# Southern Grove Delivery Station

Traffic Impact Analysis

March 2021

Kimley»Horn

# *TRAFFIC IMPACT ANALYSIS*

## Southern Grove Delivery Station

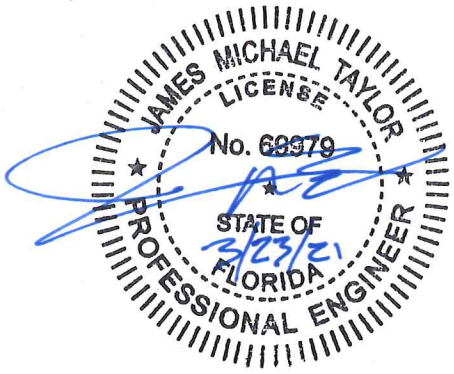
### City of Port St. Lucie, FL

***Prepared for:***

***Sansone Group, LLC***

***Prepared by:***

***Kimley-Horn and Associates, Inc.***

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# 1.0 INTRODUCTION

Kimley-Horn has been retained by Sansone Group, LLC. to analyze and document the traffic impacts associated with the development of the Southern Grove Delivery Station in the City of Port St. Lucie, Florida.

The proposed Southern Grove Delivery Station is a delivery logistics facility to be located on the north side of SW Becker Road, east of SW Village Parkway. The project property is currently vacant and is within the Southern Grove Development of Regional Impact (DRI). More specifically, the site is located within the proposed Legacy Park at Tradition commercial and industrial development. The proposed development will consist of approximately ±219,000 square foot delivery station/warehouse building, parking spaces, vehicle staging, and loading spaces. Buildout for the development is anticipated by 2022.

The site will be accessed by site employees, delivery drivers, and heavy trucks. As previously noted, the site will be located within the proposed Legacy Park at Tradition commercial and industrial development which will include access driveways on both SW Village Parkway and SW Becker Road. Access to the delivery station will be provided via ten (10) driveways, which will all connect to the Legacy Park at Tradition internal roadway network except for one driveway which will directly connect to SW Village Parkway. The analysis will evaluate all proposed external driveway connections on SW Village Parkway and SW Becker Road. For ease of review, project driveways have been numbered in **Figure 1** as follows:

- **Intersection 4 (Driveway 1):** Full-access driveway located on the east side of SW Village Parkway at the future Paar Drive extension.
- **Intersection 5 (Driveway 2):** Full-access driveway located on the east side of SW Village Parkway, south of Driveway 1. This driveway will provide direct access to the proposed development.
- **Intersection 6 (Driveway 3):** Full-access driveway located on the east side of SW Village Parkway, south of Driveway 2 and north of SW Becker Road.
- **Intersection 7 (Driveway 4):** A full-access driveway located on the north side of SW Becker Road, east of SW Village Parkway.
- **Intersection 8 (Driveway 5):** A LI/RI/RO driveway located on the north side of SW Becker Road, east of Driveway 4 and west of the I-95 interchange.

The site plan is provided in **Appendix A.**

## 1.1 STUDY AREA

A traffic impact analysis (TIA) for the Southern Grove Development of Regional Impact (DRI) was performed in June 2009. The Southern Grove DRI is one of four DRI's that fall within the area known as the Southwest Annexation Area, which generally bound by I-95 to the east, Rangeline Road to the west, Tradition Parkway/Gatlin Boulevard to the north, and the St. Lucie County/Martin County Line to the south. The proposed development was divided into four phases with an ultimate buildout year of 2028. For the purposes of this analysis, information pertaining to Phase 3 (buildout of 2023) within the Southern Grove DRI TIA was utilized. The Southern Grove DRI Phase 3 consists of the following uses:

- 4,918 residential dwelling units
- 791 hotel rooms
- 3,222,224 square feet of industrial use
- 2,675,075 square feet of retail
- 1,737,152 square feet of office use
- 1,970,734 square feet of research and development use
- 300 bed hospital
- 188,676 square feet of civic/institutional use
- 80 acres of recreational/park use
- 1,600 student K-8 school (2)

As previously stated, the proposed development is located within the Southern Grove DRI. Therefore, traffic impacts for this development were accounted for within the approved Southern Grove DRI TIA. This analysis will evaluate traffic operations of adjacent roadway facilities and intersections near the proposed delivery station. The study area for the traffic operational analysis is detailed below:

*Study Roadway Segments*

- SW Village Parkway – from Paar Drive to SW Becker Road
- SW Becker Road – from SW Village Parkway to I-95 Interchange
- I-95 – from SW Martin Highway to SW Gatlin Boulevard

*Offsite Study Intersection*

- SW Village Parkway & SW Becker Road
- SW Becker Road & I-95 SB Ramps
- SW Becker Road & I-95 NB Ramps

Excerpts from the Southern Grove DRI TIA are provided within **Appendix B**.

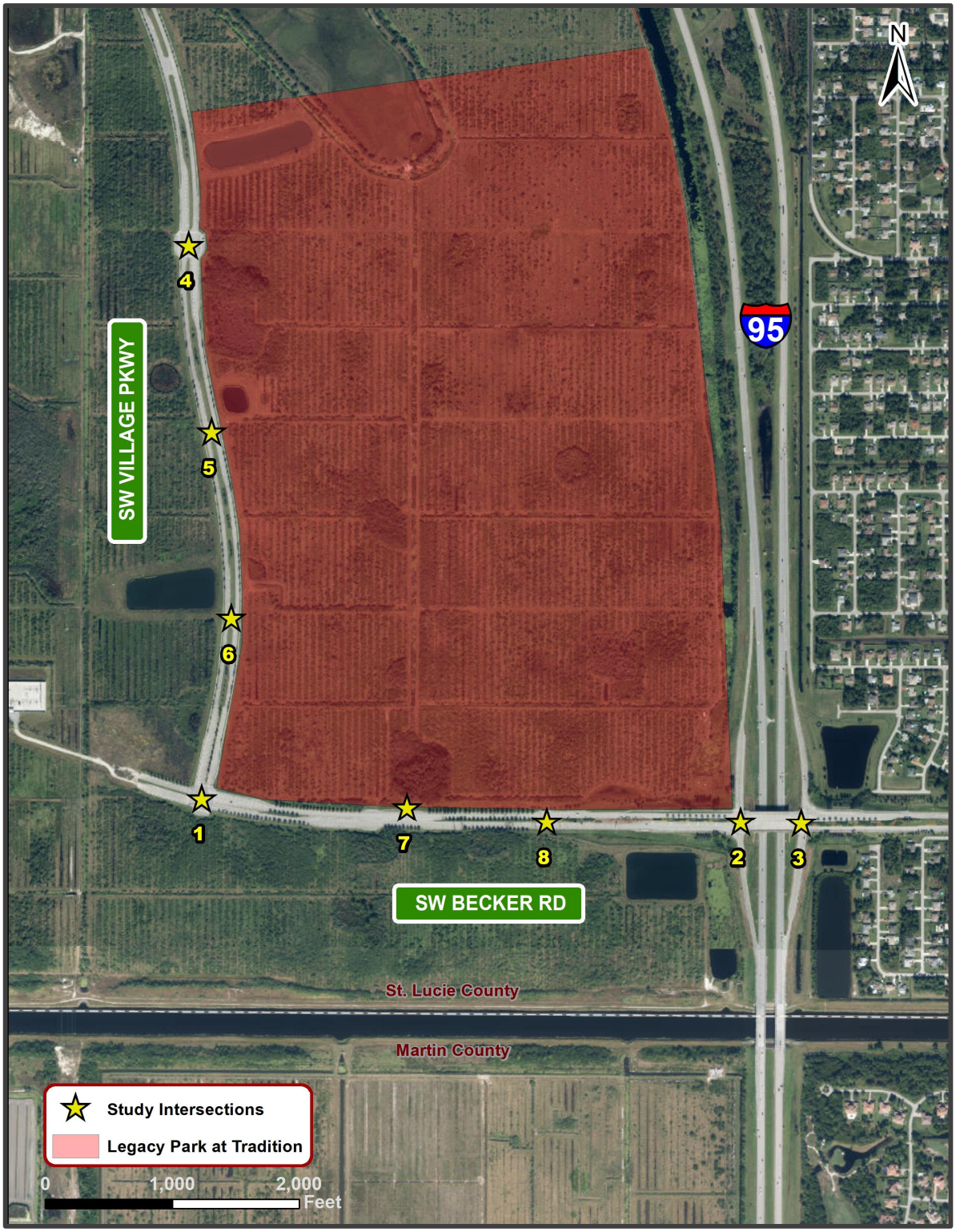



**Figure 1:** Project Location Map & Study Area Intersections

# 2.0 EXISTING CONDITIONS ANALYSIS – YEAR 2021

## 2.1 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) were performed during the PM (4PM-6PM) peak hour at the study area intersections in March 2021. Data is provided in **Appendix C**. The counts were adjusted using the seasonal factor (SF) from FDOT's Florida Traffic Online (FTO) publication. **Appendix D** includes SF data. **Appendix E** contains the adjusted turning movement volume worksheets for all intersections**. Figure 2** illustrates turning movement volumes for existing conditions at the study intersections.

## 2.2 EXISTING ROADWAY CONDITIONS

The study area roadway segments were evaluated for level of service (LOS) and volume-to-capacity (v/c) ratios based on 2021 existing traffic conditions during the PM peak hour. PM (4PM-6PM) peak hour turning movement counts were performed at the study area intersections in March 2021. The turning movement counts were adjusted using the seasonal factor published by FDOT. As shown in **Table 1,** all segments operate with acceptable overall LOS during existing PM peak hour traffic conditions except for the road segment of I-95 from SW Becker Road to SW Gatlin Boulevard which operates with a v/c ratio greater than 1.0.

## 2.3 EXISTING INTERSECTION CONDITIONS

Intersection operational analysis was performed for the year 2021 existing conditions in the PM peak hour using procedures outlined in the *Highway Capacity Manual 6th Edition* with Synchro (v10) software. Intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for existing conditions are provided in **Tables 2**. Signal timings were provided by the City of Port St. Lucie and provided in **Appendix C.** provides Synchro outputs. As shown in **Table 2**, all study area intersections operate with acceptable overall LOS during existing PM peak hour traffic conditions.

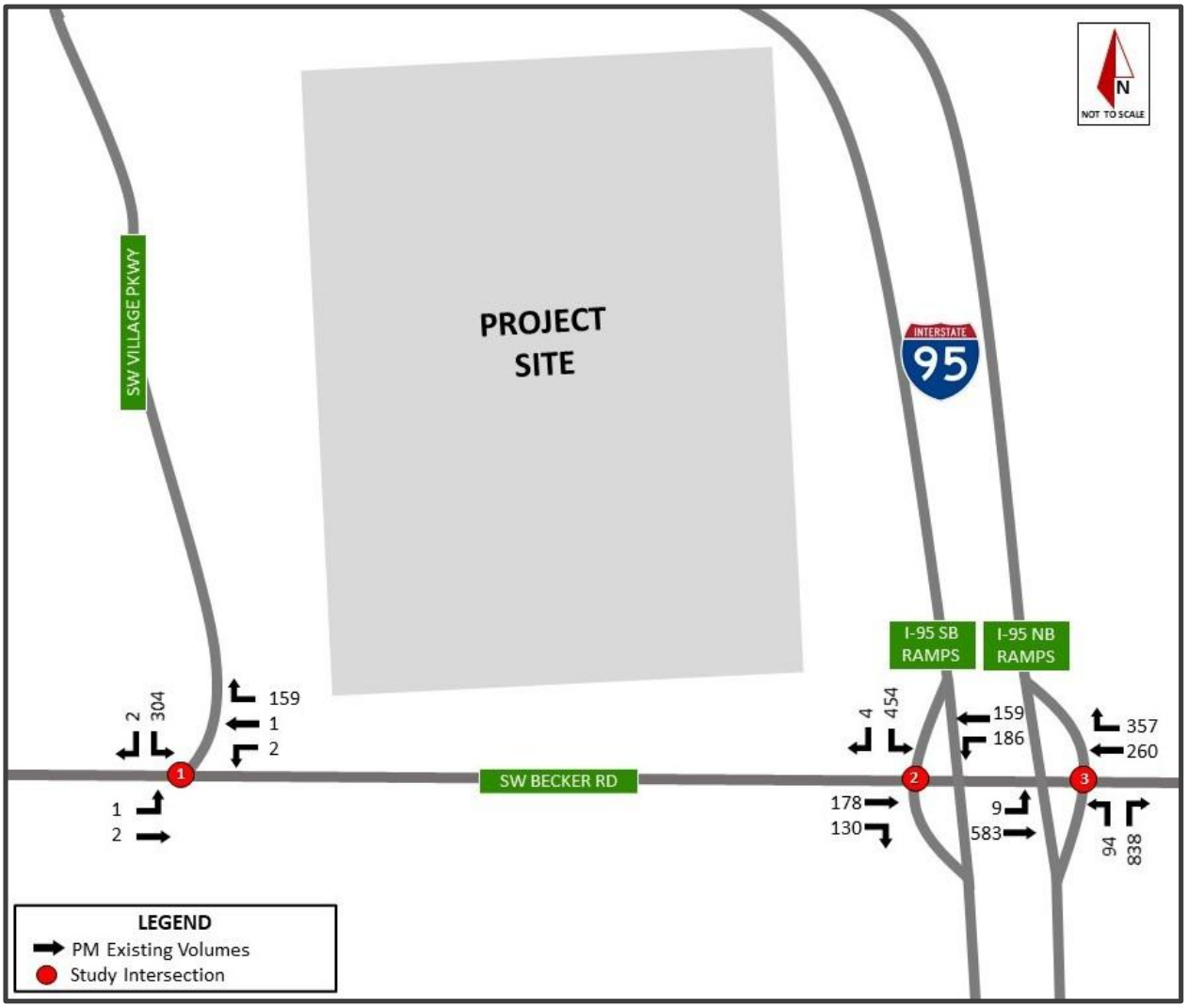



**Figure 2:** Existing (2020) Turning Movement Counts

**Table 1:** Existing Roadway Segment Analysis

| Roadway | | Roadway Attributes [1] | | | | Peak Hour Directional Maximum Service Capacity [2] | Existing Traffic Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Volumes [3] | | Max V/C Ratio | LOS |
| From | To | Functional Classification | Area Type | Adopted LOS | Number of Lanes | | NB / EB | SB / WB | | |
| SW Village Parkway | | | | | | | | | | |
| SW Becker Road | Paar Drive | Minor Arterial | U | E | 4D | 1,710 | 160 | 306 | 0.18 | C |
| SW Becker Road | | | | | | | | | | |
| SW Village Parkway | I-95 Interchange | Minor Arterial | U | E | 4D | 3,170 | 307 | 163 | 0.10 | C |
| I-95 [4] | | | | | | | | | | |
| Gatlin Boulevard | SW Becker Road | Interstate | U | D | 6D | 4,580 | 4,607 | 2,908 | 1.01 | F |
| SW Becker Road | Martin Highway | Interstate | U | D | 6D | 4,580 | 4,574 | 2,888 | 1.00 | D |

Note:

1. The roadway attributes were obtained from the latest FDOT Urban Area Boundary & Federal Functional Classification Map for St. Lucie County, City of Port St. Lucie Transportation Element, and supplemented with the 2020 FDOT Quality/LOS Handbook.
2. Peak Hour Directional Maximum Service Volumes were determined using the sources listed in Note 1.
3. Existing traffic conditions were taken from the turning movement counts performed in March 2021.
4. Existing traffic conditions were taken from the latest FDOT Traffic Online Historical AADT reports for count stations 941901 and 890334 on I-95 north and south of SW Becker Road.

**Table 2:** Existing Intersection Conditions (PM Peak Hour)

| 2021 Existing Traffic Conditions | | | | | |
|---|---|---|---|---|---|
| **Intersection** | **Control Type** | **Approach** | **PM Peak Hour** | | |
| | | | **Approach LOS (overall delay)** | **Max V/C Movement** | **Max v/c Ratio** |
| SW Village Parkway & SW Becker Road | Signalized | EB | D | EBL | 0.29 |
| | | WB | A | WBR | 0.01 |
| | | NB | -- | -- | -- |
| | | SB | D | SBL | 0.91 |
| | | **Overall** | **D *(52.8 sec)*** | **SBL** | **0.91** |
| SW Becker Road & I-95 SB Ramps | Signalized | EB | B | EBT | 0.04 |
| | | WB | D | WBL | 0.86 |
| | | NB | -- | -- | -- |
| | | SB | D | SBL | 0.84 |
| | | **Overall** | **D *(42.2 sec)*** | **WBL** | **0.86** |
| SW Becker Road & I-95 NB Ramps | Signalized | EB | B | EBT | 0.22 |
| | | WB | B | WBT | 0.08 |
| | | NB | D | NBR | 0.91 |
| | | SB | -- | -- | -- |
| | | **Overall** | **C *(31.4 sec)*** | **NBR** | **0.91** |

# 3.0 DEVELOPMENT TRAFFIC

The proposed development consists of a ±219,000 square foot delivery station/warehouse building, parking spaces, vehicle staging, and loading spaces with a buildout year of 2022. However, to be consistent with Phase 3 of the Southern Grove DRI TIA, a buildout year of 2023 was utilized. Operational data from the end-user was referenced to develop new external trips to be generated by the site at buildout.

## 3.1 TRIP GENERATION

The 10th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* was reviewed for available Land Use Codes (LUC) that may coincide with the proposed use at the Southern Grove Delivery Station site. LUCs that were examined to compare include:

- LUC 130, Industrial Park
- LUC 140, Manufacturing
- LUC 150, Warehousing
- LUC 154, High-Cube Transload & Short-Term Storage
- LUC 155, High-Cube Fulfillment

None of the ITE LUCs reviewed were shown to account for the quantity and other specifics of traffic expected at the site based on the operator's description of anticipated operations. Therefore, trip generation estimates from operation data provided from the end-user were utilized.

Based on end-user data, the delivery station is anticipated to operate with the following trip purposes:

1. *Autos* (722 daily trips each direction)
    - *Site Employees* – Major employee shifts for the site (to receive and sort deliveries) occur outside of the traditional AM and PM peak hours. Cycle One employees work from approximately 2:00 AM – 12:30 PM. Cycle Two employees and additional staging crews work from approximately 6:00 AM – 2:30 PM. Cycle Three employees work from approximately 1:30 PM – 10:00 PM. Same day (SD) delivery shift employees work from 2:00 PM – 6:00 PM. Route to Station (RTS) delivery shift employees work from 12:00 PM to 10:30 PM.
    - *Flex Fleet* – Personal vehicles from flex fleet employees arrive during the PM peak hour to pick-up and deliver priority items. These flex deliveries have shorter routes (less than 4-hours) and do not return to the facility.
    - *Delivery Van Drivers* – Delivery van drivers arrive in their personal vehicles between 9:00 AM to 10:30 AM.
2. *Trucks* (32 daily trips each direction) – Large heavy truck traffic from regional distribution centers generally occurs evenly throughout the day.
3. *Delivery Vans* (344 daily trips each direction) – Van depart in waves, primarily avoid peak hour impacts. Upon return, van drivers then park vans and depart in personal vehicles.

Trip generation estimates from operational data provided by the end-user were utilized. End-user data summarizing the travel demand for the three trip purposes is provided in **Appendix G.** The Daily, AM and PM peak hour trip generation summary for the project is shown in **Table 3**.

**Table 3:** Trip Generation Summary

| Land Use | Total Daily Trips | AM Peak Hour Trips | | | | | PM Peak Hour Trips | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | In | | Out | | Total | In | | Out | |
| Autos (*Associates/Employees, Delivery Van Drivers, and Flex Fleet*) | 1,444 | 0 | - | 0 | - | 0 | 135 | *67%* | 90 | *33%* | 45 |
| Trucks | 64 | 3 | *33%* | 1 | *67%* | 2 | 1 | *100%* | 1 | *0%* | 0 |
| Delivery Vans | 688 | 0 | - | 0 | - | 0 | 0 | - | 0 | - | 0 |
| **Total** | **2,196** | **3** | **1** | | **2** | | **136** | **91** | | **45** | |

As shown in **Table 3**, the proposed delivery station is anticipated to generate 2,196 Daily trips, 3 AM peak hour trips (1 in and 2 out), and 136 PM peak hour trips (91 in and 45 out). Because of the minimal project impact during the AM peak hour, only the PM peak hour was considered in the analysis.

## 3.2 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived based upon the Phase 3 model output within the approved Southern Grove DRI TIA. Site specific project traffic percentages were determined based upon Phase 3 model distributions and engineering judgment and knowledge of the area. It should be noted that Paar Drive was assumed within the model output to extend from its existing western terminus to SW Village Parkway. The distribution has been updated as there are no future plans to extend Paar Drive east to SW Village Parkway. **Appendix B** provides the CFRPM model plots utilized for the percent of daily project trips.

Daily model project distribution was referenced to manually assign project distribution at study area intersections and driveways in general accordance with anticipated project traffic behavior. **Figure 3** shows the project distribution generated by the Delivery Station activities. **Appendix H** provides vested traffic distribution for Phase 3 of the Southern Grove DRI.

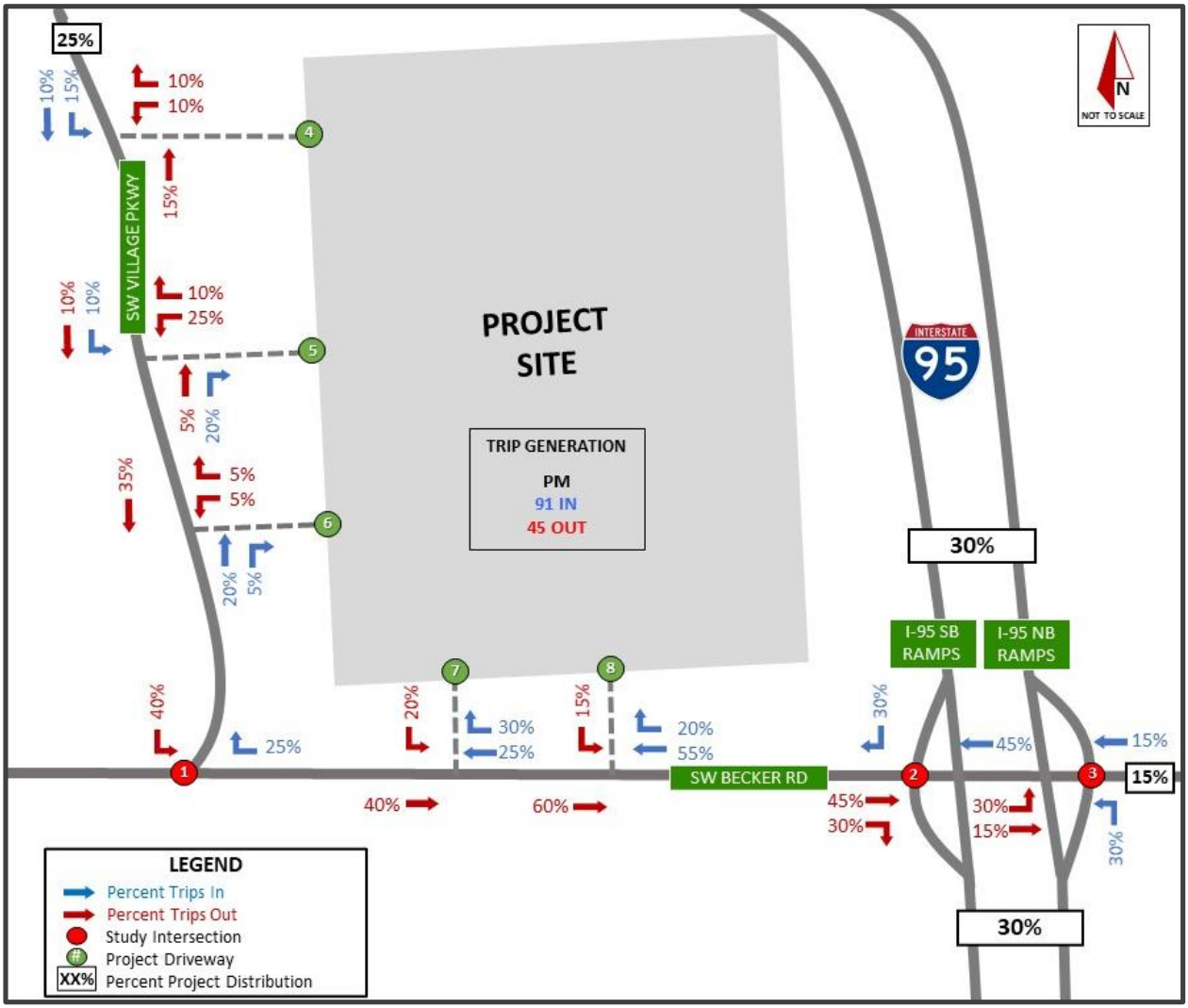



**Figure 3:** Project Trip Distribution

## 3.3 TRIP ASSIGNMENT

Project trips were assigned onto study area roadways and intersection based on project trip distribution percentages. **Figures 5** shows the anticipated PM peak hour project trips generated by the proposed delivery station. **Appendix H** provides vested project traffic trips for Phase 3 of the Southern Grove DRI.


**Figure 4:** PM Peak Hour Project Trip Assignment

## 3.4 HISTORIC TRAFFIC GROWTH

The University of Florida's Bureau of Economic and Business Research (BEBR) analyzes population growth trends in counties throughout the state, along with other statistical metrics. To determine a reasonable background growth rate for the study area, the medium BEBR growth rate for St. Lucie County was calculated.

As shown in **Table 4**, the medium BEBR growth rate for Year 2025 is approximately 1.55%. Therefore, a 1.55% annual background growth rate was applied on all study area roadway segments in the operational analysis to provide conservative results. **Appendix I** provides the historical growth calculations based upon BEBR population data**.**

**Table 4:** BEBR Growth Rate Calculation

| County | BEBR Pop Estimate Apr 1, 2019 | BEBR Population Projections (April 1) | | |
|---|---|---|---|---|
| | | Range | 2025 | 2025 |
| St. Lucie County | 309,359 | Low | 319,300 | 0.46% |
| | | Medium | 342,900 | 1.55% |
| | | High | 364,600 | 2.55% |

Source: Bureau of Economic and Business Research (BEBR) *Projections of Florida*

## 3.5 VESTED TRAFFIC

Vested traffic from Phase 3 of the approved Southern Grove DRI TIA was utilized within the traffic operational analysis and is included within **Appendix B**. A reduction of Phase 3 Southern Grove DRI vested traffic was calculated based upon the trip generation potential of the proposed delivery station. Using ITE Trip Generation Manual, 8th Edition (used within the approved Southern Grove DRI TIA), approximately 365,000 square feet of the approved Phase 3 industrial square footage is equivalent to the proposed delivery station PM peak hour trip generation potential. Therefore, a reduction of approximate 365,000 square feet of industrial use was applied to the vested traffic volumes. **Table 5** illustrates the reduction of Phase 3 Southern Grove DRI vested traffic.

**Table 5:** Trip Generation Summary of Displaced DRI Use

| Land Use | Intensity | Daily Trips | AM Peak Hour of Adjacent Street | | | PM Peak Hour of Adjacent Street | | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out |
| Proposed Development | | | | | | | | |
| Warehousing | 365,000 SF | 1,501 | 168 | 129 | 39 | 136 | 37 | 99 |
| | *Subtotal* | *1,501* | *168* | *129* | *39* | *136* | *37* | *99* |
| TOTAL NET EXTERNAL TRIPS | | 1,501 | 168 | 129 | 39 | 136 | 37 | 99 |

Trip Generation was calculated using the data from ITE's Trip Generation Manual, 8th Edition.

Warehousing [ITE 150]

| | |
|---|---|
| Daily | Ln(T) = 0.86*Ln(X)+2.24; (X is SF/10000) |
| AM Peak Hour of Adjacent Street | Ln(T) = 0.55*Ln(X)+1.88; (X is SF/1000); (77% in/ 23% out) |
| PM Peak Hour of Adjacent Street | Ln(T) = 0.64*Ln(X)+1.14; (X is SF/1000); (27% in/ 73% out) |

A reduction was also applied based upon development that has been constructed as of the 2018 biennial report. The 2018 biennial report calculations are provided within **Appendix B**.

# 4.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2023

## 4.1 BACKGROUND TRAFFIC

Traffic conditions were evaluated for 2023 future background (with project) traffic conditions during the PM peak hour. Future background volumes at the study area intersections were derived by applying 1.55% annual growth to existing traffic counts. Additionally, vested traffic from the Phase 3 of the Southern Grove DRI TIA was included in the background traffic volume calculations. **Appendix E** provides adjusted turning movement volume worksheets for all intersections**. Figure 7** illustrates turning movement volumes for background conditions at the study intersections and roadways.

## 4.2 FUTURE IMPROVEMENTS

Based on a review of St. Lucie Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and FDOT's Five-Year Work Program, no transportation improvements were identified within the study area of the development.

## 4.3 FUTURE BACKGROUND INTERSECTION ANALYSIS

Intersection operational analysis was performed for 2023 future background (with project) traffic conditions during the PM peak hour using procedures outlined in the *Highway Capacity Manual 6th Edition* with Synchro (v10) software. Intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for the background conditions are provided in **Table 6**. **Appendix F** includes Synchro (v10) outputs. The following transportation improvements are recommended to provide acceptable traffic operations during 2023 PM peak hour future background (without project) traffic conditions:

- SW Village Parkway & SW Becker Road
  - Signal Timing Adjustments
- SW Becker Road & I-95 NB Ramps
  - Signal Timing Adjustments
- SW Village Parkway & Intersection 4 (Driveway 1)/Future Paar Drive
  - Signalization
  - EB Geometry: 2 Left-Turn Lanes, 1 Though Lane, 1 Right-Turn Lane
  - WB Geometry: 1 Left-Turn Lane, 1 Though Lane, 1 Shared Through/Right-Turn Lane
  - Additional NB & SB Left-Turn Lanes (existing today, but gored)
- SW Becker Road & Intersection 7 (Driveway 4)
  - Signalization
  - SB Geometry: 2 Left-Turn Lanes, 1 Shared Through/Right-Turn Lane
  - NB Geometry: 1 Left-Turn Lane, 1 Shared Through/Right-Turn Lane
  - Additional EB & WB Left-Turn Lanes (existing today, but gored)

A signal warrant analysis was performed for the intersections of SW Village Parkway & Intersection 4 (Driveway 1)/Future Paar Drive and SW Becker Road & Intersection 7 (Driveway 4). The signal warrant analysis shows that both study area intersections will warrant signalization based upon 2023 future background (without project) traffic conditions. The signal warrant analysis is provided within **Appendix J**.


**Figure 5:** Background (2023) Turning Movement Counts

**Table 6:** Future Background Intersection Conditions (PM Peak Hour)

| 2023 Future Background Traffic Conditions | | | | | |
|---|---|---|---|---|---|
| **Intersection** | **Control Type** | **Approach** | **PM Peak Hour** | | |
| | | | **Approach LOS (overall delay)** | **Max V/C Movement** | **Max v/c Movement** |
| SW Village Parkway & Intersection 4 (Driveway 1) [1] | Signalized | EB | D | EBL | 0.84 |
| | | WB | D | WBR | 0.88 |
| | | NB | D | NBL | 0.71 |
| | | SB | D | SBR | 0.83 |
| | | **Overall** | **D *(38.4 sec)*** | **WBR** | **0.88** |
| SW Village Parkway & Intersection 5 (Driveway 2) | Unsignalized (TWSC) | EB | D | EBL | 0.28 |
| | | WB | C | WBL | 0.64 |
| | | NB | A | NBL | 0.02 |
| | | SB | A | SBL | 0.10 |
| | | **Overall** | -- | -- | -- |
| SW Village Parkway & Intersection 6 (Driveway 3) | Unsignalized (TWSC) | EB | C | EBL | 0.15 |
| | | WB | C | WBL | 0.61 |
| | | NB | A | NBL | 0.03 |
| | | SB | A | SBL | 0.10 |
| | | **Overall** | -- | -- | -- |
| SW Becker Road & Intersection 7 (Driveway 4) [1] | Signalized | EB | C | EBL | 0.74 |
| | | WB | D | WBL | 0.58 |
| | | NB | E | NBR | 0.89 |
| | | SB | E | SBR | 0.94 |
| | | **Overall** | **D *(50.2 sec)*** | **SBR** | **0.94** |
| SW Becker Road & Interseciton 8 (Driveway 5) | Unsignalized (TWSC) | EB | -- | -- | -- |
| | | WB | -- | -- | -- |
| | | SB | E | SBL | 0.92 |
| | | **Overall** | -- | -- | -- |
| SW Village Parkway & SW Becker Road [1] | Signalized | EB | D | EBL | 0.87 |
| | | WB | D | WBL | 0.69 |
| | | NB | E | NBL | 0.89 |
| | | SB | D | SBL | 0.89 |
| | | **Overall** | **D *(47.3 sec)*** | **SBL** | **0.89** |
| SW Becker Road & I-95 SB Ramps | Signalized | EB | B | EBT | 0.23 |
| | | WB | B | WBL | 0.89 |
| | | NB | -- | -- | -- |
| | | SB | D | SBL | 0.81 |
| | | **Overall** | **C *(25.2 sec)*** | **WBL** | **0.89** |
| SW Becker Road & I-95 NB Ramps [1] | Signalized | EB | C | EBL | 0.86 |
| | | WB | C | WBT | 0.21 |
| | | NB | D | NBR | 0.91 |
| | | SB | -- | -- | -- |
| | | **Overall** | **C *(33.7 sec)*** | **NBR** | **0.91** |

Notes:

1. Intersection improvements were incorporated to allow for acceptable operations during 2023 future background traffic conditions.

# 5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2023

## 5.1 BUILDOUT TRAFFIC

Future traffic conditions were evaluated for the buildout year 2023. Buildout volumes were developed by adding anticipated project trips to future background volumes. **Appendix E** provides the adjusted turning movement volume worksheets for all intersections. **Figure 8** illustrates turning movement volumes for buildout conditions at the study intersections.

## 5.2 BUILDOUT INTERSECTION ANALYSIS

Intersection operational analysis was performed for the year 2023 buildout conditions in the PM peak hour using procedures outlined in the *Highway Capacity Manual 6th Edition* with Synchro (v10) software. Intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for the buildout conditions are provided in **Table 7**. **Appendix F** provides Synchro (v10) outputs.

As shown in the table, all study area intersections operate at an acceptable LOS overall during 2023 buildout PM peak hour traffic conditions.


**Figure 6:** Buildout (2023) Turning Movement Counts

**Table 7:** Buildout Intersection Conditions (PM Peak Hour)

| 2023 Buildout Traffic Conditions | | | | | |
|---|---|---|---|---|---|
| **Intersection** | **Control Type** | **Approach** | **PM Peak Hour** | | |
| | | | **Approach LOS (overall delay)** | **Max V/C Movement** | **Max v/c Movement** |
| SW Village Parkway & Intersection 4 (Driveway 1) | Signalized | EB | D | EBL | 0.84 |
| | | WB | D | WBR | 0.88 |
| | | NB | D | NBL | 0.71 |
| | | SB | D | SBR | 0.83 |
| | | **Overall** | **D *(39.0 sec)*** | **WBR** | **0.88** |
| SW Village Parkway & Intersection 5 (Driveway 2) | Unsignalized (TWSC) | EB | D | EBL | 0.30 |
| | | WB | D | WBL | 0.71 |
| | | NB | A | NBL | 0.02 |
| | | SB | A | SBL | 0.11 |
| | | **Overall** | -- | -- | -- |
| SW Village Parkway & Intersection 6 (Driveway 3) | Unsignalized (TWSC) | EB | C | EBL | 0.16 |
| | | WB | C | WBL | 0.62 |
| | | NB | A | NBL | 0.03 |
| | | SB | A | SBL | 0.11 |
| | | **Overall** | -- | -- | -- |
| SW Becker Road & Intersection 7 (Driveway 4) | Signalized | EB | D | EBL | 0.74 |
| | | WB | D | WBL | 0.58 |
| | | NB | E | NBR | 0.90 |
| | | SB | E | SBR | 0.94 |
| | | **Overall** | **D *(50.4 sec)*** | **SBR** | **0.94** |
| SW Becker Road & Interseciton 8 (Driveway 5) | Unsignalized (TWSC) | EB | -- | -- | -- |
| | | WB | -- | -- | -- |
| | | SB | E | SBL | 0.95 |
| | | **Overall** | -- | -- | -- |
| SW Village Parkway & SW Becker Road | Signalized | EB | D | EBL | 0.87 |
| | | WB | D | WBL | 0.69 |
| | | NB | E | NBL | 0.89 |
| | | SB | D | SBL | 0.90 |
| | | **Overall** | **D *(47.3 sec)*** | **SBL** | **0.90** |
| SW Becker Road & I-95 SB Ramps | Signalized | EB | B | EBT | 0.24 |
| | | WB | B | WBL | 0.89 |
| | | NB | -- | -- | -- |
| | | SB | D | SBR | 0.82 |
| | | **Overall** | **C *(25.0 sec)*** | **WBL** | **0.89** |
| SW Becker Road & I-95 NB Ramps | Signalized | EB | C | EBL | 0.89 |
| | | WB | C | WBT | 0.22 |
| | | NB | D | NBR | 0.91 |
| | | SB | -- | -- | -- |
| | | **Overall** | **C *(34.3 sec)*** | **NBR** | **0.91** |

## 5.3 TURN LANE ANALYSIS

The observed traffic volumes on SW Village Parkway, as well as the projected ingress turning volumes at the Intersection 5 (Driveway 2) and Intersection 6 (Driveway 3), were compared to the thresholds of the NCHRP Report 457 for determination of whether a major road right-turn lane is required at a stop-controlled minor street intersection. Report NCHRP 457 compares the major street speed, approach volume, and right-turning volume to determine whether a dedicated right-turn lane is warranted on the major street approach. Based on the ingress right-turn volumes projected at the project driveways, and the future background traffic volumes on SW Village Parkway during the PM peak hour, an exclusive right-turn lane at both Intersection 5 (Driveway 2) and Intersection 6 (Driveway 3) is warranted based on the criteria within the NCHRP 457 analysis. It should be noted that this improvement is required based upon 2023 future background (without project) traffic volumes. The recommended queue lengths for the ingress right-turn lanes are provided in **Table 8.** The NCHRP Report 457 output is provided in **Appendix K**.

**Table 8:** Recommended Ingress Right-Turn Lane Storage Lengths

| Intersection/Turn Lane | Posted Speed | Required Decceleration (Ft)[1] | Synchro 95th Percentile Queue Length (Ft)[2] | Proposed Turn Lane Length (Ft) |
|---|---|---|---|---|
| SW Village Parkway & Intersection 5 (Driveway Access 2) Northbound Right-Turn Lane | 45 | 185 | 25 | 210 |
| SW Village Parkway & Intersection 6 (Driveway Access 3) Northbound Right-Turn Lane | 45 | 185 | 25 | 210 |

Notes:

1. Based on the 2021 FDOT Design Manual, Exhibit 212-1.
2. Based on the 95th percentile queue reported in Synchro 10. A minimum of one car length was utilized.
3. Proposed storage lengths were determined based on the required deceleration length and 95th percentile queue length.

Existing turn lanes at the site driveways along both SW Village Parkway and SW Becker Road were evaluated to determine if sufficient deceleration and storage is provided to accommodate buildout project traffic volume projections. The total turn lane length should accommodate the minimum deceleration required in the 2021 FDOT Design Manual, Exhibit 212-1 and the expected 50$^{th}$ percentile queue as calculated using Synchro 10. Additionally, existing storage lengths were determined to be sufficient if the turn lane could accommodate the 95$^{th}$ percentile queue length. The summary of the queue length evaluation is provided in **Table 9** shows that the existing turn lanes have sufficient length to support project traffic.

**Table 9:** Existing Ingress Turn-Lane Storage Length Summary

| Intersection/Turn Lane | Existing Length (Ft) | Posted Speed | Required Decceleration (Ft)[1] | Synchro 50th Percentile Queue Length (Ft)[2] | Synchro 95th Percentile Queue Length (Ft)[2] | Existing Turn Lane Sufficient (Y/N) | Turn Lane Extension (Ft) |
|---|---|---|---|---|---|---|---|
| SW Village Parkway & Intersection 4 (Driveway 1) | | | | | | | |
| Southbound Left-Turn Lane | 500 | 45 | 185 | 100 | 175 | Y | -- |
| Northbound Right-Turn Lane | 360 | 45 | 185 | 25 | 50 | Y | -- |
| SW Village Parkway & Intersection 5 (Driveway 2) | | | | | | | |
| Southbound Left-Turn Lane | 330 | 45 | 185 | 25 | 25 | Y | -- |
| SW Village Parkway & Intersection 6 (Driveway 3) | | | | | | | |
| Southbound Left-Turn Lane | 330 | 45 | 185 | 25 | 25 | Y | -- |
| SW Becker Road & Intersection 7 (Driveway 4) | | | | | | | |
| Eastbound Left-Turn Lane | 450 | 45 | 185 | 75 | 100 | Y | -- |
| Westbound Right-Turn Lane | 320 | 45 | 185 | 25 | 50 | Y | -- |
| SW Becker Road & Intersection 8 (Driveway 5) | | | | | | | |
| Westbound Right-Turn Lane | 270 | 45 | 185 | 25 | 25 | Y | -- |

Notes:

1. Based on the 2021 FDOT Design Manual, Exhibit 212-1.

2. Based on the 50th and 95th percentile queue reported in Synchro 10. A minimum of one car length was utilized.

3. Existing storage lengths were determined to be sufficient if the turn lane could accomodate the sum of the required deceleration length and 50th percentile queue length. Additionally, the existing storage length was determined to be sufficient if the turn lane could accomodate the 95th percentile queue length.

# 7.0 FUTURE ROADWAY SEGMENT ANALYSIS

A PM peak hour roadway segment analysis was performed for future background and buildout conditions (Year 2023). Future background (2023) AADT volumes were derived by applying a 1.55% annual growth rate to existing (2020) AADT volumes. Additionally, vested traffic from the Southern Grove DRI traffic impact analysis was included in the background traffic volume calculations. Buildout volumes were developed by summing background volume and project trips. As shown in **Table 10**, all roadway segments operate at acceptable levels of service during PM peak hour future conditions except for the road segment of I-95 from SW Martin Highway to SW Gatlin Boulevard which operates with a v/c ratio greater than 1.0. No new roadway deficiencies were identified as a result of project traffic impact.

**Table 10:** Future Roadway Segment Analysis (PM Peak Hour)

| Roadway | | Peak Hour Directional Maximum | Applied Growth | Vested Traffic | | Future Background Traffic Conditions | | | | PM Peak Hour Project Traffic | | | Future Buildout Peak Hour Traffic Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Volumes [2] | | Volumes [3] | | Max V/C | LOS | | Volumes [5] | | Volumes [5] | | Max V/C | LOS |
| From | To | Service Capacity [1] | Rate [2] | NB / EB | SB / WB | NB / EB | SB / WB | Ratio | | Assign [4] | NB / EB | SB / WB | NB / EB | SB / WB | Ratio | |
| SW Village Parkway | | | | | | | | | | | | | | | | |
| SW Becker Road | Paar Drive | 1,710 | 1.55% | 796 | 972 | 961 | 1,137 | 0.66 | C | 25% | 11 | 23 | 972 | 1,160 | 0.68 | C |
| SW Becker Road | | | | | | | | | | | | | | | | |
| SW Village Parkway | I-95 Interchange | 3,170 | 1.55% | 2,530 | 2,070 | 2,847 | 2,387 | 0.90 | C | 75% | 34 | 68 | 2,881 | 2,455 | 0.91 | C |
| I-95 | | | | | | | | | | | | | | | | |
| Gatlin Boulevard | SW Becker Road | 4,580 | 1.55% | 173 | 793 | 4,923 | 5,543 | 1.21 | F | 30% | 14 | 27 | 4,937 | 5,570 | 1.22 | F |
| SW Becker Road | Martin Highway | 4,580 | 1.55% | 141 | 675 | 4,857 | 5,391 | 1.18 | F | 30% | 27 | 14 | 4,884 | 5,405 | 1.18 | F |

Note:
1. Peak Hour Directional Maximum Service Capacities were obtained from the 2020 FDOT Quality/LOS Tables.
2. A historical growth rate of 1.55% was applied.
3. Future non-project traffic volumes are the summation of the existing peak season volumes and background growth.
4. The percent project traffic is the maximum across the roadway segment
5. Buildout project traffic volumes are the summation of future background traffic and project traffic.

# 8.0 CONCLUSION

This traffic impact analysis was performed to assess the transportation impacts of the Southern Grove Delivery Station located on the north side of SW Becker Road, east of SW Village Parkway in the City of Port St. Lucie, Florida. The proposed development consists of a ±219,000 square foot delivery station/warehouse building, parking spaces, vehicle staging, and loading spaces with a buildout year of 2022. However, to be consistent with Phase 3 of the Southern Grove DRI TIA, a buildout year of 2023 was utilized.

