	3.7	4.8	4.8	3.7	3.7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.9	2.0	2.4	3.4	2.4	2.0	2.1	3.4	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Narcoossee Rd @ Rummell - Cobalt - 10.39.130.161 - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Narcoossee Rd @ Rummell - Cobalt - 10.39.130.161 - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	6	15	7	10	6	15	7	10	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	24	0	32	0	28	0	34	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.5	3.5	1.5	2.0	1.5	3.5	1.5	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	60	25	20	15	60	20	20	35	35	35	35	35	35	35	35
Max2	20	55	25	20	20	55	20	25	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	4.4	3.7	4.8	4.8	3.7	4.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.2	3.5	2.6	2.6	3.5	3.5	2.7	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

US 192 @ Narcoossee Rd - Cobalt 10.39.130.113 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

US 192 @ Narcoossee Rd - Cobalt 10.39.130.113 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	8	20	8	10	8	20	8	10	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	34	0	43	0	41	0	45	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	3.0	3.5	3.5	3.5	3.0	3.0	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	50	70	35	55	35	70	48	40	35	35	35	35	35	35	35	35
Max2	30	70	25	30	25	70	25	30	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.2	4.8	4.8	5.2	5.1	4.8	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	4.0	2.0	3.9	2.0	3.4	2.0	3.2	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

US 192 @ Old Hickory Tree Rd - Cobalt 10.39.130.97 - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

US 192 @ Old Hickory Tree Rd - Cobalt 10.39.130.97 - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	8	16	0	8	8	16	0	8	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	28	0	35	0	27	0	41	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	25	60	0	30	25	60	0	30	35	35	35	35	35	35	35	35
Max2	20	65	0	25	20	65	0	25	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.2	3.0	4.8	5.2	5.1	3.0	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.4	2.0	0.0	3.8	3.7	2.0	0.0	3.8	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Appendix K
Turn Lane Guidelines

B. **ACCESS LENGTH & GEOMETRY** Adequate driveway length (or "throat length") is required to provide uninterrupted traffic flow between the street edge of pavement and the parking lot or first turn from the driveway, and to keep traffic conflicts to an acceptable level for incoming and outbound traffic.

C. The throat length shall be designed based on peak traffic volume as shown in Table 4.4.3-2.

Table 4.4.3-2. MIMIMUM THROAT LENGTH

Driveway Traffic Volume	Minimum Throat Length
Low (less than 75 peak hour vehicles in both directions)	50 feet
Medium (75-150 peak hour vehicles in both direction)	85 feet
High (Over 150 peak hour vehicles in both directions)	120 feet

* Or as supported by traffic study access/queuing analyses.

Full access, medium volume and high volume driveways shall approach the street or road with at least two lanes. The area to which the driveway provides access must be sufficiently large to store any vehicles using the driveway and be completely off the right-of-way. It shall also be sufficient size to allow for the necessary functions to be carried out completely on the fronting property. Signalized medium and high volume driveways shall be supported by traffic study access/queuing analyses. These driveways shall be aligned perpendicular with the street median cuts. The County Manager has the authority to allow alternative alignments based on written justification submitted by the developer and if deemed a safe operation. Residential driveways accessing classified roads shall be provided with a turning option to eliminate backing out into the road whenever possible. Driveway gates, if approved, shall be located based on adjacent roadway classification, traffic operations, and any other physical factors which may affect the safety of the operations.

D. **ACCESS ISLANDS** An island or median, constructed within a two-way driveway, shall be curbed. Right-in/right-out separators can be located within right-of-way, a minimum of four (4) feet from the driving lane, and shall be designed with a non-mountable curb. Except for right in/right out separators, islands shall not extend into through street right-of-way. The median extension between the through street right-of-way and pavement shall be striped. Plantings within the right of way or other structures must not encroach into the sight triangle. Plantings that will exceed three point five (3.5) feet at maturity shall be prohibited in the sight triangle. In a right-in/right-out case, the area separating deceleration lanes shall be painted yellow with eighteen inch (18") diagonal stripes. An alternative design may be approved by the County Manager upon demonstration of safe operation

E. **AUXILIARY TURN LANES – WARRANTS AND DESIGN** A development generating more than fifty (50) average daily trips (ADT) may be required to construct auxiliary turn lanes. This requirement depends on a combination of existing and future connection volumes and existing and future roadway volumes. If the future volumes justify the auxiliary lanes, then the developer has the option to enter into an agreement with the County to postpone the improvements until such time as designated by the County.

