March 7, 2025

Roya Edwards, AICP
District Traffic Operations Access Manager
FDOT District 4 Consultant
3400 West Commercial Blvd
Fort Lauderdale, FL 33309

RE: ***SG 7B - Traffic Evaluation and Signal Warrant Review***
Port St. Lucie, Florida

Dear Roya:

Kimley-Horn and Associates, Inc. has prepared the following traffic evaluation for the above referenced project. The site is located on the south side of Becker Road, just west of the Interstate 95 interchange in Port St. Lucie Florida (Shown in Figure 1). The existing site is currently vacant. The proposed site plan includes the following uses:

- Convenience Store with Gas Station (6,500 SF + 16 Fueling Positions)
- Coffee/Donut Shop with Drive-Through (2,500 SF)
- General Commercial Use (15,000 SF)
- Fast Food Restaurant with Drive-Through (5,000 SF)
- Multifamily Mid-Rise Residential (459 Dwelling Units)
- Automobile Sales Dealership (New) (35,325 SF)

The following traffic evaluation has been prepared to evaluate the proposed driveway connections and identify where signalization would be appropriate. Access to the site is proposed via three (3) connections to Becker Road:

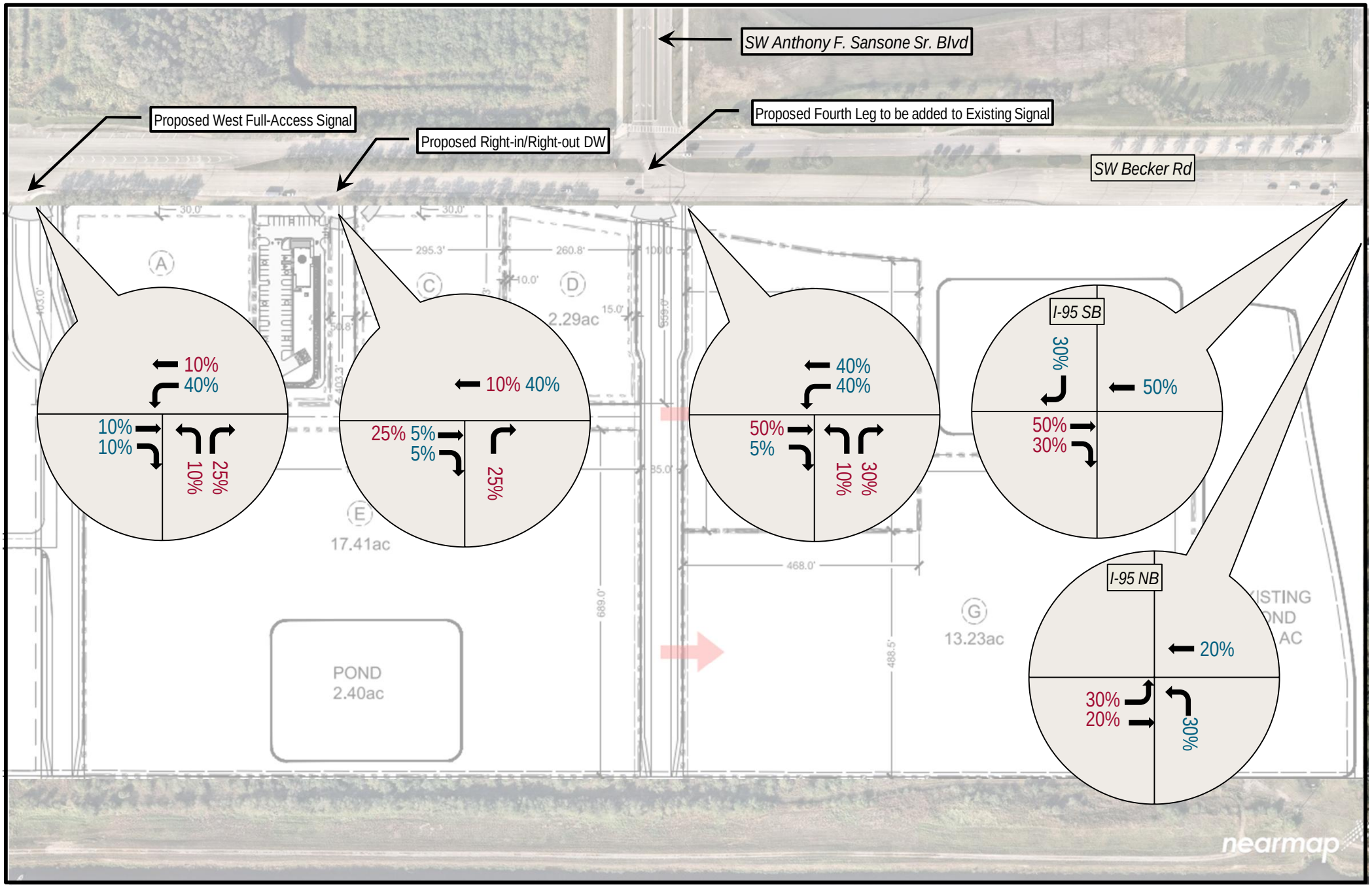
- One (1) full access signalized connection on the west side of the site.
- One (1) right-in/right-out driveway located central to the site.
- One (1) full-access signalized connection on the east side of the site aligning with the T-intersection at SW Anthony F. Sansone Sr. Boulevard.

Figure 1 illustrates the site location. Figure 2 specifies how the parcels are divided based on the proposed land uses.

TRIP GENERATION

The trip generation rates and equations published by the Institute for Transportation Engineers (ITE) were used to calculate the trip generation potential of the proposed site development. Table 1 summarizes the trip generation potential of the site.

As indicated in Table 1, the net increase in traffic generation is calculated to be 15,897 net new external daily trips, 1,303 net new external AM peak hour trips (629 inbound, 674 outbound), and 1,138 net new external PM peak hour trips (585 inbound, 553 outbound).



NORTH

LEGEND

XX% Inbound Traffic Assignment

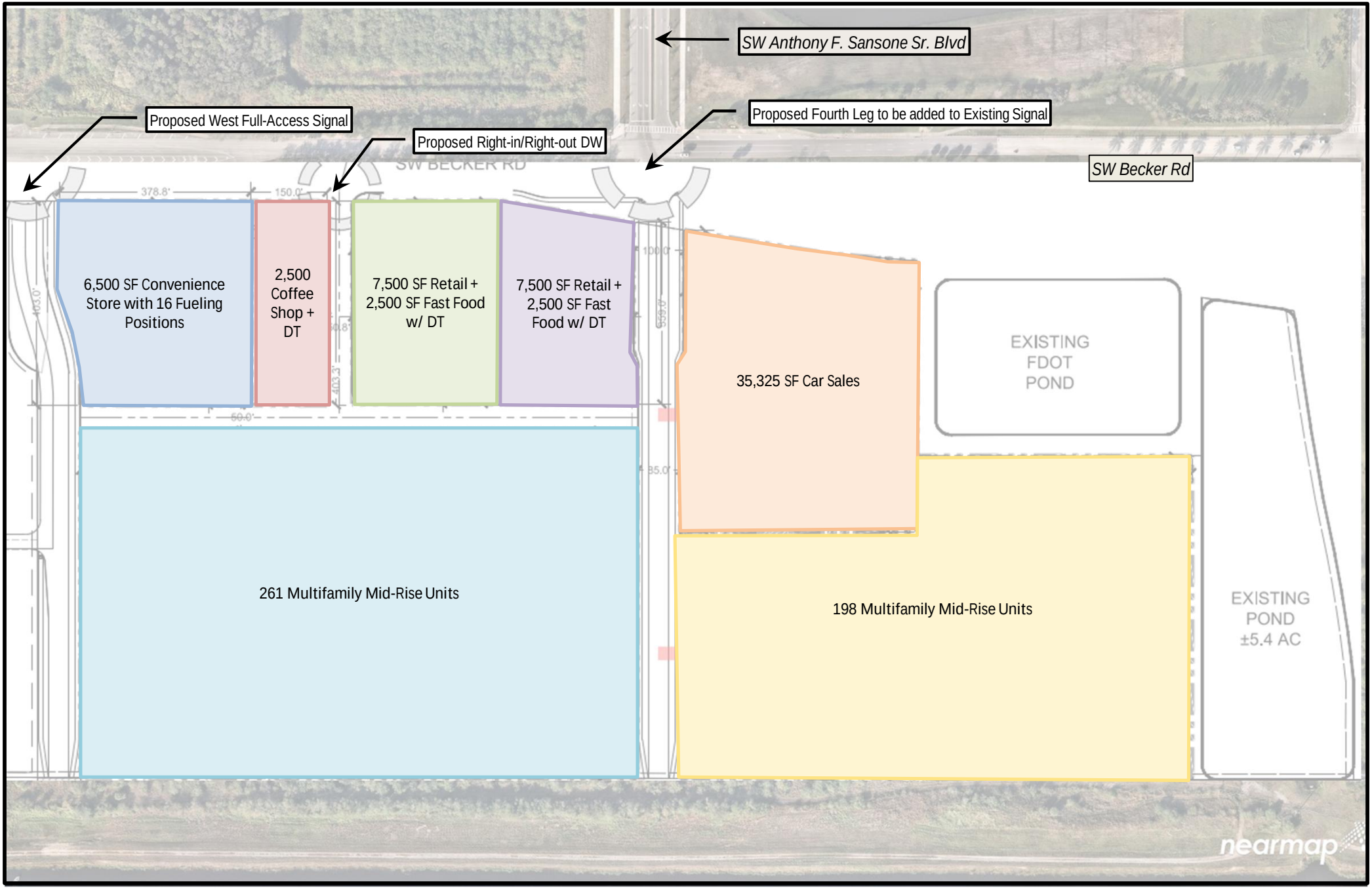
XX% Outbound Traffic Assignment

FIGURE 1

SG 7B

Site Location and Traffic Assignment

Kimley»Horn



NORTH

FIGURE 2
SG 7B
Proposed Uses on Master Plan Parcels

Kimley»Horn

Table 1: Trip Generation Calculations

Land Use	ITE LUC	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Scenario										
Convenience Store/Gas Station (16-24 vfp)	945	6.5	KSF	8,342	594	297	297	513	257	256
Coffee/Donut Shop +DT	937	2.5	KSF	1,334	215	110	105	97	49	48
Strip Retail Plaza (<40k)	822	15	KSF	817	35	21	14	99	50	49
Fast Food Restaurant + DT	934	5	KSF	2,337	223	114	109	165	86	79
Multifamily Mid-Rise	221	459	DU	2,084	170	39	131	179	109	70
Automobile Sales (New)	840	35.325	KSF	983	66	48	18	85	34	51
			Subtotal	*15,897*	*1,303*	*629*	*674*	*1,138*	*585*	*553*
Gross Project Trips				15,897	1,303	629	674	1,138	585	553

Land Use	AM Peak Hour	PM Peak Hour	LUC
Convenience Store/Gas Station (16-24 vfp)	91.35 trips/ 1,000 sf (50% in, 50% out)	78.95 trips/ 1,000 sf (50% in, 50% out)	945
Coffee/Donut Shop +DT	85.88 trips/1,000 sf (51% in, 49% out)	38.99 trips/1,000 sf (50% in, 50% out)	937
Strip Retail Plaza (<40k)	2.36 trips/1,000 sf (60% in, 40% out)	6.59 trips/1,000 sf (50% in, 50% out)	822
Fast Food Restaurant + DT	44.61 trips/1,000 sf (51% in, 49% out)	33.03 trips/1,000 sf (52% in, 48% out)	934
Multifamily Mid-Rise	0.37 trips/DU (23% in, 77% out)	0.39 trips/DU (61% in, 39% out)	221
Automobile Sales (New)	1.86 trips/1,000 sf (73% in, 27% out)	2.42 trips/1,000 sf (40% in, 60% out)	840

TRAFFIC ASSIGNMENT

The AM and PM peak hour trips associated with the project were assigned to the driveways along Becker Road based on a review of complementary land uses in the vicinity of the project. Figure 1 also illustrates the project trip distribution.

DRIVEWAY OPERATIONAL ANALYSIS

Signal Warrant Analyses

As identified in the Signal Location and Cost Sharing Report published for the Sothern Grove and Western Grove DRI, full signalization is anticipated to be needed at the following intersections:

- Becker Road & West Driveway (identified as N/S 1 in the report)
- Becker Road & East Driveway/ SW Anthony F. Sansone Sr. Boulevard

It should be noted that a signal is currently present at SW Anthony F. Sansone Sr. Boulevard, but does not allow for eastbound left turn movements. Signal warrant analyses were conducted based on projected full-buildout (2030) conditions at both study intersections based on the following data:

- 24-hour counts on Becker Road collected by the Florida Department of Transportation (FDOT) for Count Station 8005 on March 1, 2022.
- Historical AADT data published by FDOT for Count Station 8005 to determine the historical growth rate between 2014 and 2023.
- The daily trip generation for the proposed project uses based on rates and equations published by ITE.
- Hourly time of day percentages published by ITE for the proposed land uses.

Existing 2022 count data was uses as the basis for the future (2030) major street (Becker Road) volumes. Because the counts were collected during the peak season, no additional peak season factor was applied. Per historical growth at FDOT count stations 8005 and 7067, a historical growth rate of 8.25% compounded annually was applied to the existing volumes west of I-95 and a historical growth rate of 2.16% compounded annually was applied to the existing volumes east of I-95 in order to calculate future growth on the major street. This historical growth rate was calculated based on the historical AADT volumes between 2014 and 2023 because this is the extent of available data on Becker Road.

The minor street volumes were calculated by applying hourly inbound and outbound percentages published by ITE to the daily inbound and outbound trips for each use. Then the hourly inbound and outbound volumes were added to determine the total inbound and outbound project volumes for each hour of a typical weekday. Finally, the project traffic assignment percentages were applied to calculate the hourly approach volumes at each proposed full-access driveway. It should be noted that 50% of the right turns were discounted in these calculations.

The 12-hour volume development sheets and signal warrant worksheets are attached to this document. As shown in these worksheets, these intersections are both projected to meet the signal warrant criteria outlined in the Manual on Uniform Traffic Control Devices (MUTCD) for Warrant 1B and Warrant 2; therefore, signalization is proposed at the west driveway and the east driveway is proposed to be converted from a T intersection with major street left turns disallowed to a full-access signalized intersection.

Peak Hour Operational Analyses

In order to identify future Level of Service (LOS) at the proposed driveway access connections, operational analyses were conducted at the three project driveways and the I-95 Interchange at Becker Road.

Existing 2022 count data was uses as the basis for the future (2030) major street (Becker Road) volumes west of I-95. Turning movement count data was collected at the intersections of I-95 Southbound & Becker Road and I-95 Northbound & Becker Road on Tuesday, December 3, 2024. Peak season correction factors published by FDOT were used to adjust 2024 counts to peak season conditions. Per historical growth at FDOT count stations 8005 and 7067, a historical growth rate of 8.25% compounded annually was applied to the existing volumes west of I-95 and a historical growth rate of 2.16% compounded annually was applied to the existing volumes in order to calculate background growth prior to any committed development project and the development of the proposed project. Additionally, committed traffic volumes were added in to determine future background (2030) volumes for the following projects:

- America Walks
- AgTech
- SoGro In the Park
- Wilson Groves Parcel A MPUD
- Sansone PUD Volumes (for north leg of SW Anthony F. Sansone Sr. Boulevard)
- SG 8B

Finally, project peak hour trips were assigned to these intersections in accordance with the trip distribution illustrated in Figure 1. Peak hour count data, committed development volumes, and volume development sheets are attached to this document.

Future total (2030) AM peak hour and PM peak hour operational analyses were conducted at the study intersections using *Synchro 12.0* software. Cycle length for both proposed signalized intersections was assumed to be 120 seconds with protected left turns for all movements and overlap phases for the right turns. Signal timing sheets provided by the City of Port St. Lucie were utilized in the analysis of the I-95 interchange. Table 2 summarizes the results of these analysis. As shown in Table 2, all intersections are projected to operate acceptably through buildout of the project with the signalization of the west driveway and the conversion of the east driveway from a partial signal to a full-access signal.

Table 3 summarizes the 95th percentile queues along Becker Road at the proposed signalized intersections. As shown in Table 3, the 95th percentile queues generated by the proposed 4-leg intersection at Anthony F. Sansone Sr. Boulevard and the proposed signal at the west driveway do not interfere with operations at I-95.

Table 2: Intersection Operational Analysis Summary

Intersection	Time	Delay (seconds) / LOS				
		Overall	NB	SB	EB	WB
Becker Road & West DW	AM Peak Hour	36.5/D	23.5/C	-	45.1/D	34.5/C
	PM Peak Hour	32.7/C	24.4/C	-	39.1/D	29.6/C
Becker Road & Center DW	AM Peak Hour	-	9.7/A	-	-	-
	PM Peak Hour	-	9.5/A	-	-	-
Becker Road & East DW/ SW Anthony F. Sansone Sr. Blvd	AM Peak Hour	46.4/D	51.1/D	36.2/D	59.7/E	39.6/D
	PM Peak Hour	41.8/D	44.3/D	45.8/D	51.8/D	31.2/C
Becker Road & I-95 SB	AM Peak Hour	29.3/C	-	54.6/D	19.7/B	26.6/C
	PM Peak Hour	32.0/C	-	54.6/D	34.3/C	14.8/B
Becker Road & I-95 NB	AM Peak Hour	29.1/C	54.7/D	-	30.5/C	21.9/B
	PM Peak Hour	35.3/C	53.0/D	-	27.1/C	28.6/C

Table 3: Queue Analysis Summary on Becker Road

Intersection	Time		95th Percentile Queues (ft)				
		EBL	EBT	EBR	WBL	WBT	WBR
Storage Length (ft)		-	1030	300	450	1130	-
Becker Road & West DW	AM Peak Hour	-	225	50	450	75	-
	PM Peak Hour	-	275	50	350	50	-
Storage Length (ft)		400	1130	300	450	1240	210
Becker Road & East DW/ SW Anthony F. Sansone Sr. Blvd	AM Peak Hour	125	350	25	275	450	175
	PM Peak Hour	100	450	0	325	350	75
Storage Length (ft)		-	615	545	290	290	-
Becker Road & I-95 SB	AM Peak Hour	-	225	125	425	250	-
	PM Peak Hour	-	275	275	125	275	-
Storage Length (ft)		290	290	-	-	530	320
Becker Road & I-95 NB	AM Peak Hour	200	150	-	-	350	0
	PM Peak Hour	225	382	-	-	200	75

CONCLUSION

The foregoing statement quantifies the traffic generated by the proposed development and summarizes the operational and signal warrant analyses conducted at the site's proposed driveways.

As shown in the foregoing analyses, both proposed full-access driveway connections are projected to meet the signal warrant criteria outlined in the Manual on Uniform Traffic Control Devices (MUTCD) for Warrants 1B and 2; therefore, full signalization is proposed both locations.

With the proposed signalization at these driveways, all access connections and the I-95 interchange are projected to operate acceptably through buildout of the project site.