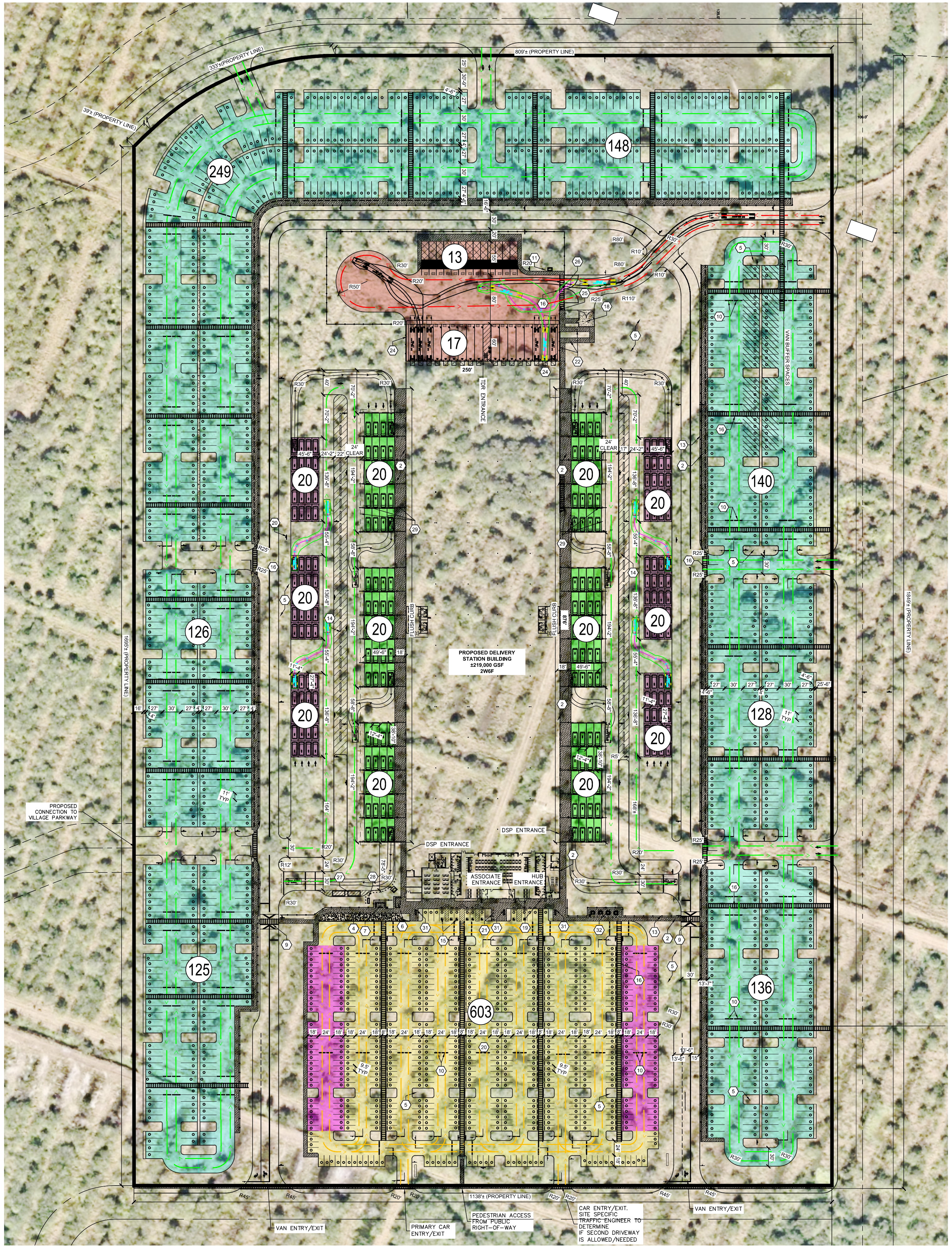
The site will be accessed by site employees, delivery drivers, and heavy trucks. The majority of the traffic entering and exiting the delivery station is programmed to travel outside the traditional peak hours. Access to the site will eventually be provided via multiple driveways on the adjacent roadways as the DRI develops. The project is expected to generate 136 new external vehicular trips (91 in/ 45 out) during the PM peak hour based on a trip generation estimate developed from operational data provided by the end-user. At this level of trips, a single access with two-way stop-control will be adequate to provide acceptable operations for the proposed delivery station.

Roadway segment analyses performed for the existing, background, and buildout conditions conclude that all roadway segments within the study operate at an acceptable level of service (LOS) during PM peak hour except for the road segment of I-95 from SW Martin Highway to SW Gatlin Boulevard which operates with a v/c ratio greater than 1.0 during 2023 future background (without project) traffic conditions. No new roadway deficiencies were identified as a result of project traffic impact.

Operational analyses performed at study area intersections and driveways conclude that transportation improvements will be required to provide acceptable traffic operations during 2023 future background (without project) traffic conditions. No new operational deficiencies were identified as a result of project traffic impact at project buildout.

# APPENDIX A
## Site Plan

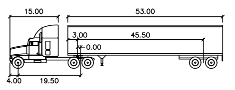
Plotted By: Wise, Chad   Sheet Set: Kha   Layout: Layout1   February 25, 2021   04:51:23pm   K:\ORL_Civil\049660000-DFH7 Legacy Park, Port St Lucie FL\CADD\CONCEPT\References\DFH7-Site Concept-DFT-Rev0-20210226.dwg



NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

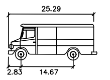
## TRUCK TEMPLATE



WB-67

| | feet | | |
|---|---|---|---|
| Tractor Width | : 8.00 | Lock to Lock Time | : 6.0 |
| Trailer Width | : 8.50 | Steering Angle | : 28.4 |
| Tractor Track | : 8.00 | Articulating Angle | : 75.0 |
| Trailer Track | : 8.50 | | |

## VAN TEMPLATE



Ford E450

| | feet |
|---|---|
| Width | : 9.75 |
| Track | : 9.75 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 34.3 |

— > — ASSOCIATE TRAFFIC FLOW DIRECTION

— > — DSP/FLEX TRAFFIC FLOW DIRECTION

— > — TRUCK TRAFFIC FLOW DIRECTION

▭ ▭ JERSEY BARRIER

## DESIGN INFORMATION

| | |
|---|---|
| AREA OF BUILDING | ±219,000 SF |
| AREA OF EXTERIOR CANOPY | ±104,400 SF |
| TOTAL SITE AREA | ±47.79 AC |
| SETBACKS: | FRONT: 25 FEET<br>REAR: 25 FEET<br>SIDE:15 FEET<br>SIDE/CORNER: 25 FEET |

NOT FOR CONSTRUCTION

PARKING SUMMARY TABLE

| PARKING | REQUIRED | PROPOSED ON-SITE | PROPOSED OFF-SITE | DELTA |
|---|---|---|---|---|
| ASSOCIATE LOT | | | | |
| ASSOCIATE SPACES | 258 | 516 | 0 | 258 |
| AMZL MANAGEMENT SPACES | 21 | 21 | 0 | 0 |
| DSP MANAGEMENT SPACES | 52 | 52 | 0 | 0 |
| CUSTOMER SPACES | 3 | 3 | 0 | 0 |
| GUEST SPACES | 3 | 3 | 0 | 0 |
| ACCESSIBLE & ACCESSIBLE VAN | 8 | 8 | 0 | 0 |
| TOTAL AUTO SPACES (9' x 18') | 345 | 603 | 0 | 258 |
| VAN LOT | | | | |
| STANDARD VAN SPACES (11'x27') | 816 | 819 | 0 | 3 |
| VAN DRIVER PERSONAL VEHICLE (11'x27') | 240 | 240 | 0 | 0 |
| VAN DRIVER PERSONAL VEHICLE (9'x18') | 120 | 120 | 0 | 0 |
| VAN BUFFER SPACES (11'x27') | 47 | 47 | 0 | 0 |
| TOTAL VAN SPACES (11' x 27') | 1103 | 1106 | 0 | 3 |
| TOTAL VAN SPACES (9.5' x 18') | 120 | 120 | 0 | 0 |
| LOADING & STAGING AREA | | | | |
| UTR/VAN LOADING | 120 | 120 | - | 0 |
| VAN QUEUING | 120 | 120 | - | 0 |
| TRUCK YARD | | | | |
| DOCK DOORS FOR INDUCT | 15 | 17 | - | 2 |

## PARKING LEGEND

VAN PARKING

| | |
|---|---|
| STAGING (11'-4"x27'-4") | STANDARD (11'x27') |
| LOADING (12'-4"x38'-10") | BUFFER (11'x27') |

CAR PARKING

| | |
|---|---|
| ASSOCIATE (9'x18') | VAN DRIVER PERSONAL (9'x18') |

NOTE: DIMENSIONS SHOWN ARE FROM CENTER OF 4" STRIPE TO CENTER OF 4" STRIPE, OR CENTER OF 4" STRIPE TO FACE OF CURB WHERE A STRIPE IS ADJACENT TO A CURB

## KEYNOTES

1. STORMWATER MANAGEMENT AS REQUIRED BY CODE
2. CONCRETE SIDEWALK
3. ACCESSIBLE CURB RAMP
4. RIDE SHARE DROP-OFF
5. LANDSCAPE
6. SMOKING SHELTER
7. RIDE-SHARE SHELTER
8. CONCRETE WHEEL STOP
9. SPEED TABLE / PEDESTRIAN WALKWAY
10. SPEED BUMP
11. 4'x6' TRUCK YARD SPILL KIT SHED (BY TENANT) ON 6'x8' CONCRETE PAD
12. 12" WIDE CURB
13. PEDESTRIAN BARRIER FENCE PER SITE DETAILS
14. STRIPED TRAFFIC SEPARATION WITH JERSEY BARRIERS (OR EQUAL)
15. ACCESSIBLE PARKING STALL
16. STRIPED PEDESTRIAN ACCESS
17. YARD PERIMETER SECURITY FENCE
18. TRASH ENCLOSURE PER ARCHITECTURAL PLANS
19. BOLLARDS PER SITE PLAN ENLARGEMENTS AND SITE DETAILS
20. EMPLOYEE MUSTER AREA SIGNAGE PER SIGNAGE AND STRIPING PLAN
21. BIKE RACKS
22. 8' WIDE CONCRETE SIDEWALK (5% MAX SLOPE) WITH GUARDRAILS AND LANDINGS AS REQUIRED
23. TRASH CAN (BY TENANT) ON CONCRETE PAD
24. RETAINING WALL AS REQUIRED
25. 5' WIDE MAN GATE WITH LOCKING HARDWARE
26. PAIR OF 22'-6"W x 8'-0"H GALVANIZED MANUAL SWING GATES WITH DROP ROD AND LOCKING HARDWARE. IS REQUIRED, PROVIDE GATE WITH RUBBER ROLLERS OR TIRED. IN-GROUND TRACK SYSTEMS ARE NOT ALLOWED
27. EMERGENCY MOBILE GENERATOR PARKING
28. ELECTRICAL EQUIPMENT WITH BOLLARD PROTECTION PER ELECTRICAL PLANS
29. BUILDING CANOPY AND COLUMNS PER ARCHITECTURAL SHEET A8.10
30. SIGNAGE PER SIGNAGE AND STRIPING PLAN
31. BENCH
32. ASSOCIATE OUTDOOR AREA
33. SPEED HUMP

## GENERAL NOTES

1. REFER TO THE AMZL DESIGN CRITERIA AND OUTLINE SPECIFICATIONS FOR FURTHER INFORMATION REGARDING THE SITE PLAN ELEMENTS KEYNOTED ON PLANS
2. BUILDING DIMENSIONS TAKEN FROM INSIDE FACE OF CONCRETE PANEL
3. DRIVE AISLE DIMENSIONS SHOWN ARE MEASURED FROM FACE OF CURB TO FACE OF CURB, OR BACK OF PARKING STALL TO BACK OF PARKING STALL
4. SITE PLAN LAYOUT TO GRAPHICALLY ILLUSTRATE INTENT ONLY. DEVELOPERS AND DESIGN TEAMS ARE RESPONSIBLE FOR RECONCILING WITH SITE SPECIFIC CONSTRAINTS AND JURISDICTIONAL REQUIREMENTS

| No. | REVISIONS | DATE | BY |
|---|---|---|---|
| | | | |

Kimley»Horn

189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801
PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM   CA 00000696

FOR INFORMATIONAL PURPOSES ONLY

| | |
|---|---|
| KHA PROJECT | – |
| DATE | 02/25/2021 |
| SCALE | AS SHOWN |
| DESIGNED BY: | BAS |
| DRAWN BY: | CJW |
| CHECKED BY: | BAS |

# DFH7 SITE CONCEPT

COMMERCIAL/WAREHOUSE
PORT ST. LUCIE
FLORIDA

SHEET NUMBER
SSA (R0)

# APPENDIX B
# Southern Grove DRI TIA Excerpts

# TRANSPORTATION RESOURCE IMPACTS

## QUESTION 21 - TRANSPORTATION

**A.** **Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips directional, traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the preapplication conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements. Please also include AM and PM peak hour-peak season information in addition to AADT.**

**TCRPC Addendum**
**Please also include AM and PM peak hour-peak season information in addition to AADT.**

## Introduction

The Southern Grove Development of Regional Impact (DRI) (the "Project") is generally located west of I-95 and south of Tradition Parkway in the City of Port St. Lucie, Florida (see Figure 21 A-1). The DRI is one of four DRIs that fall within an area known as the Southwest Annexation Area, which is generally bounded by I-95 to the east, Rangeline Road to the west, Tradition Parkway/Gatlin Boulevard to the north, and the St. Lucie County/Martin County Line to the south. The buildout of the project, which is proposed to be completed by the end of 2028, will consist of 7,388 residential dwelling units, 791 hotel rooms, 4,583,336 square feet of industrial use, 3,675,075 square feet of retail, 2,430,728 square feet of office use, 2,498,601 square feet of research and development use, a hospital (300 beds), 318,277 square feet of civic/institutional use, 80 acres of recreational/park use, and two 1,600 student K-8 schools. The proposed development will be divided into four phases with phase buildout dates of 2013, 2018, 2023, and 2028. The proposed development program and phasing for the Southern Grove DRI are summarized in Table 21 A-1.

Table 21 A-1
Proposed Development Program and Phasing Schedule

| Land Use | Unit | Phase 1 (2013) | Phase 2 (2018) | Phase 3 (2023) | Phase 4 (2028) | Total |
|---|---|---|---|---|---|---|
| Single-Family | DUs | 300 | 1,000 | 1,000 | 1,014 | 3,314 |
| Multi-Family | DUs | 600 | 1,000 | 1,018 | 1,456 | 4,074 |
| Hotel | Rooms | 371 | 250 | 170 | 0 | 791 |
| Industrial | SF | 450,000 | 1,411,112 | 1,361,112 | 1,361,112 | 4,583,336 |
| Commercial Retail | SF | 465,000 | 1,210,075 | 1,000,000 | 1,000,000 | 3,675,075 |
| Office | SF | 350,000 | 693,576 | 693,576 | 693,576 | 2,430,728 |
| Research/Development | SF | 915,000 | 527,867 | 527,867 | 527,867 | 2,498,601 |
| Hospital | Beds | 300 | 0 | 0 | 0 | 300 |
| Civic/Institutional | SF | 0 | 49,841 | 138,835 | 129,601 | 318,277 |
| Park | Acres | 10 | 35 | 35 | 0 | 80 |
| K-8 School | Students | 0 | 1,600 | 1,600 | 0 | 3,200 |

This traffic analysis was conducted in accordance with the methodology dated May 4, 2009 and updated June 10, 2009, which is included in Appendix 21-A.

## Study Area

For the purposes of this analysis, the traffic impact study area is defined by those roadway links where project traffic is determined to have a significant impact. Links are determined to have a significant impact when the project's peak hour directional trips equal or exceed five percent of the roadway's adopted service volume. The traffic impact study area will extend one link beyond those links where the project has a significant impact. As such, the study area is generally described by the following boundaries:

North: Midway Road
South: Martin Highway (County Road 714)
East: US Highway 1 (State Road 5)
West: Rangeline Road

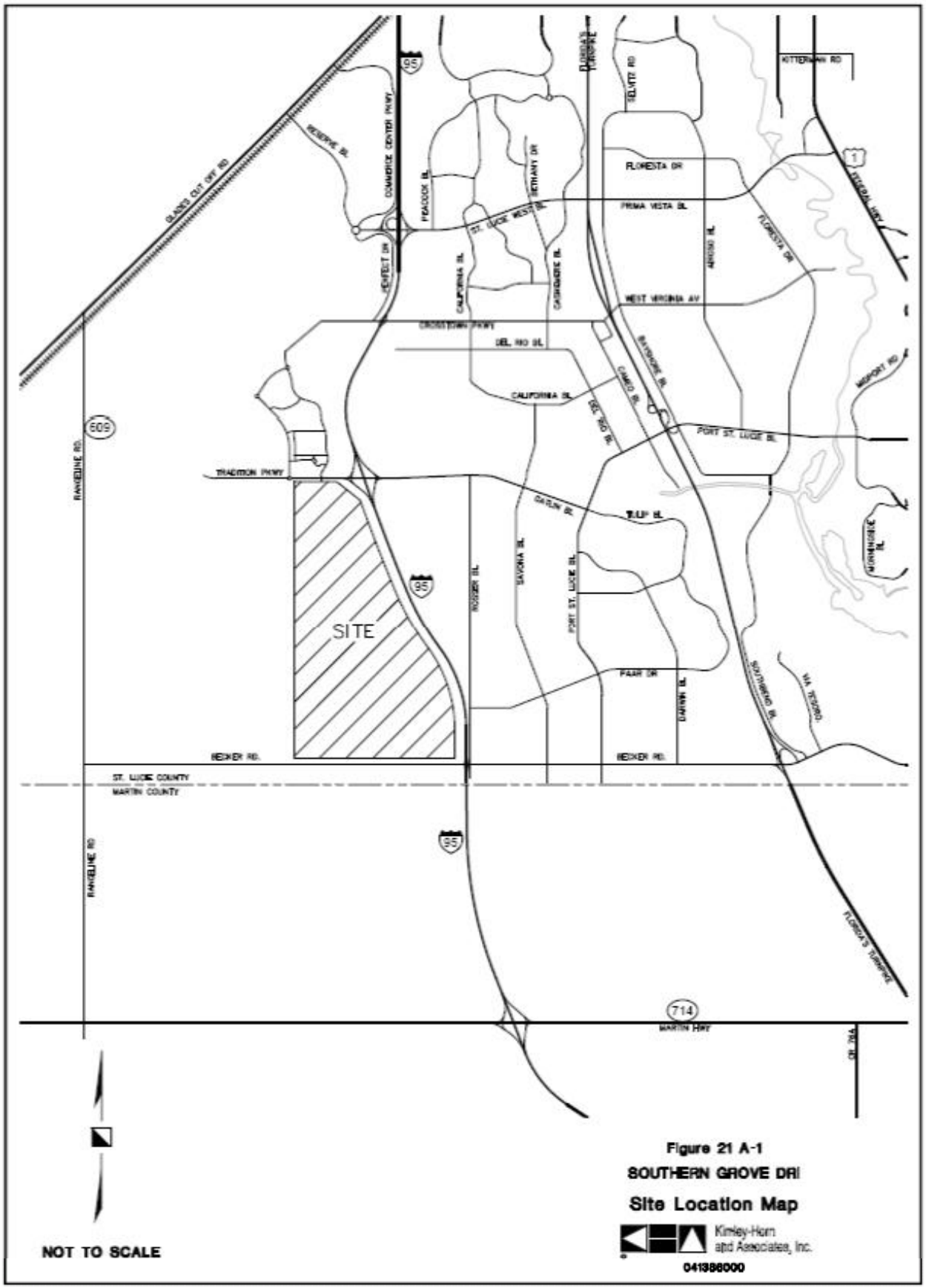

SITE
NOT TO SCALE
Figure 21 A-1
SOUTHERN GROVE DRI
Site Location Map
Kimley-Horn and Associates, Inc.
041386000

TABLE 21 B-3a
DAILY TRIP GENERATION (2023 - PHASE 3 LAND USE)

| DRI | Gross Daily Trip Generation | TAZ Internal Capture Trips | External TAZ Trips | Pass-by Trips | External Daily Trip Generation | DRI Internal Capture Trips | External DRI Trips |
|---|---|---|---|---|---|---|---|
| Southern Grove | 207,691 | 26,784 | 180,907 | 8,112 | 172,795 | 35,596 | 137,199 |
| Western Grove | 62,512 | 9,322 | 53,190 | 2,347 | 50,843 | 4,118 | 46,725 |
| Wilson Groves | 124,865 | 12,238 | 112,627 | 3,705 | 108,922 | 24,725 | 84,197 |
| Riverland | 177,281 | 14,608 | 162,673 | 5,253 | 157,420 | 23,456 | 133,964 |

TABLE 21 B-3b
PM PEAK HOUR TRIP GENERATION (2023 - PHASE 3 LAND USE)

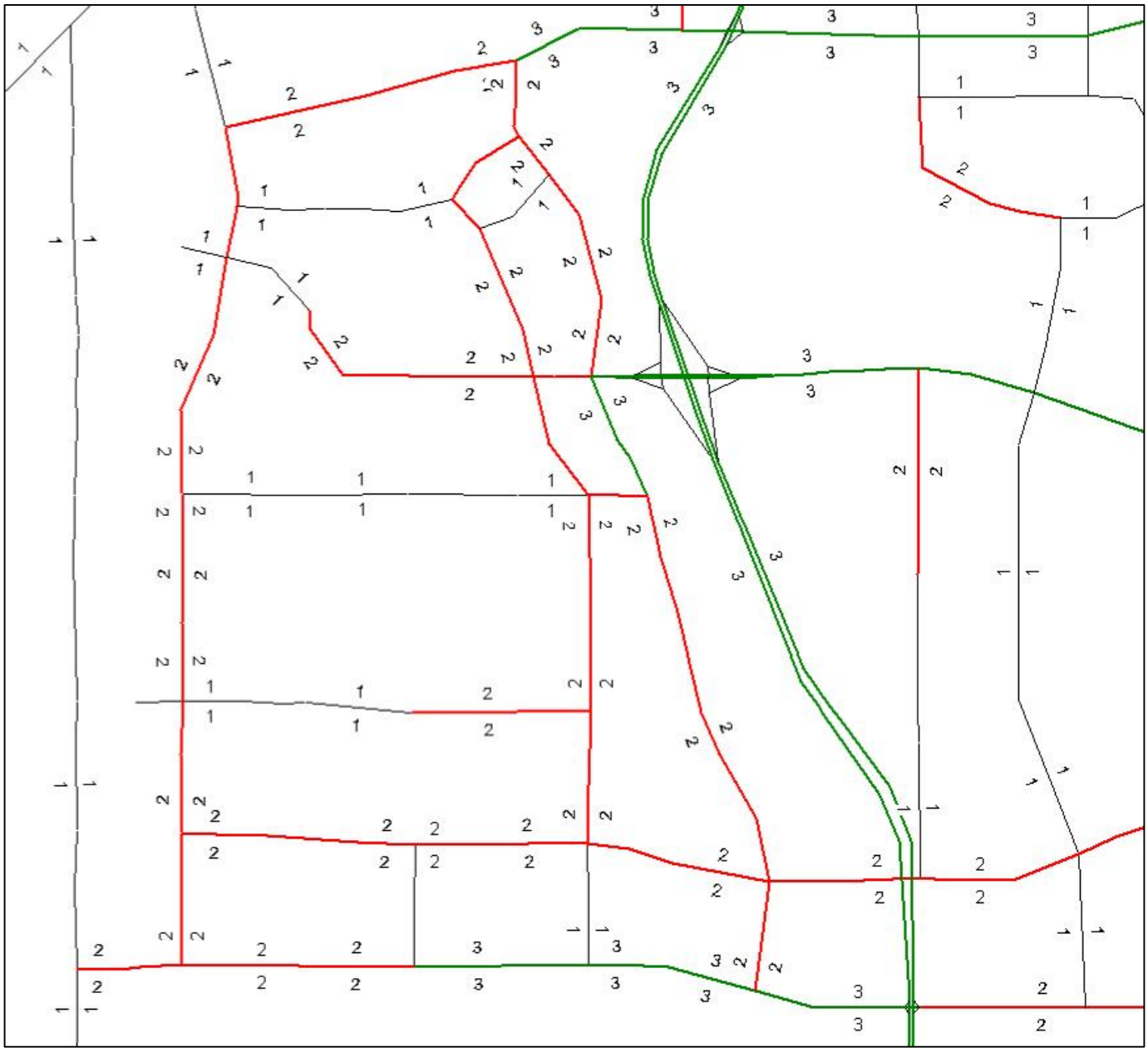
| DRI | Gross PM Peak Hour Trip Generation | | TAZ Internal Capture Trips | | Pass-by Trips | | Net External TAZ Trips | | Internal Capture % among DRI* | Internal Capture Trips among DRI | | Net External DRI Trips | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | in | out | in | out | in | out | in | out | | in | out | in | out |
| Southern Grove | 8,909 | 12,885 | 1,238 | 1,238 | 391 | 391 | 7,280 | 11,256 | 20.6% | 1,909 | 1,909 | 5,371 | 9,347 |
| Western Grove | 3,259 | 2,762 | 432 | 432 | 111 | 111 | 2,716 | 2,219 | 8.1% | 200 | 200 | 2,516 | 2,019 |
| Wilson Groves | 6,244 | 6,276 | 553 | 553 | 175 | 175 | 5,516 | 5,548 | 22.7% | 1,256 | 1,256 | 4,260 | 4,292 |
| Riverland | 9,089 | 8,357 | 661 | 661 | 249 | 249 | 8,179 | 7,447 | 14.9% | 1,164 | 1,164 | 7,015 | 6,283 |

* These internal capture percentages (with the exception of Southern Grove) were obtained from the WATS. The Southern Grove internal capture percentage was obtained from the TCRPM III (per the agreed upon methodology).

TABLE 21 D-3
2025 MODEL ROADWAY ADJUSTMENTS

| Facility | From | To | Modification |
|---|---|---|---|
| Crosstown Parkway | N/S A | Village Pkwy | New 4-lane |
| Crosstown Parkway | Village Pkwy | Commerce Center Pkwy | Widen to 6-lanes |
| N/S A | Westcliffe Ln | Crosstown Pkwy | Widen to 4-lanes |
| Community Blvd | Tradition Pkwy | E/W 1 | Widen to 4-lanes |
| N/S B | Becker Rd | Paar Dr | New 2-lane |
| Paar Drive | N/S A | N/S B | Widen to 4-lanes |
| Paar Drive | Rosser Blvd | Port St. Lucie Blvd | Widen to 4-lanes |
| Becker Road | N/S B | Community Blvd | Widen to 6-lanes |
| Port St. Lucie Blvd | Darwin Blvd | Gatlin Blvd | Widen to 6-lanes |
| California Blvd | Savona Blvd | Del Rio Blvd | Widen to 4-lanes |
| Martin Highway | PSL Blvd Extension | Florida's Turnpike | Widen to 4-Lanes |
| St. Lucie West Blvd | Interstate 95 | Peacock Blvd | Widen to 6-Lanes |

FIGURE 21 D-3
2025 SOUTHWEST ANNEXATION AREA ROADWAY NETWORK AND LANEAGE



## Project Traffic

Project trips were distributed and assigned to the roadway network using model output information. New external project traffic was isolated on the roadway network using the model. A review of the Model traffic distribution appeared reasonable. The resulting distributions may be generally summarized into the following four cardinal directions:

| | 2013 | 2018 | 2023 | 2028 |
|---|---|---|---|---|
| North | 40% | 30% | 25% | 30% |
| South | 15% | 15% | 15% | 15% |
| East | 25% | 20% | 25% | 25% |
| West | 20% | 35% | 35% | 35% |

**E. Assign the trips generated by this development as shown in (B) and (C) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each link of the then-existing network within the study area. Include peak-hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of buildout and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/ total peak hour directional trips and in terms of peak hour directional DRI trips/ existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads. Include daily and, AM and PM peak hour-peak season traffic assignment for each phase of the development.**

**TCRPC Addendum**
**Include daily and AM and PM peak hour-peak season traffic assignment for each phase of the development.**

The assignment of project trips as discussed in Question 21-D was used as the traffic assignment. The resulting regional assignments for the Southern Grove DRI traffic are summarized in Figures 21 E-1 thru 21 E-4.

Project significance was calculated using the peak hour service capacity thresholds (as detailed in Table 21 A-2) and Southern Grove DRI project traffic. These significance calculations can be seen in Tables 21 E-1 through 21 E-4.

FIGURE 21 E-3a
2023 TRAFFIC ASSIGNMENT

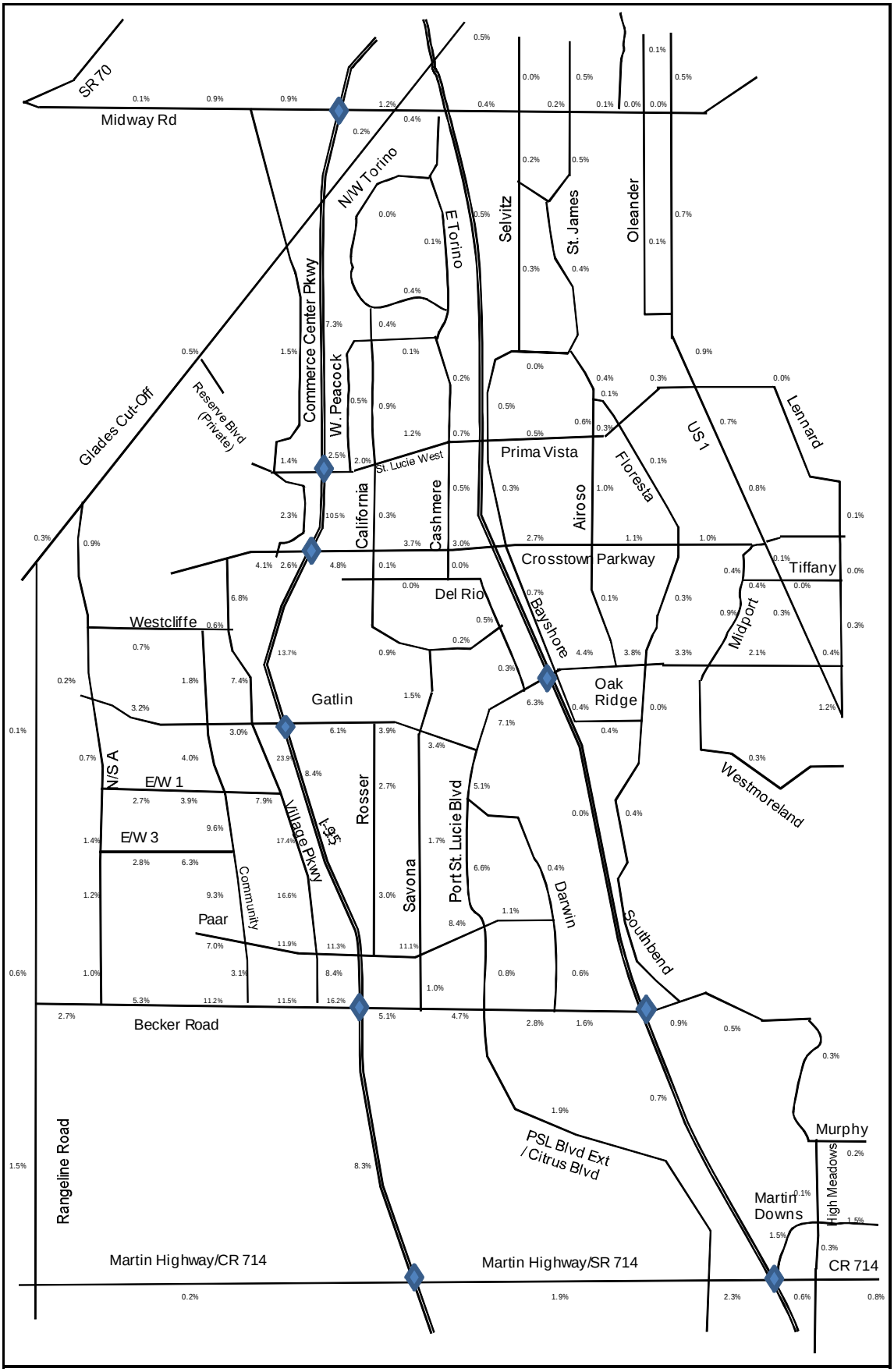
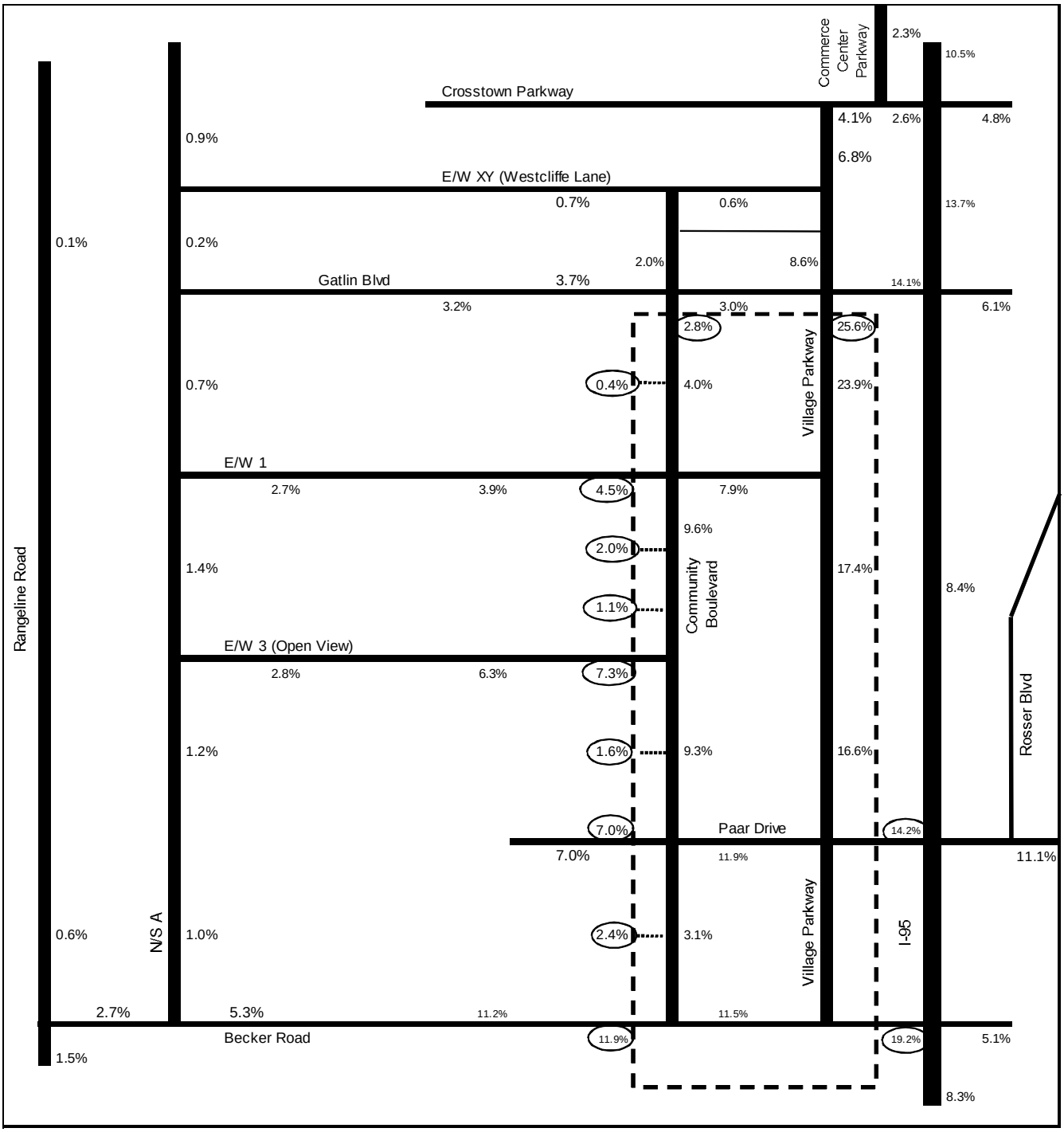


FIGURE 21 E-3b
2023 TRAFFIC ASSIGNMENT ON INTERNAL ROADS



# TABLE 21 E-3
## 2023 SIGNIFICANCE (BASED ON PM PEAK HOUR)

| Roadway | From | To | Trip Assignment | PM Peak Hour Trips | | | Service Capacity | % Impact | | Significant Impact??? | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | NB/EB | SB/WB | | NB/EB | SB/WB | NB/EB | SB/WB |
| Rangeline Road | South of Martin Hwy | | 1.0% | 151 | 55 | 96 | 1,120 | 4.9% | 8.6% | NO | YES |
| | Martin Highway | Becker Road | 1.5% | 217 | 79 | 138 | 1,100 | 7.2% | 12.6% | YES | YES |
| | Becker Road | Paar Drive | 0.6% | 88 | 32 | 56 | 790 | 4.1% | 7.1% | NO | YES |
| | Paar Drive | Open View | 0.1% | 11 | 4 | 7 | 790 | 0.5% | 0.9% | NO | NO |
| | Open View | E/W Road # 1 | 0.1% | 11 | 4 | 7 | 790 | 0.5% | 0.9% | NO | NO |
| | E/W Road # 1 | Gatlin Blvd | 0.1% | 11 | 7 | 4 | 790 | 0.9% | 0.5% | NO | NO |
| | Gatlin Blvd | Crosstown Pkwy | 0.1% | 11 | 7 | 4 | 790 | 0.9% | 0.5% | NO | NO |
| | Crosstown Pkwy | Glades Cut-Off Road | 0.1% | 11 | 7 | 4 | 790 | 0.9% | 0.5% | NO | NO |
| Glades Cut-Off Road | Rangeline Road | N/S Road A | 0.3% | 51 | 32 | 19 | 790 | 4.1% | 2.4% | NO | NO |
| | N/S Road A | Commerce Center Pkwy | 0.5% | 79 | 50 | 29 | 790 | 6.3% | 3.7% | YES | NO |
| | Commerce Center Pkwy | Midway Road | 0.2% | 31 | 20 | 11 | 790 | 2.5% | 1.4% | NO | NO |
| | North of Midway Road | | 0.5% | 78 | 50 | 28 | 790 | 6.3% | 3.5% | YES | NO |
| Commerce Center Pkwy | Crosstown Pkwy | St. Lucie West Blvd | 2.3% | 343 | 218 | 125 | 1,760 | 12.4% | 7.1% | YES | YES |
| | St. Lucie West Blvd | Glades Cut-Off Road | 1.5% | 218 | 139 | 79 | 790 | 17.6% | 10.0% | YES | YES |
| Interstate 95 | Indiantown Road | Bridge Road | 2.8% | 419 | 153 | 266 | 5,580 | 2.7% | 4.8% | NO | NO |
| | Bridge Road | Kanner Highway | 3.0% | 444 | 162 | 282 | 5,580 | 2.9% | 5.1% | NO | YES |
| | Kanner Highway | High Meadow Ave | 5.8% | 849 | 310 | 539 | 5,580 | 5.6% | 9.7% | YES | YES |
| | High Meadow Ave | Martin Highway | 6.2% | 920 | 336 | 584 | 4,580 | 7.3% | 12.8% | YES | YES |
| | Martin Highway | Becker Road | 8.3% | 1,219 | 445 | 774 | 5,580 | 8.0% | 13.9% | YES | YES |
| | Becker Road | Gatlin Blvd | 8.4% | 1,232 | 450 | 782 | 5,580 | 8.1% | 14.0% | YES | YES |
| | Gatlin Blvd | Crosstown Pkwy | 13.7% | 2,022 | 1,284 | 738 | 5,580 | 23.0% | 13.2% | YES | YES |
| | Crosstown Pkwy | St. Lucie West Blvd | 10.5% | 1,552 | 986 | 566 | 6,580 | 15.0% | 8.6% | YES | YES |
| | St. Lucie West Blvd | Midway Road | 7.3% | 1,072 | 681 | 391 | 5,580 | 12.2% | 7.0% | YES | YES |
| | Midway Road | Okeechobee Road | 5.2% | 763 | 484 | 279 | 4,580 | 10.6% | 6.1% | YES | YES |
| | Okeechobee Road | Orange Avenue | 2.7% | 402 | 256 | 146 | 3,020 | 8.5% | 4.8% | YES | NO |
| | Orange Avenue | Indrio Road | 1.2% | 177 | 112 | 65 | 5,580 | 2.0% | 1.2% | NO | NO |
| Peacock Boulevard | St. Lucie West Blvd | California Blvd | 0.5% | 75 | 47 | 28 | 1,760 | 2.7% | 1.6% | NO | NO |
| | California Blvd | Cashmere Blvd | 0.1% | 16 | 10 | 6 | 790 | 1.3% | 0.8% | NO | NO |
| Rosser Boulevard | Paar Drive | Open View | 3.0% | 446 | 283 | 163 | 790 | 35.8% | 20.6% | YES | YES |
| | Open View | Gatlin Blvd | 2.7% | 394 | 250 | 144 | 790 | 31.7% | 18.2% | YES | YES |
| North/West Torino Pkwy | East Torino Pkwy | California Blvd | 0.0% | 3 | 2 | 1 | 790 | 0.3% | 0.1% | NO | NO |
| South Torino Pkwy | California Blvd | Cashmere Blvd | 0.4% | 54 | 34 | 20 | 790 | 4.3% | 2.5% | NO | NO |
| East Torino Pkwy | Cashmere Blvd | Midway Road | 0.1% | 16 | 10 | 6 | 790 | 1.3% | 0.8% | NO | NO |
| California Boulevard | Del Rio Blvd | Savona Blvd | 0.2% | 34 | 21 | 13 | 790 | 2.7% | 1.7% | NO | NO |
| | Savona Blvd | Del Rio Blvd | 0.9% | 135 | 86 | 49 | 1,760 | 4.9% | 2.8% | NO | NO |
| | Del Rio Blvd | Crosstown Pkwy | 0.1% | 18 | 12 | 6 | 790 | 1.5% | 0.8% | NO | NO |
| | Crosstown Pkwy | St. Lucie West Blvd | 0.3% | 48 | 30 | 18 | 790 | 3.8% | 2.3% | NO | NO |
| | St. Lucie West Blvd | Peacock Blvd | 0.9% | 132 | 84 | 48 | 790 | 10.6% | 6.1% | YES | YES |
| | Peacock Blvd | West Torino Pkwy | 0.4% | 56 | 36 | 20 | 790 | 4.6% | 2.5% | NO | NO |
| Savona Boulevard | Becker Road | Paar Drive | 1.0% | 153 | 97 | 56 | 790 | 12.3% | 7.1% | YES | YES |
| | Paar Drive | Gatlin Blvd | 1.7% | 249 | 158 | 91 | 790 | 20.0% | 11.5% | YES | YES |
| | Gatlin Blvd | California Blvd | 1.5% | 220 | 140 | 80 | 790 | 17.7% | 10.1% | YES | YES |
| Cashmere Boulevard | Del Rio Blvd | Crosstown Pkwy | 0.0% | 2 | 1 | 1 | 790 | 0.1% | 0.1% | NO | NO |
| | Crosstown Pkwy | St. Lucie West Blvd | 0.5% | 76 | 48 | 28 | 790 | 6.1% | 3.5% | YES | NO |
| | St. Lucie West Blvd | Peacock Blvd | 0.2% | 25 | 16 | 9 | 790 | 2.0% | 1.1% | NO | NO |
| Del Rio Boulevard | Port St. Lucie Blvd | California Blvd | 0.3% | 42 | 27 | 15 | 790 | 3.4% | 1.9% | NO | NO |
| | California Blvd | Cashmere Blvd | 0.5% | 76 | 48 | 28 | 790 | 6.1% | 3.5% | YES | NO |
| | Cashmere Blvd | California Blvd | 0.0% | 2 | 1 | 1 | 790 | 0.1% | 0.1% | NO | NO |

# TABLE 21 E-3 (CONTINUED)
# 2023 SIGNIFICANCE (BASED ON PM PEAK HOUR)

| Roadway | From | To | Trip Assignment | PM Peak Hour Trips | | | Service Capacity | % Impact | | Significant Impact??? | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | NB/EB | SB/WB | | NB/EB | SB/WB | NB/EB | SB/WB |
| Port St. Lucie Boulevard | Martin Highway | Becker Road | 1.9% | 278 | 101 | 177 | 1,120 | 9.0% | 15.8% | YES | YES |
| | Becker Road | Paar Drive | 0.8% | 118 | 43 | 75 | 790 | 5.4% | 9.5% | YES | YES |
| | Paar Drive | Darwin Blvd | 6.6% | 964 | 612 | 352 | 1,760 | 34.8% | 20.0% | YES | YES |
| | Darwin Blvd | Gatlin Blvd | 5.1% | 746 | 474 | 272 | 2,650 | 17.9% | 10.3% | YES | YES |
| | Gatlin Blvd | Del Rio Blvd | 7.1% | 1,045 | 663 | 382 | 2,940 | 22.6% | 13.0% | YES | YES |
| | Del Rio Blvd | Bayshore Blvd | 6.3% | 921 | 585 | 336 | 2,940 | 19.9% | 11.4% | YES | YES |
| | Bayshore Blvd | Airoso Blvd | 4.4% | 642 | 408 | 234 | 2,940 | 13.9% | 8.0% | YES | YES |
| | Airoso Blvd | Floresta Drive | 3.8% | 553 | 351 | 202 | 2,940 | 11.9% | 6.9% | YES | YES |
| | Floresta Drive | Midport Road | 3.3% | 484 | 307 | 177 | 2,940 | 10.4% | 6.0% | YES | YES |
| | Midport Road | US Highway 1 | 2.1% | 311 | 198 | 113 | 2,940 | 6.7% | 3.8% | YES | NO |
| | US Highway 1 | Lennard Road | 0.4% | 65 | 41 | 24 | 1,960 | 2.1% | 1.2% | NO | NO |
| Darwin Boulevard | Becker Road | Paar Drive | 0.6% | 95 | 35 | 60 | 790 | 4.4% | 7.6% | NO | YES |
| | Paar Drive | Port St. Lucie Blvd | 0.4% | 64 | 41 | 23 | 790 | 5.2% | 2.9% | YES | NO |
| Florida's Turnpike | Martin Highway | Becker Road | 0.7% | 99 | 36 | 63 | 3,020 | 1.2% | 2.1% | NO | NO |
| | Becker Road | Port St. Lucie Blvd | 0.0% | 0 | 0 | 0 | 3,020 | 0.0% | 0.0% | NO | NO |
| | Port St. Lucie Blvd | SR 70 | 0.5% | 70 | 44 | 26 | 3,020 | 1.5% | 0.9% | NO | NO |
| Bayshore Boulevard | Oakridge Drive | Port St. Lucie Blvd | 0.4% | 62 | 39 | 23 | 1,760 | 2.2% | 1.3% | NO | NO |
| | Port St. Lucie Blvd | Crosstown Pkwy | 0.7% | 107 | 68 | 39 | 1,760 | 3.9% | 2.2% | NO | NO |
| | Crosstown Pkwy | Prima Vista Blvd | 0.3% | 48 | 30 | 18 | 1,760 | 1.7% | 1.0% | NO | NO |
| | Prima Vista Blvd | Selvitz Road | 0.5% | 68 | 43 | 25 | 790 | 5.4% | 3.2% | YES | NO |
| | Selvitz Road | St. James Drive | 0.0% | 5 | 3 | 2 | 790 | 0.4% | 0.3% | NO | NO |
| Selvitz Road | Bayshore Blvd | St. James Blvd | 0.3% | 47 | 30 | 17 | 790 | 3.8% | 2.2% | NO | NO |
| | St. James Blvd | Midway Road | 0.2% | 25 | 16 | 9 | 790 | 2.0% | 1.1% | NO | NO |
| | North of Midway Road | | 0.0% | 3 | 2 | 1 | 790 | 0.3% | 0.1% | NO | NO |
| St. James Drive | Bayshore Blvd | St. James Blvd | 0.4% | 63 | 40 | 23 | 1,760 | 2.3% | 1.3% | NO | NO |
| | St. James Blvd | Midway Road | 0.5% | 68 | 43 | 25 | 1,760 | 2.4% | 1.4% | NO | NO |
| 25th Street | North of Midway Road | | 0.5% | 69 | 44 | 25 | 1,960 | 2.2% | 1.3% | NO | NO |
| Airoso Boulevard | Port St. Lucie Blvd | Crosstown Pkwy | 0.1% | 18 | 12 | 6 | 1,760 | 0.7% | 0.3% | NO | NO |
| | Crosstown Pkwy | Prima Vista Blvd | 1.0% | 141 | 89 | 52 | 1,760 | 5.1% | 3.0% | YES | NO |
| | Prima Vista Blvd | Floresta Drive | 0.6% | 87 | 55 | 32 | 1,760 | 3.1% | 1.8% | NO | NO |
| | Floresta Drive | St. James Drive | 0.4% | 63 | 40 | 23 | 1,760 | 2.3% | 1.3% | NO | NO |
| Southbend Boulevard | Becker Road | Oakridge Drive | 0.4% | 60 | 38 | 22 | 790 | 4.8% | 2.8% | NO | NO |
| | Oakridge Drive | Port St. Lucie Blvd | 0.0% | 2 | 1 | 1 | 790 | 0.1% | 0.1% | NO | NO |
| Floresta Boulevard | Port St. Lucie Blvd | Crosstown Pkwy | 0.3% | 37 | 24 | 13 | 790 | 3.0% | 1.7% | NO | NO |
| | Crosstown Pkwy | Prima Vista Blvd | 0.1% | 18 | 11 | 7 | 790 | 1.4% | 0.9% | NO | NO |
| | Prima Vista Blvd | Airoso Blvd | 0.1% | 16 | 10 | 6 | 790 | 1.3% | 0.8% | NO | NO |
| Oleander Ave | Kitterman Road | Midway Road | 0.1% | 8 | 5 | 3 | 790 | 0.6% | 0.4% | NO | NO |
| | North of Midway Road | | 0.1% | 11 | 7 | 4 | 790 | 0.9% | 0.5% | NO | NO |
| Midport Road | Port St. Lucie Blvd | Lyngate Drive | 0.9% | 133 | 84 | 49 | 1,760 | 4.8% | 2.8% | NO | NO |
| | Lyngate Drive | Crosstown Pkwy | 0.4% | 59 | 37 | 22 | 1,760 | 2.1% | 1.3% | NO | NO |
| High Meadows Ave | Martin Highway | Martin Downs Blvd | 0.3% | 47 | 17 | 30 | 880 | 1.9% | 3.4% | NO | NO |
| | Martin Downs Blvd | Murphy Road | 0.1% | 8 | 3 | 5 | 1,140 | 0.3% | 0.4% | NO | NO |
| Gilson Road | Murphy Road | Becker Road | 0.3% | 50 | 18 | 32 | 790 | 2.3% | 4.1% | NO | NO |