Table 4.4.3-3. Auxiliary Lanes Thresholds		
GROUP 1	Up to 30 mph and less than 10,000 ADT* or 500 VPH/Lane	No auxiliary lanes required
GROUP 2	Up to 30 mph and more than 10,000 ADT* or 500 VPH/Lane	Right turn not required
	10 VPH and More	Left turn Lane
GROUP 3	35 mph or higher and up to 5,000 ADT* or 250 VPH/Lane	
	Right Turn	
	Up to 20 VPH	Radius 50’
	21-30 VPH	Taper
	31 VPH and More	Lane
	Left Turn	
	20 VPH and More	Lane
GROUP 4	35 mph or higher and more than 5,000 ADT* or 250 VPH/Lane	
	Right Turn	
	10 VPH	Radius 50’
	11-15 VPH	Taper
	16 VPH and More	Lane
	Left Turn	
	15 VPH and More	Lane

*These criteria represent the existing posted speed and existing daily traffic. Vehicles per Hour (VPH) represents peak hour, peak direction. Taper (0 to 12’) shall be one hundred twenty feet (120’) long for 35-45 mph, one hundred fifty feet (150’) long for 50 mph, and one hundred eighty feet (180’) long for 55 mph.

Notwithstanding the table above, the County Manager has the authority to require turn lanes in special conditions even if the thresholds are not met (for safety and operations). The developer may provide a traffic-gap study based on ten (10) year projected volumes to support varying auxiliary lane requirement.

All of the above improvements require pavement overlay and leveling (as needed) within their limits. Improvements adjacent to the property shall require urban sections within the Urban Growth Boundary. The County Manager, upon a written request from the developer and certification of a safe operation, has authority to accept a payment to the roadway fund in lieu of this requirement. This request must be presented to the County Manager with the application submitted for the applicable permit. Payment shall be based on the proportionate share of the development, consistent with this LDC, for the section of roadway adjacent to the property. The County Manager may require operational improvements to ensure safe operations.

F. **CAPITAL IMPROVEMENT PLAN** If road improvements are included in the County’s annual update of the Capital Improvement Element (CIE), then the developer will be required to escrow the necessary funds. This roadway agreement shall be submitted to the County Manager prior to SDP approval and must be supported by a traffic impact analysis (TIA).

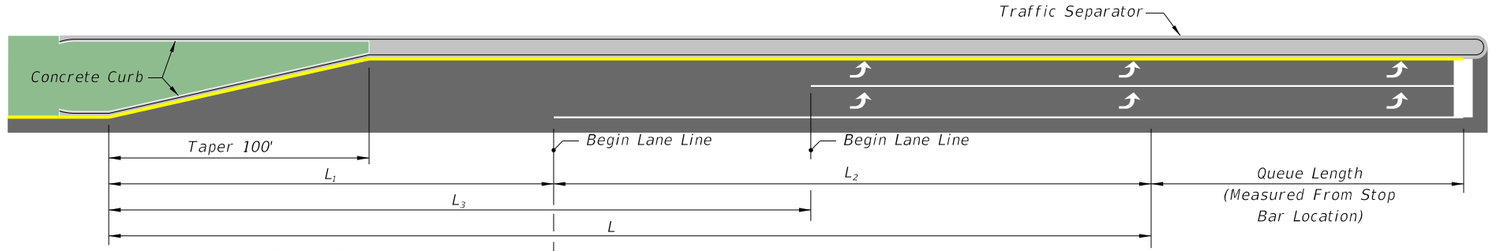
G. **SPEED CHANGE LANES** The speed change lanes (auxiliary, deceleration, turning) shall be constructed according to the criteria of the FDOT “Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways." Osceola County access guidelines for construction, geometry, signing and striping shall be followed.

H. **TURN LANE ALIGNMENT – CONTINUOUS TURN LANE** Continuous right turn lanes and left turn lanes shall be constructed if the distance between a lane taper end is closer than the distance traveled during perception and reaction (2-3 seconds). Appropriate striping shall recognize acceleration and deceleration areas. If the taper crosses the existing commercial driveways, right-turn lanes shall be extended a minimum of one hundred (100) feet beyond the driveway. If the distance between the taper end and the next driveway with the turn lane is less than the distance traveled in 2 seconds, then painted bubble and full paved lane width must be used for the auxiliary lanes.