If there are any questions regarding the information provided herein, please contact me via telephone at (561) 840-0852 or via e-mail at stephanie.guerra@kimley-horn.com.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

Stephanie A Guerra
2025.03.07
15:35:02 -05'00'

Stephanie A. Guerra, P.E.
Transportation Engineer

Florida Registration Number 84302

Attachments

APPENDIX

PROPOSED SIGNAL
(FULL TURN)

RIGHT IN/
RIGHT OUT

PROPOSED SIGNAL
(LIMITED TURN)

SW BECKER RD

A
3.36ac

C
2.72ac

D
2.29ac

E
17.41ac

F
6.00ac

G
13.23ac

2.65(ac
buildable)

2.21(ac
buildable)

1.83(ac
buildable)

EXISTING
FDOT
POND

POND
2.40ac

EXISTING
POND
±5.4 AC

AMERICA
WALKS

INTERSTATE 95

COUNTY LINE CANAL

SG-7 Conceptual Parcel Plan

lucido & associates
701 E Ocean Blvd., Stuart, Florida 34994
(772) 220-2100, Fax (772) 223-0220

NORTH

Date: April 3, 2024
Scale: 1" = 100'-0"

Southern Grove, City of Port St. Lucie
Conceptual Site Plan

BECKER ROAD GROWTH CALCULATIONS

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8005 - BECKER RD, E OF SW VILLAGE PKWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6600 F	E 3200	W 3400	9.00	53.50	8.40
2022	6200 C	E 3000	W 3200	9.00	53.00	8.40
2021	4300 S	E 2300	W 2000	9.00	53.10	14.50
2020	4300 F	E 2300	W 2000	9.00	54.30	14.50
2019	4300 C	E 2300	W 2000	9.00	54.30	14.50
2018	1750 S	E 850	W 900	9.00	55.20	5.90
2017	1650 F	E 800	W 850	9.00	56.20	5.90
2016	1550 C	E 750	W 800	9.00	57.10	5.90
2015	1400 F	E 700	W 700	9.00	56.30	5.30
2014	1400 C	E 700	W 700	9.00	54.70	5.30

$$\mathrm{CAGR} = \left(\frac{V_{\text{final}}}{V_{\text{begin}}} \right)^{1/t} - 1$$

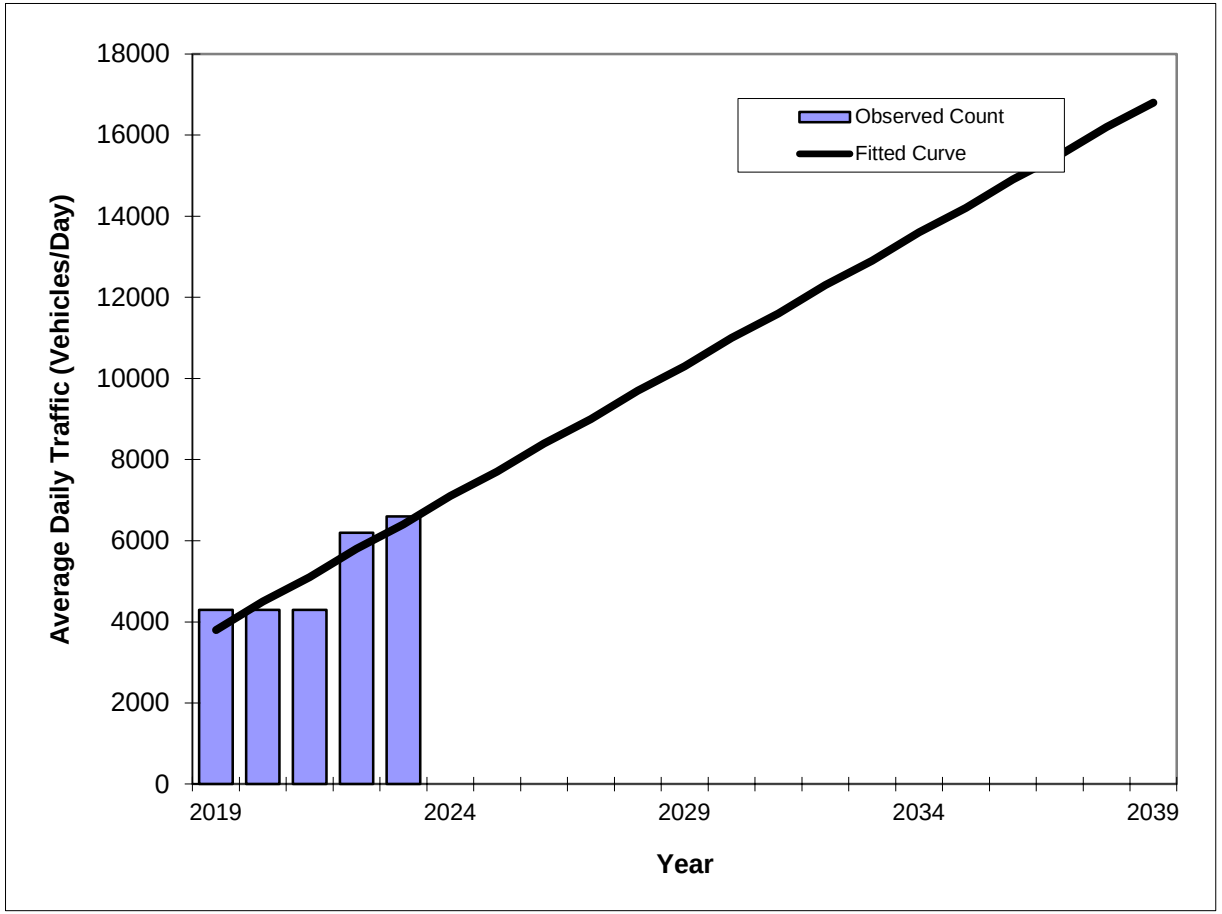
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

BECKER RD -- E OF SW VILLAGE PKWY

FIN#	0
Location	1

County:	St. Lucie (94)
Station #:	8005
Highway:	BECKER RD



Year	Traffic (ADT/AADT) Count*	Trend**
2019	4300	3800
2020	4300	4500
2021	4300	5100
2022	6200	5800
2023	6600	6400
2023 Opening Year Trend		
2023	N/A	6400
2029 Mid-Year Trend		
2029	N/A	10300
2029 Design Year Trend		
2029	N/A	10300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	650
Trend R-squared:	78.65%
Trend Annual Historic Growth Rate:	13.92%
Trend Growth Rate (2023 to Design Year):	8.25%
Printed:	31-Jan-25

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7067 - ON BECKER RD - E. OF PORT ST LUCIE BLVD (COUNTY 302)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	14200 F	E 7300	W 6900	9.00	51.60	7.90
2022	13800 C	E 7100	W 6700	9.00	51.40	7.90
2021	12400 S	E 5600	W 6800	9.00	50.90	5.30
2020	12600 F	E 5700	W 6900	9.00	51.30	5.30
2019	13200 C	E 6000	W 7200	9.00	51.00	5.30
2018	10100 S	E 5200	W 4900	9.00	51.30	5.00
2017	10100 F	E 5200	W 4900	9.00	50.90	5.00
2016	9900 C	E 5100	W 4800	9.00	50.90	5.00
2015	7100 S	E 3700	W 3400	9.00	51.00	4.20
2014	7100 F	E 3700	W 3400	9.00	50.80	4.20
2013	7100 C	E 3700	W 3400	9.00	50.80	4.20
2012	5300 F	E 2500	W 2800	9.00	56.80	7.10
2011	5300 C	E 2500	W 2800	9.00	57.20	5.20
2010	5500 F	E 2700	W 2800	10.32	55.40	5.20
2009	5500 C	E 2700	W 2800	10.27	57.35	5.20
2008	7700 C	E 3900	W 3800	10.45	58.06	17.70

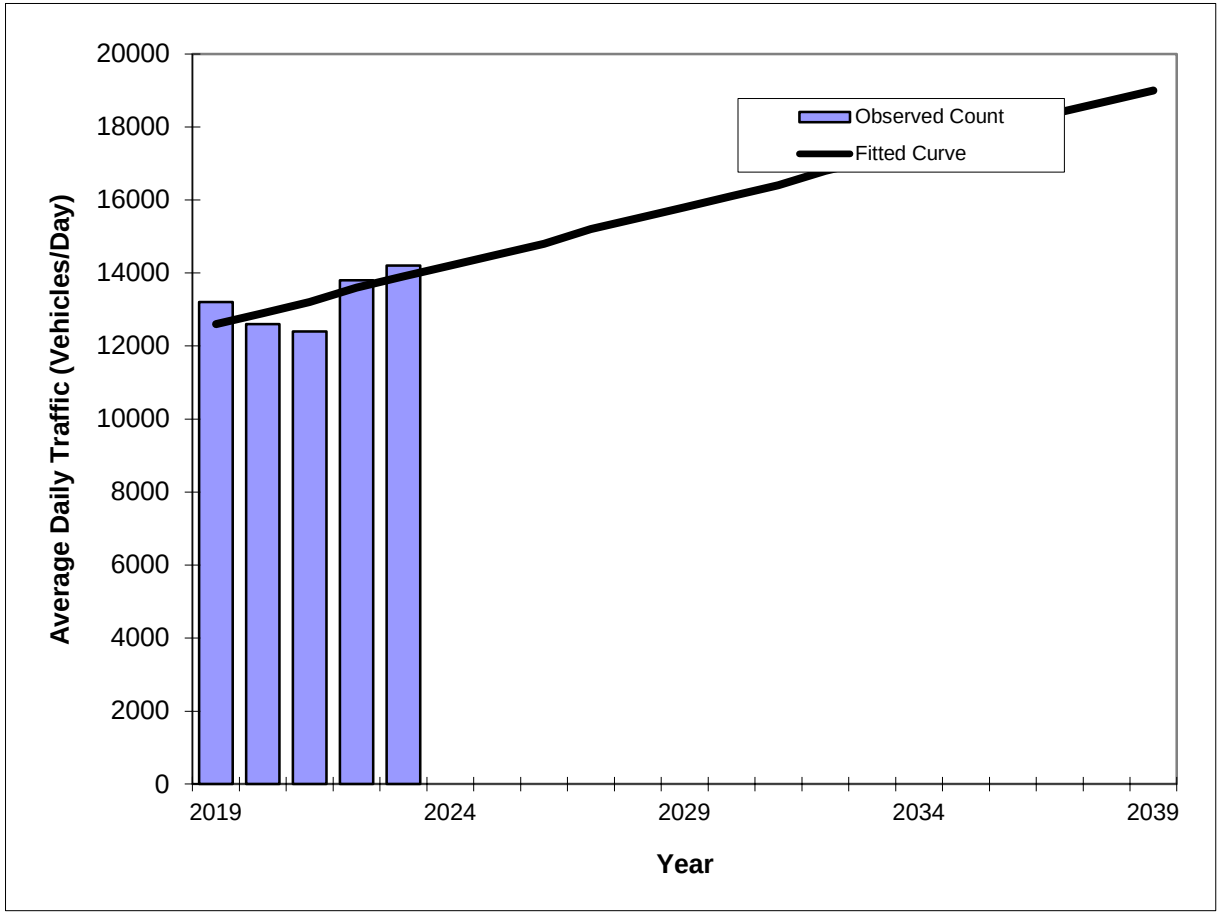
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

BECKER RD -- E OF PORT ST LUCIE BOULEVARD

FIN#	0
Location	1

County:	St. Lucie (94)
Station #:	7067
Highway:	BECKER RD



Year	Traffic (ADT/AADT) Count*	Trend**
2019	13200	12600
2020	12600	12900
2021	12400	13200
2022	13800	13600
2023	14200	13900
2023 Opening Year Trend		
2023	N/A	13900
2029 Mid-Year Trend		
2029	N/A	15800
2029 Design Year Trend		
2029	N/A	15800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	320
Trend R-squared:	43.54%
Trend Annual Historic Growth Rate:	2.49%
Trend Growth Rate (2023 to Design Year):	2.16%
Printed:	5-Mar-25

Straight Line Growth Option

*Axle-Adjusted

FDOT 2022 HOURLY COUNT DATA AND 2024 TURNING MOVEMENT COUNTS

COUNTY: 94
STATION: 8005
DESCRIPTION: BECKER RD, E OF SW VILLAGE PKWY
START DATE: 03/01/2022
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	3	0	1	2	6	2	4	1	0	7	13
0100	2	1	4	3	10	1	4	3	3	11	21
0200	2	3	1	1	7	1	0	4	1	6	13
0300	2	3	2	4	11	1	0	0	1	2	13
0400	1	2	1	6	10	1	2	5	4	12	22
0500	5	6	7	18	36	6	15	14	12	47	83
0600	29	28	29	31	117	32	55	115	156	358	475
0700	64	65	80	69	278	96	103	96	105	400	678
0800	43	52	56	44	195	89	83	95	80	347	542
0900	51	57	62	56	226	88	58	57	70	273	499
1000	47	56	49	58	210	44	64	53	61	222	432
1100	49	43	63	36	191	57	59	29	26	171	362
1200	54	54	48	62	218	64	54	40	49	207	425
1300	52	57	64	55	228	56	49	54	57	216	444
1400	54	63	67	54	238	62	53	46	50	211	449
1500	75	86	55	84	300	60	63	44	68	235	535
1600	60	93	84	85	322	49	57	68	61	235	557
1700	103	106	75	51	335	55	57	73	64	249	584
1800	46	53	52	42	193	57	56	44	37	194	387
1900	37	32	34	23	126	37	29	31	29	126	252
2000	35	23	18	22	98	18	23	40	22	103	201
2100	19	13	15	9	56	10	13	15	8	46	102
2200	14	14	7	12	47	11	8	11	4	34	81
2300	6	5	6	2	19	7	0	6	3	16	35
24-HOUR TOTALS:					3477					3728	7205

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	278	645	451	645	691
P.M.	1630	378	1715	251	1630	619
DAILY	1630	378	630	470	645	691

TRUCK PERCENTAGE 7.25 9.39 8.36

CLASSIFICATION SUMMARY DATABASE

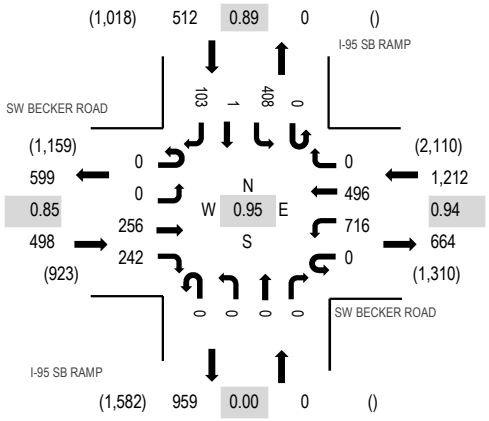
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	19	2749	454	8	53	107	34	21	25	4	0	0	0	0	3	252	3477
W	17	2792	568	16	138	59	75	27	33	1	0	0	1	0	1	350	3728

GENERATED BY SPS 5.0.57P

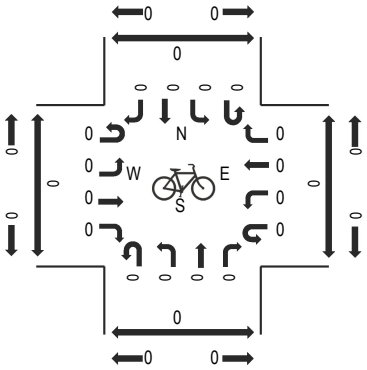
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 I-95 SB RAMP & SW BECKER ROAD AM
Date: Tuesday, December 3, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

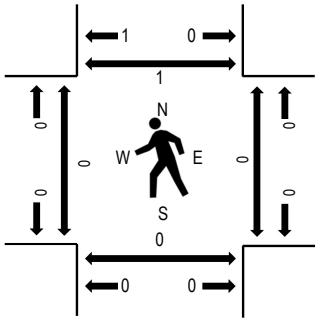
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SW BECKER ROAD Eastbound				SW BECKER ROAD Westbound				I-95 SB RAMP Northbound				I-95 SB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	81	66	0	211	110	0	0	0	0	0	0	81	1	22	572	2,222	0	0	0	0
7:15 AM	0	0	50	59	0	206	102	0	0	0	0	0	0	85	0	23	525	2,164	0	0	0	0
7:30 AM	0	0	57	73	0	160	150	0	0	0	0	0	0	114	0	31	585	2,116	0	0	0	0
7:45 AM	0	0	68	44	0	139	134	0	0	0	0	0	0	128	0	27	540	1,962	0	0	0	1
8:00 AM	0	0	58	47	0	149	130	0	0	0	0	0	0	102	0	28	514	1,829	0	0	0	0
8:15 AM	0	0	70	45	0	138	102	0	0	0	0	0	0	102	0	20	477		0	0	0	0
8:30 AM	0	0	58	44	0	77	105	0	0	0	0	0	0	117	0	30	431		0	0	0	0
8:45 AM	0	0	72	31	0	92	105	0	0	0	0	0	0	67	0	40	407		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	1	0	2	11	0	0	0	0	0	0	3	0	9	35
Lights	0	0	240	241	0	710	461	0	0	0	0	0	0	382	1	86	2,121
Mediums	0	0	7	0	0	4	24	0	0	0	0	0	0	23	0	8	66
Total	0	0	256	242	0	716	496	0	0	0	0	0	0	408	1	103	2,222

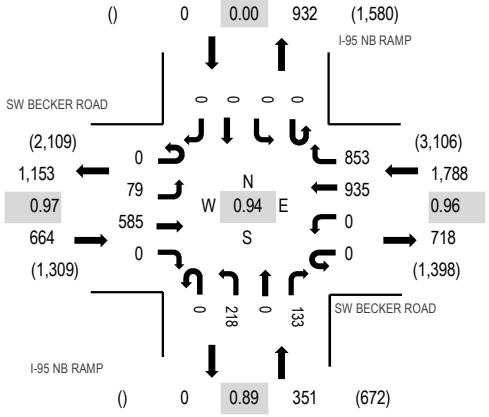
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.4%				3.4%				0.0%				8.4%			4.5%
Heavy Vehicle %	0.0%	0.0%	6.3%	0.4%	0.0%	0.8%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	0.0%	16.5%	4.5%
Peak Hour Factor		0.85				0.94				0.00				0.89			0.95
Peak Hour Factor	0.00	0.00	0.90	0.83	0.00	0.85	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.25	0.74	0.95

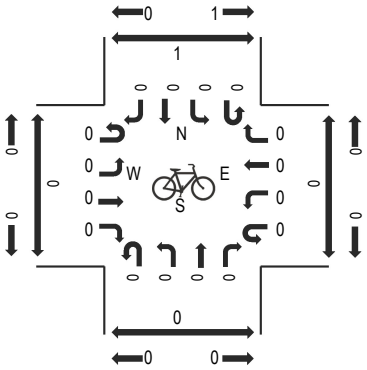
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 I-95 NB RAMP & SW BECKER ROAD AM
Date: Tuesday, December 3, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