# TABLE 21 E-3 (CONTINUED)
# 2023 SIGNIFICANCE (BASED ON PM PEAK HOUR)

| Roadway | From | To | Trip Assignment | PM Peak Hour Trips | | | Service Capacity | % Impact | | Significant Impact??? | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | NB/EB | SB/WB | | NB/EB | SB/WB | NB/EB | SB/WB |
| US Highway 1 | Lennard Road | Port St. Lucie Blvd | 1.2% | 176 | 64 | 112 | 3,940 | 1.6% | 2.8% | NO | NO |
| | Port St. Lucie Blvd | Lyngate Drive/Tiffany Ave | 0.3% | 49 | 31 | 18 | 2,940 | 1.1% | 0.6% | NO | NO |
| | Lyngate Drive/Tiffany Ave | Crosstown Pkwy | 0.1% | 15 | 9 | 6 | 2,940 | 0.3% | 0.2% | NO | NO |
| | Crosstown Pkwy | Village Green Drive | 0.8% | 120 | 76 | 44 | 2,940 | 2.6% | 1.5% | NO | NO |
| | Village Green Drive | Savanna Club Blvd | 0.7% | 109 | 69 | 40 | 2,940 | 2.4% | 1.4% | NO | NO |
| | Savanna Club Blvd | Prima Vista Blvd | 0.7% | 97 | 62 | 35 | 2,940 | 2.1% | 1.2% | NO | NO |
| | Prima Vista Blvd | Kitterman Road | 0.9% | 138 | 87 | 51 | 2,940 | 3.0% | 1.7% | NO | NO |
| | Kitterman Road | Midway Road | 0.7% | 108 | 68 | 40 | 2,940 | 2.3% | 1.4% | NO | NO |
| Lennard Road | US Highway 1 | Lyngate Drive/Tiffany Ave | 0.3% | 50 | 18 | 32 | 1,760 | 1.0% | 1.8% | NO | NO |
| | Lyngate Drive/Tiffany Ave | Crosstown Pkwy | 0.0% | 1 | 0 | 1 | 1,760 | 0.0% | 0.1% | NO | NO |
| Martin Highway (SR 714) | Rangeline Road | Interstate 95 | 0.2% | 27 | 17 | 10 | 1,100 | 1.6% | 0.9% | NO | NO |
| | Interstate 95 | PSL Blvd Extension | 1.9% | 284 | 180 | 104 | 1,120 | 16.1% | 9.3% | YES | YES |
| | PSL Blvd Extension | Florida's Turnpike | 2.3% | 343 | 218 | 125 | 1,960 | 11.1% | 6.4% | YES | YES |
| Martin Downs Boulevard (SR 714) | North of Turnpike Entrance | High Meadows Ave | 1.5% | 219 | 139 | 80 | 1,960 | 7.1% | 4.1% | YES | NO |
| | East of High Meadows Ave | | 1.5% | 216 | 137 | 79 | 1,960 | 7.0% | 4.0% | YES | NO |
| County Road 714 | Florida's Turnpike | High Meadows Ave | 0.6% | 89 | 57 | 32 | 880 | 6.5% | 3.6% | YES | NO |
| | High Meadows Ave | Berry Ave | 0.8% | 111 | 71 | 40 | 880 | 8.1% | 4.6% | YES | NO |
| Murphy Road | East of High Meadows Ave | | 0.2% | 26 | 17 | 9 | 792 | 2.2% | 1.1% | NO | NO |
| Becker Road | Interstate 95 | Rosser Blvd | 5.1% | 754 | 479 | 275 | 1,780 | 26.9% | 15.5% | YES | YES |
| | Savona Blvd | Port St. Lucie Blvd | 4.7% | 697 | 442 | 255 | 1,860 | 23.8% | 13.7% | YES | YES |
| | Port St. Lucie Blvd | Darwin Blvd | 2.8% | 418 | 265 | 153 | 1,860 | 14.3% | 8.2% | YES | YES |
| | Darwin Blvd | Florida's Turnpike | 1.6% | 237 | 151 | 86 | 1,860 | 8.1% | 4.6% | YES | NO |
| | Florida's Turnpike | Southbend Blvd | 0.9% | 138 | 88 | 50 | 1,780 | 4.9% | 2.8% | NO | NO |
| | Southbend Blvd | Gilson Road | 0.5% | 72 | 45 | 27 | 790 | 5.7% | 3.4% | YES | NO |
| Paar Drive | Rosser Blvd | Savona Blvd | 11.1% | 1,640 | 1,042 | 598 | 1,860 | 56.0% | 32.2% | YES | YES |
| | Savona Blvd | Port St. Lucie Blvd | 8.4% | 1,238 | 786 | 452 | 1,860 | 42.3% | 24.3% | YES | YES |
| Gatlin Boulevard | Interstate 95 | Rosser Blvd | 6.1% | 896 | 569 | 327 | 2,790 | 20.4% | 11.7% | YES | YES |
| | Rosser Blvd | Savona Blvd | 3.9% | 575 | 365 | 210 | 2,790 | 13.1% | 7.5% | YES | YES |
| | Savona Blvd | Port St. Lucie Blvd | 3.4% | 497 | 316 | 181 | 2,790 | 11.3% | 6.5% | YES | YES |
| Westmoreland Boulevard | Port St. Lucie Blvd | US Highway 1 | 0.3% | 40 | 15 | 25 | 790 | 1.9% | 3.2% | NO | NO |
| Oakridge Drive | Mountwell Street | Southbend Blvd | 0.4% | 62 | 39 | 23 | 790 | 4.9% | 2.9% | NO | NO |
| Lyngate Drive/Tiffany Ave | Midport Road | US Highway 1 | 0.4% | 59 | 38 | 21 | 790 | 4.8% | 2.7% | NO | NO |
| | US Highway 1 | Village Green Drive | 0.0% | 7 | 4 | 3 | 790 | 0.5% | 0.4% | NO | NO |
| | Village Green Drive | Lennard Road | 0.0% | 7 | 4 | 3 | 790 | 0.5% | 0.4% | NO | NO |

## TABLE 21 E-3 (CONTINUED)
## 2023 SIGNIFICANCE (BASED ON PM PEAK HOUR)

| Roadway | From | To | Trip Assignment | PM Peak Hour Trips | | | Service Capacity | % Impact | | Significant Impact??? | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | NB/EB | SB/WB | | NB/EB | SB/WB | NB/EB | SB/WB |
| Crosstown Pkwy | Village Pkwy | Commerce Center Pkwy | 4.1% | 603 | 383 | 220 | 2,232 | 17.2% | 9.9% | YES | YES |
| | Commerce Center Pkwy | I-95 Interchange | 2.6% | 385 | 244 | 141 | 3,348 | 7.3% | 4.2% | YES | NO |
| | I-95 Interchange | California Blvd | 4.8% | 713 | 453 | 260 | 3,348 | 13.5% | 7.8% | YES | YES |
| | California Blvd | Cashmere Blvd | 3.7% | 550 | 349 | 201 | 3,348 | 10.4% | 6.0% | YES | YES |
| | Cashmere Blvd | Bayshore Blvd | 3.0% | 437 | 277 | 160 | 3,348 | 8.3% | 4.8% | YES | NO |
| | Bayshore Blvd | Airoso Blvd | 2.7% | 392 | 249 | 143 | 3,348 | 7.4% | 4.3% | YES | NO |
| | Airoso Blvd | Floresta Blvd | 1.1% | 165 | 105 | 60 | 2,790 | 3.8% | 2.2% | NO | NO |
| | Floresta Blvd | US Highway 1 | 1.0% | 147 | 93 | 54 | 2,790 | 3.3% | 1.9% | NO | NO |
| St Lucie West Boulevard/Prima Vista Boulevard | Commerce Center Pkwy | Interstate 95 | 1.4% | 208 | 132 | 76 | 820 | 16.1% | 9.3% | YES | YES |
| | Interstate 95 | Peacock Blvd | 2.5% | 366 | 233 | 133 | 2,690 | 8.7% | 4.9% | YES | NO |
| | Peacock Blvd | California Blvd | 2.0% | 292 | 185 | 107 | 1,780 | 10.4% | 6.0% | YES | YES |
| | California Blvd | Cashmere Blvd | 1.2% | 178 | 113 | 65 | 1,780 | 6.4% | 3.7% | YES | NO |
| | Cashmere Blvd | Bayshore Blvd | 0.7% | 97 | 62 | 35 | 2,690 | 2.3% | 1.3% | NO | NO |
| | Bayshore Blvd | Airoso Blvd | 0.5% | 77 | 49 | 28 | 1,860 | 2.6% | 1.5% | NO | NO |
| | Airoso Blvd | Floresta Drive | 0.3% | 42 | 27 | 15 | 1,860 | 1.5% | 0.8% | NO | NO |
| | Floresta Drive | US Highway 1 | 0.3% | 42 | 27 | 15 | 1,860 | 1.5% | 0.8% | NO | NO |
| Midway Road | West of Eleven Mile Road | | 0.1% | 11 | 4 | 7 | 790 | 0.5% | 0.9% | NO | NO |
| | Eleven Mile Road | Commerce Center Pkwy | 0.9% | 132 | 48 | 84 | 790 | 6.1% | 10.6% | YES | YES |
| | Commerce Center Pkwy | Interstate 95 | 0.9% | 132 | 48 | 84 | 790 | 6.1% | 10.6% | YES | YES |
| | Interstate 95 | Glades Cut-Off Road | 1.2% | 178 | 113 | 65 | 1,760 | 6.4% | 3.7% | YES | NO |
| | Glades Cut-Off Road | East Torino Pkwy | 0.4% | 56 | 35 | 21 | 1,760 | 2.0% | 1.2% | NO | NO |
| | East Torino Pkwy | Selvitz Road | 0.4% | 57 | 36 | 21 | 790 | 4.6% | 2.7% | NO | NO |
| | Selvitz Road | 25th Street | 0.2% | 30 | 19 | 11 | 790 | 2.4% | 1.4% | NO | NO |
| | 25th Street | Sunrise Blvd | 0.1% | 10 | 6 | 4 | 790 | 0.8% | 0.5% | NO | NO |
| | Sunrise Blvd | Oleander Ave | 0.0% | 6 | 4 | 2 | 790 | 0.5% | 0.3% | NO | NO |
| | Oleander Ave | US Highway 1 | 0.0% | 6 | 4 | 2 | 790 | 0.5% | 0.3% | NO | NO |

TABLE 21 F-1
COMMITTED/ANTICIPATED PROJECT INTENSITY

| Project / Land Use | Unit | Intensity | | | | |
|---|---|---|---|---|---|---|
| | | 2015 | 2020 | 2025 | 2028 | Total |
| Western Grove | | | | | | |
| Single Family | d.u. | 846 | 1,055 | 1,367 | 0 | 3,268 |
| Multi Family | d.u. | 0 | 392 | 420 | 0 | 812 |
| Commercial Retail | s.f. | 0 | 125,453 | 240,451 | 0 | 365,904 |
| Office | s.f. | 0 | 69,696 | 181,210 | 0 | 250,906 |
| Institutional Use | s.f. | 12,100 | 22,940 | 19,410 | 0 | 54,450 |
| Park | acres | 10 | 10 | 0 | 0 | 20 |
| Elementary School | stu. | 0 | 820 | 0 | 0 | 820 |
| K-8 School | stu. | 0 | 1,400 | 0 | 0 | 1,400 |
| Wilson Groves | | | | | | |
| Single Family | d.u. | 2,000 | 3,075 | 700 | 0 | 5,775 |
| Multi Family | d.u. | 200 | 1,019 | 706 | 0 | 1,925 |
| Industrial Park | s.f. | 136,125 | 408,375 | 408,375 | 408,374 | 1,361,249 |
| Commercial Retail | s.f. | 210,000 | 120,000 | 260,000 | 175,000 | 765,000 |
| Office | s.f. | 136,125 | 470,375 | 488,375 | 488,374 | 1,583,249 |
| Civic Use | s.f. | 0 | 0 | 40,347 | 40,348 | 80,695 |
| Institutional Use | s.f. | 0 | 50,638 | 135,089 | 116,450 | 302,177 |
| Park | acres | 50 | 8 | 35 | 37 | 130 |
| Elementary School | stu. | 0 | 820 | 0 | 0 | 820 |
| K-8 School | stu. | 0 | 0 | 1,400 | 0 | 1,400 |
| Riverland | | | | | | |
| Single Family | d.u. | 2,025 | 6,170 | 229 | 0 | 8,424 |
| Multi Family | d.u. | 475 | 1,731 | 1,070 | 0 | 3,276 |
| Industrial Park | s.f. | 136,125 | 408,375 | 408,375 | 408,375 | 1,361,250 |
| Commercial Retail | s.f. | 192,000 | 540,668 | 160,000 | 0 | 892,668 |
| Office | s.f. | 136,125 | 408,375 | 408,375 | 408,375 | 1,361,250 |
| Civic Use | s.f. | 25,000 | 76,781 | 0 | 0 | 101,781 |
| Institutional Use | s.f. | 25,000 | 215,327 | 87,000 | 0 | 327,327 |
| Park | acres | 39 | 109 | 24 | 0 | 172 |
| Elementary School | stu. | 820 | 820 | 0 | 0 | 1,640 |
| High School | stu. | 0 | 2,500 | 0 | 0 | 2,500 |

# TABLE 21 F-4a
# 2023 PM PEAK HOUR TOTAL TRAFFIC
# (ONLY SIGNIFICANTLY IMPACTED EXTERNAL LINKS SHOWN)

| Roadway | From | To | Lanes | Service Capacity | 2023 Background PM Peak Hour Traffic | | Southern Grove DRI Trips | | Western Grove DRI Trips | | Wilson Groves DRI Trips | | Riverland DRI Trips | | WAA DRI Trips (TOTAL) | | 2023 Total Peak Hour Traffic | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB |
| **Rangeline Road** | South of Martin Hwy | | 2 | 1,120 | 99 | 73 | 55 | 96 | 40 | 32 | 185 | 187 | 157 | 141 | 437 | 456 | 536 | 529 |
| | Martin Highway | Becker Road | 2 | 1,100 | 138 | 83 | 79 | 138 | 61 | 49 | 322 | 324 | 242 | 216 | 704 | 727 | 842 | 810 |
| | Becker Road | Paar Drive | 2 | 790 | 138 | 83 | 32 | 56 | 14 | 12 | 208 | 210 | 95 | 85 | 349 | 363 | 487 | 446 |
| **Glades Cut-Off Road** | N/S Road A | Commerce Center Pkwy | 2 | 790 | 230 | 151 | 50 | 29 | 146 | 181 | 131 | 131 | 93 | 104 | 420 | 445 | 650 | 596 |
| | North of Midway Road | | 2 | 790 | 301 | 353 | 50 | 28 | 18 | 23 | 20 | 19 | 31 | 35 | 119 | 105 | 420 | 458 |
| **Commerce Center Pkwy** | Crosstown Pkwy | St. Lucie West Blvd | 4 | 1,760 | 909 | 1,111 | 218 | 125 | 65 | 81 | 36 | 36 | 101 | 113 | 420 | 355 | 1,329 | 1,466 |
| | St. Lucie West Blvd | Glades Cut-Off Road | 2 | 790 | 191 | 217 | 139 | 79 | 1 | 1 | 2 | 2 | 35 | 39 | 177 | 121 | 368 | 338 |
| **Rosser Boulevard** | Paar Drive | Open View | 2 | 790 | 203 | 279 | 283 | 163 | 3 | 2 | 69 | 68 | 81 | 91 | 436 | 324 | 639 | 603 |
| | Open View | Gatlin Blvd | 2 | 790 | 203 | 279 | 250 | 144 | 45 | 35 | 61 | 60 | 68 | 76 | 424 | 315 | 627 | 594 |
| **California Boulevard** | St. Lucie West Blvd | Peacock Blvd | 2 | 790 | 398 | 360 | 84 | 48 | 31 | 39 | 27 | 27 | 53 | 60 | 195 | 174 | 593 | 534 |
| **Savona Boulevard** | Becker Road | Paar Drive | 2 | 790 | 372 | 337 | 97 | 56 | 2 | 1 | 10 | 10 | 29 | 32 | 138 | 99 | 510 | 436 |
| | Paar Drive | Gatlin Blvd | 2 | 790 | 646 | 918 | 158 | 91 | 0 | 1 | 23 | 24 | 29 | 33 | 210 | 149 | 856 | 1,067 |
| | Gatlin Blvd | California Blvd | 2 | 790 | 652 | 593 | 140 | 80 | 5 | 3 | 13 | 13 | 34 | 38 | 192 | 134 | 844 | 727 |
| **Cashmere Boulevard** | Crosstown Pkwy | St. Lucie West Blvd | 2 | 790 | 689 | 505 | 48 | 28 | 16 | 20 | 14 | 13 | 26 | 30 | 104 | 91 | 793 | 596 |
| **Del Rio Boulevard** | California Blvd | Cashmere Blvd | 2 | 790 | 401 | 450 | 48 | 28 | 9 | 11 | 7 | 7 | 13 | 15 | 77 | 61 | 478 | 511 |
| **Port St. Lucie Boulevard** | Martin Highway | Becker Road | 2 | 1,120 | 652 | 534 | 101 | 177 | 8 | 7 | 73 | 74 | 117 | 105 | 299 | 363 | 951 | 897 |
| | Becker Road | Paar Drive | 2 | 790 | 640 | 318 | 43 | 75 | 13 | 10 | 14 | 14 | 40 | 37 | 110 | 136 | 750 | 454 |
| | Paar Drive | Darwin Blvd | 4 | 1,760 | 955 | 1,324 | 612 | 352 | 28 | 22 | 135 | 133 | 146 | 163 | 921 | 670 | 1,876 | 1,994 |
| | Darwin Blvd | Gatlin Blvd | 6 | 2,650 | 1,455 | 2,275 | 474 | 272 | 38 | 30 | 99 | 98 | 116 | 129 | 727 | 529 | 2,182 | 2,804 |
| | Gatlin Blvd | Del Rio Blvd | 6 | 2,940 | 1,454 | 1,987 | 663 | 382 | 43 | 53 | 139 | 137 | 270 | 301 | 1,115 | 873 | 2,569 | 2,860 |
| | Del Rio Blvd | Bayshore Blvd | 6 | 2,940 | 1,474 | 2,347 | 585 | 336 | 38 | 47 | 127 | 126 | 252 | 281 | 1,002 | 790 | 2,476 | 3,137 |
| | Bayshore Blvd | Airoso Blvd | 6 | 2,940 | 1,535 | 2,314 | 408 | 234 | 27 | 34 | 100 | 100 | 193 | 215 | 728 | 583 | 2,263 | 2,897 |
| | Airoso Blvd | Floresta Drive | 6 | 2,940 | 1,672 | 2,544 | 351 | 202 | 21 | 26 | 88 | 88 | 171 | 190 | 631 | 506 | 2,303 | 3,050 |
| | Floresta Drive | Midport Road | 6 | 2,940 | 2,283 | 2,425 | 307 | 177 | 20 | 25 | 82 | 81 | 159 | 178 | 568 | 461 | 2,851 | 2,886 |
| | Midport Road | US Highway 1 | 6 | 2,940 | 1,455 | 2,451 | 198 | 113 | 13 | 17 | 58 | 57 | 111 | 125 | 380 | 312 | 1,835 | 2,763 |
| **Darwin Boulevard** | Becker Road | Paar Drive | 2 | 790 | 540 | 157 | 35 | 60 | 5 | 4 | 9 | 9 | 16 | 14 | 65 | 87 | 605 | 244 |
| | Paar Drive | Port St. Lucie Blvd | 2 | 790 | 879 | 513 | 41 | 23 | 10 | 8 | 7 | 7 | 12 | 14 | 70 | 52 | 949 | 565 |
| **Bayshore Boulevard** | Prima Vista Blvd | Selvitz Road | 2 | 790 | 795 | 921 | 43 | 25 | 11 | 15 | 10 | 11 | 24 | 28 | 88 | 79 | 883 | 1,000 |
| **Airoso Boulevard** | Crosstown Pkwy | Prima Vista Blvd | 4 | 1,760 | 859 | 861 | 89 | 52 | 27 | 33 | 22 | 22 | 48 | 54 | 186 | 161 | 1,045 | 1,022 |

# TABLE 21 F-4a (CONTINUED)
# 2023 PM PEAK HOUR TOTAL TRAFFIC
# (ONLY SIGNIFICANTLY IMPACTED EXTERNAL LINKS SHOWN)

| Roadway | From | To | Lanes | Service Capacity | 2023 Background PM Peak Hour Traffic | | Southern Grove DRI Trips | | Western Grove DRI Trips | | Wilson Groves DRI Trips | | Riverland DRI Trips | | WAA DRI Trips (TOTAL) | | 2023 Total Peak Hour Traffic | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB |
| Martin Highway (SR 714) | Interstate 95 | PSL Blvd Extension | 2 | 1,120 | 545 | 591 | 180 | 104 | 28 | 35 | 88 | 88 | 109 | 121 | 405 | 348 | 950 | 939 |
| | PSL Blvd Extension | Florida's Turnpike | 4 | 1,960 | 720 | 1,125 | 218 | 125 | 17 | 22 | 106 | 104 | 134 | 149 | 475 | 400 | 1,195 | 1,525 |
| Martin Downs Boulevard (SR 714) | North of Turnpike Entrance | High Meadows Ave | 4 | 1,960 | 929 | 1,047 | 139 | 80 | 10 | 14 | 69 | 68 | 87 | 96 | 305 | 258 | 1,234 | 1,305 |
| | East of High Meadows Ave | | 4 | 1,960 | 1,261 | 1,741 | 137 | 79 | 10 | 13 | 68 | 68 | 86 | 97 | 301 | 257 | 1,562 | 1,998 |
| County Road 714 | Florida's Turnpike | High Meadows Ave | 2 | 880 | 553 | 864 | 57 | 32 | 3 | 4 | 26 | 27 | 35 | 39 | 121 | 102 | 674 | 966 |
| | High Meadows Ave | Berry Ave | 2 | 880 | 512 | 678 | 71 | 40 | 9 | 12 | 33 | 32 | 44 | 48 | 157 | 132 | 669 | 810 |
| Becker Road | Interstate 95 | Savona Blvd | 4 | 1,780 | 1,162 | 338 | 479 | 275 | 25 | 30 | 167 | 166 | 209 | 234 | 880 | 705 | 2,042 | 1,043 |
| | Savona Blvd | Port St. Lucie Blvd | 4 | 1,860 | 1,162 | 338 | 442 | 255 | 19 | 23 | 151 | 149 | 199 | 221 | 811 | 648 | 1,973 | 986 |
| | Port St. Lucie Blvd | Darwin Blvd | 4 | 1,860 | 307 | 1,126 | 265 | 153 | 18 | 21 | 74 | 74 | 105 | 118 | 462 | 366 | 769 | 1,492 |
| | Darwin Blvd | Florida's Turnpike | 4 | 1,860 | 307 | 1,126 | 151 | 86 | 13 | 16 | 51 | 51 | 73 | 82 | 288 | 235 | 595 | 1,361 |
| | Southbend Blvd | Gilson Road | 2 | 790 | 469 | 1,447 | 45 | 27 | 4 | 4 | 15 | 14 | 21 | 24 | 85 | 69 | 554 | 1,516 |
| Paar Drive | Rosser Blvd | Savona Blvd | 4 | 1,860 | 204 | 299 | 1,042 | 598 | 3 | 3 | 199 | 197 | 264 | 295 | 1,508 | 1,093 | 1,712 | 1,392 |
| | Savona Blvd | Port St. Lucie Blvd | 4 | 1,860 | 451 | 493 | 786 | 452 | 2 | 2 | 165 | 164 | 206 | 229 | 1,159 | 847 | 1,610 | 1,340 |
| Gatlin Boulevard | Interstate 95 | Rosser Blvd | 6 | 2,790 | 1,953 | 1,297 | 569 | 327 | 135 | 169 | 65 | 64 | 293 | 328 | 1,062 | 888 | 3,015 | 2,185 |
| | Rosser Blvd | Savona Blvd | 6 | 2,790 | 1,656 | 1,989 | 365 | 210 | 80 | 101 | 45 | 45 | 212 | 237 | 702 | 593 | 2,358 | 2,582 |
| | Savona Blvd | Port St. Lucie Blvd | 6 | 2,790 | 1,541 | 1,531 | 316 | 181 | 77 | 95 | 44 | 43 | 192 | 214 | 629 | 533 | 2,170 | 2,064 |
| Crosstown Pkwy | Village Pkwy | Commerce Center Pkwy | 4 | 2,232 | 805 | 984 | 383 | 220 | 509 | 635 | 222 | 221 | 419 | 469 | 1,533 | 1,545 | 2,338 | 2,529 |
| | Commerce Center Pkwy | I-95 Interchange | 6 | 3,348 | 1,118 | 1,367 | 244 | 141 | 444 | 554 | 187 | 185 | 328 | 366 | 1,203 | 1,246 | 2,321 | 2,613 |
| | I-95 Interchange | California Blvd | 6 | 3,348 | 1,586 | 1,297 | 453 | 260 | 257 | 320 | 142 | 141 | 279 | 311 | 1,131 | 1,032 | 2,717 | 2,329 |
| | California Blvd | Cashmere Blvd | 6 | 3,348 | 1,594 | 1,304 | 349 | 201 | 203 | 254 | 109 | 108 | 220 | 245 | 881 | 808 | 2,475 | 2,112 |
| | Cashmere Blvd | Bayshore Blvd | 6 | 3,348 | 1,888 | 1,545 | 277 | 160 | 175 | 219 | 91 | 90 | 183 | 205 | 726 | 674 | 2,614 | 2,219 |
| | Bayshore Blvd | Airoso Blvd | 6 | 3,348 | 1,630 | 1,334 | 249 | 143 | 157 | 196 | 83 | 82 | 167 | 186 | 656 | 607 | 2,286 | 1,941 |
| St. Lucie West Boulevard | Commerce Center Pkwy | Interstate 95 | 2 | 820 | 508 | 519 | 132 | 76 | 64 | 80 | 36 | 36 | 73 | 81 | 305 | 273 | 813 | 792 |
| | Interstate 95 | Peacock Blvd | 6 | 2,690 | 1,534 | 1,462 | 233 | 133 | 53 | 66 | 58 | 57 | 117 | 131 | 461 | 387 | 1,995 | 1,849 |
| | Peacock Blvd | California Blvd | 4 | 1,780 | 1,414 | 1,228 | 185 | 107 | 41 | 52 | 47 | 46 | 96 | 107 | 369 | 312 | 1,783 | 1,540 |
| | California Blvd | Cashmere Blvd | 4 | 1,780 | 1,751 | 1,568 | 113 | 65 | 19 | 24 | 24 | 24 | 49 | 54 | 205 | 167 | 1,956 | 1,735 |
| Midway Road | Eleven Mile Road | Commerce Center Pkwy | 2 | 790 | 282 | 231 | 48 | 84 | 31 | 24 | 25 | 25 | 50 | 45 | 154 | 178 | 436 | 409 |
| | Commerce Center Pkwy | Interstate 95 | 2 | 790 | 379 | 310 | 48 | 84 | 28 | 22 | 23 | 23 | 49 | 44 | 148 | 173 | 527 | 483 |
| | Interstate 95 | Glades Cut-Off Road | 4 | 1,760 | 861 | 1,051 | 113 | 65 | 12 | 15 | 17 | 17 | 61 | 68 | 203 | 165 | 1,064 | 1,216 |

# TABLE 21 F-4a (CONTINUED)
# 2023 PM PEAK HOUR TOTAL TRAFFIC – INTERSTATE 95
# (ONLY SIGNIFICANTLY IMPACTED LINKS SHOWN)

| I-95 Segment Location | | AADT Calculation | Significant | 2023 | K-factor | D-factor | 2023 peak hour volumes | | WAA DRI Traffic | WAA DRI Traffic | | SG SD | Additional traffic from Southern Grove SD | | 2023 Total Peak Hour Volumes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | Method | in 2023? | AADT | | | NB | SB | needed? | Total NB | Total SB | % Assign | NB | SB | NB | SB |
| Orange Avenue | Okeechobee Road | [1] | Yes | 77,500 | 9.0% | 54.2% | 3,190 | 3,780 | No | - | - | 2.7% | 72 | 7 | 3,262 | 3,787 |
| Okeechobee Road | Midway Road | [1] | Yes | 99,300 | 9.0% | 54.2% | 4,090 | 4,840 | No | - | - | 5.2% | 137 | 13 | 4,227 | 4,853 |
| Midway Road | St. Lucie West Blvd | [1] | Yes | 93,700 | 9.0% | 54.2% | 3,860 | 4,570 | No | - | - | 7.3% | 193 | 18 | 4,053 | 4,588 |
| St. Lucie West Blvd | Crosstown Pkwy | [1] | Yes | 99,500 | 9.0% | 54.2% | 4,100 | 4,850 | No | - | - | 10.5% | 279 | 26 | 4,379 | 4,876 |
| Crosstown Pkwy | Gatlin Blvd | [1] | Yes | 92,900 | 9.0% | 54.2% | 3,830 | 4,530 | No | - | - | 13.7% | 364 | 34 | 4,194 | 4,564 |
| Gatlin Blvd | Becker Road | [1] | Yes | 94,300 | 9.0% | 54.2% | 4,600 | 3,890 | No | - | - | 8.4% | 21 | 222 | 4,621 | 4,112 |
| Becker Road | Martin Highway | [1] | Yes | 94,300 | 9.0% | 54.2% | 4,600 | 3,890 | No | - | - | 8.3% | 21 | 219 | 4,621 | 4,109 |
| Martin Highway | High Meadows Avenue | [2] | Yes | 56,905 | 9.0% | 54.2% | 2,780 | 2,350 | Yes | 1,059 | 1,282 | - | - | - | 3,839 | 3,632 |
| High Meadows Avenue | Kanner Highway | [2] | Yes | 69,424 | 9.0% | 54.2% | 3,390 | 2,860 | Yes | 973 | 1,181 | - | - | - | 4,363 | 4,041 |
| Kanner Highway | Bridge Road | [2] | Yes | 75,683 | 9.0% | 54.2% | 3,690 | 3,120 | Yes | 509 | 618 | - | - | - | 4,199 | 3,738 |

[1] AADT obtained from 3R Report (consistent with methodology). AADT is inclusive of the WAA DRI traffic. Only the additional traffic from the proposed Southern Grove Substantial Deviation (SD) is added.

[2] AADT obtained from 2010 FDOT Florida Traffic Information CD because 3R Report did not cover this segment. This AADT is not inclusive of WAA DRI traffic. Therefore, all WAA DRI traffic is added.

# TABLE 21 F-4b
## 2023 PM PEAK HOUR TOTAL TRAFFIC
## (ALL SOUTHWEST ANNEXATION AREA LINKS SHOWN)

| Roadway | From | To | Model Traffic | Peak Hour | NB/EB | SB/WB | Required Service Capacity | | Meets Capacity ??? |
|---|---|---|---|---|---|---|---|---|---|
| **Becker Road** | Rangeline | N/S A | 25,933 | 2,334 | 1,050 | 1,284 | 1,860 | 4-Lanes | YES |
| | N/S A | N/S B | 30,270 | 2,724 | 1,498 | 1,226 | 1,860 | 4-Lanes | YES |
| | N/S B | N/S BC | 36,889 | 3,320 | 1,494 | 1,826 | 1,860 | 4-Lanes | YES |
| | N/S BC | Community Blvd | 42,222 | 3,800 | 1,710 | 2,090 | 2,790 | 6-Lanes | YES |
| | Community Blvd | Village Parkway | 45,242 | 4,072 | 2,239 | 1,833 | 2,790 | 6-Lanes | YES |
| | Village Parkway | I-95 Interchange | 51,112 | 4,600 | 2,530 | 2,070 | 2,690 | 6-Lanes | YES |
| **N/S A** | Becker Rd | Paar Drive | 21,966 | 1,977 | 890 | 1,087 | 1,860 | 4-Lanes | YES |
| | Paar Drive | Open View | 26,604 | 2,394 | 1,317 | 1,077 | 1,860 | 4-Lanes | YES |
| | Open View | E/W 1 | 29,960 | 2,696 | 1,483 | 1,213 | 1,860 | 4-Lanes | YES |
| | E/W 1 | Gatlin Blvd | 29,254 | 2,633 | 1,448 | 1,185 | 1,860 | 4-Lanes | YES |
| | Gatlin Blvd | Westcliffe Ln | 22,673 | 2,041 | 1,122 | 919 | 1,860 | 4-Lanes | YES |
| | Westcliffe Ln | Crosstown Pkwy | 32,571 | 2,931 | 1,612 | 1,319 | 1,860 | 4-Lanes | YES |
| **N/S B** | Becker Rd | Paar Drive | 9,917 | 893 | 402 | 491 | 840 | 2-Lanes | YES |
| **Community Blvd** | Becker Rd | Paar Drive | 14,481 | 1,303 | 586 | 717 | 840 | 2-Lanes | YES |
| | Paar Drive | Open View | 27,288 | 2,456 | 1,105 | 1,351 | 1,860 | 4-Lanes | YES |
| | Open View | E/W 1 | 32,982 | 2,968 | 1,335 | 1,633 | 1,860 | 4-Lanes | YES |
| | E/W 1 | Gatlin Blvd | 24,249 | 2,182 | 982 | 1,200 | 1,860 | 4-Lanes | YES |
| | Gatlin Blvd | Westcliffe Ln | 13,673 | 1,231 | 677 | 554 | 840 | 2-Lanes | YES |
| **Village Parkway** | Becker Rd | Paar Drive | 19,642 | 1,768 | 796 | 972 | 1,860 | 4-Lanes | YES |
| | Paar Drive | Open View | 24,208 | 2,179 | 981 | 1,198 | 1,860 | 4-Lanes | YES |
| | Open View | E/W 1 | 25,278 | 2,275 | 1,251 | 1,024 | 1,860 | 4-Lanes | YES |
| | E/W 1 | Gatlin Blvd | 43,329 | 3,900 | 2,145 | 1,755 | 2,790 | 6-Lanes | YES |
| | Gatlin Blvd | Westcliffe Ln | 19,553 | 1,760 | 968 | 792 | 1,860 | 4-Lanes | YES |
| | Westcliffe Ln | Crosstown Pkwy | 27,462 | 2,472 | 1,359 | 1,113 | 1,860 | 4-Lanes | YES |
| **E/W 4 (Paar Drive)** | N/S A | N/S B | 16,770 | 1,509 | 679 | 830 | 840 | 2-Lanes | YES |
| | N/S B | N/S BC | 17,443 | 1,570 | 707 | 863 | 1,860 | 4-Lanes | YES |
| | N/S BC | Community Blvd | 22,821 | 2,054 | 924 | 1,130 | 1,860 | 4-Lanes | YES |
| | Community Blvd | Village Parkway | 27,313 | 2,458 | 1,106 | 1,352 | 1,860 | 4-Lanes | YES |
| | Village Parkway | Rosser Blvd | 29,284 | 2,636 | 1,186 | 1,450 | 1,860 | 4-Lanes | YES |
| **E/W 3 (Open View)** | N/S A | N/S B | 13,408 | 1,207 | 543 | 664 | 840 | 2-Lanes | YES |
| | N/S B | Community Blvd | 23,473 | 2,113 | 951 | 1,162 | 1,860 | 4-Lanes | YES |
| **E/W 1** | N/S A | N/S B | 10,691 | 962 | 433 | 529 | 840 | 2-Lanes | YES |
| | N/S B | Community Blvd | 13,889 | 1,250 | 562 | 688 | 840 | 2-Lanes | YES |
| | Community Blvd | Village Parkway | 22,451 | 2,021 | 910 | 1,111 | 1,860 | 4-Lanes | YES |
| **Gatlin Blvd / Tradition Pkwy** | N/S A | Community Blvd | 13,832 | 1,245 | 560 | 685 | 840 | 2-Lanes | YES |
| | Community Blvd | Village Parkway | 21,748 | 1,957 | 880 | 1,077 | 1,860 | 4-Lanes | YES |
| | Village Parkway | I-95 Interchange | 52,694 | 4,742 | 2,608 | 2,134 | 2,790 | 6-Lanes | YES |
| **Westcliffe Lane** | N/S A | Community Blvd | 5,730 | 516 | 284 | 232 | 840 | 2-Lanes | YES |
| | Community Blvd | Village Parkway | 13,189 | 1,187 | 653 | 534 | 840 | 2-Lanes | YES |

# TABLE 21 F-8
# 2023 PM PEAK HOUR
# ROADWAY CAPACITY ANALYSIS

| Roadway | From | To | Lanes | Service Capacity | 2023 Total Peak Hour Traffic | | V/C Ratio | Meets Capacity ??? | | Needed # of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NB/EB | SB/WB | | NB/EB | SB/WB | |
| **Rangeline Road** | South of Martin Hwy | | 2 | 1,120 | 536 | 529 | 0.48 | YES | YES | |
| | Martin Highway | Becker Road | 2 | 1,100 | 842 | 810 | 0.77 | YES | YES | |
| | Becker Road | Paar Drive | 2 | 790 | 487 | 446 | 0.62 | YES | YES | |
| **Glades Cut-Off Road** | N/S Road A | Commerce Center Pkwy | 2 | 790 | 650 | 596 | 0.82 | YES | YES | |
| | North of Midway Road | | 2 | 790 | 420 | 458 | 0.58 | YES | YES | |
| **Commerce Center Pkwy** | Crosstown Pkwy | St. Lucie West Blvd | 4 | 1,760 | 1,329 | 1,466 | 0.83 | YES | YES | |
| | St. Lucie West Blvd | Glades Cut-Off Road | 2 | 790 | 368 | 338 | 0.47 | YES | YES | |
| **Rosser Boulevard** | Paar Drive | Open View | 2 | 790 | 639 | 603 | 0.81 | YES | YES | |
| | Open View | Gatlin Blvd | 2 | 790 | 627 | 594 | 0.79 | YES | YES | |
| **California Boulevard** | St. Lucie West Blvd | Peacock Blvd | 2 | 790 | 593 | 534 | 0.75 | YES | YES | |
| **Savona Boulevard** | Becker Road | Paar Drive | 2 | 790 | 510 | 436 | 0.65 | YES | YES | |
| | Paar Drive | Gatlin Blvd | 2 | 790 | 856 | 1,067 | 1.35 | NO | NO | 4-Lanes |
| | Gatlin Blvd | California Blvd | 2 | 790 | 844 | 727 | 1.07 | NO | YES | 4-Lanes |
| **Cashmere Boulevard** | Crosstown Pkwy | St. Lucie West Blvd | 2 | 790 | 793 | 596 | 1.00 | NO | YES | 4-Lanes |
| **Del Rio Boulevard** | California Blvd | Cashmere Blvd | 2 | 790 | 478 | 511 | 0.65 | YES | YES | |
| **Port St. Lucie Boulevard** | Martin Highway | Becker Road | 2 | 1,120 | 951 | 897 | 0.85 | YES | YES | |
| | Becker Road | Paar Drive | 2 | 790 | 750 | 454 | 0.95 | YES | YES | |
| | Paar Drive | Darwin Blvd | 4 | 1,760 | 1,876 | 1,994 | 1.13 | NO | NO | 6-Lanes |
| | Darwin Blvd | Gatlin Blvd | 6 | 2,650 | 2,182 | 2,804 | 1.06 | YES | NO | ??? |
| | Gatlin Blvd | Del Rio Blvd | 6 | 2,940 | 2,569 | 2,860 | 0.97 | YES | YES | |
| | Del Rio Blvd | Bayshore Blvd | 6 | 2,940 | 2,476 | 3,137 | 1.07 | YES | NO | ??? |
| | Bayshore Blvd | Airoso Blvd | 6 | 2,940 | 2,263 | 2,897 | 0.99 | YES | YES | |
| | Airoso Blvd | Floresta Drive | 6 | 2,940 | 2,303 | 3,050 | 1.04 | YES | NO | ??? |
| | Floresta Drive | Midport Road | 6 | 2,940 | 2,851 | 2,886 | 0.98 | YES | YES | |
| | Midport Road | US Highway 1 | 6 | 2,940 | 1,835 | 2,763 | 0.94 | YES | YES | |
| **Darwin Boulevard** | Becker Road | Paar Drive | 2 | 790 | 605 | 244 | 0.77 | YES | YES | |
| | Paar Drive | Port St. Lucie Blvd | 2 | 790 | 949 | 565 | 1.20 | NO | YES | 4-Lanes |
| **Bayshore Boulevard** | Prima Vista Blvd | Selvitz Road | 2 | 790 | 883 | 1,000 | 1.27 | NO | NO | 4-Lanes |
| **Airoso Boulevard** | Crosstown Pkwy | Prima Vista Blvd | 4 | 1,760 | 1,045 | 1,022 | 0.59 | YES | YES | |

[1] Southern Grove significantly impacts this segment in the non-adverse direction. Therefore, no improvement is applied.

Note that a ??? represents a constrained facility; this nomenclature is consistent with the WATS.

# TABLE 21 F-8 (CONTINUED)
# 2023 PM PEAK HOUR
# ROADWAY CAPACITY ANALYSIS

| Roadway | From | To | Lanes | Service Capacity | 2023 Total Peak Hour Traffic | | V/C Ratio | Meets Capacity ??? | | Needed # of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NB/EB | SB/WB | | NB/EB | SB/WB | |
| **Martin Highway (SR 714)** | Interstate 95 | PSL Blvd Extension | 2 | 1,120 | 950 | 939 | 0.85 | YES | YES | |
| | PSL Blvd Extension | Florida's Turnpike | 4 | 1,960 | 1,195 | 1,525 | 0.78 | YES | YES | |
| **Martin Downs Boulevard (SR 714)** | North of Turnpike Entrance | High Meadows Ave | 4 | 1,960 | 1,234 | 1,305 | 0.67 | YES | YES | |
| | East of High Meadows Ave | | 4 | 1,960 | 1,562 | 1,998 | 1.02 | YES | NO | [1] |
| **County Road 714** | Florida's Turnpike | High Meadows Ave | 2 | 880 | 674 | 966 | 1.10 | YES | NO | [1] |
| | High Meadows Ave | Berry Ave | 2 | 880 | 669 | 810 | 0.92 | YES | YES | |
| **Becker Road** | Interstate 95 | Savona Blvd | 4 | 1,780 | 2,042 | 1,043 | 1.15 | NO | YES | 6-Lanes |
| | Savona Blvd | Port St. Lucie Blvd | 4 | 1,860 | 1,973 | 986 | 1.06 | NO | YES | 6-Lanes |
| | Port St. Lucie Blvd | Darwin Blvd | 4 | 1,860 | 769 | 1,492 | 0.80 | YES | YES | |
| | Darwin Blvd | Florida's Turnpike | 4 | 1,860 | 595 | 1,361 | 0.73 | YES | YES | |
| | Southbend Blvd | Gilson Road | 2 | 790 | 554 | 1,516 | 1.92 | YES | NO | [1] |
| **Paar Drive** | Rosser Blvd | Savona Blvd | 4 | 1,860 | 1,712 | 1,392 | 0.92 | YES | YES | |
| | Savona Blvd | Port St. Lucie Blvd | 4 | 1,860 | 1,610 | 1,340 | 0.87 | YES | YES | |
| **Gatlin Boulevard** | Interstate 95 | Rosser Blvd | 6 | 2,790 | 3,015 | 2,185 | 1.08 | NO | YES | ??? |
| | Rosser Blvd | Savona Blvd | 6 | 2,790 | 2,358 | 2,582 | 0.93 | YES | YES | |
| | Savona Blvd | Port St. Lucie Blvd | 6 | 2,790 | 2,170 | 2,064 | 0.78 | YES | YES | |
| **Crosstown Pkwy** | Village Pkwy | Commerce Center Pkwy | 4 | 2,232 | 2,338 | 2,529 | 1.13 | NO | NO | 6-Lanes |
| | Commerce Center Pkwy | I-95 Interchange | 6 | 3,348 | 2,321 | 2,613 | 0.78 | YES | YES | |
| | I-95 Interchange | California Blvd | 6 | 3,348 | 2,717 | 2,329 | 0.81 | YES | YES | |
| | California Blvd | Cashmere Blvd | 6 | 3,348 | 2,475 | 2,112 | 0.74 | YES | YES | |
| | Cashmere Blvd | Bayshore Blvd | 6 | 3,348 | 2,614 | 2,219 | 0.78 | YES | YES | |
| | Bayshore Blvd | Airoso Blvd | 6 | 3,348 | 2,286 | 1,941 | 0.68 | YES | YES | |
| **St. Lucie West Boulevard** | Commerce Center Pkwy | Interstate 95 | 2 | 820 | 813 | 792 | 0.99 | YES | YES | |
| | Interstate 95 | Peacock Blvd | 6 | 2,690 | 1,995 | 1,849 | 0.74 | YES | YES | |
| | Peacock Blvd | California Blvd | 4 | 1,780 | 1,783 | 1,540 | 1.00 | NO | YES | 6-Lanes |
| | California Blvd | Cashmere Blvd | 4 | 1,780 | 1,956 | 1,735 | 1.10 | NO | YES | 6-Lanes |
| **Midway Road** | Eleven Mile Road | Commerce Center Pkwy | 2 | 790 | 436 | 409 | 0.55 | YES | YES | |
| | Commerce Center Pkwy | Interstate 95 | 2 | 790 | 527 | 483 | 0.67 | YES | YES | |
| | Interstate 95 | Glades Cut-Off Road | 4 | 1,760 | 1,064 | 1,216 | 0.69 | YES | YES | |

[1] Southern Grove significantly impacts this segment in the non-adverse direction. Therefore, no improvement is applied.