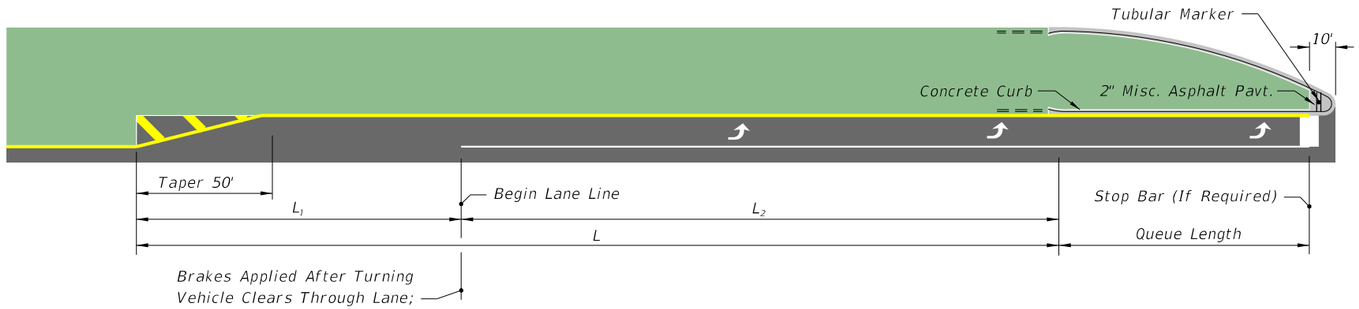
I. **SIGHT DISTANCE** All driveway/access roads shall satisfy Florida Green book standards for sight distance and FDOT Index 546, as applicable.

Appendix L
FDM Exhibit 212-1

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES					
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
25	15	70	25	95	90
30	20	70	50	120	100
35	25	70	75	145	110
40	30	80	75	155	120
45	35	85	100	185	135
50	44	105	185	290	160
55	48	125	225	350	195
60	52	145	260	405	230
65	55	170	290	460	270
70	58	200	325	525	300

NOTE:

1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
   - Entry Speed of 40 mph
   - Brake to stop distance (L_2) of 135 ft.
   - Total deceleration distance (L) of 240 ft.

2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L) of 240 ft. may be retained.

NOT TO SCALE

EXHIBIT 212-1
01/01/2025

Appendix M
Multimodal Transportation Information

LYNX SYSTEM MAP

Schematic Map
Not to Scale

NORTH

FARE OPTIONS

ONE RIDE	ALL-DAY	7-DAY PASS	30-DAY PASS
$2.00 Regular	**$4.50** Regular	**$16.00** Regular	**$50.00** Regular
$1.00 with LYNX discount fare ID	**$2.25** with LYNX discount fare ID	**$8.00** with LYNX discount fare ID	**$25.00** with LYNX discount fare ID
FREE one-way transfer good for 90 minutes upon request. No round trips.	Tell the Operator that you want an all-day pass **before** you put money into the farebox.	Buy your 7-day and 30-day passes online, at the LYNX Central Station ticket window, or from your local vendor. Visit www.golynx.com or call 407-841-LYNX (5969) for more information.	

Special Fares	Regular	with LYNX discount fare ID
LYMMO	**FREE**	Students **FREE** Senior/disabled **FREE**

EXACT FARE REQUIRED No change given. Please have your fare ready.

LYNX Discount Fare IDs are available to Youth riders (between ages 7 and 18 or high school students) and AdvantAge riders (age 65 and older or any person with a certified disability). IDs are available at the Lost and Found department in LYNX Central Station.

LEGEND

Regular Links
- 8 — Service every 30 minutes or better during day times
- 40 — Service every 60 minutes or less frequently
- 301 — Select service
- Nonstop express service
- Some trips only

FastLinks
- Stops only as shown

NeighborLink Service Area

SunRail line and station

SEE ROUTE SCHEDULES FOR DETAILED INFO

LYNX SuperStop · Hospital · Point of Interest

FIND YOUR LINK

Link	
1	Winter Park / Altamonte Springs / Maitland
3	Lake Margaret Drive
6	Bumby Avenue / Dixie Belle Drive
7	S. Orange Avenue / Florida Mall
8	W. Oak Ridge Road / Int'l Drive
9	Winter Park/Rosemont/Pine Hills
10	East U.S. 192 / St. Cloud
11	S. Orange Ave / Orlando Int'l Airport
13	University Blvd./Winter Park
15	Curry Ford Road
18	S. Orange Avenue / Kissimmee
19	Richmond Heights
20	Malibu St. / Pine Hills / Washington Shores
21	Raleigh St. / Kirkman Rd. / Universal Orlando
23	Winter Park / Rosemont / Springs Village
24	Millenia Blvd. / Vineland Rd.
25	Mercy Drive / Shader Road
26	Pleasant Hill Road / Poinciana
28	E. Colonial Drive / Azalea Park
29	E. Colonial Drive / Goldenrod
34	N. U.S. 17-92 / Sanford
36	Lake Richmond
37	Pine Hills / Florida Mall
38	Universal Orlando / I-Drive Express
40	Americana Boulevard / Universal Orlando
42	Int'l Drive/Oak Ridge/Sand Lake Rd
44	Hiawassee Road / Zellwood / Apopka
45	Lake Mary
46E	E. First Street/Downtown Sanford
46W	West SR 46 / Seminole Towne Center
48	W. Colonial Drive / Powers Drive
49	W. Colonial Drive / Pine Hills Road
51	Conway Road
54	Old Winter Garden Road
55	West U.S. 192 / Four Corners
56	West U.S. 192 / Magic Kingdom
57	John Young Parkway
102	Orange Avenue / South 17-92
103	North 17-92 / Seminole Centre
104	East Colonial
105	West Colonial
106	N. U.S. 441 (Orange Blossom Trl.) / Apopka
107	S. U.S. 441 (Orange Blossom Trl.) / FL Mall
108	S. U.S. 441 (O.B.T.) / Kissimmee
125	Silver Star Road
155	The Loop / Buena Ventura Lakes
300	Disney /Orlando Express
307	Disney Circulator
311	Disney/Destination Pkwy/OIA Express
350	Destination Pkwy / SeaWorld / Disney Express
405	Apopka Circulator
426	Poinciana Circulator
434	SR 434
436N	SR 436 / Fernwood / Apopka
436S	SR 436 / Orlando Int'l Airport / Fern Park
443	Winter Park/Lee Road/Pine Hills
612	Narcoossee Rd

Disney Direct

301	Pine Hills / Disney Springs Transfer Center
302	Rosemont / Disney Springs Transfer Center
303	Washington Shores / Disney Springs TC
304	Rio Grande / Disney Springs Transfer Center
306	Poinciana / Disney Springs Transfer Center

FastLink

407	Kissimmee / VA Hosp. / Orlando Int'l Airport
418	Florida Mall / Meadow Woods / Lake Nona
441	S. U.S. 441 (Orange Blossom Trail)

LYMMO *Free Downtown Orlando Circulator*

Orange Line (Link 60)	Creative Village / City Hall
Lime Line (Link 61)	North Quarter / Kia Center
Grapefruit Line (Link 62)	Kia Center / Lake Eola

NeighborLink

Passengers can book their ride using the RIDES ON DEMAND app or by calling 407-244-0808.

601	Poinciana
604	Intercession City / Campbell City
811	Ocoee
812	Winter Garden
813	Pine Hills
821	East Colonial Drive / Bithlo
822	Oviedo
831	North Kissimmee / Buena Ventura Lakes
841	Williamsburg/Dr. Phillips
851	Sanford
852	Maitland Center

All Links are wheelchair accessible.

Public Notice of Title VI Rights
The Central Florida Regional Transportation Authority d/b/a LYNX:

- LYNX operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with LYNX.
- For more information on LYNX' Civil Rights Program, and the procedures to file a complaint, contact, 407-841-2279 ext. 6171, email TitleSOfficer@golynx.com, or visit our administrative office at 455 N. Garland Avenue, Orlando, Florida 32801. For more information, visit www.golynx.com.
- Inquiries or complaints related to Title VI may be sent in writing to LYNX Title VI Officer, 455 N. Garland Avenue, Orlando, Florida 32801.
- A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.
- If information is needed in another language, contact 407-841-2279.

Free transfers from LYNX to **Beep** autonomous shuttles available at Nemours Children's Hospital. **Beep** shuttles serve destinations in the Lake Nona area. For schedule and tracking information, download the free **Ride Beep** app at: www.go-beep.com/ride-beep-app

Connect with LakeXpress Route 4 to Altoona at Anthony House

Connect with LakeXpress Route 50 to Lake County at Park Ave

Transportation to Disney Resorts and Parks west of Disney Springs provided by Disney Transportation

NeighborLink 851 provides pick ups from Sanford Seminole Centre to Airport Blvd/25th St. It provides curb-to-curb service in the Goldsboro community.

Links 9 and 23 serve Winter Park SunRail Monday to Friday only

34 SERVES SEMINOLE HEALTH CENTER ON WEEKDAYS ONLY

CALVARY TOWERS IS SERVED BY 23 MONDAY-SATURDAY AND 9 ON SUNDAY

8 19 20 21 25 26 38 40 56 102 104 125 LIMITED-STOP SERVICE FROM LYNX CENTRAL STN. TO POWERS DR

184 LIMITED-STOP SERVICE FROM LYNX CENTRAL STATION TO SEMORAN BLVD

8 30 MINUTE SERVICE ON EACH BRANCH MON-FRI

300 311 350 391 NONSTOP EXPRESS SERVICE ON I-4

8 300 350 FL441 NONSTOP EXPRESS SERVICE ON I-4

311 NONSTOP EXPRESS SERVICE ON SR-528

NeighborLink 821 provides pick ups from Waterford Lakes Town Center to Bithlo Health Center. It provides curb-to-curb service in the Bithlo and Wedgefield communities.

Connect with Citrus Connection routes 16a and 603 to Polk County

15 HOURLY SERVICE ON EACH BRANCH

Links 9 and 23 serve Winter Park SunRail Monday to Friday only

APRIL 2024