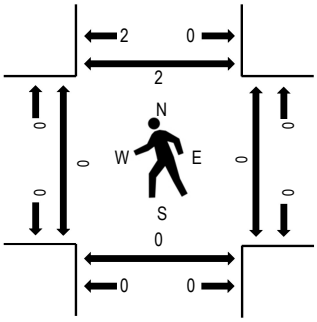
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SW BECKER ROAD Eastbound				SW BECKER ROAD Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	25	132	0	0	0	279	166	0	52	0	32	0	0	0	0	686	2,797	0	0	0	0
7:15 AM	0	15	120	0	0	0	251	210	0	45	0	26	0	0	0	0	667	2,803	0	0	0	0
7:30 AM	0	19	157	0	0	0	252	218	0	60	0	37	0	0	0	0	743	2,754	0	0	0	0
7:45 AM	0	21	158	0	0	0	224	214	0	55	0	29	0	0	0	0	701	2,504	0	0	0	1
8:00 AM	0	24	150	0	0	0	208	211	0	58	0	41	0	0	0	0	692	2,290	0	0	0	1
8:15 AM	1	19	148	0	0	0	213	164	0	38	0	35	0	0	0	0	618		0	0	0	0
8:30 AM	0	24	148	0	0	0	125	103	0	54	0	39	0	0	0	0	493		0	0	0	0
8:45 AM	1	37	110	0	0	0	158	110	0	35	0	36	0	0	0	0	487		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	6	7	0	0	0	6	3	0	6	0	2	0	0	0	0	30
Lights	0	70	552	0	0	0	910	835	0	203	0	125	0	0	0	0	2,695
Mediums	0	3	26	0	0	0	19	15	0	9	0	6	0	0	0	0	78
Total	0	79	585	0	0	0	935	853	0	218	0	133	0	0	0	0	2,803

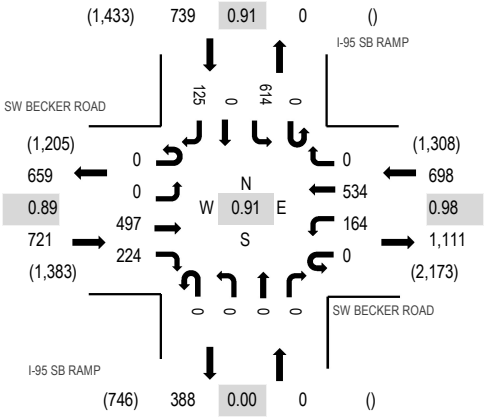
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.3%				2.4%				6.6%				0.0%			3.9%
Heavy Vehicle %	0.0%	11.4%	5.6%	0.0%	0.0%	0.0%	2.7%	2.1%	0.0%	6.9%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	3.9%
Peak Hour Factor		0.97				0.96				0.89				0.00			0.94
Peak Hour Factor	0.50	0.70	0.97	0.00	0.00	0.00	0.90	0.98	0.00	0.91	0.00	0.92	0.00	0.00	0.00	0.00	0.94

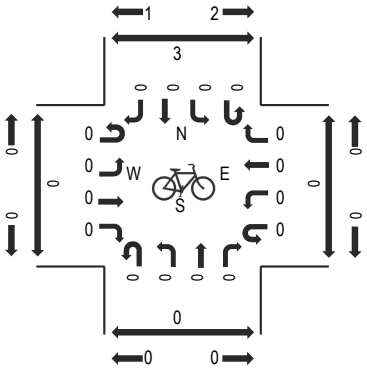
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 I-95 SB RAMP & SW BECKER ROAD PM
Date: Tuesday, December 3, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

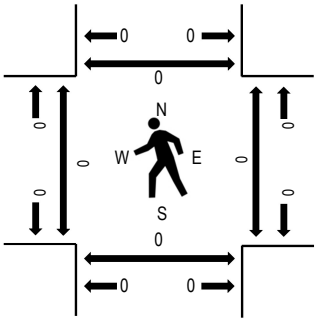
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SW BECKER ROAD Eastbound				SW BECKER ROAD Westbound				I-95 SB RAMP Northbound				I-95 SB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	121	50	0	30	86	0	0	0	0	0	0	150	0	22	459	1,998	0	0	0	0
4:15 PM	0	0	106	51	0	51	111	0	0	0	0	0	0	159	0	10	488	2,047	0	0	0	0
4:30 PM	0	0	119	73	0	33	117	0	0	0	0	0	0	164	0	17	523	2,150	0	0	0	0
4:45 PM	0	0	105	52	0	47	121	0	0	0	0	0	0	172	0	31	528	2,158	0	0	0	0
5:00 PM	0	0	115	76	0	47	126	0	0	0	0	0	0	121	0	23	508	2,126	0	0	0	0
5:15 PM	0	0	153	58	0	34	146	0	0	0	0	0	0	163	0	37	591		0	0	0	0
5:30 PM	0	0	124	38	0	36	141	0	0	0	0	0	0	158	0	34	531		0	0	0	0
5:45 PM	0	0	105	37	0	33	149	0	0	0	0	0	0	138	0	34	496		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	8	0	0	3	0	0	0	0	0	0	0	0	9	26
Lights	0	0	477	212	0	161	529	0	0	0	0	0	0	606	0	115	2,100
Mediums	0	0	14	4	0	3	2	0	0	0	0	0	0	8	0	1	32
Total	0	0	497	224	0	164	534	0	0	0	0	0	0	614	0	125	2,158

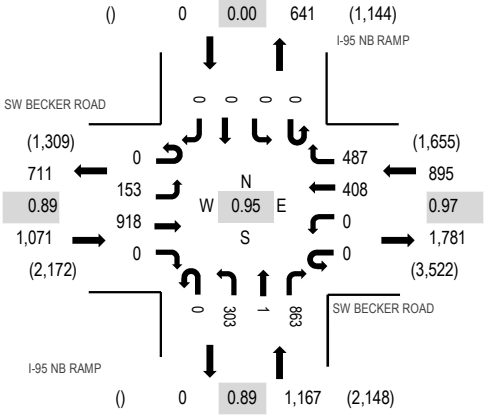
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			4.4%				1.1%				0.0%				2.4%		2.7%
Heavy Vehicle %	0.0%	0.0%	4.0%	5.4%	0.0%	1.8%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	8.0%	2.7%
Peak Hour Factor			0.89				0.98				0.00				0.91		0.91
Peak Hour Factor	0.00	0.00	0.81	0.85	0.00	0.87	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.86	0.91

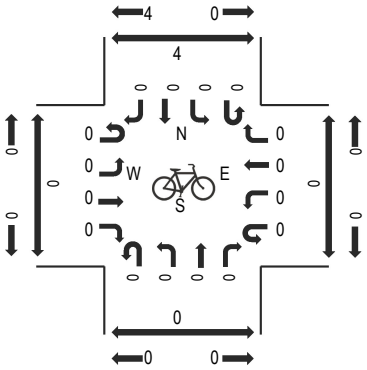
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 I-95 NB RAMP & SW BECKER ROAD PM
Date: Tuesday, December 3, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

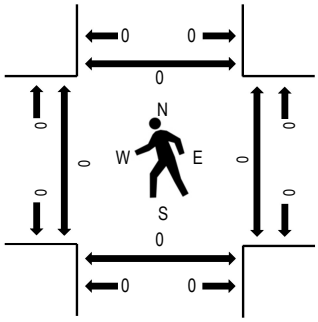
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SW BECKER ROAD Eastbound				SW BECKER ROAD Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	27	245	0	0	0	73	78	0	42	0	192	0	0	0	0	657	2,842	0	0	0	0
4:15 PM	0	39	232	0	0	0	101	107	0	57	0	170	0	0	0	0	706	2,920	0	0	0	0
4:30 PM	0	15	269	0	0	0	90	109	0	67	1	197	0	0	0	0	748	3,031	0	0	0	0
4:45 PM	0	26	248	0	0	0	101	101	0	67	0	188	0	0	0	0	731	3,110	0	0	0	0
5:00 PM	0	28	210	0	0	0	98	122	0	70	1	206	0	0	0	0	735	3,133	0	0	0	0
5:15 PM	0	69	244	0	0	0	101	129	0	79	0	195	0	0	0	0	817		0	0	0	0
5:30 PM	0	27	253	0	0	0	95	123	0	84	0	245	0	0	0	0	827		0	0	0	0
5:45 PM	0	29	211	0	0	0	114	113	0	70	0	217	0	0	0	0	754		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	4	0	0	0	0	0	0	3	1	0	0	0	0	0	12
Lights	0	143	906	0	0	0	407	472	0	298	0	861	0	0	0	0	3,087
Mediums	0	6	8	0	0	0	1	15	0	2	0	2	0	0	0	0	34
Total	0	153	918	0	0	0	408	487	0	303	1	863	0	0	0	0	3,133

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.1%				1.8%				0.7%				0.0%			1.5%
Heavy Vehicle %	0.0%	6.5%	1.3%	0.0%	0.0%	0.0%	0.2%	3.1%	0.0%	1.7%	100.0%	0.2%	0.0%	0.0%	0.0%	0.0%	1.5%
Peak Hour Factor		0.89				0.97				0.89				0.00			0.95
Peak Hour Factor	0.00	0.55	0.92	0.00	0.00	0.00	0.89	0.94	0.00	0.90	0.50	0.88	0.00	0.00	0.00	0.00	0.95

ITE TIME OF DAY FACTORS

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	221			221			221			221			221		
Land Use	Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)		
Subcategory	Not Close to Rail transit			Not Close to Rail transit			Not Close to Rail transit			Not Close to Rail transit			Close to Rail transit		
Setting	General Urban/Suburban			General Urban/Suburban			General Urban/Suburban			Dense Multi-Use Urban			Dense Multi-Use Urban		
Time Period	Weekday			Saturday			Sunday			Weekday			Weekday		
# Data Sites	6			1			1			1			1		
	% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
12:00 - 1:00 AM	0.8%	1.2%	0.4%	1.8%	2.8%	0.8%	3.5%	5.5%	1.2%	0.6%	1.0%	0.2%	1.1%	1.6%	0.6%
1:00 - 2:00 AM	0.4%	0.6%	0.3%	0.3%	0.4%	0.2%	2.0%	2.9%	0.9%	0.2%	0.0%	0.5%	0.4%	0.4%	0.3%
2:00 - 3:00 AM	0.2%	0.3%	0.1%	0.5%	0.9%	0.2%	3.3%	4.7%	1.8%	0.2%	0.2%	0.2%	0.6%	1.0%	0.1%
3:00 - 4:00 AM	0.2%	0.2%	0.2%	1.7%	2.4%	1.0%	0.6%	0.5%	0.6%	0.0%	0.0%	0.0%	0.3%	0.3%	0.3%
4:00 - 5:00 AM	0.3%	0.1%	0.5%	0.3%	0.4%	0.2%	0.6%	1.0%	0.0%	0.6%	0.0%	1.2%	0.1%	0.3%	0.0%
5:00 - 6:00 AM	1.2%	0.4%	2.0%	0.2%	0.2%	0.2%	0.4%	0.5%	0.3%	2.2%	0.7%	3.6%	0.6%	0.1%	1.0%
6:00 - 7:00 AM	4.4%	1.0%	7.8%	1.2%	0.4%	1.9%	0.6%	0.0%	1.2%	4.2%	1.5%	7.0%	2.7%	1.3%	4.2%
7:00 - 8:00 AM	8.6%	2.5%	14.7%	3.5%	3.0%	4.0%	1.3%	0.8%	1.8%	9.8%	1.9%	17.6%	7.3%	1.0%	13.6%
8:00 - 9:00 AM	7.8%	3.0%	12.5%	3.8%	2.8%	4.8%	2.2%	0.8%	3.9%	9.5%	1.9%	17.1%	7.5%	4.4%	10.5%
9:00 - 10:00 AM	4.5%	2.2%	6.9%	5.8%	3.5%	8.1%	2.9%	1.8%	4.2%	5.2%	3.4%	7.0%	4.5%	2.3%	6.8%
10:00 - 11:00 AM	3.7%	2.7%	4.6%	6.4%	5.0%	7.7%	5.4%	3.9%	7.2%	3.9%	2.9%	4.8%	5.6%	4.2%	6.9%
11:00 - 12:00 PM	3.7%	3.4%	4.0%	6.4%	6.1%	6.7%	6.8%	3.7%	10.4%	3.5%	3.6%	3.4%	4.5%	2.5%	6.5%
12:00 - 1:00 PM	4.6%	4.3%	4.8%	6.6%	4.5%	8.5%	6.8%	6.0%	7.8%	4.5%	4.1%	4.8%	5.2%	5.1%	5.3%
1:00 - 2:00 PM	4.4%	4.4%	4.4%	6.2%	6.9%	5.4%	7.3%	6.0%	8.7%	4.1%	4.6%	3.6%	5.5%	5.4%	5.6%
2:00 - 3:00 PM	3.9%	4.1%	3.7%	7.3%	7.1%	7.5%	6.7%	6.3%	7.2%	3.3%	2.9%	3.6%	3.9%	3.9%	3.9%
3:00 - 4:00 PM	4.9%	5.9%	3.8%	6.7%	8.2%	5.2%	7.8%	5.8%	10.1%	4.1%	4.1%	4.1%	5.6%	6.3%	4.9%
4:00 - 5:00 PM	7.2%	9.2%	5.1%	6.2%	6.3%	6.0%	5.6%	5.8%	5.4%	5.0%	6.3%	3.6%	6.8%	8.6%	5.1%
5:00 - 6:00 PM	9.4%	13.1%	5.8%	7.7%	7.8%	7.7%	7.7%	7.9%	7.5%	9.1%	13.1%	5.1%	7.7%	11.0%	4.4%
6:00 - 7:00 PM	9.0%	12.1%	6.0%	6.8%	6.3%	7.3%	7.8%	9.2%	6.3%	9.4%	15.0%	3.9%	6.7%	8.3%	5.1%
7:00 - 8:00 PM	7.4%	9.4%	5.4%	5.4%	6.9%	4.0%	6.6%	9.2%	3.6%	8.3%	13.1%	3.6%	6.5%	8.7%	4.4%
8:00 - 9:00 PM	5.4%	7.7%	3.1%	4.3%	4.5%	4.2%	4.7%	5.0%	4.5%	5.1%	7.3%	2.9%	5.1%	5.9%	4.2%
9:00 - 10:00 PM	4.0%	6.5%	1.5%	4.0%	4.3%	3.7%	4.3%	5.8%	2.7%	4.0%	7.0%	1.0%	5.8%	8.6%	3.0%
10:00 - 11:00 PM	2.6%	3.7%	1.6%	3.9%	4.8%	3.1%	3.9%	5.2%	2.4%	2.4%	3.9%	1.0%	3.5%	5.2%	1.7%
11:00 - 12:00 AM	1.4%	2.1%	0.8%	3.0%	4.3%	1.7%	1.3%	1.8%	0.6%	0.8%	1.5%	0.2%	2.6%	3.5%	1.7%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	820			820		
Land Use	Shopping Center (>150k)			Shopping Center (>150k)		
Setting	General Urban/Suburban			General Urban/Suburban		
Time Period	Weekday			Saturday		
# Data Sites	24			1		
	% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting	Total	Entering	Exiting
12:00 - 1:00 AM	0.1%	0.1%	0.1%	0.4%	0.1%	0.8%
1:00 - 2:00 AM	0.1%	0.1%	0.1%	0.3%	0.0%	0.5%
2:00 - 3:00 AM	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%
3:00 - 4:00 AM	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%
4:00 - 5:00 AM	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%
5:00 - 6:00 AM	0.4%	0.4%	0.5%	0.1%	0.2%	0.0%
6:00 - 7:00 AM	0.6%	0.8%	0.5%	0.2%	0.3%	0.1%
7:00 - 8:00 AM	1.5%	1.9%	1.2%	0.5%	0.8%	0.2%
8:00 - 9:00 AM	2.3%	2.8%	1.8%	1.1%	1.6%	0.6%
9:00 - 10:00 AM	3.9%	4.8%	3.0%	2.7%	4.1%	1.2%
10:00 - 11:00 AM	5.9%	6.8%	5.0%	5.4%	8.0%	2.8%
11:00 - 12:00 PM	7.5%	8.2%	7.0%	7.7%	9.7%	5.7%
12:00 - 1:00 PM	8.9%	9.3%	8.5%	8.8%	10.3%	7.4%
1:00 - 2:00 PM	8.5%	8.4%	8.6%	9.8%	10.4%	9.3%
2:00 - 3:00 PM	7.9%	7.5%	8.2%	9.9%	10.2%	9.6%
3:00 - 4:00 PM	7.9%	7.8%	8.1%	9.7%	9.3%	10.2%
4:00 - 5:00 PM	8.3%	8.3%	8.3%	9.6%	8.8%	10.5%
5:00 - 6:00 PM	8.5%	8.4%	8.5%	9.0%	8.4%	9.6%
6:00 - 7:00 PM	7.4%	7.4%	7.5%	7.9%	6.9%	8.9%
7:00 - 8:00 PM	6.5%	6.3%	6.6%	6.5%	5.6%	7.4%
8:00 - 9:00 PM	5.1%	4.1%	6.1%	4.7%	2.9%	6.3%
9:00 - 10:00 PM	3.1%	1.8%	4.4%	3.2%	1.3%	5.1%
10:00 - 11:00 PM	3.6%	3.2%	4.0%	1.8%	0.9%	2.7%
11:00 - 12:00 AM	1.8%	1.6%	2.1%	0.7%	0.3%	1.1%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	840		
Land Use	Automobile Sales (New)		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	6		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.0%	0.0%	0.0%
1:00 - 2:00 AM	0.0%	0.0%	0.0%
2:00 - 3:00 AM	0.0%	0.0%	0.0%
3:00 - 4:00 AM	0.0%	0.0%	0.0%
4:00 - 5:00 AM	0.0%	0.0%	0.0%
5:00 - 6:00 AM	0.0%	0.0%	0.0%
6:00 - 7:00 AM	0.7%	1.2%	0.2%
7:00 - 8:00 AM	5.7%	9.0%	2.3%
8:00 - 9:00 AM	8.3%	11.3%	5.3%
9:00 - 10:00 AM	7.5%	8.1%	6.9%
10:00 - 11:00 AM	8.2%	9.2%	7.1%
11:00 - 12:00 PM	8.8%	8.6%	9.0%
12:00 - 1:00 PM	9.4%	8.5%	10.4%
1:00 - 2:00 PM	9.5%	9.5%	9.4%
2:00 - 3:00 PM	10.0%	9.1%	11.0%
3:00 - 4:00 PM	8.3%	6.9%	9.8%
4:00 - 5:00 PM	7.4%	7.3%	7.5%
5:00 - 6:00 PM	8.2%	6.4%	10.0%
6:00 - 7:00 PM	5.0%	3.1%	7.0%
7:00 - 8:00 PM	2.9%	1.8%	4.0%
8:00 - 9:00 PM	0.0%	0.0%	0.0%
9:00 - 10:00 PM	0.0%	0.0%	0.0%
10:00 - 11:00 PM	0.0%	0.0%	0.0%
11:00 - 12:00 AM	0.0%	0.0%	0.0%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use
Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	934			934			934			934			934		
Land Use	Fast-Food Restaurant with Drive-Through Window			Fast-Food Restaurant with Drive-Through Window			Fast-Food Restaurant with Drive-Through Window			Fast-Food Restaurant with Drive-Through Window			Fast-Food Restaurant with Drive-Through Window		
Setting	General Urban/Suburban			General Urban/Suburban			General Urban/Suburban			Dense Multi-Use Urban			Dense Multi-Use Urban		
Time Period	Weekday			Saturday			Sunday			Weekday			Saturday		
# Data Sites	53			6			4			1			1		
	% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
12:00 - 1:00 AM	0.8%	0.8%	0.8%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.3%	0.1%	0.4%	0.6%	0.2%	1.1%
1:00 - 2:00 AM	0.4%	0.4%	0.5%	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%	0.3%	0.2%	0.5%	0.1%	0.1%	0.1%
2:00 - 3:00 AM	0.3%	0.3%	0.3%	0.1%	0.1%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.4%	0.2%	0.6%
3:00 - 4:00 AM	0.3%	0.2%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%
4:00 - 5:00 AM	0.3%	0.3%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
5:00 - 6:00 AM	0.7%	0.8%	0.7%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.5%	0.5%	0.4%
6:00 - 7:00 AM	2.1%	2.3%	1.9%	0.4%	0.5%	0.4%	0.5%	0.6%	0.4%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%
7:00 - 8:00 AM	3.3%	3.4%	3.1%	1.0%	1.2%	0.8%	0.8%	0.9%	0.7%	0.2%	0.2%	0.1%	0.2%	0.3%	0.1%
8:00 - 9:00 AM	3.5%	3.5%	3.4%	1.5%	1.5%	1.4%	0.8%	0.9%	0.7%	0.3%	0.3%	0.2%	0.4%	0.4%	0.3%
9:00 - 10:00 AM	3.3%	3.4%	3.3%	2.1%	2.2%	2.0%	2.1%	2.5%	1.7%	0.3%	0.4%	0.2%	0.2%	0.3%	0.1%
10:00 - 11:00 AM	3.8%	4.0%	3.7%	3.0%	3.2%	2.7%	2.4%	2.2%	2.7%	1.3%	1.6%	1.0%	1.7%	1.9%	1.5%
11:00 - 12:00 PM	8.4%	9.1%	7.7%	6.6%	7.2%	6.0%	5.0%	5.7%	4.3%	8.3%	9.4%	7.2%	4.6%	5.4%	3.7%
12:00 - 1:00 PM	11.9%	11.9%	12.0%	10.1%	10.4%	9.8%	8.9%	9.7%	8.1%	10.6%	10.4%	10.8%	7.6%	7.5%	7.8%
1:00 - 2:00 PM	8.3%	7.9%	8.7%	8.7%	8.4%	9.0%	9.2%	8.7%	9.7%	7.0%	6.2%	7.8%	6.0%	6.0%	6.0%
2:00 - 3:00 PM	6.2%	5.9%	6.5%	7.8%	7.7%	8.0%	7.6%	7.4%	7.9%	4.3%	4.1%	4.4%	7.9%	8.1%	7.6%
3:00 - 4:00 PM	5.7%	5.7%	5.7%	7.3%	7.2%	7.3%	8.4%	8.5%	8.4%	5.7%	6.2%	5.2%	8.0%	7.5%	8.6%
4:00 - 5:00 PM	5.7%	5.9%	5.6%	7.4%	7.7%	7.2%	8.3%	8.5%	8.1%	5.8%	5.7%	5.8%	4.7%	4.6%	4.8%
5:00 - 6:00 PM	6.7%	6.9%	6.5%	8.4%	8.7%	8.1%	9.9%	10.7%	9.2%	7.2%	7.3%	7.0%	6.4%	7.1%	5.7%
6:00 - 7:00 PM	7.4%	7.4%	7.4%	8.2%	8.1%	8.3%	10.9%	10.4%	11.4%	8.1%	8.3%	7.9%	9.4%	9.3%	9.4%
7:00 - 8:00 PM	6.5%	6.3%	6.6%	8.0%	7.6%	8.4%	10.6%	10.5%	10.7%	8.2%	8.5%	7.8%	7.6%	7.5%	7.8%
8:00 - 9:00 PM	5.7%	5.6%	5.8%	7.3%	7.5%	7.2%	7.6%	7.0%	8.3%	8.6%	8.1%	9.1%	9.7%	9.0%	10.5%
9:00 - 10:00 PM	4.4%	4.1%	4.6%	6.7%	6.4%	7.0%	4.0%	3.7%	4.4%	8.9%	8.6%	9.2%	10.0%	11.6%	8.4%
10:00 - 11:00 PM	2.7%	2.5%	2.9%	3.2%	2.6%	3.8%	1.4%	0.9%	1.8%	9.4%	9.6%	9.1%	8.7%	7.2%	10.1%
11:00 - 12:00 AM	1.6%	1.4%	1.8%	1.4%	1.1%	1.6%	0.6%	0.5%	0.8%	5.3%	4.5%	6.1%	5.0%	4.9%	5.1%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	937		
Land Use	Coffee/Donut Shop with Drive-Through Window		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	1		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.1%	0.1%	0.1%
1:00 - 2:00 AM	0.1%	0.1%	0.1%
2:00 - 3:00 AM	0.0%	0.0%	0.1%
3:00 - 4:00 AM	0.3%	0.4%	0.1%
4:00 - 5:00 AM	1.7%	1.9%	1.5%
5:00 - 6:00 AM	7.5%	8.2%	6.8%
6:00 - 7:00 AM	9.5%	10.0%	8.9%
7:00 - 8:00 AM	10.0%	10.3%	9.8%
8:00 - 9:00 AM	10.0%	10.0%	10.1%
9:00 - 10:00 AM	8.1%	7.7%	8.5%
10:00 - 11:00 AM	7.4%	7.2%	7.6%
11:00 - 12:00 PM	6.9%	6.7%	7.2%
12:00 - 1:00 PM	5.8%	5.4%	6.1%
1:00 - 2:00 PM	6.0%	6.3%	5.7%
2:00 - 3:00 PM	5.4%	5.2%	5.6%
3:00 - 4:00 PM	5.5%	5.7%	5.3%
4:00 - 5:00 PM	4.4%	4.6%	4.2%
5:00 - 6:00 PM	3.0%	2.7%	3.4%
6:00 - 7:00 PM	2.9%	2.7%	3.0%
7:00 - 8:00 PM	2.1%	2.1%	2.2%
8:00 - 9:00 PM	1.6%	1.2%	1.9%
9:00 - 10:00 PM	1.2%	1.2%	1.2%
10:00 - 11:00 PM	0.5%	0.4%	0.6%
11:00 - 12:00 AM	0.0%	0.0%	0.1%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	945		
Land Use	Convenience Store/Gas Station		
Subcategory	GFA (2-4k)		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	38		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.9%	0.9%	0.9%
1:00 - 2:00 AM	0.5%	0.5%	0.5%
2:00 - 3:00 AM	0.5%	0.4%	0.5%
3:00 - 4:00 AM	0.5%	0.5%	0.6%
4:00 - 5:00 AM	1.0%	1.0%	1.1%
5:00 - 6:00 AM	2.3%	2.3%	2.2%
6:00 - 7:00 AM	4.6%	4.7%	4.5%
7:00 - 8:00 AM	6.2%	6.2%	6.1%
8:00 - 9:00 AM	5.9%	5.8%	5.9%
9:00 - 10:00 AM	5.0%	5.0%	5.1%
10:00 - 11:00 AM	5.2%	5.2%	5.2%
11:00 - 12:00 PM	5.3%	5.3%	5.2%
12:00 - 1:00 PM	5.8%	5.8%	5.8%
1:00 - 2:00 PM	5.4%	5.4%	5.3%
2:00 - 3:00 PM	5.9%	6.1%	5.8%
3:00 - 4:00 PM	6.5%	6.5%	6.4%
4:00 - 5:00 PM	7.1%	7.2%	7.1%
5:00 - 6:00 PM	6.9%	7.0%	6.9%
6:00 - 7:00 PM	6.5%	6.5%	6.6%
7:00 - 8:00 PM	5.3%	5.3%	5.3%
8:00 - 9:00 PM	4.4%	4.3%	4.5%
9:00 - 10:00 PM	3.7%	3.7%	3.7%
10:00 - 11:00 PM	2.8%	2.7%	2.8%
11:00 - 12:00 AM	1.9%	1.8%	1.9%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	945		
Land Use	Convenience Store/Gas Station		
Subcategory	GFA (4-10k)		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	5		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	1.3%	1.2%	1.3%
1:00 - 2:00 AM	0.8%	0.8%	0.9%
2:00 - 3:00 AM	0.6%	0.6%	0.6%
3:00 - 4:00 AM	0.8%	0.8%	0.7%
4:00 - 5:00 AM	1.5%	1.6%	1.5%
5:00 - 6:00 AM	3.1%	3.1%	3.0%
6:00 - 7:00 AM	4.6%	4.7%	4.5%
7:00 - 8:00 AM	5.9%	6.0%	5.9%
8:00 - 9:00 AM	6.5%	6.5%	6.4%
9:00 - 10:00 AM	5.7%	5.6%	5.7%
10:00 - 11:00 AM	5.3%	5.3%	5.3%
11:00 - 12:00 PM	5.8%	5.8%	5.7%
12:00 - 1:00 PM	6.6%	6.6%	6.6%
1:00 - 2:00 PM	6.1%	6.2%	5.9%
2:00 - 3:00 PM	6.1%	6.0%	6.2%
3:00 - 4:00 PM	6.8%	6.8%	6.8%
4:00 - 5:00 PM	6.4%	6.3%	6.5%
5:00 - 6:00 PM	6.8%	6.7%	6.9%
6:00 - 7:00 PM	5.4%	5.3%	5.4%
7:00 - 8:00 PM	4.0%	3.9%	4.0%
8:00 - 9:00 PM	3.4%	3.4%	3.4%
9:00 - 10:00 PM	2.7%	2.8%	2.7%
10:00 - 11:00 PM	2.1%	2.1%	2.1%
11:00 - 12:00 AM	1.9%	1.9%	2.0%