Note that a ??? represents a constrained facility; this nomenclature is consistent with the WATS.

TABLE 21 F-8 (CONTINUED)
2023 PM PEAK HOUR
ROADWAY CAPACITY ANALYSIS – INTERSTATE 95

| I-95 Segment Location | | 2023 Total Peak Hour Volumes | | Service | Meets Standard |
|---|---|---|---|---|---|
| From | To | NB | SB | Capacity | ??? |
| Orange Avenue | Okeechobee Road | 3,262 | 3,787 | 5,580 | Yes |
| Okeechobee Road | Midway Road | 4,227 | 4,853 | 5,580 | Yes |
| Midway Road | St. Lucie West Blvd | 4,053 | 4,588 | 5,580 | Yes |
| St. Lucie West Blvd | Crosstown Pkwy | 4,379 | 4,876 | 6,580 | Yes |
| Crosstown Pkwy | Gatlin Blvd | 4,194 | 4,564 | 5,580 | Yes |
| Gatlin Blvd | Becker Road | 4,621 | 4,112 | 5,580 | Yes |
| Becker Road | Martin Highway | 4,621 | 4,109 | 5,580 | Yes |
| Martin Highway | High Meadows Avenue | 3,839 | 3,632 | 5,580 | Yes |
| High Meadows Avenue | Kanner Highway | 4,363 | 4,041 | 5,580 | Yes |
| Kanner Highway | Bridge Road | 4,199 | 3,738 | 5,580 | Yes |

# TABLE 21 F-12
# TOTAL TRAFFIC CONDITIONS - NEEDED IMPROVEMENTS
## (ONLY SIGNIFICANTLY IMPACTED LINKS SHOWN)

| Roadway | From | To | Lanes | | 2013 Lane Needs | 2018 Lane Needs | 2023 Lane Needs | 2028 Lane Needs |
|---|---|---|---|---|---|---|---|---|
| | | | Existing | Committed | | | | |
| **Rangeline Road** | South of Martin Hwy | | 2 | 2 | (1) | - | - | - |
| | Martin Highway | Becker Road | 2 | 2 | (1) | - | - | - |
| | Becker Road | Paar Drive | 2 | 2 | (1) | (1) | (1) | - |
| | Crosstown Pkwy | Glades Cut-Off Road | 2 | 2 | (1) | (1) | - | - |
| **Glades Cut-Off Road** | Reserve Blvd | Commerce Center Pkwy | 2 | 2 | (1) | (1) | - | - |
| | North of Midway Road | | 2 | 2 | (1) | - | - | - |
| **Commerce Center Pkwy** | Crosstown Pkwy | St. Lucie West Blvd | 4 | 4 | (1) | - | - | - |
| | St. Lucie West Blvd | Glades Cut-Off Road | 2 | 2 | - | - | - | - |
| **Interstate 95** | Indiantown Road | Bridge Road | 6 | 6 | (1) | (1) | (1) | - |
| | Bridge Road | SR-76 | 6 | 6 | (1) | (1) | - | - |
| | SR-76 | High Meadows Ave | 6 | 6 | (1) | - | - | - |
| | High Meadows Ave | Martin Highway | 6 | 6 | (1) | - | - | - |
| | Martin Highway | Becker Road | 6 | 6 | - | - | - | - |
| | Becker Road | Gatlin Blvd | 6 | 6 | - | - | - | - |
| | Gatlin Blvd | Crosstown Pkwy | 6 | 6 | - | - | - | - |
| | Crosstown Pkwy | St. Lucie West Blvd | 6 | 6 | - | - | - | - |
| | St. Lucie West Blvd | Midway Road | 6 | 6 | - | - | - | - |
| | Midway Road | SR-70 | 6 | 6 | - | - | - | - |
| | SR-70 | Orange Ave | 4 | 6 | (1) | - | - | - |
| **Rosser Boulevard** | Paar Drive | Open View | 2 | 2 | (1) | - | - | - |
| | Open View | Gatlin Blvd | 2 | 2 | - | - | - | - |
| **California Boulevard** | Del Rio Blvd | Savona Blvd | 2 | 2 | (1) | (1) | (1) | - |
| | Savona Blvd | Del Rio Blvd | 2 | 2 | - | **4** | 4 | 4 |
| | St. Lucie West Blvd | Peacock Blvd | 2 | 2 | (1) | - | - | - |
| | Peacock Blvd | West Torino Pkwy | 2 | 2 | (1) | (1) | (1) | - |
| **Savona Boulevard** | Becker Road | Paar Drive | 2 | 2 | - | (1) | - | - |
| | Paar Drive | Gatlin Blvd | 2 | 2 | (1) | - | **4** | 4 |
| | Gatlin Blvd | California Blvd | 2 | 2 | - | - | **4** | 4 |
| **Cashmere Boulevard** | Crosstown Pkwy | St. Lucie West Blvd | 2 | 2 | (1) | - | **4** | 4 |
| **Del Rio Boulevard** | California Blvd | Cashmere Blvd | 2 | 2 | (1) | (1) | (1) | - |

Notes:
- = no improvement needed beyond existing/committed laneage
(1) = project has insignificant impacts, therefore needs analysis not performed
??? represents a constrained facility; this nomenclature is consistent with the WATS.
These laneage needs are based on Total traffic volumes; only significantly impacted links are shown.

# TABLE 21 F-12 (CONTINUED)
# TOTAL TRAFFIC CONDITIONS - NEEDED IMPROVEMENTS
## (ONLY SIGNIFICANTLY IMPACTED LINKS SHOWN)

| Roadway | From | To | Lanes | | 2013 Lane Needs | 2018 Lane Needs | 2023 Lane Needs | 2028 Lane Needs |
|---|---|---|---|---|---|---|---|---|
| | | | Existing | Committed | | | | |
| **Port St. Lucie Boulevard** | Martin Highway | Becker Road | 2 | 2 | (1) | - | - | - |
| | Becker Road | Paar Drive | 2 | 2 | (1) | (1) | - | (1) |
| | Paar Drive | Darwin Blvd | 2 | 2 | **4** | 4 | **6** | 6 |
| | Darwin Blvd | Gatlin Blvd | 4 | 4 | (1) | **6** | ??? | ??? |
| | Gatlin Blvd | Del Rio Blvd | 6 | 6 | - | - | - | ??? |
| | Del Rio Blvd | Bayshore Blvd | 6 | 6 | - | ??? | ??? | ??? |
| | Bayshore Blvd | Airoso Blvd | 6 | 6 | - | - | - | ??? |
| | Airoso Blvd | Floresta Drive | 6 | 6 | (1) | ??? | ??? | ??? |
| | Floresta Drive | Midport Road | 6 | 6 | (1) | - | - | ??? |
| | Midport Road | US Highway 1 | 6 | 6 | (1) | (1) | - | - |
| **Darwin Boulevard** | Becker Road | Paar Drive | 2 | 2 | (1) | (1) | - | - |
| | Paar Drive | Port St. Lucie Blvd | 2 | 2 | (1) | (1) | **4** | 4 |
| **Bayshore Boulevard** | Port St. Lucie Blvd | Crosstown Pkwy | 4 | 4 | (1) | (1) | (1) | - |
| | Prima Vista Blvd | Selvitz Road | 2 | 2 | (1) | (1) | **4** | 4 |
| **Selvitz Road** | Bayshore Blvd | E/W Road # 5 | 2 | 2 | (1) | (1) | (1) | - |
| **Airoso Boulevard** | Crosstown Pkwy | Prima Vista Blvd | 4 | 4 | (1) | (1) | - | - |
| **Southbend Blvd** | Becker Road | Oakridge Dr | 2 | 2 | (1) | (1) | (1) | - |
| **Midport Rd** | Port St. Lucie Blvd | Lyngate Drive | 4 | 4 | (1) | (1) | (1) | - |
| **Gilson Road** | Murphy Road | Becker Road | 2 | 2 | (1) | (1) | (1) | (1) |
| **Martin Highway (SR 714)** | Interstate 95 | PSL Blvd Extension | 2 | 2 | (1) | - | - | - |
| | PSL Blvd Extension | Florida's Turnpike | 2 | 2 | (1) | **4** | 4 | 4 |
| **Martin Downs Boulevard (SR 714)** | North of Turnpike Entrance | High Meadows Ave | 4 | 4 | (1) | (1) | - | - |
| | East of High Meadows Ave | | 4 | 4 | (1) | (1) | - | - |
| **County Road 714** | Florida's Turnpike | High Meadows Ave | 2 | 2 | (1) | (1) | - | **4** |
| | High Meadows Ave | Berry Ave | 2 | 2 | (1) | - | - | **4** |
| **Becker Road** | Interstate 95 | Savona Blvd | 4 | 4 | - | - | **6** | 6 |
| | Savona Blvd | Port St. Lucie Blvd | 4 | 4 | (1) | - | **6** | 6 |
| | Port St. Lucie Blvd | Darwin Blvd | 4 | 4 | (1) | - | - | - |
| | Darwin Blvd | Florida's Turnpike | 4 | 4 | (1) | - | - | - |
| | Florida's Turnpike | Southbend Blvd | 4 | 4 | (1) | (1) | (1) | - |
| | Southbend Blvd | Gilson Road | 2 | 2 | (1) | (1) | - | (1) |

Notes:
- = no improvement needed beyond existing/committed laneage
(1) = project has insignificant impacts, therefore needs analysis not performed
??? represents a constrained facility; this nomenclature is consistent with the WATS.
These laneage needs are based on Total traffic volumes; only significantly impacted links are shown.

# TABLE 21 F-12 (CONTINUED)
# TOTAL TRAFFIC CONDITIONS - NEEDED IMPROVEMENTS
## (ONLY SIGNIFICANTLY IMPACTED LINKS SHOWN)

| Roadway | From | To | Lanes | | 2013 Lane Needs | 2018 Lane Needs | 2023 Lane Needs | 2028 Lane Needs |
|---|---|---|---|---|---|---|---|---|
| | | | Existing | Committed | | | | |
| **Paar Drive** | Rosser Blvd | Savona Blvd | 2 | 2 | (1) | **4** | 4 | **6** |
| | Savona Blvd | Port St. Lucie Blvd | 2 | 2 | (1) | **4** | 4 | 4 |
| **Gatlin Boulevard** | Interstate 95 | Rosser Blvd | 6 | 6 | - | ??? | ??? | ??? |
| | Rosser Blvd | Savona Blvd | 6 | 6 | - | - | - | - |
| | Savona Blvd | Port St. Lucie Blvd | 6 | 6 | - | - | - | - |
| **Oakridge Drive** | Mountwell Street | Southbend Blvd | 2 | 2 | (1) | (1) | (1) | - |
| **Lyngate Drive/Tiffany Ave** | Midport Road | US Highway 1 | 2 | 2 | (1) | (1) | (1) | - |
| **Crosstown Pkwy** | Rangeline Rd | N/S A | - | 2 | (1) | (1) | (1) | - |
| | N/S A | Village Pkwy | - | 4 | (1) | (1) | (1) | - |
| | Village Pkwy | Commerce Center Pkwy | 4 | 4 | - | - | **6** | 6 |
| | Commerce Center Pkwy | I-95 Interchange | 6 | 6 | (1) | - | - | - |
| | I-95 Interchange | California Blvd | 6 | 6 | - | - | - | - |
| | California Blvd | Cashmere Blvd | 6 | 6 | (1) | - | - | - |
| | Cashmere Blvd | Bayshore Blvd | 6 | 6 | (1) | - | - | - |
| | Bayshore Blvd | Airoso Blvd | 6 | 6 | (1) | - | - | - |
| **St. Lucie West Boulevard** | Commerce Center Pkwy | Interstate 95 | 2 | 2 | (1) | - | - | **4** |
| | Interstate 95 | Peacock Blvd | 4 | 4 | (1) | **6** | 6 | 6 |
| | Peacock Blvd | California Blvd | 4 | 4 | (1) | - | **6** | 6 |
| | California Blvd | Cashmere Blvd | 4 | 4 | (1) | (1) | **6** | 6 |
| **Midway Road** | Eleven Mile Road | Commerce Center Pkwy | 2 | 2 | - | - | - | - |
| | Commerce Center Pkwy | Interstate 95 | 2 | 2 | - | - | - | - |
| | Interstate 95 | Glades Cut-Off Road | 4 | 4 | (1) | - | - | - |

Notes:
- = no improvement needed beyond existing/committed laneage
(1) = project has insignificant impacts, therefore needs analysis not performed
??? represents a constrained facility; this nomenclature is consistent with the WATS.
These laneage needs are based on Total traffic volumes; only significantly impacted links are shown.

# TABLE 21 F-13
# TOTAL TRAFFIC CONDITIONS – REQUIRED LANEAGES
## (ALL SOUTHWEST ANNEXATION AREA LINKS SHOWN)

| Roadway | From | To | 2013 Required Laneage | 2018 Required Laneage | 2023 Required Laneage | 2028 Required Laneage |
|---|---|---|---|---|---|---|
| **Becker Road** | Rangeline | N/S A | 2 | 4 | 4 | 4 |
| | N/S A | N/S B | 4 | 4 | 4 | 4 |
| | N/S B | N/S BC | 4 | 4 | 4 | 6 |
| | N/S BC | Community Blvd | 4 | 4 | 6 | 6 |
| | Community Blvd | Village Parkway | 4 | 4 | 6 | 6 |
| | Village Parkway | I-95 Interchange | 4 | 6 | 6 | 8 |
| **N/S A** | Becker Rd | Paar Drive | 2 | 4 | 4 | 4 |
| | Paar Drive | Open View | - | 4 | 4 | 4 |
| | Open View | E/W 1 | 2 | 4 | 4 | 4 |
| | E/W 1 | Gatlin Blvd | - | 4 | 4 | 4 |
| | Gatlin Blvd | Westcliffe Ln | 2 | 4 | 4 | 4 |
| | Westcliffe Ln | Crosstown Pkwy | 2 | 2 | 4 | 4 |
| **N/S B** | Becker Rd | Paar Drive | - | - | 2 | 2 |
| | Paar Drive | Open View | - | - | - | 2 |
| | Open View | E/W 1 | - | - | - | 2 |
| **N/S BC** | Becker Rd | Paar Drive | - | - | - | 2 |
| **Community Blvd** | Becker Rd | Paar Drive | 2 | 2 | 2 | 2 |
| | Paar Drive | Open View | 2 | 4 | 4 | 4 |
| | Open View | E/W 1 | 2 | 4 | 4 | 4 |
| | E/W 1 | Gatlin Blvd | 2 | 2 | 4 | 4 |
| | Gatlin Blvd | Westcliffe Ln | 2 | 2 | 2 | 2 |
| **Village Parkway** | Becker Rd | Paar Drive | 2 | 2 | 4 | 4 |
| | Paar Drive | Open View | 2 | 2 | 4 | 4 |
| | Open View | E/W 1 | 2 | 2 | 4 | 4 |
| | E/W 1 | Gatlin Blvd | 4 | 6 | 6 | 6 |
| | Gatlin Blvd | Westcliffe Ln | 2 | 2 | 4 | 4 |
| | Westcliffe Ln | Crosstown Pkwy | 4 | 4 | 4 | 4 |
| **E/W 4 (Paar Drive)** | N/S A | N/S B | - | - | 2 | 2 |
| | N/S B | N/S BC | - | - | 4 | 4 |
| | N/S BC | Community Blvd | - | 2 | 4 | 4 |
| | Community Blvd | Village Parkway | - | 4 | 4 | 4 |
| | Village Parkway | Rosser Blvd | - | 4 | 4 | 4 |
| **E/W 3 (Open View)** | N/S A | N/S B | 2 | 4 | 4 | 4 |
| | N/S B | Community Blvd | 2 | 4 | 4 | 4 |
| | Community Blvd | Village Parkway | - | - | - | 4 |
| **E/W 1** | N/S A | N/S B | 2 | 2 | 2 | 2 |
| | N/S B | Community Blvd | 2 | 2 | 2 | 2 |
| | Community Blvd | Village Parkway | 2 | 4 | 4 | 4 |
| **Tradition Pkwy** | N/S A | Community Blvd | 2 | 2 | 2 | 4 |
| | Community Blvd | Village Parkway | 2 | 2 | 4 | 4 |
| | Village Parkway | I-95 Interchange | 6 | 6 | 6 | 8 |
| **Westcliffe Lane** | N/S A | Community Blvd | 2 | 2 | 2 | 2 |
| | Community Blvd | Village Parkway | 2 | 4 | 4 | 4 |

SOUTHERN GROVE DRI - CUMULATIVE TRIP GENERATION CALCULATIONS

| TAZ | Use | Intensity [1] | PM Peak Hour Gross Trips [2] | | | PM Peak Hour Internal Capture Trips Within TAZ [3] | | | PM Peak Hour Internal Capture Trips Within DRI [4] | | | PM Peak Hour Pass-By Trips [5] | | | PM Peak Hour Net New External Trips [6] | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit |
| 481 | Hotel | 111 rooms | 78 | 38 | 40 | 30 | 22 | 8 | 4 | 1 | 3 | 0 | 0 | 0 | 44 | 15 | 29 |
| | Hospital | 180 rooms | 236 | 85 | 151 | 18 | 9 | 9 | 17 | 6 | 11 | 0 | 0 | 0 | 201 | 70 | 131 |
| | Commercial Retail | 17,838 sq. ft. | 200 | 98 | 102 | 37 | 16 | 21 | 12 | 6 | 6 | 38 | 19 | 19 | 113 | 57 | 56 |
| | Service & Office (<500,000 s.f.) | 217,705 sq. ft. | 324 | 55 | 269 | 17 | 6 | 11 | 23 | 4 | 19 | 0 | 0 | 0 | 284 | 45 | 239 |
| | Research & Development (≤1,800,000 s.f.) | 201,557 sq. ft. | 231 | 35 | 196 | 16 | 6 | 10 | 16 | 2 | 14 | 0 | 0 | 0 | 199 | 27 | 172 |
| | *Subtotal - TAZ 481 →* | | *1,069* | *311* | *758* | *118* | *59* | *59* | *72* | *19* | *53* | *38* | *19* | *19* | *841* | *214* | *627* |
| 482 | Multi-Family Residential | 904 d.u. | 366 | 245 | 121 | 22 | 12 | 10 | 34 | 27 | 7 | 0 | 0 | 0 | 310 | 206 | 104 |
| | Commercial Retail | 20,198 sq. ft. | 218 | 107 | 111 | 22 | 10 | 12 | 18 | 11 | 7 | 45 | 22 | 23 | 133 | 64 | 69 |
| | *Subtotal - TAZ 482 →* | | *584* | *352* | *232* | *44* | *22* | *22* | *52* | *38* | *14* | *45* | *22* | *23* | *443* | *270* | *173* |
| 486 | Single-Family Residential | 203 d.u. | 199 | 125 | 74 | 0 | 0 | 0 | 20 | 15 | 5 | 0 | 0 | 0 | 179 | 110 | 69 |
| | *Subtotal - TAZ 486 →* | | *199* | *125* | *74* | *0* | *0* | *0* | *20* | *15* | *5* | *0* | *0* | *0* | *179* | *110* | *69* |
| *GRAND TOTAL (INCLUDING TAZ 481, TAZ 482, AND TAZ 486)* | | | *1,852* | *788* | *1,064* | *162* | *81* | *81* | *144* | *72* | *72* | *83* | *41* | *42* | *1,463* | *594* | *869* |

Notes:

(1) Includes site plan approvals, residential subdivision approvals, and building permits obtained through 12/31/2017

(2) Calculated based on rates/equations established in Exhibit E of the approved Southern Grove Development Order

(3) Calculated based on rates/equations established in Exhibit E of the approved Southern Grove Development Order (applied among TAZs with multiple uses)

(4) Calculated based on 8.5% Phase 1 internal capture rate established in Exhibit E of the approved Southern Grove Development Order (applied between TAZ 481, TAZ 482, and TAZ 486)

(5) Calculated based on rates established in Exhibit E of the approved Southern Grove Development Order

(6) Net New External Trips = Gross Trips - Internal Capture Trips - Pass-By Trips

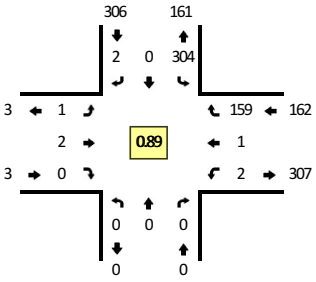
k:\oca_civil\041386000 - swaa analyses (vero)\2018-02_biennial report calcs\[southern grove biennial report calcs_2018-02-14.xlsx]biennial report trip calcs

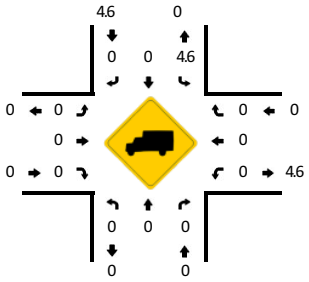
# APPENDIX C
# Turning Movement Counts and Signal Timings

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

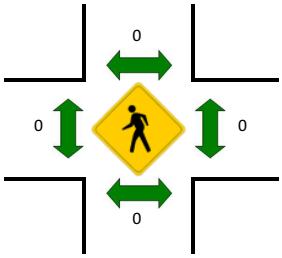
**LOCATION:** SW Village Pkwy -- SW Becker Rd | **QC JOB #:** 15386602
**CITY/STATE:** Port St. Lucie, FL | **DATE:** Thu, Mar 11 2021

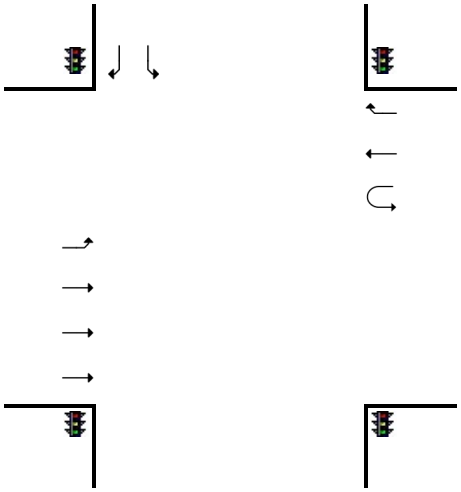
**Peak-Hour: 4:15 PM -- 5:15 PM**
**Peak 15-Min: 4:30 PM -- 4:45 PM**

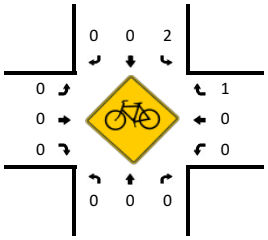


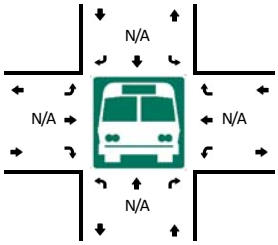



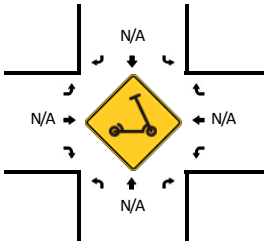

Quality Counts
DATA THAT DRIVES COMMUNITIES






R* = RTOR

| 15-Min Count Period Beginning At | SW Village Pkwy (Northbound) | | | | | SW Village Pkwy (Southbound) | | | | | SW Becker Rd (Eastbound) | | | | | SW Becker Rd (Westbound) | | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | | |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 61 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 33 | 99 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 37 | 115 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 49 | 132 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 115 | 461 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 35 | 109 | 471 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 40 | 107 | 463 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 52 | 133 | 464 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 99 | 448 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | |
| All Vehicles | 0 | 0 | 0 | 0 | 0 | 308 | 0 | 0 | 4 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 200 | 4 | 196 | 724 |
| Heavy Trucks | 0 | 0 | 0 | | | 24 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 24 |
| Buses | | | | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | 0 |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 |
| Scooters | | | | | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/16/2021 1:34 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

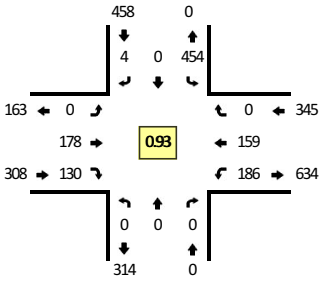
Type of peak hour being reported: Intersection Peak

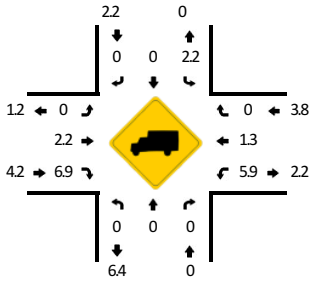
Method for determining peak hour: Total Entering Volume

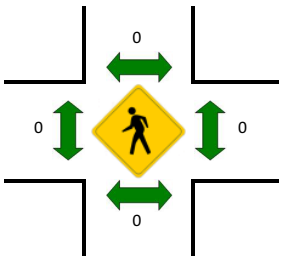
**LOCATION:** I-95 SB Ramps -- SW Becker Rd
**CITY/STATE:** Port St. Lucie, FL

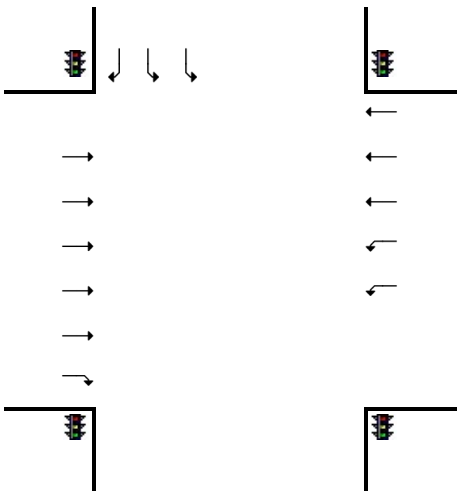
**QC JOB #:** 15386604
**DATE:** Thu, Mar 11 2021

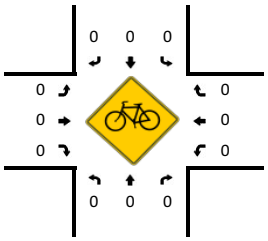
**Peak-Hour: 4:30 PM -- 5:30 PM**
**Peak 15-Min: 5:15 PM -- 5:30 PM**

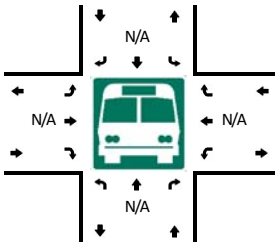


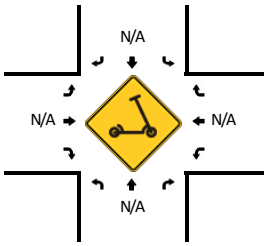






R* = RTOR

| 15-Min Count Period Beginning At | I-95 SB Ramps (Northbound) | | | | | I-95 SB Ramps (Southbound) | | | | | SW Becker Rd (Eastbound) | | | | | SW Becker Rd (Westbound) | | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 33 | 30 | 0 | 0 | 39 | 36 | 0 | 0 | 0 | 232 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 5 | 0 | 0 | 0 | 55 | 23 | 0 | 0 | 51 | 47 | 0 | 0 | 0 | 273 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 45 | 32 | 0 | 0 | 49 | 47 | 0 | 2 | 0 | 290 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 1 | 0 | 0 | 0 | 42 | 38 | 0 | 0 | 46 | 29 | 0 | 0 | 0 | 264 | 1059 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 1 | 0 | 1 | 0 | 51 | 31 | 0 | 0 | 36 | 38 | 0 | 0 | 0 | 258 | 1085 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 1 | 0 | 0 | 0 | 40 | 29 | 0 | 0 | 53 | 45 | 0 | 0 | 0 | 299 | 1111 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 34 | 38 | 0 | 0 | 44 | 59 | 0 | 0 | 0 | 277 | 1098 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 112 | 1 | 0 | 0 | 1 | 0 | 29 | 20 | 0 | 0 | 50 | 54 | 0 | 0 | 0 | 267 | 1101 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | |
| All Vehicles | 0 | 0 | 0 | 0 | 0 | 524 | 0 | 4 | 0 | 0 | 0 | 160 | 116 | 0 | 0 | 212 | 180 | 0 | 0 | 0 | 1196 |
| Heavy Trucks | 0 | 0 | 0 | | | 16 | 0 | 0 | | | 0 | 0 | 8 | | | 8 | 0 | 0 | | | 32 |
| Buses | | | | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | 0 |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 |
| Scooters | | | | | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/16/2021 1:34 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

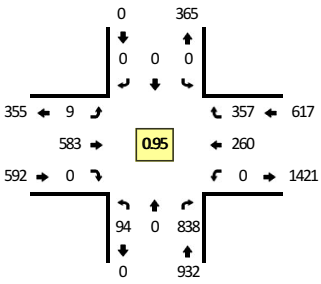
Type of peak hour being reported: Intersection Peak

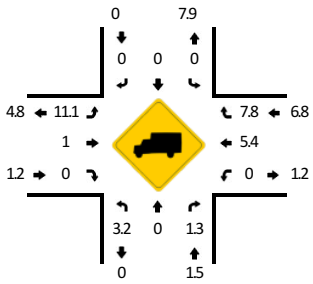
Method for determining peak hour: Total Entering Volume

**LOCATION:** I-95 NB Ramps -- SW Becker Rd
**CITY/STATE:** Port St. Lucie, FL

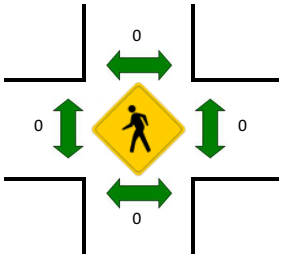
**QC JOB #:** 15386606
**DATE:** Thu, Mar 11 2021

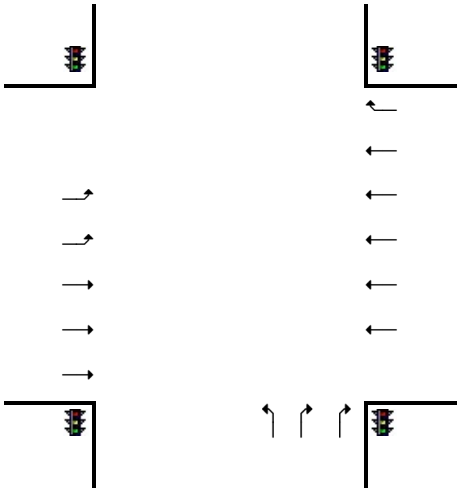
**Peak-Hour: 4:45 PM -- 5:45 PM**
**Peak 15-Min: 5:30 PM -- 5:45 PM**

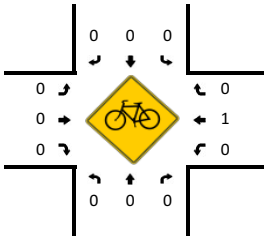


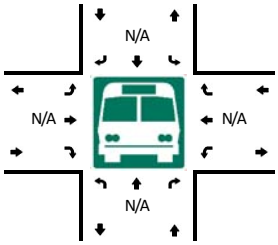



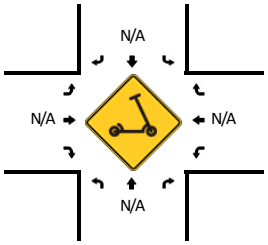

Quality Counts
DATA THAT DRIVES COMMUNITIES






R* = RTOR

| 15-Min Count Period Beginning At | I-95 NB Ramps (Northbound) | | | | | I-95 NB Ramps (Southbound) | | | | | SW Becker Rd (Eastbound) | | | | | SW Becker Rd (Westbound) | | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | | |
| 4:00 PM | 16 | 0 | 136 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 125 | 0 | 0 | 0 | 0 | 65 | 73 | 0 | 0 | 422 | |
| 4:15 PM | 25 | 0 | 157 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 73 | 87 | 0 | 0 | 489 | |
| 4:30 PM | 28 | 0 | 185 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 164 | 0 | 0 | 0 | 0 | 69 | 75 | 0 | 0 | 528 | |
| 4:45 PM | 19 | 0 | 181 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 147 | 0 | 0 | 0 | 0 | 60 | 88 | 0 | 0 | 498 | 1937 |
| 5:00 PM | 18 | 0 | 212 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 142 | 0 | 0 | 0 | 0 | 51 | 91 | 0 | 0 | 520 | 2035 |
| 5:15 PM | 30 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 145 | 0 | 0 | 0 | 0 | 73 | 95 | 0 | 0 | 561 | 2107 |
| 5:30 PM | 27 | 0 | 221 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 149 | 0 | 1 | 0 | 0 | 76 | 83 | 0 | 0 | 562 | 2141 |
| 5:45 PM | 26 | 0 | 193 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 132 | 0 | 0 | 0 | 0 | 72 | 60 | 0 | 0 | 489 | 2132 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | |
| All Vehicles | 108 | 0 | 900 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 596 | 0 | 4 | 0 | 0 | 304 | 332 | 0 | 0 | 2264 |
| Heavy Trucks | 0 | 0 | 12 | | | 0 | 0 | 0 | | | 0 | 4 | 0 | | | 0 | 8 | 8 | | | 32 |
| Buses | | | | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | 0 |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 4 | 0 | | | 4 |
| Scooters | | | | | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 3/16/2021 1:34 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

**Station :** 37 - Becker @ Village ( Upload File )

## Phase [1.1.1]

| | 1 (EL) | 2 (WT) | 3 (SL) | 4 (NT) | 5 (WL) | 6 (ET) | 7 | 8 (ST) | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk | 0 | 7 | 7 | 7 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clearance | 0 | 28 | 28 | 28 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 7 | 7 | 10 | 7 | 7 | 7 | 0 | 0 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Passage | 3 | 3 | 3 | 3 | 3 | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 25 | 30 | 30 | 15 | 25 | 30 | 0 | 0 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 25 | 30 | 30 | 15 | 25 | 30 | 0 | 0 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Initial | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Initial | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Before Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Before Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduce By | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dynamic Max Limit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dynamic Max Step | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Auto Exit | | ON | | | | ON | | | | | | | | | | |
| Rest In Walk | | | | | | | | | | | | | | | | |

## Phase Option [1.1.2]

| | 1 (EL) | 2 (WT) | 3 (SL) | 4 (NT) | 5 (WL) | 6 (ET) | 7 | 8 (ST) | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enable | ON | ON | ON | ON | ON | ON | | | | | | | | | | |
| Auto Entry | | | ON | ON | | | | | | | | | | | | |
| Non Act1 | | | | | | | | | | | | | | | | |
| Non Act2 | | | | | | | | | | | | | | | | |
| Lock Call | | | ON | ON | | | | | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall | | | ON | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| Dual Entry | | ON | | ON | | ON | | ON | | | | | | | | |
| Sim Gap Enable | | | | | | | | | | | | | | | | |
| Guar Passage | | | | | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Add Init Calc | | | | | | | | | | | | | | | | |

## Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

## Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

## Alternate Phase Program 1, Interval Times [1.1.6.1]

| Phase | Walk | Ped Clear | Min Green | Passage | Max1 | Max2 | Yellow | Red Clear | Assign Ph | Bike Clear |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Alternate Phase Program 2, Interval Times [1.1.6.1]

| Phase | Walk | Ped Clear | Min Green | Passage | Max1 | Max2 | Yellow | Red Clear | Assign Ph | Bike Clear |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



**Station :** 37 - Becker @ Village ( Upload File )

## Unit Parameters [1.2.1]

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

## Comm, General Comm Parameters [6.1]

| Station ID | Master Station ID | Fallback time | Allow Pencil | Port | System-Up | Sys-Down | PC/Print | Aux 232 |
|---|---|---|---|---|---|---|---|---|
| 37 | | | OFF | | | | | |

## Port Parameters [6.2]

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

## Overlap General Parameters [1.5.1]

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

## Overlap Program Parameters [1.5.2.1]

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

## Overlap Conflict Parameters+ [1.5.2.2]

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

## Detector, Vehicle Parameters 1-16 [5.1]

| | 1 (SL1) | 2 (ST1) | 3 (EL1) | 4 (ET1) | 5 | 6 (NT1) | 7 (WL1) | 8 (WT1) | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Call Phase | 3 | 8 | 1 | 6 | 7 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Switch Phase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Detector, Vehicle Parameters 17-32 [5.1]

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



**Station :** 37 - Becker @ Village ( Upload File )

## Detector Alternate Program 1, Vehicle Parameters [5.5.1]

| | 1 (SL1) | 2 (ST1) | 3 (EL1) | 4 (ET1) | 5 | 6 (NT1) | 7 (WL1) | 8 (WT1) | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Call Phase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Switch Phase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Channels/SDLC, Assign to Phases [1.3.1]

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

## Channel/SDLC, Parameters [1.3.3]

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

## Channel/SDLC, MMU Map [1.3.5]

**MMU-to-Controller Channel Map**

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

## Channel/SDLC, Permissive [1.3.4]

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

## Channel/SDLC, Permissive [1.3.7]

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

## Ring Sequence [1.2.4]

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

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ring 3 | | | | | | | | |
| Ring 4 | | | | | | | | |



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## Alarms, Enable Events [1.6.1]

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

## Alarms, Enable Alarms [1.6.4]

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

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

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

## Alarms, Parameters [1.4.1]

### Auto Flash Parameter

| Yellow | Red | Mode | Source |
|---|---|---|---|
| 40 | 20 | VOT_MON | D-CONN |

## Alarms, Parameters [1.6.7]

| Preempt Event Enabled | Pattern Event Enabled |
|---|---|
| OFF | OFF |

| | |
|---|---|
| 59 | |
| 60 | |
| 61 | |
| 62 | |
| 63 | |
| 64 | |

| | |
|---|---|
| 59 | |
| 60 | |
| 61 | |
| 62 | |
| 63 | |
| 64 | |

## Alarms, Phases/Overlaps [1.4.2]

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



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

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

## Coordination, Modes,+ [2.1]

### Modes

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

### Modes+

| Mode | Leave Before | Leave After | Recycle | Stop In Walk | External | Auto Reset | Latch Sec Foff | Coord Easy Float | Yield Value | Coord NTCIP Yield Sign | Closed Loop Active |
|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FRC | TIMED | TIMED | P3478_INH | ON | OFF | OFF | OFF | OFF | 0 | + | OFF | OFF |

## Coordination, Pattern 1-16 [2.1]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cycle Time | 120 | 110 | 120 | | | | | | | | | | | | | |
| Offset Time | | | | | | | | | | | | | | | | |
| Split Number | 1 | 2 | 3 | | | | | | | | | | | | | |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Offset | endgrn | endgrn | endgrn | endgrn | endgrn | endgrn | endgrn | endgrn | beggrn | beggrn | beggrn | beggrn | beggrn | beggrn | beggrn | beggrn |

## Coordination, Pattern 17-32 [2.1]

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



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## Coordination, Splits [2.7.1]

| Split Table 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 15 | 50 | 15 | 40 | 15 | 50 | 15 | 40 | | | | | | | | |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

| Split Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 15 | 40 | 15 | 40 | 15 | 40 | 15 | 40 | | | | | | | | |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

| Split Table 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 15 | 50 | 15 | 40 | 15 | 50 | 15 | 40 | | | | | | | | |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

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

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

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

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

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

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | | | | | | | | | | | | | | | |

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord-Ph | | | | | | | | | | | | | | | | |

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



**Station :** 37 - Becker @ Village ( Upload File )

## TB Coor, Advanced Scheduler [4.3]

| | Month | | | | | | | | | | | | Day of Week | | | | | | | Day of Month | | | | | | | | | | 1 | | | | | | | | | | 2 | | | | | | | | | | 3 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Plan | J | F | M | A | M | J | J | A | S | O | N | D | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | Day Plan |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |

## TB Coor, Day Plan [4.4]

| Day Plan Table 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | | 6 | 10 | 15 | 19 | 22 | | | | | | | | | | |
| Minute | | 30 | | | | | | | | | | | | | | |
| Action | 100 | 1 | 2 | 3 | 4 | 100 | | | | | | | | | | |

| Day Plan Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | | 8 | 18 | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | 100 | 2 | 100 | | | | | | | | | | | | | |

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

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

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

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



**Station :** 37 - Becker @ Village ( Upload File )

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

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

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

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

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

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

City of Port St Lucie Timing Sheet 3/18/2021 8:39:12 AM

**Station :** 37 - Becker @ Village ( Upload File )

TB Coor, Action Table [4.5]

| Action | Pattern | Aux 1 | Aux 2 | Aux 3 | Special 1 | Special 2 | Special 3 | Special 4 | Special 5 | Special 6 | Special 7 | Special 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | | | | | | | | | | |
| 2 | 2 | | | | | | | | | | | |
| 3 | 3 | | | | | | | | | | | |

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

**Station :** 39 - Becker @ I-95 East ( Upload File )

## Phase [1.1.1]

| | 1 (EL) | 2 (WT) | 3 | 4 (NR) | 5 | 6 (ET) | 7 (NL) | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clearance | 0 | 15 | 0 | 20 | 0 | 15 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Passage | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 30 | 50 | 30 | 35 | 30 | 50 | 35 | 35 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 30 | 50 | 30 | 35 | 30 | 50 | 35 | 35 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Initial | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Initial | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Before Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Before Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduce By | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dynamic Max Limit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dynamic Max Step | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Auto Exit | | ON | | | | ON | | | | | | | | | | |
| Rest In Walk | | | | | | | | | | | | | | | | |

## Phase Option [1.1.2]

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

## Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

## Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

## Alternate Phase Program 1, Interval Times [1.1.6.1]

| Phase | Walk | Ped Clear | Min Green | Passage | Max1 | Max2 | Yellow | Red Clear | Assign Ph | Bike Clear |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Alternate Phase Program 2, Interval Times [1.1.6.1]

| Phase | Walk | Ped Clear | Min Green | Passage | Max1 | Max2 | Yellow | Red Clear | Assign Ph | Bike Clear |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



**Station :** 39 - Becker @ I-95 East ( Upload File )

## Unit Parameters [1.2.1]

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

## Comm, General Comm Parameters [6.1]

| Station ID | Master Station ID | Fallback time | Allow Pencil | Port | System-Up | Sys-Down | PC/Print | Aux 232 |
|---|---|---|---|---|---|---|---|---|
| 39 | | | OFF | | | | | |

## Port Parameters [6.2]

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

## Overlap General Parameters [1.5.1]

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

## Overlap Program Parameters [1.5.2.1]

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

## Overlap Conflict Parameters+ [1.5.2.2]

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

## Detector, Vehicle Parameters 1-16 [5.1]

| | 1 | 2 | 3 (EL1) | 4 (ET1) | 5 (NL1) | 6 (NR1) | 7 | 8 (WT1) | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Call Phase | 3 | 8 | 1 | 6 | 7 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Switch Phase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Detector, Vehicle Parameters 17-32 [5.1]

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



**Station :** 39 - Becker @ I-95 East ( Upload File )

## Detector Alternate Program 1, Vehicle Parameters [5.5.1]

| | 1 | 2 | 3 (EL1) | 4 (ET1) | 5 (NL1) | 6 (NR1) | 7 | 8 (WT1) | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Call Phase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Switch Phase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Channels/SDLC, Assign to Phases [1.3.1]

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

## Channel/SDLC, Parameters [1.3.3]

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

## Channel/SDLC, MMU Map [1.3.5]

**MMU-to-Controller Channel Map**

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

## Channel/SDLC, Permissive [1.3.4]

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

## Channel/SDLC, Permissive [1.3.7]

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

## Ring Sequence [1.2.4]

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

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ring 3 | | | | | | | | |
| Ring 4 | | | | | | | | |



**Station :** 39 - Becker @ I-95 East ( Upload File )

## Alarms, Enable Events [1.6.1]

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

## Alarms, Enable Alarms [1.6.4]

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

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

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

## Alarms, Parameters [1.4.1]

### Auto Flash Parameter

| Yellow | Red | Mode | Source |
|---|---|---|---|
| 40 | 20 | VOT_MON | D-CONN |

## Alarms, Parameters [1.6.7]

| Preempt Event Enabled | Pattern Event Enabled |
|---|---|
| OFF | OFF |

| | | | |
|---|---|---|---|
| 59 | | 59 | |
| 60 | | 60 | |
| 61 | | 61 | |
| 62 | | 62 | |
| 63 | | 63 | |
| 64 | | 64 | |

## Alarms, Phases/Overlaps [1.4.2]

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



**Station :** 39 - Becker @ I-95 East ( Upload File )

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

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

## Coordination, Modes,+ [2.1]

### Modes

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

### Modes+

| Mode | Leave Before | Leave After | Recycle | Stop In Walk | External | Auto Reset | Latch Sec Foff | Coord Easy Float | Yield Value | Coord NTCIP Yield Sign | Closed Loop Active |
|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FRC | TIMED | TIMED | P3478_INH | ON | OFF | OFF | OFF | OFF | 0 | + | OFF | OFF |

## Coordination, Pattern 1-16 [2.1]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cycle Time | 120 | 110 | 120 | | | | | | | | | | | | | |
| Offset Time | | | | | | | | | | | | | | | | |
| Split Number | 1 | 2 | 3 | | | | | | | | | | | | | |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Offset | endgrn | endgrn | endgrn | endgrn | endgrn | endgrn | endgrn | endgrn | beggrn | beggrn | beggrn | beggrn | beggrn | beggrn | beggrn | beggrn |

## Coordination, Pattern 17-32 [2.1]

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



**Station :** 39 - Becker @ I-95 East ( Upload File )

## Coordination, Splits [2.7.1]

| Split Table 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 15 | 50 | 15 | 40 | 15 | 50 | 15 | 40 | | | | | | | | |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

| Split Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 15 | 40 | 15 | 40 | 15 | 40 | 15 | 40 | | | | | | | | |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

| Split Table 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 15 | 50 | 15 | 40 | 15 | 50 | 15 | 40 | | | | | | | | |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

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

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

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

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

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

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | | | | | | | | | | | | | | | |

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

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

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

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



**Station :** 39 - Becker @ I-95 East ( Upload File )

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord-Ph | | | | | | | | | | | | | | | | |

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



**Station :** 39 - Becker @ I-95 East ( Upload File )

## TB Coor, Advanced Scheduler [4.3]

| | **Month** | | | | | | | | | | | | **Day of Week** | | | | | | | **Day of Month** | | | | | | | | | | **1** | | | | | | | | | | **2** | | | | | | | | | | **3** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Plan** | **J** | **F** | **M** | **A** | **M** | **J** | **J** | **A** | **S** | **O** | **N** | **D** | **S** | **M** | **T** | **W** | **T** | **F** | **S** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **0** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **0** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **0** | **1** | **Day Plan** |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |

## TB Coor, Day Plan [4.4]

| **Day Plan Table 1** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** | **16** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | | 6 | 10 | 15 | 19 | 22 | | | | | | | | | | |
| Minute | | 30 | | | | | | | | | | | | | | |
| Action | 100 | 1 | 2 | 3 | 4 | 100 | | | | | | | | | | |

| **Day Plan Table 2** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** | **16** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | | 8 | 18 | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | 100 | 2 | 100 | | | | | | | | | | | | | |

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

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

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

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



**Station :** 39 - Becker @ I-95 East ( Upload File )

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

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

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

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

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

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

City of Port St Lucie Timing Sheet 3/18/2021 8:43:33 AM

**Station :** 39 - Becker @ I-95 East ( Upload File )

TB Coor, Action Table [4.5]

| Action | Pattern | Aux 1 | Aux 2 | Aux 3 | Special 1 | Special 2 | Special 3 | Special 4 | Special 5 | Special 6 | Special 7 | Special 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | | | | | | | | | | |
| 2 | 2 | | | | | | | | | | | |
| 3 | 3 | | | | | | | | | | | |

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

**Station :** 38 - Becker @ I-95 West ( Upload File )

## Phase [1.1.1]

| | 1 | 2 (WT) | 3 (SL) | 4 | 5 (WL) | 6 (ET) | 7 | 8 (SR) | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clearance | 0 | 15 | 0 | 20 | 0 | 15 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 7 | 10 | 7 | 7 | 7 | 10 | 7 | 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Passage | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 30 | 60 | 30 | 35 | 30 | 60 | 30 | 35 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 30 | 60 | 30 | 35 | 30 | 60 | 30 | 35 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Initial | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Initial | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Before Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Before Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduce By | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dynamic Max Limit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dynamic Max Step | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Auto Exit | | ON | | | | ON | | | | | | | | | | |
| Rest In Walk | | | | | | | | | | | | | | | | |

## Phase Option [1.1.2]

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

## Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

## Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

## Alternate Phase Program 1, Interval Times [1.1.6.1]

| Phase | Walk | Ped Clear | Min Green | Passage | Max1 | Max2 | Yellow | Red Clear | Assign Ph | Bike Clear |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Alternate Phase Program 2, Interval Times [1.1.6.1]

| Phase | Walk | Ped Clear | Min Green | Passage | Max1 | Max2 | Yellow | Red Clear | Assign Ph | Bike Clear |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



**Station :** 38 - Becker @ I-95 West ( Upload File )

## Unit Parameters [1.2.1]

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

## Comm, General Comm Parameters [6.1]

| Station ID | Master Station ID | Fallback time | Allow Pencil | Port | System-Up | Sys-Down | PC/Print | Aux 232 |
|---|---|---|---|---|---|---|---|---|
| 38 | | | OFF | | | | | |

## Port Parameters [6.2]

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

## Overlap General Parameters [1.5.1]

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

## Overlap Program Parameters [1.5.2.1]

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

## Overlap Conflict Parameters+ [1.5.2.2]

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

## Detector, Vehicle Parameters 1-16 [5.1]

| | 1 (SL1) | 2 (SR1) | 3 | 4 (ET1) | 5 | 6 | 7 (WL1) | 8 (WT1) | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Call Phase | 3 | 8 | 1 | 6 | 7 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Switch Phase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Detector, Vehicle Parameters 17-32 [5.1]

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



**Station :** 38 - Becker @ I-95 West ( Upload File )

## Detector Alternate Program 1, Vehicle Parameters [5.5.1]

| | 1 (SL1) | 2 (SR1) | 3 | 4 (ET1) | 5 | 6 | 7 (WL1) | 8 (WT1) | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Call Phase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Switch Phase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Channels/SDLC, Assign to Phases [1.3.1]

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

## Channel/SDLC, Parameters [1.3.3]

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

## Channel/SDLC, MMU Map [1.3.5]

**MMU-to-Controller Channel Map**

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

## Channel/SDLC, Permissive [1.3.4]

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

## Channel/SDLC, Permissive [1.3.7]

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

## Ring Sequence [1.2.4]

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

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ring 3 | | | | | | | | |
| Ring 4 | | | | | | | | |



**Station :** 38 - Becker @ I-95 West ( Upload File )

## Alarms, Enable Events [1.6.1]

| Event# | Event Enable |
|---|---|
| 1 | ON |
| 2 | ON |
| 3 | ON |
| 4 | ON |
| 5 | ON |
| 6 | ON |
| 7 | ON |
| 8 | ON |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
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| 53 | |
| 54 | |
| 55 | |
| 56 | |
| 57 | |
| 58 | |

## Alarms, Enable Alarms [1.6.4]

| Alarm# | Alarm Enable |
|---|---|
| 1 | ON |
| 2 | ON |
| 3 | ON |
| 4 | ON |
| 5 | ON |
| 6 | ON |
| 7 | ON |
| 8 | ON |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
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| 56 | |
| 57 | |
| 58 | |

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

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

## Alarms, Parameters [1.4.1]

### Auto Flash Parameter

| Yellow | Red | Mode | Source |
|---|---|---|---|
| 40 | 20 | VOT_MON | D-CONN |

## Alarms, Parameters [1.6.7]

| Preempt Event Enabled | Pattern Event Enabled |
|---|---|
| OFF | OFF |

| | | | |
|---|---|---|---|
| 59 | | 59 | |
| 60 | | 60 | |
| 61 | | 61 | |
| 62 | | 62 | |
| 63 | | 63 | |
| 64 | | 64 | |

## Alarms, Phases/Overlaps [1.4.2]

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



**Station :** 38 - Becker @ I-95 West ( Upload File )

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

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

## Coordination, Modes,+ [2.1]

### Modes

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

### Modes+

| Mode | Leave Before | Leave After | Recycle | Stop In Walk | External | Auto Reset | Latch Sec Foff | Coord Easy Float | Yield Value | Coord NTCIP Yield Sign | Closed Loop Active |
|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FRC | TIMED | TIMED | P3478_INH | ON | OFF | OFF | OFF | OFF | 0 | + | OFF | OFF |

## Coordination, Pattern 1-16 [2.1]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cycle Time | 120 | 110 | 120 | | | | | | | | | | | | | |
| Offset Time | | | | | | | | | | | | | | | | |
| Split Number | 1 | 2 | 3 | | | | | | | | | | | | | |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Offset | endgrn | endgrn | endgrn | endgrn | endgrn | endgrn | endgrn | endgrn | beggrn | beggrn | beggrn | beggrn | beggrn | beggrn | beggrn | beggrn |

## Coordination, Pattern 17-32 [2.1]

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



**Station :** 38 - Becker @ I-95 West ( Upload File )

## Coordination, Splits [2.7.1]

| Split Table 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 15 | 50 | 15 | 40 | 15 | 50 | 15 | 40 | | | | | | | | |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

| Split Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 15 | 40 | 15 | 40 | 15 | 40 | 15 | 40 | | | | | | | | |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

| Split Table 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 15 | 50 | 15 | 40 | 15 | 50 | 15 | 40 | | | | | | | | |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

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

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

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

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

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

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | | | | | | | | | | | | | | | |

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

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

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

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



**Station :** 38 - Becker @ I-95 West ( Upload File )

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord-Ph | | | | | | | | | | | | | | | | |

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

City of Port St Lucie Timing Sheet 3/18/2021 8:48:42 AM

**Station :** 38 - Becker @ I-95 West ( Upload File )

## TB Coor, Advanced Scheduler [4.3]

| | **Month** | | | | | | | | | | | | **Day of Week** | | | | | | | **Day of Month** | | | | | | | | | | **1** | | | | | | | | | | **2** | | | | | | | | | | **3** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Plan** | **J** | **F** | **M** | **A** | **M** | **J** | **J** | **A** | **S** | **O** | **N** | **D** | **S** | **M** | **T** | **W** | **T** | **F** | **S** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **0** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **0** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **0** | **1** | **Day Plan** |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |

## TB Coor, Day Plan [4.4]

| **Day Plan Table 1** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** | **16** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | | 6 | 10 | 15 | 19 | 22 | | | | | | | | | | |
| Minute | | 30 | | | | | | | | | | | | | | |
| Action | 100 | 1 | 2 | 3 | 4 | 100 | | | | | | | | | | |

| **Day Plan Table 2** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** | **16** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | | 8 | 18 | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | 100 | 2 | 100 | | | | | | | | | | | | | |

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

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

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

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



**Station :** 38 - Becker @ I-95 West ( Upload File )

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

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

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

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

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

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

City of Port St Lucie Timing Sheet 3/18/2021 8:48:42 AM

**Station :** 38 - Becker @ I-95 West ( Upload File )

TB Coor, Action Table [4.5]

| Action | Pattern | Aux 1 | Aux 2 | Aux 3 | Special 1 | Special 2 | Special 3 | Special 4 | Special 5 | Special 6 | Special 7 | Special 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | | | | | | | | | | |
| 2 | 2 | | | | | | | | | | | |
| 3 | 3 | | | | | | | | | | | |

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

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

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402  WEST-W OF I95

MOCF: 0.92

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2019 - 01/05/2019 | 1.05 | 1.14 |
| 2 | 01/06/2019 - 01/12/2019 | 1.03 | 1.12 |
| 3 | 01/13/2019 - 01/19/2019 | 1.00 | 1.09 |
| * 4 | 01/20/2019 - 01/26/2019 | 0.97 | 1.05 |
| * 5 | 01/27/2019 - 02/02/2019 | 0.93 | 1.01 |
| * 6 | 02/03/2019 - 02/09/2019 | 0.90 | 0.98 |
| * 7 | 02/10/2019 - 02/16/2019 | 0.86 | 0.93 |
| * 8 | 02/17/2019 - 02/23/2019 | 0.87 | 0.95 |
| * 9 | 02/24/2019 - 03/02/2019 | 0.88 | 0.96 |
| *10 | 03/03/2019 - 03/09/2019 | 0.89 | 0.97 |
| *11 | 03/10/2019 - 03/16/2019 | 0.90 | 0.98 |
| *12 | 03/17/2019 - 03/23/2019 | 0.91 | 0.99 |
| *13 | 03/24/2019 - 03/30/2019 | 0.93 | 1.01 |
| *14 | 03/31/2019 - 04/06/2019 | 0.94 | 1.02 |
| *15 | 04/07/2019 - 04/13/2019 | 0.95 | 1.03 |
| *16 | 04/14/2019 - 04/20/2019 | 0.97 | 1.05 |
| 17 | 04/21/2019 - 04/27/2019 | 0.99 | 1.08 |
| 18 | 04/28/2019 - 05/04/2019 | 1.00 | 1.09 |
| 19 | 05/05/2019 - 05/11/2019 | 1.02 | 1.11 |
| 20 | 05/12/2019 - 05/18/2019 | 1.04 | 1.13 |
| 21 | 05/19/2019 - 05/25/2019 | 1.06 | 1.15 |
| 22 | 05/26/2019 - 06/01/2019 | 1.07 | 1.16 |
| 23 | 06/02/2019 - 06/08/2019 | 1.09 | 1.18 |
| 24 | 06/09/2019 - 06/15/2019 | 1.10 | 1.20 |
| 25 | 06/16/2019 - 06/22/2019 | 1.11 | 1.21 |
| 26 | 06/23/2019 - 06/29/2019 | 1.12 | 1.22 |
| 27 | 06/30/2019 - 07/06/2019 | 1.12 | 1.22 |
| 28 | 07/07/2019 - 07/13/2019 | 1.13 | 1.23 |
| 29 | 07/14/2019 - 07/20/2019 | 1.14 | 1.24 |
| 30 | 07/21/2019 - 07/27/2019 | 1.13 | 1.23 |
| 31 | 07/28/2019 - 08/03/2019 | 1.13 | 1.23 |
| 32 | 08/04/2019 - 08/10/2019 | 1.12 | 1.22 |
| 33 | 08/11/2019 - 08/17/2019 | 1.12 | 1.22 |
| 34 | 08/18/2019 - 08/24/2019 | 1.11 | 1.21 |
| 35 | 08/25/2019 - 08/31/2019 | 1.10 | 1.20 |
| 36 | 09/01/2019 - 09/07/2019 | 1.09 | 1.18 |
| 37 | 09/08/2019 - 09/14/2019 | 1.08 | 1.17 |
| 38 | 09/15/2019 - 09/21/2019 | 1.08 | 1.17 |
| 39 | 09/22/2019 - 09/28/2019 | 1.05 | 1.14 |
| 40 | 09/29/2019 - 10/05/2019 | 1.03 | 1.12 |
| 41 | 10/06/2019 - 10/12/2019 | 1.00 | 1.09 |
| 42 | 10/13/2019 - 10/19/2019 | 0.98 | 1.07 |
| 43 | 10/20/2019 - 10/26/2019 | 0.97 | 1.05 |
| 44 | 10/27/2019 - 11/02/2019 | 0.96 | 1.04 |
| 45 | 11/03/2019 - 11/09/2019 | 0.94 | 1.02 |
| 46 | 11/10/2019 - 11/16/2019 | 0.93 | 1.01 |
| 47 | 11/17/2019 - 11/23/2019 | 0.95 | 1.03 |
| 48 | 11/24/2019 - 11/30/2019 | 0.98 | 1.07 |
| 49 | 12/01/2019 - 12/07/2019 | 1.00 | 1.09 |
| 50 | 12/08/2019 - 12/14/2019 | 1.02 | 1.11 |
| 51 | 12/15/2019 - 12/21/2019 | 1.05 | 1.14 |
| 52 | 12/22/2019 - 12/28/2019 | 1.03 | 1.12 |
| 53 | 12/29/2019 - 12/31/2019 | 1.00 | 1.09 |

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9495  ST LUCIE I95

MOCF: 0.97

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2019 - 01/05/2019 | 0.92 | 0.95 |
| 2 | 01/06/2019 - 01/12/2019 | 0.98 | 1.01 |
| 3 | 01/13/2019 - 01/19/2019 | 1.03 | 1.06 |
| 4 | 01/20/2019 - 01/26/2019 | 1.02 | 1.05 |
| 5 | 01/27/2019 - 02/02/2019 | 1.01 | 1.04 |
| 6 | 02/03/2019 - 02/09/2019 | 1.00 | 1.03 |
| 7 | 02/10/2019 - 02/16/2019 | 0.99 | 1.02 |
| 8 | 02/17/2019 - 02/23/2019 | 0.98 | 1.01 |
| 9 | 02/24/2019 - 03/02/2019 | 0.97 | 1.00 |
| 10 | 03/03/2019 - 03/09/2019 | 0.96 | 0.99 |
| 11 | 03/10/2019 - 03/16/2019 | 0.95 | 0.98 |
| 12 | 03/17/2019 - 03/23/2019 | 0.96 | 0.99 |
| 13 | 03/24/2019 - 03/30/2019 | 0.96 | 0.99 |
| 14 | 03/31/2019 - 04/06/2019 | 0.97 | 1.00 |
| 15 | 04/07/2019 - 04/13/2019 | 0.97 | 1.00 |
| 16 | 04/14/2019 - 04/20/2019 | 0.98 | 1.01 |
| 17 | 04/21/2019 - 04/27/2019 | 0.99 | 1.02 |
| 18 | 04/28/2019 - 05/04/2019 | 1.00 | 1.03 |
| 19 | 05/05/2019 - 05/11/2019 | 1.00 | 1.03 |
| 20 | 05/12/2019 - 05/18/2019 | 1.01 | 1.04 |
| 21 | 05/19/2019 - 05/25/2019 | 1.01 | 1.04 |
| 22 | 05/26/2019 - 06/01/2019 | 1.02 | 1.05 |
| 23 | 06/02/2019 - 06/08/2019 | 1.02 | 1.05 |
| 24 | 06/09/2019 - 06/15/2019 | 1.02 | 1.05 |
| 25 | 06/16/2019 - 06/22/2019 | 1.02 | 1.05 |
| 26 | 06/23/2019 - 06/29/2019 | 1.02 | 1.05 |
| 27 | 06/30/2019 - 07/06/2019 | 1.02 | 1.05 |
| 28 | 07/07/2019 - 07/13/2019 | 1.02 | 1.05 |
| 29 | 07/14/2019 - 07/20/2019 | 1.02 | 1.05 |
| 30 | 07/21/2019 - 07/27/2019 | 1.03 | 1.06 |
| 31 | 07/28/2019 - 08/03/2019 | 1.03 | 1.06 |
| 32 | 08/04/2019 - 08/10/2019 | 1.04 | 1.07 |
| 33 | 08/11/2019 - 08/17/2019 | 1.04 | 1.07 |
| 34 | 08/18/2019 - 08/24/2019 | 1.06 | 1.09 |
| 35 | 08/25/2019 - 08/31/2019 | 1.08 | 1.11 |
| 36 | 09/01/2019 - 09/07/2019 | 1.10 | 1.13 |
| 37 | 09/08/2019 - 09/14/2019 | 1.12 | 1.15 |
| 38 | 09/15/2019 - 09/21/2019 | 1.14 | 1.18 |
| 39 | 09/22/2019 - 09/28/2019 | 1.11 | 1.14 |
| 40 | 09/29/2019 - 10/05/2019 | 1.08 | 1.11 |
| *41 | 10/06/2019 - 10/12/2019 | 1.04 | 1.07 |
| *42 | 10/13/2019 - 10/19/2019 | 1.01 | 1.04 |
| *43 | 10/20/2019 - 10/26/2019 | 1.00 | 1.03 |
| *44 | 10/27/2019 - 11/02/2019 | 0.98 | 1.01 |
| *45 | 11/03/2019 - 11/09/2019 | 0.97 | 1.00 |
| *46 | 11/10/2019 - 11/16/2019 | 0.95 | 0.98 |
| *47 | 11/17/2019 - 11/23/2019 | 0.94 | 0.97 |
| *48 | 11/24/2019 - 11/30/2019 | 0.94 | 0.97 |
| *49 | 12/01/2019 - 12/07/2019 | 0.93 | 0.96 |
| *50 | 12/08/2019 - 12/14/2019 | 0.93 | 0.96 |
| *51 | 12/15/2019 - 12/21/2019 | 0.92 | 0.95 |
| *52 | 12/22/2019 - 12/28/2019 | 0.98 | 1.01 |
| *53 | 12/29/2019 - 12/31/2019 | 1.03 | 1.06 |

* PEAK SEASON

# APPENDIX E
# Turning Movement Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT
SW Village Parkway @ SW Becker Road
PM Peak Hour

| Case | SW Village Parkway Northbound | | | SW Village Parkway Southbound | | | SW Becker Road Eastbound | | | SW Becker Road Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3/11/21 Observed Volumes | 0 | 0 | 0 | 304 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 159 |
| Peak Season Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 2021 Peak Season Volumes | 0 | 0 | 0 | 304 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 159 |
| Growth Factor | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| 2023 Peak Season Volumes | 0 | 0 | 0 | 313 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 164 |
| Reserved Trips | | | | | | | | | | | | |
| Southern Grove DRI | 2.3% | 1.3% | 2.4% | 3.5% | 1.3% | 2.3% | 3.4% | 6.8% | 2.3% | 2.4% | 7.7% | 3.0% |
| | OUT | OUT | OUT | OUT | IN | OUT | IN | IN/OUT | IN | IN | IN/OUT | IN |
| Project Traffic (Net New Trips) | 202 | 114 | 210 | 307 | 67 | 202 | 174 | 483 | 118 | 123 | 509 | 154 |
| Reserved Trips | 202 | 114 | 210 | 307 | 67 | 202 | 174 | 483 | 118 | 123 | 509 | 154 |
| 2023 Non-Project Traffic | 202 | 114 | 210 | 620 | 67 | 204 | 175 | 485 | 118 | 125 | 510 | 318 |
| Project Assignment | 0.0% | 0.0% | 0.0% | 40.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 25.0% |
| | -- | -- | -- | OUT | -- | -- | -- | -- | -- | -- | -- | IN |
| Project Traffic (Net New Trips) | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Total Build-Out Volumes | 202 | 114 | 210 | 638 | 67 | 204 | 175 | 485 | 118 | 125 | 510 | 341 |

Raw-To-Peak Season Factor: 1.00
Applied Growth Rate: 1.55%
Existing Year 2021
Build-Out Year: 2023
Growth Factor: 1.03

INTERSECTION VOLUME DEVELOPMENT
I-95 SB On-Ramp @ SW Becker Road
PM Peak Hour

| Case | I-95 SB On-Ramp Northbound | | | I-95 SB Off-Ramp Southbound | | | SW Becker Road Eastbound | | | SW Becker Road Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3/11/21 Observed Volumes | 0 | 0 | 0 | 454 | 0 | 4 | 0 | 178 | 130 | 186 | 159 | 0 |
| Peak Season Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 2021 Peak Season Volumes | 0 | 0 | 0 | 454 | 0 | 4 | 0 | 178 | 130 | 186 | 159 | 0 |
| Growth Factor | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| 2023 Peak Season Volumes | 0 | 0 | 0 | 468 | 0 | 4 | 0 | 184 | 134 | 192 | 164 | 0 |
| Reserved Trips | | | | | | | | | | | | |
| Southern Grove DRI | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.8% | 0.0% | 8.5% | 3.5% | 0.0% | 8.7% | 0.0% |
| | -- | -- | -- | -- | -- | IN | -- | OUT | OUT | -- | IN | -- |
| Project Traffic (Net New Trips) | 0 | 0 | 0 | 0 | 0 | 195 | 0 | 745 | 307 | 0 | 446 | 0 |
| Reserved Trips | 0 | 0 | 0 | 0 | 0 | 195 | 0 | 745 | 307 | 0 | 446 | 0 |
| 2023 Non-Project Traffic | 0 | 0 | 0 | 468 | 0 | 199 | 0 | 929 | 441 | 192 | 610 | 0 |
| Project Assignment | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 30.0% | 0.0% | 45.0% | 30.0% | 0.0% | 45.0% | 0.0% |
| | -- | -- | -- | -- | -- | IN | -- | OUT | OUT | -- | IN | -- |
| Project Traffic (Net New Trips) | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 20 | 14 | 0 | 41 | 0 |
| Total Build-Out Volumes | 0 | 0 | 0 | 468 | 0 | 226 | 0 | 949 | 455 | 192 | 651 | 0 |

Raw-To-Peak Season Factor: 1.00
Applied Growth Rate: 1.55%
Existing Year 2021
Build-Out Year: 2023
Growth Factor: 1.03

INTERSECTION VOLUME DEVELOPMENT
I-95 NB On-Ramp @ SW Becker Road
PM Peak Hour

| Case | I-95 NB Off-Ramp Northbound | | | I-95 NB On-Ramp Southbound | | | SW Becker Road Eastbound | | | SW Becker Road Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3/11/21 Observed Volumes | 94 | 0 | 838 | 0 | 0 | 0 | 9 | 583 | 0 | 0 | 260 | 357 |
| Peak Season Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 2021 Peak Season Volumes | 94 | 0 | 838 | 0 | 0 | 0 | 9 | 583 | 0 | 0 | 260 | 357 |
| Growth Factor | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| 2023 Peak Season Volumes | 97 | 0 | 864 | 0 | 0 | 0 | 9 | 601 | 0 | 0 | 268 | 368 |
| Reserved Trips | | | | | | | | | | | | |
| Southern Grove DRI | 3.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.4% | 5.1% | 0.0% | 0.0% | 5.1% | 0.0% |
| | IN | -- | -- | -- | -- | -- | OUT | OUT | -- | -- | IN | -- |
| Project Traffic (Net New Trips) | 185 | 0 | 0 | 0 | 0 | 0 | 298 | 447 | 0 | 0 | 262 | 0 |
| Reserved Trips | 185 | 0 | 0 | 0 | 0 | 0 | 298 | 447 | 0 | 0 | 262 | 0 |
| 2023 Non-Project Traffic | 282 | 0 | 864 | 0 | 0 | 0 | 307 | 1,048 | 0 | 0 | 530 | 368 |
| Project Assignment | 30.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 30.0% | 15.0% | 0.0% | 0.0% | 15.0% | 0.0% |
| | IN | -- | -- | -- | -- | -- | OUT | OUT | -- | -- | IN | -- |
| Project Traffic (Net New Trips) | 27 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 0 | 0 | 14 | 0 |
| Total Build-Out Volumes | 309 | 0 | 864 | 0 | 0 | 0 | 321 | 1,055 | 0 | 0 | 544 | 368 |

Raw-To-Peak Season Factor: 1.00
Applied Growth Rate: 1.55%
Existing Year 2021
Build-Out Year: 2023
Growth Factor: 1.03

INTERSECTION VOLUME DEVELOPMENT
SW Village Parkway @ Driveway Access 1
PM Peak Hour

| Case | SW Village Parkway Northbound | | | SW Village Parkway Southbound | | | Paar Drive Eastbound | | | Driveway Access 1 Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3/11/21 Observed Volumes | 0 | 160 | 0 | 0 | 306 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Season Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 2021 Peak Season Volumes | 0 | 160 | 0 | 0 | 306 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| 2023 Peak Season Volumes | 0 | 165 | 0 | 0 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reserved Trips | | | | | | | | | | | | |
| Southern Grove DRI | 3.0% | 4.1% | 2.6% | 4.7% | 5.4% | 7.3% | 5.2% | 3.6% | 3.4% | 2.6% | 3.6% | 4.7% |
| | IN | IN/OUT | IN | IN | IN | IN | OUT | IN | OUT | OUT | OUT | OUT |
| Project Traffic (Net New Trips) | 154 | 295 | 133 | 241 | 277 | 375 | 456 | 185 | 298 | 228 | 316 | 412 |
| Reserved Trips | 154 | 295 | 133 | 241 | 277 | 375 | 456 | 185 | 298 | 228 | 316 | 412 |
| 2023 Non-Project Traffic | 154 | 460 | 133 | 241 | 592 | 375 | 456 | 185 | 298 | 228 | 316 | 412 |
| Project Assignment | 0.0% | 15.0% | 0.0% | 15.0% | 10.0% | 0.0% | 0.0% | 0.0% | 0.0% | 10.0% | 0.0% | 10.0% |
| | -- | OUT | -- | IN | IN | -- | -- | -- | -- | OUT | -- | OUT |
| Project Traffic (Net New Trips) | 0 | 7 | 0 | 14 | 9 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| Total Build-Out Volumes | 154 | 467 | 133 | 255 | 601 | 375 | 456 | 185 | 298 | 233 | 316 | 417 |

Raw-To-Peak Season Factor: 1.00
Applied Growth Rate: 1.55%
Existing Year 2021
Build-Out Year: 2023
Growth Factor: 1.03

INTERSECTION VOLUME DEVELOPMENT
SW Village Parkway @ Driveway Access 2
PM Peak Hour

| Case | SW Village Parkway Northbound | | | SW Village Parkway Southbound | | | Future Driveway Connection Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3/11/21 Observed Volumes | 0 | 160 | 0 | 0 | 306 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Season Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 2021 Peak Season Volumes | 0 | 160 | 0 | 0 | 306 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| 2023 Peak Season Volumes | 0 | 165 | 0 | 0 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reserved Trips | | | | | | | | | | | | |
| Southern Grove DRI | 0.4% | 6.0% | 2.1% | 2.0% | 6.0% | 0.4% | 0.4% | 0.1% | 0.4% | 2.1% | 0.1% | 2.0% |
| | IN | IN/OUT | IN | IN | IN/OUT | IN | OUT | IN | OUT | OUT | OUT | OUT |
| Project Traffic (Net New Trips) | 18 | 433 | 108 | 103 | 394 | 18 | 31 | 5 | 31 | 184 | 9 | 175 |
| Reserved Trips | 18 | 433 | 108 | 103 | 394 | 18 | 31 | 5 | 31 | 184 | 9 | 175 |
| 2023 Non-Project Traffic | 18 | 598 | 108 | 103 | 709 | 18 | 31 | 5 | 31 | 184 | 9 | 175 |
| Project Assignment | 0.0% | 5.0% | 20.0% | 10.0% | 10.0% | 0.0% | 0.0% | 0.0% | 0.0% | 25.0% | 0.0% | 10.0% |
| | -- | OUT | IN | IN | OUT | -- | -- | -- | -- | OUT | -- | OUT |
| Project Traffic (Net New Trips) | 0 | 2 | 18 | 9 | 5 | 0 | 0 | 0 | 0 | 11 | 0 | 5 |
| Total Build-Out Volumes | 18 | 600 | 126 | 112 | 714 | 18 | 31 | 5 | 31 | 195 | 9 | 180 |

Raw-To-Peak Season Factor: 1.00
Applied Growth Rate: 1.55%
Existing Year 2021
Build-Out Year: 2023
Growth Factor: 1.03

INTERSECTION VOLUME DEVELOPMENT
SW Village Parkway @ Driveway Access 3
PM Peak Hour

| Case | SW Village Parkway Northbound | | | SW Village Parkway Southbound | | | Future Driveway Connection Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3/11/21 Observed Volumes | 0 | 160 | 0 | 0 | 306 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Season Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 2021 Peak Season Volumes | 0 | 160 | 0 | 0 | 306 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| 2023 Peak Season Volumes | 0 | 165 | 0 | 0 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reserved Trips | | | | | | | | | | | | |
| Southern Grove DRI | 0.4% | 4.7% | 2.0% | 2.1% | 4.7% | 0.4% | 0.4% | 0.1% | 0.4% | 2.0% | 0.1% | 2.1% |
| | IN | OUT | IN | IN | OUT | IN | OUT | IN | OUT | OUT | OUT | OUT |
| Project Traffic (Net New Trips) | 18 | 408 | 103 | 108 | 408 | 18 | 31 | 5 | 31 | 175 | 9 | 184 |
| Reserved Trips | 18 | 408 | 103 | 108 | 408 | 18 | 31 | 5 | 31 | 175 | 9 | 184 |
| 2023 Non-Project Traffic | 18 | 573 | 103 | 108 | 723 | 18 | 31 | 5 | 31 | 175 | 9 | 184 |
| Project Assignment | 0.0% | 20.0% | 5.0% | 0.0% | 35.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.0% | 0.0% | 5.0% |
| | -- | IN | IN | -- | OUT | -- | -- | -- | -- | OUT | -- | OUT |
| Project Traffic (Net New Trips) | 0 | 18 | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total Build-Out Volumes | 18 | 591 | 108 | 108 | 739 | 18 | 31 | 5 | 31 | 177 | 9 | 186 |

Raw-To-Peak Season Factor: 1.00
Applied Growth Rate: 1.55%
Existing Year 2021
Build-Out Year: 2023
Growth Factor: 1.03

INTERSECTION VOLUME DEVELOPMENT
Driveway Access 4 @ SW Becker Road
PM Peak Hour

| Case | Future Driveway Connection Northbound | | | Driveway Access 4 Southbound | | | SW Becker Road Eastbound | | | SW Becker Road Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3/11/21 Observed Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 | 0 | 0 | 163 | 0 |
| Peak Season Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 2021 Peak Season Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 | 0 | 0 | 163 | 0 |
| Growth Factor | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| 2023 Peak Season Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 318 | 0 | 0 | 168 | 0 |
| Reserved Trips | | | | | | | | | | | | |
| Southern Grove DRI | 2.0% | 1.0% | 2.0% | 6.6% | 1.0% | 3.1% | 3.1% | 8.0% | 2.0% | 2.0% | 9.0% | 3.1% |
| | OUT | IN | OUT | OUT | OUT | OUT | IN | OUT | IN | IN | IN/OUT | IN |
| Project Traffic (Net New Trips) | 175 | 51 | 175 | 579 | 88 | 274 | 160 | 699 | 103 | 103 | 576 | 160 |
| Reserved Trips | 175 | 51 | 175 | 579 | 88 | 274 | 160 | 699 | 103 | 103 | 576 | 160 |
| 2023 Non-Project Traffic | 175 | 51 | 175 | 579 | 88 | 274 | 160 | 1,017 | 103 | 103 | 744 | 160 |
| Project Assignment | 0.0% | 0.0% | 0.0% | 20.0% | 0.0% | 0.0% | 0.0% | 40.0% | 0.0% | 0.0% | 25.0% | 30.0% |
| | -- | -- | -- | OUT | -- | -- | -- | OUT | -- | -- | IN | IN |
| Project Traffic (Net New Trips) | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 18 | 0 | 0 | 23 | 27 |
| Total Build-Out Volumes | 175 | 51 | 175 | 588 | 88 | 274 | 160 | 1,035 | 103 | 103 | 767 | 187 |

Raw-To-Peak Season Factor: 1.00
Applied Growth Rate: 1.55%
Existing Year 2021
Build-Out Year: 2023
Growth Factor: 1.03

INTERSECTION VOLUME DEVELOPMENT
Driveway Access 5 @ SW Becker Road
PM Peak Hour

| Case | N/A Northbound | | | Driveway Access 5 Southbound | | | SW Becker Road Eastbound | | | SW Becker Road Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 3/11/21 Observed Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 | 0 | 0 | 163 | 0 |
| Peak Season Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 2021 Peak Season Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 | 0 | 0 | 163 | 0 |
| Growth Factor | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| 2023 Peak Season Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 318 | 0 | 0 | 168 | 0 |
| Reserved Trips | | | | | | | | | | | | |
| Southern Grove DRI | 0.0% | 0.0% | 0.0% | 3.5% | 0.0% | 3.1% | 0.0% | 13.7% | 0.0% | 0.0% | 13.1% | 6.3% |
| | -- | -- | -- | OUT | -- | OUT | -- | OUT | -- | -- | IN | IN |
| Project Traffic (Net New Trips) | 0 | 0 | 0 | 307 | 0 | 274 | 0 | 1,199 | 0 | 0 | 673 | 321 |
| Reserved Trips | 0 | 0 | 0 | 307 | 0 | 274 | 0 | 1,199 | 0 | 0 | 673 | 321 |
| 2023 Non-Project Traffic | 0 | 0 | 0 | 307 | 0 | 274 | 0 | 1,517 | 0 | 0 | 841 | 321 |
| Project Assignment | 0.0% | 0.0% | 0.0% | 15.0% | 0.0% | 0.0% | 0.0% | 60.0% | 0.0% | 0.0% | 55.0% | 20.0% |
| | -- | -- | -- | OUT | -- | -- | -- | OUT | -- | -- | IN | IN |
| Project Traffic (Net New Trips) | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 27 | 0 | 0 | 50 | 18 |
| Total Build-Out Volumes | 0 | 0 | 0 | 314 | 0 | 274 | 0 | 1,544 | 0 | 0 | 891 | 339 |

Raw-To-Peak Season Factor: 1.00
Applied Growth Rate: 1.55%
Existing Year 2021
Build-Out Year: 2023
Growth Factor: 1.03

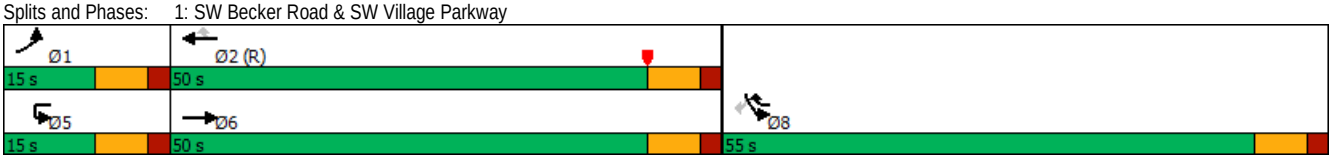
# APPENDIX F
# Synchro Outputs

| Lane Group | EBL | EBT | WBU | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 1 | 2 | 2 | 1 | 159 | 304 | 2 |
| Future Volume (vph) | 1 | 2 | 2 | 1 | 159 | 304 | 2 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 5% | 5% |
| Adj. Flow (vph) | 1 | 2 | 2 | 1 | 179 | 342 | 2 |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 1 | 2 | 2 | 1 | 179 | 342 | 2 |
| Turn Type | Prot | NA | Prot | NA | pm+ov | Prot | Perm |
| Protected Phases | 1 | 6 | 5 | 2 | 8 | 8 | |
| Permitted Phases | | | | | 2 | | 8 |
| Detector Phase | 1 | 6 | 5 | 2 | 8 | 8 | 8 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| Total Split (s) | 15.0 | 50.0 | 15.0 | 50.0 | 55.0 | 55.0 | 55.0 |
| Total Split (%) | 12.5% | 41.7% | 12.5% | 41.7% | 45.8% | 45.8% | 45.8% |
| Yellow Time (s) | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 |
| Lead/Lag | Lead | Lag | Lead | Lag | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | None | Max | None | C-Max | None | None | None |
| v/c Ratio | 0.01 | 0.00 | 0.02 | 0.00 | 0.12 | 0.80 | 0.01 |
| Control Delay | 54.0 | 15.0 | 44.5 | 14.0 | 1.5 | 55.5 | 19.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 54.0 | 15.0 | 44.5 | 14.0 | 1.5 | 55.5 | 19.5 |
| Queue Length 50th (ft) | 1 | 0 | 1 | 0 | 0 | 249 | 0 |
| Queue Length 95th (ft) | 7 | 2 | 9 | 3 | 12 | 318 | 6 |
| Internal Link Dist (ft) | | 413 | | 3700 | | 1151 | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | 120 | 3121 | 120 | 1143 | 1555 | 690 | 618 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.01 | 0.00 | 0.02 | 0.00 | 0.12 | 0.50 | 0.00 |

**Intersection Summary**

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 108 (90%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW Becker Road & SW Village Parkway



| Movement | EBL | EBT | WBU | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (veh/h) | 1 | 2 | 2 | 1 | 159 | 304 | 2 |
| Future Volume (veh/h) | 1 | 2 | 2 | 1 | 159 | 304 | 2 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | | 1870 | 1870 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 1 | 2 | | 1 | 8 | 342 | 2 |
| Peak Hour Factor | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | | 2 | 2 | 5 | 5 |
| Cap, veh/h | 3 | 3422 | | 1144 | 1313 | 377 | 335 |
| Arrive On Green | 0.00 | 0.67 | | 0.61 | 0.61 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 5274 | | 1870 | 1585 | 1739 | 1547 |
| Grp Volume(v), veh/h | 1 | 2 | | 1 | 8 | 342 | 2 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | | 1870 | 1585 | 1739 | 1547 |
| Q Serve(g_s), s | 0.1 | 0.0 | | 0.0 | 0.1 | 23.0 | 0.1 |
| Cycle Q Clear(g_c), s | 0.1 | 0.0 | | 0.0 | 0.1 | 23.0 | 0.1 |
| Prop In Lane | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 3 | 3422 | | 1144 | 1313 | 377 | 335 |
| V/C Ratio(X) | 0.29 | 0.00 | | 0.00 | 0.01 | 0.91 | 0.01 |
| Avail Cap(c_a), veh/h | 122 | 3422 | | 1144 | 1313 | 698 | 622 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 59.8 | 6.5 | | 9.1 | 1.8 | 45.8 | 36.9 |
| Incr Delay (d2), s/veh | 41.9 | 0.0 | | 0.0 | 0.0 | 8.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | | 0.0 | 0.1 | 10.5 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | |
| LnGrp Delay(d),s/veh | 101.7 | 6.5 | | 9.1 | 1.8 | 54.3 | 36.9 |
| LnGrp LOS | F | A | | A | A | D | D |
| Approach Vol, veh/h | | 3 | | 9 | | 344 | |
| Approach Delay, s/veh | | 38.3 | | 2.6 | | 54.2 | |
| Approach LOS | | D | | A | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.0 | 80.2 | | | | 87.2 | 32.8 |
| Change Period (Y+Rc), s | 6.8 | 6.8 | | | | 6.8 | 6.8 |
| Max Green Setting (Gmax), s | 8.2 | 43.2 | | | | 43.2 | 48.2 |
| Max Q Clear Time (g_c+I1), s | 2.1 | 2.1 | | | | 2.0 | 25.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 0.0 | 1.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 52.8 |
| HCM 6th LOS | | D |

Notes

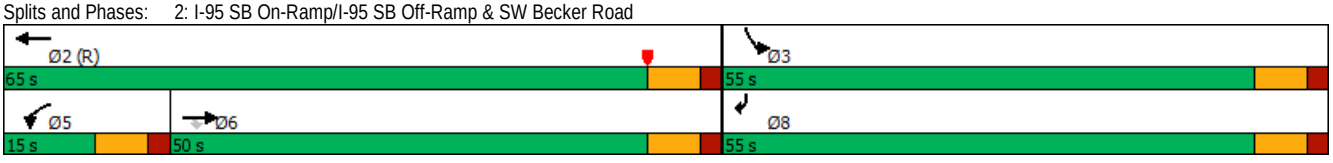
User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 178 | 130 | 186 | 159 | 0 | 0 | 0 | 0 | 454 | 0 | 4 |
| Future Volume (vph) | 0 | 178 | 130 | 186 | 159 | 0 | 0 | 0 | 0 | 454 | 0 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 2% | 2% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 0 | 191 | 140 | 200 | 171 | 0 | 0 | 0 | 0 | 488 | 0 | 4 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 191 | 140 | 200 | 171 | 0 | 0 | 0 | 0 | 488 | 0 | 4 |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Prot |
| Protected Phases | | 6 | | 5 | 2 | | | | | 3 | | 8 |
| Permitted Phases | | | 6 | | | | | | | | | |
| Detector Phase | | 6 | 6 | 5 | 2 | | | | | 3 | | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 10.0 | 10.0 | 7.0 | 10.0 | | | | | 7.0 | | 7.0 |
| Minimum Split (s) | | 16.8 | 16.8 | 13.8 | 16.8 | | | | | 13.8 | | 13.8 |
| Total Split (s) | | 50.0 | 50.0 | 15.0 | 65.0 | | | | | 55.0 | | 55.0 |
| Total Split (%) | | 41.7% | 41.7% | 12.5% | 54.2% | | | | | 45.8% | | 45.8% |
| Yellow Time (s) | | 4.8 | 4.8 | 4.8 | 4.8 | | | | | 4.8 | | 4.8 |
| All-Red Time (s) | | 2.0 | 2.0 | 2.0 | 2.0 | | | | | 2.0 | | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.8 | 6.8 | 6.8 | 6.8 | | | | | 6.8 | | 6.8 |
| Lead/Lag | | Lag | Lag | Lead | | | | | | | | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | | | | | | | | |
| Recall Mode | | Max | Max | None | C-Max | | | | | None | | None |
| v/c Ratio | | 0.05 | 0.16 | 0.55 | 0.05 | | | | | 0.75 | | 0.01 |
| Control Delay | | 1.0 | 1.4 | 48.6 | 5.9 | | | | | 53.1 | | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 1.0 | 1.4 | 48.6 | 5.9 | | | | | 53.1 | | 0.0 |
| Queue Length 50th (ft) | | 0 | 0 | 79 | 20 | | | | | 185 | | 0 |
| Queue Length 95th (ft) | | 9 | 37 | 64 | 5 | | | | | 230 | | 0 |
| Internal Link Dist (ft) | | 3700 | | | 360 | | | 547 | | | 879 | |
| Turn Bay Length (ft) | | | 550 | | | | | | | 540 | | 540 |
| Base Capacity (vph) | | 3928 | 890 | 366 | 3474 | | | | | 1378 | | 693 |
| 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 | | 0.05 | 0.16 | 0.55 | 0.05 | | | | | 0.35 | | 0.01 |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 118 (98%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 2: I-95 SB On-Ramp/I-95 SB Off-Ramp & SW Becker Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑↑↑ | ↱ | ↰↰ | ↑↑↑ | | | | | ↰↰ | | ↱ |
| Traffic Volume (veh/h) | 0 | 178 | 130 | 186 | 159 | 0 | 0 | 0 | 0 | 454 | 0 | 4 |
| Future Volume (veh/h) | 0 | 178 | 130 | 186 | 159 | 0 | 0 | 0 | 0 | 454 | 0 | 4 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1841 | 1841 | 1841 | 1841 | 0 | | | | 1870 | 0 | 1870 |
| Adj Flow Rate, veh/h | 0 | 191 | 0 | 200 | 171 | 0 | | | | 488 | 0 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 4 | 4 | 0 | | | | 2 | 0 | 2 |
| Cap, veh/h | 0 | 4422 | | 232 | 3609 | 0 | | | | 582 | 0 | 267 |
| Arrive On Green | 0.00 | 0.59 | 0.00 | 0.07 | 0.72 | 0.00 | | | | 0.17 | 0.00 | 0.17 |
| Sat Flow, veh/h | 0 | 7805 | 1560 | 3401 | 5191 | 0 | | | | 3456 | 0 | 1585 |
| Grp Volume(v), veh/h | 0 | 191 | 0 | 200 | 171 | 0 | | | | 488 | 0 | 4 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1491 | 1560 | 1700 | 1675 | 0 | | | | 1728 | 0 | 1585 |
| Q Serve(g_s), s | 0.0 | 1.3 | 0.0 | 7.0 | 1.2 | 0.0 | | | | 16.4 | 0.0 | 0.3 |
| Cycle Q Clear(g_c), s | 0.0 | 1.3 | 0.0 | 7.0 | 1.2 | 0.0 | | | | 16.4 | 0.0 | 0.3 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 4422 | | 232 | 3609 | 0 | | | | 582 | 0 | 267 |
| V/C Ratio(X) | 0.00 | 0.04 | | 0.86 | 0.05 | 0.00 | | | | 0.84 | 0.00 | 0.01 |
| Avail Cap(c_a), veh/h | 0 | 4422 | | 232 | 3609 | 0 | | | | 1388 | 0 | 637 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.52 | 0.00 | 1.00 | 1.00 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 10.2 | 0.0 | 55.3 | 4.9 | 0.0 | | | | 48.3 | 0.0 | 41.6 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 26.3 | 0.0 | 0.0 | | | | 3.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.4 | 0.0 | 3.8 | 0.4 | 0.0 | | | | 7.3 | 0.0 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 10.2 | 0.0 | 81.7 | 5.0 | 0.0 | | | | 51.6 | 0.0 | 41.6 |
| LnGrp LOS | A | B | | F | A | A | | | | D | A | D |
| Approach Vol, veh/h | | 191 | A | | 371 | | | | | | 492 | |
| Approach Delay, s/veh | | 10.2 | | | 46.3 | | | | | | 51.5 | |
| Approach LOS | | B | | | D | | | | | | D | |

| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 93.0 | | | 15.0 | 78.0 | | 27.0 | | | | |
| Change Period (Y+Rc), s | | 6.8 | | | 6.8 | 6.8 | | 6.8 | | | | |
| Max Green Setting (Gmax), s | | 58.2 | | | 8.2 | 43.2 | | 48.2 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.2 | | | 9.0 | 3.3 | | 18.4 | | | | |
| Green Ext Time (p_c), s | | 1.1 | | | 0.0 | 1.2 | | 1.8 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 42.2 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Notes