SIGNAL WARRANT VOLUME DEVELOPMENT

	Land Use	ITE LUC	Daily In	Daily Out	Land Use	ITE LUC	Daily In	Daily Out	Land Use	ITE LUC	Daily In	Daily Out	Land Use	ITE LUC	Daily In	Daily Out	Land Use	ITE LUC	Daily In	Daily Out	Land Use	ITE LUC	Daily In	Daily Out	Overall Trips	
	Convenience Store/Gas Station (16-24 vfp)	945	4,171	4,171	Coffee/Donut Shop +DT	937	667	667	Strip Retail Plaza (<40k)	* 822	409	409	Fast Food Restaurant + DT	934	1,169	1,169	Multifamily Mid-Rise	221	1,042	1,042	Automobile Sales (New)	840	492	492	Daily In	Daily Out
Time	Entering %	Exiting %			Entering %	Exiting %			Entering %	Exiting %			Entering %	Exiting %			Entering %	Exiting %			Entering %	Exiting %			7,458	7,458
12:00 - 1:00 AM	1.2%	1.3%	50	55	0.1%	0.1%	1	1	0.1%	0.1%	0	0	0.8%	0.8%	9	9	1.2%	0.4%	12	4	0.0%	0.0%	0	0	72	69
1:00 - 2:00 AM	0.8%	0.9%	33	38	0.1%	0.1%	0	1	0.1%	0.1%	0	0	0.4%	0.5%	4	5	0.6%	0.3%	6	3	0.0%	0.0%	0	0	43	47
2:00 - 3:00 AM	0.6%	0.6%	26	25	0.0%	0.1%	0	0	0.1%	0.1%	0	0	0.3%	0.3%	4	4	0.3%	0.1%	3	1	0.0%	0.0%	0	0	33	30
3:00 - 4:00 AM	0.8%	0.7%	33	31	0.4%	0.1%	3	1	0.1%	0.1%	0	0	0.2%	0.3%	3	3	0.2%	0.2%	3	2	0.0%	0.0%	0	0	42	37
4:00 - 5:00 AM	1.6%	1.5%	65	61	1.9%	1.5%	13	10	0.1%	0.1%	0	0	0.3%	0.3%	4	3	0.1%	0.5%	1	6	0.0%	0.0%	0	0	83	80
5:00 - 6:00 AM	3.1%	3.0%	130	125	8.2%	6.8%	55	45	0.4%	0.5%	2	2	0.8%	0.7%	9	8	0.4%	2.0%	4	21	0.0%	0.0%	0	0	200	201
6:00 - 7:00 AM	4.7%	4.5%	195	186	10.0%	8.9%	67	59	0.8%	0.5%	3	2	2.3%	1.9%	26	22	1.0%	7.8%	10	81	1.2%	0.2%	6	1	307	351
7:00 - 8:00 AM	6.0%	5.9%	250	244	10.3%	9.8%	68	66	1.9%	1.2%	8	5	3.4%	3.1%	40	36	2.5%	14.7%	26	153	9.0%	2.3%	44	11	436	515
8:00 - 9:00 AM	6.5%	6.4%	272	268	10.0%	10.1%	67	67	2.8%	1.8%	12	7	3.5%	3.4%	41	40	3.0%	12.5%	31	130	11.3%	5.3%	56	26	479	538
9:00 - 10:00 AM	5.6%	5.7%	235	238	7.7%	8.5%	51	56	4.8%	3.0%	20	12	3.4%	3.3%	40	38	2.2%	6.9%	23	72	8.1%	6.9%	40	34	409	450
10:00 - 11:00 AM	5.3%	5.3%	221	221	7.2%	7.6%	48	51	6.8%	5.0%	28	21	4.0%	3.7%	47	43	2.7%	4.6%	29	48	9.2%	7.1%	45	35	418	419
11:00 - 12:00 PM	5.8%	5.7%	244	238	6.7%	7.2%	44	48	8.2%	7.0%	33	28	9.1%	7.7%	107	90	3.4%	4.0%	35	41	8.6%	9.0%	42	45	505	490
12:00 - 1:00 PM	6.6%	6.6%	276	275	5.4%	6.1%	36	41	9.3%	8.5%	38	35	11.9%	12.0%	139	140	4.3%	4.8%	45	50	8.5%	10.4%	42	51	576	592
1:00 - 2:00 PM	6.2%	5.9%	257	248	6.3%	5.7%	42	38	8.4%	8.6%	34	35	7.9%	8.7%	92	102	4.4%	4.4%	46	46	9.5%	9.4%	47	46	518	515
2:00 - 3:00 PM	6.0%	6.2%	251	259	5.2%	5.6%	34	37	7.5%	8.2%	31	34	5.9%	6.5%	69	76	4.1%	3.7%	43	39	9.1%	11.0%	45	54	473	499
3:00 - 4:00 PM	6.8%	6.8%	283	283	5.7%	5.3%	38	35	7.8%	8.1%	32	33	5.7%	5.7%	66	67	5.9%	3.8%	62	40	6.9%	9.8%	34	48	515	506
4:00 - 5:00 PM	6.3%	6.5%	263	272	4.6%	4.2%	31	28	8.3%	8.3%	34	34	5.9%	5.6%	69	65	9.2%	5.1%	96	53	7.3%	7.5%	36	37	529	489
5:00 - 6:00 PM	6.7%	6.9%	280	288	2.7%	3.4%	18	23	8.4%	8.5%	35	35	6.9%	6.5%	81	76	13.1%	5.8%	136	60	6.4%	10.0%	31	49	581	531
6:00 - 7:00 PM	5.3%	5.4%	220	226	2.7%	3.0%	18	20	7.4%	7.5%	30	30	7.4%	7.4%	87	87	12.1%	6.0%	126	62	3.1%	7.0%	15	34	496	459
7:00 - 8:00 PM	3.9%	4.0%	164	168	2.1%	2.2%	14	15	6.3%	6.6%	26	27	6.3%	6.6%	74	78	9.4%	5.4%	98	56	1.8%	4.0%	9	20	385	364
8:00 - 9:00 PM	3.4%	3.4%	141	140	1.2%	1.9%	8	12	4.1%	6.1%	17	25	5.6%	5.8%	66	68	7.7%	3.1%	80	33	0.0%	0.0%	0	0	312	278
9:00 - 10:00 PM	2.8%	2.7%	117	112	1.2%	1.2%	8	8	1.8%	4.4%	7	18	4.1%	4.6%	48	54	6.5%	1.5%	68	16	0.0%	0.0%	0	0	248	208
10:00 - 11:00 PM	2.1%	2.1%	87	87	0.4%	0.6%	2	4	3.2%	4.0%	13	16	2.5%	2.9%	29	34	3.7%	1.6%	38	17	0.0%	0.0%	0	0	169	158
11:00 - 12:00 AM	1.9%	2.0%	78	81	0.0%	0.1%	0	0	1.6%	2.1%	6	9	1.4%	1.8%	17	21	2.1%	0.8%	22	8	0.0%	0.0%	0	0	123	119

	Overall Trips	
	Daily In	Daily Out
Time	6,403	6,403
12:00 - 1:00 AM	72	69
1:00 - 2:00 AM	43	47
2:00 - 3:00 AM	33	30
3:00 - 4:00 AM	42	37
4:00 - 5:00 AM	83	80
5:00 - 6:00 AM	200	201
6:00 - 7:00 AM	307	351
7:00 - 8:00 AM	436	515
8:00 - 9:00 AM	479	538
9:00 - 10:00 AM	409	450
10:00 - 11:00 AM	418	419
11:00 - 12:00 PM	505	490
12:00 - 1:00 PM	576	592
1:00 - 2:00 PM	518	515
2:00 - 3:00 PM	473	499
3:00 - 4:00 PM	515	506
4:00 - 5:00 PM	529	489
5:00 - 6:00 PM	581	531
6:00 - 7:00 PM	496	459
7:00 - 8:00 PM	385	364
8:00 - 9:00 PM	312	278
9:00 - 10:00 PM	248	208
10:00 - 11:00 PM	169	158
11:00 - 12:00 AM	123	119

	West DW		
	NBL	NBR (50% of Rights Discounted)	
	10% Out	25% Out x 50% = 12.5% Out	Total Minor Street Approach Volumes
	7	9	16
	5	6	11
	3	4	7
	4	5	9
	8	10	18
	20	25	45
	35	44	79
	52	64	116
	54	67	121
	45	56	101
	42	52	94
	49	61	110
	59	74	133
	52	64	116
	50	62	112
	51	63	114
	49	61	110
	53	66	119
	46	57	103
	36	46	82
	28	35	63
	21	26	47
	16	20	36
	12	15	27

	East DW		
	NBL	NBR (50% of Rights Discounted)	
	10% Out	30% Out x 50% = 15% Out	Total Minor Street Approach Volumes
	7	10	17
	5	7	12
	3	5	8
	4	6	10
	8	12	20
	20	30	50
	35	53	88
	52	77	129
	54	81	135
	45	68	113
	42	63	105
	49	74	123
	59	89	148
	52	77	129
	50	75	125
	51	76	127
	49	73	122
	53	80	133
	46	69	115
	36	55	91
	28	42	70
	21	31	52
	16	24	40
	12	18	30

	Major Street	
	Growth Rate	8.25%
Time	2022 Two-Way Volumes	2030 Volumes
12:00 - 1:00 AM	13	25
1:00 - 2:00 AM	21	40
2:00 - 3:00 AM	13	25
3:00 - 4:00 AM	13	25
4:00 - 5:00 AM	22	41
5:00 - 6:00 AM	83	156
6:00 - 7:00 AM	475	896
7:00 - 8:00 AM	678	1278
8:00 - 9:00 AM	542	1022
9:00 - 10:00 AM	499	941
10:00 - 11:00 AM	432	815
11:00 - 12:00 PM	362	683
12:00 - 1:00 PM	425	801
1:00 - 2:00 PM	444	837
2:00 - 3:00 PM	449	847
3:00 - 4:00 PM	535	1009
4:00 - 5:00 PM	557	1050
5:00 - 6:00 PM	584	1101
6:00 - 7:00 PM	387	730
7:00 - 8:00 PM	252	475
8:00 - 9:00 PM	201	379
9:00 - 10:00 PM	102	192
10:00 - 11:00 PM	81	153
11:00 - 12:00 AM	35	66