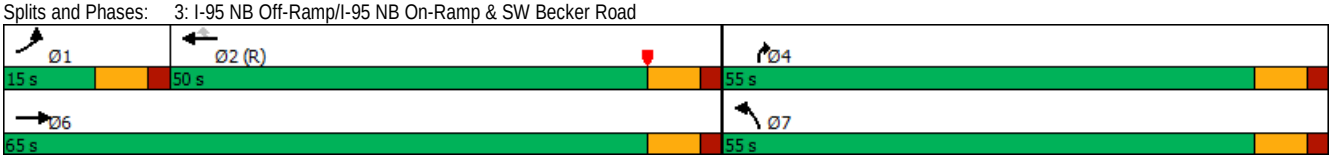
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 9 | 583 | 0 | 0 | 260 | 357 | 94 | 0 | 838 | 0 | 0 | 0 |
| Future Volume (vph) | 9 | 583 | 0 | 0 | 260 | 357 | 94 | 0 | 838 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 7% | 7% | 7% | 2% | 2% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 9 | 614 | 0 | 0 | 274 | 376 | 99 | 0 | 882 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 9 | 614 | 0 | 0 | 274 | 376 | 99 | 0 | 882 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Prot | | | |
| Protected Phases | 1 | 6 | | | 2 | | 7 | | 4 | | | |
| Permitted Phases | | | | | | 2 | | | | | | |
| Detector Phase | 1 | 6 | | | 2 | 2 | 7 | | 4 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | 7.0 | 7.0 | 7.0 | | 7.0 | | | |
| Minimum Split (s) | 13.8 | 13.8 | | | 13.8 | 13.8 | 13.8 | | 13.8 | | | |
| Total Split (s) | 15.0 | 65.0 | | | 50.0 | 50.0 | 55.0 | | 55.0 | | | |
| Total Split (%) | 12.5% | 54.2% | | | 41.7% | 41.7% | 45.8% | | 45.8% | | | |
| Yellow Time (s) | 4.8 | 4.8 | | | 4.8 | 4.8 | 4.8 | | 4.8 | | | |
| All-Red Time (s) | 2.0 | 2.0 | | | 2.0 | 2.0 | 2.0 | | 2.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Lost Time (s) | 6.8 | 6.8 | | | 6.8 | 6.8 | 6.8 | | 6.8 | | | |
| Lead/Lag | Lead | | | | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | | Yes | Yes | | | | | | |
| Recall Mode | None | Min | | | C-Min | C-Min | None | | None | | | |
| v/c Ratio | 0.04 | 0.20 | | | 0.06 | 0.36 | 0.21 | | 0.87 | | | |
| Control Delay | 46.9 | 3.1 | | | 12.5 | 3.0 | 32.8 | | 33.2 | | | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 46.9 | 3.1 | | | 12.5 | 3.0 | 32.8 | | 33.2 | | | |
| Queue Length 50th (ft) | 3 | 4 | | | 19 | 0 | 59 | | 230 | | | |
| Queue Length 95th (ft) | m7 | 160 | | | 44 | 58 | 93 | | 284 | | | |
| Internal Link Dist (ft) | | 360 | | | 1273 | | | 780 | | | 740 | |
| Turn Bay Length (ft) | | | | | | 340 | 610 | | 610 | | | |
| Base Capacity (vph) | 234 | 3144 | | | 4282 | 1050 | 710 | | 1339 | | | |
| 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 | 0.04 | 0.20 | | | 0.06 | 0.36 | 0.14 | | 0.66 | | | |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: I-95 NB Off-Ramp/I-95 NB On-Ramp & SW Becker Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 9 | 583 | 0 | 0 | 260 | 357 | 94 | 0 | 838 | 0 | 0 | 0 |
| Future Volume (veh/h) | 9 | 583 | 0 | 0 | 260 | 357 | 94 | 0 | 838 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1796 | 1796 | 1870 | 0 | 1870 | | | |
| Adj Flow Rate, veh/h | 9 | 614 | 0 | 0 | 274 | 0 | 99 | 0 | 873 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 7 | 7 | 2 | 0 | 2 | | | |
| Cap, veh/h | 52 | 2778 | 0 | 0 | 3436 | | 610 | 0 | 956 | | | |
| Arrive On Green | 0.02 | 0.54 | 0.00 | 0.00 | 0.47 | 0.00 | 0.34 | 0.00 | 0.34 | | | |
| Sat Flow, veh/h | 3456 | 5274 | 0 | 0 | 7616 | 1522 | 1781 | 0 | 2790 | | | |
| Grp Volume(v), veh/h | 9 | 614 | 0 | 0 | 274 | 0 | 99 | 0 | 873 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1702 | 0 | 0 | 1455 | 1522 | 1781 | 0 | 1395 | | | |
| Q Serve(g_s), s | 0.3 | 7.5 | 0.0 | 0.0 | 2.5 | 0.0 | 4.6 | 0.0 | 35.9 | | | |
| Cycle Q Clear(g_c), s | 0.3 | 7.5 | 0.0 | 0.0 | 2.5 | 0.0 | 4.6 | 0.0 | 35.9 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 52 | 2778 | 0 | 0 | 3436 | | 610 | 0 | 956 | | | |
| V/C Ratio(X) | 0.17 | 0.22 | 0.00 | 0.00 | 0.08 | | 0.16 | 0.00 | 0.91 | | | |
| Avail Cap(c_a), veh/h | 236 | 2778 | 0 | 0 | 3436 | | 715 | 0 | 1121 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.82 | 0.82 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 58.4 | 14.2 | 0.0 | 0.0 | 17.4 | 0.0 | 27.5 | 0.0 | 37.7 | | | |
| Incr Delay (d2), s/veh | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 10.3 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.1 | 2.7 | 0.0 | 0.0 | 0.8 | 0.0 | 2.0 | 0.0 | 13.3 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 59.6 | 14.2 | 0.0 | 0.0 | 17.4 | 0.0 | 27.6 | 0.0 | 48.0 | | | |
| LnGrp LOS | E | B | A | A | B | | C | A | D | | | |
| Approach Vol, veh/h | | 623 | | | 274 | A | | 972 | | | | |
| Approach Delay, s/veh | | 14.9 | | | 17.4 | | | 46.0 | | | | |
| Approach LOS | | B | | | B | | | D | | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | |
|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.6 | 63.5 | | 47.9 | | 72.1 | | | |
| Change Period (Y+Rc), s | 6.8 | 6.8 | | 6.8 | | 6.8 | | | |
| Max Green Setting (Gmax), s | 8.2 | 43.2 | | 48.2 | | 58.2 | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 4.5 | | 37.9 | | 9.5 | | | |
| Green Ext Time (p_c), s | 0.0 | 1.8 | | 3.2 | | 4.3 | | | |

| Intersection Summary | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 31.4 | | | | | | |
| HCM 6th LOS | | | C | | | | | | |

Notes

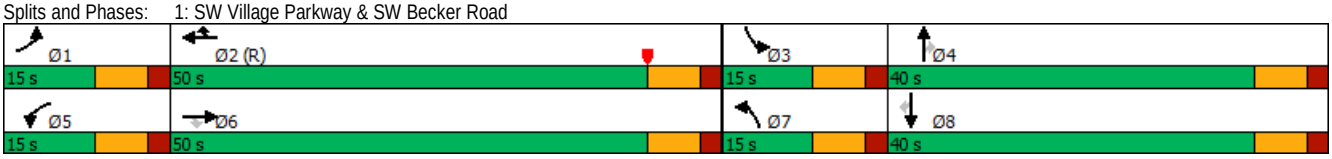
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 485 | 118 | 125 | 510 | 318 | 202 | 114 | 210 | 620 | 67 | 204 |
| Future Volume (vph) | 175 | 485 | 118 | 125 | 510 | 318 | 202 | 114 | 210 | 620 | 67 | 204 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 5% | 5% |
| Adj. Flow (vph) | 197 | 545 | 133 | 140 | 573 | 357 | 227 | 128 | 236 | 697 | 75 | 229 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 197 | 545 | 133 | 140 | 573 | 357 | 227 | 128 | 236 | 697 | 75 | 229 |
| Turn Type | Prot | NA | Perm | Prot | NA | Prot | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | 2 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | | | | 4 | | | 8 |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 2 | 7 | 4 | 4 | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| Total Split (s) | 15.0 | 50.0 | 50.0 | 15.0 | 50.0 | 50.0 | 15.0 | 40.0 | 40.0 | 15.0 | 40.0 | 40.0 |
| Total Split (%) | 12.5% | 41.7% | 41.7% | 12.5% | 41.7% | 41.7% | 12.5% | 33.3% | 33.3% | 12.5% | 33.3% | 33.3% |
| Yellow Time (s) | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | None | C-Max | C-Max | None | None | None | None | None | None |
| v/c Ratio | 0.49 | 0.20 | 0.14 | 0.48 | 0.29 | 0.27 | 1.89 | 0.42 | 0.67 | 3.07 | 0.26 | 0.67 |
| Control Delay | 46.6 | 15.5 | 2.0 | 54.0 | 25.0 | 4.2 | 461.4 | 55.7 | 16.4 | 962.4 | 52.4 | 16.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 46.6 | 15.5 | 2.0 | 54.0 | 25.0 | 4.2 | 461.4 | 55.7 | 16.4 | 962.4 | 52.4 | 16.8 |
| Queue Length 50th (ft) | 137 | 76 | 0 | 55 | 105 | 3 | ~268 | 50 | 0 | ~484 | 29 | 0 |
| Queue Length 95th (ft) | 213 | 113 | 22 | 86 | 140 | 30 | #423 | 78 | 72 | #596 | 51 | 72 |
| Internal Link Dist (ft) | | 413 | | | 1122 | | | 602 | | | 1192 | |
| Turn Bay Length (ft) | 320 | | 320 | 400 | | 400 | 300 | | 300 | 570 | | 340 |
| Base Capacity (vph) | 399 | 2717 | 919 | 296 | 2002 | 1313 | 120 | 979 | 608 | 227 | 951 | 591 |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.49 | 0.20 | 0.14 | 0.47 | 0.29 | 0.27 | 1.89 | 0.13 | 0.39 | 3.07 | 0.08 | 0.39 |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 108 (90%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SW Village Parkway & SW Becker Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 175 | 485 | 118 | 125 | 510 | 318 | 202 | 114 | 210 | 620 | 67 | 204 |
| Future Volume (veh/h) | 175 | 485 | 118 | 125 | 510 | 318 | 202 | 114 | 210 | 620 | 67 | 204 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 197 | 545 | 133 | 140 | 573 | 323 | 227 | 128 | 236 | 697 | 75 | 218 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 |
| Cap, veh/h | 122 | 2428 | 754 | 200 | 2374 | 1297 | 122 | 610 | 272 | 231 | 596 | 266 |
| Arrive On Green | 0.07 | 0.48 | 0.48 | 0.06 | 0.46 | 0.46 | 0.07 | 0.17 | 0.17 | 0.07 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1781 | 5106 | 1585 | 3456 | 5106 | 2790 | 1781 | 3554 | 1585 | 3374 | 3469 | 1547 |
| Grp Volume(v), veh/h | 197 | 545 | 133 | 140 | 573 | 323 | 227 | 128 | 236 | 697 | 75 | 218 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | 1585 | 1728 | 1702 | 1395 | 1781 | 1777 | 1585 | 1687 | 1735 | 1547 |
| Q Serve(g_s), s | 8.2 | 7.5 | 5.8 | 4.8 | 8.1 | 8.4 | 8.2 | 3.7 | 17.4 | 8.2 | 2.2 | 16.3 |
| Cycle Q Clear(g_c), s | 8.2 | 7.5 | 5.8 | 4.8 | 8.1 | 8.4 | 8.2 | 3.7 | 17.4 | 8.2 | 2.2 | 16.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 122 | 2428 | 754 | 200 | 2374 | 1297 | 122 | 610 | 272 | 231 | 596 | 266 |
| V/C Ratio(X) | 1.62 | 0.22 | 0.18 | 0.70 | 0.24 | 0.25 | 1.86 | 0.21 | 0.87 | 3.02 | 0.13 | 0.82 |
| Avail Cap(c_a), veh/h | 122 | 2428 | 754 | 236 | 2374 | 1297 | 122 | 983 | 439 | 231 | 960 | 428 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.9 | 18.5 | 18.0 | 55.5 | 19.4 | 19.4 | 55.9 | 42.7 | 48.4 | 55.9 | 42.1 | 47.9 |
| Incr Delay (d2), s/veh | 312.7 | 0.2 | 0.5 | 7.3 | 0.2 | 0.5 | 418.8 | 0.2 | 10.1 | 922.1 | 0.1 | 6.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 14.2 | 2.9 | 2.1 | 2.2 | 3.1 | 2.7 | 17.8 | 1.6 | 7.4 | 32.9 | 0.9 | 6.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 368.6 | 18.7 | 18.5 | 62.8 | 19.6 | 19.9 | 474.7 | 42.9 | 58.5 | 978.0 | 42.2 | 54.5 |
| LnGrp LOS | F | B | B | E | B | B | F | D | E | F | D | D |
| Approach Vol, veh/h | | 875 | | | 1036 | | | 591 | | | 990 | |
| Approach Delay, s/veh | | 97.5 | | | 25.5 | | | 215.0 | | | 703.7 | |
| Approach LOS | | F | | | C | | | F | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.0 | 62.6 | 15.0 | 27.4 | 13.7 | 63.9 | 15.0 | 27.4 |
| Change Period (Y+Rc), s | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 |
| Max Green Setting (Gmax), s | 8.2 | 43.2 | 8.2 | 33.2 | 8.2 | 43.2 | 8.2 | 33.2 |
| Max Q Clear Time (g_c+I1), s | 10.2 | 10.4 | 10.2 | 19.4 | 6.8 | 9.5 | 10.2 | 18.3 |
| Green Ext Time (p_c), s | 0.0 | 5.3 | 0.0 | 1.2 | 0.1 | 4.1 | 0.0 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 267.9 |
| HCM 6th LOS | F |

**Notes**

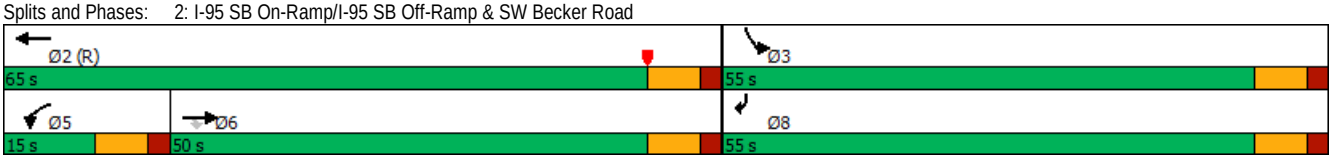
User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 929 | 441 | 192 | 610 | 0 | 0 | 0 | 0 | 468 | 0 | 199 |
| Future Volume (vph) | 0 | 929 | 441 | 192 | 610 | 0 | 0 | 0 | 0 | 468 | 0 | 199 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 2% | 2% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 0 | 999 | 474 | 206 | 656 | 0 | 0 | 0 | 0 | 503 | 0 | 214 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 999 | 474 | 206 | 656 | 0 | 0 | 0 | 0 | 503 | 0 | 214 |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Prot |
| Protected Phases | | 6 | | 5 | 2 | | | | | 3 | | 8 |
| Permitted Phases | | | 6 | | | | | | | | | |
| Detector Phase | | 6 | 6 | 5 | 2 | | | | | 3 | | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 10.0 | 10.0 | 7.0 | 10.0 | | | | | 7.0 | | 7.0 |
| Minimum Split (s) | | 16.8 | 16.8 | 13.8 | 16.8 | | | | | 13.8 | | 13.8 |
| Total Split (s) | | 50.0 | 50.0 | 15.0 | 65.0 | | | | | 55.0 | | 55.0 |
| Total Split (%) | | 41.7% | 41.7% | 12.5% | 54.2% | | | | | 45.8% | | 45.8% |
| Yellow Time (s) | | 4.8 | 4.8 | 4.8 | 4.8 | | | | | 4.8 | | 4.8 |
| All-Red Time (s) | | 2.0 | 2.0 | 2.0 | 2.0 | | | | | 2.0 | | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.8 | 6.8 | 6.8 | 6.8 | | | | | 6.8 | | 6.8 |
| Lead/Lag | | Lag | Lag | Lead | | | | | | | | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | | | | | | | | |
| Recall Mode | | Max | Max | None | C-Max | | | | | None | | None |
| v/c Ratio | | 0.26 | 0.46 | 0.55 | 0.19 | | | | | 0.75 | | 0.47 |
| Control Delay | | 14.3 | 2.4 | 58.9 | 7.1 | | | | | 52.8 | | 11.8 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 14.3 | 2.4 | 58.9 | 7.1 | | | | | 52.8 | | 11.8 |
| Queue Length 50th (ft) | | 110 | 0 | 85 | 64 | | | | | 191 | | 19 |
| Queue Length 95th (ft) | | m127 | m89 | 124 | 79 | | | | | 236 | | 83 |
| Internal Link Dist (ft) | | 1265 | | | 360 | | | 547 | | | 879 | |
| Turn Bay Length (ft) | | | 550 | | | | | | | 540 | | 540 |
| Base Capacity (vph) | | 3873 | 1038 | 376 | 3451 | | | | | 1378 | | 746 |
| 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 | | 0.26 | 0.46 | 0.55 | 0.19 | | | | | 0.37 | | 0.29 |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 118 (98%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-95 SB On-Ramp/I-95 SB Off-Ramp & SW Becker Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 929 | 441 | 192 | 610 | 0 | 0 | 0 | 0 | 468 | 0 | 199 |
| Future Volume (veh/h) | 0 | 929 | 441 | 192 | 610 | 0 | 0 | 0 | 0 | 468 | 0 | 199 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1841 | 1841 | 1841 | 1841 | 0 | | | | 1870 | 0 | 1870 |
| Adj Flow Rate, veh/h | 0 | 999 | 0 | 206 | 656 | 0 | | | | 503 | 0 | 214 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 4 | 4 | 0 | | | | 2 | 0 | 2 |
| Cap, veh/h | 0 | 4343 | | 232 | 3556 | 0 | | | | 619 | 0 | 284 |
| Arrive On Green | 0.00 | 0.58 | 0.00 | 0.14 | 1.00 | 0.00 | | | | 0.18 | 0.00 | 0.18 |
| Sat Flow, veh/h | 0 | 7805 | 1560 | 3401 | 5191 | 0 | | | | 3456 | 0 | 1585 |
| Grp Volume(v), veh/h | 0 | 999 | 0 | 206 | 656 | 0 | | | | 503 | 0 | 214 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1491 | 1560 | 1700 | 1675 | 0 | | | | 1728 | 0 | 1585 |
| Q Serve(g_s), s | 0.0 | 7.8 | 0.0 | 7.1 | 0.0 | 0.0 | | | | 16.8 | 0.0 | 15.4 |
| Cycle Q Clear(g_c), s | 0.0 | 7.8 | 0.0 | 7.1 | 0.0 | 0.0 | | | | 16.8 | 0.0 | 15.4 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 4343 | | 232 | 3556 | 0 | | | | 619 | 0 | 284 |
| V/C Ratio(X) | 0.00 | 0.23 | | 0.89 | 0.18 | 0.00 | | | | 0.81 | 0.00 | 0.75 |
| Avail Cap(c_a), veh/h | 0 | 4343 | | 232 | 3556 | 0 | | | | 1388 | 0 | 637 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | 0.96 | 0.96 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 12.1 | 0.0 | 51.3 | 0.0 | 0.0 | | | | 47.3 | 0.0 | 46.7 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.0 | 30.0 | 0.1 | 0.0 | | | | 2.6 | 0.0 | 4.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.4 | 0.0 | 3.7 | 0.0 | 0.0 | | | | 7.4 | 0.0 | 6.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 12.2 | 0.0 | 81.4 | 0.1 | 0.0 | | | | 50.0 | 0.0 | 50.8 |
| LnGrp LOS | A | B | | F | A | A | | | | D | A | D |
| Approach Vol, veh/h | | 999 | A | | 862 | | | | | | 717 | |
| Approach Delay, s/veh | | 12.2 | | | 19.5 | | | | | | 50.2 | |
| Approach LOS | | B | | | B | | | | | | D | |

| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 91.7 | | | 15.0 | 76.7 | | 28.3 | | | | |
| Change Period (Y+Rc), s | | 6.8 | | | 6.8 | 6.8 | | 6.8 | | | | |
| Max Green Setting (Gmax), s | | 58.2 | | | 8.2 | 43.2 | | 48.2 | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 9.1 | 9.8 | | 18.8 | | | | |
| Green Ext Time (p_c), s | | 4.7 | | | 0.0 | 7.5 | | 2.7 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 25.2 |
| HCM 6th LOS | C |

Notes

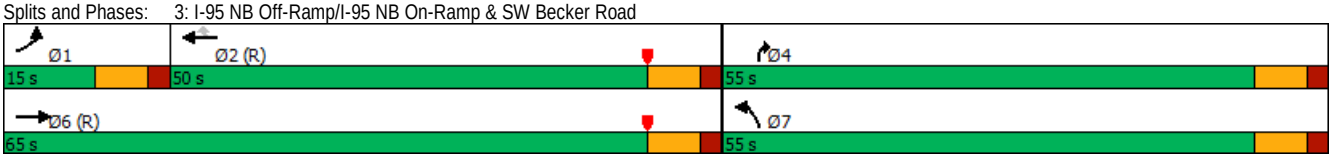
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 307 | 1048 | 0 | 0 | 530 | 368 | 282 | 0 | 864 | 0 | 0 | 0 |
| Future Volume (vph) | 307 | 1048 | 0 | 0 | 530 | 368 | 282 | 0 | 864 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 7% | 7% | 7% | 2% | 2% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 323 | 1103 | 0 | 0 | 558 | 387 | 297 | 0 | 909 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 323 | 1103 | 0 | 0 | 558 | 387 | 297 | 0 | 909 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Prot | | | |
| Protected Phases | 1 | 6 | | | 2 | | 7 | | 4 | | | |
| Permitted Phases | | | | | | 2 | | | | | | |
| Detector Phase | 1 | 6 | | | 2 | 2 | 7 | | 4 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | 7.0 | 7.0 | 7.0 | | 7.0 | | | |
| Minimum Split (s) | 13.8 | 13.8 | | | 13.8 | 13.8 | 13.8 | | 13.8 | | | |
| Total Split (s) | 15.0 | 65.0 | | | 50.0 | 50.0 | 55.0 | | 55.0 | | | |
| Total Split (%) | 12.5% | 54.2% | | | 41.7% | 41.7% | 45.8% | | 45.8% | | | |
| Yellow Time (s) | 4.8 | 4.8 | | | 4.8 | 4.8 | 4.8 | | 4.8 | | | |
| All-Red Time (s) | 2.0 | 2.0 | | | 2.0 | 2.0 | 2.0 | | 2.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Lost Time (s) | 6.8 | 6.8 | | | 6.8 | 6.8 | 6.8 | | 6.8 | | | |
| Lead/Lag | Lead | | | | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | | Yes | Yes | | | | | | |
| Recall Mode | None | C-Max | | | C-Max | C-Max | None | | None | | | |
| v/c Ratio | 0.78 | 0.40 | | | 0.22 | 0.49 | 0.48 | | 0.88 | | | |
| Control Delay | 70.6 | 16.2 | | | 26.9 | 4.9 | 32.5 | | 42.6 | | | |
| Queue Delay | 0.0 | 0.1 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 70.6 | 16.4 | | | 26.9 | 4.9 | 32.5 | | 42.6 | | | |
| Queue Length 50th (ft) | 117 | 125 | | | 73 | 0 | 176 | | 335 | | | |
| Queue Length 95th (ft) | #274 | 163 | | | 93 | 65 | 242 | | 402 | | | |
| Internal Link Dist (ft) | | 360 | | | 1273 | | | 780 | | | 740 | |
| Turn Bay Length (ft) | | | | | | 340 | 610 | | 610 | | | |
| Base Capacity (vph) | 413 | 2731 | | | 2589 | 790 | 710 | | 1176 | | | |
| Starvation Cap Reductn | 0 | 575 | | | 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 | 0.78 | 0.51 | | | 0.22 | 0.49 | 0.42 | | 0.77 | | | |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: I-95 NB Off-Ramp/I-95 NB On-Ramp & SW Becker Road



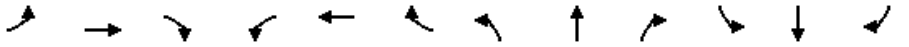
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 307 | 1048 | 0 | 0 | 530 | 368 | 282 | 0 | 864 | 0 | 0 | 0 |
| Future Volume (veh/h) | 307 | 1048 | 0 | 0 | 530 | 368 | 282 | 0 | 864 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1796 | 1796 | 1870 | 0 | 1870 | | | |
| Adj Flow Rate, veh/h | 323 | 1103 | 0 | 0 | 558 | 0 | 297 | 0 | 900 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 7 | 7 | 2 | 0 | 2 | | | |
| Cap, veh/h | 236 | 2718 | 0 | 0 | 2963 | | 631 | 0 | 989 | | | |
| Arrive On Green | 0.07 | 0.53 | 0.00 | 0.00 | 0.41 | 0.00 | 0.35 | 0.00 | 0.35 | | | |
| Sat Flow, veh/h | 3456 | 5274 | 0 | 0 | 7616 | 1522 | 1781 | 0 | 2790 | | | |
| Grp Volume(v), veh/h | 323 | 1103 | 0 | 0 | 558 | 0 | 297 | 0 | 900 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1702 | 0 | 0 | 1455 | 1522 | 1781 | 0 | 1395 | | | |
| Q Serve(g_s), s | 8.2 | 15.5 | 0.0 | 0.0 | 5.9 | 0.0 | 15.5 | 0.0 | 36.9 | | | |
| Cycle Q Clear(g_c), s | 8.2 | 15.5 | 0.0 | 0.0 | 5.9 | 0.0 | 15.5 | 0.0 | 36.9 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 236 | 2718 | 0 | 0 | 2963 | | 631 | 0 | 989 | | | |
| V/C Ratio(X) | 1.37 | 0.41 | 0.00 | 0.00 | 0.19 | | 0.47 | 0.00 | 0.91 | | | |
| Avail Cap(c_a), veh/h | 236 | 2718 | 0 | 0 | 2963 | | 715 | 0 | 1121 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.91 | 0.91 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 55.9 | 16.7 | 0.0 | 0.0 | 22.8 | 0.0 | 30.0 | 0.0 | 36.9 | | | |
| Incr Delay (d2), s/veh | 188.2 | 0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.5 | 0.0 | 10.2 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 9.7 | 5.7 | 0.0 | 0.0 | 2.0 | 0.0 | 6.7 | 0.0 | 13.8 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 244.1 | 17.2 | 0.0 | 0.0 | 23.0 | 0.0 | 30.6 | 0.0 | 47.1 | | | |
| LnGrp LOS | F | B | A | A | C | | C | A | D | | | |
| Approach Vol, veh/h | | 1426 | | | 558 | A | | 1197 | | | | |
| Approach Delay, s/veh | | 68.6 | | | 23.0 | | | 43.0 | | | | |
| Approach LOS | | E | | | C | | | D | | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | |
|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.0 | 55.7 | | 49.3 | | 70.7 | | | |
| Change Period (Y+Rc), s | 6.8 | 6.8 | | 6.8 | | 6.8 | | | |
| Max Green Setting (Gmax), s | 8.2 | 43.2 | | 48.2 | | 58.2 | | | |
| Max Q Clear Time (g_c+I1), s | 10.2 | 7.9 | | 38.9 | | 17.5 | | | |
| Green Ext Time (p_c), s | 0.0 | 3.9 | | 3.6 | | 8.8 | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 50.9 | |
| HCM 6th LOS | | D | |

Notes

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



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 456 | 185 | 298 | 228 | 316 | 412 | 154 | 460 | 133 | 241 | 592 | 375 |
| Future Volume (vph) | 456 | 185 | 298 | 228 | 316 | 412 | 154 | 460 | 133 | 241 | 592 | 375 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 496 | 201 | 324 | 248 | 343 | 448 | 167 | 500 | 145 | 262 | 643 | 408 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 496 | 201 | 324 | 248 | 791 | 0 | 167 | 500 | 145 | 262 | 643 | 408 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 537 |

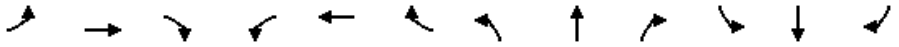
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 456 | 185 | 298 | 228 | 316 | 412 | 154 | 460 | 133 | 241 | 592 | 375 |
| Future Vol, veh/h | 456 | 185 | 298 | 228 | 316 | 412 | 154 | 460 | 133 | 241 | 592 | 375 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 400 | - | 0 | 415 | - | - | 490 | - | 360 | 500 | - | 320 |
| Veh in Median Storage, # | - | 0 | - | - | 2 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 496 | 201 | 324 | 248 | 343 | 448 | 167 | 500 | 145 | 262 | 643 | 408 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1923 | 2146 | 322 | 1780 | 2409 | 250 | 1051 | 0 | 0 | 645 | 0 | 0 |
| Stage 1 | 1167 | 1167 | - | 834 | 834 | - | - | - | - | - | - | - |
| Stage 2 | 756 | 979 | - | 946 | 1575 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 | 2.25 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | ~ 40 | ~ 48 | 674 | ~ 52 | ~ 32 | 750 | 640 | - | - | 916 | - | - |
| Stage 1 | ~ 206 | 266 | - | 329 | 381 | - | - | - | - | - | - | - |
| Stage 2 | ~ 366 | 326 | - | 281 | ~ 169 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 65 | ~ 25 | 674 | - | ~ 17 | 750 | 640 | - | - | 916 | - | - |
| Mov Cap-2 Maneuver | ~ 65 | ~ 25 | - | ~ -65 | ~ -40 | - | - | - | - | - | - | - |
| Stage 1 | ~ 152 | ~ 190 | - | ~ 243 | ~ 282 | - | - | - | - | - | - | - |
| Stage 2 | - | 241 | - | - | ~ 121 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | $ 2197 | | 2.6 | 2.1 |
| HCM LOS | F | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 640 | - | - | 65 | 25 | 674 | - | + | + | 916 | - | - |
| HCM Lane V/C Ratio | 0.262 | - | - | 7.625 | 8.043 | 0.481 | - | - | - | 0.286 | - | - |
| HCM Control Delay (s) | 12.6 | - | - | $ 3104.3 | $ 3475.3 | 15.2 | - | - | 0.3 | 10.5 | - | - |
| HCM Lane LOS | B | - | - | F | F | C | - | - | A | B | - | - |
| HCM 95th %tile Q(veh) | 1 | - | - | 57.1 | 25 | 2.6 | - | - | - | 1.2 | - | - |

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



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 31 | 5 | 31 | 184 | 9 | 175 | 18 | 598 | 108 | 103 | 709 | 18 |
| Future Volume (vph) | 31 | 5 | 31 | 184 | 9 | 175 | 18 | 598 | 108 | 103 | 709 | 18 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 34 | 5 | 34 | 200 | 10 | 190 | 20 | 650 | 117 | 112 | 771 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 34 | 39 | 0 | 200 | 200 | 0 | 20 | 767 | 0 | 112 | 791 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 5 | 31 | 184 | 9 | 175 | 18 | 598 | 108 | 103 | 709 | 18 |
| Future Vol, veh/h | 31 | 5 | 31 | 184 | 9 | 175 | 18 | 598 | 108 | 103 | 709 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | - | 145 | - | - | 340 | - | - | 330 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 2 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 34 | 5 | 34 | 200 | 10 | 190 | 20 | 650 | 117 | 112 | 771 | 20 |

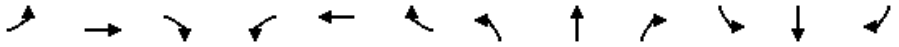
| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1375 | 1812 | 396 | 1361 | 1764 | 384 | 791 | 0 | 0 | 767 | 0 | 0 |
| Stage 1 | 1005 | 1005 | - | 749 | 749 | - | - | - | - | - | - | - |
| Stage 2 | 370 | 807 | - | 612 | 1015 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 | 2.25 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | *175 | 97 | 603 | ~ 181 | 106 | *848 | 806 | - | - | 1103 | - | - |
| Stage 1 | *259 | 317 | - | 677 | 620 | - | - | - | - | - | - | - |
| Stage 2 | *800 | 576 | - | 447 | 314 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *119 | 85 | 603 | ~ 147 | 93 | *848 | 806 | - | - | 1103 | - | - |
| Mov Cap-2 Maneuver | *119 | 85 | - | 314 | 236 | - | - | - | - | - | - | - |
| Stage 1 | *253 | 285 | - | 661 | 604 | - | - | - | - | - | - | - |
| Stage 2 | *595 | 561 | - | 372 | 282 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 31.1 | 23.1 | 0.2 | 1.1 |
| HCM LOS | D | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 806 | - | - | 119 | 327 | 314 | 753 | 1103 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | - | 0.283 | 0.12 | 0.637 | 0.266 | 0.102 | - | - |
| HCM Control Delay (s) | 9.6 | - | - | 46.8 | 17.5 | 34.6 | 11.5 | 8.6 | - | - |
| HCM Lane LOS | A | - | - | E | C | D | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.1 | 0.4 | 4.1 | 1.1 | 0.3 | - | - |

Notes

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



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 31 | 5 | 31 | 175 | 9 | 184 | 18 | 573 | 103 | 108 | 723 | 18 |
| Future Volume (vph) | 31 | 5 | 31 | 175 | 9 | 184 | 18 | 573 | 103 | 108 | 723 | 18 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 34 | 5 | 34 | 190 | 10 | 200 | 20 | 623 | 112 | 117 | 786 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 34 | 39 | 0 | 190 | 210 | 0 | 20 | 735 | 0 | 117 | 806 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 5 | 31 | 175 | 9 | 184 | 18 | 573 | 103 | 108 | 723 | 18 |
| Future Vol, veh/h | 31 | 5 | 31 | 175 | 9 | 184 | 18 | 573 | 103 | 108 | 723 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 170 | - | - | 370 | - | - | 340 | - | - | 320 | - | - |
| Veh in Median Storage, # | - | 2 | - | - | 2 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 34 | 5 | 34 | 190 | 10 | 200 | 20 | 623 | 112 | 117 | 786 | 20 |

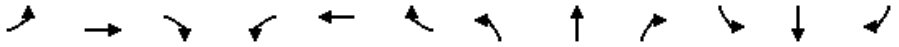
| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1387 | 1805 | 403 | 1349 | 1759 | 368 | 806 | 0 | 0 | 735 | 0 | 0 |
| Stage 1 | 1030 | 1030 | - | 719 | 719 | - | - | - | - | - | - | - |
| Stage 2 | 357 | 775 | - | 630 | 1040 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 | 2.25 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | *171 | 98 | 597 | ~ 186 | 107 | *848 | 795 | - | - | 1143 | - | - |
| Stage 1 | *250 | 309 | - | 713 | 643 | - | - | - | - | - | - | - |
| Stage 2 | *800 | 599 | - | 436 | 306 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *114 | 86 | 597 | ~ 156 | 93 | *848 | 795 | - | - | 1143 | - | - |
| Mov Cap-2 Maneuver | *221 | 237 | - | 310 | 232 | - | - | - | - | - | - | - |
| Stage 1 | *244 | 277 | - | 695 | 627 | - | - | - | - | - | - | - |
| Stage 2 | *586 | 584 | - | 362 | 275 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 18.1 | 22 | 0.3 | 1.1 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 795 | - | - | 221 | 493 | 310 | 755 | 1143 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.152 | 0.079 | 0.614 | 0.278 | 0.103 | - | - |
| HCM Control Delay (s) | 9.6 | - | - | 24.2 | 12.9 | 33.4 | 11.6 | 8.5 | - | - |
| HCM Lane LOS | A | - | - | C | B | D | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.5 | 0.3 | 3.8 | 1.1 | 0.3 | - | - |

Notes

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



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 160 | 1017 | 103 | 103 | 744 | 160 | 175 | 51 | 175 | 579 | 88 | 274 |
| Future Volume (vph) | 160 | 1017 | 103 | 103 | 744 | 160 | 175 | 51 | 175 | 579 | 88 | 274 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 2% | 2% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 174 | 1105 | 112 | 112 | 809 | 174 | 190 | 55 | 190 | 629 | 96 | 298 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 174 | 1105 | 112 | 112 | 809 | 174 | 190 | 245 | 0 | 629 | 394 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 17.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 160 | 1017 | 103 | 103 | 744 | 160 | 175 | 51 | 175 | 579 | 88 | 274 |
| Future Vol, veh/h | 160 | 1017 | 103 | 103 | 744 | 160 | 175 | 51 | 175 | 579 | 88 | 274 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 450 | - | 350 | 450 | - | 320 | 400 | - | - | 460 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 174 | 1105 | 112 | 112 | 809 | 174 | 190 | 55 | 190 | 629 | 96 | 298 |

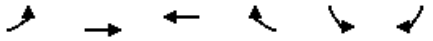
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 983 | 0 | 0 | 1217 | 0 | 0 | 2049 | 2660 | 553 | 1851 | 2598 | 405 |
| Stage 1 | - | - | - | - | - | - | 1453 | 1453 | - | 1033 | 1033 | - |
| Stage 2 | - | - | - | - | - | - | 596 | 1207 | - | 818 | 1565 | - |
| Critical Hdwy | 5.4 | - | - | 5.4 | - | - | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.15 | - | - | 3.15 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 715 | - | - | 299 | - | - | *~ 100 | ~ 32 | 408 | ~ 139 | ~ 37 | *761 |
| Stage 1 | - | - | - | - | - | - | *~ 96 | 194 | - | ~ 477 | 538 | - |
| Stage 2 | - | - | - | - | - | - | *781 | 434 | - | ~ 305 | 170 | - |
| Platoon blocked, % | 1 | - | - | | - | - | 1 | 1 | | 1 | 1 | 1 |
| Mov Cap-1 Maneuver | 715 | - | - | 299 | - | - | *1992 | ~ 15 | 408 | ~ 9 | ~ 17 | *761 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *935 | 60 | - | ~ -38 | - | - |
| Stage 1 | - | - | - | - | - | - | *~ 73 | 147 | - | ~ 361 | 336 | - |
| Stage 2 | - | - | - | - | - | - | *213 | 271 | - | ~ 77 | 129 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.5 | 2.5 | 148.1 | |
| HCM LOS | | | F | - |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 935 | 177 | 715 | - | - | 299 | - | - | + | 761 |
| HCM Lane V/C Ratio | 0.203 | 1.388 | 0.243 | - | - | 0.374 | - | - | - | 0.517 |
| HCM Control Delay (s) | 9.8 | 255.2 | 11.6 | - | - | 24.1 | - | - | - | 14.7 |
| HCM Lane LOS | A | F | B | - | - | C | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.8 | 14.8 | 1 | - | - | 1.7 | - | - | - | 3 |

Notes

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



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 1517 | 841 | 321 | 307 | 274 |
| Future Volume (vph) | 0 | 1517 | 841 | 321 | 307 | 274 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 2% | 2% |
| Adj. Flow (vph) | 0 | 1649 | 914 | 349 | 334 | 298 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 1649 | 914 | 349 | 334 | 298 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary |
|---|
| Control Type: Unsignalized |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | ↑↑↑ | ↱ | ↰ | ↱ |
| Traffic Vol, veh/h | 0 | 1517 | 841 | 321 | 307 | 274 |
| Future Vol, veh/h | 0 | 1517 | 841 | 321 | 307 | 274 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 260 | 370 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 2 | 2 |
| Mvmt Flow | 0 | 1649 | 914 | 349 | 334 | 298 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | 1574 | 457 |
| Stage 1 | - | - | - | - | 914 | - |
| Stage 2 | - | - | - | - | 660 | - |
| Critical Hdwy | - | - | - | - | 5.74 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.64 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | - | - | 3.82 | 3.92 |
| Pot Cap-1 Maneuver | 0 | - | - | - | ~ 290 | *740 |
| Stage 1 | 0 | - | - | - | 707 | - |
| Stage 2 | 0 | - | - | - | 433 | - |
| Platoon blocked, % | | - | - | - | 1 | 1 |
| Mov Cap-1 Maneuver | - | - | - | - | ~ 290 | *740 |
| Mov Cap-2 Maneuver | - | - | - | - | 362 | - |
| Stage 1 | - | - | - | - | 707 | - |
| Stage 2 | - | - | - | - | 433 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 39.9 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 362 | 740 |
| HCM Lane V/C Ratio | - | - | - | 0.922 | 0.402 |
| HCM Control Delay (s) | - | - | - | 63.9 | 13.1 |
| HCM Lane LOS | - | - | - | F | B |
| HCM 95th %tile Q(veh) | - | - | - | 9.6 | 2 |

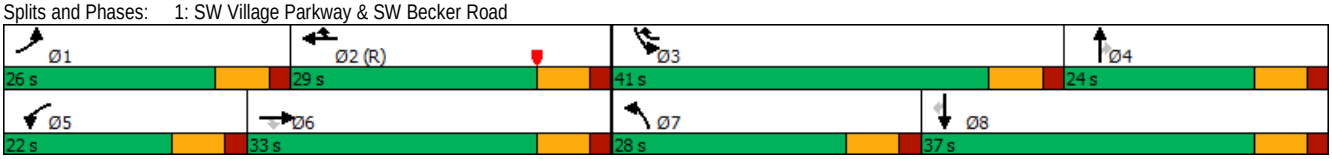
| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

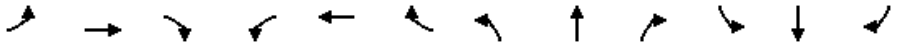
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 485 | 118 | 125 | 510 | 318 | 202 | 114 | 210 | 620 | 67 | 204 |
| Future Volume (vph) | 175 | 485 | 118 | 125 | 510 | 318 | 202 | 114 | 210 | 620 | 67 | 204 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 5% | 5% |
| Adj. Flow (vph) | 197 | 545 | 133 | 140 | 573 | 357 | 227 | 128 | 236 | 697 | 75 | 229 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 197 | 545 | 133 | 140 | 573 | 357 | 227 | 128 | 236 | 697 | 75 | 229 |
| Turn Type | Prot | NA | Perm | Prot | NA | pt+ov | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | 2 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | | | | 4 | | | 8 |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 2 3 | 7 | 4 | 4 | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | 10.0 | 7.0 | 7.0 |
| Minimum Split (s) | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | | 13.8 | 13.8 | 13.8 | 16.8 | 13.8 | 13.8 |
| Total Split (s) | 26.0 | 33.0 | 33.0 | 22.0 | 29.0 | | 28.0 | 24.0 | 24.0 | 41.0 | 37.0 | 37.0 |
| Total Split (%) | 21.7% | 27.5% | 27.5% | 18.3% | 24.2% | | 23.3% | 20.0% | 20.0% | 34.2% | 30.8% | 30.8% |
| Yellow Time (s) | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | None | C-Max | | None | None | None | None | None | None |
| v/c Ratio | 0.75 | 0.31 | 0.19 | 0.48 | 0.40 | 0.20 | 0.81 | 0.43 | 0.67 | 0.82 | 0.12 | 0.49 |
| Control Delay | 65.7 | 30.8 | 0.6 | 47.9 | 39.8 | 9.3 | 70.7 | 55.8 | 16.4 | 51.0 | 40.1 | 8.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 65.7 | 30.8 | 0.6 | 47.9 | 39.8 | 9.3 | 70.7 | 55.8 | 16.4 | 51.0 | 40.1 | 8.8 |
| Queue Length 50th (ft) | 147 | 113 | 0 | 57 | 145 | 34 | 168 | 50 | 0 | 259 | 26 | 0 |
| Queue Length 95th (ft) | 220 | 164 | 0 | m80 | m195 | m74 | #269 | 78 | 72 | 316 | 44 | 61 |
| Internal Link Dist (ft) | | 413 | | | 1122 | | | 597 | | | 1192 | |
| Turn Bay Length (ft) | 320 | | 320 | 400 | | 400 | 300 | | 300 | 570 | | 340 |
| Base Capacity (vph) | 296 | 1775 | 695 | 434 | 1448 | 1879 | 312 | 507 | 429 | 950 | 865 | 558 |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.67 | 0.31 | 0.19 | 0.32 | 0.40 | 0.19 | 0.73 | 0.25 | 0.55 | 0.73 | 0.09 | 0.41 |

**Intersection Summary**

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 69 (58%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
# 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.

Splits and Phases: 1: SW Village Parkway & SW Becker Road





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 175 | 485 | 118 | 125 | 510 | 318 | 202 | 114 | 210 | 620 | 67 | 204 |
| Future Volume (veh/h) | 175 | 485 | 118 | 125 | 510 | 318 | 202 | 114 | 210 | 620 | 67 | 204 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 197 | 545 | 133 | 140 | 573 | 323 | 227 | 128 | 189 | 697 | 75 | 207 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 |
| Cap, veh/h | 226 | 1779 | 552 | 202 | 1430 | 1427 | 256 | 480 | 214 | 781 | 774 | 345 |
| Arrive On Green | 0.13 | 0.35 | 0.35 | 0.02 | 0.09 | 0.09 | 0.14 | 0.14 | 0.14 | 0.23 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 5106 | 1585 | 3456 | 5106 | 2790 | 1781 | 3554 | 1585 | 3374 | 3469 | 1547 |
| Grp Volume(v), veh/h | 197 | 545 | 133 | 140 | 573 | 323 | 227 | 128 | 189 | 697 | 75 | 207 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | 1585 | 1728 | 1702 | 1395 | 1781 | 1777 | 1585 | 1687 | 1735 | 1547 |
| Q Serve(g_s), s | 13.0 | 9.3 | 7.2 | 4.8 | 12.7 | 8.9 | 15.0 | 3.9 | 14.1 | 24.0 | 2.1 | 14.4 |
| Cycle Q Clear(g_c), s | 13.0 | 9.3 | 7.2 | 4.8 | 12.7 | 8.9 | 15.0 | 3.9 | 14.1 | 24.0 | 2.1 | 14.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 226 | 1779 | 552 | 202 | 1430 | 1427 | 256 | 480 | 214 | 781 | 774 | 345 |
| V/C Ratio(X) | 0.87 | 0.31 | 0.24 | 0.69 | 0.40 | 0.23 | 0.89 | 0.27 | 0.88 | 0.89 | 0.10 | 0.60 |
| Avail Cap(c_a), veh/h | 285 | 1779 | 552 | 438 | 1430 | 1427 | 315 | 509 | 227 | 961 | 873 | 389 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.5 | 28.5 | 27.8 | 57.8 | 45.0 | 20.8 | 50.4 | 46.6 | 51.0 | 44.7 | 37.0 | 41.8 |
| Incr Delay (d2), s/veh | 20.8 | 0.4 | 1.0 | 3.5 | 0.7 | 0.3 | 21.8 | 0.3 | 29.8 | 9.2 | 0.1 | 2.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.0 | 3.8 | 2.8 | 2.2 | 5.8 | 3.1 | 8.1 | 1.7 | 7.2 | 10.7 | 0.9 | 5.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 72.2 | 29.0 | 28.8 | 61.3 | 45.7 | 21.1 | 72.2 | 46.9 | 80.7 | 53.8 | 37.1 | 43.9 |
| LnGrp LOS | E | C | C | E | D | C | E | D | F | D | D | D |
| Approach Vol, veh/h | | 875 | | | 1036 | | | 544 | | | 979 | |
| Approach Delay, s/veh | | 38.7 | | | 40.1 | | | 69.2 | | | 50.4 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.0 | 40.4 | 34.6 | 23.0 | 13.8 | 48.6 | 24.0 | 33.6 |
| Change Period (Y+Rc), s | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 |
| Max Green Setting (Gmax), s | 19.2 | 22.2 | 34.2 | 17.2 | 15.2 | 26.2 | 21.2 | 30.2 |
| Max Q Clear Time (g_c+I1), s | 15.0 | 14.7 | 26.0 | 16.1 | 6.8 | 11.3 | 17.0 | 16.4 |
| Green Ext Time (p_c), s | 0.2 | 2.9 | 1.8 | 0.2 | 0.2 | 3.3 | 0.2 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 47.3 |
| HCM 6th LOS | D |

Notes

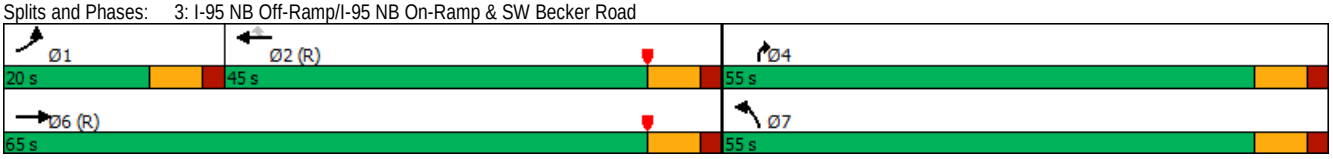
User approved ignoring U-Turning movement.

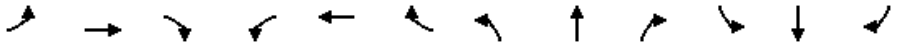
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 307 | 1048 | 0 | 0 | 530 | 368 | 282 | 0 | 864 | 0 | 0 | 0 |
| Future Volume (vph) | 307 | 1048 | 0 | 0 | 530 | 368 | 282 | 0 | 864 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 7% | 7% | 7% | 2% | 2% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 323 | 1103 | 0 | 0 | 558 | 387 | 297 | 0 | 909 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 323 | 1103 | 0 | 0 | 558 | 387 | 297 | 0 | 909 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Prot | | | |
| Protected Phases | 1 | 6 | | | 2 | | 7 | | 4 | | | |
| Permitted Phases | | | | | | 2 | | | | | | |
| Detector Phase | 1 | 6 | | | 2 | 2 | 7 | | 4 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | 7.0 | 7.0 | 7.0 | | 7.0 | | | |
| Minimum Split (s) | 13.8 | 13.8 | | | 13.8 | 13.8 | 13.8 | | 13.8 | | | |
| Total Split (s) | 20.0 | 65.0 | | | 45.0 | 45.0 | 55.0 | | 55.0 | | | |
| Total Split (%) | 16.7% | 54.2% | | | 37.5% | 37.5% | 45.8% | | 45.8% | | | |
| Yellow Time (s) | 4.8 | 4.8 | | | 4.8 | 4.8 | 4.8 | | 4.8 | | | |
| All-Red Time (s) | 2.0 | 2.0 | | | 2.0 | 2.0 | 2.0 | | 2.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Lost Time (s) | 6.8 | 6.8 | | | 6.8 | 6.8 | 6.8 | | 6.8 | | | |
| Lead/Lag | Lead | | | | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | | Yes | Yes | | | | | | |
| Recall Mode | None | C-Max | | | C-Max | C-Max | None | | None | | | |
| v/c Ratio | 0.77 | 0.40 | | | 0.22 | 0.49 | 0.48 | | 0.88 | | | |
| Control Delay | 58.6 | 17.2 | | | 28.1 | 5.3 | 32.5 | | 42.6 | | | |
| Queue Delay | 0.0 | 0.2 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 58.6 | 17.4 | | | 28.1 | 5.3 | 32.5 | | 42.6 | | | |
| Queue Length 50th (ft) | 125 | 191 | | | 77 | 0 | 176 | | 335 | | | |
| Queue Length 95th (ft) | #208 | 274 | | | 100 | 72 | 242 | | 402 | | | |
| Internal Link Dist (ft) | | 360 | | | 1273 | | | 780 | | | 740 | |
| Turn Bay Length (ft) | | | | | | 340 | 610 | | 610 | | | |
| Base Capacity (vph) | 423 | 2731 | | | 2571 | 788 | 710 | | 1176 | | | |
| Starvation Cap Reductn | 0 | 773 | | | 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 | 0.76 | 0.56 | | | 0.22 | 0.49 | 0.42 | | 0.77 | | | |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 88 (73%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: I-95 NB Off-Ramp/I-95 NB On-Ramp & SW Becker Road





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 307 | 1048 | 0 | 0 | 530 | 368 | 282 | 0 | 864 | 0 | 0 | 0 |
| Future Volume (veh/h) | 307 | 1048 | 0 | 0 | 530 | 368 | 282 | 0 | 864 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1796 | 1796 | 1870 | 0 | 1870 | | | |
| Adj Flow Rate, veh/h | 323 | 1103 | 0 | 0 | 558 | 0 | 297 | 0 | 900 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 7 | 7 | 2 | 0 | 2 | | | |
| Cap, veh/h | 376 | 2718 | 0 | 0 | 2669 | | 631 | 0 | 989 | | | |
| Arrive On Green | 0.11 | 0.53 | 0.00 | 0.00 | 0.37 | 0.00 | 0.35 | 0.00 | 0.35 | | | |
| Sat Flow, veh/h | 3456 | 5274 | 0 | 0 | 7616 | 1522 | 1781 | 0 | 2790 | | | |
| Grp Volume(v), veh/h | 323 | 1103 | 0 | 0 | 558 | 0 | 297 | 0 | 900 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1702 | 0 | 0 | 1455 | 1522 | 1781 | 0 | 1395 | | | |
| Q Serve(g_s), s | 11.0 | 15.5 | 0.0 | 0.0 | 6.3 | 0.0 | 15.5 | 0.0 | 36.9 | | | |
| Cycle Q Clear(g_c), s | 11.0 | 15.5 | 0.0 | 0.0 | 6.3 | 0.0 | 15.5 | 0.0 | 36.9 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 376 | 2718 | 0 | 0 | 2669 | | 631 | 0 | 989 | | | |
| V/C Ratio(X) | 0.86 | 0.41 | 0.00 | 0.00 | 0.21 | | 0.47 | 0.00 | 0.91 | | | |
| Avail Cap(c_a), veh/h | 380 | 2718 | 0 | 0 | 2669 | | 715 | 0 | 1121 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.91 | 0.91 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 52.6 | 16.7 | 0.0 | 0.0 | 26.0 | 0.0 | 30.0 | 0.0 | 36.9 | | | |
| Incr Delay (d2), s/veh | 16.2 | 0.4 | 0.0 | 0.0 | 0.2 | 0.0 | 0.5 | 0.0 | 10.2 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 5.5 | 5.7 | 0.0 | 0.0 | 2.2 | 0.0 | 6.7 | 0.0 | 13.8 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 68.8 | 17.2 | 0.0 | 0.0 | 26.2 | 0.0 | 30.6 | 0.0 | 47.1 | | | |
| LnGrp LOS | E | B | A | A | C | | C | A | D | | | |
| Approach Vol, veh/h | | 1426 | | | 558 | A | | 1197 | | | | |
| Approach Delay, s/veh | | 28.9 | | | 26.2 | | | 43.0 | | | | |
| Approach LOS | | C | | | C | | | D | | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | |
|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.8 | 50.8 | | 49.3 | | 70.7 | | | |
| Change Period (Y+Rc), s | 6.8 | 6.8 | | 6.8 | | 6.8 | | | |
| Max Green Setting (Gmax), s | 13.2 | 38.2 | | 48.2 | | 58.2 | | | |
| Max Q Clear Time (g_c+I1), s | 13.0 | 8.3 | | 38.9 | | 17.5 | | | |
| Green Ext Time (p_c), s | 0.0 | 3.8 | | 3.6 | | 8.8 | | | |

| Intersection Summary | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 33.7 | | | | | | |
| HCM 6th LOS | | | C | | | | | | |

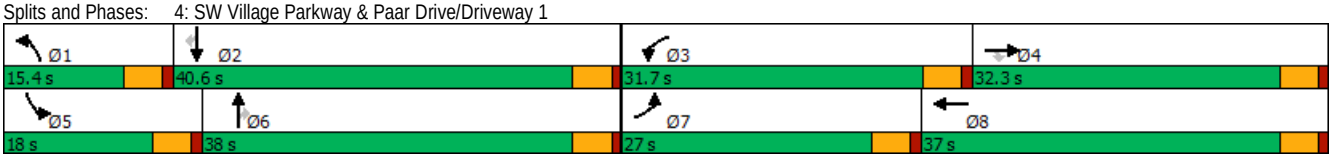
Notes

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

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 456 | 185 | 298 | 228 | 316 | 412 | 154 | 460 | 133 | 241 | 592 | 375 |
| Future Volume (vph) | 456 | 185 | 298 | 228 | 316 | 412 | 154 | 460 | 133 | 241 | 592 | 375 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 496 | 201 | 324 | 248 | 343 | 448 | 167 | 500 | 145 | 262 | 643 | 408 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 496 | 201 | 324 | 248 | 791 | 0 | 167 | 500 | 145 | 262 | 643 | 408 |
| Turn Type | Prot | NA | Perm | Prot | NA | | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 4 | | | | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 22.5 | 22.5 | | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 27.0 | 32.3 | 32.3 | 31.7 | 37.0 | | 15.4 | 38.0 | 38.0 | 18.0 | 40.6 | 40.6 |
| Total Split (%) | 22.5% | 26.9% | 26.9% | 26.4% | 30.8% | | 12.8% | 31.7% | 31.7% | 15.0% | 33.8% | 33.8% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | | None | Min | Min | None | Min | Min |
| v/c Ratio | 0.75 | 0.43 | 0.52 | 0.72 | 0.79 | | 0.51 | 0.60 | 0.30 | 0.64 | 0.70 | 0.58 |
| Control Delay | 48.0 | 37.4 | 9.3 | 52.0 | 31.2 | | 52.1 | 37.6 | 7.3 | 52.2 | 38.3 | 6.7 |
| 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 | 48.0 | 37.4 | 9.3 | 52.0 | 31.2 | | 52.1 | 37.6 | 7.3 | 52.2 | 38.3 | 6.7 |
| Queue Length 50th (ft) | 160 | 110 | 13 | 155 | 182 | | 54 | 156 | 0 | 85 | 203 | 0 |
| Queue Length 95th (ft) | 251 | 211 | 99 | 264 | 286 | | 102 | 227 | 49 | 148 | 289 | 76 |
| Internal Link Dist (ft) | | 721 | | | 789 | | | 1288 | | | 990 | |
| Turn Bay Length (ft) | 400 | | | 415 | | | 490 | | 360 | 500 | | 320 |
| Base Capacity (vph) | 809 | 549 | 676 | 504 | 1260 | | 380 | 1206 | 634 | 471 | 1300 | 835 |
| 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 | 0.61 | 0.37 | 0.48 | 0.49 | 0.63 | | 0.44 | 0.41 | 0.23 | 0.56 | 0.49 | 0.49 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 99.3 |
| Natural Cycle: 80 |
| Control Type: Actuated-Uncoordinated |

Splits and Phases: 4: SW Village Parkway & Paar Drive/Driveway 1



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 456 | 185 | 298 | 228 | 316 | 412 | 154 | 460 | 133 | 241 | 592 | 375 |
| Future Volume (veh/h) | 456 | 185 | 298 | 228 | 316 | 412 | 154 | 460 | 133 | 241 | 592 | 375 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 496 | 201 | 291 | 248 | 343 | 403 | 167 | 500 | 131 | 262 | 643 | 367 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 588 | 558 | 473 | 288 | 515 | 460 | 236 | 890 | 397 | 336 | 993 | 443 |
| Arrive On Green | 0.17 | 0.30 | 0.30 | 0.16 | 0.29 | 0.29 | 0.07 | 0.26 | 0.26 | 0.10 | 0.29 | 0.29 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 1777 | 1585 | 3374 | 3469 | 1547 | 3374 | 3469 | 1547 |
| Grp Volume(v), veh/h | 496 | 201 | 291 | 248 | 343 | 403 | 167 | 500 | 131 | 262 | 643 | 367 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 1777 | 1585 | 1687 | 1735 | 1547 | 1687 | 1735 | 1547 |
| Q Serve(g_s), s | 13.6 | 8.3 | 15.5 | 13.3 | 16.6 | 23.7 | 4.7 | 12.3 | 6.7 | 7.4 | 15.9 | 21.7 |
| Cycle Q Clear(g_c), s | 13.6 | 8.3 | 15.5 | 13.3 | 16.6 | 23.7 | 4.7 | 12.3 | 6.7 | 7.4 | 15.9 | 21.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 588 | 558 | 473 | 288 | 515 | 460 | 236 | 890 | 397 | 336 | 993 | 443 |
| V/C Ratio(X) | 0.84 | 0.36 | 0.61 | 0.86 | 0.67 | 0.88 | 0.71 | 0.56 | 0.33 | 0.78 | 0.65 | 0.83 |
| Avail Cap(c_a), veh/h | 794 | 558 | 473 | 495 | 589 | 526 | 375 | 1186 | 529 | 465 | 1278 | 570 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.4 | 27.0 | 29.5 | 40.0 | 30.6 | 33.1 | 44.6 | 31.6 | 29.6 | 43.1 | 30.6 | 32.7 |
| Incr Delay (d2), s/veh | 6.2 | 0.4 | 2.4 | 7.5 | 2.4 | 14.1 | 3.9 | 0.6 | 0.5 | 5.7 | 0.7 | 7.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.0 | 3.6 | 6.1 | 6.3 | 7.3 | 10.7 | 2.0 | 4.9 | 2.5 | 3.2 | 6.4 | 8.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 45.6 | 27.4 | 31.9 | 47.5 | 33.0 | 47.2 | 48.5 | 32.2 | 30.1 | 48.8 | 31.4 | 40.6 |
| LnGrp LOS | D | C | C | D | C | D | D | C | C | D | C | D |
| Approach Vol, veh/h | | 988 | | | 994 | | | 798 | | | 1272 | |
| Approach Delay, s/veh | | 37.8 | | | 42.4 | | | 35.2 | | | 37.6 | |
| Approach LOS | | D | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.3 | 32.5 | 20.3 | 33.8 | 14.2 | 29.6 | 21.2 | 32.9 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 10.9 | 36.1 | 27.2 | 27.8 | 13.5 | 33.5 | 22.5 | 32.5 |
| Max Q Clear Time (g_c+I1), s | 6.7 | 23.7 | 15.3 | 17.5 | 9.4 | 14.3 | 15.6 | 25.7 |
| Green Ext Time (p_c), s | 0.2 | 4.3 | 0.6 | 1.5 | 0.3 | 3.3 | 1.1 | 2.7 |

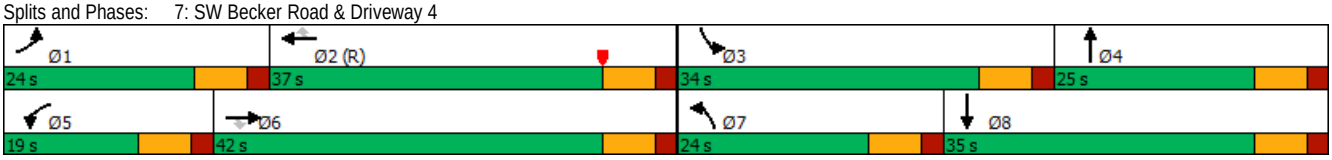
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 38.4 |
| HCM 6th LOS | D |

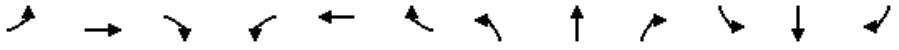
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 160 | 1017 | 103 | 103 | 744 | 160 | 175 | 51 | 175 | 579 | 88 | 274 |
| Future Volume (vph) | 160 | 1017 | 103 | 103 | 744 | 160 | 175 | 51 | 175 | 579 | 88 | 274 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 2% | 2% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 174 | 1105 | 112 | 112 | 809 | 174 | 190 | 55 | 190 | 629 | 96 | 298 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 174 | 1105 | 112 | 112 | 809 | 174 | 190 | 245 | 0 | 629 | 394 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 2 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | | 7.0 | 10.0 | |
| Minimum Split (s) | 13.8 | 24.8 | 24.8 | 13.8 | 24.8 | 24.8 | 13.8 | 24.8 | | 24.8 | 24.8 | |
| Total Split (s) | 24.0 | 42.0 | 42.0 | 19.0 | 37.0 | 37.0 | 24.0 | 25.0 | | 34.0 | 35.0 | |
| Total Split (%) | 20.0% | 35.0% | 35.0% | 15.8% | 30.8% | 30.8% | 20.0% | 20.8% | | 28.3% | 29.2% | |
| Yellow Time (s) | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | | 4.8 | 4.8 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | | 6.8 | 6.8 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | None | None | C-Max | C-Max | None | None | | None | None | |
| v/c Ratio | 0.54 | 0.64 | 0.16 | 0.43 | 0.49 | 0.26 | 0.81 | 0.77 | | 0.86 | 0.89 | |
| Control Delay | 58.1 | 21.6 | 2.6 | 61.2 | 31.6 | 4.2 | 75.9 | 40.7 | | 58.3 | 54.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 58.1 | 21.6 | 2.6 | 61.2 | 31.6 | 4.2 | 75.9 | 40.7 | | 58.3 | 54.1 | |
| Queue Length 50th (ft) | 71 | 173 | 5 | 45 | 158 | 13 | 143 | 91 | | 239 | 209 | |
| Queue Length 95th (ft) | m93 | 260 | m18 | 75 | 202 | 28 | #252 | 183 | | 308 | #367 | |
| Internal Link Dist (ft) | | 1122 | | | 1156 | | | 251 | | | 682 | |
| Turn Bay Length (ft) | 450 | | 350 | 450 | | 320 | 400 | | | 460 | | |
| Base Capacity (vph) | 478 | 1738 | 683 | 339 | 1650 | 660 | 253 | 353 | | 778 | 481 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.36 | 0.64 | 0.16 | 0.33 | 0.49 | 0.26 | 0.75 | 0.69 | | 0.81 | 0.82 | |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 119 (99%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
# 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.

Splits and Phases: 7: SW Becker Road & Driveway 4





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 160 | 1017 | 103 | 103 | 744 | 160 | 175 | 51 | 175 | 579 | 88 | 274 |
| Future Volume (veh/h) | 160 | 1017 | 103 | 103 | 744 | 160 | 175 | 51 | 175 | 579 | 88 | 274 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 174 | 1105 | 101 | 112 | 809 | 157 | 190 | 55 | 170 | 629 | 96 | 268 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 1796 | 558 | 192 | 1732 | 538 | 218 | 62 | 191 | 699 | 102 | 284 |
| Arrive On Green | 0.07 | 0.36 | 0.36 | 0.02 | 0.11 | 0.11 | 0.12 | 0.15 | 0.15 | 0.20 | 0.23 | 0.23 |
| Sat Flow, veh/h | 3374 | 4985 | 1547 | 3374 | 4985 | 1547 | 1781 | 402 | 1244 | 3456 | 436 | 1216 |
| Grp Volume(v), veh/h | 174 | 1105 | 101 | 112 | 809 | 157 | 190 | 0 | 225 | 629 | 0 | 364 |
| Grp Sat Flow(s),veh/h/ln | 1687 | 1662 | 1547 | 1687 | 1662 | 1547 | 1781 | 0 | 1646 | 1728 | 0 | 1651 |
| Q Serve(g_s), s | 6.1 | 21.9 | 5.4 | 4.0 | 18.2 | 11.2 | 12.6 | 0.0 | 16.1 | 21.3 | 0.0 | 26.0 |
| Cycle Q Clear(g_c), s | 6.1 | 21.9 | 5.4 | 4.0 | 18.2 | 11.2 | 12.6 | 0.0 | 16.1 | 21.3 | 0.0 | 26.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.76 | 1.00 | | 0.74 |
| Lane Grp Cap(c), veh/h | 236 | 1796 | 558 | 192 | 1732 | 538 | 218 | 0 | 253 | 699 | 0 | 386 |
| V/C Ratio(X) | 0.74 | 0.62 | 0.18 | 0.58 | 0.47 | 0.29 | 0.87 | 0.00 | 0.89 | 0.90 | 0.00 | 0.94 |
| Avail Cap(c_a), veh/h | 484 | 1796 | 558 | 343 | 1732 | 538 | 255 | 0 | 253 | 783 | 0 | 388 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.76 | 0.76 | 0.76 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.7 | 31.5 | 26.3 | 57.5 | 42.7 | 39.6 | 51.7 | 0.0 | 49.8 | 46.7 | 0.0 | 45.2 |
| Incr Delay (d2), s/veh | 3.4 | 0.5 | 0.1 | 2.8 | 0.9 | 1.4 | 23.8 | 0.0 | 29.7 | 12.5 | 0.0 | 31.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 8.5 | 2.0 | 1.8 | 8.2 | 4.8 | 7.1 | 0.0 | 8.7 | 10.3 | 0.0 | 13.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 58.2 | 32.0 | 26.4 | 60.2 | 43.6 | 41.0 | 75.6 | 0.0 | 79.4 | 59.1 | 0.0 | 76.5 |
| LnGrp LOS | E | C | C | E | D | D | E | A | E | E | A | E |
| Approach Vol, veh/h | | 1380 | | | 1078 | | | 415 | | | 993 | |
| Approach Delay, s/veh | | 34.9 | | | 45.0 | | | 77.7 | | | 65.5 | |
| Approach LOS | | C | | | D | | | E | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.2 | 48.5 | 31.1 | 25.2 | 13.6 | 50.0 | 21.5 | 34.8 |
| Change Period (Y+Rc), s | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 |
| Max Green Setting (Gmax), s | 17.2 | 30.2 | 27.2 | 18.2 | 12.2 | 35.2 | 17.2 | 28.2 |
| Max Q Clear Time (g_c+I1), s | 8.1 | 20.2 | 23.3 | 18.1 | 6.0 | 23.9 | 14.6 | 28.0 |
| Green Ext Time (p_c), s | 0.3 | 4.0 | 1.0 | 0.0 | 0.1 | 5.6 | 0.1 | 0.1 |

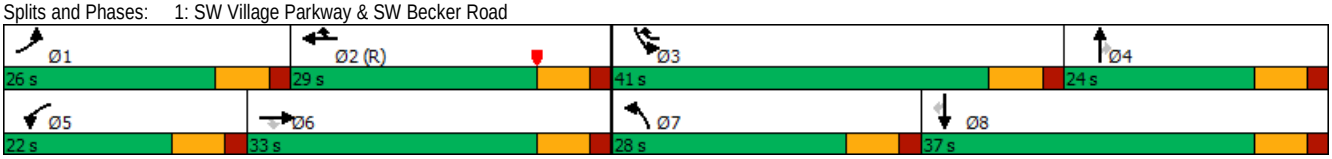
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 50.2 |
| HCM 6th LOS | D |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 485 | 118 | 125 | 510 | 341 | 202 | 114 | 210 | 638 | 67 | 204 |
| Future Volume (vph) | 175 | 485 | 118 | 125 | 510 | 341 | 202 | 114 | 210 | 638 | 67 | 204 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 5% | 5% |
| Adj. Flow (vph) | 197 | 545 | 133 | 140 | 573 | 383 | 227 | 128 | 236 | 717 | 75 | 229 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 197 | 545 | 133 | 140 | 573 | 383 | 227 | 128 | 236 | 717 | 75 | 229 |
| Turn Type | Prot | NA | Perm | Prot | NA | pt+ov | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | 2 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | | | | 4 | | | 8 |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 2 3 | 7 | 4 | 4 | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | 10.0 | 7.0 | 7.0 |
| Minimum Split (s) | 13.8 | 16.8 | 16.8 | 13.8 | 16.8 | | 13.8 | 16.8 | 16.8 | 26.8 | 16.8 | 16.8 |
| Total Split (s) | 26.0 | 33.0 | 33.0 | 22.0 | 29.0 | | 28.0 | 24.0 | 24.0 | 41.0 | 37.0 | 37.0 |
| Total Split (%) | 21.7% | 27.5% | 27.5% | 18.3% | 24.2% | | 23.3% | 20.0% | 20.0% | 34.2% | 30.8% | 30.8% |
| Yellow Time (s) | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | None | C-Max | | None | None | None | None | None | None |
| v/c Ratio | 0.75 | 0.31 | 0.19 | 0.48 | 0.40 | 0.21 | 0.81 | 0.43 | 0.67 | 0.83 | 0.12 | 0.49 |
| Control Delay | 65.7 | 31.1 | 0.6 | 47.5 | 40.2 | 9.2 | 70.7 | 55.8 | 16.4 | 51.2 | 39.9 | 8.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 65.7 | 31.1 | 0.6 | 47.5 | 40.2 | 9.2 | 70.7 | 55.8 | 16.4 | 51.2 | 39.9 | 8.7 |
| Queue Length 50th (ft) | 147 | 113 | 0 | 57 | 146 | 34 | 168 | 50 | 0 | 267 | 25 | 0 |
| Queue Length 95th (ft) | 220 | 164 | 0 | m81 | m196 | m81 | #269 | 78 | 72 | 327 | 44 | 61 |
| Internal Link Dist (ft) | | 413 | | | 1122 | | | 597 | | | 1192 | |
| Turn Bay Length (ft) | 320 | | 320 | 400 | | 400 | 300 | | 300 | 570 | | 340 |
| Base Capacity (vph) | 296 | 1752 | 689 | 434 | 1425 | 1878 | 312 | 507 | 429 | 950 | 865 | 558 |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.67 | 0.31 | 0.19 | 0.32 | 0.40 | 0.20 | 0.73 | 0.25 | 0.55 | 0.75 | 0.09 | 0.41 |

**Intersection Summary**

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 69 (58%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
# 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.

Splits and Phases: 1: SW Village Parkway & SW Becker Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 175 | 485 | 118 | 125 | 510 | 341 | 202 | 114 | 210 | 638 | 67 | 204 |
| Future Volume (veh/h) | 175 | 485 | 118 | 125 | 510 | 341 | 202 | 114 | 210 | 638 | 67 | 204 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 197 | 545 | 133 | 140 | 573 | 349 | 227 | 128 | 189 | 717 | 75 | 207 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 |
| Cap, veh/h | 226 | 1751 | 544 | 202 | 1402 | 1427 | 256 | 480 | 214 | 800 | 793 | 354 |
| Arrive On Green | 0.13 | 0.34 | 0.34 | 0.02 | 0.09 | 0.09 | 0.14 | 0.14 | 0.14 | 0.24 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1781 | 5106 | 1585 | 3456 | 5106 | 2790 | 1781 | 3554 | 1585 | 3374 | 3469 | 1547 |
| Grp Volume(v), veh/h | 197 | 545 | 133 | 140 | 573 | 349 | 227 | 128 | 189 | 717 | 75 | 207 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | 1585 | 1728 | 1702 | 1395 | 1781 | 1777 | 1585 | 1687 | 1735 | 1547 |
| Q Serve(g_s), s | 13.0 | 9.4 | 7.2 | 4.8 | 12.7 | 9.6 | 15.0 | 3.9 | 14.1 | 24.7 | 2.0 | 14.3 |
| Cycle Q Clear(g_c), s | 13.0 | 9.4 | 7.2 | 4.8 | 12.7 | 9.6 | 15.0 | 3.9 | 14.1 | 24.7 | 2.0 | 14.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 226 | 1751 | 544 | 202 | 1402 | 1427 | 256 | 480 | 214 | 800 | 793 | 354 |
| V/C Ratio(X) | 0.87 | 0.31 | 0.24 | 0.69 | 0.41 | 0.24 | 0.89 | 0.27 | 0.88 | 0.90 | 0.09 | 0.59 |
| Avail Cap(c_a), veh/h | 285 | 1751 | 544 | 438 | 1402 | 1427 | 315 | 509 | 227 | 961 | 873 | 389 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.5 | 29.0 | 28.3 | 57.8 | 45.4 | 20.9 | 50.4 | 46.6 | 51.0 | 44.4 | 36.5 | 41.2 |
| Incr Delay (d2), s/veh | 20.8 | 0.5 | 1.1 | 3.5 | 0.7 | 0.3 | 21.8 | 0.3 | 29.8 | 9.7 | 0.1 | 1.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.0 | 3.8 | 2.8 | 2.2 | 5.8 | 3.4 | 8.1 | 1.7 | 7.2 | 11.0 | 0.9 | 5.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 72.2 | 29.5 | 29.3 | 61.3 | 46.1 | 21.2 | 72.2 | 46.9 | 80.7 | 54.1 | 36.6 | 43.1 |
| LnGrp LOS | E | C | C | E | D | C | E | D | F | D | D | D |
| Approach Vol, veh/h | | 875 | | | 1062 | | | 544 | | | 999 | |
| Approach Delay, s/veh | | 39.1 | | | 39.9 | | | 69.2 | | | 50.5 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.0 | 39.7 | 35.2 | 23.0 | 13.8 | 47.9 | 24.0 | 34.2 |
| Change Period (Y+Rc), s | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 |
| Max Green Setting (Gmax), s | 19.2 | 22.2 | 34.2 | 17.2 | 15.2 | 26.2 | 21.2 | 30.2 |
| Max Q Clear Time (g_c+I1), s | 15.0 | 14.7 | 26.7 | 16.1 | 6.8 | 11.4 | 17.0 | 16.3 |
| Green Ext Time (p_c), s | 0.2 | 3.0 | 1.7 | 0.2 | 0.2 | 3.3 | 0.2 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 47.3 |
| HCM 6th LOS | D |

Notes

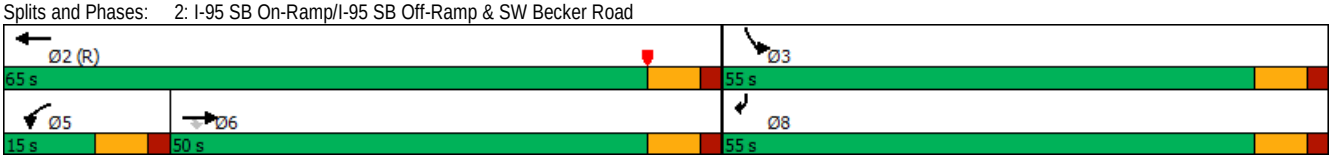
User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 949 | 455 | 192 | 651 | 0 | 0 | 0 | 0 | 468 | 0 | 226 |
| Future Volume (vph) | 0 | 949 | 455 | 192 | 651 | 0 | 0 | 0 | 0 | 468 | 0 | 226 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 2% | 2% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 0 | 1020 | 489 | 206 | 700 | 0 | 0 | 0 | 0 | 503 | 0 | 243 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1020 | 489 | 206 | 700 | 0 | 0 | 0 | 0 | 503 | 0 | 243 |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Prot |
| Protected Phases | | 6 | | 5 | 2 | | | | | 3 | | 8 |
| Permitted Phases | | | 6 | | | | | | | | | |
| Detector Phase | | 6 | 6 | 5 | 2 | | | | | 3 | | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 10.0 | 10.0 | 7.0 | 10.0 | | | | | 7.0 | | 7.0 |
| Minimum Split (s) | | 16.8 | 16.8 | 13.8 | 16.8 | | | | | 13.8 | | 13.8 |
| Total Split (s) | | 50.0 | 50.0 | 15.0 | 65.0 | | | | | 55.0 | | 55.0 |
| Total Split (%) | | 41.7% | 41.7% | 12.5% | 54.2% | | | | | 45.8% | | 45.8% |
| Yellow Time (s) | | 4.8 | 4.8 | 4.8 | 4.8 | | | | | 4.8 | | 4.8 |
| All-Red Time (s) | | 2.0 | 2.0 | 2.0 | 2.0 | | | | | 2.0 | | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.8 | 6.8 | 6.8 | 6.8 | | | | | 6.8 | | 6.8 |
| Lead/Lag | | Lag | Lag | Lead | | | | | | | | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | | | | | | | | |
| Recall Mode | | Max | Max | None | C-Max | | | | | None | | None |
| v/c Ratio | | 0.26 | 0.47 | 0.55 | 0.20 | | | | | 0.75 | | 0.55 |
| Control Delay | | 7.8 | 2.2 | 44.9 | 4.5 | | | | | 52.8 | | 19.1 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 7.8 | 2.2 | 44.9 | 4.5 | | | | | 52.8 | | 19.1 |
| Queue Length 50th (ft) | | 40 | 0 | 68 | 31 | | | | | 191 | | 52 |
| Queue Length 95th (ft) | | 89 | m34 | 110 | 59 | | | | | 236 | | 128 |
| Internal Link Dist (ft) | | 1265 | | | 360 | | | 547 | | | 879 | |
| Turn Bay Length (ft) | | | 550 | | | | | | | 540 | | 540 |
| Base Capacity (vph) | | 3873 | 1045 | 376 | 3451 | | | | | 1378 | | 733 |
| 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 | | 0.26 | 0.47 | 0.55 | 0.20 | | | | | 0.37 | | 0.33 |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67 (56%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-95 SB On-Ramp/I-95 SB Off-Ramp & SW Becker Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 949 | 455 | 192 | 651 | 0 | 0 | 0 | 0 | 468 | 0 | 226 |
| Future Volume (veh/h) | 0 | 949 | 455 | 192 | 651 | 0 | 0 | 0 | 0 | 468 | 0 | 226 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1841 | 1841 | 1841 | 1841 | 0 | | | | 1870 | 0 | 1870 |
| Adj Flow Rate, veh/h | 0 | 1020 | 0 | 206 | 700 | 0 | | | | 503 | 0 | 243 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 4 | 4 | 0 | | | | 2 | 0 | 2 |
| Cap, veh/h | 0 | 4281 | | 232 | 3514 | 0 | | | | 647 | 0 | 297 |
| Arrive On Green | 0.00 | 0.57 | 0.00 | 0.14 | 1.00 | 0.00 | | | | 0.19 | 0.00 | 0.19 |
| Sat Flow, veh/h | 0 | 7805 | 1560 | 3401 | 5191 | 0 | | | | 3456 | 0 | 1585 |
| Grp Volume(v), veh/h | 0 | 1020 | 0 | 206 | 700 | 0 | | | | 503 | 0 | 243 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1491 | 1560 | 1700 | 1675 | 0 | | | | 1728 | 0 | 1585 |
| Q Serve(g_s), s | 0.0 | 8.1 | 0.0 | 7.1 | 0.0 | 0.0 | | | | 16.6 | 0.0 | 17.7 |
| Cycle Q Clear(g_c), s | 0.0 | 8.1 | 0.0 | 7.1 | 0.0 | 0.0 | | | | 16.6 | 0.0 | 17.7 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 4281 | | 232 | 3514 | 0 | | | | 647 | 0 | 297 |
| V/C Ratio(X) | 0.00 | 0.24 | | 0.89 | 0.20 | 0.00 | | | | 0.78 | 0.00 | 0.82 |
| Avail Cap(c_a), veh/h | 0 | 4281 | | 232 | 3514 | 0 | | | | 1388 | 0 | 637 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | 0.95 | 0.95 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 12.6 | 0.0 | 51.3 | 0.0 | 0.0 | | | | 46.4 | 0.0 | 46.8 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.0 | 29.8 | 0.1 | 0.0 | | | | 2.1 | 0.0 | 5.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.5 | 0.0 | 3.7 | 0.0 | 0.0 | | | | 7.3 | 0.0 | 7.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 12.7 | 0.0 | 81.2 | 0.1 | 0.0 | | | | 48.4 | 0.0 | 52.3 |
| LnGrp LOS | A | B | | F | A | A | | | | D | A | D |
| Approach Vol, veh/h | | 1020 | A | | 906 | | | | | | 746 | |
| Approach Delay, s/veh | | 12.7 | | | 18.5 | | | | | | 49.7 | |
| Approach LOS | | B | | | B | | | | | | D | |

| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 90.7 | | | 15.0 | 75.7 | | 29.3 | | | | |
| Change Period (Y+Rc), s | | 6.8 | | | 6.8 | 6.8 | | 6.8 | | | | |
| Max Green Setting (Gmax), s | | 58.2 | | | 8.2 | 43.2 | | 48.2 | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 9.1 | 10.1 | | 19.7 | | | | |
| Green Ext Time (p_c), s | | 5.0 | | | 0.0 | 7.7 | | 2.8 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 25.0 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

Notes

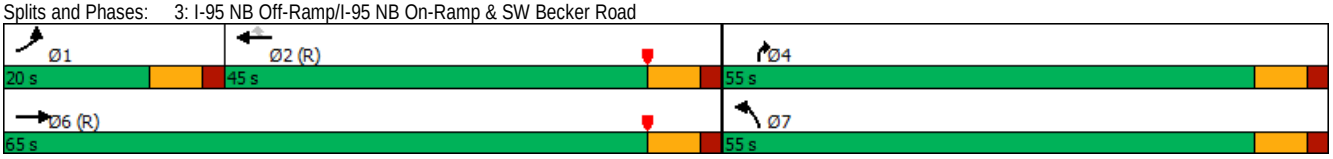
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 321 | 1055 | 0 | 0 | 544 | 368 | 309 | 0 | 864 | 0 | 0 | 0 |
| Future Volume (vph) | 321 | 1055 | 0 | 0 | 544 | 368 | 309 | 0 | 864 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 7% | 7% | 7% | 2% | 2% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 338 | 1111 | 0 | 0 | 573 | 387 | 325 | 0 | 909 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 338 | 1111 | 0 | 0 | 573 | 387 | 325 | 0 | 909 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Prot | | | |
| Protected Phases | 1 | 6 | | | 2 | | 7 | | 4 | | | |
| Permitted Phases | | | | | | 2 | | | | | | |
| Detector Phase | 1 | 6 | | | 2 | 2 | 7 | | 4 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | 7.0 | 7.0 | 7.0 | | 7.0 | | | |
| Minimum Split (s) | 13.8 | 13.8 | | | 13.8 | 13.8 | 13.8 | | 13.8 | | | |
| Total Split (s) | 20.0 | 65.0 | | | 45.0 | 45.0 | 55.0 | | 55.0 | | | |
| Total Split (%) | 16.7% | 54.2% | | | 37.5% | 37.5% | 45.8% | | 45.8% | | | |
| Yellow Time (s) | 4.8 | 4.8 | | | 4.8 | 4.8 | 4.8 | | 4.8 | | | |
| All-Red Time (s) | 2.0 | 2.0 | | | 2.0 | 2.0 | 2.0 | | 2.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Lost Time (s) | 6.8 | 6.8 | | | 6.8 | 6.8 | 6.8 | | 6.8 | | | |
| Lead/Lag | Lead | | | | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | | Yes | Yes | | | | | | |
| Recall Mode | None | C-Max | | | C-Max | C-Max | None | | None | | | |
| v/c Ratio | 0.78 | 0.41 | | | 0.23 | 0.49 | 0.53 | | 0.88 | | | |
| Control Delay | 58.6 | 17.1 | | | 28.4 | 5.4 | 33.6 | | 42.6 | | | |
| Queue Delay | 0.0 | 0.2 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 58.6 | 17.3 | | | 28.4 | 5.4 | 33.6 | | 42.6 | | | |
| Queue Length 50th (ft) | 130 | 192 | | | 80 | 0 | 197 | | 335 | | | |
| Queue Length 95th (ft) | #222 | 276 | | | 102 | 72 | 266 | | 402 | | | |
| Internal Link Dist (ft) | | 360 | | | 1273 | | | 780 | | | 740 | |
| Turn Bay Length (ft) | | | | | | 340 | 610 | | 610 | | | |
| Base Capacity (vph) | 436 | 2731 | | | 2541 | 783 | 710 | | 1176 | | | |
| Starvation Cap Reductn | 0 | 768 | | | 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 | 0.78 | 0.57 | | | 0.23 | 0.49 | 0.46 | | 0.77 | | | |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 88 (73%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: I-95 NB Off-Ramp/I-95 NB On-Ramp & SW Becker Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 321 | 1055 | 0 | 0 | 544 | 368 | 309 | 0 | 864 | 0 | 0 | 0 |
| Future Volume (veh/h) | 321 | 1055 | 0 | 0 | 544 | 368 | 309 | 0 | 864 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1796 | 1796 | 1870 | 0 | 1870 | | | |
| Adj Flow Rate, veh/h | 338 | 1111 | 0 | 0 | 573 | 0 | 325 | 0 | 900 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 7 | 7 | 2 | 0 | 2 | | | |
| Cap, veh/h | 380 | 2716 | 0 | 0 | 2657 | | 632 | 0 | 990 | | | |
| Arrive On Green | 0.11 | 0.53 | 0.00 | 0.00 | 0.37 | 0.00 | 0.35 | 0.00 | 0.35 | | | |
| Sat Flow, veh/h | 3456 | 5274 | 0 | 0 | 7616 | 1522 | 1781 | 0 | 2790 | | | |
| Grp Volume(v), veh/h | 338 | 1111 | 0 | 0 | 573 | 0 | 325 | 0 | 900 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1702 | 0 | 0 | 1455 | 1522 | 1781 | 0 | 1395 | | | |
| Q Serve(g_s), s | 11.6 | 15.6 | 0.0 | 0.0 | 6.5 | 0.0 | 17.3 | 0.0 | 36.9 | | | |
| Cycle Q Clear(g_c), s | 11.6 | 15.6 | 0.0 | 0.0 | 6.5 | 0.0 | 17.3 | 0.0 | 36.9 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 380 | 2716 | 0 | 0 | 2657 | | 632 | 0 | 990 | | | |
| V/C Ratio(X) | 0.89 | 0.41 | 0.00 | 0.00 | 0.22 | | 0.51 | 0.00 | 0.91 | | | |
| Avail Cap(c_a), veh/h | 380 | 2716 | 0 | 0 | 2657 | | 715 | 0 | 1121 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.91 | 0.91 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 52.7 | 16.8 | 0.0 | 0.0 | 26.2 | 0.0 | 30.5 | 0.0 | 36.9 | | | |
| Incr Delay (d2), s/veh | 20.3 | 0.4 | 0.0 | 0.0 | 0.2 | 0.0 | 0.6 | 0.0 | 10.1 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 6.0 | 5.8 | 0.0 | 0.0 | 2.2 | 0.0 | 7.5 | 0.0 | 13.8 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 73.0 | 17.2 | 0.0 | 0.0 | 26.4 | 0.0 | 31.2 | 0.0 | 47.0 | | | |
| LnGrp LOS | E | B | A | A | C | | C | A | D | | | |
| Approach Vol, veh/h | | 1449 | | | 573 | A | | 1225 | | | | |
| Approach Delay, s/veh | | 30.2 | | | 26.4 | | | 42.8 | | | | |
| Approach LOS | | C | | | C | | | D | | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | |
|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 50.6 | | 49.4 | | 70.6 | | | |
| Change Period (Y+Rc), s | 6.8 | 6.8 | | 6.8 | | 6.8 | | | |
| Max Green Setting (Gmax), s | 13.2 | 38.2 | | 48.2 | | 58.2 | | | |
| Max Q Clear Time (g_c+I1), s | 13.6 | 8.5 | | 38.9 | | 17.6 | | | |
| Green Ext Time (p_c), s | 0.0 | 4.0 | | 3.7 | | 8.9 | | | |

| Intersection Summary | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 34.3 | | | | | | |
| HCM 6th LOS | | | C | | | | | | |

Notes

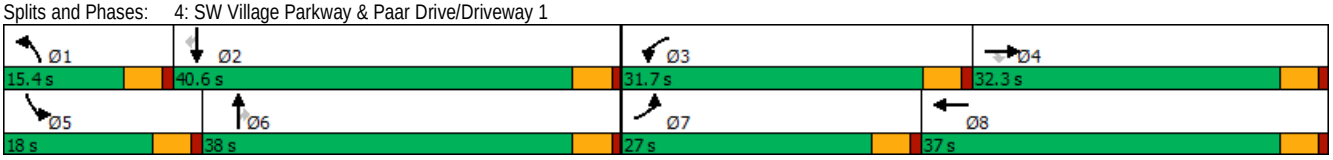
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