SIGNAL WARRANT ANALYSIS SHEETS

TRAFFIC SIGNAL WARRANT ANALYSIS

City/County:	St. Lucie County	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	Y
State:	Florida	Isolated community with a population of less than 10,000? (Y or N)	N
Date:	1/31/2025	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N
Major Street:	Becker Road	Approach Lanes - Major? (1 or 2)	2
Minor Street:	West DW	Approach Lanes - Minor? (1 or 2)	2

24-Hour Volume Summary			Major Street	Minor Street	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2
			Total of Both Approaches	Higher Volume Approach	70%		70%		80%		80%		70%
					Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1
12:00 AM	TO	01:00 AM	25	16	6%	11%	4%	23%	5%	10%	3%	20%	0%
01:00 AM	TO	02:00 AM	40	11	10%	8%	6%	16%	8%	7%	6%	14%	0%
02:00 AM	TO	03:00 AM	25	7	6%	5%	4%	10%	5%	4%	3%	9%	0%
03:00 AM	TO	04:00 AM	25	9	6%	6%	4%	13%	5%	6%	3%	11%	0%
04:00 AM	TO	05:00 AM	41	18	10%	13%	7%	26%	9%	11%	6%	23%	1%
05:00 AM	TO	06:00 AM	156	45	37%	32%	25%	64%	33%	28%	22%	56%	1%
06:00 AM	TO	07:00 AM	896	79	213%	56%	142%	113%	187%	49%	124%	99%	98%
07:00 AM	TO	08:00 AM	1278	116	304%	83%	203%	166%	266%	73%	178%	145%	145%
08:00 AM	TO	09:00 AM	1022	121	243%	86%	162%	173%	213%	76%	142%	151%	151%
09:00 AM	TO	10:00 AM	941	101	224%	72%	149%	144%	196%	63%	131%	126%	126%
10:00 AM	TO	11:00 AM	815	94	194%	67%	129%	134%	170%	59%	113%	118%	93%
11:00 AM	TO	12:00 PM	683	110	163%	79%	108%	157%	142%	69%	95%	138%	75%
12:00 PM	TO	01:00 PM	801	133	191%	95%	127%	190%	167%	83%	111%	166%	127%
01:00 PM	TO	02:00 PM	837	116	199%	83%	133%	166%	174%	73%	116%	145%	121%
02:00 PM	TO	03:00 PM	847	112	202%	80%	134%	160%	176%	70%	118%	140%	120%
03:00 PM	TO	04:00 PM	1009	114	240%	81%	160%	163%	210%	71%	140%	143%	143%
04:00 PM	TO	05:00 PM	1050	110	250%	79%	167%	157%	219%	69%	146%	138%	138%
05:00 PM	TO	06:00 PM	1101	119	262%	85%	175%	170%	229%	74%	153%	149%	149%
06:00 PM	TO	07:00 PM	730	103	174%	74%	116%	147%	152%	64%	101%	129%	79%
07:00 PM	TO	08:00 PM	475	82	113%	59%	75%	117%	99%	51%	66%	103%	34%
08:00 PM	TO	09:00 PM	379	63	90%	45%	60%	90%	79%	39%	53%	79%	6%
09:00 PM	TO	10:00 PM	192	47	46%	34%	30%	67%	40%	29%	27%	59%	1%
10:00 PM	TO	11:00 PM	153	36	36%	26%	24%	51%	32%	23%	21%	45%	1%
11:00 PM	TO	12:00 AM	66	27	16%	19%	10%	39%	14%	17%	9%	34%	1%
					Threshold		Threshold		Threshold		Threshold		MUTCD Figure
					420	140	630	70	480	160	720	80	4C-1 and 4C-2
					Summary		Summary		Summary		Summary		Summary
					TOTAL	0	TOTAL	13	TOTAL	0	TOTAL	11	TOTAL 9
					Met?	NO	Met?	YES	TOTAL	0	Met?	NO	Met? YES

Source: MUTCD, 2009 Edition
Created By: Kimley-Horn and Associates, Inc.

COMMENTS/NOTES:	Analysis:
	Analyzed By: SG
	Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS

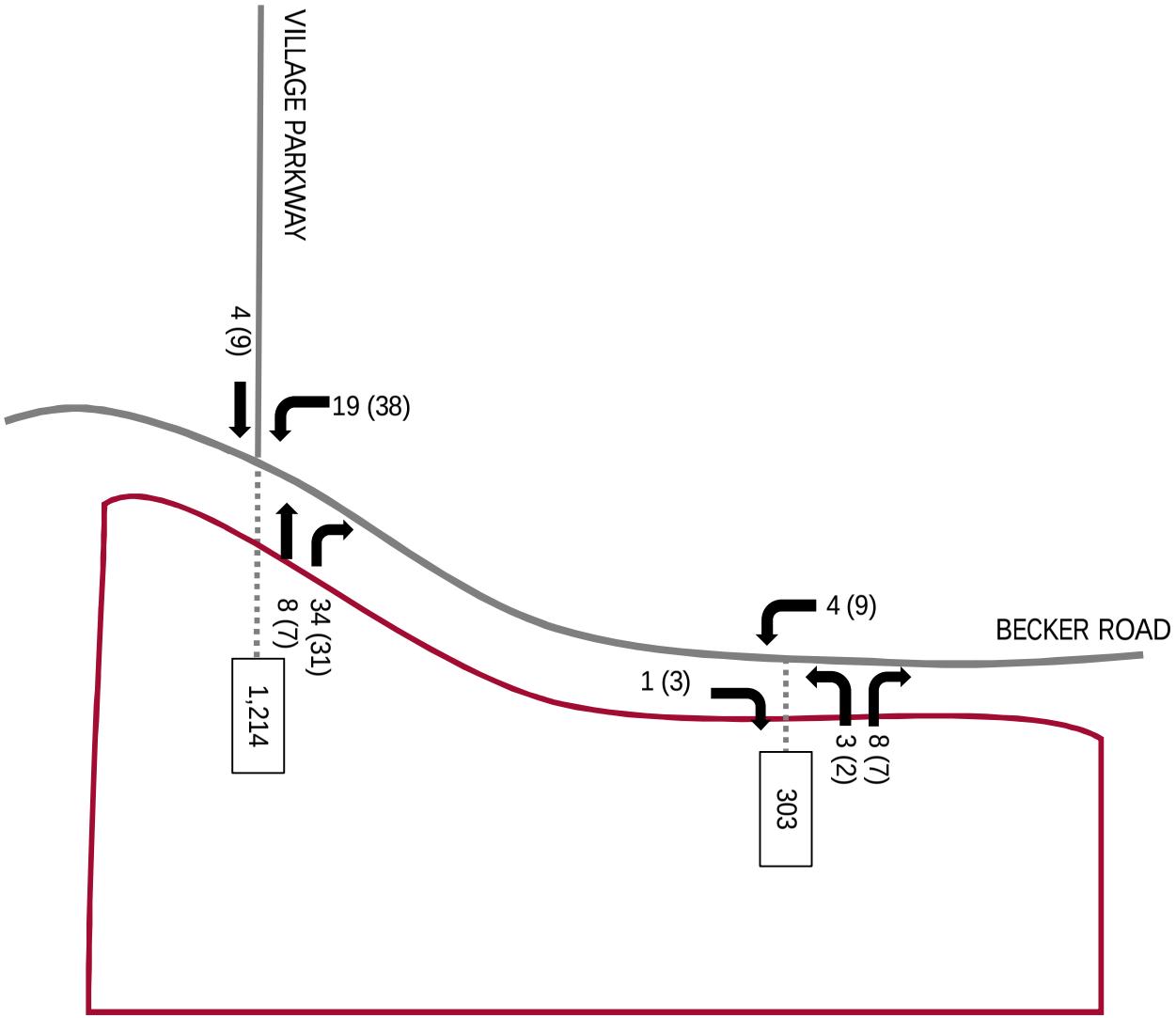
City/County:	St. Lucie County	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	Y
State:	Florida	Isolated community with a population of less than 10,000? (Y or N)	N
Date:	1/31/2025	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N
Major Street:	Becker Road	Approach Lanes - Major? (1 or 2)	2
Minor Street:	East DW	Approach Lanes - Minor? (1 or 2)	2

24-Hour Volume Summary			Major Street	Minor Street	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2
			Total of Both Approaches	Higher Volume Approach	70%		70%		80%		80%		70%
					Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1
12:00 AM	TO	01:00 AM	25	16	6%	11%	4%	23%	5%	10%	3%	20%	0%
01:00 AM	TO	02:00 AM	40	11	10%	8%	6%	16%	8%	7%	6%	14%	0%
02:00 AM	TO	03:00 AM	25	7	6%	5%	4%	10%	5%	4%	3%	9%	0%
03:00 AM	TO	04:00 AM	25	9	6%	6%	4%	13%	5%	6%	3%	11%	0%
04:00 AM	TO	05:00 AM	41	18	10%	13%	7%	26%	9%	11%	6%	23%	1%
05:00 AM	TO	06:00 AM	156	45	37%	32%	25%	64%	33%	28%	22%	56%	1%
06:00 AM	TO	07:00 AM	896	79	213%	56%	142%	113%	187%	49%	124%	99%	98%
07:00 AM	TO	08:00 AM	1278	116	304%	83%	203%	166%	266%	73%	178%	145%	145%
08:00 AM	TO	09:00 AM	1022	121	243%	86%	162%	173%	213%	76%	142%	151%	151%
09:00 AM	TO	10:00 AM	941	101	224%	72%	149%	144%	196%	63%	131%	126%	126%
10:00 AM	TO	11:00 AM	815	94	194%	67%	129%	134%	170%	59%	113%	118%	93%
11:00 AM	TO	12:00 PM	683	110	163%	79%	108%	157%	142%	69%	95%	138%	75%
12:00 PM	TO	01:00 PM	801	133	191%	95%	127%	190%	167%	83%	111%	166%	127%
01:00 PM	TO	02:00 PM	837	116	199%	83%	133%	166%	174%	73%	116%	145%	121%
02:00 PM	TO	03:00 PM	847	112	202%	80%	134%	160%	176%	70%	118%	140%	120%
03:00 PM	TO	04:00 PM	1009	114	240%	81%	160%	163%	210%	71%	140%	143%	143%
04:00 PM	TO	05:00 PM	1050	110	250%	79%	167%	157%	219%	69%	146%	138%	138%
05:00 PM	TO	06:00 PM	1101	119	262%	85%	175%	170%	229%	74%	153%	149%	149%
06:00 PM	TO	07:00 PM	730	103	174%	74%	116%	147%	152%	64%	101%	129%	79%
07:00 PM	TO	08:00 PM	475	82	113%	59%	75%	117%	99%	51%	66%	103%	34%
08:00 PM	TO	09:00 PM	379	63	90%	45%	60%	90%	79%	39%	53%	79%	6%
09:00 PM	TO	10:00 PM	192	47	46%	34%	30%	67%	40%	29%	27%	59%	1%
10:00 PM	TO	11:00 PM	153	36	36%	26%	24%	51%	32%	23%	21%	45%	1%
11:00 PM	TO	12:00 AM	66	27	16%	19%	10%	39%	14%	17%	9%	34%	1%
					Threshold		Threshold		Threshold		Threshold		MUTCD Figure
					420	140	630	70	480	160	720	80	4C-1 and 4C-2
					Summary		Summary		Summary		Summary		Summary
					TOTAL	0	TOTAL	13	TOTAL	0	TOTAL	11	TOTAL 9
					Met?	NO	Met?	YES	TOTAL	0	Met?	NO	Met? YES

Source: MUTCD, 2009 Edition
Created By: Kimley-Horn and Associates, Inc.

COMMENTS/NOTES:	Analysis:
	Analyzed By: SG
	Kimley-Horn and Associates, Inc.

COMMITTED DEVELOPMENT TRAFFIC EXCERPTS



Not to scale

N

FUTURE TOTAL DRIVEWAY VOLUMES

XX AM PEAK VOLUMES

(XX) PM PEAK VOLUMES

XX DAILY VOLUMES

FIGURE 3
DRIVEWAY VOLUMES
AMERICA WALKS

Kimley»Horn

TRIP GENERATION CALCULATIONS
AGTECH COMMITTED VOLUMES

Land Use	ITE LUC	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Scenario										
Industrial Park	130	1000	KSF	3,370	340	275	65	340	75	265
			Subtotal	*3,370*	*340*	*275*	*65*	*340*	*75*	*265*
Driveway Volumes				3,370	340	275	65	340	75	265
Net New External Trips				3,370	340	275	65	340	75	265

Land Use	Daily	AM Peak Hour	PM Peak Hour	LUC
Industrial Park	3.37 trips/KSF	0.34 trips/KSF (81% in, 19% out)	0.34 trips/KSF (22% in, 78% out)	130

Figure 3. Weekday Peak Hour Driveway Volumes

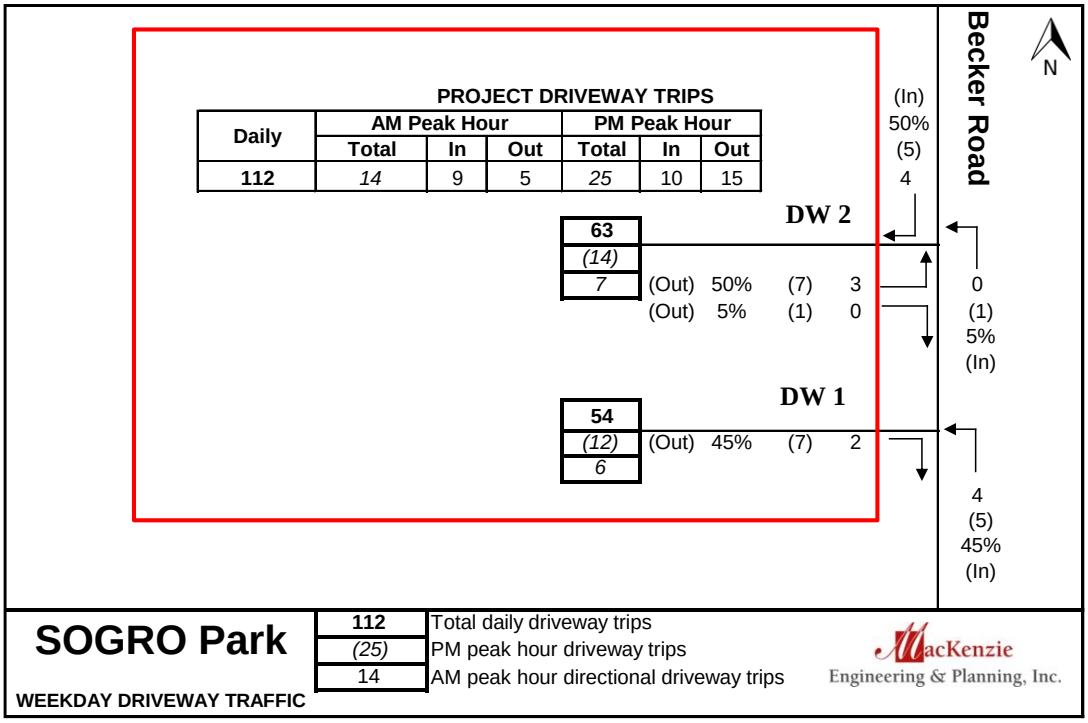
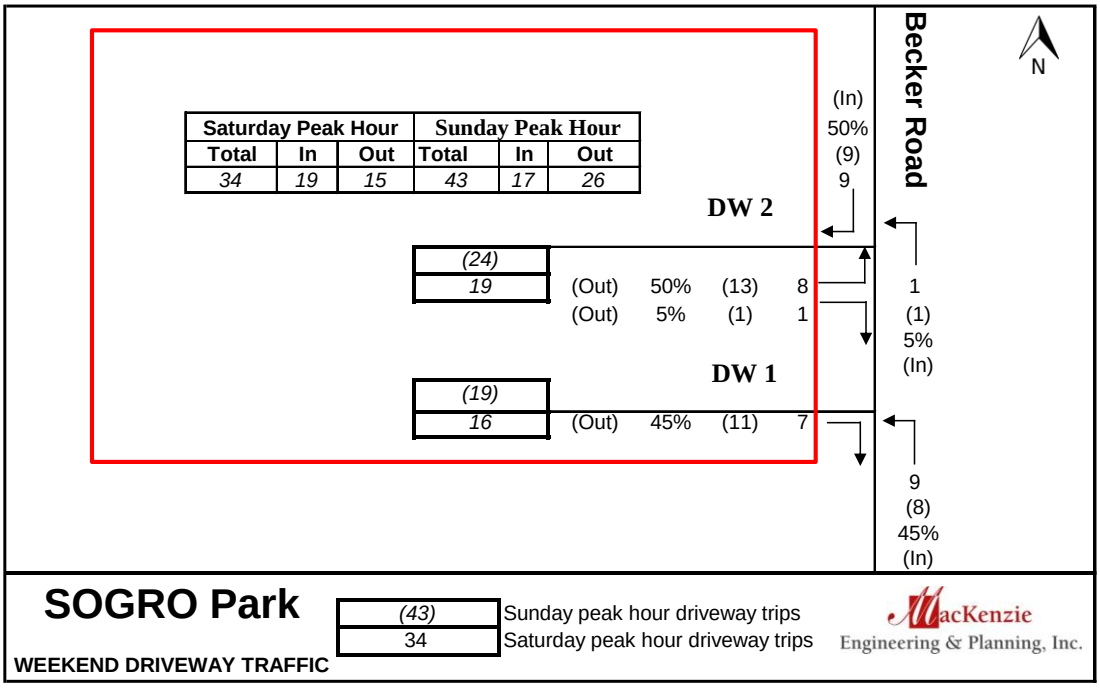
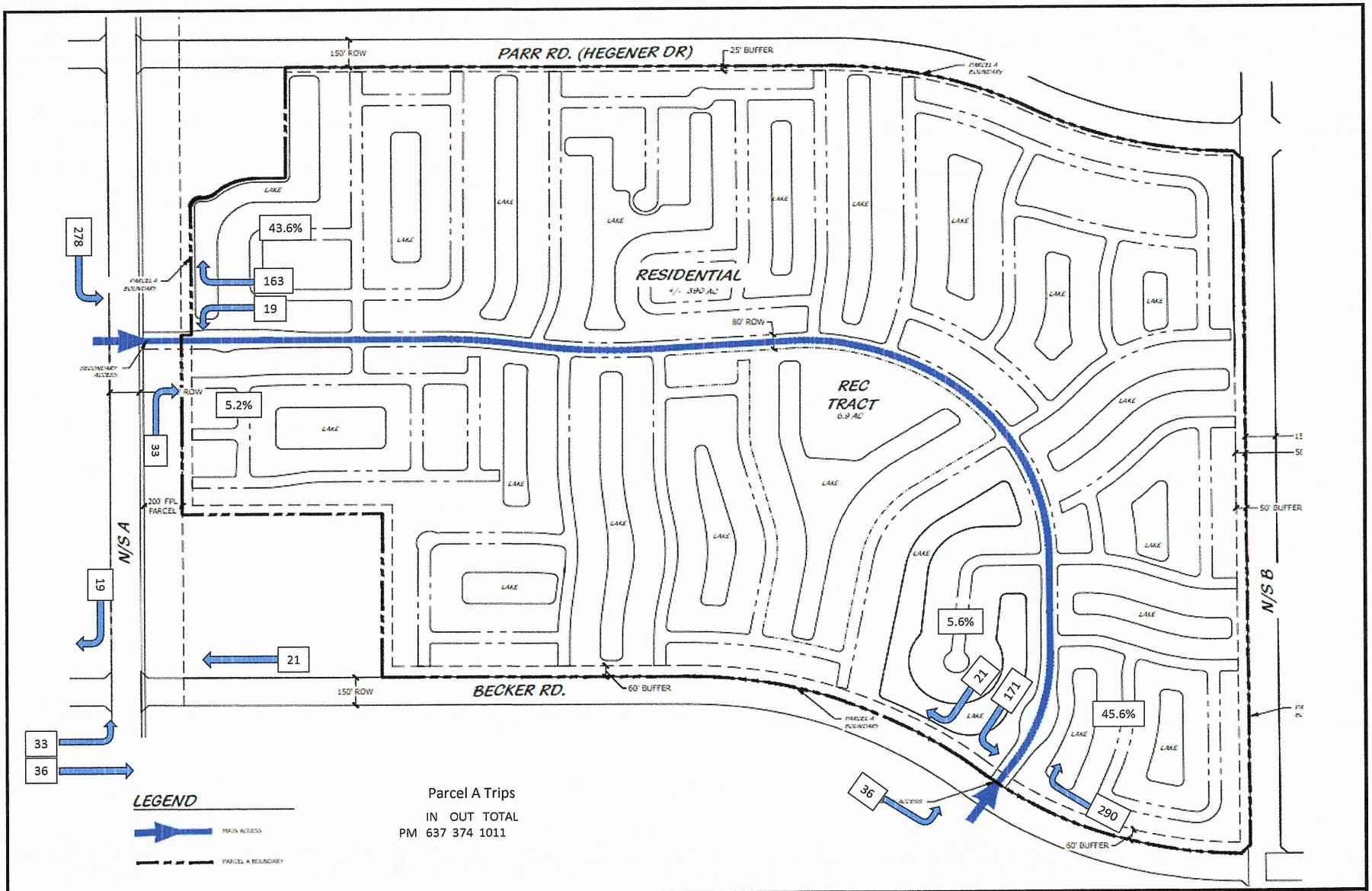
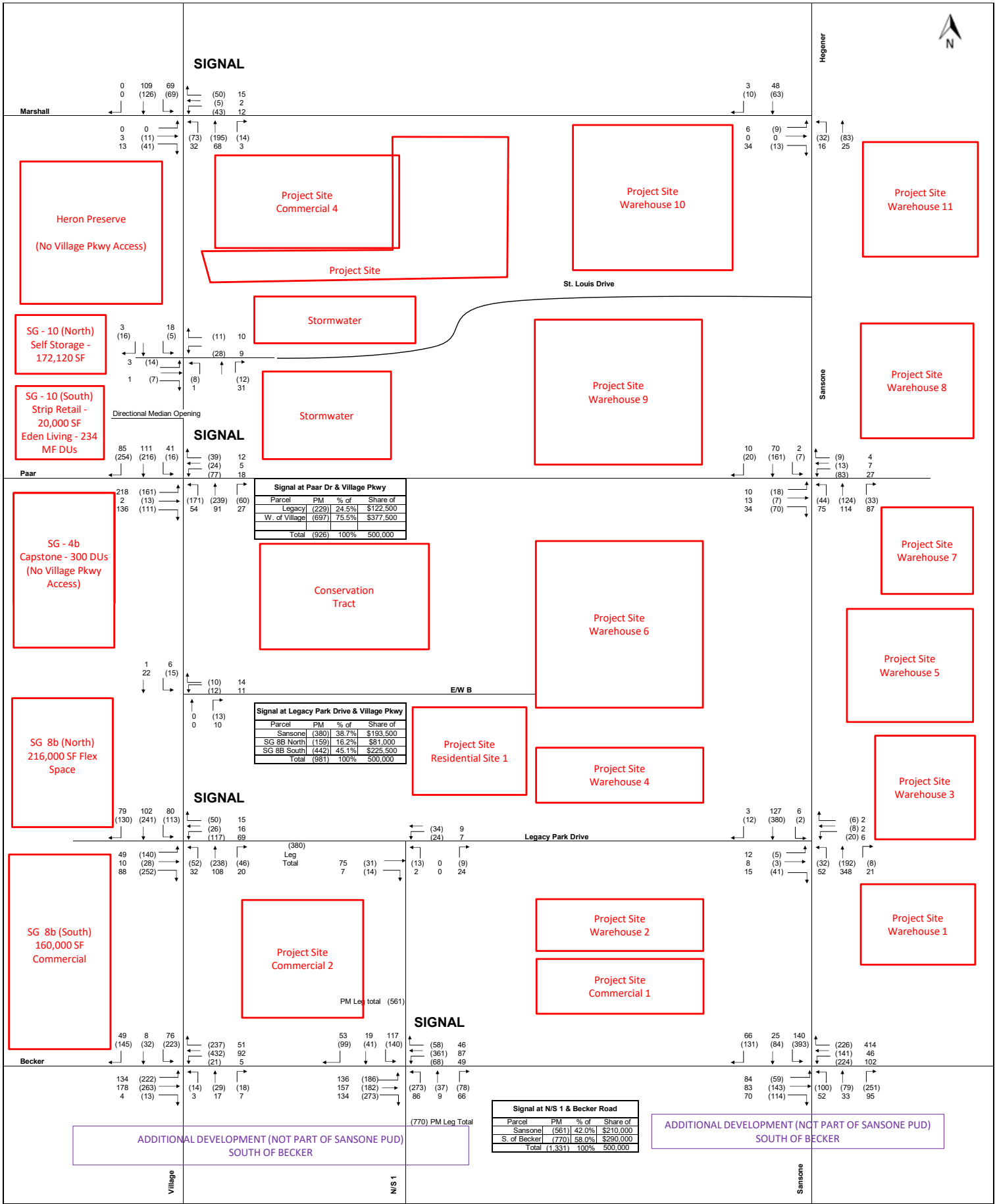


Figure 4. Weekend Peak Hour Driveway Volumes





NTS O'ROURKE ENGINEERING & PLANNING 3725 S. East Ocean Blvd Suite 201 Stuart, Fl, 34996 Job Number: Date:	Legend XX % = Project % Assignment [XX] = PM Peak Hour Directional Volume	Figure 2 Parcel A Assignment - Buildout Network Parcel A MPUD



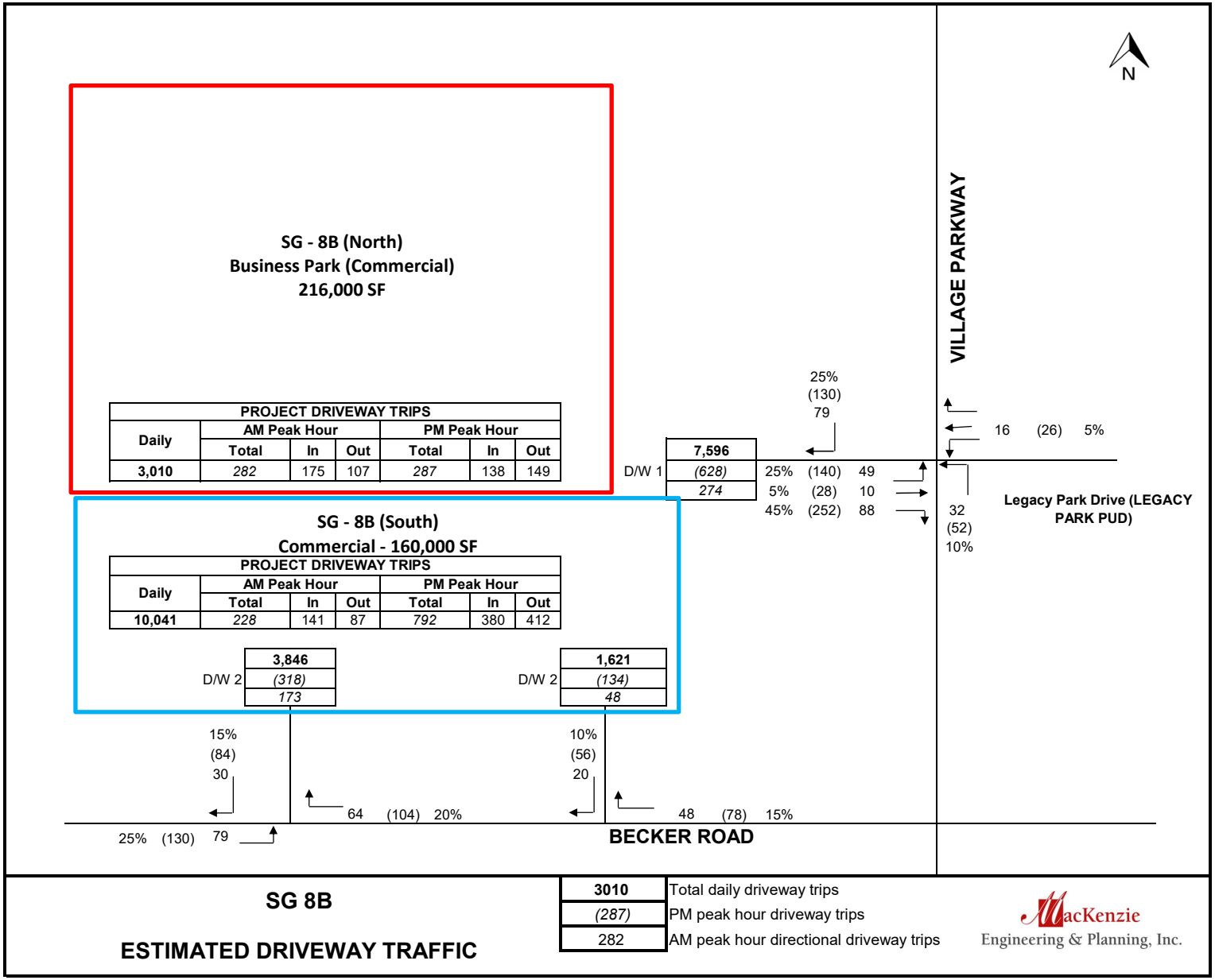
Southern Grove Traffic Signal Study

EXHIBIT 9 - SIGNALS AND COST SHARE

42,926	Total daily driveway trips
(3,978)	PM peak hour trips
1,839	AM peak hour trips

MacKenzie
Engineering & Planning, Inc.

EXHIBIT 4G



SG 8B

ESTIMATED DRIVEWAY TRAFFIC

3010	Total daily driveway trips
(287)	PM peak hour driveway trips
282	AM peak hour directional driveway trips

MacKenzie Engineering & Planning, Inc.

PEAK HOUR VOLUME DEVELOPMENT SHEETS

CRITICAL MOVEMENT ANALYSIS
SG 7B - BECKER ROAD
BECKER ROAD & WEST DRIVEWAY

Growth Rate =	8.25%	
Peak Season =	1	1
Buildout Year =	2030	2030
Years =	7	7

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/01/2022								278			451	
Peak Season Volume	0	0	0	0	0	0	0	278	0	0	451	0
Traffic Volume Growth	0	0	0	0	0	0	0	206	0	0	335	0
America Walks								42			23	
AgTec			33							138		
SoGro in the Park								2			4	
Wilson Groves Parcel A MPUD								171			290	
SG 8B								88			144	
Combined Committed Development	0	0	33	0	0	0	0	303	0	138	461	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	20	0	0	33	0
Committed + 1.0% Growth	0	0	33	0	0	0	0	323	0	138	494	0
Max (Committed + 1.0% or Historic Growth)	0	0	33	0	0	0	0	323	0	138	494	0
Background Traffic Volumes	0	0	33	0	0	0	0	601	0	138	945	0
Project Traffic Assignment												
Inbound Traffic Assignment								10.0%	10.0%	40.0%		
Inbound Traffic Volumes								63	63	252		
Outbound Traffic Assignment	10.0%		25.0%								10.0%	
Outbound Traffic Volumes	67		169								67	
Project Traffic	67	0	169	0	0	0	0	63	63	252	67	0
TOTAL TRAFFIC	67	0	202	0	0	0	0	664	63	390	1,012	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/01/2022								378			251	
Peak Season Volume	0	0	0	0	0	0	0	378	0	0	251	0
Traffic Volume Growth	0	0	0	0	0	0	0	280	0	0	186	0
America Walks								38			47	
AgTec			133							38		
SoGro in the Park								8			6	
Wilson Groves Parcel A MPUD								171			290	
SG 8B								252			234	
Combined Committed Development	0	0	133	0	0	0	0	469	0	38	577	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	27	0	0	18	0
Committed + 1.0% Growth	0	0	133	0	0	0	0	496	0	38	595	0
Max (Committed + 1.0% or Historic Growth)	0	0	133	0	0	0	0	496	0	38	595	0
Background Traffic Volumes	0	0	133	0	0	0	0	874	0	38	846	0
Project Traffic Assignment												
Inbound Traffic Assignment								10.0%	10.0%	40.0%		
Inbound Traffic Volumes								59	59	234		
Outbound Traffic Assignment	10.0%		25.0%								10.0%	
Outbound Traffic Volumes	55		138								55	
Project Traffic	55	0	138	0	0	0	0	59	59	234	55	0
TOTAL TRAFFIC	55	0	271	0	0	0	0	933	59	272	901	0

CRITICAL MOVEMENT ANALYSIS
SG 7B - BECKER ROAD
BECKER ROAD & MIDDLE RIGHT-IN/RIGHT-OUT DRIVEWAY

Growth Rate =	8.25%	
Peak Season =	1	1
Buildout Year =	2030	2030
Years =	7	7

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/01/2022								278			451	
Peak Season Volume	0	0	0	0	0	0	0	278	0	0	451	0
Traffic Volume Growth	0	0	0	0	0	0	0	206	0	0	335	0
America Walks								42			23	
AgTec								33			138	
SoGro in the Park								2			4	
Wilson Groves Parcel A MPUD								171			290	
SG 8B								88			144	
Combined Committed Development	0	0	0	0	0	0	0	336	0	0	599	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	20	0	0	33	0
Committed + 1.0% Growth	0	0	0	0	0	0	0	356	0	0	632	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	0	356	0	0	632	0
Background Traffic Volumes	0	0	0	0	0	0	0	634	0	0	1,083	0
Project Traffic Assignment												
Inbound Traffic Assignment								5.0%	5.0%		40.0%	
Inbound Traffic Volumes								31	31		252	
Outbound Traffic Assignment			25.0%					25.0%			10.0%	
Outbound Traffic Volumes			169					169			67	
Project Traffic	0	0	169	0	0	0	0	200	31	0	319	0
TOTAL TRAFFIC	0	0	169	0	0	0	0	834	31	0	1,402	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/01/2022								378			251	
Peak Season Volume	0	0	0	0	0	0	0	378	0	0	251	0
Traffic Volume Growth	0	0	0	0	0	0	0	280	0	0	186	0
America Walks								38			47	
AgTec								133			38	
SoGro in the Park								8			6	
Wilson Groves Parcel A MPUD								171			290	
SG 8B								252			234	
Combined Committed Development	0	0	0	0	0	0	0	602	0	0	615	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	27	0	0	18	0
Committed + 1.0% Growth	0	0	0	0	0	0	0	629	0	0	633	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	0	629	0	0	633	0
Background Traffic Volumes	0	0	0	0	0	0	0	1,007	0	0	884	0
Project Traffic Assignment												
Inbound Traffic Assignment								5.0%	5.0%		40.0%	
Inbound Traffic Volumes								29	29		234	
Outbound Traffic Assignment			25.0%					25.0%			10.0%	
Outbound Traffic Volumes			138					138			55	
Project Traffic	0	0	138	0	0	0	0	167	29	0	289	0
TOTAL TRAFFIC	0	0	138	0	0	0	0	1,174	29	0	1,173	0

CRITICAL MOVEMENT ANALYSIS
SG 7B - BECKER ROAD
BECKER ROAD & SW ANTHONY F. SANSONE SR. BOULEVARD/EAST DRIVEWAY

Growth Rate =	8.25%	
Peak Season =	1	1
Buildout Year =	2030	2030
Years =	7	7

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/01/2022								278			451	
Peak Season Volume	0	0	0	0	0	0	0	278	0	0	451	0
Traffic Volume Growth	0	0	0	0	0	0	0	206	0	0	335	0
America Walks								42			23	
AgTec								33			138	
SoGro in the Park								2			4	
Wilson Groves Parcel A MPUD								171			290	
Sansone PUD Volumes		33		140	25	66	84					414
SG 8B								88			144	
Combined Committed Development	0	33	0	140	25	66	84	336	0	0	599	414
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	20	0	0	33	0
Committed + 1.0% Growth	0	33	0	140	25	66	84	356	0	0	632	414
Max (Committed + 1.0% or Historic Growth)	0	33	0	140	25	66	84	356	0	0	632	414
Background Traffic Volumes	0	33	0	140	25	66	84	634	0	0	1,083	414
Project Traffic Assignment												
Inbound Traffic Assignment									5.0%	40.0%	40.0%	
Inbound Traffic Volumes									31	252	252	
Outbound Traffic Assignment	10.0%		30.0%					50.0%				
Outbound Traffic Volumes	67		202					337				
Project Traffic	67	0	202	0	0	0	0	337	31	252	252	0
TOTAL TRAFFIC	67	33	202	140	25	66	84	971	31	252	1,335	414

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/01/2022								378			251	
Peak Season Volume	0	0	0	0	0	0	0	378	0	0	251	0
Traffic Volume Growth	0	0	0	0	0	0	0	280	0	0	186	0
America Walks								38			47	
AgTec								133			38	
SoGro in the Park								8			6	
Wilson Groves Parcel A MPUD								171			290	
		79		393	84	131	59					226
SG 8B								252			234	
Combined Committed Development	0	79	0	393	84	131	59	602	0	0	615	226
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	27	0	0	18	0
Committed + 1.0% Growth	0	79	0	393	84	131	59	629	0	0	633	226
Max (Committed + 1.0% or Historic Growth)	0	79	0	393	84	131	59	629	0	0	633	226
Background Traffic Volumes	0	79	0	393	84	131	59	1,007	0	0	884	226
Project Traffic Assignment												
Inbound Traffic Assignment									5.0%	40.0%	40.0%	
Inbound Traffic Volumes									29	234	234	
Outbound Traffic Assignment	10.0%		30.0%					50.0%				
Outbound Traffic Volumes	55		166					277				
Project Traffic	55	0	166	0	0	0	0	277	29	234	234	0
TOTAL TRAFFIC	55	79	166	393	84	131	59	1,284	29	234	1,118	226

CRITICAL MOVEMENT ANALYSIS
SG 7B - BECKER ROAD
I-95 SOUTH BOUND & BECKER ROAD

E Becker Road Growth Rate =	2.16%	
W Becker Road Growth Rate =	8.25%	
Peak Season =	1.03	1.03
Buildout Year =	2030	2030
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/03/2024	0	0	0	408	1	103	0	256	242	716	496	0
Peak Season Volume	0	0	0	420	1	106	0	264	249	737	511	0
Traffic Volume Growth	0	0	0	47	0	52	0	128	121	83	58	0
America Walks								42			23	
AgTec								33			138	
SoGro in the Park								2			4	
Wilson Groves Parcel A MPUD								171			290	
Sansone PUD Volumes												
SG 8B								88			144	
Combined Committed Development	0	0	0	0	0	0	0	336	0	0	599	0
1.0% Traffic Volume Growth	0	0	0	21	0	5	0	13	13	38	26	0
Committed + 1.0% Growth	0	0	0	21	0	5	0	349	13	38	625	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	47	0	52	0	349	121	83	625	0
Background Traffic Volumes	0	0	0	467	1	158	0	613	370	820	1,136	0
Project Traffic Assignment												
Inbound Traffic Assignment						30.0%					50.0%	
Inbound Traffic Volumes						189					315	
Outbound Traffic Assignment								50.0%	30.0%			
Outbound Traffic Volumes								337	202			
Project Traffic	0	0	0	0	0	189	0	337	202	0	315	0
TOTAL TRAFFIC	0	0	0	467	1	347	0	950	572	820	1,451	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/03/2024	0	0	0	614	0	125	0	497	224	164	534	0
Peak Season Volume	0	0	0	632	0	129	0	512	231	169	550	0
Traffic Volume Growth	0	0	0	71	0	63	0	249	112	19	62	0
America Walks								38			47	
AgTec								133			38	
SoGro in the Park								8			6	
Wilson Groves Parcel A MPUD								171			290	
Sansone PUD Volumes												
SG 8B								252			234	
Combined Committed Development	0	0	0	0	0	0	0	602	0	0	615	0
1.0% Traffic Volume Growth	0	0	0	32	0	7	0	26	12	9	28	0
Committed + 1.0% Growth	0	0	0	32	0	7	0	628	12	9	643	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	71	0	63	0	628	112	19	643	0
Background Traffic Volumes	0	0	0	703	0	192	0	1,140	343	188	1,193	0
Project Traffic Assignment												
Inbound Traffic Assignment						30.0%					50.0%	
Inbound Traffic Volumes						176					293	
Outbound Traffic Assignment								50.0%	30.0%			
Outbound Traffic Volumes								277	166			
Project Traffic	0	0	0	0	0	176	0	277	166	0	293	0
TOTAL TRAFFIC	0	0	0	703	0	368	0	1,417	509	188	1,486	0

CRITICAL MOVEMENT ANALYSIS
SG 7B - BECKER ROAD
I-95 NORTH BOUND & BECKER ROAD

E Becker Road Growth Rate =	2.16%	
W Becker Road Growth Rate =	8.25%	
Peak Season =	1.03	1.03
Buildout Year =	2030	2030
Years =	5	5

AM Peak Hour

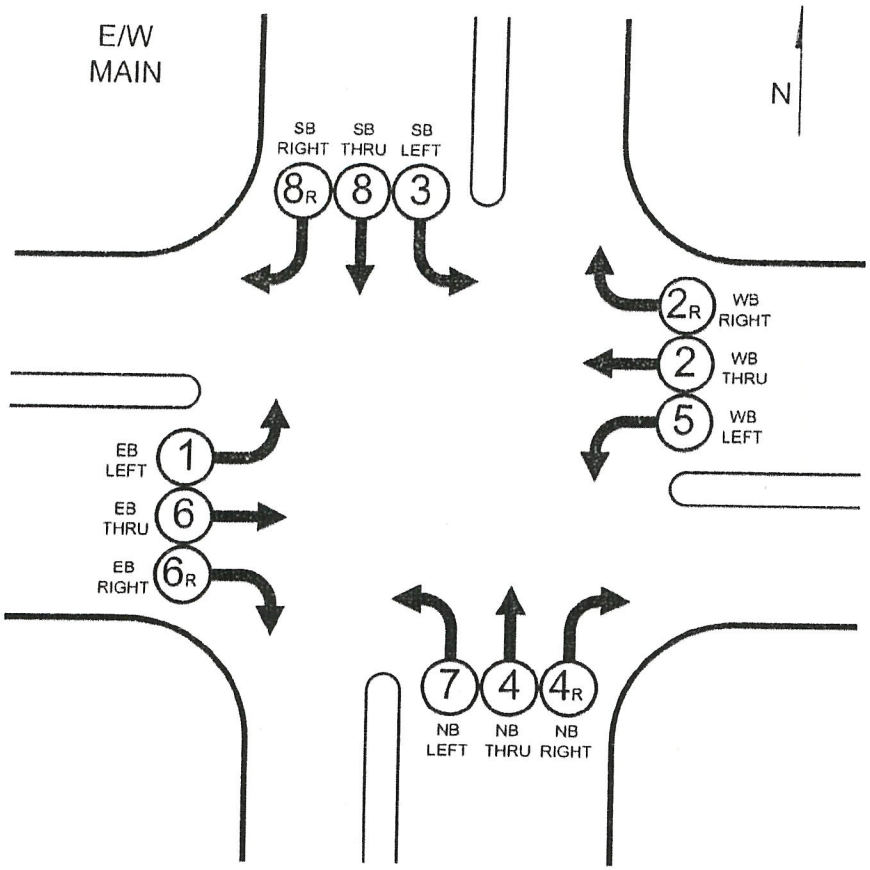
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/03/2024	218	0	133	0	0	0	79	585	0	0	935	853
Peak Season Volume	225	0	137	0	0	0	81	603	0	0	963	879
Traffic Volume Growth	109	0	15	0	0	0	39	293	0	0	109	99
America Walks								42			23	
AgTec								33			138	
SoGro in the Park								2			4	
Wilson Groves Parcel A MPUD								171			290	
Sansone PUD Volumes												
SG 8B								88			144	
Combined Committed Development	0	0	0	0	0	0	0	336	0	0	599	0
1.0% Traffic Volume Growth	11	0	7	0	0	0	4	31	0	0	49	45
Committed + 1.0% Growth	11	0	7	0	0	0	4	367	0	0	648	45
Max (Committed + 1.0% or Historic Growth)	109	0	15	0	0	0	39	367	0	0	648	99
Background Traffic Volumes	334	0	152	0	0	0	120	970	0	0	1,611	978
Project Traffic Assignment												
Inbound Traffic Assignment	30.0%										20.0%	
Inbound Traffic Volumes	189										126	
Outbound Traffic Assignment							30.0%	20.0%				
Outbound Traffic Volumes							202	135				
Project Traffic	189	0	0	0	0	0	202	135	0	0	126	0
TOTAL TRAFFIC	523	0	152	0	0	0	322	1,105	0	0	1,737	978

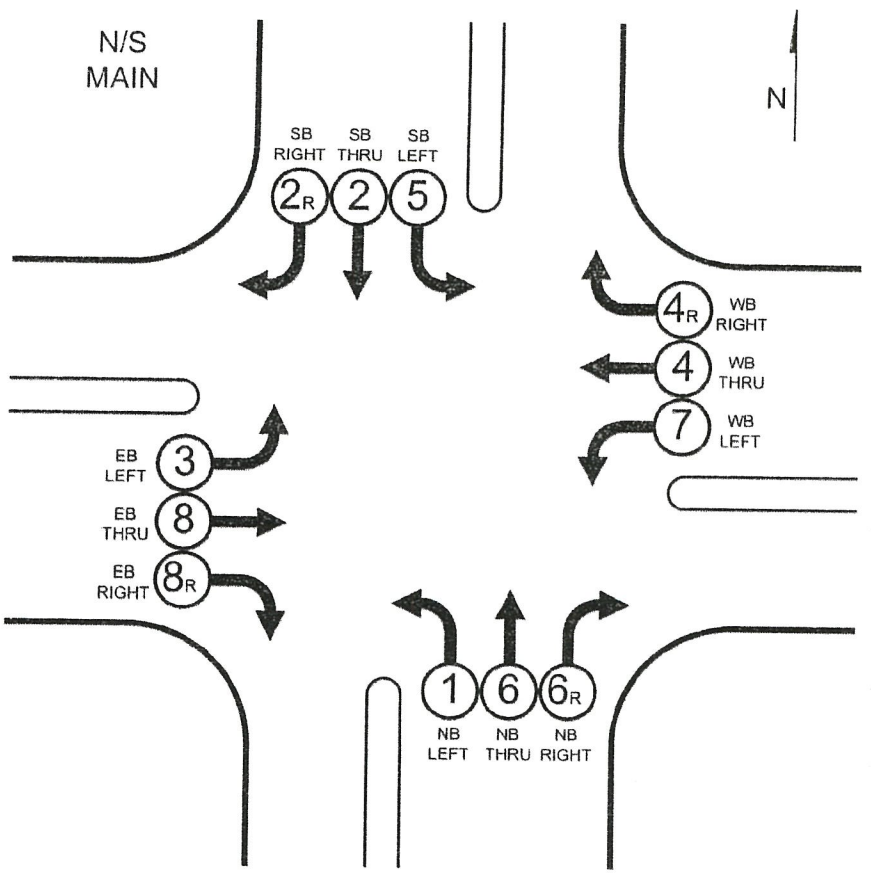
PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/03/2024	304	0	863	0	0	0	153	918	0	0	408	487
Peak Season Volume	313	0	889	0	0	0	158	946	0	0	420	502
Traffic Volume Growth	152	0	100	0	0	0	77	460	0	0	47	57
America Walks								38			47	
AgTec								133			38	
SoGro in the Park								8			6	
Wilson Groves Parcel A MPUD								171			290	
Sansone PUD Volumes												
SG 8B								252			234	
Combined Committed Development	0	0	0	0	0	0	0	602	0	0	615	0
1.0% Traffic Volume Growth	16	0	45	0	0	0	8	48	0	0	21	26
Committed + 1.0% Growth	16	0	45	0	0	0	8	650	0	0	636	26
Max (Committed + 1.0% or Historic Growth)	152	0	100	0	0	0	77	650	0	0	636	57
Background Traffic Volumes	465	0	989	0	0	0	235	1,596	0	0	1,056	559
Project Traffic Assignment												
Inbound Traffic Assignment	30.0%										20.0%	
Inbound Traffic Volumes	176										117	
Outbound Traffic Assignment							30.0%	20.0%				
Outbound Traffic Volumes							166	111				
Project Traffic	176	0	0	0	0	0	166	111	0	0	117	0
TOTAL TRAFFIC	641	0	989	0	0	0	401	1,707	0	0	1,173	559

SIGNAL TIMING SHEETS - I-95 AND BECKER

CPSL PHASING PLAN DIAGRAM





ECONOLITE

Becker@I-95 NB Ramp West

MOVING TRAFFIC FORWARD

Default DB - Created for automated field upload - Econolite Type - Eos

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
2-1-1	Minimum Green															
Min Green	7	10	7	7	7	10	7	7	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
	Variable Initial															
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
2-1-2	Vehicle Passage															
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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	30	60	30	35	40	50	30	35	35	35	35	35	35	35	35	35
Max2	30	60	30	35	40	50	30	35	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
	Dynamic Max															
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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	0	0	7	0	0	0	10	0	10	0	10	0	10
Ped Clear	0	15	0	20	0	15	0	20	0	16	0	16	0	16	0	16
Advanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Pedestrian Carry Over															
Ped Co	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
2-1-5	Clearance															
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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
	Max Extension															
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
	Hawk															
Hawk Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawk Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk Flash															
Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Delay FYA	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
Adv. Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Trailing															
Lag. Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2-1-1	Minimum Green															
Min Green	5	5	5	5	5	5	5	5	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
	Variable Initial															
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
2-1-2	Vehicle Passage															
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	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
	Dynamic Max															
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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Advanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped Co	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
2-1-5	Clearance															
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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
	Max Extension															
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
	Hawk															
Hawk Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawk Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk Flash															
Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	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
Delay FYA	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
Adv. Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trailing																
Lag. Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2-1-1	Minimum Green															
Min Green	5	5	5	5	5	5	5	5	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
	Variable Initial															
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
2-1-2	Vehicle Passage															
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	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
	Dynamic Max															
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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Advanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped Co	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
2-1-5	Clearance															
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

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
	Max Extension															
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
	Hawk															
Hawk Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawk Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk Flash															
Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Delay FYA	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
Adv. Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Trailing															
Lag. Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Double Serve															
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2-1-1	Minimum Green															
Min Green	5	5	5	5	5	5	5	5	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
	Variable Initial															
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
2-1-2	Vehicle Passage															
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	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
	Dynamic Max															
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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Advanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped Co	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
2-1-5	Clearance															
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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
	Max Extension															
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
	Hawk															

Hawk Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawk Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk Flash															
Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	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
Delay FYA	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
Adv. Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trailing																
Lag. Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ECONOLITE

MOVING TRAFFIC FORWARD

Default DB - Created for automated field upload - Econolite Type - Eos

Time Base Event Plan
Event Plan (MM) 5-2

Event Plan - 1 - "" - Event Type: "Coord"

Cycle Length: 120 Offset Value: 0s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split	15	50	15	40	15	50	15	40	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	65s	80s	0s	0s

Veh Perm 1: 0 Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
SCP Detector Plan: 0 Veh Det Diag Plan: 0

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Override Sys:	No	Backup Prevent Plan:	0
Ped Det Diag Plan:	0	Det Log:	None

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 2 - "" - Event Type: "Coord"

Cycle Length: 110 Offset Value: 0s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split	15	40	15	40	15	40	15	40	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	55s	70s	0s	0s

Veh Perm 1: 0
Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0
Veh Detector Plan: 0
SCP Detector Plan: 0
Veh Det Diag Plan: 0
Override Sys: No
Backup Prevent Plan: 0
Ped Det Diag Plan: 0
Det Log: None

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 3 - "" - Event Type: "Coord"

Cycle Length: 120 Offset Value: 0s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split	15	50	15	40	15	50	15	40	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	65s	80s	0s	0s

Veh Perm 1: 0 Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
SCP Detector Plan: 0 Veh Det Diag Plan: 0
Override Sys: No Backup Prevent Plan: 0
Ped Det Diag Plan: 0 Det Log: None

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ECONOLITE

MOVING TRAFFIC FORWARD

Default DB - Created for automated field upload - Econolite Type - Eos

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Event Plan	Start Time
1	1	06:30
2	2	10:00
3	3	15:00
4	4	19:00
5	100	22:00

Day Plan #2 - "2"

Event	Event Plan	Start Time
1	2	08:00
2	100	18:00

Day Plan #3 - "3"

Event	Event Plan	Start Time
1	2	09:00
2	100	16:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
							X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

ECONOLITE

Becker@I-95 NB Ramp East

MOVING TRAFFIC FORWARD

Default DB - Created for automated field upload - Econolite Type - Eos

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
2-1-1	Minimum Green															
Min Green	7	7	7	7	7	7	7	7	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
	Variable Initial															
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
2-1-2	Vehicle Passage															
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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	30	60	30	35	30	60	30	35	35	35	35	35	35	35	35	35
Max2	30	60	30	35	30	60	30	35	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
	Dynamic Max															
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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	0	0	7	0	0	0	10	0	10	0	10	0	10
Ped Clear	0	15	0	20	0	15	0	20	0	16	0	16	0	16	0	16
Advanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Pedestrian Carry Over															
Ped Co	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
2-1-5	Clearance															
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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
	Max Extension															
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
	Hawk															
Hawk Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawk Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk Flash															
Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Delay FYA	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
Adv. Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Trailing															
Lag. Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2-1-1	Minimum Green															
Min Green	5	5	5	5	5	5	5	5	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
	Variable Initial															
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
2-1-2	Vehicle Passage															
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	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
	Dynamic Max															
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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Advanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped Co	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
2-1-5	Clearance															
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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
	Max Extension															
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
	Hawk															
Hawk Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawk Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk Flash															
Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Delay FYA	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
Adv. Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Trailing															
Lag. Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Double Serve															
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2-1-1	Minimum Green															
Min Green	5	5	5	5	5	5	5	5	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
	Variable Initial															
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
2-1-2	Vehicle Passage															
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	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
	Dynamic Max															
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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Advanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped Co	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
2-1-5	Clearance															
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

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
	Max Extension															
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
	Hawk															
Hawk Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawk Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk Flash															
Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Delay FYA	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
Adv. Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Trailing															
Lag. Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Double Serve															
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2-1-1	Minimum Green															
Min Green	5	5	5	5	5	5	5	5	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
	Variable Initial															
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
2-1-2	Vehicle Passage															
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	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
	Dynamic Max															
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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Advanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped Co	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
2-1-5	Clearance															
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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
	Max Extension															
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
	Hawk															

Hawk Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawk Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk Flash															
Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	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
Delay FYA	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
Adv. Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trailing																
Lag. Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ECONOLITE

MOVING TRAFFIC FORWARD

Default DB - Created for automated field upload - Econolite Type - Eos

Time Base Event Plan
Event Plan (MM) 5-2

Event Plan - 1 - "" - Event Type: "Coord"

Cycle Length: 120 Offset Value: 0s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split	15	50	15	40	15	50	15	40	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	80s	65s	0s	0s

Veh Perm 1: 0 Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
SCP Detector Plan: 0 Veh Det Diag Plan: 0

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Override Sys:	No	Backup Prevent Plan:	0
Ped Det Diag Plan:	0	Det Log:	None

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 2 - "" - Event Type: "Coord"

Cycle Length: 110 Offset Value: 0s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split	15	40	15	40	15	40	15	40	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	70s	55s	0s	0s

Veh Perm 1: 0 Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
SCP Detector Plan: 0 Veh Det Diag Plan: 0
Override Sys: No Backup Prevent Plan: 0
Ped Det Diag Plan: 0 Det Log: None

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 3 - "" - Event Type: "Coord"

Cycle Length: 120 Offset Value: 0s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split	15	50	15	40	15	50	15	40	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 0
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	80s	65s	0s	0s

Veh Perm 1: 0 Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
SCP Detector Plan: 0 Veh Det Diag Plan: 0
Override Sys: No Backup Prevent Plan: 0
Ped Det Diag Plan: 0 Det Log: None

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ECONOLITE

MOVING TRAFFIC FORWARD

Default DB - Created for automated field upload - Econolite Type - Eos

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Event Plan	Start Time
1	1	06:30
2	2	10:00
3	3	15:00
4	4	19:00
5	100	22:00

Day Plan #2 - "2"

Event	Event Plan	Start Time
1	2	08:00
2	100	18:00

Day Plan #3 - "3"

Event	Event Plan	Start Time
1	2	09:00
2	100	16:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
							X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

SYNCHRO OUTPUT SHEETS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	91	1055	34	274	1451	450	109	220	88	91	72
v/c Ratio	0.54	0.67	0.06	0.83	0.71	0.52	0.57	0.60	0.21	0.21	0.15
Control Delay (s/veh)	54.6	63.1	4.8	67.7	33.1	9.9	62.0	13.5	41.1	41.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.6	63.1	4.8	67.7	33.1	9.9	62.0	13.5	41.1	41.0	0.6
Queue Length 50th (ft)	73	297	1	172	378	40	82	0	60	62	0
Queue Length 95th (ft)	128	353	15	#272	442	176	135	71	116	118	0
Internal Link Dist (ft)		524			1295		606			986	
Turn Bay Length (ft)	400		300	400		215		150	210		
Base Capacity (vph)	243	1608	593	376	2067	879	323	464	417	424	495
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.66	0.06	0.73	0.70	0.51	0.34	0.47	0.21	0.21	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	971	31	252	1335	414	67	33	202	140	25	66
Future Volume (vph)	84	971	31	252	1335	414	67	33	202	140	25	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583		1802	1583	1681	1709	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583		1802	1583	1681	1709	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	1055	34	274	1451	450	73	36	220	152	27	72
RTOR Reduction (vph)	0	0	23	0	0	239	0	0	197	0	0	54
Lane Group Flow (vph)	91	1055	11	274	1451	211	0	109	23	88	91	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases			4			8			5			6
Actuated Green, G (s)	11.5	37.1	37.1	22.4	48.0	48.0		12.7	12.7	29.8	29.8	29.8
Effective Green, g (s)	11.5	37.1	37.1	22.4	48.0	48.0		12.7	12.7	29.8	29.8	29.8
Actuated g/C Ratio	0.10	0.31	0.31	0.19	0.40	0.40		0.11	0.11	0.25	0.25	0.25
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	169	1572	489	330	2034	633		190	167	417	424	393
v/s Ratio Prot	0.05	0.21		c0.15	c0.29			c0.06		0.05	c0.05	
v/s Ratio Perm			0.01			0.13			0.01			0.01
v/c Ratio	0.54	0.67	0.02	0.83	0.71	0.33		0.57	0.14	0.21	0.21	0.05
Uniform Delay, d1	51.7	36.1	28.8	47.0	30.2	24.9		51.1	48.7	35.8	35.8	34.3
Progression Factor	0.85	1.68	1.00	1.03	1.02	1.98		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2	1.1	0.0	14.9	1.1	0.3		4.1	0.4	1.2	1.2	0.2
Delay (s)	47.0	61.8	28.8	63.1	32.1	49.7		55.2	49.1	36.9	37.0	34.5
Level of Service	D	E	C	E	C	D		E	D	D	D	C
Approach Delay (s/veh)		59.7			39.6			51.1			36.2	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	722	68	424	1100	73	220
v/c Ratio	0.69	0.18	0.84	0.41	0.10	0.29
Control Delay (s/veh)	47.2	9.5	86.7	14.8	27.8	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.2	9.5	86.7	14.8	27.8	5.3
Queue Length 50th (ft)	190	0	352	92	35	0
Queue Length 95th (ft)	221	36	445	58	83	60
Internal Link Dist (ft)	420			530	574	
Turn Bay Length (ft)		315	355			
Base Capacity (vph)	1695	573	634	3707	701	759
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.12	0.67	0.30	0.10	0.29

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	664	63	390	1012	67	202
Future Volume (vph)	664	63	390	1012	67	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	722	68	424	1100	73	220
RTOR Reduction (vph)	0	54	0	0	0	133
Lane Group Flow (vph)	722	14	424	1100	73	87
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	24.9	24.9	34.1	63.5	47.5	47.5
Effective Green, g (s)	24.9	24.9	34.1	63.5	47.5	47.5
Actuated g/C Ratio	0.21	0.21	0.28	0.53	0.40	0.40
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1055	328	502	2690	700	626
v/s Ratio Prot	c0.14		c0.24	0.22	0.04	
v/s Ratio Perm		0.01				c0.06
v/c Ratio	0.68	0.04	0.84	0.41	0.10	0.14
Uniform Delay, d1	43.9	38.0	40.5	17.0	22.8	23.2
Progression Factor	1.00	1.00	1.88	0.88	1.00	1.00
Incremental Delay, d2	1.9	0.1	9.5	0.1	0.3	0.5
Delay (s)	45.8	38.1	85.4	14.9	23.1	23.6
Level of Service	D	D	F	B	C	C
Approach Delay (s/veh)	45.1			34.5	23.5	
Approach LOS	D			C	C	

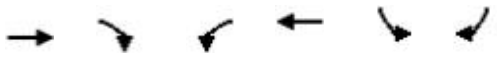
Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	834	31	0	1402	0	169
Future Volume (Veh/h)	834	31	0	1402	0	169
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	907	34	0	1524	0	184
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	610			604		
pX, platoon unblocked			0.88		0.83	0.88
vC, conflicting volume			941		1415	302
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			463		0	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	81
cM capacity (veh/h)			965		845	956

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1
Volume Total	302	302	302	34	508	508	508	184
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	34	0	0	0	184
cSH	1700	1700	1700	1700	1700	1700	1700	956
Volume to Capacity	0.18	0.18	0.18	0.02	0.30	0.30	0.30	0.19
Queue Length 95th (ft)	0	0	0	0	0	0	0	18
Control Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7
Lane LOS								A
Approach Delay (s/veh)	0.0				0.0			9.7
Approach LOS								A

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1033	625	891	1577	508	378
v/c Ratio	0.45	0.39	0.84	0.46	0.68	0.90
Control Delay (s/veh)	32.6	3.5	55.1	11.7	47.5	58.4
Queue Delay	0.0	0.0	13.6	0.6	0.0	0.0
Total Delay (s/veh)	32.6	3.5	68.7	12.3	47.5	58.4
Queue Length 50th (ft)	183	88	379	189	180	213
Queue Length 95th (ft)	222	121	m441	m254	238	#374
Internal Link Dist (ft)	1295			346		
Turn Bay Length (ft)						
Base Capacity (vph)	2286	1583	1235	3396	835	457
Starvation Cap Reductn	0	0	337	1286	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.39	0.99	0.75	0.61	0.83

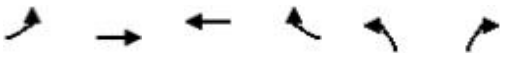
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	950	575	820	1451	0	0	0	0	467	0	348
Future Volume (vph)	0	950	575	820	1451	0	0	0	0	467	0	348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	4.0	6.8	6.8					6.8		6.8
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1033	625	891	1577	0	0	0	0	508	0	378
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	75
Lane Group Flow (vph)	0	1033	625	891	1577	0	0	0	0	508	0	303
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									3
Actuated Green, G (s)		36.4	120.0	37.0	80.2					26.2		26.2
Effective Green, g (s)		36.4	120.0	37.0	80.2					26.2		26.2
Actuated g/C Ratio		0.30	1.00	0.31	0.67					0.22		0.22
Clearance Time (s)		6.8		6.8	6.8					6.8		6.8
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Lane Grp Cap (vph)		2288	1583	1058	3398					749		345
v/s Ratio Prot		0.14		c0.26	c0.31					0.15		
v/s Ratio Perm			0.39									c0.19
v/c Ratio		0.45	0.39	0.84	0.46					0.68		0.88
Uniform Delay, d1		33.7	0.0	38.8	9.6					43.0		45.4
Progression Factor		0.91	1.00	1.29	1.13					1.00		1.00
Incremental Delay, d2		0.6	0.7	4.3	0.3					2.5		21.4
Delay (s)		31.2	0.7	54.1	11.1					45.5		66.8
Level of Service		C	A	D	B					D		E
Approach Delay (s/veh)		19.7			26.6			0.0			54.6	
Approach LOS		B			C			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	312	1201	1888	1063	568	165
v/c Ratio	0.76	0.43	0.68	0.67	0.95	0.16
Control Delay (s/veh)	88.0	17.1	33.6	2.3	64.5	12.0
Queue Delay	0.0	0.1	0.0	0.0	48.0	0.0
Total Delay (s/veh)	88.0	17.1	33.7	2.3	112.5	12.0
Queue Length 50th (ft)	134	120	309	0	417	19
Queue Length 95th (ft)	182	137	346	0	#635	47
Internal Link Dist (ft)		346	814			
Turn Bay Length (ft)						
Base Capacity (vph)	434	2783	2797	1583	622	1042
Starvation Cap Reductn	0	282	0	0	0	0
Spillback Cap Reductn	0	0	77	0	170	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.48	0.69	0.67	1.26	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	1105	0	0	1737	978	523	0	152	0	0	0
Future Volume (vph)	287	1105	0	0	1737	978	523	0	152	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8			6.8	4.0	6.8		6.8			
Lane Util. Factor	0.97	0.91			0.81	1.00	1.00		0.88			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7544	1583	1770		2787			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7544	1583	1770		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	312	1201	0	0	1888	1063	568	0	165	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	63	0	0	0
Lane Group Flow (vph)	312	1201	0	0	1888	1063	568	0	102	0	0	0
Turn Type	Prot	NA			NA	Free	Prot		Perm			
Protected Phases	1	6			2		7					
Permitted Phases						Free			7			
Actuated Green, G (s)	14.4	65.7			44.5	120.0	40.7		40.7			
Effective Green, g (s)	14.4	65.7			44.5	120.0	40.7		40.7			
Actuated g/C Ratio	0.12	0.55			0.37	1.00	0.34		0.34			
Clearance Time (s)	6.8	6.8			6.8		6.8		6.8			
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)	411	2784			2797	1583	600		945			
v/s Ratio Prot	0.09	0.24			0.25		c0.32					
v/s Ratio Perm						c0.67			0.04			
v/c Ratio	0.76	0.43			0.68	0.67	0.95		0.11			
Uniform Delay, d1	51.1	16.1			31.7	0.0	38.6		27.2			
Progression Factor	1.50	1.01			1.00	1.00	1.00		1.00			
Incremental Delay, d2	6.9	0.4			1.3	2.3	24.0		0.1			
Delay (s)	83.8	16.7			33.0	2.3	62.6		27.2			
Level of Service	F	B			C	A	E		C			
Approach Delay (s/veh)		30.5			21.9			54.7			0.0	
Approach LOS		C			C			D			A	

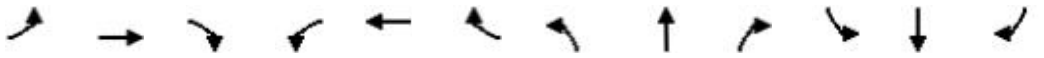
Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	64	1396	32	254	1215	246	146	180	256	262	142
v/c Ratio	0.45	0.84	0.04	0.84	0.57	0.22	0.66	0.36	0.66	0.66	0.22
Control Delay (s/veh)	59.1	54.4	0.2	62.1	29.4	1.9	64.7	13.3	53.1	53.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.1	54.4	0.2	62.1	29.4	1.9	64.7	13.3	53.1	53.1	5.5
Queue Length 50th (ft)	51	279	0	192	286	1	109	40	195	201	0
Queue Length 95th (ft)	100	431	m1	#312	352	59	175	74	#355	#362	45
Internal Link Dist (ft)		524			1295		606			986	
Turn Bay Length (ft)	400		300	400		215		150	210		
Base Capacity (vph)	317	1685	846	331	2121	1113	281	525	388	396	787
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.83	0.04	0.77	0.57	0.22	0.52	0.34	0.66	0.66	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1284	29	234	1118	226	55	79	166	393	84	131
Future Volume (vph)	59	1284	29	234	1118	226	55	79	166	393	84	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583		1825	1583	1681	1714	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583		1825	1583	1681	1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	1396	32	254	1215	246	60	86	180	427	91	142
RTOR Reduction (vph)	0	0	18	0	0	87	0	0	39	0	0	98
Lane Group Flow (vph)	64	1396	14	254	1215	159	0	146	141	256	262	44
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	7	4	5	3	8	6	5	5	3	6	6	7
Permitted Phases			4			8			5			6
Actuated Green, G (s)	9.7	39.2	53.7	20.6	50.1	77.8		14.5	35.1	27.7	27.7	37.4
Effective Green, g (s)	9.7	39.2	53.7	20.6	50.1	77.8		14.5	35.1	27.7	27.7	37.4
Actuated g/C Ratio	0.08	0.33	0.45	0.17	0.42	0.65		0.12	0.29	0.23	0.23	0.31
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	143	1661	767	303	2122	1026		220	463	388	395	552
v/s Ratio Prot	0.04	c0.27	0.00	c0.14	0.24	0.04		c0.08	0.05	0.15	c0.15	0.01
v/s Ratio Perm			0.01			0.06			0.04			0.02
v/c Ratio	0.45	0.84	0.02	0.84	0.57	0.16		0.66	0.30	0.66	0.66	0.08
Uniform Delay, d1	52.6	37.5	18.5	48.1	26.8	8.3		50.4	33.0	41.9	41.9	29.2
Progression Factor	0.96	1.31	0.12	0.85	1.05	2.14		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	3.8	0.0	16.1	0.3	0.1		7.3	0.4	8.5	8.5	0.1
Delay (s)	52.6	52.9	2.2	56.9	28.5	17.7		57.7	33.3	50.4	50.4	29.2
Level of Service	D	D	A	E	C	B		E	C	D	D	C
Approach Delay (s/veh)		51.8			31.2			44.3			45.8	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1014	64	296	979	60	295
v/c Ratio	0.70	0.13	0.80	0.36	0.09	0.37
Control Delay (s/veh)	40.4	7.2	80.5	14.9	28.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.4	7.2	80.5	14.9	28.2	5.2
Queue Length 50th (ft)	257	0	245	94	29	0
Queue Length 95th (ft)	278	30	335	45	71	68
Internal Link Dist (ft)	420			530	574	
Turn Bay Length (ft)		315	355			
Base Capacity (vph)	2267	741	479	3834	692	799
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.09	0.62	0.26	0.09	0.37

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	933	59	272	901	55	271
Future Volume (vph)	933	59	272	901	55	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1014	64	296	979	60	295
RTOR Reduction (vph)	0	46	0	0	0	179
Lane Group Flow (vph)	1014	18	296	979	60	116
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	34.4	34.4	25.1	64.0	47.0	47.0
Effective Green, g (s)	34.4	34.4	25.1	64.0	47.0	47.0
Actuated g/C Ratio	0.29	0.29	0.21	0.53	0.39	0.39
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1457	453	370	2712	693	620
v/s Ratio Prot	c0.20		c0.17	0.19	0.03	
v/s Ratio Perm		0.01				c0.07
v/c Ratio	0.70	0.04	0.80	0.36	0.09	0.19
Uniform Delay, d1	38.1	30.9	45.1	16.2	23.0	24.0
Progression Factor	1.00	1.00	1.49	0.93	1.00	1.00
Incremental Delay, d2	1.5	0.0	10.2	0.1	0.2	0.7
Delay (s)	39.6	30.9	77.4	15.1	23.2	24.6
Level of Service	D	C	E	B	C	C
Approach Delay (s/veh)	39.1			29.6	24.4	
Approach LOS	D			C	C	

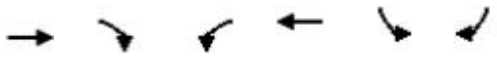
Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1174	29	0	1173	0	138
Future Volume (Veh/h)	1174	29	0	1173	0	138
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1276	32	0	1275	0	150
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	610			604		
pX, platoon unblocked			0.83		0.91	0.83
vC, conflicting volume			1308		1701	425
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			659		206	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	83
cM capacity (veh/h)			769		698	901

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1
Volume Total	425	425	425	32	425	425	425	150
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	32	0	0	0	150
cSH	1700	1700	1700	1700	1700	1700	1700	901
Volume to Capacity	0.25	0.25	0.25	0.02	0.25	0.25	0.25	0.17
Queue Length 95th (ft)	0	0	0	0	0	0	0	15
Control Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8
Lane LOS								A
Approach Delay (s/veh)	0.0				0.0			9.8
Approach LOS								A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	37.9%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1540	553	204	1615	764	400
v/c Ratio	0.38	0.50	0.57	0.47	0.85	0.90
Control Delay (s/veh)	16.4	9.8	57.4	10.5	52.1	61.3
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0
Total Delay (s/veh)	16.4	9.8	57.4	11.3	52.1	61.3
Queue Length 50th (ft)	232	135	78	206	287	267
Queue Length 95th (ft)	266	m275	115	264	346	#407
Internal Link Dist (ft)	1295			350		
Turn Bay Length (ft)						
Base Capacity (vph)	4041	1104	743	3421	1029	506
Starvation Cap Reductn	0	0	0	1374	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.50	0.27	0.79	0.74	0.79

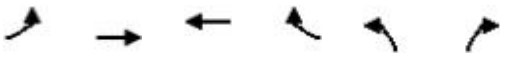
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1417	509	188	1486	0	0	0	0	703	0	368
Future Volume (vph)	0	1417	509	188	1486	0	0	0	0	703	0	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0		4.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1540	553	204	1615	0	0	0	0	764	0	400
RTOR Reduction (vph)	0	0	257	0	0	0	0	0	0	0	0	33
Lane Group Flow (vph)	0	1540	296	204	1615	0	0	0	0	764	0	367
Turn Type		NA	Perm	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			6									8
Actuated Green, G (s)		64.2	64.2	12.5	80.7					31.3		31.3
Effective Green, g (s)		64.2	64.2	12.5	80.7					31.3		31.3
Actuated g/C Ratio		0.54	0.54	0.10	0.67					0.26		0.26
Clearance Time (s)		4.0	4.0	4.0	4.0					4.0		4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Lane Grp Cap (vph)		4036	846	357	3419					895		412
v/s Ratio Prot		0.20		c0.06	c0.32					0.22		
v/s Ratio Perm			0.19									c0.23
v/c Ratio		0.38	0.35	0.57	0.47					0.85		0.89
Uniform Delay, d1		16.3	16.0	51.2	9.4					42.2		42.7
Progression Factor		0.95	5.37	1.00	1.00					1.00		1.00
Incremental Delay, d2		0.2	0.8	2.2	0.5					8.0		20.6
Delay (s)		15.6	86.4	53.4	9.9					50.1		63.3
Level of Service		B	F	D	A					D		E
Approach Delay (s/veh)		34.3			14.8			0.0			54.6	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	436	1855	1275	608	697	1075
v/c Ratio	0.85	0.70	0.50	0.65	0.98	0.95
Control Delay (s/veh)	60.3	20.5	28.7	5.9	62.6	47.1
Queue Delay	0.0	5.9	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.3	26.4	28.7	5.9	62.6	47.1
Queue Length 50th (ft)	148	327	168	0	456	376
Queue Length 95th (ft)	#225	382	198	83	#705	#535
Internal Link Dist (ft)		350	894			
Turn Bay Length (ft)						
Base Capacity (vph)	523	2663	2538	936	708	1132
Starvation Cap Reductn	0	753	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.97	0.50	0.65	0.98	0.95

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	401	1707	0	0	1173	559	641	0	989	0	0	0
Future Volume (vph)	401	1707	0	0	1173	559	641	0	989	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.5			
Lane Util. Factor	0.97	0.91			0.81	1.00	1.00		0.88			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7544	1583	1770		2787			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7544	1583	1770		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	436	1855	0	0	1275	608	697	0	1075	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	404	0	0	31	0	0	0
Lane Group Flow (vph)	436	1855	0	0	1275	204	697	0	1044	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Perm			
Protected Phases	1	6			2		7					
Permitted Phases						2			4			
Actuated Green, G (s)	15.7	55.0			35.3	35.3	42.0		41.5			
Effective Green, g (s)	15.7	55.0			35.3	35.3	42.0		41.5			
Actuated g/C Ratio	0.15	0.52			0.34	0.34	0.40		0.40			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0		4.5			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	513	2663			2536	532	708		1101			
v/s Ratio Prot	c0.13	c0.36			0.17		c0.39					
v/s Ratio Perm						0.13			0.37			
v/c Ratio	0.85	0.70			0.50	0.38	0.98		0.95			
Uniform Delay, d1	43.5	18.7			27.8	26.6	31.2		30.7			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	12.5	1.5			0.7	2.1	29.7		17.2			
Delay (s)	56.0	20.3			28.6	28.7	60.9		47.9			
Level of Service	E	C			C	C	E		D			
Approach Delay (s/veh)		27.1			28.6			53.0			0.0	
Approach LOS		C			C			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group