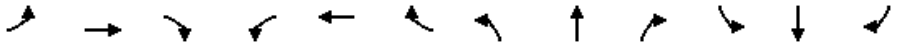
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 456 | 185 | 298 | 233 | 316 | 417 | 154 | 467 | 133 | 255 | 601 | 375 |
| Future Volume (vph) | 456 | 185 | 298 | 233 | 316 | 417 | 154 | 467 | 133 | 255 | 601 | 375 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 496 | 201 | 324 | 253 | 343 | 453 | 167 | 508 | 145 | 277 | 653 | 408 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 496 | 201 | 324 | 253 | 796 | 0 | 167 | 508 | 145 | 277 | 653 | 408 |
| Turn Type | Prot | NA | Perm | Prot | NA | | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 4 | | | | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 22.5 | 22.5 | | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 27.0 | 32.3 | 32.3 | 31.7 | 37.0 | | 15.4 | 38.0 | 38.0 | 18.0 | 40.6 | 40.6 |
| Total Split (%) | 22.5% | 26.9% | 26.9% | 26.4% | 30.8% | | 12.8% | 31.7% | 31.7% | 15.0% | 33.8% | 33.8% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | | None | Min | Min | None | Min | Min |
| v/c Ratio | 0.76 | 0.44 | 0.53 | 0.73 | 0.80 | | 0.51 | 0.60 | 0.30 | 0.67 | 0.70 | 0.57 |
| Control Delay | 48.8 | 37.9 | 9.7 | 52.8 | 31.8 | | 52.8 | 37.9 | 7.3 | 53.6 | 38.3 | 6.6 |
| 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 | 48.8 | 37.9 | 9.7 | 52.8 | 31.8 | | 52.8 | 37.9 | 7.3 | 53.6 | 38.3 | 6.6 |
| Queue Length 50th (ft) | 161 | 112 | 16 | 160 | 186 | | 55 | 160 | 0 | 92 | 208 | 0 |
| Queue Length 95th (ft) | 251 | 211 | 102 | 269 | 291 | | 102 | 231 | 49 | #163 | 294 | 76 |
| Internal Link Dist (ft) | | 721 | | | 789 | | | 1288 | | | 990 | |
| Turn Bay Length (ft) | 400 | | | 415 | | | 490 | | 360 | 500 | | 320 |
| Base Capacity (vph) | 799 | 543 | 668 | 498 | 1246 | | 376 | 1192 | 628 | 466 | 1285 | 830 |
| 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 | 0.62 | 0.37 | 0.49 | 0.51 | 0.64 | | 0.44 | 0.43 | 0.23 | 0.59 | 0.51 | 0.49 |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 100.4
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SW Village Parkway & Paar Drive/Driveway 1

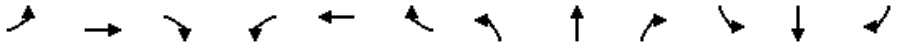




| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 456 | 185 | 298 | 233 | 316 | 417 | 154 | 467 | 133 | 255 | 601 | 375 |
| Future Volume (veh/h) | 456 | 185 | 298 | 233 | 316 | 417 | 154 | 467 | 133 | 255 | 601 | 375 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 496 | 201 | 291 | 253 | 343 | 408 | 167 | 508 | 131 | 277 | 653 | 367 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 588 | 556 | 472 | 293 | 518 | 462 | 235 | 875 | 390 | 350 | 992 | 443 |
| Arrive On Green | 0.17 | 0.30 | 0.30 | 0.16 | 0.29 | 0.29 | 0.07 | 0.25 | 0.25 | 0.10 | 0.29 | 0.29 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 1777 | 1585 | 3374 | 3469 | 1547 | 3374 | 3469 | 1547 |
| Grp Volume(v), veh/h | 496 | 201 | 291 | 253 | 343 | 408 | 167 | 508 | 131 | 277 | 653 | 367 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 1777 | 1585 | 1687 | 1735 | 1547 | 1687 | 1735 | 1547 |
| Q Serve(g_s), s | 13.7 | 8.3 | 15.6 | 13.6 | 16.7 | 24.2 | 4.8 | 12.7 | 6.8 | 7.9 | 16.3 | 21.9 |
| Cycle Q Clear(g_c), s | 13.7 | 8.3 | 15.6 | 13.6 | 16.7 | 24.2 | 4.8 | 12.7 | 6.8 | 7.9 | 16.3 | 21.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 588 | 556 | 472 | 293 | 518 | 462 | 235 | 875 | 390 | 350 | 992 | 443 |
| V/C Ratio(X) | 0.84 | 0.36 | 0.62 | 0.86 | 0.66 | 0.88 | 0.71 | 0.58 | 0.34 | 0.79 | 0.66 | 0.83 |
| Avail Cap(c_a), veh/h | 788 | 556 | 472 | 491 | 585 | 522 | 373 | 1178 | 526 | 462 | 1270 | 566 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.7 | 27.3 | 29.8 | 40.1 | 30.7 | 33.3 | 44.9 | 32.3 | 30.1 | 43.2 | 31.0 | 33.0 |
| Incr Delay (d2), s/veh | 6.4 | 0.4 | 2.4 | 8.3 | 2.3 | 14.9 | 3.9 | 0.6 | 0.5 | 6.8 | 0.8 | 8.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.1 | 3.6 | 6.1 | 6.6 | 7.4 | 11.0 | 2.1 | 5.1 | 2.6 | 3.5 | 6.5 | 9.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 46.0 | 27.7 | 32.2 | 48.4 | 33.0 | 48.3 | 48.8 | 32.9 | 30.6 | 50.0 | 31.8 | 41.0 |
| LnGrp LOS | D | C | C | D | C | D | D | C | C | D | C | D |
| Approach Vol, veh/h | | 988 | | | 1004 | | | 806 | | | 1297 | |
| Approach Delay, s/veh | | 38.2 | | | 43.1 | | | 35.9 | | | 38.3 | |
| Approach LOS | | D | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.4 | 32.7 | 20.7 | 33.8 | 14.7 | 29.4 | 21.3 | 33.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 10.9 | 36.1 | 27.2 | 27.8 | 13.5 | 33.5 | 22.5 | 32.5 |
| Max Q Clear Time (g_c+I1), s | 6.8 | 23.9 | 15.6 | 17.6 | 9.9 | 14.7 | 15.7 | 26.2 |
| Green Ext Time (p_c), s | 0.2 | 4.3 | 0.6 | 1.5 | 0.3 | 3.3 | 1.1 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 39.0 |
| HCM 6th LOS | D |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 31 | 5 | 31 | 195 | 9 | 180 | 18 | 600 | 126 | 112 | 714 | 18 |
| Future Volume (vph) | 31 | 5 | 31 | 195 | 9 | 180 | 18 | 600 | 126 | 112 | 714 | 18 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 34 | 5 | 34 | 212 | 10 | 196 | 20 | 652 | 137 | 122 | 776 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 34 | 39 | 0 | 212 | 206 | 0 | 20 | 789 | 0 | 122 | 796 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 5 | 31 | 195 | 9 | 180 | 18 | 600 | 126 | 112 | 714 | 18 |
| Future Vol, veh/h | 31 | 5 | 31 | 195 | 9 | 180 | 18 | 600 | 126 | 112 | 714 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | - | 145 | - | - | 340 | - | - | 330 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 2 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 34 | 5 | 34 | 212 | 10 | 196 | 20 | 652 | 137 | 122 | 776 | 20 |

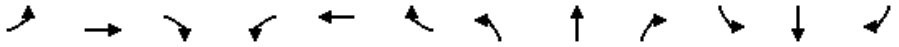
| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1401 | 1859 | 398 | 1396 | 1801 | 395 | 796 | 0 | 0 | 789 | 0 | 0 |
| Stage 1 | 1030 | 1030 | - | 761 | 761 | - | - | - | - | - | - | - |
| Stage 2 | 371 | 829 | - | 635 | 1040 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 | 2.25 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | *166 | 89 | 601 | ~ 168 | 99 | *848 | 802 | - | - | 1077 | - | - |
| Stage 1 | *250 | 309 | - | 663 | 610 | - | - | - | - | - | - | - |
| Stage 2 | *800 | 559 | - | 433 | 306 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *111 | 77 | 601 | ~ 134 | 85 | *848 | 802 | - | - | 1077 | - | - |
| Mov Cap-2 Maneuver | *111 | 77 | - | 299 | 227 | - | - | - | - | - | - | - |
| Stage 1 | *244 | 274 | - | 647 | 595 | - | - | - | - | - | - | - |
| Stage 2 | *590 | 545 | - | 355 | 271 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 33.4 | 26.9 | 0.2 | 1.2 |
| HCM LOS | D | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 802 | - | - | 111 | 309 | 299 | 750 | 1077 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | - | 0.304 | 0.127 | 0.709 | 0.274 | 0.113 | - | - |
| HCM Control Delay (s) | 9.6 | - | - | 51 | 18.3 | 41.7 | 11.6 | 8.8 | - | - |
| HCM Lane LOS | A | - | - | F | C | E | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.2 | 0.4 | 5 | 1.1 | 0.4 | - | - |

Notes

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



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 31 | 5 | 31 | 177 | 9 | 186 | 18 | 591 | 108 | 108 | 739 | 18 |
| Future Volume (vph) | 31 | 5 | 31 | 177 | 9 | 186 | 18 | 591 | 108 | 108 | 739 | 18 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 34 | 5 | 34 | 192 | 10 | 202 | 20 | 642 | 117 | 117 | 803 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 34 | 39 | 0 | 192 | 212 | 0 | 20 | 642 | 117 | 117 | 823 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 5 | 31 | 177 | 9 | 186 | 18 | 591 | 108 | 108 | 739 | 18 |
| Future Vol, veh/h | 31 | 5 | 31 | 177 | 9 | 186 | 18 | 591 | 108 | 108 | 739 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 170 | - | - | 370 | - | - | 340 | - | 185 | 320 | - | - |
| Veh in Median Storage, # | - | 2 | - | - | 2 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 34 | 5 | 34 | 192 | 10 | 202 | 20 | 642 | 117 | 117 | 803 | 20 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1413 | 1846 | 412 | 1320 | 1739 | 321 | 823 | 0 | 0 | 759 | 0 | 0 |
| Stage 1 | 1047 | 1047 | - | 682 | 682 | - | - | - | - | - | - | - |
| Stage 2 | 366 | 799 | - | 638 | 1057 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 | 4.2 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 | 2.25 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | *161 | 92 | 589 | 197 | 110 | *848 | 784 | - | - | 1113 | - | - |
| Stage 1 | *244 | 303 | - | 759 | 674 | - | - | - | - | - | - | - |
| Stage 2 | *800 | 581 | - | 431 | 300 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *107 | 80 | 589 | ~ 165 | 96 | *848 | 784 | - | - | 1113 | - | - |
| Mov Cap-2 Maneuver | *215 | 230 | - | 309 | 228 | - | - | - | - | - | - | - |
| Stage 1 | *238 | 271 | - | 739 | 657 | - | - | - | - | - | - | - |
| Stage 2 | *585 | 566 | - | 356 | 269 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 18.5 | 22.3 | 0.2 | 1.1 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 784 | - | - | 215 | 484 | 309 | 753 | 1113 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.157 | 0.081 | 0.623 | 0.281 | 0.105 | - | - |
| HCM Control Delay (s) | 9.7 | - | - | 24.8 | 13.1 | 34.1 | 11.6 | 8.6 | - | - |
| HCM Lane LOS | A | - | - | C | B | D | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.5 | 0.3 | 3.9 | 1.2 | 0.4 | - | - |

Notes

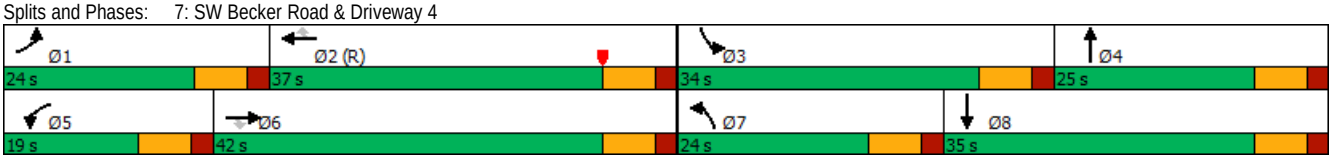
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 160 | 1035 | 103 | 103 | 767 | 187 | 175 | 51 | 175 | 588 | 88 | 274 |
| Future Volume (vph) | 160 | 1035 | 103 | 103 | 767 | 187 | 175 | 51 | 175 | 588 | 88 | 274 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 2% | 2% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 174 | 1125 | 112 | 112 | 834 | 203 | 190 | 55 | 190 | 639 | 96 | 298 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 174 | 1125 | 112 | 112 | 834 | 203 | 190 | 245 | 0 | 639 | 394 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 2 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | | 7.0 | 10.0 | |
| Minimum Split (s) | 13.8 | 24.8 | 24.8 | 13.8 | 24.8 | 24.8 | 13.8 | 24.8 | | 24.8 | 24.8 | |
| Total Split (s) | 24.0 | 42.0 | 42.0 | 19.0 | 37.0 | 37.0 | 24.0 | 25.0 | | 34.0 | 35.0 | |
| Total Split (%) | 20.0% | 35.0% | 35.0% | 15.8% | 30.8% | 30.8% | 20.0% | 20.8% | | 28.3% | 29.2% | |
| Yellow Time (s) | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | | 4.8 | 4.8 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | | 6.8 | 6.8 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | None | None | C-Max | C-Max | None | None | | None | None | |
| v/c Ratio | 0.54 | 0.65 | 0.16 | 0.43 | 0.51 | 0.31 | 0.81 | 0.77 | | 0.87 | 0.89 | |
| Control Delay | 58.2 | 22.1 | 2.5 | 61.0 | 32.2 | 5.6 | 75.9 | 41.0 | | 59.0 | 53.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 58.2 | 22.1 | 2.5 | 61.0 | 32.2 | 5.6 | 75.9 | 41.0 | | 59.0 | 53.9 | |
| Queue Length 50th (ft) | 71 | 175 | 5 | 45 | 160 | 17 | 143 | 91 | | 243 | 209 | |
| Queue Length 95th (ft) | m92 | 270 | m17 | 75 | 217 | 34 | #252 | 183 | | #314 | #367 | |
| Internal Link Dist (ft) | | 1122 | | | 1156 | | | 251 | | | 682 | |
| Turn Bay Length (ft) | 450 | | 350 | 450 | | 320 | 400 | | | 460 | | |
| Base Capacity (vph) | 478 | 1736 | 683 | 339 | 1648 | 659 | 253 | 353 | | 778 | 481 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.36 | 0.65 | 0.16 | 0.33 | 0.51 | 0.31 | 0.75 | 0.69 | | 0.82 | 0.82 | |

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 119 (99%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
# 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.

Splits and Phases: 7: SW Becker Road & Driveway 4



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 160 | 1035 | 103 | 103 | 767 | 187 | 175 | 51 | 175 | 588 | 88 | 274 |
| Future Volume (veh/h) | 160 | 1035 | 103 | 103 | 767 | 187 | 175 | 51 | 175 | 588 | 88 | 274 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 174 | 1125 | 101 | 112 | 834 | 186 | 190 | 55 | 170 | 639 | 96 | 268 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 1796 | 558 | 192 | 1732 | 538 | 218 | 61 | 188 | 708 | 102 | 284 |
| Arrive On Green | 0.07 | 0.36 | 0.36 | 0.02 | 0.11 | 0.11 | 0.12 | 0.15 | 0.15 | 0.20 | 0.23 | 0.23 |
| Sat Flow, veh/h | 3374 | 4985 | 1547 | 3374 | 4985 | 1547 | 1781 | 402 | 1244 | 3456 | 436 | 1216 |
| Grp Volume(v), veh/h | 174 | 1125 | 101 | 112 | 834 | 186 | 190 | 0 | 225 | 639 | 0 | 364 |
| Grp Sat Flow(s),veh/h/ln | 1687 | 1662 | 1547 | 1687 | 1662 | 1547 | 1781 | 0 | 1646 | 1728 | 0 | 1651 |
| Q Serve(g_s), s | 6.1 | 22.4 | 5.4 | 4.0 | 18.8 | 13.3 | 12.6 | 0.0 | 16.1 | 21.6 | 0.0 | 26.0 |
| Cycle Q Clear(g_c), s | 6.1 | 22.4 | 5.4 | 4.0 | 18.8 | 13.3 | 12.6 | 0.0 | 16.1 | 21.6 | 0.0 | 26.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.76 | 1.00 | | 0.74 |
| Lane Grp Cap(c), veh/h | 236 | 1796 | 558 | 192 | 1732 | 538 | 218 | 0 | 249 | 708 | 0 | 386 |
| V/C Ratio(X) | 0.74 | 0.63 | 0.18 | 0.58 | 0.48 | 0.35 | 0.87 | 0.00 | 0.90 | 0.90 | 0.00 | 0.94 |
| Avail Cap(c_a), veh/h | 484 | 1796 | 558 | 343 | 1732 | 538 | 255 | 0 | 250 | 783 | 0 | 388 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.75 | 0.75 | 0.75 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.7 | 31.7 | 26.3 | 57.5 | 43.0 | 40.5 | 51.7 | 0.0 | 50.1 | 46.5 | 0.0 | 45.2 |
| Incr Delay (d2), s/veh | 3.4 | 0.5 | 0.1 | 2.8 | 1.0 | 1.8 | 23.8 | 0.0 | 32.7 | 12.9 | 0.0 | 31.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 8.7 | 2.0 | 1.8 | 8.5 | 5.8 | 7.1 | 0.0 | 8.9 | 10.5 | 0.0 | 13.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 58.1 | 32.2 | 26.4 | 60.2 | 44.0 | 42.3 | 75.6 | 0.0 | 82.8 | 59.5 | 0.0 | 76.5 |
| LnGrp LOS | E | C | C | E | D | D | E | A | F | E | A | E |
| Approach Vol, veh/h | | 1400 | | | 1132 | | | 415 | | | 1003 | |
| Approach Delay, s/veh | | 35.0 | | | 45.3 | | | 79.5 | | | 65.7 | |
| Approach LOS | | D | | | D | | | E | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.2 | 48.5 | 31.4 | 24.9 | 13.6 | 50.0 | 21.5 | 34.8 |
| Change Period (Y+Rc), s | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 |
| Max Green Setting (Gmax), s | 17.2 | 30.2 | 27.2 | 18.2 | 12.2 | 35.2 | 17.2 | 28.2 |
| Max Q Clear Time (g_c+I1), s | 8.1 | 20.8 | 23.6 | 18.1 | 6.0 | 24.4 | 14.6 | 28.0 |
| Green Ext Time (p_c), s | 0.3 | 4.0 | 0.9 | 0.0 | 0.1 | 5.5 | 0.1 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 50.4 |
| HCM 6th LOS | D |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 1544 | 891 | 339 | 314 | 274 |
| Future Volume (vph) | 0 | 1544 | 891 | 339 | 314 | 274 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 2% | 2% |
| Adj. Flow (vph) | 0 | 1678 | 968 | 368 | 341 | 298 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 1678 | 968 | 368 | 341 | 298 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary |
|---|
| Control Type: Unsignalized |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | ↑↑↑ | ↱ | ↰ | ↱ |
| Traffic Vol, veh/h | 0 | 1544 | 891 | 339 | 314 | 274 |
| Future Vol, veh/h | 0 | 1544 | 891 | 339 | 314 | 274 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 260 | 370 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 2 | 2 |
| Mvmt Flow | 0 | 1678 | 968 | 368 | 341 | 298 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | 1639 | 484 |
| Stage 1 | - | - | - | - | 968 | - |
| Stage 2 | - | - | - | - | 671 | - |
| Critical Hdwy | - | - | - | - | 5.74 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.64 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | - | - | 3.82 | 3.92 |
| Pot Cap-1 Maneuver | 0 | - | - | - | *~ 290 | *718 |
| Stage 1 | 0 | - | - | - | *737 | - |
| Stage 2 | 0 | - | - | - | *427 | - |
| Platoon blocked, % | | - | - | - | 1 | 1 |
| Mov Cap-1 Maneuver | - | - | - | - | *~ 290 | *718 |
| Mov Cap-2 Maneuver | - | - | - | - | *360 | - |
| Stage 1 | - | - | - | - | *737 | - |
| Stage 2 | - | - | - | - | *427 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 43.5 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 360 | 718 |
| HCM Lane V/C Ratio | - | - | - | 0.948 | 0.415 |
| HCM Control Delay (s) | - | - | - | 69.7 | 13.5 |
| HCM Lane LOS | - | - | - | F | B |
| HCM 95th %tile Q(veh) | - | - | - | 10.2 | 2 |

Notes

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

# APPENDIX G
# Trip Generation Estimates

# DFH7 in Port St Lucie, FL - 2W6F DS

| | Autos | | | Trucks | | | Vans | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total |
| 00:00 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 2 | 2 | 4 |
| 01:00 | 148 | 0 | 148 | 2 | 2 | 4 | 0 | 0 | 0 | 150 | 2 | 152 |
| 02:00 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 2 | 2 | 4 |
| 03:00 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 2 | 3 |
| 04:00 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 2 | 1 | 3 |
| 05:00 | 47 | 0 | 47 | 2 | 2 | 4 | 0 | 0 | 0 | 49 | 2 | 51 |
| 06:00 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 2 | 2 | 4 |
| 07:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 09:00 | 266 | 0 | 266 | 2 | 2 | 4 | 0 | 0 | 0 | 268 | 2 | 270 |
| 10:00 | 78 | 0 | 78 | 0 | 1 | 1 | 0 | 344 | 344 | 78 | 345 | 423 |
| 11:00 | 8 | 0 | 8 | 1 | 1 | 2 | 0 | 0 | 0 | 9 | 1 | 10 |
| 12:00 | 0 | 148 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 148 |
| 13:00 | 85 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 85 |
| 14:00 | 0 | 47 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 47 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 90 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 90 |
| 16:30 | 0 | 45 | 45 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 45 | 46 |
| 17:00 | 0 | 45 | 45 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 46 | 47 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 | 0 | 38 | 38 | 2 | 1 | 3 | 0 | 0 | 0 | 2 | 39 | 41 |
| 19:00 | 0 | 120 | 120 | 2 | 2 | 4 | 206 | 0 | 206 | 208 | 122 | 330 |
| 20:00 | 0 | 218 | 218 | 2 | 2 | 4 | 138 | 0 | 138 | 140 | 220 | 360 |
| 21:00 | 0 | 6 | 6 | 2 | 2 | 4 | 0 | 0 | 0 | 2 | 8 | 10 |
| 22:00 | 0 | 55 | 55 | 2 | 2 | 4 | 0 | 0 | 0 | 2 | 57 | 59 |
| 23:00 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 2 | 2 | 4 |
| Total | 722 | 722 | 1,444 | 32 | 32 | 64 | 344 | 344 | 688 | 1,098 | 1,098 | 2,196 |

| | | | | |
|---|---|---|---|---|
| 1st Shift: | 2:00 AM | 12:30 PM | 148 | Assoc. |
| 2nd Shift: | 6:00 AM | 2:30 PM | 47 | Assoc. |
| 3rd Shift: | 1:30 PM | 10:00 PM | 47 | Assoc. |
| SD Shift: | 2:00 PM | 6:00 PM | 38 | Assoc. |
| RTS Shift: | 12:00 PM | 10:30 PM | 8 | Assoc. |
| Drivers: | 9:20 AM | 8:50 PM | 344 | Drivers |

# APPENDIX H
# Southern Grove DRI Phase 3 Vested Traffic Figures

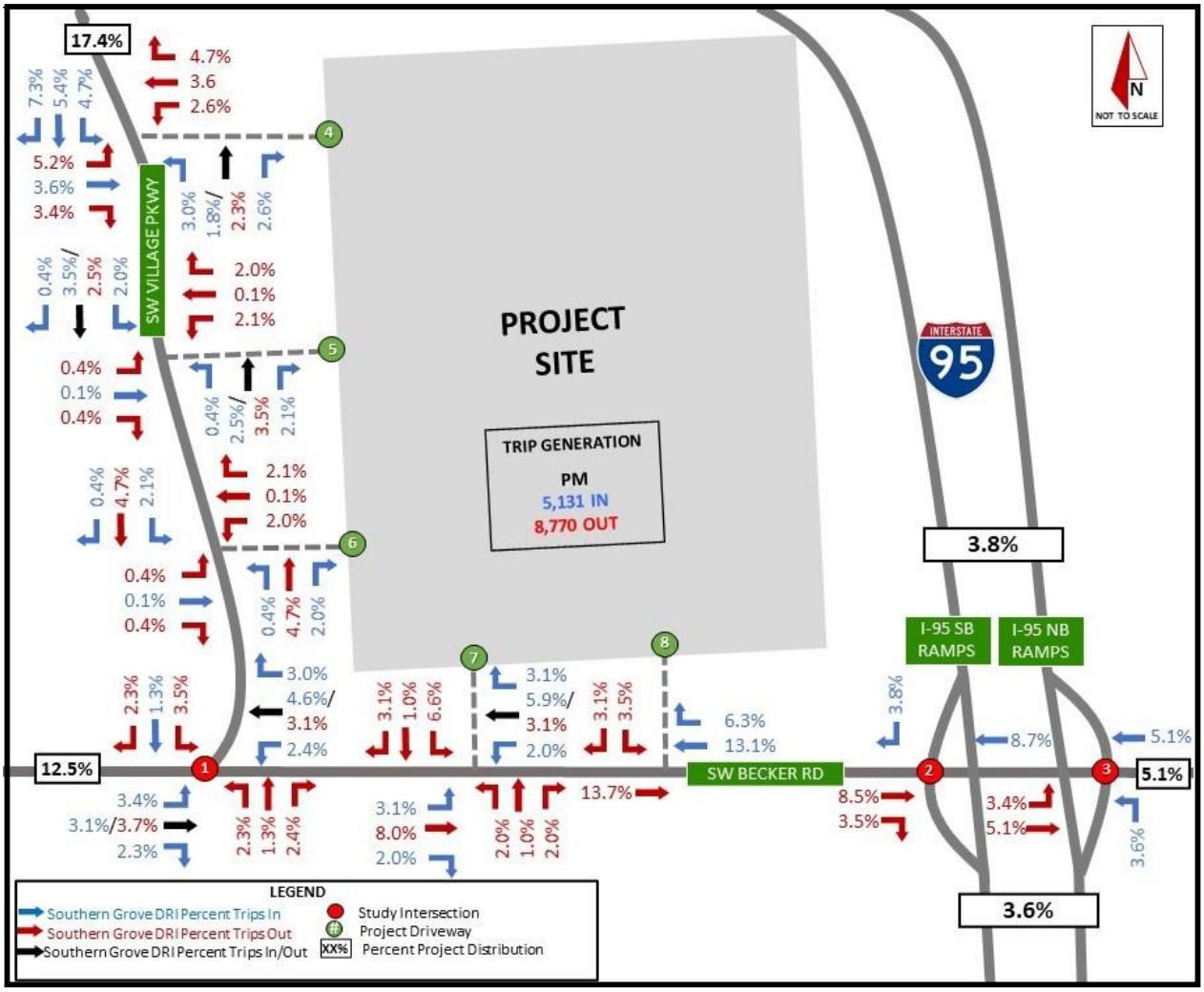



Figure 7: Southern Grove DRI Vested Project Trip Distribution

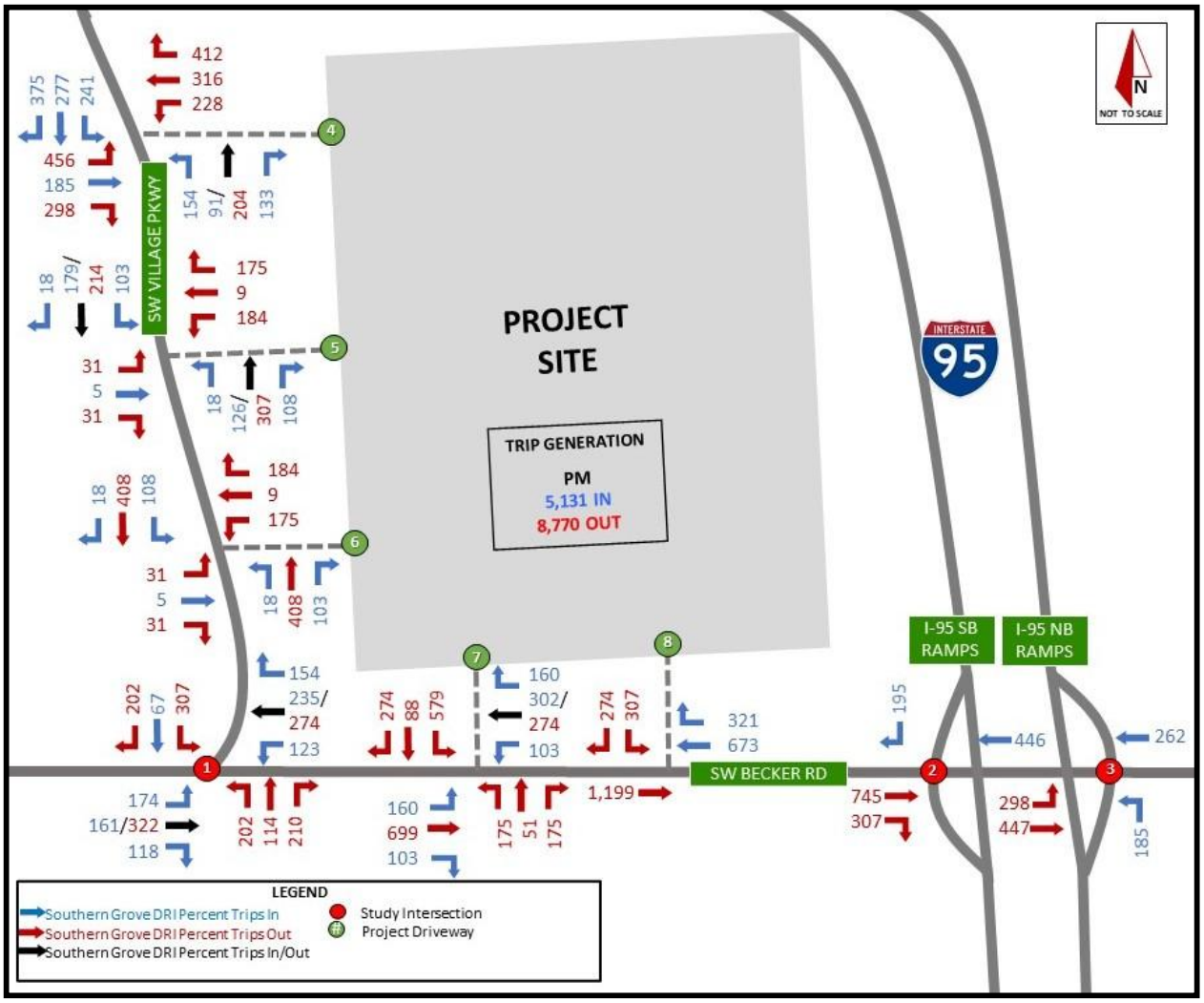



Figure 8: Southern Grove DRI PM Peak Hour Project Trip Assignment

# APPENDIX I
# Historical Growth Information

## Projections of Florida Population by County, 2020–2045, with Estimates for 2019 (continued)

| County and State | Estimates April 1, 2019 | Projections, April 1 2020 | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|---|---|
| MIAMI-DADE | 2,812,130 | | | | | | |
| Low | | 2,734,000 | 2,815,500 | 2,873,400 | 2,917,900 | 2,938,500 | 2,944,500 |
| Medium | | 2,849,900 | 3,022,600 | 3,167,900 | 3,294,700 | 3,399,200 | 3,489,900 |
| High | | 2,961,800 | 3,214,300 | 3,458,200 | 3,679,000 | 3,875,800 | 4,057,700 |
| MONROE | 76,212 | | | | | | |
| Low | | 73,200 | 71,500 | 69,800 | 68,100 | 66,400 | 64,700 |
| Medium | | 76,300 | 76,500 | 76,800 | 77,100 | 77,400 | 77,700 |
| High | | 79,300 | 81,900 | 84,500 | 87,000 | 89,200 | 91,400 |
| NASSAU | 85,070 | | | | | | |
| Low | | 81,600 | 86,200 | 89,400 | 91,200 | 92,100 | 92,500 |
| Medium | | 86,900 | 95,800 | 103,100 | 109,100 | 114,300 | 118,900 |
| High | | 92,100 | 104,300 | 116,100 | 127,200 | 137,500 | 148,000 |
| OKALOOSA | 201,514 | | | | | | |
| Low | | 195,500 | 199,600 | 202,500 | 203,600 | 203,900 | 203,900 |
| Medium | | 203,800 | 214,300 | 223,300 | 230,400 | 236,600 | 242,300 |
| High | | 211,800 | 227,900 | 243,700 | 256,800 | 269,000 | 280,900 |
| OKEECHOBEE | 41,808 | | | | | | |
| Low | | 40,400 | 40,600 | 40,400 | 40,200 | 39,800 | 39,400 |
| Medium | | 42,100 | 43,400 | 44,400 | 45,300 | 46,000 | 46,700 |
| High | | 43,800 | 46,500 | 48,900 | 51,300 | 53,500 | 55,700 |
| ORANGE | 1,386,080 | | | | | | |
| Low | | 1,346,300 | 1,439,500 | 1,504,600 | 1,548,500 | 1,584,300 | 1,610,900 |
| Medium | | 1,418,900 | 1,573,000 | 1,696,800 | 1,797,400 | 1,888,700 | 1,972,200 |
| High | | 1,488,000 | 1,686,200 | 1,869,600 | 2,029,700 | 2,188,600 | 2,344,100 |
| OSCEOLA | 370,552 | | | | | | |
| Low | | 361,000 | 406,300 | 442,500 | 469,700 | 491,000 | 508,900 |
| Medium | | 384,800 | 452,100 | 510,200 | 558,900 | 602,200 | 642,600 |
| High | | 407,000 | 488,400 | 568,000 | 640,700 | 711,600 | 783,900 |
| PALM BEACH | 1,447,857 | | | | | | |
| Low | | 1,406,300 | 1,441,300 | 1,465,900 | 1,483,700 | 1,494,900 | 1,497,500 |
| Medium | | 1,465,800 | 1,547,200 | 1,616,500 | 1,676,600 | 1,729,500 | 1,775,200 |
| High | | 1,523,500 | 1,645,400 | 1,764,200 | 1,870,700 | 1,971,800 | 2,063,600 |
| PASCO | 527,122 | | | | | | |
| Low | | 515,300 | 545,800 | 569,400 | 585,600 | 597,100 | 605,200 |
| Medium | | 537,300 | 586,100 | 626,800 | 659,200 | 686,700 | 711,000 |
| High | | 558,300 | 623,100 | 685,200 | 738,300 | 787,600 | 833,900 |
| PINELLAS | 978,045 | | | | | | |
| Low | | 955,000 | 962,400 | 962,500 | 957,600 | 953,600 | 948,200 |
| Medium | | 984,900 | 1,014,400 | 1,035,600 | 1,051,300 | 1,066,600 | 1,080,600 |
| High | | 1,014,100 | 1,069,900 | 1,120,200 | 1,158,700 | 1,197,400 | 1,233,300 |
| POLK | 690,606 | | | | | | |
| Low | | 668,200 | 701,500 | 723,800 | 737,600 | 745,000 | 748,800 |
| Medium | | 704,100 | 766,400 | 817,000 | 858,000 | 893,100 | 924,700 |
| High | | 738,500 | 821,700 | 899,500 | 966,700 | 1,029,200 | 1,089,600 |
| PUTNAM | 73,268 | | | | | | |
| Low | | 70,400 | 68,700 | 66,900 | 65,300 | 63,500 | 61,800 |
| Medium | | 73,300 | 73,600 | 73,700 | 73,900 | 74,100 | 74,300 |
| High | | 76,300 | 78,700 | 81,100 | 83,400 | 85,400 | 87,300 |
| ST. JOHNS | 254,412 | | | | | | |
| Low | | 247,500 | 278,000 | 301,300 | 318,500 | 332,400 | 343,900 |
| Medium | | 263,900 | 309,300 | 347,600 | 379,400 | 408,100 | 434,900 |
| High | | 279,200 | 334,200 | 386,800 | 434,500 | 481,800 | 529,700 |
| ST. LUCIE | 309,359 | | | | | | |
| Low | | 302,300 | 319,300 | 333,800 | 344,300 | 352,000 | 357,600 |
| Medium | | 315,200 | 342,900 | 367,500 | 387,400 | 404,400 | 419,400 |
| High | | 327,500 | 364,600 | 401,700 | 434,100 | 464,300 | 492,800 |

# APPENDIX J
# Signal Warrant Analysis

2023 PM Peak Hour Future Background Traffic Conditions

# TRAFFIC SIGNAL WARRANT SUMMARY

City: **City of Port St. Lucie** Engineer: **KHA Analyst**
County: **St. Lucie** Date: **March 23, 2021**

Major Street: **SW Village Parkway** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Paar Drive/Driveway 1** Lanes: **2**

**Volume Level Criteria**

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

## WARRANT 3 - PEAK HOUR

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

*If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.*

Unusual condition justifying use of warrant:

*Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.*

| Peak Hour | | |
|---|---|---|
| | | |

**Criteria**

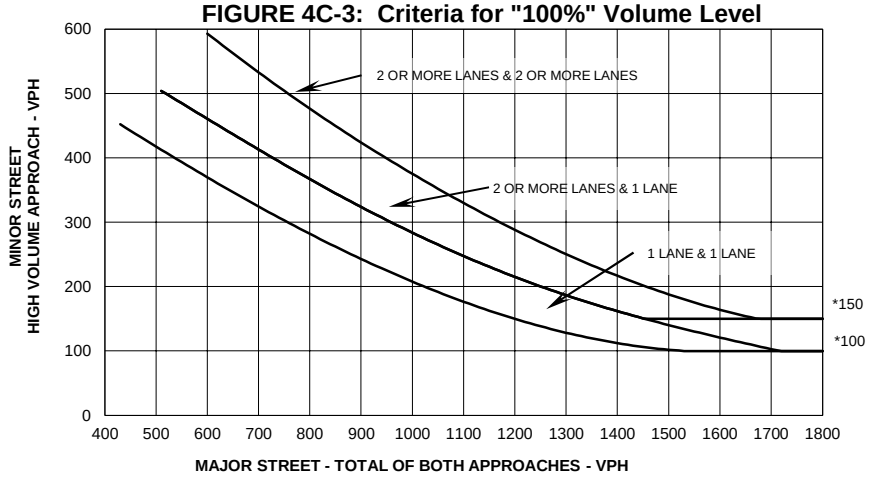
| 1. Delay on Minor Approach *(vehicle-hours) | | |
|---|---|---|
| Approach Lanes | 1 | 2 |
| Delay Criteria* | 4.0 | 5.0 |
| Delay* | | |
| Fulfilled?: ☐ Yes ☐ No | | |

| 2. Volume on Minor Approach *(vehicles per hour) | | |
|---|---|---|
| Approach Lanes | 1 | 2 |
| Volume Criteria* | 100 | 150 |
| Volume* | | |
| Fulfilled?: ☐ Yes ☐ No | | |

| 3. Total Entering Volume *(vehicles per hour) | | |
|---|---|---|
| No. of Approaches | 3 | 4 |
| Volume Criteria* | 650 | 800 |
| Volume* | | |
| Fulfilled?: ☐ Yes ☐ No | | |

*Plot volume combination on the applicable figure below.*

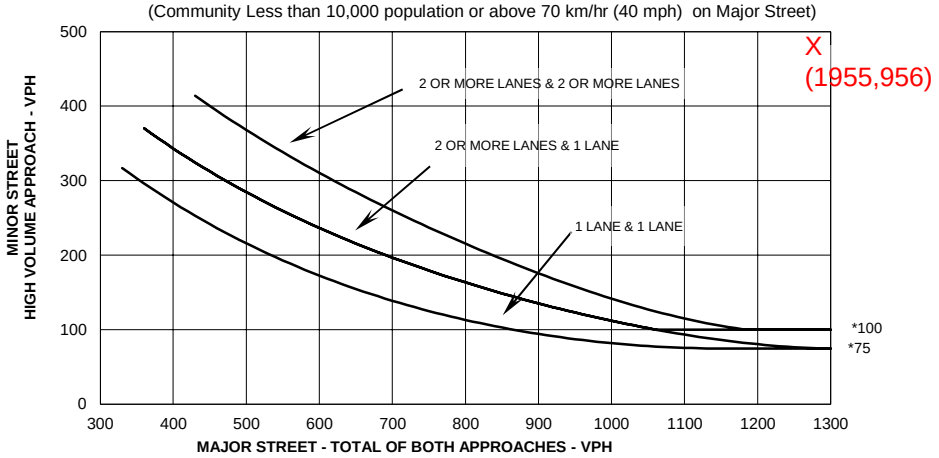
**FIGURE 4C-3: Criteria for "100%" Volume Level**




** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)




X (1955,956)

** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

2023 PM Peak Hour Future Background Traffic Conditions

# TRAFFIC SIGNAL WARRANT SUMMARY

City: **City of Port St. Lucie** Engineer: **KHA Analyst**
County: **St. Lucie** Date: **March 23, 2021**

Major Street: **SW Becker Road** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Driveway 4** Lanes: **2**

**Volume Level Criteria**

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

## WARRANT 3 - PEAK HOUR

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

*If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.*

Unusual condition justifying use of warrant:

*Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.*

| Peak Hour | | |
|---|---|---|
| | | |

**Criteria**

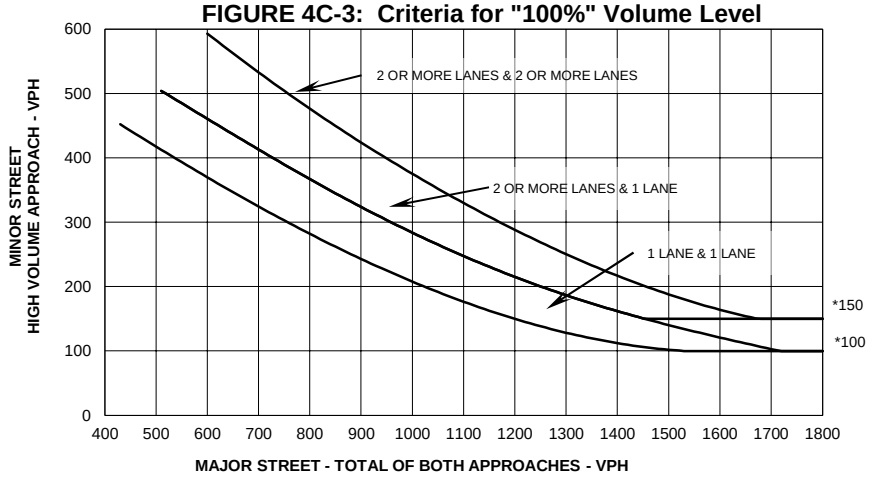
| 1. Delay on Minor Approach *(vehicle-hours) | | |
|---|---|---|
| Approach Lanes | 1 | 2 |
| Delay Criteria* | 4.0 | 5.0 |
| Delay* | | |
| Fulfilled?: ☐ Yes ☐ No | | |

| 2. Volume on Minor Approach *(vehicles per hour) | | |
|---|---|---|
| Approach Lanes | 1 | 2 |
| Volume Criteria* | 100 | 150 |
| Volume* | | |
| Fulfilled?: ☐ Yes ☐ No | | |

| 3. Total Entering Volume *(vehicles per hour) | | |
|---|---|---|
| No. of Approaches | 3 | 4 |
| Volume Criteria* | 650 | 800 |
| Volume* | | |
| Fulfilled?: ☐ Yes ☐ No | | |

*Plot volume combination on the applicable figure below.*

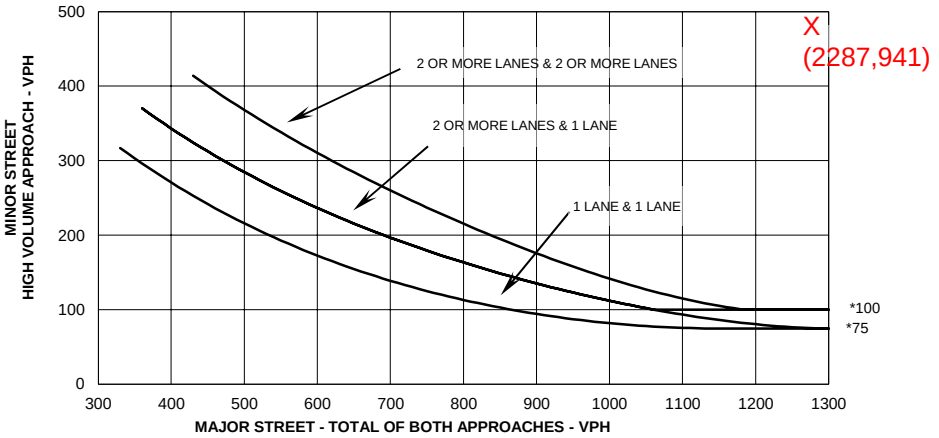
**FIGURE 4C-3: Criteria for "100%" Volume Level**




** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)




X (2287,941)

** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

# APPENDIX K
# NCHRP Report 457 Output

**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 45 |
| Major-road volume (one direction), veh/h: | 724 |
| Right-turn volume, veh/h: | 108 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 52 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |

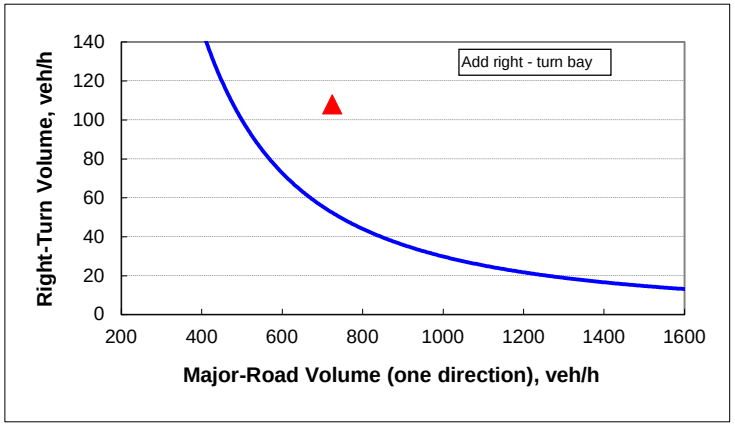


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 45 |
| Major-road volume (one direction), veh/h: | 694 |
| Right-turn volume, veh/h: | 103 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 56 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |