TRAFFIC IMPACT ANALYSIS

# GLADES CUT-OFF ROAD INDUSTRIAL

CITY OF PORT ST. LUCIE, FL

***Prepared for:***

***SEEFRIED INDUSTRIAL PROPERTIES***

***Prepared by:***

***KIMLEY-HORN AND ASSOCIATES, INC.***

JANUARY 2022

Kimley»Horn

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***KIMLEY-HORN AND ASSOCIATES, INC.***

046265028
January 2022

800 SW 2nd Avenue, Suite 100
Gainesville, FL 32601

THIS IS TO CERTIFY THAT THE ENCLOSED CALCULATIONS WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION.

Vincent E Spahr
2022.01.12 09:33:02 -05'00'

Vincent Spahr, P.E.

Florida Registration #088747

Kimley-Horn Registry #696

Date: 01/12/2022

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# INTRODUCTION

Kimley-Horn has performed a traffic impact analysis (TIA) to support a warehousing facility proposed on the south side of Midway Road, east of LTC Parkway, and west of Glades Cut-Off Road in the City of Port St. Lucie, Florida. The proposed development will be comprised of two (2) buildings: Building 100 consisting of 162,000 square feet of industrial warehousing and Building 200 consisting of 192,500 square feet of industrial warehousing. Access to the site will be provided via two right-in/right-out (RIRO) access driveways and one full access driveway connection along LTC Parkway, one RIRO access driveway on Midway Road, and one full access driveway connection on Glades Cut-Off Road. Project buildout is anticipated by the year 2023. The project location is illustrated in **Figure 1** and a conceptual site plan is provided in **Appendix A**.

The TIA evaluates operational conditions under PM peak hour conditions and identifies transportation improvement needs within the study area under existing (2021), future (2023) background, and future (2023) buildout traffic conditions. Traffic from the nearby proposed Speedway convenience market and gas station development and the proposed Project Midway industrial development on LTC Parkway are included in future background and future buildout analyses. The analysis has been performed in accordance with guidelines published in the City of Port St. Lucie Land Development Code, the St. Lucie County Land Development Code, and the St. Lucie Transportation Planning Organization (TPO) Standardized Traffic Impact Studies (TIS) Methodology and Procedures document.

This traffic analysis is based on traffic data collected in the field and supplemented by information obtained from the City of Port St. Lucie and Florida Department of Transportation (FDOT) sources. The study follows procedures established in Institute of Transportation Engineers (ITE) sources, FDOT sources, and the *Highway Capacity Manual,* 6$^{th}$ Edition (*HCM 6*).

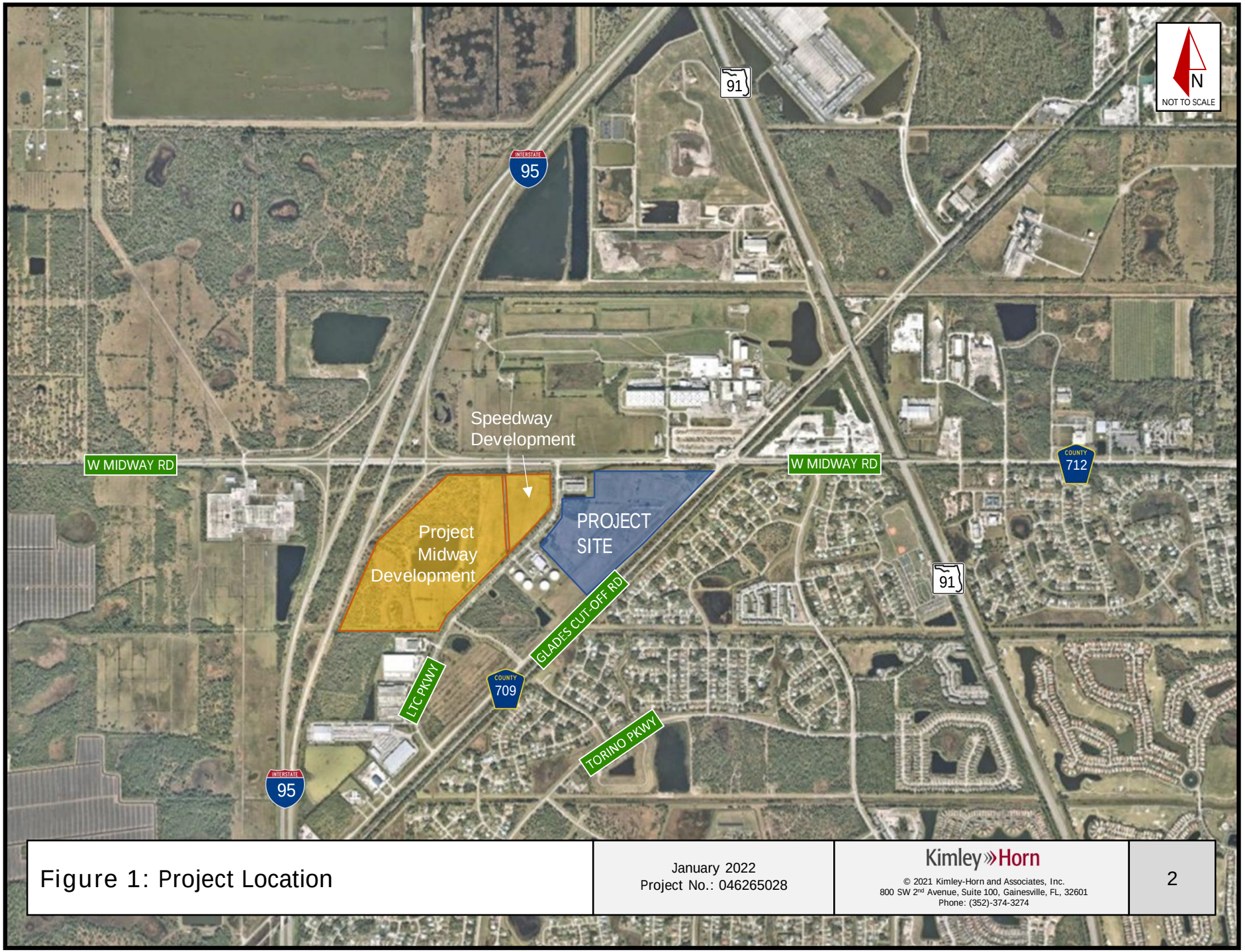


Figure 1: Project Location

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# PROJECT TRIP GENERATION

Trip generation for the proposed development was calculated according to the ITE *Trip Generation Manual*, 10th Edition. Trip rates for ITE land use code 150 (Warehousing) were applied to the proposed project.

The resulting new trip calculations indicate that the proposed development is anticipated to generate 70 PM peak hour trips (19 inbound and 51 outbound) upon buildout. **Table 1** summarizes the trip generation calculations. The overall trip generation was divided between the two buildings proportionately with their respective sizes relative to the total. The trip generation potential of the proposed development was utilized to assess project impacts on the surrounding roadway network.

**Table 1: Trip Generation Calculations**

| ITE Land Use Code | Land Use | Size | Units | Daily Trips | AM Peak | | | PM Peak | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | In | Out | Total | In | Out |
| 150 | Warehousing | 354.5 | 1,000 Sq Ft | 606 | 68 | 52 | 16 | 70 | 19 | 51 |
| **Building 100** | | 162.0 | 1,000 Sq Ft | 277 | 31 | 24 | 7 | 32 | 9 | 23 |
| **Building 200** | | 192.5 | 1,000 Sq Ft | 329 | 37 | 28 | 9 | 38 | 10 | 28 |
| **Total External Project Trips** | | | | **606** | **68** | **52** | **16** | **70** | **19** | **51** |

*Trip generation was calaculated using data from the ITE Trip Generation Manual, 10th Edition.*

**Warehousing [ITE 150]**

| | |
|---|---|
| Daily | T = 1.58(X) + 45.54, X is 1,000 sq. ft. |
| AM Peak Hour of Adjacent Street Traffic | T = 0.12(X) + 25.32, X is 1,000 sq. ft. (77% in / 23% out) |
| PM Peak Hour of Adjacent Street Traffic | T = 0.12(X) + 27.82, X is 1,000 sq. ft. (27% in / 73% out) |

# TRIP DISTRIBUTION, ASSIGNMENT, AND STUDY AREA

The project's trip distribution was developed based on output from the area's adopted transportation planning model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Treasure Coast Regional Planning Model and situated within the existing roadway network. The model was used to assign trips between allocated origin and destination pair using a select-zone analysis. Hand adjustments to the model were applied based on engineering judgment and knowledge of the surrounding transportation network. The model output reflecting the manual adjustments is provided in **Appendix B**. **Figure 2** illustrates the anticipated project trip distribution onto the surrounding roadway network. **Figures 3 and 4** illustrate the anticipated project trips movements at each intersection.

The study area for the project includes all road segments on which the peak hour directional project traffic consumes either one percent (1%) or more of the existing or committed peak hour directional service capacity where development traffic makes its first connection to the roadway or five percent (5%) or more of the existing or committed peak hour directional service capacity. The St. Lucie County Land Development Code calls for all major roadways within two (2) miles of the proposed development to be included in the study area, as well.

**Table 2** summarizes the project impact calculations. The following roadway segments are included in the study area:

- Midway Road from McCarty Road to I-95, I-95 to Glades Cut-Off Road, Glades Cut-Off Road to East Torino Parkway, East Torino Parkway to Milner Road, Milner Road to west of Selvitz Road, and west of Selvitz Road to Selvitz Road
- LTC Parkway from Glades Cut-Off Road to Midway Road
- I-95 from St. Lucie West Boulevard to Midway Road and Midway Road to Okeechobee Road
- Glades Cut-Off Road from Commerce Center Drive to Midway Road, Midway Road to Jenkins Road, and Jenkins Road to Selvitz Road
- East Torino Parkway from Cashmere Boulevard to Torino Parkway and Torino Parkway to Midway Road
- Torino Parkway from Cashmere Boulevard to California Boulevard and California Boulevard to East Torino Parkway

In addition to the above noted roadway segments, the following intersections are included within the study area:

- Midway Road & I-95 SB Ramp (signalized)
- Midway Road & I-95 NB Ramp (signalized)
- Midway Road & LTC Parkway (unsignalized)
- Midway Road & Glades Cut-Off Road (signalized)
- Midway Road & East Torino Parkway (signalized)

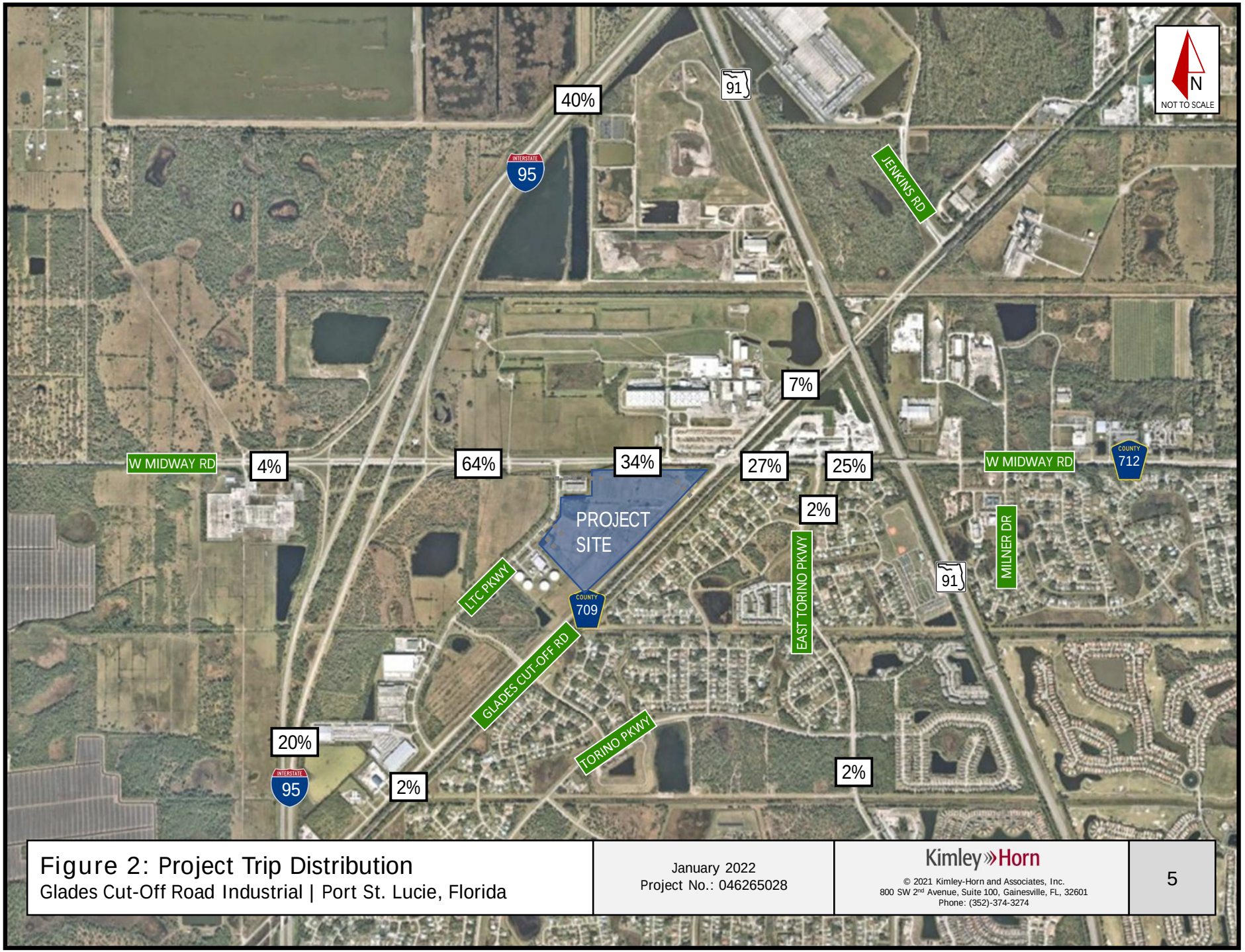


Figure 2: Project Trip Distribution
Glades Cut-Off Road Industrial | Port St. Lucie, Florida

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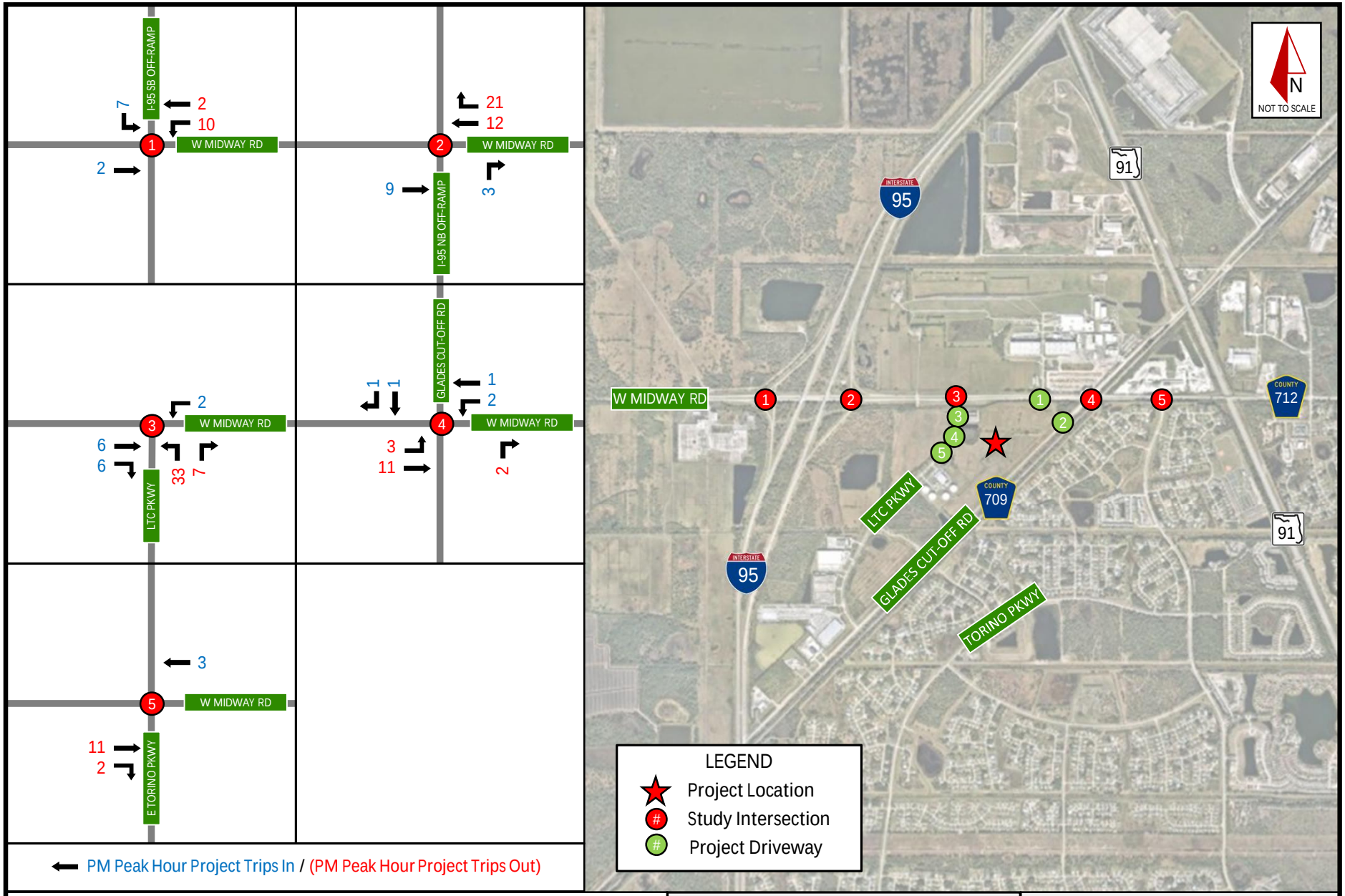


# Figure 3: Project Trip Assignment

Glades Cut-Off Industrial | Port St. Lucie, Florida

Project No: 046265028

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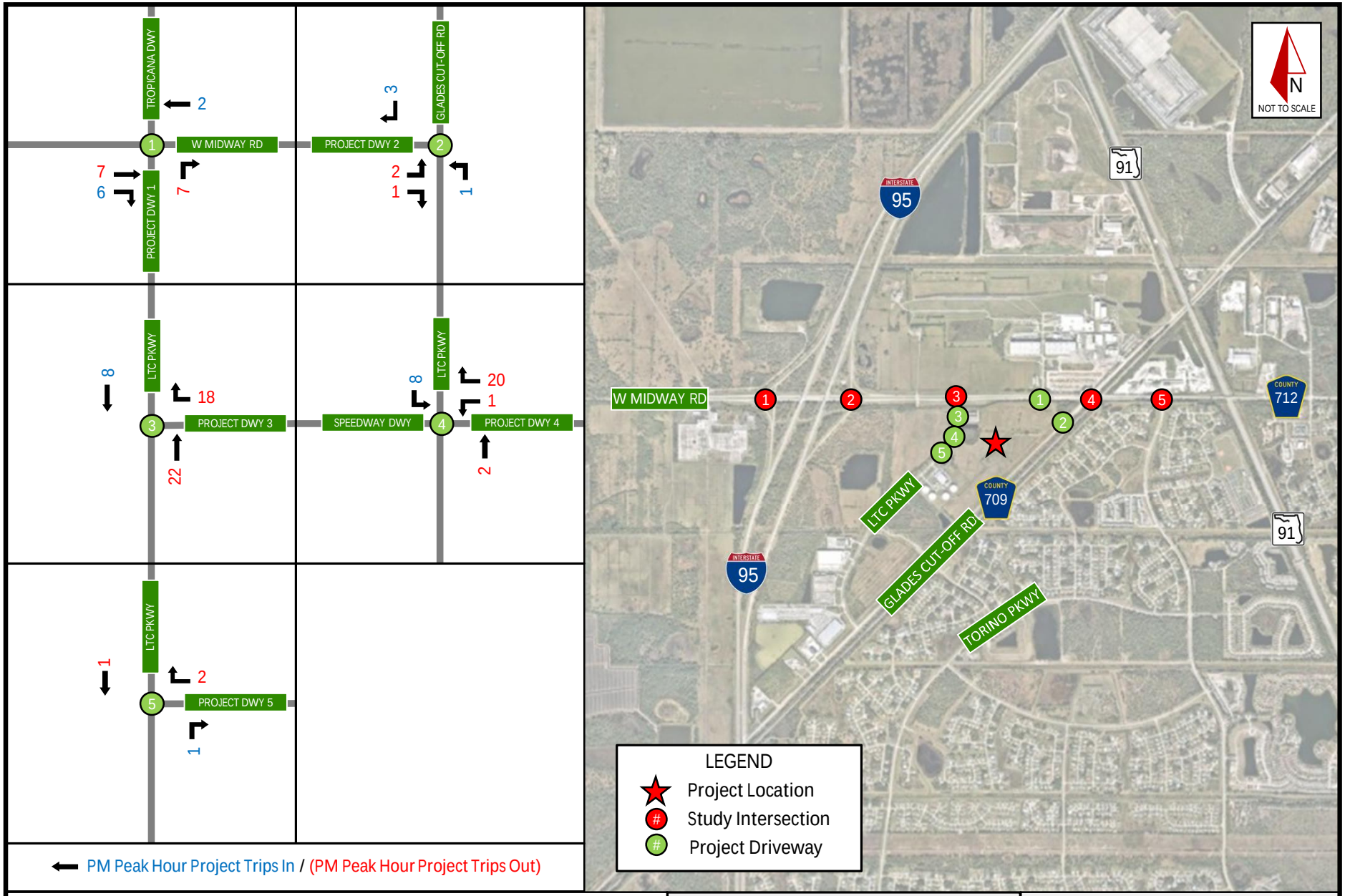


Figure 4: Project Trip Assignment, (cont.)
Glades Cut-Off Industrial | Port St. Lucie, Florida

Project No: 046265028

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**Table 2: Study Area Determination**

| Roadway | | Roadway Attributes [1] | | | | | Peak Hour Directional Maximum Service Volume [2] | PM Peak Hour Project Traffic | | | | Significant Impact? [5] | Within Two Miles? | Include In Study Area? [6] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | Functional Classification | Jurisdiction | Area Type | Adopted LOS | Number of Lanes | | % Assign [3] | NB / EB | SB / WB | % Impact [4] | | | |
| Midway Road | | | | | | | | | | | | | | |
| McCarty Road | I-95 | Principal Arterial | St. Lucie County | R | D | 2U | 700 | 2.0% | 0 | 1 | 0.14% | No | Yes | Yes |
| I-95 | Glades Cut-Off Road | Principal Arterial | St. Lucie County | U | E | 4D | 2,100 | 64.0% | 12 | 33 | 1.57% | Yes | Yes | Yes |
| Glades Cut-Off Road | East Torino Parkway | Principal Arterial | St. Lucie County | U | E | 4D | 2,100 | 27.0% | 14 | 5 | 0.67% | No | Yes | Yes |
| East Torino Parkway | Milner Dr | Principal Arterial | St. Lucie County | U | E | 2U | 880 | 25.0% | 13 | 5 | 1.48% | No | Yes | Yes |
| Milner Dr | W of Selvitz Rd | Principal Arterial | St. Lucie County | U | E | 2U | 790 | 25.0% | 13 | 5 | 1.65% | No | Yes | Yes |
| W of Selvitz Rd | Selvitz Road | Principal Arterial | St. Lucie County | U | E | 2U | 920 | 24.0% | 12 | 5 | 1.30% | No | Yes | Yes |
| LTC Parkway | | | | | | | | | | | | | | |
| Glades Cut-Off Road | Midway Road | Collector | Port St. Lucie | U | D | 2U | 680 | 50.0% | 10 | 26 | 3.82% | Yes | Yes | Yes |
| I-95 | | | | | | | | | | | | | | |
| St. Lucie West Boulevard | Midway Road | Interstate | FDOT | U | D | 6F | 5,500 | 20.0% | 4 | 10 | 0.18% | No | Yes | Yes |
| Midway Road | Okeechobee Road | Interstate | FDOT | U | D | 6F | 5,500 | 41.0% | 21 | 8 | 0.38% | No | Yes | Yes |
| Glades Cut-Off Road | | | | | | | | | | | | | | |
| Commerce Center Drive | Midway Road | Minor Arterial | St. Lucie County | U | E | 2U | 920 | 2.0% | 0 | 1 | 0.11% | No | Yes | Yes |
| Midway Road | Jenkins Road | Minor Arterial | St. Lucie County | U | E | 2U | 790 | 7.0% | 4 | 1 | 0.51% | No | Yes | Yes |
| Jenkins Road | Selvitz Road | Minor Arterial | St. Lucie County | U | E | 2U | 830 | 6.0% | 3 | 1 | 0.36% | No | Yes | Yes |
| East Torino Parkway | | | | | | | | | | | | | | |
| Cashmere Boulevard | Torino Parkway | Minor Arterial | Port St. Lucie | U | E | 2U | 830 | 2.0% | 0 | 1 | 0.12% | No | Yes | Yes |
| Torino Parkway | Midway Road | Minor Arterial | Port St. Lucie | U | E | 2U | 880 | 2.0% | 0 | 1 | 0.11% | No | Yes | Yes |
| Torino Parkway | | | | | | | | | | | | | | |
| Cashmere Boulevard | California Boulevard | Minor Arterial | Port St. Lucie | U | E | 2U | 630 | 0.0% | 0 | 0 | 0.00% | No | Yes | Yes |
| California Boulevard | East Torino Parkway | Major Collector | Port St. Lucie | U | D | 2U | 630 | 0.0% | 0 | 0 | 0.00% | No | Yes | Yes |

Notes:
1. Roadway attributes were obtained from the latest St. Lucie County Level of Service Report (Fall 2021), FDOT Functional Classification Map, City of Port St. Lucie Transportation Element, and St. Lucie County Streets Data.
2. Peak Hour Directional Maximum Service Volumes were obtained from the St. Lucie County Traffic Counts and Level of Service Report (Fall 2021) and supplemented by the FDOT Quality/Level of Service Handbook (2020).
3. Percent project traffic assignment was calculated as the maximum across the segment.
4. Percent impact was calculated as the maximum PM peak hour directional project traffic divided by the directional service volume.
5. In accordance with St. Lucie TPO Standardized TIS Methodology and Procedures, the minimum threshold for significance was at least 1% impact where development traffic makes its first connection to the roadway network or 5% impact to the maximum roadway service volume.
6. In accordance with St. Lucie County Land Development Code, the study area includes all significantly impacted segments and all segments within two miles of the project site.

# EXISTING CONDITIONS

Existing roadway and intersection conditions were evaluated as a baseline for comparison with future background and future buildout conditions.

## EXISTING ROADWAY SEGMENT ANALYSIS

The study area roadway segments were evaluated for level of service (LOS) and volume-to capacity (V/C) ratios based on the latest available traffic volume data from the St. Lucie TPO Traffic Counts and Level of Service Report (Fall 2021). For segments on which the latest available data was collected prior to 2021, a historical annual growth rate is applied to estimate existing (2021) traffic volumes.

Capacities for the study area roadways are based on the St. Lucie TPO Traffic Counts and Level of Service Report (Fall 2021) and supplemented with the latest generalized LOS capacity tables from the *FDOT Quality/Level of Service Handbook* (2020).

**Table 3** summarizes the existing (2021) roadway segment analysis. The analysis found that during the PM peak hour all study area roadway segments operate within their acceptable LOS service capacities except the segments of Midway Road between East Torino Parkway and Selvitz Road.

## EXISTING INTERSECTION ANALYSIS

The study area intersections were evaluated for LOS, delay, and V/C ratios utilizing *Synchro 11* software, which implements the methodologies outlined in the *HCM 6*. Turning movement volumes were collected at the study area intersections in June 2020 and September 2021. Turning movement counts are provided in **Appendix C**. Per instruction from St. Lucie County Traffic staff, a 1.23 factor was applied to the turning movement volumes collected in June 2020 to account for atypical traffic conditions related to the ongoing COVID-19 pandemic and associated stay-at-home orders. Turning movement volumes collected in September 2021 were adjusted to the peak season using the peak season conversion factor (PSCF) from the FDOT Florida Traffic Online (FTO). Seasonal factor data is included in **Appendix D.** Intersection volume development worksheets are provided in **Appendix E**. **Figure 5** illustrates the existing turning movements.

The study intersections were evaluated using existing signal timings, which were provided by St. Lucie County in April 2020. Existing signal timing data is provided in **Appendix F**. **Table 4** summarizes the existing (2021) intersection analyses for the PM peak hour conditions at the study area intersections. All six (6) study intersections operate with LOS D or better and V/C ratios less than 1.00 under existing PM peak hour conditions except the westbound left-turn movement, which has a V/C ratio of 1.04 under existing (2021) PM peak hour conditions. *Synchro* outputs are provided in **Appendix G**.

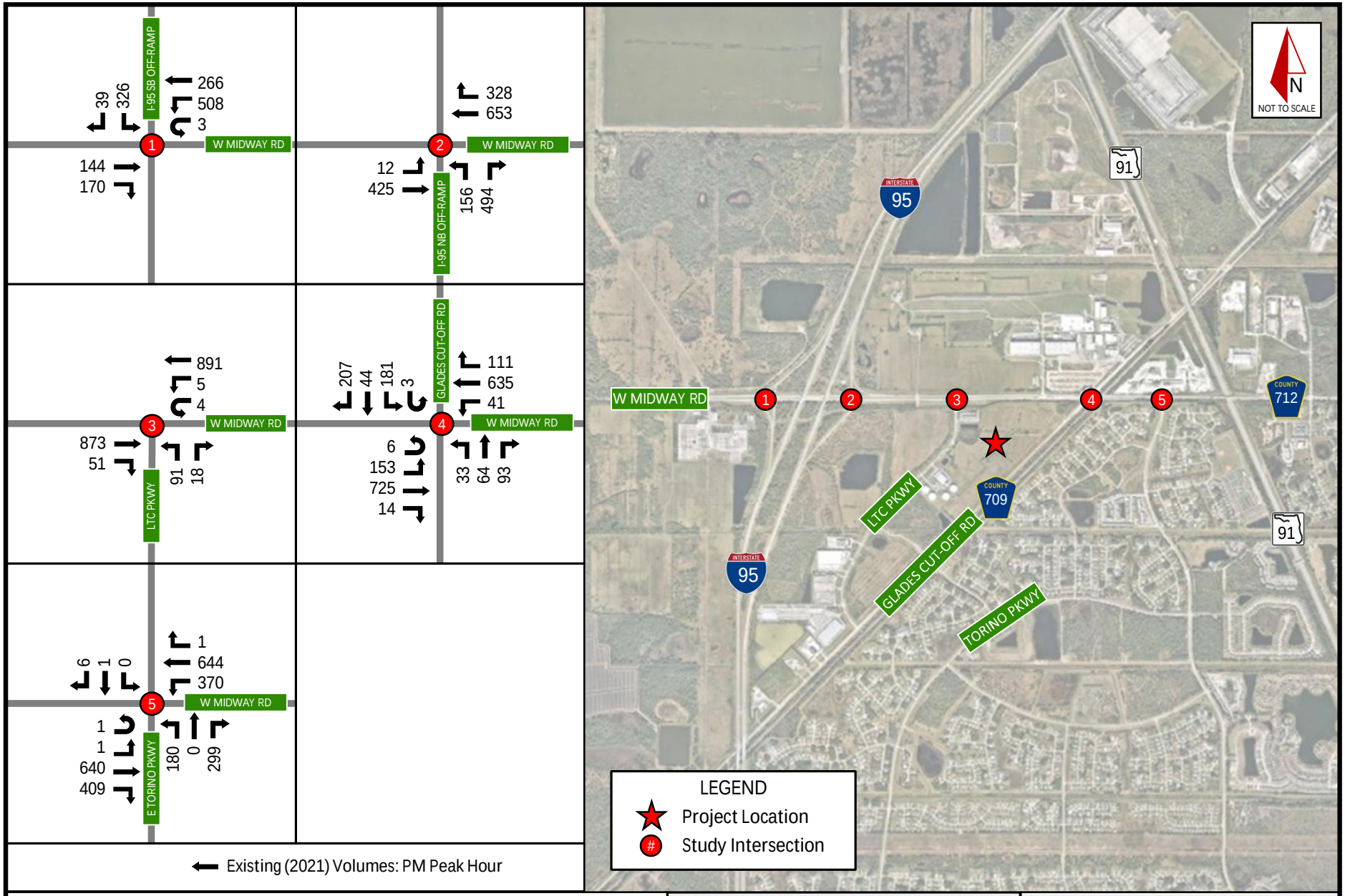


Figure 5: Existing (2021) Turning Movement Volumes

Glades Cut-Off Industrial | Port St. Lucie, Florida

Project No: 046265028

January 2022



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**Table 3: Existing (2021) Roadway Segment Analysis**

| Roadway | | Roadway Attributes [1] | | | | | Peak Hour Directional Maximum Service Volume [2] | Existing (2021) Peak Season Traffic Conditions | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PM Peak Hour Volume Data | | Applied Growth [4] | 2021 PM PHPD Volume | V/C Ratio | LOS |
| From | To | Functional Classification | Area Type | Roadway Jurisdiction | Adopted LOS | Number of Lanes | | PHPD Volume [3] | Year | | | | |
| Midway Road | | | | | | | | | | | | | |
| McCarty Road | I-95 | Principal Arterial | R | St. Lucie County | D | 2U | 700 | 519 | 2020 | 1.05 | 545 | 0.78 | C |
| I-95 | Glades Cut-Off Road | Principal Arterial | U | St. Lucie County | E | 4D | 2,100 | 996 | 2020 | 1.05 | 1,046 | 0.50 | C |
| Glades Cut-Off Road | East Torino Parkway | Principal Arterial | U | St. Lucie County | E | 4D | 2,100 | 1,087 | 2021 | 1.00 | 1,087 | 0.52 | C |
| East Torino Parkway | Milner Dr | Principal Arterial | U | St. Lucie County | E | 2U | 880 | 1,053 | 2021 | 1.00 | 1,053 | 1.20 | F |
| Milner Dr | W of Selvitz Rd | Principal Arterial | U | St. Lucie County | E | 2U | 790 | 1,053 | 2021 | 1.00 | 1,053 | 1.33 | F |
| W of Selvitz Rd | Selvitz Road | Principal Arterial | U | St. Lucie County | E | 2U | 920 | 1,053 | 2021 | 1.00 | 1,053 | 1.14 | F |
| LTC Parkway | | | | | | | | | | | | | |
| Glades Cut-Off Road | Midway Road | Collector | U | Port St. Lucie | D | 2U | 680 | 105 | 2020 [5] | 1.05 | 110 | 0.16 | C |
| I-95 | | | | | | | | | | | | | |
| St. Lucie West Boulevard | Midway Road | Interstate | U | FDOT | D | 6F | 5,500 | 3,222 | 2018 | 1.14 | 3,673 | 0.67 | C |
| Midway Road | Okeechobee Road | Interstate | U | FDOT | D | 6F | 5,500 | 4,063 | 2018 | 1.14 | 4,632 | 0.84 | D |
| Glades Cut-Off Road | | | | | | | | | | | | | |
| Commerce Center Drive | Midway Road | Minor Arterial | U | St. Lucie County | E | 2U | 920 | 171 | 2020 | 1.05 | 180 | 0.20 | C |
| Midway Road | Jenkins Road | Minor Arterial | U | St. Lucie County | E | 2U | 790 | 540 | 2021 | 1.00 | 540 | 0.68 | D |
| Jenkins Road | Selvitz Road | Minor Arterial | U | St. Lucie County | E | 2U | 830 | 384 | 2020 | 1.05 | 403 | 0.49 | D |
| East Torino Parkway | | | | | | | | | | | | | |
| Cashmere Boulevard | Torino Parkway | Minor Arterial | U | Port St. Lucie | E | 2U | 830 | 612 | 2021 | 1.00 | 612 | 0.74 | D |
| Torino Parkway | Midway Road | Minor Arterial | U | Port St. Lucie | E | 2U | 880 | 811 | 2021 | 1.00 | 811 | 0.92 | C |
| Torino Parkway | | | | | | | | | | | | | |
| Cashmere Boulevard | California Boulevard | Minor Arterial | U | Port St. Lucie | E | 2U | 630 | 362 | 2021 | 1.00 | 362 | 0.57 | D |
| California Boulevard | East Torino Parkway | Major Collector | U | Port St. Lucie | D | 2U | 630 | 253 | 2021 | 1.00 | 253 | 0.40 | C |

Notes:
1. Roadway attributes were obtained from the latest St. Lucie County Level of Service Report Fall 2021, FDOT Functional Classification Map, and City of Port St. Lucie Transportation Element.
2. Peak Hour Directional Maximum Service Volumes were obtained from the St. Lucie County Traffic Counts and Level of Service Report Fall 2021 and supplemented by the FDOT Quality/Level of Service Handbook (2020).
3. PM Peak Hour Peak Direction traffic volumes were obtained from the St. Lucie County Traffic Counts and Level of Service Report Fall 2021.
4. The growth rate applied is based on an average historical five-year growth rate of approximately 4.5% on study area roadways times the number of years since the traffic count.
5. Traffic volumes on the segment of LTC Parkway from Glades Cut-Off Road to Midway Road are based on turning movement volumes collected in June 2020. Per direction from St. Lucie County staff, a 1.23 factor was applied to account for the atypical traffic conditions at the time due to the ongoing COVID-19 pandemic.

**Table 4: Existing (2021) Intersection Operations**

| Intersection | Existing Conditions | | | |
|---|---|---|---|---|
| | Approach | LOS | Delay (sec/veh) | Max V/C |
| PM Peak Hour Traffic | | | | |
| Midway Rd & I-95 SB On & Off Ramps | Eastbound | C | 28.8 | 0.36 (EBT) |
| | Westbound | D | 51.0 | 1.04 (WBL) |
| | Southbound | D | 39.2 | 0.86 (SBL) |
| | Overall | D | 43.3 | 1.04 (WBL) |
| Midway Rd & I-95 NB On & Off Ramps | Eastbound | A | 6.3 | 0.25 (EBT) |
| | Westbound | B | 13.8 | 0.62 (WBT) |
| | Northbound | C | 23.5 | 0.72 (NBL) |
| | Overall | B | 12.4 | 0.72 (NBL) |
| Midway Rd & LTC Pkwy [1] | Westbound Left | B | 12.7 | 0.02 (WBL) |
| | Northbound | D | 25.8 | 0.39 (NBL) |
| Midway Rd & Glades Cut-Off Rd | Eastbound | C | 29.9 | 0.59 (EBT/R) |
| | Westbound | C | 35.0 | 0.70 (WBT/R) |
| | Northbound | D | 41.5 | 0.27 (NBT) |
| | Southbound | C | 33.9 | 0.55 (SBL) |
| | Overall | C | 33.3 | 0.70 (WBT/R) |
| Midway Rd & E Torino Pkwy | Eastbound | D | 34.7 | 0.85 (EBT) |
| | Westbound | C | 25.3 | 0.85 (WBL) |
| | Northbound | D | 49.2 | 0.65 (NBL) |
| | Southbound | E | 70.9 | 0.09 (SBT/R) |
| | Overall | C | 34.9 | 0.85 (WBL) |

1. LOS, Delay, and V/C are for yield- and stop-controlled approaches only at unsignalized intersection.

# FUTURE VOLUME DEVELOPMENT

An annual growth rate was determined to apply to existing roadway and intersection volumes to calculate future year (2023) background traffic volumes.

## HISTORICAL TRAFFIC GROWTH

Historical annual average daily traffic (AADT) volumes on the study area roadways were obtained from the last ten years of St. Lucie Traffic Count and Level of Service publications and from FDOT Florida Traffic Online historical AADT reports. The historical data was input into a forecast function to determine a linear growth rate based on five-year and ten-year historical data. The average five-year annual growth rate within the study area is 4.47 percent (4.47%) and the average ten-year annual growth rate is 2.85 percent (2.85%). When weighted by the latest AADT data (year 2019), the five-year average is 4.29 percent (4.29%), and the ten-year average is 2.84 percent (2.84%). The historical AADT volumes are shown in **Table 5**.

## PROJECTED POPULATION GROWTH

Future population projections for St. Lucie County were reviewed as a secondary factor in determining the anticipated growth in traffic volumes within the study area. The University of Florida's Bureau of Economic and Business Research (BEBR) publishes low, medium, and high population projections for each County in Florida in five-year increments through year 2045. Based on the population projections for St. Lucie County in year 2025, BEBR estimates a low annual growth rate of 0.21 percent (0.21%), a medium annual growth rate of 1.66 percent (1.66%), and a high annual growth rate of 2.89 percent (2.89%).

## APPLIED GROWTH RATE

The background annual growth rate selected for this Traffic Analysis is 3.50 percent (3.50%). The selected annual growth rate is between the historical five-year and ten-year weighted average growth rate and higher than anticipated population growth in St. Lucie County.

## ADJACENT PROJECT TRIPS

In addition to annual background traffic growth, the anticipated project trips from the adjacent Speedway gas station/convenience market and Project Midway industrial development are included in the background traffic growth calculations. Excerpts from the Project Midway traffic study (which includes Speedway project trips) are provided in **Appendix H**.

**Table 5: Historical Growth Rate Calculations**

| Roadway From | To | FDOT/TPO Count Station | Historical Annual Average Daily Traffic [1] 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 5-year Growth Rate [2] | 10-year Growth Rate [2] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Midway Road | | | | | | | | | | | | | | |
| McCarty Road | I-95 | 940732 | 4,600 | 4,400 | 4,600 | 4,200 | 4,400 | 4,400 | 4,700 | 5,800 | 5,000 | 8,400 | 6.48% | -1.73% |
| I-95 | Glades Cut-Off Road | 945140 | 14,300 | 12,400 | 15,500 | 14,200 | 15,900 | 15,900 | 15,200 | 16,500 | 19,100 | 21,000 | 5.46% | 1.48% |
| Glades Cut-Off Road | East Torino Parkway | 228 | -- | 12,500 | 12,285 | 11,000 | 16,000 | 19,000 | 19,500 | 18,000 | 20,000 | 21,500 | 1.79% | 5.50% |
| East Torino Parkway | Selvitz Road | 948538 | 13,000 | 13,000 | 16,200 | 15,700 | 15,900 | 15,600 | 15,800 | 16,000 | 16,800 | 16,600 | 1.97% | 2.52% |
| LTC Parkway | | | | | | | | | | | | | | |
| Glades Cut-Off Road | Midway Road | N/A [3] | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| I-95 | | | | | | | | | | | | | | |
| St. Lucie West Boulevard | Midway Road | 941904 | -- | -- | 56,039 | 56,504 | 54,912 | 55,171 | 57,884 | 58,368 | 68,500 | 63,486 | 4.68% | 2.41% |
| Midway Road | Okeechobee Road | 941902 | -- | -- | 63,416 | 64,444 | 65,849 | 66,916 | 68,954 | 70,109 | 78,500 | 75,846 | 3.76% | 2.71% |
| Glades Cut-Off Road | | | | | | | | | | | | | | |
| Commerce Center Drive | Midway Road | 940279 | 2,500 | 2,300 | 2,400 | 2,500 | 2,700 | 2,700 | 2,700 | 2,800 | 2,800 | 2,800 | 1.39% | 2.06% |
| Midway Road | Jenkins Road | 115 | -- | -- | 6,583 | 6,000 | 6,652 | 6,795 | 10,500 | 9,100 | 9,011 | 12,500 | 5.71% | 3.99% |
| Jenkins Road | Selvitz Road | 113 | -- | -- | 4,815 | 4,800 | 4,913 | 4,955 | 7,700 | 6,176 | 6,303 | 6,600 | 3.13% | 5.19% |
| East Torino Parkway | | | | | | | | | | | | | | |
| Cashmere Boulevard | Torino Parkway | 710 | -- | 7,400 | 7,500 | 8,000 | 6,600 | 6,471 | 6,086 | 12,000 | 11,000 | 11,500 | 11.59% | 3.56% |
| Torino Parkway | Midway Road | 237 | -- | 9,600 | 9,781 | 9,781 | 11,000 | 12,500 | 11,500 | 13,000 | 13,000 | 14,500 | 2.99% | 3.35% |
| Torino Parkway | | | | | | | | | | | | | | |
| Cashmere Boulevard | California Boulevard | 709 | -- | -- | 5,600 | 5,600 | 5,600 | 6,800 | 7,200 | 7,600 | 7,400 | 7,800 | 2.67% | 4.67% |
| California Boulevard | East Torino Parkway | 238 | -- | -- | 3,596 | 3,840 | 4,083 | 3,200 | 3,682 | 3,817 | 4,300 | 4,314 | 6.46% | 1.29% |
| | | | | | | | | | | | | *Average:* | *4.47%* | *2.85%* |
| | | | | | | | | | | | | *Weighted Average [4]:* | *4.29%* | *2.84%* |

Notes:

1. Historical AADT volumes were obtained from St. Lucie County Traffic Counts and Level of Service Reports and from FDOT Florida Traffic Online.
2. 5-year and 10-year growth rates are calculated based on a linear trend forecast formula applied to the available historical AADT data.
3. Historical traffic data for LTC Parkway was not available from St. Lucie County or FDOT.
4. The weighted average is weighted by the latest available (2019) AADT volume on the roadway segments.
5. High Population Projection is from the highest of three population projections for St. Lucie County through year 2025 published by the Bureau of Economic and Business Research.

| | |
|---|---|
| *High Population Projection [5]:* | *2.89%* |
| *Recommended Annual Growth Rate:* | *3.50%* |

# COMMITTED IMPROVEMENTS

A review of the St. Lucie TPO 2045 Long Range Transportation Plan (LRTP), the St. Lucie TPO Transportation Improvement Program (TIP), and the FDOT 5-year work program, the following improvements are located within the study area of the development.

- Additional northbound and southbound left-turn lanes at the I-95 & Midway Road interchange (Item Number 439754-1). The improvements have construction funding and is therefore included in the future background scenario.
    - FDOT has Design and Construction finding in FY 2022
- Widening of Midway Road from a 2-lane facility to a 4-lane facility from Glades Cut-Off Road to Jenkins Road.
    - This improvement does not have construction funding and therefore is not included in the future background scenario.
- Widening of Midway Road from a 2-lane facility to a 4-lane facility from Jenkins Road to Selvitz Road (Item Number 231440-5).
    - This improvement has construction funding for FY 2026 and therefore is not included in the future background scenario.

Information pertaining to the I-95 & Midway Road interchange improvements (Item Number 439754-1) are provided within **Appendix I**.

# FUTURE (2023) BACKGROUND CONDITIONS

Future roadway and intersection conditions were evaluated after applying two (2) years of 3.50 percent (3.50%) annual growth and anticipated traffic from the adjacent developments to the existing (2021) segment and intersection turning movement volumes.

## FUTURE (2023) BACKGROUND ROADWAY SEGMENT ANALYSIS

Future (2023) background traffic volumes on the study area roadway segments were determined by applying the annual growth rate to the existing (2021) peak hour directional volumes and adding project trips from the adjacent Speedway development and Project Midway industrial development. Future (2023) background traffic volumes were then compared to the service capacities for each individual roadway segment based on the St. Lucie TPO Traffic Counts and Level of Service Report (Fall 2021) and supplemented with the latest generalized LOS capacity tables from the *FDOT Quality/Level of Service Handbook* (2020).

**Table 6** summarizes the future (2023) background roadway segment analysis. The analysis found that all study area roadway segments are expected to operate within their LOS service volume except for the segments of Midway Road between East Torino Parkway and Selvitz Road (which were identified under existing conditions), and the segment of East Torino Parkway between Torino Parkway and Midway Road.

**Table 6: Future (2023) Background Roadway Segment Analysis**

| Roadway | | | Roadway Attributes [1] | | Peak Hour Directional Maximum Service Volume [2] | Existing (2021) PM PHPD Volume | Background Growth | | Future (2023) Background Traffic Conditions | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | From | To | Adopted LOS | Number of Lanes | | | Annual Growth | Adjacent Development [3] | Future (2023) PM PHPD Volume [4] | V/C Ratio | LOS |
| Midway Road | | | | | | | | | | | |
| | McCarty Road | I-95 | D | 2U | 700 | 545 | 3.50% | 7 | 591 | 0.84 | C |
| | I-95 | Glades Cut-Off Road | E | 4D | 2,100 | 1,046 | 3.50% | 339 | 1,460 | 0.70 | C |
| | Glades Cut-Off Road | East Torino Parkway | E | 4D | 2,100 | 1,087 | 3.50% | 217 | 1,381 | 0.66 | C |
| | East Torino Parkway | Milner Dr | E | 2U | 880 | 1,053 | 3.50% | 189 | 1,317 | 1.50 | F |
| | Milner Dr | W of Selvitz Rd | E | 2U | 790 | 1,053 | 3.50% | 189 | 1,317 | 1.67 | F |
| | W of Selvitz Rd | Selvitz Road | E | 2U | 920 | 1,053 | 3.50% | 189 | 1,317 | 1.43 | F |
| LTC Parkway | | | | | | | | | | | |
| | Glades Cut-Off Road | Midway Road | D | 4D | 1,470 | 110 | 3.50% | 224 | 342 | 0.23 | C |
| I-95 | | | | | | | | | | | |
| | St. Lucie West Boulevard | Midway Road | D | 6F | 5,500 | 3,673 | 3.50% | 173 | 4,108 | 0.75 | C |
| | Midway Road | Okeechobee Road | D | 6F | 5,500 | 4,632 | 3.50% | 173 | 5,135 | 0.93 | D |
| Glades Cut-Off Road | | | | | | | | | | | |
| | Commerce Center Drive | Midway Road | E | 2U | 920 | 180 | 3.50% | 19 | 212 | 0.23 | C |
| | Midway Road | Jenkins Road | E | 2U | 790 | 540 | 3.50% | 39 | 617 | 0.78 | D |
| | Jenkins Road | Selvitz Road | E | 2U | 830 | 403 | 3.50% | 39 | 471 | 0.57 | D |
| East Torino Parkway | | | | | | | | | | | |
| | Cashmere Boulevard | Torino Parkway | E | 2U | 830 | 612 | 3.50% | 25 | 681 | 0.82 | E |
| | Torino Parkway | Midway Road | E | 2U | 880 | 811 | 3.50% | 25 | 894 | 1.02 | F |
| Torino Parkway | | | | | | | | | | | |
| | Cashmere Boulevard | California Boulevard | E | 2U | 630 | 362 | 3.50% | -- | 388 | 0.62 | D |
| | California Boulevard | East Torino Parkway | D | 2U | 630 | 253 | 3.50% | -- | 271 | 0.43 | D |

Notes:

1. Roadway attributes were obtained from the latest St. Lucie County Level of Service Report Fall 2021, FDOT Functional Classification Map, and City of Port St. Lucie Transportation Element.
2. Peak Hour Directional Maximum Service Volumes were obtained from the St. Lucie County Traffic Counts and Level of Service Report Fall 2021 and supplemented by the FDOT Quality/Level of Service Handbook (2020).
3. PM Peak Hour trips from the Speedway gas station/convenience market and Project Midway industrial proposed on the adjacent property.
4. Future (2023) PM Peak Hour Peak Direction Volumes are the sum of existing conditions, two years of background growth, and estimated peak direction trips from the proposed Speedway and Project Midway developments.

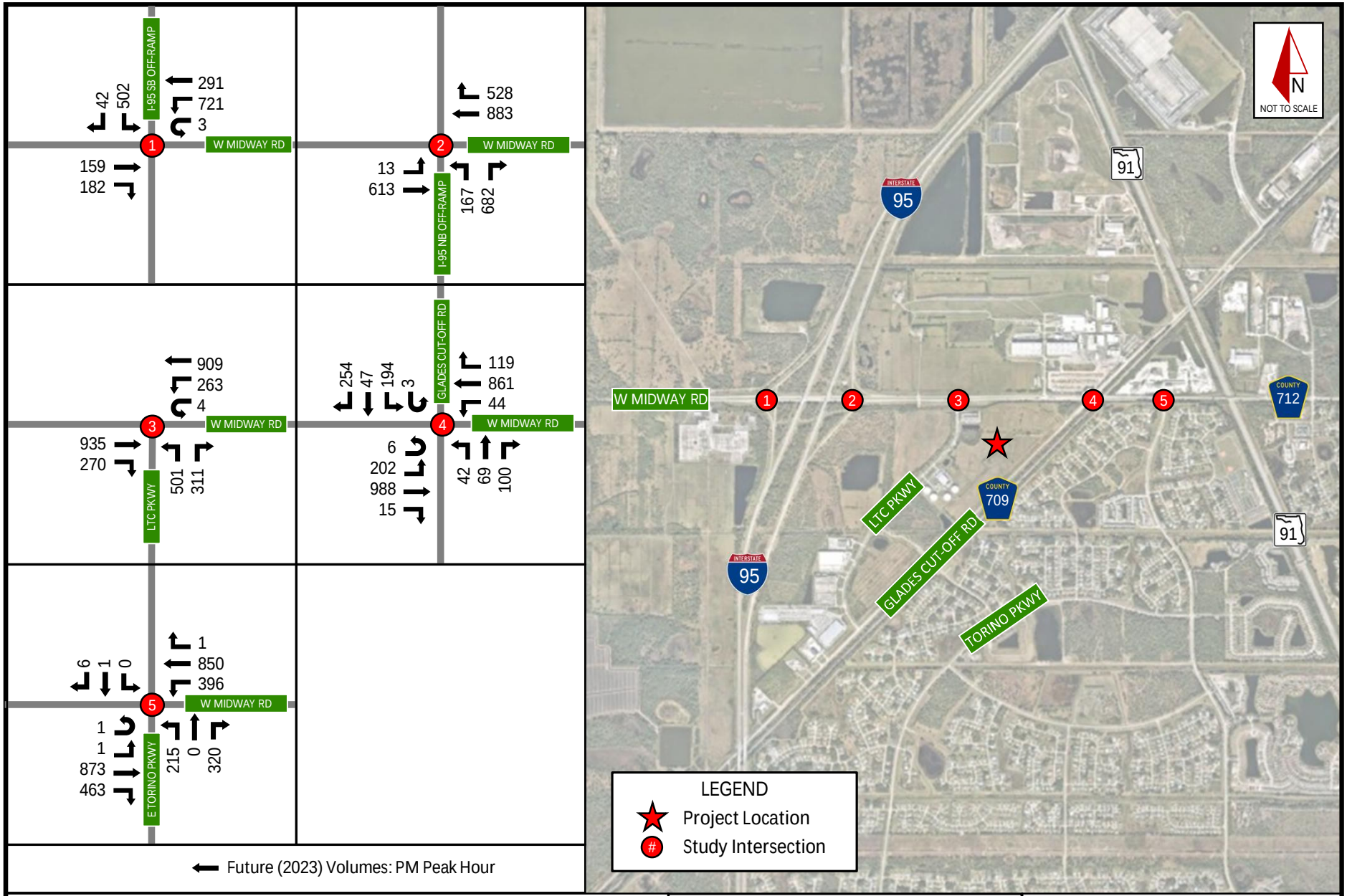
## FUTURE (2023) BACKGROUND INTERSECTION ANALYSIS

Future (2023) background turning movement volumes were calculated by applying the annual 3.50 percent (3.50%) growth rate to existing (2021) peak season turning movement volumes and adding estimated project trips from the proposed Speedway gas station/convenience market and the Project Midway industrial development. Future background intersection volumes are illustrated in **Figure 6** and intersection volume development worksheets are provided in **Appendix E**.

Future (2023) background conditions at the study area intersections were evaluated for LOS and V/C ratios utilizing *Synchro 11* software. **Table 7** summarizes the future (2023) background intersection analyses for PM peak hour conditions at the study area intersections. *Synchro* outputs are provided in **Appendix G**. Note that the committed improvements at the I-95 and Midway Road interchange were assumed for the background analysis and the intersection of Midway Road and LTC Parkway was analyzed as a traffic signal, since the Project Midway traffic study indicated that a traffic signal is warranted under future (2023) background conditions. LTC Parkway was evaluated as a four-lane roadway with two through lanes in each direction since the Project Midway industrial development included widening the existing two-lane roadway to a four-lane roadway.

At the intersection of Midway Road and East Torino Parkway the eastbound through movement and westbound left-turn movement are anticipated to operate with V/C ratios greater than 1.00 and the overall intersection is anticipated to operate with LOS F under future (2023) background PM peak hour conditions. In order to accommodate the future (2023) background volumes, it is assumed that a dedicated right-turn lane will be constructed, the outside lane will be converted to a through lane, and a second eastbound receiving lane will be constructed on Midway Road and East Torino Parkway. This improvement is consistent with the widening of Midway Road listed in FDOT's Five Year Work Program, funded for construction in FY 2025-2026. With the implementation of this improvement, the intersection of Midway Road and East Torino Parkway would be expected to operate with LOS D during the PM peak hour under future (2023) background conditions.

All other intersections are expected to operate with LOS D or better under future (2023) background PM peak hour conditions. **Table 7** summarizes the intersection operations for future (2023) background conditions.




# Figure 6: Future (2023) Background Turning Movement Volumes

Glades Cut-Off Industrial | Port St. Lucie, Florida

Project No: 046265028

January 2022





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**Table 7: Future (2023) Background Intersection Analysis**

| Intersection | Future Background Conditions | | | | w/ Background Improvements | | | |
|---|---|---|---|---|---|---|---|---|
| | Approach | LOS | Delay (sec/veh) | Max V/C | Approach | LOS | Delay (sec/veh) | Max V/C |
| PM Peak Hour Traffic | | | | | | | | |
| Midway Rd & I-95 SB On & Off Ramps | Eastbound | D | 41.6 | 0.51 (EBT) | - | - | - | - |
| | Westbound | C | 33.0 | 0.94 (WBL) | - | - | - | - |
| | Southbound | E | 66.1 | 0.91 (SBL) | - | - | - | - |
| | Overall | D | 44.0 | 0.94 (WBL) | - | - | - | - |
| Midway Rd & I-95 NB On & Off Ramps | Eastbound | A | 6.1 | 0.33 (EBT) | - | - | - | - |
| | Westbound | B | 13.9 | 0.69 (WBT) | - | - | - | - |
| | Northbound | C | 21.8 | 0.42 (NBL) | - | - | - | - |
| | Overall | B | 11.8 | 0.69 (WBT) | - | - | - | - |
| Midway Rd & LTC Pkwy | Eastbound | C | 24.1 | 0.74 (EBT) | - | - | - | - |
| | Westbound | B | 12.6 | 0.76 (WBL) | - | - | - | - |
| | Northbound | C | 32.4 | 0.68 (NBL) | - | - | - | - |
| | Overall | C | 22.0 | 0.76 (WBL) | - | - | - | - |
| Midway Rd & Glades Cut-Off Rd | Eastbound | C | 33.9 | 0.73 (EBT/R) | - | - | - | - |
| | Westbound | D | 35.8 | 0.78 (WBT) | - | - | - | - |
| | Northbound | D | 47.9 | 0.34 (NBT) | - | - | - | - |
| | Southbound | D | 43.3 | 0.67 (SBL) | - | - | - | - |
| | Overall | D | 37.2 | 0.78 (WBT) | - | - | - | - |
| Midway Rd & E Torino Pkwy | Eastbound | F | 97.2 | 1.17 (EBT) | Eastbound | C | 33.4 | 0.72 (EBT) |
| | Westbound | D | 46.2 | 1.07 (WBL) | Westbound | C | 20.6 | 0.79 (WBL) |
| | Northbound | D | 49.8 | 0.70 (NBL) | Northbound | D | 46.1 | 0.75 (NBL) |
| | Southbound | E | 72.4 | 0.09 (SBT/R) | Southbound | E | 63.5 | 0.09 (SBT/R) |
| | Overall | E | 68.7 | 1.17 (EBT) | Overall | C | 30.6 | 0.79 (WBL) |

# FUTURE (2023) BUILDOUT CONDITIONS

Future (2023) buildout roadway and intersection conditions were evaluated after adding estimated project trips to the future (2023) background segment and intersection turning movement volumes.

## FUTURE (2023) BUILDOUT ROADWAY SEGMENT ANALYSIS

Future (2023) buildout traffic volumes on the study area roadway segments were determined by adding estimated project trips to the future (2023) background traffic volumes. Future (2023) buildout traffic volumes were then compared to the service capacities for each individual roadway segment based on the St. Lucie TPO Traffic Counts and Level of Service Report (Fall 2021) and supplemented with the latest generalized LOS capacity tables from the *FDOT Quality/Level of Service Handbook* (2020).

**Table 8** summarizes the future (2023) buildout roadway segment analysis. The analysis found that all study area roadway segments are expected to operate during the PM peak hour within their acceptable LOS service capacities except the segments that are expected to exceed their service capacities under future (2023) background conditions, prior to the addition of project traffic.

**Table 8: Future (2023) Buildout Roadway Segment Analysis**

| Roadway | | | Roadway Attributes [1] | | Peak Hour Directional Maximum Service Volume [2] | Future (2023) PM PHPD Volume [3] | Project Trips | Future (2023) Buildout Traffic Conditions | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | Adopted LOS | Number of Lanes | | | | Buildout PM PHPD Volume [4] | V/C Ratio | LOS |
| Midway Road | | | | | | | | | | |
| | McCarty Road | I-95 | D | 2U | 700 | 591 | 1 | 592 | 0.85 | C |
| | I-95 | Glades Cut-Off Road | E | 4D | 2,100 | 1,460 | 33 | 1,493 | 0.71 | C |
| | Glades Cut-Off Road | East Torino Parkway | E | 4D | 2,100 | 1,381 | 14 | 1,395 | 0.66 | C |
| | East Torino Parkway | Milner Dr | E | 2U | 880 | 1,317 | 13 | 1,330 | 1.51 | F |
| | Milner Dr | W of Selvitz Rd | E | 2U | 790 | 1,317 | 13 | 1,330 | 1.68 | F |
| | W of Selvitz Rd | Selvitz Road | E | 2U | 920 | 1,317 | 12 | 1,329 | 1.44 | F |
| LTC Parkway | | | | | | | | | | |
| | Glades Cut-Off Road | Midway Road | D | 4D | 1,470 | 342 | 26 | 368 | 0.25 | C |
| I-95 | | | | | | | | | | |
| | St. Lucie West Boulevard | Midway Road | D | 6F | 5,500 | 4,108 | 10 | 4,118 | 0.75 | C |
| | Midway Road | Okeechobee Road | D | 6F | 5,500 | 5,135 | 21 | 5,156 | 0.94 | D |
| Glades Cut-Off Road | | | | | | | | | | |
| | Commerce Center Drive | Midway Road | E | 2U | 920 | 212 | 1 | 213 | 0.23 | C |
| | Midway Road | Jenkins Road | E | 2U | 790 | 617 | 4 | 621 | 0.79 | D |
| | Jenkins Road | Selvitz Road | E | 2U | 830 | 471 | 3 | 474 | 0.57 | D |
| East Torino Parkway | | | | | | | | | | |
| | Cashmere Boulevard | Torino Parkway | E | 2U | 830 | 681 | 1 | 682 | 0.82 | E |
| | Torino Parkway | Midway Road | E | 2U | 880 | 894 | 1 | 895 | 1.02 | F |
| Torino Parkway | | | | | | | | | | |
| | Cashmere Boulevard | California Boulevard | E | 2U | 630 | 388 | 0 | 388 | 0.62 | D |
| | California Boulevard | East Torino Parkway | D | 2U | 630 | 271 | 0 | 271 | 0.43 | D |

Notes:

1. Roadway attributes were obtained from the latest St. Lucie County Level of Service Report Fall 2021, FDOT Functional Classification Map, and City of Port St. Lucie Transportation Element.
2. Peak Hour Directional Maximum Service Volumes were obtained from the St. Lucie County Traffic Counts and Level of Service Report Fall 2021 and supplemented by the FDOT Quality/Level of Service Handbook (2020).
3. Future (2023) PM Peak Hour Peak Direction Volumes are the sum of existing conditions, two years of background growth, and estimated peak direction trips from the proposed Speedway development adjacent to the subject property and the proposed Midway Industrial development.
4. Buildout (2023) PM Peak Hour Peak Direction Volumes are the sum of future (2023) background volumes and peak direction project trips.

## FUTURE (2023) BUILDOUT INTERSECTION ANALYSIS

Future (2023) buildout turning movement volumes were calculated by adding estimated project trips to future (2023) background turning movement volumes. Future buildout intersection volumes are illustrated in **Figure 7** and **Figure 8** and intersection volume development worksheets are provided in **Appendix E**.

Future (2023) buildout conditions at the study area intersections were evaluated for LOS, delay, and V/C ratios utilizing *Synchro 11* software. Future (2023) background intersection geometries were utilized for the future (2023) buildout analysis.

**Table 9** summarizes the future (2023) buildout intersection analysis for the PM peak hour conditions at the study area intersections. *Synchro* outputs are provided in **Appendix G**.

Assuming the intersection improvements that are needed under future (2023) background conditions, all study area intersections are expected to operate with LOS D or better and all movements are expected to operate with V/C ratios less than 1.00 under the future (2023) buildout PM peak hour conditions.

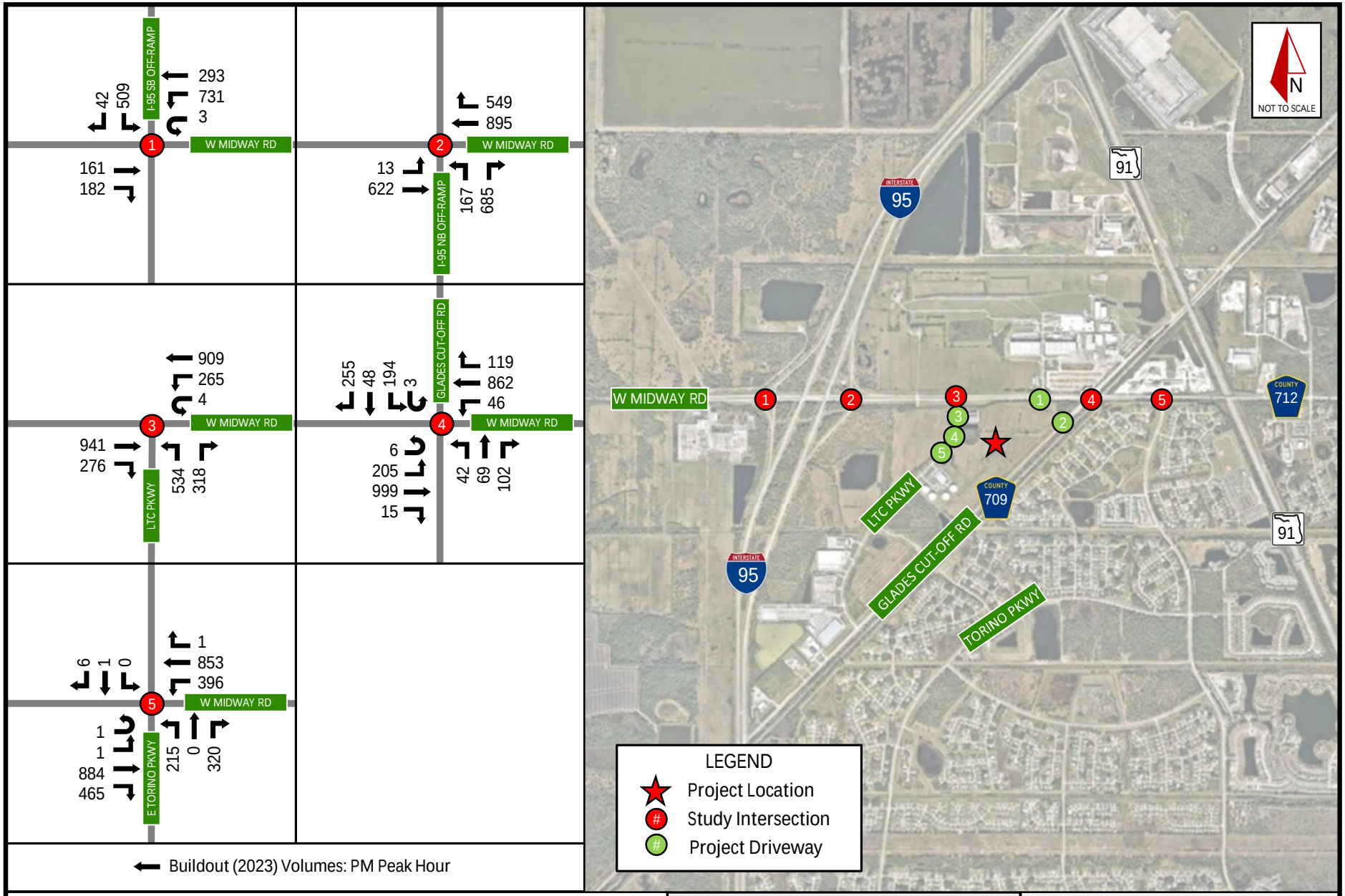


Figure 7: Future (2023) Buildout Turning Movement Volumes

Glades Cut-Off Industrial | Port St. Lucie, Florida

Project No: 046265028

January 2022



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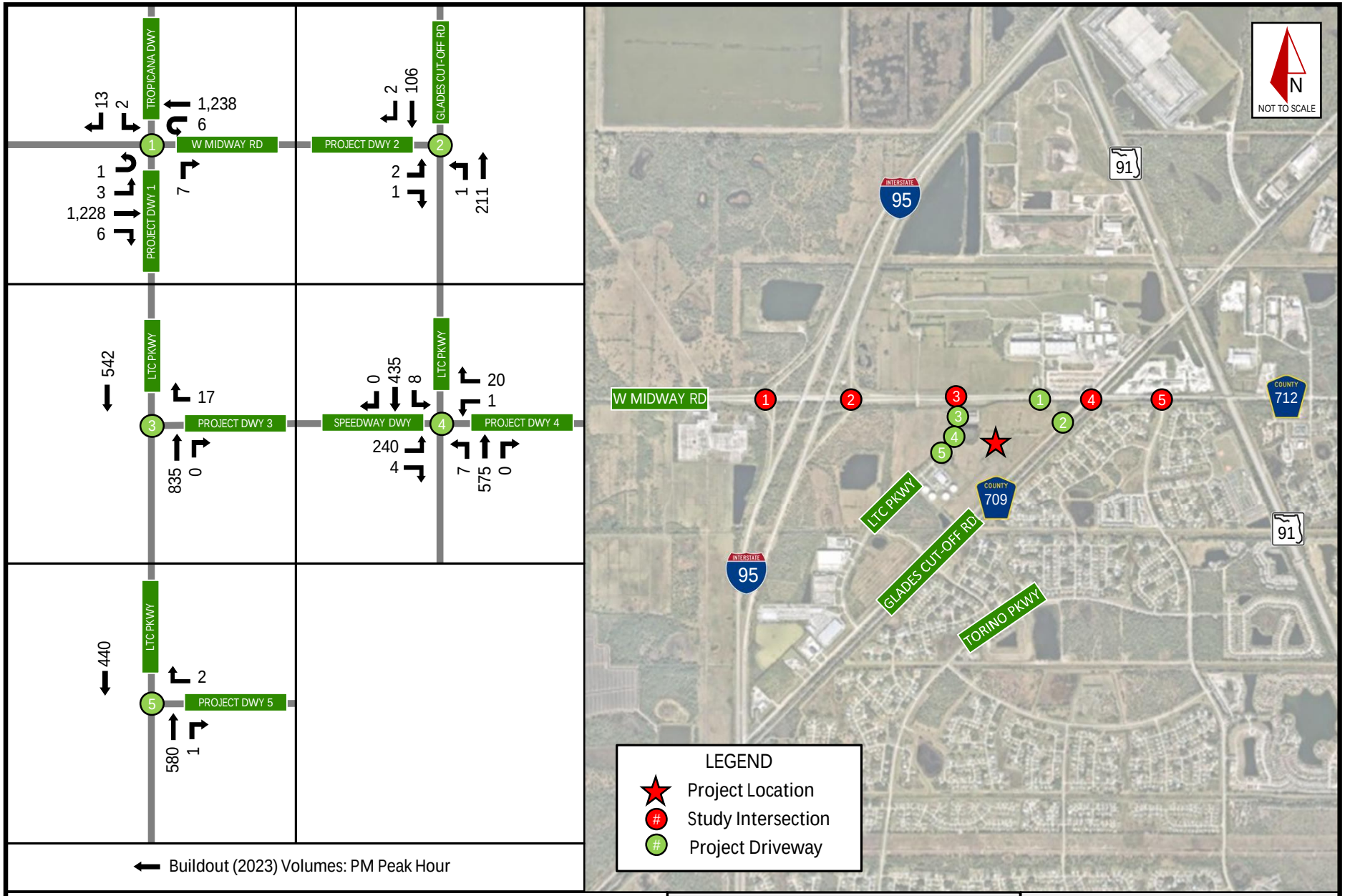


Figure 8: Future (2023) Buildout Turning Movement Volumes (cont.)

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**Table 9: Future (2023) Buildout Intersection Analysis**

| Intersection | Buildout Conditions | | | |
|---|---|---|---|---|
| | Approach | LOS | Delay (sec/veh) | Max V/C |
| PM Peak Hour Traffic | | | | |
| Midway Rd & I-95 SB On & Off Ramps | Eastbound | D | 42.0 | 0.51 (EBT) |
| | Westbound | C | 34.5 | 0.95 (WBL) |
| | Southbound | E | 68.0 | 0.92 (SBL) |
| | Overall | D | 45.4 | 0.95 (WBL) |
| Midway Rd & I-95 NB On & Off Ramps | Eastbound | A | 6.1 | 0.33 (EBT) |
| | Westbound | B | 13.9 | 0.70 (WBT) |
| | Northbound | C | 22.0 | 0.42 (NBL) |
| | Overall | B | 11.8 | 0.70 (WBT) |
| Midway Rd & LTC Pkwy | Eastbound | C | 25.0 | 0.75 (EBT) |
| | Westbound | B | 13.8 | 0.78 (WBL) |
| | Northbound | C | 32.8 | 0.70 (NBL) |
| | Overall | C | 23.0 | 0.78 (WBL) |
| Midway Rd & Glades Cut-Off Rd | Eastbound | C | 34.1 | 0.73 (EBT/R) |
| | Westbound | D | 35.8 | 0.78 (WBT/R) |
| | Northbound | D | 48.1 | 0.34 (NBT) |
| | Southbound | D | 43.5 | 0.67 (SBL) |
| | Overall | D | 37.3 | 0.78 (WBT/R) |
| Midway Rd & E Torino Pkwy | Eastbound | C | 34.6 | 0.72 (EBR) |
| | Westbound | C | 20.7 | 0.80 (WBL) |
| | Northbound | D | 46.9 | 0.76 (NBL) |
| | Southbound | E | 64.1 | 0.09 (SBT/R) |
| | Overall | C | 31.2 | 0.80 (WBL) |

**Table 10** summarizes the future (2023) buildout intersection analyses for the PM peak hour conditions at the project driveways on Midway Road, LTC Parkway, and Glades Cut-Off Road. *Synchro* outputs are provided in **Appendix G**.

All egress movements from project driveways are expected to operate with LOS B or better and all movements at the project driveways are expected to operate with V/C ratios less than 1.00 under future (2023) buildout PM peak hour conditions.

**Table 10: Future (2023) Buildout Driveway Analysis**

| Intersection | | Future Buildout Conditions | | |
|---|---|---|---|---|
| | | LOS | Delay (sec/veh) | Max V/C |
| PM Peak Hour Traffic | | | | |
| Midway Road & Project Driveway 1 [1] | Northbound Right | B | 14.2 | 0.02 |
| | Southbound [2] | D | 31.0 | 0.08 |
| Glades Cut-Off Road & Project Driveway 2 [1] | Eastbound | B | 10.2 | 0.01 |
| | Northbound Left | A | 7.5 | 0.00 |
| LTC Pkwy & Project Driveway 3 [1] | Westbound Right | B | 12.2 | 0.04 |
| LTC Pkwy & Project Driveway 4 [1] | Eastbound [3] | E | 36.8 | 0.73 |
| | Westbound | B | 11.4 | 0.04 |
| | Southbound Left | A | 9.0 | 0.01 |
| LTC Pkwy & Project Driveway 5 [1] | Westbound Right | B | 10.6 | 0.00 |

Notes:
1. LOS, Delay, and V/C are for yield- and stop-controlled approaches only at unsignalized intersection.
2. Southbound approach is a driveway for Tropicana.
3. Eastbound approach is a full access driveway for the adjacent Speedway gas station development.

# TURN LANE ANALYSIS

Turn lanes at the study area intersections were evaluated to determine if sufficient deceleration and storage lengths are provided to accommodate future (2023) buildout traffic volumes. The total turn lane length should accommodate the minimum deceleration required in the 2020 FDOT Design Manual, Exhibit 212-1 and the expected 50$^{th}$ percentile queue. Additionally, existing storage lengths were compared to the expected 95$^{th}$ percentile queue length to ensure that the longest peak hour queues could be accommodated within the turn lanes. The summary of the queue length evaluation is provided in **Table 10**.

Based on the future (2023) buildout analysis, the westbound left-turn 95$^{th}$ percentile queues at the intersection of Midway Road and the I-95 southbound ramps are expected to exceed the existing turn lane length; however, the turn lane length was recommended to be lengthened to 700 feet per the Project Midway industrial development traffic study, this would also accommodate any expected queuing from the warehousing facility, therefore additional lengthening is not recommended. An excerpt from the Project Midway industrial development is provided in **Appendix H.**

The eastbound right-turn lane on Midway Road at East Torino Parkway, which is a recommended improvement under future (2023) background conditions before the addition of project traffic, is recommended to be at least 550 feet in length to accommodate future (2023) buildout traffic volumes.

The northbound right-turn 95$^{th}$ percentile queues on LTC Parkway at Midway Road are expected to exceed the existing northbound right-turn lane length, but with the modification of the northbound approach to feature dual northbound left-turn lanes and an exclusive right-turn lane, additional lengthening of the right-turn lane is not recommended.

The 95$^{th}$ percentile queues for the southbound right-turn on Glades Cut-Off Road at Midway Road, the westbound left-turn on Midway Road at East Torino Parkway, and the northbound left-turn on East Torino Parkway at Midway Road are expected to exceed their respective turn lane lengths as well. However, the queues under future (2023) background conditions are expected to exceed the turn lane capacity before the addition of project traffic, so it is not recommended that the proposed warehousing facility be required to increase the turn lane lengths to accommodate the background deficiency.

**Table 11: Future (2023) Buildout Conditions Turn Lane Analysis**

| Intersection/Turn Lane | Existing Length (ft) | Posted Speed | Required Deceleration (Ft)[1] | 50th Percentile Queue Length (ft)[2] | 95th Percentile Queue Length (ft)[2] | Existing Turn Lane Sufficient (Y/N)[3] | Turn Lane Extension (ft) |
|---|---|---|---|---|---|---|---|
| I-95 & SB Ramps | | | | | | | |
| Westbound Left-turn Lane[4] | 470 | 45 | 185 | 475 | 650 | N | 190 |
| I-95 & NB Ramps | | | | | | | |
| Eastbound Left-turn Lane | 410 | 45 | 185 | 25 | 25 | Y | - |
| Midway Rd & LTC Pkwy | | | | | | | |
| Eastbound Right-Turn Lane | 550 | 45 | 185 | 175 | 400 | Y | - |
| Westbound Left-turn Lane | 470 | 45 | 185 | 175 | 275 | Y | - |
| Northbound Right-turn Lane[4] | 200 | 30 | 145 | 250 | 375 | N | 195 |
| Midway Rd & Glades Cut-Off Rd | | | | | | | |
| Eastbound Left-Turn Lane | 650 | 50 | 240 | 75 | 150 | Y | - |
| Westbound Left-Turn Lane | 395 | 50 | 240 | 50 | 75 | Y | - |
| Northbound Left-Turn Lane | 375 | 50 | 240 | 50 | 50 | Y | - |
| Northbound Right-Turn Lane | 350 | 50 | 240 | 75 | 150 | Y | - |
| Southbound Left-Turn Lane | 440 | 50 | 240 | 150 | 225 | Y | - |
| Southbound Right-Turn Lane[4] | 300 | 50 | 240 | 275 | 400 | N | 215 |
| Midway Rd & E Torino Pkwy | | | | | | | |
| Eastbound Left-Turn Lane | 325 | 45 | 185 | 0 | 25 | Y | - |
| Eastbound Right-Turn Lane | N/A[5] | 45 | 185 | 375 | 525 | - | 525 |
| Westbound Left-Turn Lane[4] | 300 | 45 | 185 | 375 | 525 | N | 260 |
| Northbound Left-Turn Lane[4] | 250 | 40 | 155 | 175 | 275 | N | 80 |

Notes:

1. Required deceleration length based on the 2020 FDOT Design Manual, Exhibit 212-1.

2. Anticipated queue lengths are based on the 50th and 95th percentile queues during the future (2023) buildout PM peak hour as reported by Synchro analysis.

3. Existing storage lengths were determined to be sufficient if the turn lane could accommodate the higher of (1) the sum of the required deceleration length and 50th percentile queue length or (2) the 95th percentile queue length.

4. Noted turn lanes have insufficient capacity to accommodate forecasted turning movement volumes under future (2023) background conditions.

5. Eastbound right-turn lane is a recommended improvement under future (2023) background conditions, before the addition of project traffic.

# SITE ACCESS ANALYSIS

Access to the site is proposed via a right-in/right-out (RIRO) driveway on Midway Road, two (2) right-in/right-out driveways and one (1) full access connection on LTC Parkway, and one (1) full access connection on Glades Cut-Off Road. Per the LTC Ranch Planned Unit Development that governs access conditions along LTC Parkway, all driveways must be at least 150 feet apart along LTC Parkway. Overall, only 18 entering vehicles are anticipated during the PM peak hour at the proposed development. As such, ingress turn lanes are not warranted at any of the proposed project driveways. National Cooperative Highway Research Project (NCHRP) Report 457 worksheets are provided in **Appendix J**.

## MIDWAY ROAD AT PROPOSED RIRO DRIVEWAY 1

Approximately six (6) eastbound ingress right turns are anticipated to enter the project driveway on Midway Road under PM peak hour conditions. Based on NCHRP Report 457, an ingress right-turn lane is not warranted on Midway Road.

## GLADES CUT-OFF ROAD AT PROPOSED FULL ACCESS DRIVEWAY 2

Due to low ingress turning movement volumes at the proposed full-access driveway on Glades Cut-Off Road, neither a dedicated ingress right-turn nor dedicated ingress left-turn lane is recommended. However, this driveway is critical for site circulation and for ingress from the north and east. Per discussion with St. Lucie County, this driveway may ultimately provide cross-access with adjacent developments on Glades Cut-Off Road when the road is widened to a four-lane divided section.

## LTC PARKWAY AT PROPOSED RIRO DRIVEWAY 3

No northbound right-turn ingress movements are expected to utilize this driveway during the PM peak hour; therefore, a dedicated ingress right-turn lane is not recommended.

## LTC PARKWAY AT PROPOSED FULL ACCESS DRIVEWAY 4

Approximately eight (8) southbound ingress left turns are anticipated to enter the full-access project driveway on LTC Parkway under PM peak hour conditions. Based on NCHRP Report 457, an ingress left-turn lane is not warranted on LTC Parkway.

No northbound right-turn ingress movements are expected to utilize this driveway during the PM peak hour; therefore, a dedicated ingress right-turn lane is not recommended.

## LTC PARKWAY AT PROPOSED RIRO DRIVEWAY 5

Only one (1) northbound ingress right turn is anticipated to enter the southernmost RIRO driveway on LTC Parkway under PM peak hour conditions. Based on NCHRP Report 457, an ingress right-turn lane is not recommended on LTC Parkway.

# CONCLUSION

This traffic impact analysis was prepared to support a proposed warehousing facility located on the southside of Midway Road, east of LTC Parkway, and west of Glades Cut-Off Road in the City of Port St. Lucie, Florida. The proposed development will be comprised of two (2) warehouse buildings: Building 100 consisting of 162,000 square feet of warehousing and Building 200 consisting of 192,500 square feet of warehousing. The development is planned for buildout by year 2023.

The proposed warehousing facility is anticipated to generate approximately 652 daily trips, 61 AM peak hour trips (47 entering, 14 exiting), and 68 PM peak hour trips (18 entering, 50 exiting). The estimated project distribution was determined utilizing the area's adopted transportation model and hand-adjusted based on engineering judgment and knowledge of the surrounding transportation network.

In accordance with the St. Lucie TPO TIS Methodologies and Procedures document, all major roadways within two (2) miles of the proposed development were included in the study area, as well as five (5) intersections nearest the project site:

- Midway Road & I-95 SB Ramp (signalized)
- Midway Road & I-95 NB Ramp (signalized)
- Midway Road & LTC Parkway (unsignalized)
- Midway Road & Glades Cut-Off Road (signalized)
- Midway Road & East Torino Parkway (signalized)

The existing (2021) conditions analysis found three (3) segments currently have volumes exceeding their peak hour directional capacities:

- Midway Road from East Torino Parkway to Milner Road
- Midway Road from Milner Road to west of Selvitz Road
- Midway Road from west of Selvitz Road to Selvitz Road

The existing (2021) conditions intersection analysis found all study intersections to be performing at LOS D or better during the PM peak hour.

Future (2023) background traffic volumes were forecasted on study area roadway segments and at study area intersections by applying a 3.50 percent (3.50%) annual growth rate determined by comparing five-year and ten-year traffic growth to forecasted population growth in St. Lucie County. Additionally, project trips from the Speedway convenience market/gas station and the Project Midway industrial development were included in background traffic calculations.

Interchange improvements at the I-95 and Midway Road interchange were included in the future (2023) background conditions analyses, including the addition of dual left-turn lanes on both the southbound I-95 off-ramp and the northbound I-95 off-ramp. A traffic signal at Midway Road and LTC Parkway is assumed as a background improvement since it will be constructed with the Project Midway development.

The future (2023) background conditions analysis found that the only additional roadway segment within the study area anticipated to exceed its peak hour directional capacity with the inclusion of background traffic growth is the segment of East Torino Parkway from Torino Parkway to Midway Road.

The future background conditions intersection analysis found all intersections, but the intersection of Midway Road with East Torino Parkway, are expected to perform with LOS D or better with the inclusion of background traffic growth and committed improvements to the I-95 and Midway Road interchange and signalization of the intersection of Midway Road and LTC Parkway. The eastbound through movement and westbound left-turn movement on Midway Road at East Torino Parkway are expected to have a V/C ratio over 1.00. An additional eastbound through lane is assumed on Midway Road at East Torino Parkway to improve intersection operations under future (2023) background conditions before the addition of project traffic. This improvement is consistent with the widening of Midway Road listed in FDOT's Five Year Work Program, funded for construction in FY 2025-2026.

Future (2023) buildout traffic volumes were calculated by adding anticipated project traffic to the future (2023) background traffic volumes on study area roadway segments and at study area intersections.

The future (2023) buildout conditions analysis found that no additional roadway segments within the study area are anticipated to exceed their peak hour directional capacities with the inclusion of background traffic growth. The future (2023) buildout conditions intersection analysis found that all study area intersections are expected to operate at LOS D or better and all egress movements from the proposed project driveways are expected to operate at LOS B or better under PM peak hour conditions.

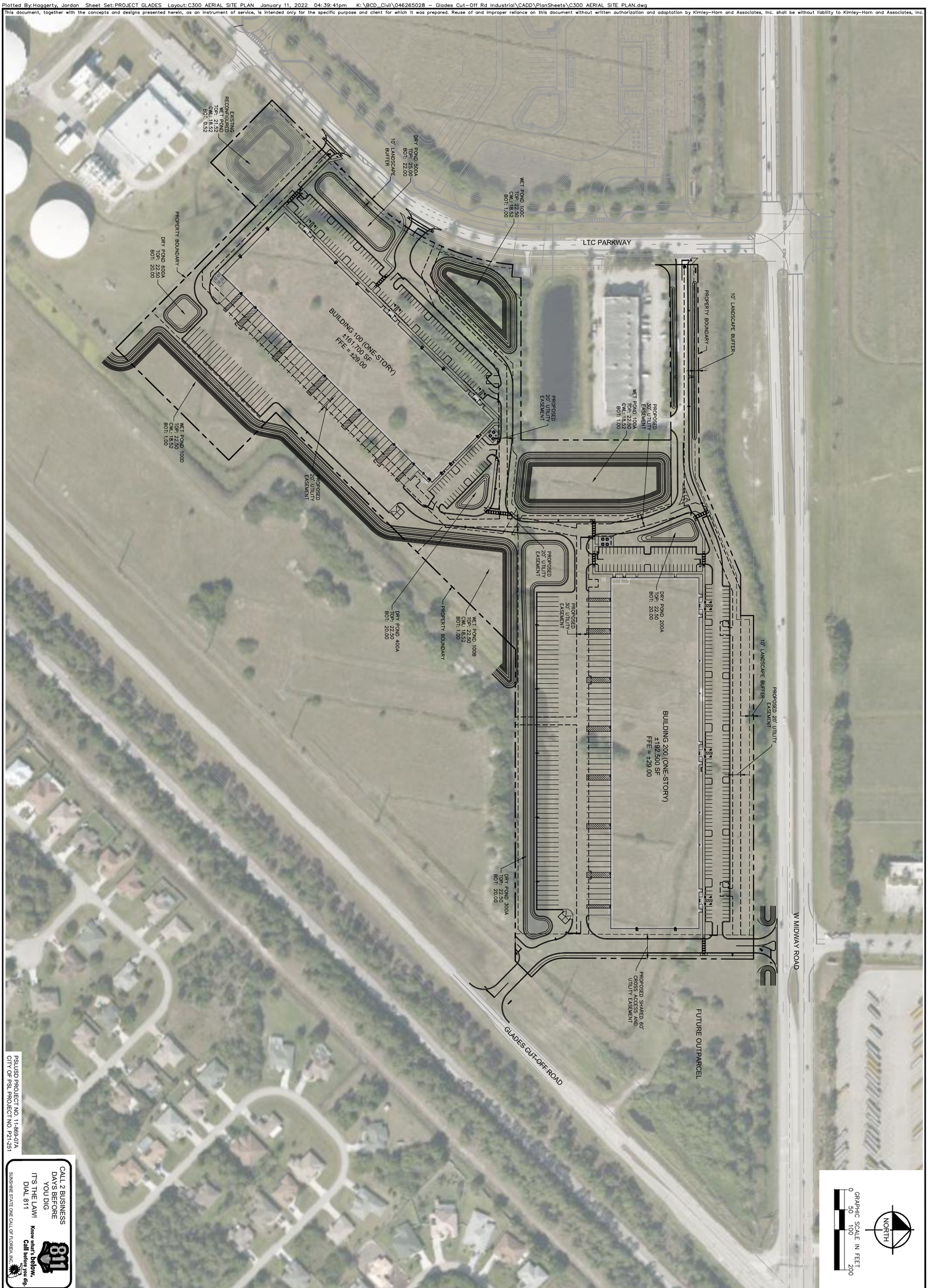
Existing turn lane lengths at the study area intersections were evaluated against the anticipated queue lengths under future (2023) buildout conditions. Most existing turn lane lengths provide adequate storage to accommodate future (2023) buildout traffic volumes. Turn lane lengths recommended in the previously submitted TIA for Project Midway accommodate future (2023) buildout volumes.

Several additional turn lanes were found to have insufficient capacity to accommodate future (2023) background traffic conditions. Since these deficiencies occur prior to the addition of project traffic, it is not recommended that the proposed warehousing facility be required to lengthen the turn lanes.

The site access analysis completed for the proposed project driveways indicates that ingress project traffic will not warrant dedicated ingress turn lanes at any of the proposed project driveways.

# APPENDICES

# APPENDIX A:
# Conceptual Site Plan




PSLUSD PROJECT NO. 11-989-07A
CITY OF PSL PROJECT NO. P21-251

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DIAL 811
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SUNSHINE STATE ONE CALL OF FLORIDA, INC.

SHEET NUMBER C300

PROJECT GLADES
PREPARED FOR
SEEFRIED INDUSTRIAL PROPERTIES, INC.
PORT ST. LUCIE FL

AERIAL SITE PLAN

| | |
|---|---|
| KHA PROJECT | 046265028 |
| DATE | OCT 2021 |
| SCALE | AS SHOWN |
| DESIGNED BY | JLH |
| DRAWN BY | CM |
| CHECKED BY | JLH |

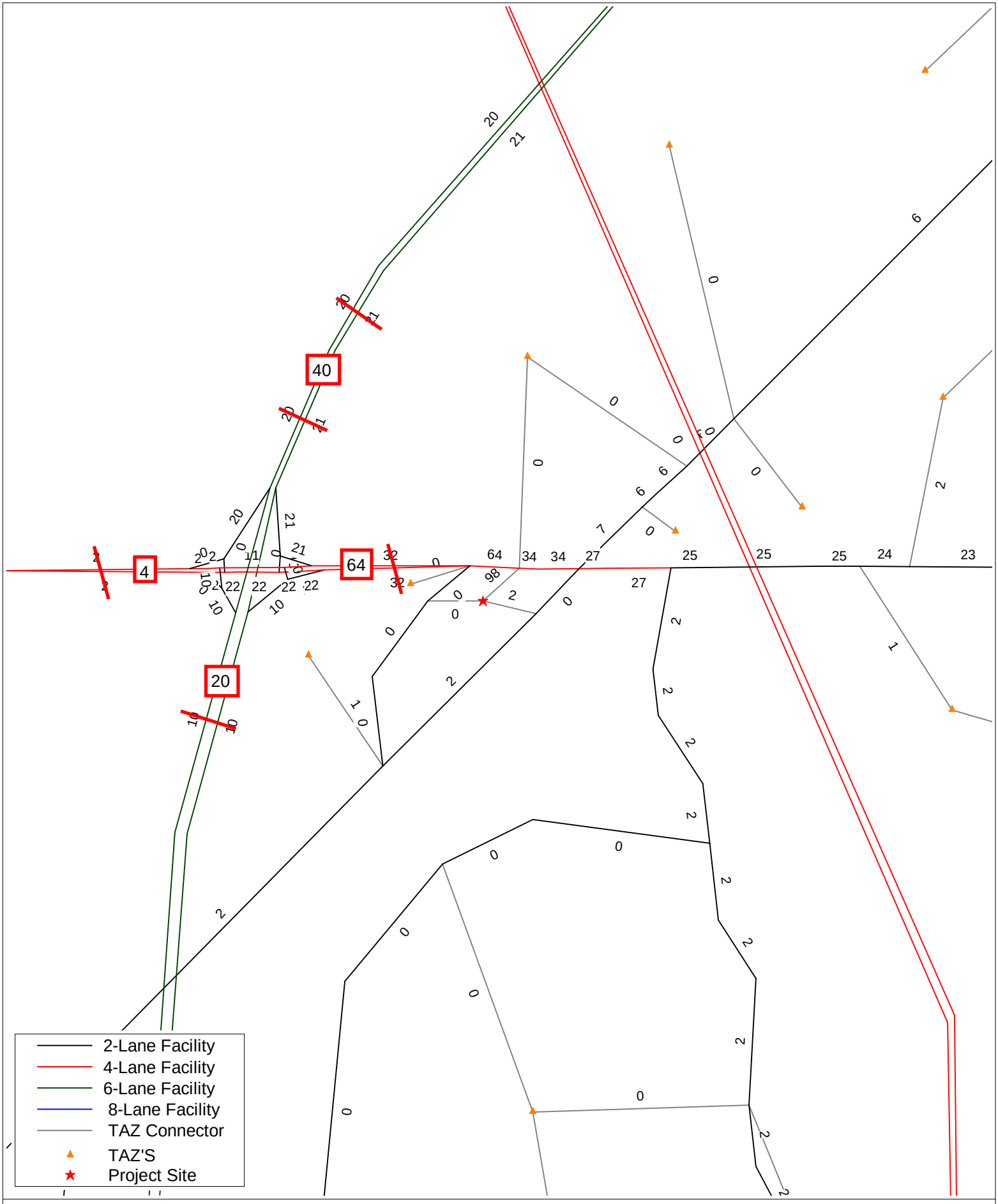
LICENSED PROFESSIONAL
JORDAN L. HAGGERTY, P.E.
FL LICENSE NUMBER
80511
DATE: _____

Kimley»Horn

1615 S. CONGRESS AVE, SUITE 201,
DELRAY BEACH, FL 33445
PHONE: 561-330-2345 FAX: 561-863-8175
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

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

# APPENDIX B:
# TCRPM Model Output with Hand Adjustments




**GLADES CUT-OFF ROAD SPECIALTY WAREHOUSE**
**TRAFFIC DISTRIBUTION (PERCENTAGES)**
**10/5/2021**

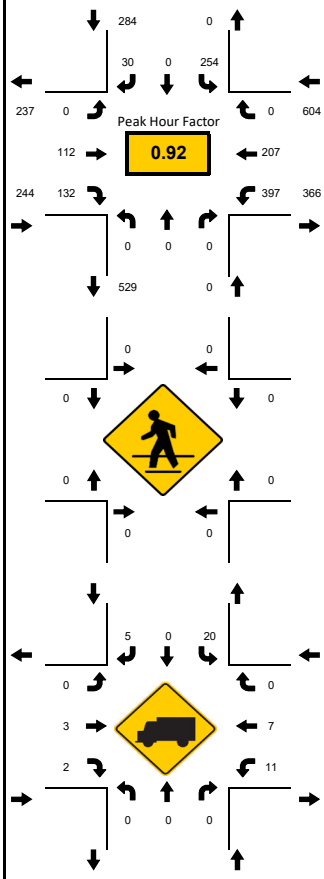
cube

# APPENDIX C:
# Turning Movement Counts

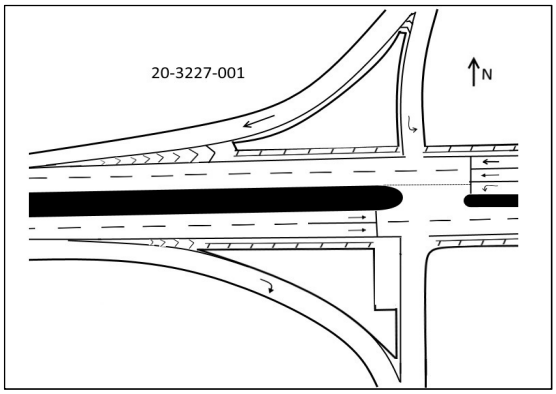
**LOCATION:** I-95 SB On & Off Ramps & Midway Rd
**CITY/STATE:** Port St. Lucie, FL

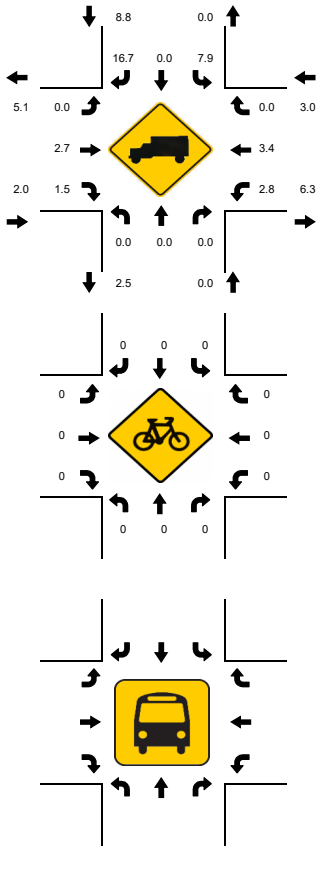
**PROJECT ID:** 20-03227-001
**DATE:** 06/25/2020

**Peak-Hour: 05:00 PM - 06:00 PM**
**Peak 15-Minute: 05:30 PM - 05:45 PM**




National Data & Surveying Services



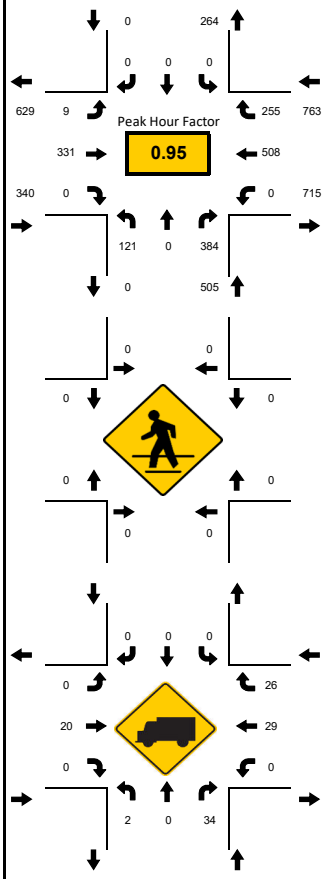

| 15-Min Count Period Beginning At | I-95 SB On & Off Ramps Northbound | | | | | I-95 SB On & Off Ramps Southbound | | | | | Midway Rd Eastbound | | | | | Midway Rd Westbound | | | | | Total | Hourly Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 04:00 PM | 0 | 0 | 0 | 0 | | 53 | 0 | 3 | 0 | | 0 | 26 | 19 | 0 | | 96 | 50 | 0 | 0 | | 247 | 1011 |
| 04:15 PM | 0 | 0 | 0 | 0 | | 40 | 0 | 4 | 0 | | 0 | 18 | 21 | 0 | | 102 | 43 | 0 | 0 | | 228 | 1057 |
| 04:30 PM | 0 | 0 | 0 | 0 | | 55 | 0 | 5 | 0 | | 0 | 27 | 35 | 0 | | 101 | 61 | 0 | 2 | | 286 | 1104 |
| 04:45 PM | 0 | 0 | 0 | 0 | | 53 | 0 | 5 | 0 | | 0 | 21 | 25 | 0 | | 93 | 53 | 0 | 0 | | 250 | 1125 |
| 05:00 PM | 0 | 0 | 0 | 0 | | 59 | 0 | 6 | 0 | | 0 | 27 | 32 | 0 | | 107 | 62 | 0 | 0 | | 293 | 1132 |
| 05:15 PM | 0 | 0 | 0 | 0 | | 67 | 0 | 8 | 0 | | 0 | 22 | 22 | 0 | | 119 | 37 | 0 | 0 | | 275 | 839 |
| 05:30 PM | 0 | 0 | 0 | 0 | | 71 | 0 | 11 | 0 | | 0 | 35 | 37 | 0 | | 86 | 65 | 0 | 2 | | 307 | 564 |
| 05:45 PM | 0 | 0 | 0 | 0 | | 57 | 0 | 5 | 0 | | 0 | 28 | 41 | 0 | | 83 | 43 | 0 | 0 | | 257 | 257 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | |
| All Vehicles | 0 | 0 | 0 | 0 | | 284 | 0 | 44 | 0 | | 0 | 140 | 164 | 0 | | 476 | 260 | 0 | 8 | | **1376** |
| Heavy Trucks | 0 | 0 | 0 | | | 28 | 0 | 16 | | | 0 | 8 | 8 | | | 24 | 12 | 0 | | | **96** |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | **0** |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | **0** |
| Railroad | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

**LOCATION:** I-95 NB On & Off Ramps & Midway Rd
**CITY/STATE:** Port St. Lucie, FL

**PROJECT ID:** 20-03227-002
**DATE:** 06/25/2020

**Peak-Hour: 04:30 PM - 05:30 PM**
**Peak 15-Minute: 04:30 PM - 04:45 PM**

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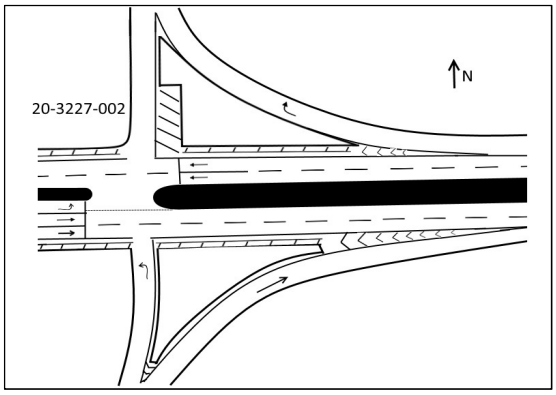
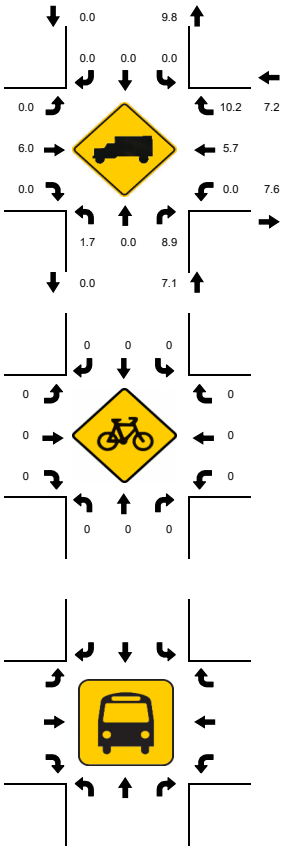


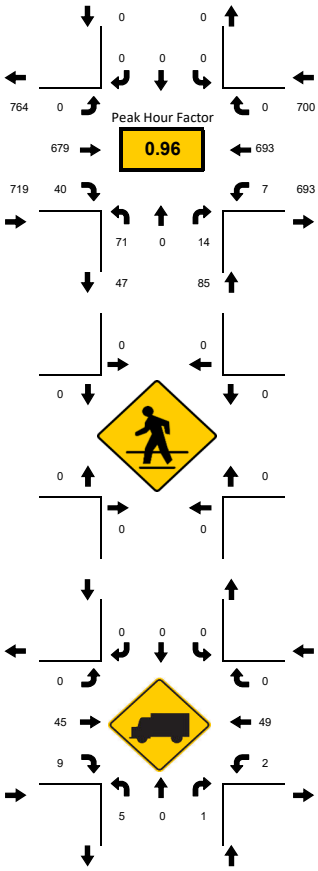
| 15-Min Count Period Beginning At | I-95 NB On & Off Ramps Northbound | | | | | I-95 NB On & Off Ramps Southbound | | | | | Midway Rd Eastbound | | | | | Midway Rd Westbound | | | | | Total | Hourly Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 04:00 PM | 24 | 0 | 109 | 0 | | 0 | 0 | 0 | 0 | | 5 | 75 | 0 | 0 | | 0 | 126 | 64 | 0 | | 403 | 1599 |
| 04:15 PM | 19 | 1 | 139 | 0 | | 0 | 0 | 0 | 0 | | 2 | 51 | 0 | 0 | | 0 | 124 | 63 | 0 | | 399 | 1604 |
| 04:30 PM | 40 | 0 | 106 | 0 | | 0 | 0 | 0 | 0 | | 3 | 79 | 0 | 0 | | 0 | 125 | 70 | 0 | | 423 | 1608 |
| 04:45 PM | 28 | 0 | 89 | 0 | | 0 | 0 | 0 | 0 | | 1 | 78 | 0 | 0 | | 0 | 118 | 60 | 0 | | 374 | 1590 |
| 05:00 PM | 34 | 0 | 96 | 0 | | 0 | 0 | 0 | 0 | | 2 | 81 | 0 | 0 | | 0 | 132 | 63 | 0 | | 408 | 1540 |
| 05:15 PM | 19 | 0 | 93 | 0 | | 0 | 0 | 0 | 0 | | 3 | 93 | 0 | 0 | | 0 | 133 | 62 | 0 | | 403 | 1132 |
| 05:30 PM | 41 | 0 | 96 | 0 | | 0 | 0 | 0 | 0 | | 8 | 97 | 0 | 0 | | 0 | 121 | 42 | 0 | | 405 | 729 |
| 05:45 PM | 31 | 0 | 82 | 0 | | 0 | 0 | 0 | 0 | | 8 | 70 | 0 | 0 | | 0 | 92 | 41 | 0 | | 324 | 324 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | |
| All Vehicles | 160 | 0 | 424 | 0 | | 0 | 0 | 0 | 0 | | 12 | 372 | 0 | 0 | | 0 | 532 | 280 | 0 | | **1780** |
| Heavy Trucks | 4 | 0 | 52 | | | 0 | 0 | 0 | | | 0 | 24 | 0 | | | 0 | 36 | 44 | | | **160** |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | **0** |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | **0** |
| Railroad | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

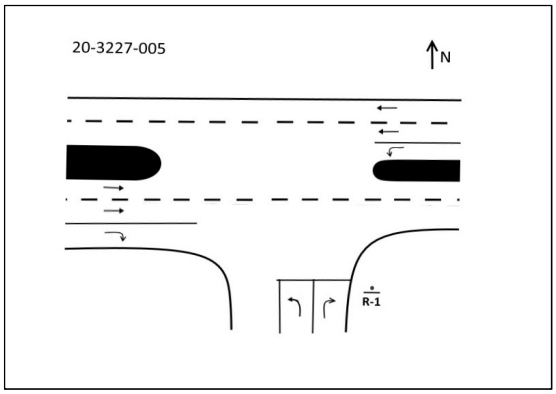
**LOCATION:** LTC Pkwy & Midway Rd
**CITY/STATE:** Port St. Lucie, FL

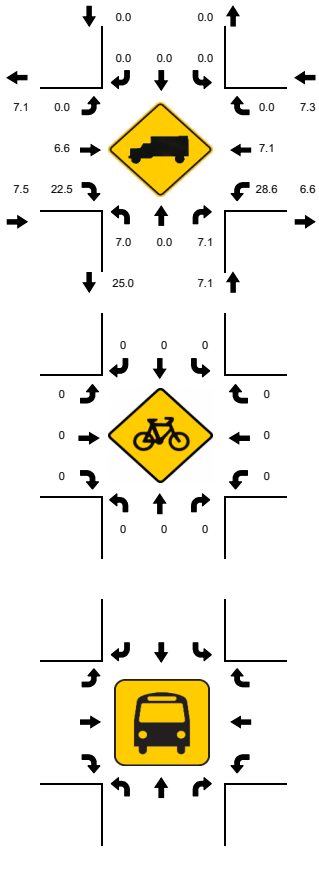
**PROJECT ID:** 20-03227-005
**DATE:** 06/25/2020

**Peak-Hour: 04:30 PM - 05:30 PM**
**Peak 15-Minute: 05:15 PM - 05:30 PM**




National Data & Surveying Services



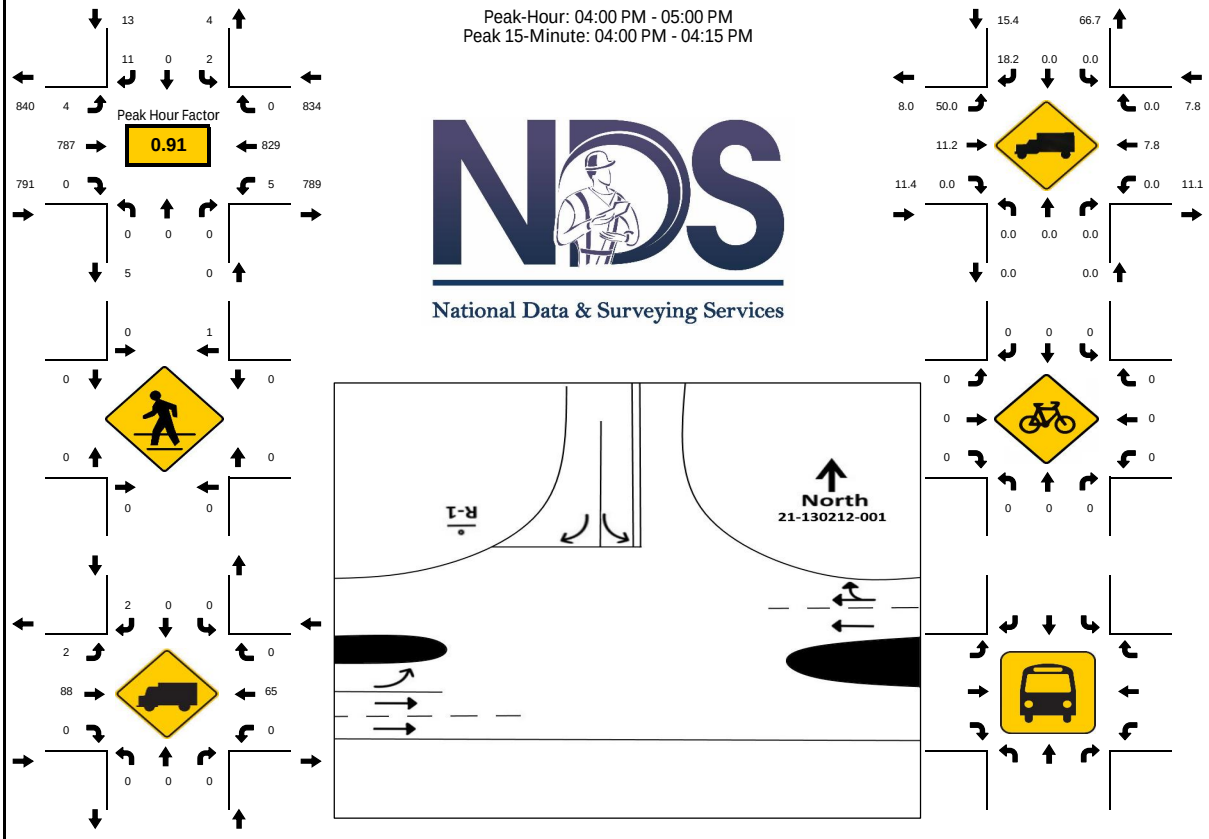
| 15-Min Count Period Beginning At | LTC Pkwy Northbound | | | | | LTC Pkwy Southbound | | | | | Midway Rd Eastbound | | | | | Midway Rd Westbound | | | | | Total | Hourly Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 02:00 PM | 12 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 108 | 10 | 0 | | 4 | 116 | 0 | 0 | | 250 | 1121 |
| 02:15 PM | 11 | 0 | 3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 126 | 11 | 0 | | 0 | 112 | 0 | 0 | | 263 | 1180 |
| 02:30 PM | 12 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | | 0 | 142 | 16 | 0 | | 4 | 108 | 0 | 0 | | 283 | 1227 |
| 02:45 PM | 14 | 0 | 3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 142 | 20 | 0 | | 2 | 144 | 0 | 0 | | 325 | 1270 |
| 03:00 PM | 11 | 0 | 5 | 0 | | 0 | 0 | 0 | 0 | | 0 | 136 | 9 | 0 | | 1 | 146 | 0 | 1 | | 309 | 1264 |
| 03:15 PM | 9 | 0 | 2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 153 | 13 | 1 | | 2 | 130 | 0 | 0 | | 310 | 1348 |
| 03:30 PM | 19 | 0 | 2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 156 | 9 | 0 | | 2 | 136 | 0 | 2 | | 326 | 1414 |
| 03:45 PM | 13 | 0 | 3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 144 | 13 | 0 | | 2 | 144 | 0 | 0 | | 319 | 1475 |
| 04:00 PM | 18 | 0 | 4 | 0 | | 0 | 0 | 0 | 0 | | 0 | 179 | 8 | 0 | | 1 | 183 | 0 | 0 | | 393 | 1498 |
| 04:15 PM | 18 | 0 | 3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 171 | 17 | 0 | | 2 | 165 | 0 | 0 | | 376 | 1488 |
| 04:30 PM | 19 | 0 | 2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 180 | 11 | 0 | | 1 | 172 | 0 | 2 | | 387 | 1504 |
| 04:45 PM | 13 | 0 | 2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 159 | 6 | 0 | | 1 | 161 | 0 | 0 | | 342 | 1459 |
| 05:00 PM | 22 | 0 | 8 | 0 | | 0 | 0 | 0 | 0 | | 0 | 169 | 6 | 0 | | 2 | 176 | 0 | 0 | | 383 | 1422 |
| 05:15 PM | 17 | 0 | 2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 171 | 17 | 0 | | 0 | 184 | 0 | 1 | | 392 | 1333 |
| 05:30 PM | 8 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | | 0 | 181 | 8 | 0 | | 3 | 141 | 0 | 0 | | 342 | 1195 |
| 05:45 PM | 14 | 0 | 6 | 0 | | 0 | 0 | 0 | 0 | | 0 | 146 | 12 | 0 | | 0 | 126 | 0 | 1 | | 305 | 1067 |
| 06:00 PM | 11 | 0 | 2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 173 | 12 | 0 | | 0 | 95 | 0 | 1 | | 294 | 936 |
| 06:15 PM | 12 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | | 0 | 128 | 8 | 0 | | 0 | 104 | 0 | 1 | | 254 | 642 |
| 06:30 PM | 7 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 115 | 10 | 0 | | 0 | 82 | 0 | 0 | | 214 | 388 |
| 06:45 PM | 5 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | | 0 | 88 | 8 | 0 | | 0 | 72 | 0 | 0 | | 174 | 174 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | |
| All Vehicles | 88 | 0 | 32 | 0 | | 0 | 0 | 0 | 0 | | 0 | 720 | 68 | 0 | | 8 | 736 | 0 | 8 | | **1660** |
| Heavy Trucks | 12 | 0 | 4 | | | 0 | 0 | 0 | | | 0 | 52 | 16 | | | 4 | 64 | 0 | | | **152** |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | **0** |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | **0** |
| Railroad | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

LOCATION: Tropicana Products Inc Dwy & CR 712/W Midway Rd
CITY/STATE: Fort Pierce, FL

PROJECT ID: 21-130212-001
DATE: Thu, Sep 30, 2021

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:00 PM - 04:15 PM

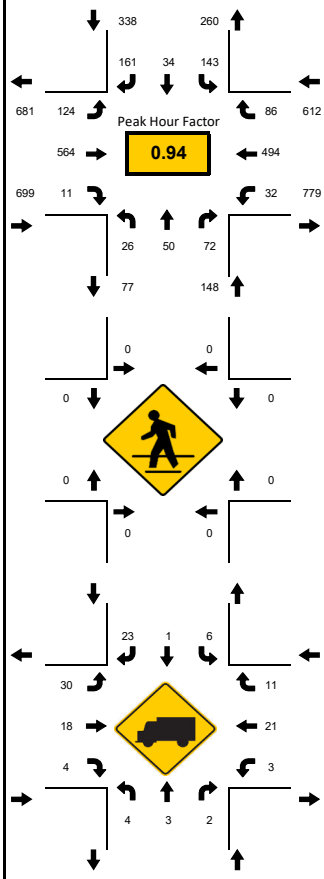



| 15-Min Count Period Beginning At | Tropicana Products Inc Dwy Northbound | | | | | Tropicana Products Inc Dwy Southbound | | | | | CR 712/W Midway Rd Eastbound | | | | | CR 712/W Midway Rd Westbound | | | | | Total | Hourly Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 04:00 PM | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | | 1 | 199 | 0 | 1 | | 0 | 243 | 0 | 3 | | 449 | 1638 |
| 04:15 PM | 0 | 0 | 0 | 0 | | 1 | 0 | 5 | 0 | | 1 | 212 | 0 | 0 | | 0 | 220 | 0 | 1 | | 440 | 1611 |
| 04:30 PM | 0 | 0 | 0 | 0 | | 1 | 0 | 2 | 0 | | 0 | 184 | 0 | 0 | | 0 | 186 | 0 | 0 | | 373 | 1576 |
| 04:45 PM | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | | 1 | 192 | 0 | 0 | | 0 | 180 | 0 | 1 | | 376 | 1568 |
| 05:00 PM | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | | 1 | 192 | 0 | 1 | | 0 | 226 | 0 | 1 | | 422 | 1531 |
| 05:15 PM | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | | 1 | 201 | 0 | 0 | | 0 | 201 | 0 | 0 | | 405 | 1109 |
| 05:30 PM | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | | 2 | 193 | 0 | 0 | | 0 | 167 | 0 | 1 | | 365 | 704 |
| 05:45 PM | 0 | 0 | 0 | 0 | | 0 | 0 | 3 | 0 | | 0 | 180 | 0 | 0 | | 0 | 154 | 0 | 2 | | 339 | 339 |
| **Peak 15-Min Flowrates** | **Northbound** | | | | | **Southbound** | | | | | **Eastbound** | | | | | **Westbound** | | | | | **Total** | |
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| All Vehicles | 0 | 0 | 0 | 0 | | 4 | 0 | 20 | 0 | | 4 | 848 | 0 | 4 | | 0 | 972 | 0 | 12 | | **1864** | |
| Heavy Trucks | 0 | 0 | 0 | 0 | | 0 | 0 | 8 | 0 | | 4 | 100 | 0 | 0 | | 0 | 88 | 0 | 0 | | **200** | |
| Pedestrians | | 0 | | | | | 4 | | | | | 0 | | | | | 0 | | | | **4** | |
| Bicycles | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | **0** | |
| Buses | | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | | |

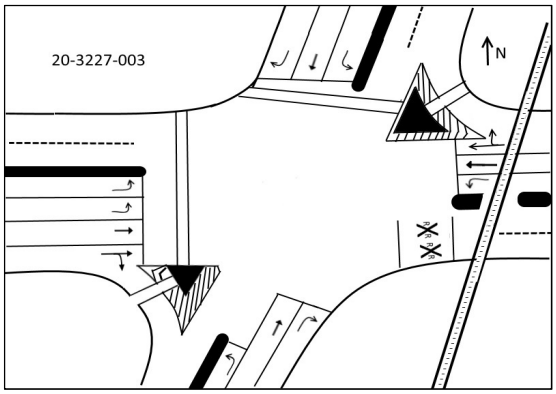
**LOCATION:** Glades Cut Off Rd & Midway Rd
**CITY/STATE:** Port St. Lucie, FL

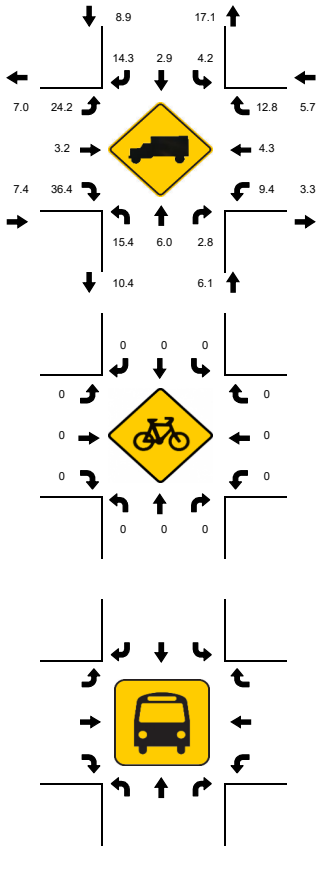
**PROJECT ID:** 20-03227-003
**DATE:** 06/25/2020

**Peak-Hour: 04:00 PM - 05:00 PM**
**Peak 15-Minute: 04:15 PM - 04:30 PM**




National Data & Surveying Services



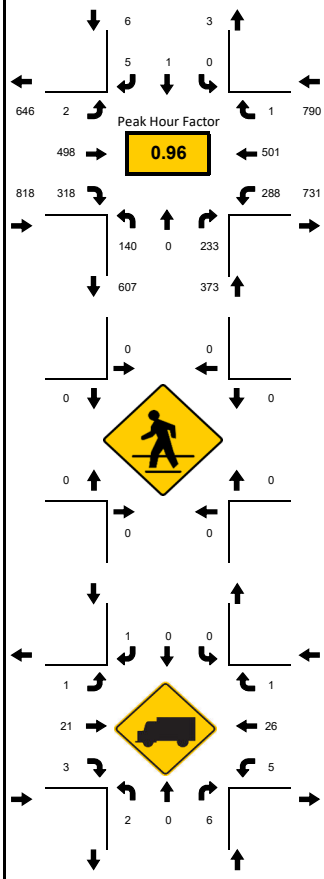

| 15-Min Count Period Beginning At | Glades Cut Off Rd Northbound | | | | | Glades Cut Off Rd Southbound | | | | | Midway Rd Eastbound | | | | | Midway Rd Westbound | | | | | Total | Hourly Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 04:00 PM | 5 | 13 | 16 | 0 | 10 | 44 | 8 | 59 | 0 | 13 | 37 | 134 | 4 | 0 | 0 | 11 | 114 | 29 | 0 | 0 | 474 | 1797 |
| 04:15 PM | 10 | 7 | 17 | 0 | 11 | 44 | 12 | 50 | 2 | 15 | 47 | 137 | 1 | 3 | 0 | 5 | 110 | 32 | 0 | 0 | 477 | 1769 |
| 04:30 PM | 7 | 16 | 22 | 0 | 15 | 33 | 4 | 20 | 0 | 1 | 22 | 144 | 3 | 1 | 0 | 6 | 144 | 10 | 0 | 0 | 432 | 1748 |
| 04:45 PM | 4 | 14 | 17 | 0 | 10 | 20 | 10 | 32 | 0 | 11 | 13 | 149 | 3 | 1 | 0 | 10 | 126 | 15 | 0 | 0 | 414 | 1757 |
| 05:00 PM | 3 | 10 | 24 | 0 | 16 | 32 | 5 | 39 | 0 | 17 | 19 | 145 | 2 | 1 | 0 | 8 | 143 | 15 | 0 | 0 | 446 | 1711 |
| 05:15 PM | 5 | 10 | 24 | 0 | 17 | 31 | 11 | 28 | 0 | 10 | 8 | 153 | 5 | 4 | 0 | 16 | 147 | 14 | 0 | 0 | 456 | 1265 |
| 05:30 PM | 3 | 10 | 19 | 0 | 17 | 42 | 8 | 25 | 0 | 14 | 30 | 157 | 1 | 2 | 0 | 11 | 122 | 11 | 0 | 0 | 441 | 809 |
| 05:45 PM | 5 | 10 | 11 | 0 | 9 | 33 | 7 | 15 | 2 | 7 | 24 | 129 | 0 | 2 | 0 | 11 | 108 | 11 | 0 | 0 | 368 | 368 |

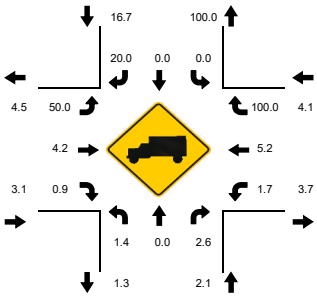
| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | |
| All Vehicles | 40 | 64 | 88 | 0 | 60 | 176 | 48 | 236 | 8 | 60 | 188 | 596 | 16 | 12 | 0 | 44 | 576 | 128 | 0 | 0 | **2220** |
| Heavy Trucks | 12 | 4 | 4 | | | 16 | 4 | 32 | | | 52 | 24 | 12 | | | 8 | 36 | 16 | | | **220** |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | **0** |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | **0** |
| Railroad | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

**LOCATION:** East Torino Pkwy & Midway Rd
**CITY/STATE:** Port St. Lucie, FL

**PROJECT ID:** 20-03227-004
**DATE:** 06/25/2020

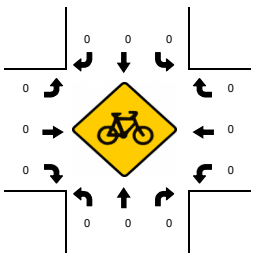
**Peak-Hour: 04:45 PM - 05:45 PM**
**Peak 15-Minute: 05:15 PM - 05:30 PM**



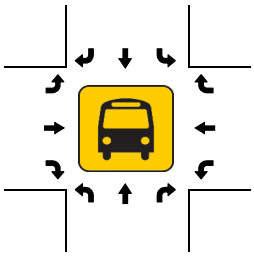


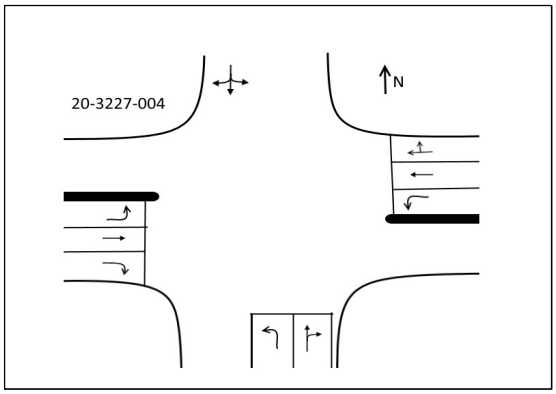













| 15-Min Count Period Beginning At | East Torino Pkwy Northbound | | | | | East Torino Pkwy Southbound | | | | | Midway Rd Eastbound | | | | | Midway Rd Westbound | | | | | Total | Hourly Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 04:00 PM | 33 | 0 | 39 | 0 | 9 | 0 | 0 | 4 | 0 | 1 | 0 | 139 | 64 | 0 | 33 | 75 | 122 | 0 | 0 | 0 | 476 | 1872 |
| 04:15 PM | 35 | 0 | 55 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 139 | 57 | 0 | 29 | 55 | 103 | 0 | 0 | 0 | 445 | 1907 |
| 04:30 PM | 40 | 0 | 62 | 0 | 15 | 0 | 2 | 1 | 0 | 0 | 1 | 118 | 70 | 0 | 43 | 70 | 120 | 0 | 0 | 0 | 484 | 1982 |
| 04:45 PM | 36 | 0 | 57 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 129 | 63 | 1 | 30 | 59 | 120 | 0 | 0 | 0 | 467 | 1987 |
| 05:00 PM | 37 | 0 | 63 | 0 | 12 | 0 | 1 | 2 | 0 | 1 | 1 | 123 | 85 | 0 | 38 | 65 | 134 | 0 | 0 | 0 | 511 | 1921 |
| 05:15 PM | 38 | 0 | 62 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 118 | 85 | 0 | 40 | 89 | 127 | 0 | 0 | 0 | 520 | 1410 |
| 05:30 PM | 29 | 0 | 51 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 85 | 0 | 33 | 75 | 120 | 1 | 0 | 1 | 489 | 890 |
| 05:45 PM | 28 | 0 | 47 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 97 | 82 | 0 | 44 | 52 | 94 | 0 | 0 | 0 | 401 | 401 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | |
| All Vehicles | 152 | 0 | 252 | 0 | 60 | 0 | 4 | 8 | 0 | 4 | 4 | 516 | 340 | 4 | 160 | 356 | 536 | 4 | 0 | 4 | **2176** |
| Heavy Trucks | 8 | 0 | 12 | | | 0 | 0 | 4 | | | 4 | 40 | 12 | | | 12 | 40 | 4 | | | **136** |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | **0** |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | **0** |
| Railroad | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

# APPENDIX D:
# FDOT Florida Traffic Online (FTO) Data

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401  CEN.-W OF US1 TO I95

MOCF: 0.94

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2019 - 01/05/2019 | 1.01 | 1.07 |
| 2 | 01/06/2019 - 01/12/2019 | 0.99 | 1.05 |
| 3 | 01/13/2019 - 01/19/2019 | 0.96 | 1.02 |
| * 4 | 01/20/2019 - 01/26/2019 | 0.95 | 1.01 |
| * 5 | 01/27/2019 - 02/02/2019 | 0.94 | 1.00 |
| * 6 | 02/03/2019 - 02/09/2019 | 0.93 | 0.99 |
| * 7 | 02/10/2019 - 02/16/2019 | 0.92 | 0.98 |
| * 8 | 02/17/2019 - 02/23/2019 | 0.92 | 0.98 |
| * 9 | 02/24/2019 - 03/02/2019 | 0.93 | 0.99 |
| *10 | 03/03/2019 - 03/09/2019 | 0.93 | 0.99 |
| *11 | 03/10/2019 - 03/16/2019 | 0.93 | 0.99 |
| *12 | 03/17/2019 - 03/23/2019 | 0.94 | 1.00 |
| *13 | 03/24/2019 - 03/30/2019 | 0.94 | 1.00 |
| *14 | 03/31/2019 - 04/06/2019 | 0.95 | 1.01 |
| *15 | 04/07/2019 - 04/13/2019 | 0.95 | 1.01 |
| *16 | 04/14/2019 - 04/20/2019 | 0.96 | 1.02 |
| 17 | 04/21/2019 - 04/27/2019 | 0.97 | 1.03 |
| 18 | 04/28/2019 - 05/04/2019 | 0.98 | 1.04 |
| 19 | 05/05/2019 - 05/11/2019 | 0.99 | 1.05 |
| 20 | 05/12/2019 - 05/18/2019 | 1.00 | 1.06 |
| 21 | 05/19/2019 - 05/25/2019 | 1.01 | 1.07 |
| 22 | 05/26/2019 - 06/01/2019 | 1.02 | 1.09 |
| 23 | 06/02/2019 - 06/08/2019 | 1.02 | 1.09 |
| 24 | 06/09/2019 - 06/15/2019 | 1.03 | 1.10 |
| 25 | 06/16/2019 - 06/22/2019 | 1.04 | 1.11 |
| 26 | 06/23/2019 - 06/29/2019 | 1.05 | 1.12 |
| 27 | 06/30/2019 - 07/06/2019 | 1.05 | 1.12 |
| 28 | 07/07/2019 - 07/13/2019 | 1.06 | 1.13 |
| 29 | 07/14/2019 - 07/20/2019 | 1.07 | 1.14 |
| 30 | 07/21/2019 - 07/27/2019 | 1.06 | 1.13 |
| 31 | 07/28/2019 - 08/03/2019 | 1.06 | 1.13 |
| 32 | 08/04/2019 - 08/10/2019 | 1.05 | 1.12 |
| 33 | 08/11/2019 - 08/17/2019 | 1.04 | 1.11 |
| 34 | 08/18/2019 - 08/24/2019 | 1.05 | 1.12 |
| 35 | 08/25/2019 - 08/31/2019 | 1.07 | 1.14 |
| 36 | 09/01/2019 - 09/07/2019 | 1.08 | 1.15 |
| 37 | 09/08/2019 - 09/14/2019 | 1.10 | 1.17 |
| 38 | 09/15/2019 - 09/21/2019 | 1.11 | 1.18 |
| 39 | 09/22/2019 - 09/28/2019 | 1.09 | 1.16 |
| 40 | 09/29/2019 - 10/05/2019 | 1.07 | 1.14 |
| 41 | 10/06/2019 - 10/12/2019 | 1.04 | 1.11 |
| 42 | 10/13/2019 - 10/19/2019 | 1.02 | 1.09 |
| 43 | 10/20/2019 - 10/26/2019 | 1.02 | 1.09 |
| 44 | 10/27/2019 - 11/02/2019 | 1.02 | 1.09 |
| 45 | 11/03/2019 - 11/09/2019 | 1.01 | 1.07 |
| 46 | 11/10/2019 - 11/16/2019 | 1.01 | 1.07 |
| 47 | 11/17/2019 - 11/23/2019 | 1.01 | 1.07 |
| 48 | 11/24/2019 - 11/30/2019 | 1.01 | 1.07 |
| 49 | 12/01/2019 - 12/07/2019 | 1.01 | 1.07 |
| 50 | 12/08/2019 - 12/14/2019 | 1.01 | 1.07 |
| 51 | 12/15/2019 - 12/21/2019 | 1.01 | 1.07 |
| 52 | 12/22/2019 - 12/28/2019 | 0.99 | 1.05 |
| 53 | 12/29/2019 - 12/31/2019 | 0.96 | 1.02 |

* PEAK SEASON

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

# Traffic Counts and Level of Service Report
# 2021

| Roadway Name | Location | STATION ID | AADT | Last Count Year | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| COUNTRY CLUB DR | ST LUCIE WEST BLVD to CALIFORNIA BLVD | 725 | 8,304 | 2019 | 1,710 | 535 | C | 0.313 | 490 | C | 0.287 |
| CROSSTOWN PKWY | COMMERCE CENTER DR to I-95 | 650 | 15,500 | 2021 | 3,170 | 738 | C | 0.233 | 789 | C | 0.249 |
| CROSSTOWN PKWY | I-95 to CALIFORNIA BLVD | 651 | 29,500 | 2021 | 3,170 | 1,667 | C | 0.526 | 1,874 | C | 0.591 |
| CROSSTOWN PKWY | CALIFORNIA BLVD to CASHMERE BLVD | 652 | 30,500 | 2021 | 3,170 | 1,719 | C | 0.542 | 1,616 | C | 0.51 |
| CROSSTOWN PKWY | CASHMERE BLVD to CAMEO BLVD | 653 | 34,000 | 2021 | 3,170 | 1,840 | C | 0.58 | 1,768 | C | 0.558 |
| CROSSTOWN PKWY | CAMEO BLVD to BAYSHORE BLVD | 654 | 40,500 | 2021 | 3,170 | 2,014 | C | 0.635 | 2,111 | C | 0.666 |
| CROSSTOWN PKWY | BAYSHORE BLVD to AIROSO BLVD | 655 | 30,000 | 2021 | 3,170 | 1,560 | C | 0.492 | 1,531 | C | 0.483 |
| CROSSTOWN PKWY | AIROSO BLVD to SANDIA DR | 656 | 17,500 | 2021 | 3,170 | 847 | C | 0.267 | 908 | C | 0.286 |
| CROSSTOWN PKWY | SANDIA DR to MANTH LN | 657 | 20,500 | 2021 | 3,170 | 1,047 | C | 0.33 | 1,027 | C | 0.324 |
| CROSSTOWN PKWY | FLORESTA DR to US 1 | 66 | 33,000 | 2021 | 3,170 | 2,191 | C | 0.691 | 1,994 | C | 0.629 |
| CROSSROADS PKWY | OKEECHOBEE RD to KINGS HWY | 649 | 2,333 | 2017 | 790 | 117 | C | 0.148 | 117 | C | 0.148 |
| DARWIN BLVD | BECKER RD to PAAR DR | 235 | 7,400 | 2021 | 630 | 658 | F | 1.044 | 609 | D | 0.967 |
| DARWIN BLVD | PAAR DR to TULIP BLVD | 235 | 7,400 | 2021 | 920 | 658 | C | 0.715 | 609 | C | 0.662 |
| DARWIN BLVD | TULIP BLVD to PORT ST LUCIE BLVD | 659 | 11,500 | 2021 | 920 | 542 | C | 0.589 | 537 | C | 0.584 |
| DEL RIO BLVD | PORT ST LUCIE BLVD to CALIFORNIA BLVD | 311 | 10,293 | 2019 | 920 | 804 | C | 0.874 | 725 | C | 0.788 |
| DEL RIO BLVD | CALIFORNIA BLVD to CASHMERE BLVD | 660 | 8,002 | 2019 | 880 | 488 | C | 0.555 | 484 | C | 0.55 |
| DEL RIO BLVD | CASHMERE BLVD to CALIFORNIA BLVD | 661 | 4,900 | 2021 | 880 | 261 | C | 0.297 | 264 | C | 0.3 |
| DELAWARE AVE | HARTMAN RD to 33RD ST | 662 | 1,617 | 2016 | 600 | 251 | C | 0.418 | 202 | C | 0.337 |
| DELAWARE AVE | 33RD ST to 25TH ST | 500 | 2,891 | 2017 | 1,710 | 192 | C | 0.112 | 220 | C | 0.129 |
| DELAWARE AVE | 25TH ST to OKEECHOBEE RD | 948526 | 2,000 | 2020 | 1,220 | 92 | C | 0.075 | 92 | C | 0.075 |
| DELAWARE AVE | OKEECHOBEE RD to 13TH ST | 663 | 11,462 | 2020 | 790 | 628 | D | 0.795 | 584 | D | 0.739 |
| DELAWARE AVE | 13TH ST to 10TH ST | 664 | 7,700 | 2021 | 750 | 418 | D | 0.557 | 399 | D | 0.532 |
| DELAWARE AVE | 10TH ST to 7TH ST | 664 | 7,700 | 2021 | 600 | 418 | D | 0.697 | 399 | D | 0.665 |
| DELAWARE AVE | 7TH ST to US 1 | 665 | 7,188 | 2020 | 750 | 390 | D | 0.52 | 401 | D | 0.535 |
| EAST TORINO PKWY | CASHMERE BLVD to TORINO PKWY | 710 | 10,500 | 2021 | 830 | 619 | C | 0.746 | 612 | C | 0.737 |

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

# Traffic Counts and Level of Service Report
# 2021

| Roadway Name | Location | STATION ID | AADT | Last Count Year | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| EAST TORINO PKWY | TORINO PKWY to MIDWAY RD | 237 | 14,500 | 2021 | 880 | 940 | F | 1.068 | 811 | C | 0.922 |
| EASY ST | US 1 to BUCHANAN DR | 106 | 5,400 | 2021 | 750 | 299 | C | 0.399 | 379 | D | 0.505 |
| EASY ST | BUCHANAN DR to YUCCA DR | 106 | 5,400 | 2021 | 540 | 299 | D | 0.554 | 379 | D | 0.702 |
| EDWARDS RD | JENKINS RD to MCNEIL RD | 174 | 11,500 | 2021 | 630 | 529 | C | 0.84 | 533 | C | 0.846 |
| EDWARDS RD | MCNEIL RD to SELVITZ RD | 174 | 11,500 | 2021 | 700 | 529 | C | 0.756 | 533 | C | 0.761 |
| EDWARDS RD | SELVITZ RD to 25TH ST | 110 | 14,500 | 2021 | 880 | 729 | C | 0.828 | 741 | C | 0.842 |
| EDWARDS RD | 25TH ST to SUNRISE BLVD | 108 | 16,000 | 2021 | 1,700 | 778 | D | 0.458 | 778 | D | 0.458 |
| EDWARDS RD | SUNRISE BLVD to OLEANDER AVE | 502 | 15,401 | 2019 | 1,700 | 764 | D | 0.449 | 745 | D | 0.438 |
| EDWARDS RD | OLEANDER AVE to US 1 | 173 | 9,616 | 2019 | 1,700 | 529 | C | 0.311 | 462 | C | 0.272 |
| FARMER'S MARKET RD | OLEANDER AVE to US 1 | 112 | 1,848 | 2019 | 750 | 128 | C | 0.171 | 125 | C | 0.167 |
| FLORESTA DR | OAKLYN ST to PORT ST LUCIE BLVD | 317 | 17,572 | 2019 | 920 | 1,216 | F | 1.322 | 929 | F | 1.01 |
| FLORESTA DR | THORNHILL DR to CROSSTOWN PKWY | 315 | 15,459 | 2019 | 880 | 1,002 | F | 1.139 | 913 | F | 1.038 |
| FLORESTA DR | PORT ST LUCIE BLVD to THORNHILL DR | 315 | 15,459 | 2019 | 880 | 1,002 | F | 1.139 | 913 | F | 1.038 |
| FLORESTA DR | CROSSTOWN PKWY to PRIMA VISTA BLVD | 109 | 11,000 | 2021 | 920 | 609 | C | 0.662 | 559 | C | 0.608 |
| FLORESTA DR | PRIMA VISTA BLVD to AIROSO BLVD | 107 | 9,000 | 2021 | 920 | 497 | C | 0.54 | 549 | C | 0.597 |
| FLORESTA DR | SELVITZ RD to BAYSHORE BLVD | 313 | 4,400 | 2021 | 630 | 316 | C | 0.502 | 336 | C | 0.533 |
| FLORESTA DR | AIROSO BLVD to SELVITZ RD | 313 | 4,400 | 2021 | 880 | 316 | C | 0.359 | 336 | C | 0.382 |
| FT PIERCE BLVD | INDRIO RD to EMERSON AVE | 226 | 3,613 | 2019 | 580 | 271 | D | 0.467 | 277 | D | 0.478 |
| GARDENIA AVE | OLEANDER AVE to US 1 | 666 | 2,867 | 2017 | 750 | 191 | C | 0.255 | 204 | C | 0.272 |
| GATLIN BLVD | W OF I-95 to E OF I-95 | 945075 | 48,500 | 2020 | 3,170 | 3,352 | F | 1.057 | 2,732 | C | 0.862 |
| GATLIN BLVD | E OF I-95 to SAVAGE BLVD | 945075 | 48,500 | 2020 | 3,170 | 3,352 | F | 1.057 | 2,732 | C | 0.862 |
| GATLIN BLVD | SAVAGE BLVD to ROSSER BLVD | 945075 | 48,500 | 2020 | 3,170 | 3,352 | F | 1.057 | 2,732 | C | 0.862 |
| GATLIN BLVD | ROSSER BLVD to SAVONA BLVD | 945075 | 48,500 | 2020 | 3,170 | 3,352 | F | 1.057 | 2,732 | C | 0.862 |
| GATLIN BLVD | SAVONA BLVD to PORT ST LUCIE BLVD | 945075 | 48,500 | 2020 | 3,170 | 3,352 | F | 1.057 | 2,732 | C | 0.862 |
| GEORGIA AVE | 25TH ST to OKEECHOBEE RD | 667 | 4,778 | 2020 | 600 | 295 | C | 0.492 | 266 | C | 0.443 |

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

St. Lucie Transportation Planning Organization

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466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

# Traffic Counts and Level of Service Report
# 2021

| Roadway Name | Location | STATION ID | AADT | Last Count Year | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| GEORGIA AVE | OKEECHOBEE RD to 17TH ST | 667 | 4,778 | 2020 | 750 | 295 | C | 0.393 | 266 | C | 0.355 |
| GEORGIA AVE | 17TH ST to 13TH ST | 508 | 4,723 | 2019 | 600 | 263 | C | 0.438 | 267 | C | 0.445 |
| GEORGIA AVE | 13TH ST to 7TH ST | 506 | 2,165 | 2019 | 600 | 133 | C | 0.222 | 136 | C | 0.227 |
| GEORGIA AVE | 7TH ST to US 1 | 504 | 1,939 | 2019 | 600 | 122 | C | 0.203 | 135 | C | 0.225 |
| GILSON RD | MARTIN C.L. to BECKER RD | 111 | 10,500 | 2021 | 710 | 880 | F | 1.239 | 910 | F | 1.282 |
| GILSON RD | BECKER RD to LAKERIDGE DR | 111 | 10,500 | 2021 | 540 | 880 | F | 1.63 | 910 | F | 1.685 |
| GLADES CUT-OFF RD | RANGE LINE RD to RESERVE BLVD | 668 | 2,967 | 2017 | 1,070 | 209 | B | 0.195 | 264 | B | 0.247 |
| GLADES CUT-OFF RD | RESERVE BLVD to COMMERCE CENTER DR | 119 | 3,634 | 2016 | 1,070 | 336 | B | 0.314 | 336 | B | 0.314 |
| GLADES CUT-OFF RD | CARLTON RD to RANGE LINE RD | 668 | 2,967 | 2017 | 390 | 209 | B | 0.536 | 264 | C | 0.677 |
| GLADES CUT-OFF RD | COMMERCE CENTER DR to MIDWAY RD | 940279 | 3,400 | 2020 | 920 | 187 | C | 0.203 | 171 | C | 0.186 |
| GLADES CUT-OFF RD | MIDWAY RD to JENKINS RD | 115 | 8,500 | 2021 | 790 | 510 | D | 0.646 | 540 | D | 0.684 |
| GLADES CUT-OFF RD | JENKINS RD to SELVITZ RD | 113 | 6,575 | 2020 | 830 | 368 | C | 0.443 | 384 | C | 0.463 |
| GRAHAM RD | KINGS HWY to JENKINS RD | 669 | 3,833 | 2017 | 630 | 262 | C | 0.416 | 250 | C | 0.397 |
| GREEN RIVER PKWY | MARTIN C.L. to CHARLESTON DR | 319 | 5,700 | 2021 | 1,070 | 395 | C | 0.369 | 359 | B | 0.336 |
| GREEN RIVER PKWY | CHARLESTON DR to MELALEUCA BLVD | 319 | 5,700 | 2021 | 1,070 | 395 | C | 0.369 | 359 | B | 0.336 |
| GREEN RIVER PKWY | MELALEUCA BLVD to WALTON RD | 319 | 5,700 | 2021 | 1,070 | 395 | C | 0.369 | 359 | B | 0.336 |
| HARTMAN RD | OKEECHOBEE RD to PETERSON RD | 670 | 6,000 | 2021 | 750 | 286 | C | 0.381 | 280 | C | 0.373 |
| HARTMAN RD | PETERSON RD to DELAWARE AVE | 670 | 6,000 | 2021 | 540 | 286 | D | 0.53 | 280 | D | 0.519 |
| HARTMAN RD | DELAWARE AVE to ORANGE AVE | 670 | 6,000 | 2021 | 790 | 286 | C | 0.362 | 280 | C | 0.354 |
| HEADER CANAL RD | OKEECHOBEE RD to ORANGE AVE | 121 | 570 | 2019 | 670 | 47 | B | 0.07 | 57 | B | 0.085 |
| HILLMOOR DR | US 1 to LENNARD RD | 671 | 7,057 | 2019 | 790 | 366 | C | 0.463 | 465 | D | 0.589 |
| I-95 | GATLIN BLVD to ST LUCIE WEST BLVD | 941901 | 80,500 | 2020 | 5,500 | 4,122 | C | 0.749 | 3,723 | C | 0.677 |
| I-95 | ST LUCIE WEST BLVD to MIDWAY RD | 941904 | 66,431 | 2018 | 5,500 | 3,736 | C | 0.679 | 3,222 | B | 0.586 |
| I-95 | MIDWAY RD to OKEECHOBEE RD | 941902 | 79,206 | 2018 | 5,500 | 5,004 | D | 0.91 | 4,063 | C | 0.739 |
| I-95 | OKEECHOBEE RD to ORANGE AVE | 940260 | 60,386 | 2020 | 7,320 | 2,804 | B | 0.383 | 2,804 | B | 0.383 |

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

# Traffic Counts and Level of Service Report
# 2021

| Roadway Name | Location | STATION ID | AADT | Last Count Year | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| MCCARTY RD | WILLIAMS RD to MIDWAY RD | 680 | 383 | 2017 | 540 | 33 | C | 0.061 | 36 | C | 0.067 |
| MCCARTY RD | MIDWAY RD to OKEECHOBEE RD | 681 | 391 | 2020 | 540 | 34 | C | 0.063 | 34 | C | 0.063 |
| MCNEIL RD | OKEECHOBEE RD to KIRBY LOOP RD | 682 | 6,480 | 2020 | 790 | 396 | D | 0.501 | 395 | D | 0.5 |
| MCNEIL RD | KIRBY LOOP RD to EDWARDS RD | 682 | 6,480 | 2020 | 540 | 396 | D | 0.733 | 395 | D | 0.731 |
| MELALEUCA BLVD | LENNARD RD to GREEN RIVER PKWY | 683 | 11,000 | 2021 | 920 | 647 | C | 0.703 | 617 | C | 0.671 |
| MIDWAY RD | EAST TORINO PKWY to MILNER DR | 134 | 20,500 | 2021 | 880 | 1,001 | F | 1.137 | 1,053 | F | 1.197 |
| MIDWAY RD | MILNER DR to W OF SELVITZ RD | 134 | 20,500 | 2021 | 790 | 1,001 | F | 1.267 | 1,053 | F | 1.333 |
| MIDWAY RD | OKEECHOBEE RD to SHINN RD | 940732 | 8,400 | 2020 | 760 | 408 | C | 0.537 | 519 | C | 0.683 |
| MIDWAY RD | SHINN RD to MCCARTY RD | 940732 | 8,400 | 2020 | 630 | 408 | C | 0.648 | 519 | C | 0.824 |
| MIDWAY RD | MCCARTY RD to I-95 | 940732 | 8,400 | 2020 | 700 | 408 | C | 0.583 | 519 | C | 0.741 |
| MIDWAY RD | I-95 to GLADES CUT-OFF RD | 945140 | 19,400 | 2020 | 2,100 | 899 | C | 0.428 | 996 | C | 0.474 |
| MIDWAY RD | GLADES CUT-OFF RD to EAST TORINO PKWY | 228 | 20,000 | 2021 | 2,100 | 1,056 | C | 0.503 | 1,087 | C | 0.518 |
| MIDWAY RD | W OF SELVITZ RD to SELVITZ RD | 134 | 20,500 | 2021 | 920 | 1,001 | F | 1.088 | 1,053 | F | 1.145 |
| MIDWAY RD | SELVITZ RD to CHRISTENSEN RD | 132 | 16,500 | 2021 | 920 | 793 | C | 0.862 | 756 | C | 0.822 |
| MIDWAY RD | CHRISTENSEN RD to 25TH ST | 132 | 16,500 | 2021 | 840 | 793 | E | 0.944 | 756 | D | 0.9 |
| MIDWAY RD | 25TH ST to SUNRISE BLVD | 130 | 18,855 | 2016 | 840 | 1,029 | F | 1.225 | 945 | F | 1.125 |
| MIDWAY RD | SUNRISE BLVD to OLEANDER AVE | 130 | 18,855 | 2016 | 840 | 1,029 | F | 1.225 | 945 | F | 1.125 |
| MIDWAY RD | OLEANDER AVE to US 1 | 242 | 15,197 | 2016 | 840 | 802 | E | 0.955 | 794 | E | 0.945 |
| MIDWAY RD | US 1 to WALLACE ST | 940023 | 3,600 | 2020 | 840 | 196 | C | 0.233 | 216 | C | 0.257 |
| MIDWAY RD | WALLACE ST to WEATHERBEE RD | 940023 | 3,600 | 2020 | 920 | 196 | C | 0.213 | 216 | C | 0.235 |
| MIDWAY RD | WEATHERBEE RD to INDIAN RIVER DR | 940023 | 3,600 | 2020 | 630 | 196 | C | 0.311 | 216 | C | 0.343 |
| MORNINGSIDE BLVD | WESTMORELAND BLVD to PORT ST LUCIE BLVD | 333 | 2,577 | 2017 | 920 | 155 | C | 0.168 | 148 | C | 0.161 |
| MORNINGSIDE BLVD | PORT ST LUCIE BLVD to LYNGATE DR | 331 | 3,910 | 2020 | 880 | 311 | C | 0.353 | 330 | C | 0.375 |
| NEBRASKA AVE | 25TH ST to 13TH ST | 684 | 3,733 | 2017 | 1,710 | 232 | C | 0.136 | 196 | C | 0.115 |
| OAKRIDGE DR | MOUNTWELL ST to OAKLYN ST | 621 | 6,623 | 2019 | 700 | 412 | C | 0.589 | 358 | C | 0.511 |

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

# Traffic Counts and Level of Service Report
# 2021

| Roadway Name | Location | STATION ID | AADT | Last Count Year | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| ST LUCIE WEST BLVD | CASHMERE BLVD to BAYSHORE BLVD | 316 | 45,500 | 2021 | 3,170 | 1,995 | C | 0.629 | 2,125 | C | 0.67 |
| SUNRISE BLVD | MIDWAY RD to BELL AVE | 155 | 3,500 | 2021 | 540 | 211 | C | 0.391 | 223 | C | 0.413 |
| SUNRISE BLVD | BELL AVE to EDWARDS RD | 153 | 3,793 | 2016 | 750 | 251 | C | 0.335 | 284 | C | 0.379 |
| SUNRISE BLVD | EDWARDS RD to CORTEZ BLVD | 511 | 6,590 | 2020 | 600 | 584 | D | 0.973 | 465 | D | 0.775 |
| SUNRISE BLVD | CORTEZ BLVD to VIRGINIA AVE | 511 | 6,590 | 2020 | 750 | 584 | D | 0.779 | 465 | D | 0.62 |
| SUNRISE BLVD | VIRGINIA AVE to OLEANDER AVE | 509 | 5,073 | 2020 | 750 | 399 | D | 0.532 | 393 | D | 0.524 |
| SUNRISE BLVD | OLEANDER AVE to 7TH ST | 708 | 3,967 | 2017 | 1,540 | 247 | C | 0.16 | 287 | C | 0.186 |
| SUNRISE BLVD | 7TH ST to US 1 | 708 | 3,967 | 2017 | 1,710 | 247 | C | 0.144 | 287 | C | 0.168 |
| TIFFANY AVE | US 1 to HILLMOOR DR | 322 | 16,941 | 2019 | 2,100 | 966 | C | 0.46 | 973 | C | 0.463 |
| TIFFANY AVE | HILLMOOR DR to VILLAGE GREEN DR | 322 | 16,941 | 2019 | 2,100 | 966 | C | 0.46 | 973 | C | 0.463 |
| TIFFANY AVE | VILLAGE GREEN DR to LENNARD RD | 320 | 4,200 | 2021 | 2,100 | 204 | C | 0.097 | 198 | C | 0.094 |
| TORINO PKWY | CASHMERE BLVD to CALIFORNIA BLVD | 709 | 6,200 | 2021 | 630 | 397 | C | 0.63 | 362 | C | 0.575 |
| TORINO PKWY | CALIFORNIA BLVD to EAST TORINO PKWY | 238 | 4,700 | 2021 | 630 | 310 | C | 0.492 | 253 | C | 0.402 |
| TRADITION PKWY | COMMUNITY BLVD to VILLAGE PKWY | 711 | 6,200 | 2021 | 1,710 | 649 | C | 0.38 | 629 | C | 0.368 |
| TRADITION PKWY | VILLAGE PKWY to W OF I-95 | 712 | 33,500 | 2021 | 3,170 | 1,691 | C | 0.533 | 1,833 | C | 0.578 |
| TULIP BLVD | DARWIN BLVD to PORT ST LUCIE BLVD | 713 | 8,471 | 2019 | 790 | 541 | D | 0.685 | 471 | D | 0.596 |
| TULIP BLVD | PORT ST LUCIE BLVD to PAAR DR | 714 | 8,800 | 2021 | 790 | 492 | D | 0.623 | 526 | D | 0.666 |
| TULIP BLVD | PAAR DR to DARWIN BLVD | 714 | 8,800 | 2021 | 790 | 492 | D | 0.623 | 526 | D | 0.666 |
| TURNPIKE FEEDER RD | TURNPIKE FEEDER RD SB RAMP to US 1 | 940078 | 4,971 | 2015 | 660 | 447 | C | 0.677 | 447 | C | 0.677 |
| TURNPIKE FEEDER RD | INDIAN PINES BLVD to TURNPIKE FEEDER RD SB R... | 940269 | 11,200 | 2020 | 870 | 700 | C | 0.805 | 642 | C | 0.738 |
| TURNPIKE FEEDER RD | INDRIO RD to INDIAN PINES BLVD | 940745 | 12,400 | 2020 | 870 | 649 | C | 0.746 | 682 | C | 0.784 |
| US 1 | MARTIN C.L. to LENNARD RD | 945071 | 58,500 | 2020 | 4,240 | 2,664 | C | 0.628 | 3,132 | C | 0.739 |
| US 1 | LENNARD RD to PORT ST LUCIE BLVD | 945071 | 58,500 | 2020 | 4,040 | 2,664 | C | 0.659 | 3,132 | C | 0.775 |
| US 1 | PORT ST LUCIE BLVD to JENNINGS RD | 945070 | 30,000 | 2020 | 3,020 | 1,409 | C | 0.467 | 1,495 | C | 0.495 |
| US 1 | JENNINGS RD to TIFFANY AVE | 945070 | 30,000 | 2020 | 3,020 | 1,409 | C | 0.467 | 1,495 | C | 0.495 |

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 830 | 880 | ** |
| 2 | Divided | * | 1,910 | 2,000 | ** |
| 3 | Divided | * | 2,940 | 3,020 | ** |
| 4 | Divided | * | 3,970 | 4,040 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 370 | 750 | 800 |
| 2 | Divided | * | 730 | 1,630 | 1,700 |
| 3 | Divided | * | 1,170 | 2,520 | 2,560 |
| 4 | Divided | * | 1,610 | 3,390 | 3,420 |

#### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

#### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 1 | Divided | Yes | No | +5% |
| 1 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

#### One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

#### BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 150 | 390 | 1,000 |
| 50-84% | 110 | 340 | 1,000 | >1,000 |
| 85-100% | 470 | 1,000 | >1,000 | ** |

#### PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 140 | 480 |
| 50-84% | * | 80 | 440 | 800 |
| 85-100% | 200 | 540 | 880 | >1,000 |

#### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

**Core Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 2 | 2,230 | 3,100 | 3,740 | 4,080 |
| 3 | 3,280 | 4,570 | 5,620 | 6,130 |
| 4 | 4,310 | 6,030 | 7,490 | 8,170 |
| 5 | 5,390 | 7,430 | 9,370 | 10,220 |
| 6 | 6,380 | 8,990 | 11,510 | 12,760 |

**Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 2 | 2,270 | 3,100 | 3,890 | 4,230 |
| 3 | 3,410 | 4,650 | 5,780 | 6,340 |
| 4 | 4,550 | 6,200 | 7,680 | 8,460 |
| 5 | 5,690 | 7,760 | 9,520 | 10,570 |

#### Freeway Adjustments

| Auxiliary Lane | Ramp Metering |
|---|---|
| + 1,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | 580 | 890 | 1,200 | 1,610 |
| 2 | Divided | 1,800 | 2,600 | 3,280 | 3,730 |
| 3 | Divided | 2,700 | 3,900 | 4,920 | 5,600 |

#### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 1 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

# APPENDIX E:
# Intersection Volume Development

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & I-95 SB Ramp
**COUNT DATE:** June 25, 2020
**PM PEAK HOUR FACTOR:** 0.92

| "PM EXISTING TRAFFIC" | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 0 | 112 | 132 | 2 | 395 | 207 | 0 | 0 | 0 | 0 | 254 | 0 | 30 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| Growth to 2021 | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% |
| **PM EXISTING CONDITIONS** | **0** | **144** | **170** | **3** | **508** | **266** | **0** | **0** | **0** | **0** | **326** | **0** | **39** |

| "PM BACKGROUND TRAFFIC" | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speedway Gas Station | | 1 | | | 47 | 1 | | | | | 47 | | |
| Project Midway Industrial | | 4 | | | 130 | 5 | | | | | 106 | | |
| TOTAL "VESTED" TRAFFIC | 0 | 5 | 0 | | 177 | 6 | 0 | 0 | 0 | 0 | 153 | 0 | 0 |
| | | | | | | | | | | | | | |
| Years To Buildout | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 10 | 12 | 0 | 36 | 19 | 0 | 0 | 0 | 0 | 23 | 0 | 3 |
| | | | | | | | | | | | | | |
| **PM NON-PROJECT TRAFFIC** | **0** | **159** | **182** | **3** | **721** | **291** | **0** | **0** | **0** | **0** | **502** | **0** | **42** |

| "BLDG 100 PROJECT DISTRIBUTION" | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAND USE | TYPE | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Net New | Entering | | 4.0% | | | | | | | | | 40.0% | | |
| Distribution | Exiting | | | | | 20.0% | 4.0% | | | | | | | |

| "BLDG 200 PROJECT DISTRIBUTION" | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAND USE | TYPE | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Net New | Entering | | 4.0% | | | | | | | | | 40.0% | | |
| Distribution | Exiting | | | | | 20.0% | 4.0% | | | | | | | |

| "PM PROJECT TRAFFIC" | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAND USE | TYPE | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Bldg 100 Project Trips | Net New | | 1 | | | 5 | 1 | | | | | 3 | | |
| Bldg 200 Project Trips | Net New | | 1 | | | 5 | 1 | | | | | 4 | | |
| **PM TOTAL PROJECT TRAFFIC** | | **0** | **2** | **0** | **0** | **10** | **2** | **0** | **0** | **0** | **0** | **7** | **0** | **0** |
| | | | | | | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | **0** | **161** | **182** | **3** | **731** | **293** | **0** | **0** | **0** | **0** | **509** | **0** | **42** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION: Midway Road & I-95 NB Ramp**
**COUNT DATE: June 25, 2020**
**PM PEAK HOUR FACTOR: 0.95**

| "PM EXISTING TRAFFIC" | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 9 | 331 | 0 | 0 | 508 | 255 | 121 | 0 | 384 | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| Growth to 2021 | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% |
| **PM EXISTING CONDITIONS** | **12** | **425** | **0** | **0** | **653** | **328** | **156** | **0** | **494** | **0** | **0** | **0** |

| "PM BACKGROUND TRAFFIC" | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speedway Gas Station | | 49 | | | 49 | 47 | | | 47 | | | |
| Project Midway Industrial | | 109 | | | 134 | 130 | | | 106 | | | |
| TOTAL "VESTED" TRAFFIC | 0 | 158 | 0 | 0 | 183 | 177 | 0 | 0 | 153 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Years To Buildout | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | 1 | 30 | 0 | 0 | 47 | 23 | 11 | 0 | 35 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| **PM NON-PROJECT TRAFFIC** | **13** | **613** | **0** | **0** | **883** | **528** | **167** | **0** | **682** | **0** | **0** | **0** |

"BLDG 100 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | 44.0% | | | | | | | 20.0% | | | |
| Distribution | Exiting | | | | | 24.0% | 40.0% | | | | | | |

"BLDG 200 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | 44.0% | | | | | | | 20.0% | | | |
| Distribution | Exiting | | | | | 24.0% | 40.0% | | | | | | |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bldg 100 Project Trips | Net New | | 4 | | | 6 | 9 | | | 1 | | | |
| Bldg 200 Project Trips | Net New | | 5 | | | 6 | 12 | | | 2 | | | |
| **PM TOTAL PROJECT TRAFFIC** | | **0** | **9** | **0** | **0** | **12** | **21** | **0** | **0** | **3** | **0** | **0** | **0** |
| | | | | | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | **13** | **622** | **0** | **0** | **895** | **549** | **167** | **0** | **685** | **0** | **0** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & LTC Parkway
**COUNT DATE:** June 25, 2020
**PM PEAK HOUR FACTOR:** 0.96

| "PM EXISTING TRAFFIC" | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 0 | 679 | 40 | 3 | 4 | 693 | 0 | 71 | 0 | 14 | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| Growth to 2021 | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% |
| **PM EXISTING CONDITIONS** | **0** | **873** | **51** | **4** | **5** | **891** | **0** | **91** | **0** | **18** | **0** | **0** | **0** |

| "PM BACKGROUND TRAFFIC" | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speedway Gas Station | | | | | 102 | -45 | | 140 | | 100 | | | |
| Project Midway Industrial | | | 215 | | 156 | | | 264 | | 192 | | | |
| TOTAL "VESTED" TRAFFIC | 0 | 0 | 215 | 0 | 258 | -45 | 0 | 404 | 0 | 292 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| Years To Buildout | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 62 | 4 | 0 | 0 | 63 | 0 | 6 | 0 | 1 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| **PM NON-PROJECT TRAFFIC** | **0** | **935** | **270** | **4** | **263** | **909** | **0** | **501** | **0** | **311** | **0** | **0** | **0** |

"BLDG 100 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New Distribution | Entering | | | 64.0% | | 34.0% | | | | | | | | |
| | Exiting | | | | | | | | 64.0% | | 34.0% | | | |

"BLDG 200 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New Distribution | Entering | | 60.0% | 4.0% | | | | | | | | | | |
| | Exiting | | | | | | | | 64.0% | | | | | |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bldg 100 Project Trips | Net New | | | 5 | | 2 | | | 15 | | 7 | | | |
| Bldg 200 Project Trips | Net New | | 6 | 1 | | | | | 18 | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | **0** | **6** | **6** | **0** | **2** | **0** | **0** | **33** | **0** | **7** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | **0** | **941** | **276** | **4** | **265** | **909** | **0** | **534** | **0** | **318** | **0** | **0** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & Glades Cut-Off Road
**COUNT DATE:** June 25, 2020
**PM PEAK HOUR FACTOR:** 0.94

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 5 | 119 | 564 | 11 | 32 | 494 | 86 | 26 | 50 | 72 | 2 | 141 | 34 | 161 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| Growth to 2021 | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% |
| **PM EXISTING CONDITIONS** | **6** | **153** | **725** | **14** | **41** | **635** | **111** | **33** | **64** | **93** | **3** | **181** | **44** | **207** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speedway Gas Station | | 9 | 48 | | | 48 | | 7 | | | | | | 9 |
| Project Midway Industrial | | 29 | 163 | | | 133 | | | | | | | | 23 |
| TOTAL "VESTED" TRAFFIC | 0 | 38 | 211 | 0 | 0 | 181 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 32 |
| | | | | | | | | | | | | | | |
| Years To Buildout | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 11 | 52 | 1 | 3 | 45 | 8 | 2 | 5 | 7 | 0 | 13 | 3 | 15 |
| | | | | | | | | | | | | | | |
| **PM NON-PROJECT TRAFFIC** | **6** | **202** | **988** | **15** | **44** | **861** | **119** | **42** | **69** | **100** | **3** | **194** | **47** | **254** |

"BLDG 100 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | 27.0% | | | | | | | | 7.0% |
| Distribution | Exiting | | 7.0% | 27.0% | | | | | | | | | | | |

"BLDG 200 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | 27.0% | | | | | | | | 7.0% | |
| Distribution | Exiting | | 7.0% | 21.0% | | | | | | | 6.0% | | | | |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bldg 100 Project Trips | Net New | | 1 | 6 | | | 1 | | | | | | | | 1 |
| Bldg 200 Project Trips | Net New | | 2 | 5 | | 2 | | | | | 2 | | | 1 | |
| **PM TOTAL PROJECT TRAFFIC** | | **0** | **3** | **11** | **0** | **2** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **1** |
| | | | | | | | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | **6** | **205** | **999** | **15** | **46** | **862** | **119** | **42** | **69** | **102** | **3** | **194** | **48** | **255** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & East Torino Parkway
**COUNT DATE:** June 25, 2020
**PM PEAK HOUR FACTOR:** 0.96

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 1 | 1 | 498 | 318 | 288 | 501 | 1 | 140 | 0 | 233 | 0 | 1 | 5 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| Growth to 2021 | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% |
| **PM EXISTING CONDITIONS** | **1** | **1** | **640** | **409** | **370** | **644** | **1** | **180** | **0** | **299** | **0** | **1** | **6** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speedway Gas Station | | | 43 | 6 | | 43 | | 6 | | | | | |
| Project Midway Industrial | | | 144 | 19 | | 117 | | 16 | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 187 | 25 | 0 | 160 | 0 | 22 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| Years To Buildout | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 0 | 46 | 29 | 26 | 46 | 0 | 13 | 0 | 21 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| **PM NON-PROJECT TRAFFIC** | **1** | **1** | **873** | **463** | **396** | **850** | **1** | **215** | **0** | **320** | **0** | **1** | **6** |

"BLDG 100 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | 25.0% | | 2.0% | | | | | |
| Distribution | Exiting | | | 25.0% | 2.0% | | | | | | | | | |

"BLDG 200 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | 25.0% | | 2.0% | | | | | |
| Distribution | Exiting | | | 25.0% | 2.0% | | | | | | | | | |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bldg 100 Project Trips | Net New | | | 5 | 1 | | 1 | | 0 | | | | | |
| Bldg 200 Project Trips | Net New | | | 6 | 1 | | 2 | | 0 | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | **0** | **0** | **11** | **2** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM TOTAL TRAFFIC** | **1** | **1** | **884** | **465** | **396** | **853** | **1** | **215** | **0** | **320** | **0** | **1** | **6** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & Tropicana Dwy & Project Dwy 1
**COUNT DATE:** September 30, 2021
**PM PEAK HOUR FACTOR:** 0.91

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 1 | 3 | 787 | 0 | 5 | 0 | 829 | 0 | 0 | 0 | 0 | 2 | 0 | 11 |
| Peak Season Correction Factor | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| **PM EXISTING CONDITIONS** | **1** | **3** | **897** | **0** | **6** | **0** | **945** | **0** | **0** | **0** | **0** | **2** | **0** | **13** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speedway Gas Station | | | 100 | | | | 102 | | | | | | | |
| Project Midway Industrial | | | 192 | | | | 156 | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 292 | 0 | | 0 | 258 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Years To Buildout | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 0 | 31 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM NON-PROJECT TRAFFIC** | **1** | **3** | **1,220** | **0** | **6** | **0** | **1,236** | **0** | **0** | **0** | **0** | **2** | **0** | **13** |

"BLDG 100 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | 34.0% | | | | | | | |
| Distribution | Exiting | | | 34.0% | | | | | | | | | | | |

"BLDG 200 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | 60.0% | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | 28.0% | | | |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bldg 100 Project Trips | Net New | | | 7 | | | | 2 | | | | | | | |
| Bldg 200 Project Trips | Net New | | | | 6 | | | | | | | 7 | | | |
| PM TOTAL PROJECT TRAFFIC | | 0 | 0 | 7 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| **PM TOTAL TRAFFIC** | | **1** | **3** | **1,227** | **6** | **6** | **0** | **1,238** | **0** | **0** | **0** | **7** | **2** | **0** | **13** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION: Glades Cut-Off Road & Project Dwy 2**
**COUNT DATE: June 25, 2020**
**PM PEAK HOUR FACTOR: 0.94**

| "PM EXISTING TRAFFIC" | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 0 | 0 | 77 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| Growth to 2021 | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% |
| **PM EXISTING CONDITIONS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **190** | **0** | **0** | **99** | **0** |

| "PM BACKGROUND TRAFFIC" | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speedway Gas Station | | | | | | | | 7 | | | 0 | |
| Project Midway Industrial | | | | | | | | 0 | | | 0 | |
| TOTAL "VESTED" TRAFFIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Years To Buildout | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 7 | 0 |
| | | | | | | | | | | | | |
| **PM NON-PROJECT TRAFFIC** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **211** | **0** | **0** | **106** | **0** |

"BLDG 100 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New Distribution | Entering | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | |

"BLDG 200 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New Distribution | Entering | | | | | | | 2.0% | | | | | 34.0% |
| | Exiting | 6.0% | | 2.0% | | | | | | | | | |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bldg 100 Project Trips | Net New | | | | | | | | | | | | |
| Bldg 200 Project Trips | Net New | 2 | | 1 | | | | 1 | | | | | 3 |
| **PM TOTAL PROJECT TRAFFIC** | | **2** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **3** |
| | | | | | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | **2** | **0** | **1** | **0** | **0** | **0** | **1** | **211** | **0** | **0** | **106** | **3** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION: LTC Parkway & Project Dwy 3**
**COUNT DATE: June 25, 2020**
**PM PEAK HOUR FACTOR: 0.96**

| "PM EXISTING TRAFFIC" | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 44 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| Growth to 2021 | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% |
| **PM EXISTING CONDITIONS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **109** | **0** | **0** | **57** | **0** |

| "PM BACKGROUND TRAFFIC" | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speedway Gas Station | | | | | | | | 240 | | | 102 | |
| Project Midway Industrial | | | | | | | | 456 | | | 371 | |
| TOTAL "VESTED" TRAFFIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 696 | 0 | 0 | 473 | 0 |
| | | | | | | | | | | | | |
| Years To Buildout | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| | | | | | | | | | | | | |
| **PM NON-PROJECT TRAFFIC** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **813** | **0** | **0** | **534** | **0** |

"BLDG 100 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | | 98.0% | |
| Distribution | Exiting | | | | | | | | 98.0% | | | | |

"BLDG 200 PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | | 4.0% | |
| Distribution | Exiting | | | | | | 64.0% | | | | | | |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bldg 100 Project Trips | Net New | | | | | | | | 22 | | | 7 | |
| Bldg 200 Project Trips | Net New | | | | | | 18 | | | | | 1 | |
| **PM TOTAL PROJECT TRAFFIC** | | **0** | **0** | **0** | **0** | **0** | **18** | **0** | **22** | **0** | **0** | **8** | **0** |
| | | | | | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | **0** | **0** | **0** | **0** | **0** | **18** | **0** | **835** | **0** | **0** | **542** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION: LTC Parkway & Project Dwy 4**
**COUNT DATE: June 25, 2020**
**PM PEAK HOUR FACTOR: 0.96**

| "PM EXISTING TRAFFIC" | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 44 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| Growth to 2021 | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% |
| **PM EXISTING CONDITIONS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **109** | **0** | **0** | **57** | **0** |

| "PM BACKGROUND TRAFFIC" | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speedway Gas Station | 240 | | 4 | | | | 7 | | | | 3 | |
| Project Midway Industrial | | | | | | | | 456 | | | 371 | |
| TOTAL "VESTED" TRAFFIC | 240 | 0 | 4 | 0 | 0 | 0 | 7 | 456 | 0 | 0 | 374 | 0 |
| | | | | | | | | | | | | |
| Years To Buildout | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| | | | | | | | | | | | | |
| **PM NON-PROJECT TRAFFIC** | **240** | **0** | **4** | **0** | **0** | **0** | **7** | **573** | **0** | **0** | **435** | **0** |

**"BLDG 100 PROJECT DISTRIBUTION"**

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | 98.0% | | |
| Distribution | Exiting | | | | 2.0% | | 90.0% | | 8.0% | | | | |

**"BLDG 200 PROJECT DISTRIBUTION"**

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | 4.0% | | |
| Distribution | Exiting | | | | | | | | | | | | |

**"PM PROJECT TRAFFIC"**

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bldg 100 Project Trips | Net New | | | | 1 | | 20 | | 2 | | 7 | | |
| Bldg 200 Project Trips | Net New | | | | | | | | | | 1 | | |
| **PM TOTAL PROJECT TRAFFIC** | | **0** | **0** | **0** | **1** | **0** | **20** | **0** | **2** | **0** | **8** | **0** | **0** |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM TOTAL TRAFFIC** | **240** | **0** | **4** | **1** | **0** | **20** | **7** | **575** | **0** | **8** | **435** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION: LTC Parkway & Project Dwy 5**
**COUNT DATE: June 25, 2020**
**PM PEAK HOUR FACTOR: 0.96**

| "PM EXISTING TRAFFIC" | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 44 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| Growth to 2021 | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% | 4.50% |
| **PM EXISTING CONDITIONS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **109** | **0** | **0** | **57** | **0** |

| "PM BACKGROUND TRAFFIC" | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speedway Gas Station | | | | | | | | 7 | | | 7 | |
| Project Midway Industrial | | | | | | | | 456 | | | 371 | |
| TOTAL "VESTED" TRAFFIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 463 | 0 | 0 | 378 | 0 |
| | | | | | | | | | | | | |
| Years To Buildout | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| | | | | | | | | | | | | |
| **PM NON-PROJECT TRAFFIC** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **580** | **0** | **0** | **439** | **0** |

**"BLDG 100 PROJECT DISTRIBUTION"**

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | 2.0% | | | |
| Distribution | Exiting | | | | | | 8.0% | | | | | 2.0% | |

**"BLDG 200 PROJECT DISTRIBUTION"**

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | |

**"PM PROJECT TRAFFIC"**

| LAND USE | TYPE | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bldg 100 Project Trips | Net New | | | | | | 2 | | | 1 | | 1 | |
| Bldg 200 Project Trips | Net New | | | | | | | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **0** | **1** | **0** |
| | | | | | | | | | | | | | |
| **PM TOTAL TRAFFIC** | | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **580** | **1** | **0** | **440** | **0** |

# APPENDIX F:
# Signal Timing

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00024 - MIDWAY RD @ I-95 SB RAMP - - Econolite Type - Cobalt

**Controller Timing Plan (MM) 2-1**

**Plan 1 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | WB-T | E-L | W-T | WB-L | EB-T | W-L | SB | N | N | N | N | N | N | N | N |
| Min Green | 0 | 8 | 0 | 0 | 7 | 8 | 0 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 0.0 | 3.0 | 0.0 | 0.0 | 5.0 | 3.0 | 0.0 | 3.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1 | 0 | 45 | 0 | 0 | 30 | 45 | 0 | 25 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 | 0.0 | 4.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Q in use

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00027 - MIDWAY RD @ TORINO PKWY - - Econolite Type - Cobalt

**Controller Timing Plan (MM) 2-1**

**Plan 1 - ""**

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

- Ø in use

St. Lucie County

ECONOLITE

NB/SB and EB/WB timings are assumed to be flipped

00022 - MIDWAY RD @ GLADES CUT OFF - - Econolite Type - Cobalt

**Controller Timing Plan (MM) 2-1**

**Plan 1 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 15 | 10 | 7 | 7 | 10 | 10 | 7 | 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1 | 25 | 60 | 20 | 25 | 25 | 60 | 10 | 25 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 4.0 | 4.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00023 - MIDWAY RD @ I-95 NB RAMP - - Econolite Type - Cobalt

**Controller Timing Plan (MM) 2-1**

**Plan 1 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | EBL | WB | N | NB | N | N | N | N | N | N | N | N | N | N | N | N |
| Min Green | 7 | 15 | 5 | 7 | 5 | 15 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1 | 18 | 45 | 0 | 25 | 0 | 45 | 0 | 25 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 28 | 55 | 0 | 35 | 0 | 55 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 5.0 | 5.0 | 4.0 | 5.0 | 4.0 | 5.0 | 4.0 | 4.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 3.0 | 3.0 | 1.0 | 3.0 | 1.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Ø in use

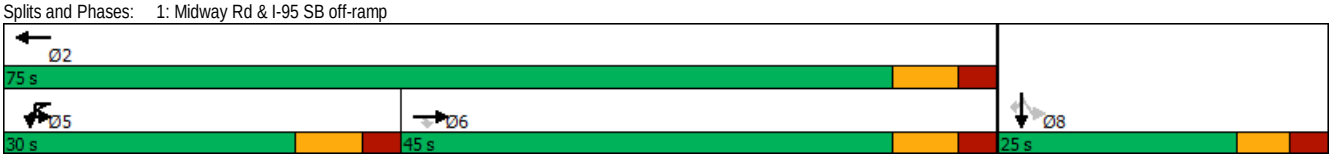
# APPENDIX G:
# Synchro Outputs

# Existing (2021) Conditions

| Lane Group | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 144 | 170 | 3 | 508 | 266 | 0 | 0 | 0 | 0 | 326 | 0 | 39 |
| Future Volume (vph) | 0 | 144 | 170 | 3 | 508 | 266 | 0 | 0 | 0 | 0 | 326 | 0 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 500 | | 400 | | 0 | 0 | | 0 | 0 | | 400 |
| Storage Lanes | 0 | | 1 | | 1 | | 0 | 0 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1345 | | | | 1562 | | | 1124 | | | 796 | |
| Travel Time (s) | | 20.4 | | | | 23.7 | | | 17.0 | | | 12.1 | |
| 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 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 3% | 3% | 3% | 0% | 0% | 0% | 9% | 9% | 9% |
| Shared Lane Traffic (%) | | | | | | | | | | | | | |
| Turn Type | | NA | Perm | Prot | Prot | NA | | | | | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 5 | 2 | | | | | | 8 | |
| Permitted Phases | | | 6 | | | | | | | | 8 | | 8 |
| Detector Phase | | 6 | 6 | 5 | 5 | 2 | | | | | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | | |
| Minimum Initial (s) | | 8.0 | 8.0 | 7.0 | 7.0 | 8.0 | | | | | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | | 16.0 | 16.0 | 15.0 | 15.0 | 16.0 | | | | | 13.0 | 13.0 | 13.0 |
| Total Split (s) | | 45.0 | 45.0 | 30.0 | 30.0 | 75.0 | | | | | 25.0 | 25.0 | 25.0 |
| Total Split (%) | | 45.0% | 45.0% | 30.0% | 30.0% | 75.0% | | | | | 25.0% | 25.0% | 25.0% |
| Yellow Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | | | | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 8.0 | 8.0 | | 8.0 | 8.0 | | | | | | 7.0 | 7.0 |
| Lead/Lag | | Lag | Lag | Lead | Lead | | | | | | | | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | Yes | | | | | | | | |
| Recall Mode | | Min | Min | None | None | Min | | | | | None | None | None |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 71.9 | |
| Natural Cycle: 75 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 1: Midway Rd & I-95 SB off-ramp



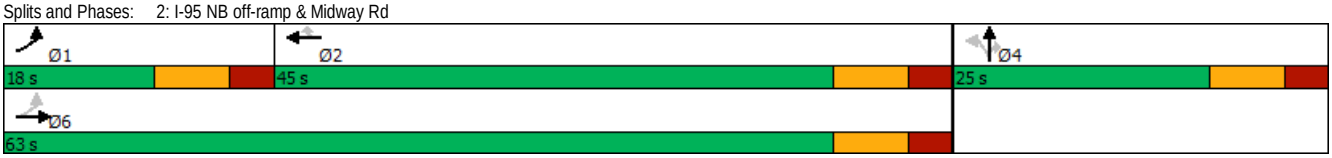
| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 144 | 170 | 3 | 508 | 266 | 0 | 0 | 0 | 0 | 326 | 0 | 39 |
| Future Volume (vph) | 0 | 144 | 170 | 3 | 508 | 266 | 0 | 0 | 0 | 0 | 326 | 0 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 8.0 | 8.0 | | 8.0 | 8.0 | | | | | | 7.0 | 7.0 |
| Lane Util. Factor | | 0.95 | 1.00 | | 1.00 | 0.95 | | | | | | 1.00 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 1.00 | | | | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1583 | | 1753 | 3505 | | | | | | 1656 | 1482 |
| Flt Permitted | | 1.00 | 1.00 | | 0.95 | 1.00 | | | | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1583 | | 1753 | 3505 | | | | | | 1656 | 1482 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 157 | 185 | 3 | 552 | 289 | 0 | 0 | 0 | 0 | 354 | 0 | 42 |
| RTOR Reduction (vph) | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Lane Group Flow (vph) | 0 | 157 | 23 | 0 | 555 | 289 | 0 | 0 | 0 | 0 | 0 | 354 | 11 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 3% | 3% | 3% | 0% | 0% | 0% | 9% | 9% | 9% |
| Turn Type | | NA | Perm | Prot | Prot | NA | | | | | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 5 | 2 | | | | | | 8 | |
| Permitted Phases | | | 6 | | | | | | | | 8 | | 8 |
| Actuated Green, G (s) | | 8.9 | 8.9 | | 22.0 | 38.9 | | | | | | 18.0 | 18.0 |
| Effective Green, g (s) | | 8.9 | 8.9 | | 22.0 | 38.9 | | | | | | 18.0 | 18.0 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.31 | 0.54 | | | | | | 0.25 | 0.25 |
| Clearance Time (s) | | 8.0 | 8.0 | | 8.0 | 8.0 | | | | | | 7.0 | 7.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 5.0 | 3.0 | | | | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 438 | 195 | | 536 | 1896 | | | | | | 414 | 371 |
| v/s Ratio Prot | | c0.04 | | | c0.32 | 0.08 | | | | | | | |
| v/s Ratio Perm | | | 0.01 | | | | | | | | | 0.21 | 0.01 |
| v/c Ratio | | 0.36 | 0.12 | | 1.04 | 0.15 | | | | | | 0.86 | 0.03 |
| Uniform Delay, d1 | | 28.9 | 28.0 | | 25.0 | 8.3 | | | | | | 25.7 | 20.3 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.5 | 0.3 | | 48.3 | 0.0 | | | | | | 15.7 | 0.0 |
| Delay (s) | | 29.4 | 28.3 | | 73.3 | 8.3 | | | | | | 41.4 | 20.4 |
| Level of Service | | C | C | | E | A | | | | | | D | C |
| Approach Delay (s) | | 28.8 | | | | 51.0 | | | 0.0 | | | 39.2 | |
| Approach LOS | | C | | | | D | | | A | | | D | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 43.3 | HCM 2000 Level of Service | D | |
| HCM 2000 Volume to Capacity ratio | 0.85 | | | |
| Actuated Cycle Length (s) | 71.9 | Sum of lost time (s) | 23.0 | |
| Intersection Capacity Utilization | 76.1% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 12 | 425 | 0 | 0 | 653 | 328 | 156 | 0 | 494 | 0 | 0 | 0 |
| Future Volume (vph) | 12 | 425 | 0 | 0 | 653 | 328 | 156 | 0 | 494 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 325 | | 0 | 0 | | 350 | 0 | | 300 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1562 | | | 2097 | | | 847 | | | 779 | |
| Travel Time (s) | | 23.7 | | | 31.8 | | | 12.8 | | | 11.8 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 6% | 6% | 6% | 7% | 7% | 7% | 7% | 7% | 7% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | pm+pt | NA | | | NA | Perm | Perm | NA | Perm | | | |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | | | |
| Permitted Phases | 6 | | | | | 2 | 4 | | 4 | | | |
| Detector Phase | 1 | 6 | | | 2 | 2 | 4 | 4 | 4 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 15.0 | | | 15.0 | 15.0 | 7.0 | 7.0 | 7.0 | | | |
| Minimum Split (s) | 15.0 | 23.0 | | | 23.0 | 23.0 | 15.0 | 15.0 | 15.0 | | | |
| Total Split (s) | 18.0 | 63.0 | | | 45.0 | 45.0 | 25.0 | 25.0 | 25.0 | | | |
| Total Split (%) | 20.5% | 71.6% | | | 51.1% | 51.1% | 28.4% | 28.4% | 28.4% | | | |
| Yellow Time (s) | 5.0 | 5.0 | | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | |
| All-Red Time (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | | 8.0 | 8.0 | | | |
| Lead/Lag | Lead | | | | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | | Yes | Yes | | | | | | |
| Recall Mode | None | Min | | | Min | Min | None | None | None | | | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 88 | |
| Actuated Cycle Length: 50.9 | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 2: I-95 NB off-ramp & Midway Rd



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 425 | 0 | 0 | 653 | 328 | 156 | 0 | 494 | 0 | 0 | 0 |
| Future Volume (veh/h) | 12 | 425 | 0 | 0 | 653 | 328 | 156 | 0 | 494 | 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 | 1811 | 1811 | 0 | 0 | 1796 | 1796 | 1796 | 1796 | 1796 | | | |
| Adj Flow Rate, veh/h | 13 | 447 | 0 | 0 | 687 | 0 | 164 | 0 | 0 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 6 | 6 | 0 | 0 | 7 | 7 | 7 | 7 | 7 | | | |
| Cap, veh/h | 309 | 1792 | 0 | 0 | 1108 | | 228 | 0 | | | | |
| Arrive On Green | 0.02 | 0.52 | 0.00 | 0.00 | 0.32 | 0.00 | 0.13 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 1725 | 3532 | 0 | 0 | 3503 | 1522 | 1711 | 0 | 1522 | | | |
| Grp Volume(v), veh/h | 13 | 447 | 0 | 0 | 687 | 0 | 164 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1725 | 1721 | 0 | 0 | 1706 | 1522 | 1711 | 0 | 1522 | | | |
| Q Serve(g_s), s | 0.2 | 3.3 | 0.0 | 0.0 | 7.9 | 0.0 | 4.2 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 0.2 | 3.3 | 0.0 | 0.0 | 7.9 | 0.0 | 4.2 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 309 | 1792 | 0 | 0 | 1108 | | 228 | 0 | | | | |
| V/C Ratio(X) | 0.04 | 0.25 | 0.00 | 0.00 | 0.62 | | 0.72 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 642 | 4094 | 0 | 0 | 2732 | | 629 | 0 | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 9.7 | 6.1 | 0.0 | 0.0 | 13.2 | 0.0 | 19.2 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.1 | 0.1 | 0.0 | 0.0 | 0.6 | 0.0 | 4.3 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(95%),veh/ln | 0.1 | 1.2 | 0.0 | 0.0 | 4.1 | 0.0 | 2.9 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 9.8 | 6.2 | 0.0 | 0.0 | 13.8 | 0.0 | 23.5 | 0.0 | 0.0 | | | |
| LnGrp LOS | A | A | A | A | B | | C | A | | | | |
| Approach Vol, veh/h | | 460 | | | 687 | A | | 164 | A | | | |
| Approach Delay, s/veh | | 6.3 | | | 13.8 | | | 23.5 | | | | |
| Approach LOS | | A | | | B | | | C | | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | |
|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.1 | 23.0 | | 14.1 | | 32.1 | | | |
| Change Period (Y+Rc), s | 8.0 | 8.0 | | 8.0 | | 8.0 | | | |
| Max Green Setting (Gmax), s | 10.0 | 37.0 | | 17.0 | | 55.0 | | | |
| Max Q Clear Time (g_c+I1), s | 2.2 | 9.9 | | 6.2 | | 5.3 | | | |
| Green Ext Time (p_c), s | 0.0 | 4.6 | | 0.5 | | 2.9 | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 12.4 |
| HCM 6th LOS | | B |

Notes

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

| Lane Group | EBT | EBR | WBU | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 873 | 51 | 4 | 5 | 891 | 91 | 18 |
| Future Volume (vph) | 873 | 51 | 4 | 5 | 891 | 91 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 550 | | 400 | | 0 | 175 |
| Storage Lanes | | 1 | | 1 | | 1 | 1 |
| Taper Length (ft) | | | | 25 | | 25 | |
| Link Speed (mph) | 35 | | | | 45 | 30 | |
| Link Distance (ft) | 2097 | | | | 1746 | 980 | |
| Travel Time (s) | 40.9 | | | | 26.5 | 22.3 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.92 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 8% | 8% | 7% | 7% | 7% | 7% | 7% |
| Shared Lane Traffic (%) | | | | | | | |
| Sign Control | Free | | | | Free | Stop | |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBT | EBR | WBU | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 873 | 51 | 4 | 5 | 891 | 91 | 18 |
| Future Vol, veh/h | 873 | 51 | 4 | 5 | 891 | 91 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | - | None | - | None |
| Storage Length | - | 550 | - | 400 | - | 0 | 175 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | 1 | - |
| Grade, % | 0 | - | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 92 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 8 | 8 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 909 | 53 | 4 | 5 | 928 | 95 | 19 |

| Major/Minor | Major1 | | Major2 | | | Minor1 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 909 | 962 | 0 | 1391 | 455 |
| Stage 1 | - | - | - | - | - | 909 | - |
| Stage 2 | - | - | - | - | - | 482 | - |
| Critical Hdwy | - | - | 6.54 | 4.24 | - | 6.94 | 7.04 |
| Critical Hdwy Stg 1 | - | - | - | - | - | 5.94 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | 5.94 | - |
| Follow-up Hdwy | - | - | 2.57 | 2.27 | - | 3.57 | 3.37 |
| Pot Cap-1 Maneuver | - | - | 365 | 681 | - | 127 | 539 |
| Stage 1 | - | - | - | - | - | 342 | - |
| Stage 2 | - | - | - | - | - | 573 | - |
| Platoon blocked, % | - | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 479 | 479 | - | 124 | 539 |
| Mov Cap-2 Maneuver | - | - | - | - | - | 246 | - |
| Stage 1 | - | - | - | - | - | 342 | - |
| Stage 2 | - | - | - | - | - | 561 | - |

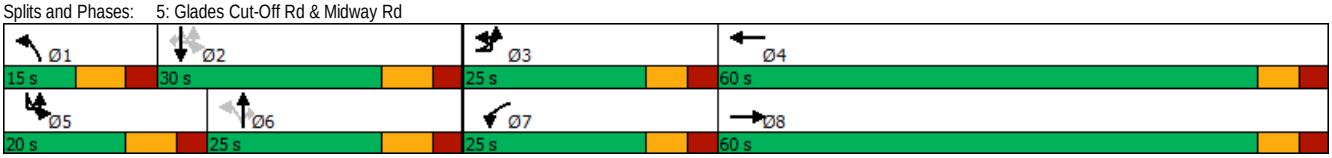
| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 25.8 |
| HCM LOS | | | D |

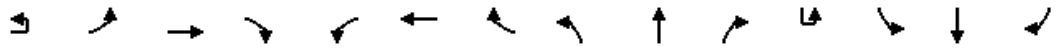
| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 246 | 539 | - | - | 479 | - |
| HCM Lane V/C Ratio | 0.385 | 0.035 | - | - | 0.02 | - |
| HCM Control Delay (s) | 28.5 | 11.9 | - | - | 12.7 | - |
| HCM Lane LOS | D | B | - | - | B | - |
| HCM 95th %tile Q(veh) | 1.7 | 0.1 | - | - | 0.1 | - |

| Lane Group | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 153 | 725 | 14 | 41 | 635 | 111 | 33 | 64 | 93 | 3 | 181 | 44 | 207 |
| Future Volume (vph) | 6 | 153 | 725 | 14 | 41 | 635 | 111 | 33 | 64 | 93 | 3 | 181 | 44 | 207 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 625 | | 0 | 400 | | 0 | 325 | | 325 | | 400 | | 275 |
| Storage Lanes | | 2 | | 0 | 1 | | 0 | 1 | | 1 | | 1 | | 1 |
| Taper Length (ft) | | 25 | | | 25 | | | 25 | | | | 25 | | |
| Right Turn on Red | | | | Yes | | | Yes | | | Yes | | | | Yes |
| Link Speed (mph) | | | 50 | | | 50 | | | 50 | | | | 50 | |
| Link Distance (ft) | | | 894 | | | 1488 | | | 1663 | | | | 1361 | |
| Travel Time (s) | | | 12.2 | | | 20.3 | | | 22.7 | | | | 18.6 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 2% | 7% | 7% | 7% | 6% | 6% | 6% | 6% | 6% | 6% | 2% | 9% | 9% | 9% |
| Shared Lane Traffic (%) | | | | | | | | | | | | | | |
| Turn Type | Prot | Prot | NA | | Prot | NA | | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | | | | | | | | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 3 | 3 | 8 | | 7 | 4 | | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | | | |
| Minimum Initial (s) | 15.0 | 15.0 | 7.0 | | 15.0 | 7.0 | | 7.0 | 10.0 | 10.0 | 7.0 | 7.0 | 10.0 | 10.0 |
| Minimum Split (s) | 22.0 | 22.0 | 14.0 | | 22.0 | 14.0 | | 15.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| Total Split (s) | 25.0 | 25.0 | 60.0 | | 25.0 | 60.0 | | 15.0 | 25.0 | 25.0 | 20.0 | 20.0 | 30.0 | 30.0 |
| Total Split (%) | 19.2% | 19.2% | 46.2% | | 19.2% | 46.2% | | 11.5% | 19.2% | 19.2% | 15.4% | 15.4% | 23.1% | 23.1% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| All-Red Time (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| 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) | | 7.0 | 7.0 | | 7.0 | 7.0 | | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Lead/Lag | Lead | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | Min | | None | Min | | None | None | None | None | None | None | None |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 130 | |
| Actuated Cycle Length: 103.4 | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 5: Glades Cut-Off Rd & Midway Rd





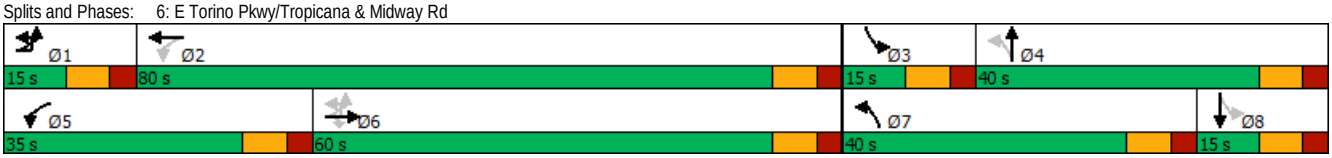
| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 153 | 725 | 14 | 41 | 635 | 111 | 33 | 64 | 93 | 3 | 181 | 44 | 207 |
| Future Volume (vph) | 6 | 153 | 725 | 14 | 41 | 635 | 111 | 33 | 64 | 93 | 3 | 181 | 44 | 207 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Lane Util. Factor | | 0.97 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3278 | 3364 | | 1703 | 3330 | | 1703 | 1792 | 1524 | | 1658 | 1743 | 1482 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.73 | 1.00 | 1.00 | | 0.47 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3278 | 3364 | | 1703 | 3330 | | 1302 | 1792 | 1524 | | 818 | 1743 | 1482 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 6 | 163 | 771 | 15 | 44 | 676 | 118 | 35 | 68 | 99 | 3 | 193 | 47 | 220 |
| RTOR Reduction (vph) | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 173 |
| Lane Group Flow (vph) | 0 | 169 | 785 | 0 | 44 | 782 | 0 | 35 | 68 | 14 | 0 | 196 | 47 | 47 |
| Heavy Vehicles (%) | 2% | 7% | 7% | 7% | 6% | 6% | 6% | 6% | 6% | 6% | 2% | 9% | 9% | 9% |
| Turn Type | Prot | Prot | NA | | Prot | NA | | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | | | | | | | | 6 | | 6 | 2 | 2 | | 2 |
| Actuated Green, G (s) | | 15.4 | 43.8 | | 8.5 | 36.9 | | 19.4 | 15.4 | 15.4 | | 35.5 | 23.5 | 23.5 |
| Effective Green, g (s) | | 15.4 | 43.8 | | 8.5 | 36.9 | | 19.4 | 15.4 | 15.4 | | 35.5 | 23.5 | 23.5 |
| Actuated g/C Ratio | | 0.14 | 0.40 | | 0.08 | 0.34 | | 0.18 | 0.14 | 0.14 | | 0.32 | 0.21 | 0.21 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Vehicle Extension (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 459 | 1341 | | 131 | 1119 | | 244 | 251 | 213 | | 357 | 373 | 317 |
| v/s Ratio Prot | | c0.05 | c0.23 | | 0.03 | c0.23 | | 0.01 | 0.04 | | | c0.06 | 0.03 | |
| v/s Ratio Perm | | | | | | | | 0.02 | | 0.01 | | c0.12 | | 0.03 |
| v/c Ratio | | 0.37 | 0.59 | | 0.34 | 0.70 | | 0.14 | 0.27 | 0.07 | | 0.55 | 0.13 | 0.15 |
| Uniform Delay, d1 | | 42.8 | 25.9 | | 48.0 | 31.6 | | 38.0 | 42.2 | 41.0 | | 28.9 | 34.9 | 35.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.0 | 1.0 | | 3.2 | 2.4 | | 0.6 | 1.2 | 0.3 | | 3.0 | 0.3 | 0.5 |
| Delay (s) | | 43.8 | 26.9 | | 51.1 | 34.1 | | 38.6 | 43.4 | 41.2 | | 31.9 | 35.2 | 35.5 |
| Level of Service | | D | C | | D | C | | D | D | D | | C | D | D |
| Approach Delay (s) | | | 29.9 | | | 35.0 | | | 41.5 | | | | 33.9 | |
| Approach LOS | | | C | | | C | | | D | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 33.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 109.8 | Sum of lost time (s) | 30.0 |
| Intersection Capacity Utilization | 77.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 1 | 640 | 409 | 370 | 644 | 1 | 180 | 0 | 299 | 0 | 1 | 6 |
| Future Volume (vph) | 1 | 1 | 640 | 409 | 370 | 644 | 1 | 180 | 0 | 299 | 0 | 1 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 325 | | 0 | 300 | | 300 | 250 | | 0 | 100 | | 0 |
| Storage Lanes | | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | | 1488 | | | 1388 | | | 510 | | | 298 | |
| Travel Time (s) | | | 22.5 | | | 21.0 | | | 11.6 | | | 6.8 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 2% | 3% | 3% | 3% | 4% | 4% | 4% | 2% | 2% | 2% | 17% | 17% | 17% |
| Shared Lane Traffic (%) | | | | | | | | | | | | | |
| Turn Type | pm+pt | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Detector Phase | 1 | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 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 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Total Split (s) | 15.0 | 15.0 | 60.0 | 60.0 | 35.0 | 80.0 | | 40.0 | 40.0 | | 15.0 | 15.0 | |
| Total Split (%) | 10.0% | 10.0% | 40.0% | 40.0% | 23.3% | 53.3% | | 26.7% | 26.7% | | 10.0% | 10.0% | |
| Yellow Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Lead/Lag | Lead | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | Min | Min | None | Min | | None | None | | None | None | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 150 | |
| Actuated Cycle Length: 124.7 | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 6: E Torino Pkwy/Tropicana & Midway Rd



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 1 | 640 | 409 | 370 | 644 | 1 | 180 | 0 | 299 | 0 | 1 | 6 |
| Future Volume (vph) | 1 | 1 | 640 | 409 | 370 | 644 | 1 | 180 | 0 | 299 | 0 | 1 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | | 8.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 0.85 | | | 0.87 | |
| Flt Protected | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | 1761 | 1845 | 1568 | 1736 | 3470 | | 1770 | 1583 | | | 1415 | |
| Flt Permitted | | 0.40 | 1.00 | 1.00 | 0.13 | 1.00 | | 0.43 | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | 734 | 1845 | 1568 | 231 | 3470 | | 810 | 1583 | | | 1415 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 1 | 1 | 667 | 426 | 385 | 671 | 1 | 188 | 0 | 311 | 0 | 1 | 6 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 249 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 0 | 2 | 667 | 272 | 385 | 672 | 0 | 188 | 62 | 0 | 0 | 1 | 0 |
| Heavy Vehicles (%) | 2% | 3% | 3% | 3% | 4% | 4% | 4% | 2% | 2% | 2% | 17% | 17% | 17% |
| Turn Type | pm+pt | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 60.2 | 59.0 | 59.0 | 94.2 | 85.0 | | 27.6 | 27.6 | | | 1.2 | |
| Effective Green, g (s) | | 60.2 | 59.0 | 59.0 | 94.2 | 85.0 | | 27.6 | 27.6 | | | 1.2 | |
| Actuated g/C Ratio | | 0.44 | 0.43 | 0.43 | 0.68 | 0.62 | | 0.20 | 0.20 | | | 0.01 | |
| Clearance Time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | | 8.0 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 329 | 789 | 671 | 454 | 2140 | | 290 | 317 | | | 12 | |
| v/s Ratio Prot | | 0.00 | 0.36 | | c0.17 | 0.19 | | c0.09 | 0.04 | | | 0.00 | |
| v/s Ratio Perm | | 0.00 | | 0.17 | c0.41 | | | c0.04 | | | | | |
| v/c Ratio | | 0.01 | 0.85 | 0.41 | 0.85 | 0.31 | | 0.65 | 0.20 | | | 0.09 | |
| Uniform Delay, d1 | | 21.9 | 35.3 | 27.3 | 33.8 | 12.5 | | 49.4 | 45.9 | | | 67.8 | |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.0 | 8.3 | 0.4 | 13.7 | 0.1 | | 4.9 | 0.3 | | | 3.1 | |
| Delay (s) | | 21.9 | 43.6 | 27.7 | 47.5 | 12.6 | | 54.3 | 46.2 | | | 70.9 | |
| Level of Service | | C | D | C | D | B | | D | D | | | E | |
| Approach Delay (s) | | | 37.4 | | | 25.3 | | | 49.2 | | | 70.9 | |
| Approach LOS | | | D | | | C | | | D | | | E | |

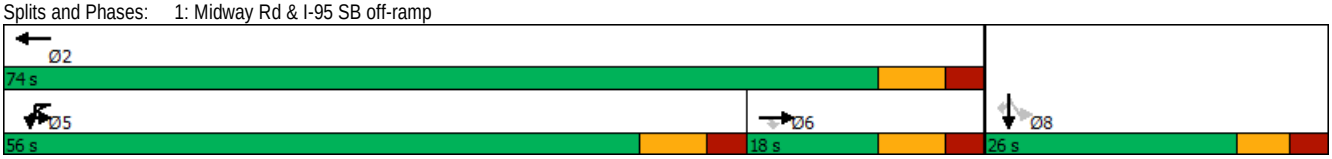
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 34.9 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.87 | | |
| Actuated Cycle Length (s) | 137.8 | Sum of lost time (s) | 32.0 |
| Intersection Capacity Utilization | 92.7% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

# Future (2023) Background Conditions

| Lane Group | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 159 | 182 | 3 | 721 | 291 | 0 | 0 | 0 | 0 | 502 | 0 | 42 |
| Future Volume (vph) | 0 | 159 | 182 | 3 | 721 | 291 | 0 | 0 | 0 | 0 | 502 | 0 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 500 | | 400 | | 0 | 0 | | 0 | 0 | | 400 |
| Storage Lanes | 0 | | 1 | | 1 | | 0 | 0 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1345 | | | | 1562 | | | 1124 | | | 796 | |
| Travel Time (s) | | 20.4 | | | | 23.7 | | | 17.0 | | | 12.1 | |
| 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 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 3% | 3% | 3% | 0% | 0% | 0% | 9% | 9% | 9% |
| Shared Lane Traffic (%) | | | | | | | | | | | 50% | | |
| Turn Type | | NA | Perm | Prot | Prot | NA | | | | | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 5 | 2 | | | | | | 8 | |
| Permitted Phases | | | 6 | | | | | | | | 8 | | 8 |
| Detector Phase | | 6 | 6 | 5 | 5 | 2 | | | | | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | | |
| Minimum Initial (s) | | 8.0 | 8.0 | 7.0 | 7.0 | 8.0 | | | | | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | | 16.0 | 16.0 | 15.0 | 15.0 | 16.0 | | | | | 13.0 | 13.0 | 13.0 |
| Total Split (s) | | 18.0 | 18.0 | 56.0 | 56.0 | 74.0 | | | | | 26.0 | 26.0 | 26.0 |
| Total Split (%) | | 18.0% | 18.0% | 56.0% | 56.0% | 74.0% | | | | | 26.0% | 26.0% | 26.0% |
| Yellow Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 8.0 | 8.0 | | 8.0 | 8.0 | | | | | 7.0 | 7.0 | 7.0 |
| Lead/Lag | | Lag | Lag | Lead | Lead | | | | | | | | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | Yes | | | | | | | | |
| Recall Mode | | Min | Min | None | None | Min | | | | | None | None | None |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 97.2 | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 1: Midway Rd & I-95 SB off-ramp



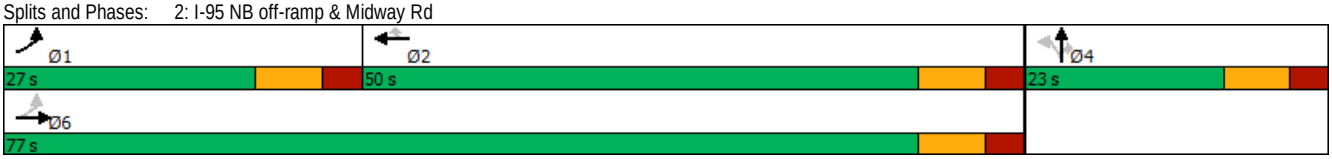
| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 159 | 182 | 3 | 721 | 291 | 0 | 0 | 0 | 0 | 502 | 0 | 42 |
| Future Volume (vph) | 0 | 159 | 182 | 3 | 721 | 291 | 0 | 0 | 0 | 0 | 502 | 0 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 8.0 | 8.0 | | 8.0 | 8.0 | | | | | 7.0 | 7.0 | 7.0 |
| Lane Util. Factor | | 0.95 | 1.00 | | 1.00 | 0.95 | | | | | 0.95 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1583 | | 1752 | 3505 | | | | | 1573 | 1573 | 1482 |
| Flt Permitted | | 1.00 | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1583 | | 1752 | 3505 | | | | | 1573 | 1573 | 1482 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 173 | 198 | 3 | 784 | 316 | 0 | 0 | 0 | 0 | 546 | 0 | 46 |
| RTOR Reduction (vph) | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Lane Group Flow (vph) | 0 | 173 | 19 | 0 | 787 | 316 | 0 | 0 | 0 | 0 | 273 | 273 | 9 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 3% | 3% | 3% | 0% | 0% | 0% | 9% | 9% | 9% |
| Turn Type | | NA | Perm | Prot | Prot | NA | | | | | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 5 | 2 | | | | | | 8 | |
| Permitted Phases | | | 6 | | | | | | | | 8 | | 8 |
| Actuated Green, G (s) | | 9.4 | 9.4 | | 46.2 | 63.6 | | | | | 18.5 | 18.5 | 18.5 |
| Effective Green, g (s) | | 9.4 | 9.4 | | 46.2 | 63.6 | | | | | 18.5 | 18.5 | 18.5 |
| Actuated g/C Ratio | | 0.10 | 0.10 | | 0.48 | 0.65 | | | | | 0.19 | 0.19 | 0.19 |
| Clearance Time (s) | | 8.0 | 8.0 | | 8.0 | 8.0 | | | | | 7.0 | 7.0 | 7.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 5.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 342 | 153 | | 833 | 2295 | | | | | 299 | 299 | 282 |
| v/s Ratio Prot | | c0.05 | | | c0.45 | 0.09 | | | | | | | |
| v/s Ratio Perm | | | 0.01 | | | | | | | | c0.17 | 0.17 | 0.01 |
| v/c Ratio | | 0.51 | 0.13 | | 0.94 | 0.14 | | | | | 0.91 | 0.91 | 0.03 |
| Uniform Delay, d1 | | 41.6 | 40.1 | | 24.2 | 6.4 | | | | | 38.5 | 38.5 | 32.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.2 | 0.4 | | 19.5 | 0.0 | | | | | 30.4 | 30.4 | 0.0 |
| Delay (s) | | 42.8 | 40.5 | | 43.7 | 6.4 | | | | | 68.9 | 68.9 | 32.0 |
| Level of Service | | D | D | | D | A | | | | | E | E | C |
| Approach Delay (s) | | 41.6 | | | | 33.0 | | | 0.0 | | | 66.1 | |
| Approach LOS | | D | | | | C | | | A | | | E | |

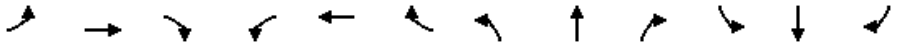
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 44.0 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 97.1 | Sum of lost time (s) | 23.0 |
| Intersection Capacity Utilization | 84.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 13 | 613 | 0 | 0 | 883 | 528 | 167 | 0 | 682 | 0 | 0 | 0 |
| Future Volume (vph) | 13 | 613 | 0 | 0 | 883 | 528 | 167 | 0 | 682 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 325 | | 0 | 0 | | 350 | 0 | | 300 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 1 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1562 | | | 2097 | | | 847 | | | 779 | |
| Travel Time (s) | | 23.7 | | | 31.8 | | | 12.8 | | | 11.8 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 6% | 6% | 6% | 7% | 7% | 7% | 7% | 7% | 7% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | 50% | | | | | |
| Turn Type | pm+pt | NA | | | NA | Perm | Perm | NA | Perm | | | |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | | | |
| Permitted Phases | 6 | | | | | 2 | 4 | | 4 | | | |
| Detector Phase | 1 | 6 | | | 2 | 2 | 4 | 4 | 4 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 15.0 | | | 15.0 | 15.0 | 7.0 | 7.0 | 7.0 | | | |
| Minimum Split (s) | 15.0 | 23.0 | | | 23.0 | 23.0 | 15.0 | 15.0 | 15.0 | | | |
| Total Split (s) | 27.0 | 77.0 | | | 50.0 | 50.0 | 23.0 | 23.0 | 23.0 | | | |
| Total Split (%) | 27.0% | 77.0% | | | 50.0% | 50.0% | 23.0% | 23.0% | 23.0% | | | |
| Yellow Time (s) | 5.0 | 5.0 | | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | |
| All-Red Time (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | | |
| Lead/Lag | Lead | | | | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | | Yes | Yes | | | | | | |
| Recall Mode | None | Min | | | Min | Min | None | None | None | | | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 61.8 | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 2: I-95 NB off-ramp & Midway Rd





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 613 | 0 | 0 | 883 | 528 | 167 | 0 | 682 | 0 | 0 | 0 |
| Future Volume (veh/h) | 13 | 613 | 0 | 0 | 883 | 528 | 167 | 0 | 682 | 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 | 1811 | 1811 | 0 | 0 | 1796 | 1796 | 1796 | 1796 | 1796 | | | |
| Adj Flow Rate, veh/h | 14 | 645 | 0 | 0 | 929 | 0 | 176 | 0 | 0 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 6 | 6 | 0 | 0 | 7 | 7 | 7 | 7 | 7 | | | |
| Cap, veh/h | 277 | 1964 | 0 | 0 | 1342 | | 422 | 0 | | | | |
| Arrive On Green | 0.02 | 0.57 | 0.00 | 0.00 | 0.39 | 0.00 | 0.12 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 1725 | 3532 | 0 | 0 | 3503 | 1522 | 3421 | 0 | 1522 | | | |
| Grp Volume(v), veh/h | 14 | 645 | 0 | 0 | 929 | 0 | 176 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1725 | 1721 | 0 | 0 | 1706 | 1522 | 1711 | 0 | 1522 | | | |
| Q Serve(g_s), s | 0.2 | 5.2 | 0.0 | 0.0 | 11.9 | 0.0 | 2.5 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 0.2 | 5.2 | 0.0 | 0.0 | 11.9 | 0.0 | 2.5 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 277 | 1964 | 0 | 0 | 1342 | | 422 | 0 | | | | |
| V/C Ratio(X) | 0.05 | 0.33 | 0.00 | 0.00 | 0.69 | | 0.42 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 861 | 4538 | 0 | 0 | 2740 | | 981 | 0 | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 9.7 | 5.9 | 0.0 | 0.0 | 13.2 | 0.0 | 21.2 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.1 | 0.1 | 0.0 | 0.0 | 0.6 | 0.0 | 0.7 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(95%),veh/ln | 0.1 | 2.0 | 0.0 | 0.0 | 6.3 | 0.0 | 1.6 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 9.8 | 6.0 | 0.0 | 0.0 | 13.9 | 0.0 | 21.8 | 0.0 | 0.0 | | | |
| LnGrp LOS | A | A | A | A | B | | C | A | | | | |
| Approach Vol, veh/h | | 659 | | | 929 | A | | 176 | A | | | |
| Approach Delay, s/veh | | 6.1 | | | 13.9 | | | 21.8 | | | | |
| Approach LOS | | A | | | B | | | C | | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | |
|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.3 | 28.6 | | 14.5 | | 37.9 | | | |
| Change Period (Y+Rc), s | 8.0 | 8.0 | | 8.0 | | 8.0 | | | |
| Max Green Setting (Gmax), s | 19.0 | 42.0 | | 15.0 | | 69.0 | | | |
| Max Q Clear Time (g_c+I1), s | 2.2 | 13.9 | | 4.5 | | 7.2 | | | |
| Green Ext Time (p_c), s | 0.0 | 6.7 | | 0.4 | | 4.5 | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 11.8 | |
| HCM 6th LOS | | B | |

**Notes**

User approved volume balancing among the lanes for turning movement.

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

| Lane Group | EBT | EBR | WBU | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 935 | 270 | 4 | 263 | 909 | 501 | 311 |
| Future Volume (vph) | 935 | 270 | 4 | 263 | 909 | 501 | 311 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 550 | | 400 | | 0 | 175 |
| Storage Lanes | | 1 | | 1 | | 2 | 1 |
| Taper Length (ft) | | | | 25 | | 25 | |
| Right Turn on Red | | Yes | | | | | Yes |
| Link Speed (mph) | 35 | | | | 45 | 30 | |
| Link Distance (ft) | 2097 | | | | 1746 | 617 | |
| Travel Time (s) | 40.9 | | | | 26.5 | 14.0 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 8% | 8% | 7% | 7% | 7% | 7% | 7% |
| Shared Lane Traffic (%) | | | | | | | |
| Turn Type | NA | Perm | pm+pt | pm+pt | NA | Prot | Perm |
| Protected Phases | 2 | | 1 | 1 | 6 | 4 | |
| Permitted Phases | | 2 | 6 | 6 | | | 4 |
| Detector Phase | 2 | 2 | 1 | 1 | 6 | 4 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 25.2 | 25.2 | 11.9 | 11.9 | 25.2 | 11.4 | 11.4 |
| Total Split (s) | 55.0 | 55.0 | 20.0 | 20.0 | 75.0 | 45.0 | 45.0 |
| Total Split (%) | 45.8% | 45.8% | 16.7% | 16.7% | 62.5% | 37.5% | 37.5% |
| Yellow Time (s) | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 3.7 | 3.7 |
| All-Red Time (s) | 2.4 | 2.4 | 2.1 | 2.1 | 2.4 | 2.7 | 2.7 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | | 6.9 | 7.2 | 6.4 | 6.4 |
| Lead/Lag | Lag | Lag | Lead | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | Min | Min | None | None | Min | None | None |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 120 | |
| Actuated Cycle Length: 90.9 | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 3: LTC Pkwy & Midway Rd

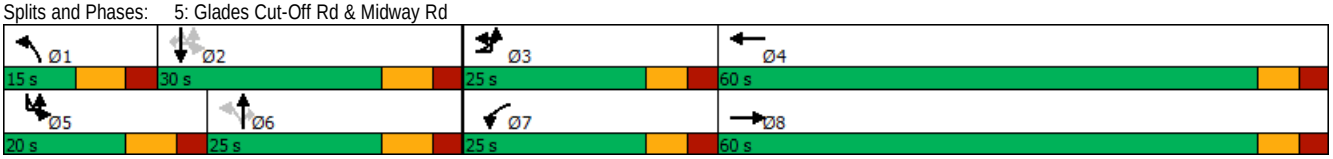
| Movement | EBT | EBR | WBU | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 935 | 270 | 4 | 263 | 909 | 501 | 311 |
| Future Volume (vph) | 935 | 270 | 4 | 263 | 909 | 501 | 311 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.2 | 7.2 | | 6.9 | 7.2 | 6.4 | 6.4 |
| Lane Util. Factor | 0.95 | 1.00 | | 1.00 | 0.95 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3343 | 1495 | | 1687 | 3374 | 3273 | 1509 |
| Flt Permitted | 1.00 | 1.00 | | 0.14 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3343 | 1495 | | 257 | 3374 | 3273 | 1509 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 974 | 281 | 4 | 274 | 947 | 522 | 324 |
| RTOR Reduction (vph) | 0 | 171 | 0 | 0 | 0 | 0 | 199 |
| Lane Group Flow (vph) | 974 | 110 | 0 | 278 | 947 | 522 | 125 |
| Heavy Vehicles (%) | 8% | 8% | 7% | 7% | 7% | 7% | 7% |
| Turn Type | NA | Perm | pm+pt | pm+pt | NA | Prot | Perm |
| Protected Phases | 2 | | 1 | 1 | 6 | 4 | |
| Permitted Phases | | 2 | 6 | 6 | | | 4 |
| Actuated Green, G (s) | 35.6 | 35.6 | | 55.8 | 55.8 | 21.2 | 21.2 |
| Effective Green, g (s) | 35.6 | 35.6 | | 55.8 | 55.8 | 21.2 | 21.2 |
| Actuated g/C Ratio | 0.39 | 0.39 | | 0.62 | 0.62 | 0.23 | 0.23 |
| Clearance Time (s) | 7.2 | 7.2 | | 6.9 | 7.2 | 6.4 | 6.4 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 1313 | 587 | | 368 | 2078 | 765 | 353 |
| v/s Ratio Prot | 0.29 | | | c0.11 | 0.28 | c0.16 | |
| v/s Ratio Perm | | 0.07 | | c0.35 | | | 0.08 |
| v/c Ratio | 0.74 | 0.19 | | 0.76 | 0.46 | 0.68 | 0.35 |
| Uniform Delay, d1 | 23.6 | 18.0 | | 14.9 | 9.3 | 31.6 | 29.0 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.3 | 0.2 | | 8.6 | 0.2 | 2.5 | 0.6 |
| Delay (s) | 25.9 | 18.2 | | 23.5 | 9.5 | 34.2 | 29.6 |
| Level of Service | C | B | | C | A | C | C |
| Approach Delay (s) | 24.1 | | | | 12.6 | 32.4 | |
| Approach LOS | C | | | | B | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 22.0 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.77 | | |
| Actuated Cycle Length (s) | 90.6 | Sum of lost time (s) | 20.5 |
| Intersection Capacity Utilization | 77.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 202 | 988 | 15 | 44 | 861 | 119 | 42 | 69 | 100 | 3 | 194 | 47 | 254 |
| Future Volume (vph) | 6 | 202 | 988 | 15 | 44 | 861 | 119 | 42 | 69 | 100 | 3 | 194 | 47 | 254 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 625 | | 0 | 400 | | 0 | 325 | | 325 | | 400 | | 275 |
| Storage Lanes | | 2 | | 0 | 1 | | 0 | 1 | | 1 | | 1 | | 1 |
| Taper Length (ft) | | 25 | | | 25 | | | 25 | | | | 25 | | |
| Right Turn on Red | | | | Yes | | | Yes | | | Yes | | | | Yes |
| Link Speed (mph) | | | 50 | | | 50 | | | 50 | | | | 50 | |
| Link Distance (ft) | | | 894 | | | 1488 | | | 909 | | | | 1361 | |
| Travel Time (s) | | | 12.2 | | | 20.3 | | | 12.4 | | | | 18.6 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 7% | 7% | 7% | 7% | 6% | 6% | 6% | 6% | 6% | 6% | 9% | 9% | 9% | 9% |
| Shared Lane Traffic (%) | | | | | | | | | | | | | | |
| Turn Type | Prot | Prot | NA | | Prot | NA | | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | | | | | | | | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 3 | 3 | 8 | | 7 | 4 | | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | | | |
| Minimum Initial (s) | 15.0 | 15.0 | 7.0 | | 15.0 | 7.0 | | 7.0 | 10.0 | 10.0 | 7.0 | 7.0 | 10.0 | 10.0 |
| Minimum Split (s) | 22.0 | 22.0 | 25.0 | | 22.0 | 14.0 | | 15.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| Total Split (s) | 25.0 | 25.0 | 60.0 | | 25.0 | 60.0 | | 15.0 | 25.0 | 25.0 | 20.0 | 20.0 | 30.0 | 30.0 |
| Total Split (%) | 19.2% | 19.2% | 46.2% | | 19.2% | 46.2% | | 11.5% | 19.2% | 19.2% | 15.4% | 15.4% | 23.1% | 23.1% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| All-Red Time (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| 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) | | 7.0 | 7.0 | | 7.0 | 7.0 | | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Lead/Lag | Lead | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | Min | | None | Min | | None | None | None | None | None | None | None |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 130 | |
| Actuated Cycle Length: 117.2 | |
| Natural Cycle: 85 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 5: Glades Cut-Off Rd & Midway Rd



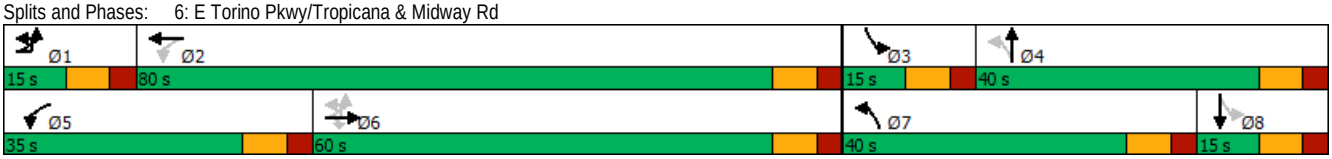
| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 202 | 988 | 15 | 44 | 861 | 119 | 42 | 69 | 100 | 3 | 194 | 47 | 254 |
| Future Volume (vph) | 6 | 202 | 988 | 15 | 44 | 861 | 119 | 42 | 69 | 100 | 3 | 194 | 47 | 254 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Lane Util. Factor | | 0.97 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3273 | 3366 | | 1703 | 3343 | | 1703 | 1792 | 1524 | | 1656 | 1743 | 1482 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.72 | 1.00 | 1.00 | | 0.48 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3273 | 3366 | | 1703 | 3343 | | 1298 | 1792 | 1524 | | 842 | 1743 | 1482 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 6 | 215 | 1051 | 16 | 47 | 916 | 127 | 45 | 73 | 106 | 3 | 206 | 50 | 270 |
| RTOR Reduction (vph) | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 223 |
| Lane Group Flow (vph) | 0 | 221 | 1066 | 0 | 47 | 1035 | 0 | 45 | 73 | 13 | 0 | 209 | 50 | 47 |
| Heavy Vehicles (%) | 7% | 7% | 7% | 7% | 6% | 6% | 6% | 6% | 6% | 6% | 9% | 9% | 9% | 9% |
| Turn Type | Prot | Prot | NA | | Prot | NA | | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | | | | | | | | 6 | | 6 | 2 | 2 | | 2 |
| Actuated Green, G (s) | | 16.1 | 52.3 | | 11.7 | 47.9 | | 19.7 | 14.3 | 14.3 | | 33.1 | 21.0 | 21.0 |
| Effective Green, g (s) | | 16.1 | 52.3 | | 11.7 | 47.9 | | 19.7 | 14.3 | 14.3 | | 33.1 | 21.0 | 21.0 |
| Actuated g/C Ratio | | 0.13 | 0.43 | | 0.10 | 0.40 | | 0.16 | 0.12 | 0.12 | | 0.27 | 0.17 | 0.17 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Vehicle Extension (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 437 | 1462 | | 165 | 1329 | | 230 | 212 | 181 | | 313 | 304 | 258 |
| v/s Ratio Prot | | c0.07 | c0.32 | | 0.03 | c0.31 | | 0.01 | 0.04 | | | c0.07 | 0.03 | |
| v/s Ratio Perm | | | | | | | | 0.02 | | 0.01 | | c0.12 | | 0.03 |
| v/c Ratio | | 0.51 | 0.73 | | 0.28 | 0.78 | | 0.20 | 0.34 | 0.07 | | 0.67 | 0.16 | 0.18 |
| Uniform Delay, d1 | | 48.5 | 28.2 | | 50.5 | 31.6 | | 43.3 | 48.7 | 47.1 | | 36.7 | 42.2 | 42.4 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.9 | 2.3 | | 2.0 | 3.4 | | 0.9 | 2.0 | 0.3 | | 7.0 | 0.5 | 0.7 |
| Delay (s) | | 50.4 | 30.5 | | 52.5 | 35.1 | | 44.1 | 50.8 | 47.5 | | 43.7 | 42.8 | 43.1 |
| Level of Service | | D | C | | D | D | | D | D | D | | D | D | D |
| Approach Delay (s) | | | 33.9 | | | 35.8 | | | 47.9 | | | | 43.3 | |
| Approach LOS | | | C | | | D | | | D | | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 37.2 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 120.4 | Sum of lost time (s) | 30.0 |
| Intersection Capacity Utilization | 86.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 1 | 873 | 463 | 396 | 850 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Future Volume (vph) | 1 | 1 | 873 | 463 | 396 | 850 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 325 | | 300 | 300 | | 300 | 250 | | 0 | 100 | | 0 |
| Storage Lanes | | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | | 1488 | | | 1388 | | | 510 | | | 298 | |
| Travel Time (s) | | | 22.5 | | | 21.0 | | | 11.6 | | | 6.8 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 4% | 4% | 4% | 2% | 2% | 2% | 17% | 17% | 17% |
| Shared Lane Traffic (%) | | | | | | | | | | | | | |
| Turn Type | pm+pt | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Detector Phase | 1 | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 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 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Total Split (s) | 15.0 | 15.0 | 60.0 | 60.0 | 35.0 | 80.0 | | 40.0 | 40.0 | | 15.0 | 15.0 | |
| Total Split (%) | 10.0% | 10.0% | 40.0% | 40.0% | 23.3% | 53.3% | | 26.7% | 26.7% | | 10.0% | 10.0% | |
| Yellow Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Lead/Lag | Lead | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | Min | Min | None | Min | | None | None | | None | None | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 150 | |
| Actuated Cycle Length: 127.6 | |
| Natural Cycle: 150 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 6: E Torino Pkwy/Tropicana & Midway Rd



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 1 | 873 | 463 | 396 | 850 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Future Volume (vph) | 1 | 1 | 873 | 463 | 396 | 850 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | | 8.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 0.85 | | | 0.87 | |
| Flt Protected | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | 1752 | 1845 | 1568 | 1736 | 3471 | | 1770 | 1583 | | | 1415 | |
| Flt Permitted | | 0.32 | 1.00 | 1.00 | 0.06 | 1.00 | | 0.43 | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | 592 | 1845 | 1568 | 109 | 3471 | | 810 | 1583 | | | 1415 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 1 | 1 | 909 | 482 | 412 | 885 | 1 | 224 | 0 | 333 | 0 | 1 | 6 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 261 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 0 | 2 | 909 | 326 | 413 | 886 | 0 | 224 | 72 | 0 | 0 | 1 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 4% | 4% | 4% | 2% | 2% | 2% | 17% | 17% | 17% |
| Turn Type | pm+pt | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 60.3 | 59.1 | 59.1 | 94.3 | 85.1 | | 30.5 | 30.5 | | | 1.2 | |
| Effective Green, g (s) | | 60.3 | 59.1 | 59.1 | 94.3 | 85.1 | | 30.5 | 30.5 | | | 1.2 | |
| Actuated g/C Ratio | | 0.43 | 0.42 | 0.42 | 0.67 | 0.60 | | 0.22 | 0.22 | | | 0.01 | |
| Clearance Time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | | 8.0 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 263 | 774 | 658 | 387 | 2097 | | 320 | 342 | | | 12 | |
| v/s Ratio Prot | | 0.00 | c0.49 | | c0.21 | 0.26 | | c0.11 | 0.05 | | | 0.00 | |
| v/s Ratio Perm | | 0.00 | | 0.21 | 0.51 | | | c0.05 | | | | | |
| v/c Ratio | | 0.01 | 1.17 | 0.50 | 1.07 | 0.42 | | 0.70 | 0.21 | | | 0.09 | |
| Uniform Delay, d1 | | 23.0 | 40.9 | 29.9 | 48.5 | 14.8 | | 49.6 | 45.3 | | | 69.3 | |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.0 | 91.9 | 0.6 | 64.7 | 0.1 | | 6.6 | 0.3 | | | 3.1 | |
| Delay (s) | | 23.1 | 132.7 | 30.5 | 113.2 | 14.9 | | 56.1 | 45.6 | | | 72.4 | |
| Level of Service | | C | F | C | F | B | | E | D | | | E | |
| Approach Delay (s) | | | 97.2 | | | 46.2 | | | 49.8 | | | 72.4 | |
| Approach LOS | | | F | | | D | | | D | | | E | |

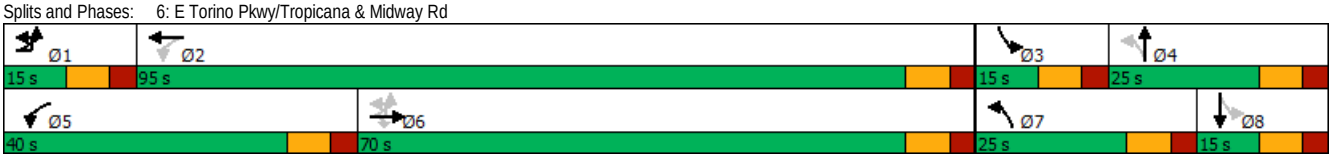
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 68.7 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.08 | | |
| Actuated Cycle Length (s) | 140.8 | Sum of lost time (s) | 32.0 |
| Intersection Capacity Utilization | 107.7% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

# Future (2023) Background Conditions with Improvements

| Lane Group | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 1 | 873 | 463 | 396 | 850 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Future Volume (vph) | 1 | 1 | 873 | 463 | 396 | 850 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 325 | | 300 | 300 | | 300 | 250 | | 0 | 100 | | 0 |
| Storage Lanes | | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | | 1488 | | | 1388 | | | 510 | | | 298 | |
| Travel Time (s) | | | 22.5 | | | 21.0 | | | 11.6 | | | 6.8 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 4% | 4% | 4% | 2% | 2% | 2% | 17% | 17% | 17% |
| Shared Lane Traffic (%) | | | | | | | | | | | | | |
| Turn Type | pm+pt | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Detector Phase | 1 | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 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 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Total Split (s) | 15.0 | 15.0 | 70.0 | 70.0 | 40.0 | 95.0 | | 25.0 | 25.0 | | 15.0 | 15.0 | |
| Total Split (%) | 10.0% | 10.0% | 46.7% | 46.7% | 26.7% | 63.3% | | 16.7% | 16.7% | | 10.0% | 10.0% | |
| Yellow Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Lead/Lag | Lead | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | Min | Min | None | Min | | None | None | | None | None | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 150 | |
| Actuated Cycle Length: 109.8 | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 6: E Torino Pkwy/Tropicana & Midway Rd



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 1 | 873 | 463 | 396 | 850 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Future Volume (vph) | 1 | 1 | 873 | 463 | 396 | 850 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | | 8.0 | |
| Lane Util. Factor | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 0.85 | | | 0.87 | |
| Flt Protected | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | 1752 | 3505 | 1568 | 1736 | 3471 | | 1770 | 1583 | | | 1415 | |
| Flt Permitted | | 0.32 | 1.00 | 1.00 | 0.14 | 1.00 | | 0.44 | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | 592 | 3505 | 1568 | 261 | 3471 | | 819 | 1583 | | | 1415 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 1 | 1 | 909 | 482 | 412 | 885 | 1 | 224 | 0 | 333 | 0 | 1 | 6 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 309 | 0 | 0 | 0 | 0 | 264 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 0 | 2 | 909 | 173 | 413 | 886 | 0 | 224 | 69 | 0 | 0 | 1 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 4% | 4% | 4% | 2% | 2% | 2% | 17% | 17% | 17% |
| Turn Type | pm+pt | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 45.3 | 44.2 | 44.2 | 81.2 | 72.1 | | 25.6 | 25.6 | | | 1.1 | |
| Effective Green, g (s) | | 45.3 | 44.2 | 44.2 | 81.2 | 72.1 | | 25.6 | 25.6 | | | 1.1 | |
| Actuated g/C Ratio | | 0.37 | 0.36 | 0.36 | 0.66 | 0.59 | | 0.21 | 0.21 | | | 0.01 | |
| Clearance Time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | | 8.0 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 228 | 1261 | 564 | 520 | 2037 | | 298 | 330 | | | 12 | |
| v/s Ratio Prot | | 0.00 | 0.26 | | c0.19 | 0.26 | | c0.10 | 0.04 | | | 0.00 | |
| v/s Ratio Perm | | 0.00 | | 0.11 | c0.34 | | | c0.06 | | | | | |
| v/c Ratio | | 0.01 | 0.72 | 0.31 | 0.79 | 0.43 | | 0.75 | 0.21 | | | 0.09 | |
| Uniform Delay, d1 | | 24.5 | 34.0 | 28.3 | 26.2 | 14.1 | | 44.2 | 40.2 | | | 60.4 | |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.0 | 2.1 | 0.3 | 8.2 | 0.1 | | 10.2 | 0.3 | | | 3.2 | |
| Delay (s) | | 24.5 | 36.0 | 28.6 | 34.4 | 14.2 | | 54.4 | 40.6 | | | 63.5 | |
| Level of Service | | C | D | C | C | B | | D | D | | | E | |
| Approach Delay (s) | | | 33.4 | | | 20.6 | | | 46.1 | | | 63.5 | |
| Approach LOS | | | C | | | C | | | D | | | E | |

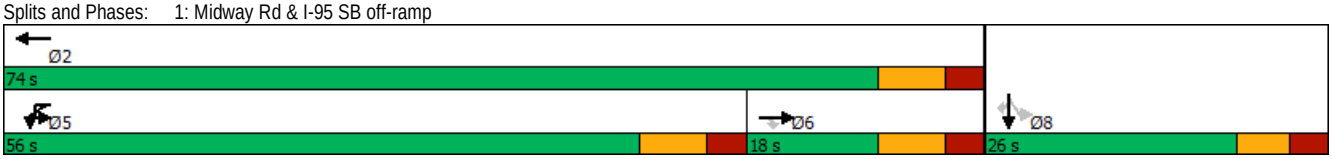
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 30.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.86 | | |
| Actuated Cycle Length (s) | 122.8 | Sum of lost time (s) | 32.0 |
| Intersection Capacity Utilization | 85.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

# Future (2023) Buildout Conditions

| Lane Group | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 161 | 182 | 3 | 731 | 293 | 0 | 0 | 0 | 0 | 509 | 0 | 42 |
| Future Volume (vph) | 0 | 161 | 182 | 3 | 731 | 293 | 0 | 0 | 0 | 0 | 509 | 0 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 500 | | 400 | | 0 | 0 | | 0 | 400 | | 0 |
| Storage Lanes | 0 | | 1 | | 1 | | 0 | 0 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1345 | | | | 1562 | | | 1124 | | | 796 | |
| Travel Time (s) | | 20.4 | | | | 23.7 | | | 17.0 | | | 12.1 | |
| 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 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 3% | 0% | 0% | 0% | 9% | 9% | 9% |
| Shared Lane Traffic (%) | | | | | | | | | | | 50% | | |
| Turn Type | | NA | Perm | Prot | Prot | NA | | | | | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 5 | 2 | | | | | | 8 | |
| Permitted Phases | | | 6 | | | | | | | | 8 | | 8 |
| Detector Phase | | 6 | 6 | 5 | 5 | 2 | | | | | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | | |
| Minimum Initial (s) | | 8.0 | 8.0 | 7.0 | 7.0 | 8.0 | | | | | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | | 16.0 | 16.0 | 15.0 | 15.0 | 16.0 | | | | | 13.0 | 13.0 | 13.0 |
| Total Split (s) | | 18.0 | 18.0 | 56.0 | 56.0 | 74.0 | | | | | 26.0 | 26.0 | 26.0 |
| Total Split (%) | | 18.0% | 18.0% | 56.0% | 56.0% | 74.0% | | | | | 26.0% | 26.0% | 26.0% |
| Yellow Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 8.0 | 8.0 | | 8.0 | 8.0 | | | | | 7.0 | 7.0 | 7.0 |
| Lead/Lag | | Lag | Lag | Lead | Lead | | | | | | | | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | Yes | | | | | | | | |
| Recall Mode | | Min | Min | None | None | Min | | | | | None | None | None |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 97.9 | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 1: Midway Rd & I-95 SB off-ramp



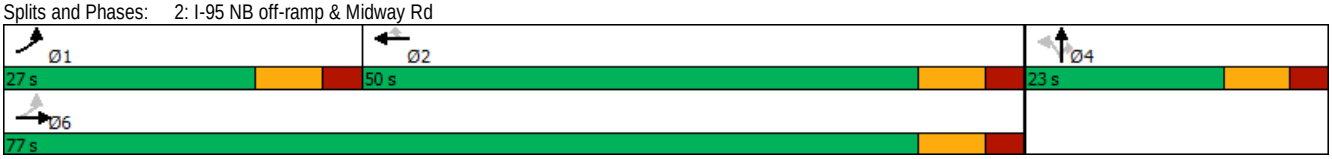
| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 161 | 182 | 3 | 731 | 293 | 0 | 0 | 0 | 0 | 509 | 0 | 42 |
| Future Volume (vph) | 0 | 161 | 182 | 3 | 731 | 293 | 0 | 0 | 0 | 0 | 509 | 0 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 8.0 | 8.0 | | 8.0 | 8.0 | | | | | 7.0 | 7.0 | 7.0 |
| Lane Util. Factor | | 0.95 | 1.00 | | 1.00 | 0.95 | | | | | 0.95 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 1.00 | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3539 | 1583 | | 1752 | 3505 | | | | | 1573 | 1573 | 1482 |
| Flt Permitted | | 1.00 | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3539 | 1583 | | 1752 | 3505 | | | | | 1573 | 1573 | 1482 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 175 | 198 | 3 | 795 | 318 | 0 | 0 | 0 | 0 | 553 | 0 | 46 |
| RTOR Reduction (vph) | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Lane Group Flow (vph) | 0 | 175 | 19 | 0 | 798 | 318 | 0 | 0 | 0 | 0 | 276 | 277 | 9 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 3% | 0% | 0% | 0% | 9% | 9% | 9% |
| Turn Type | | NA | Perm | Prot | Prot | NA | | | | | Perm | NA | Perm |
| Protected Phases | | 6 | | 5 | 5 | 2 | | | | | | 8 | |
| Permitted Phases | | | 6 | | | | | | | | 8 | | 8 |
| Actuated Green, G (s) | | 9.4 | 9.4 | | 46.7 | 64.1 | | | | | 18.7 | 18.7 | 18.7 |
| Effective Green, g (s) | | 9.4 | 9.4 | | 46.7 | 64.1 | | | | | 18.7 | 18.7 | 18.7 |
| Actuated g/C Ratio | | 0.10 | 0.10 | | 0.48 | 0.66 | | | | | 0.19 | 0.19 | 0.19 |
| Clearance Time (s) | | 8.0 | 8.0 | | 8.0 | 8.0 | | | | | 7.0 | 7.0 | 7.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 5.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 340 | 152 | | 836 | 2297 | | | | | 300 | 300 | 283 |
| v/s Ratio Prot | | c0.05 | | | c0.46 | 0.09 | | | | | | | |
| v/s Ratio Perm | | | 0.01 | | | | | | | | 0.18 | 0.18 | 0.01 |
| v/c Ratio | | 0.51 | 0.13 | | 0.95 | 0.14 | | | | | 0.92 | 0.92 | 0.03 |
| Uniform Delay, d1 | | 42.0 | 40.4 | | 24.5 | 6.4 | | | | | 38.8 | 38.8 | 32.2 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.3 | 0.4 | | 21.1 | 0.0 | | | | | 31.9 | 32.5 | 0.0 |
| Delay (s) | | 43.3 | 40.8 | | 45.7 | 6.4 | | | | | 70.7 | 71.3 | 32.2 |
| Level of Service | | D | D | | D | A | | | | | E | E | C |
| Approach Delay (s) | | 42.0 | | | | 34.5 | | | 0.0 | | | 68.0 | |
| Approach LOS | | D | | | | C | | | A | | | E | |

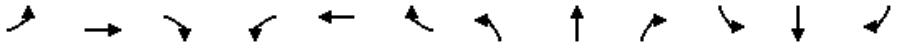
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 45.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 97.8 | Sum of lost time (s) | 23.0 |
| Intersection Capacity Utilization | 85.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 13 | 622 | 0 | 0 | 895 | 549 | 167 | 0 | 685 | 0 | 0 | 0 |
| Future Volume (vph) | 13 | 622 | 0 | 0 | 895 | 549 | 167 | 0 | 685 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 325 | | 0 | 0 | | 350 | 300 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 1 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1562 | | | 2097 | | | 847 | | | 779 | |
| Travel Time (s) | | 23.7 | | | 31.8 | | | 12.8 | | | 11.8 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 6% | 6% | 6% | 7% | 7% | 7% | 7% | 7% | 7% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | 50% | | | | | |
| Turn Type | pm+pt | NA | | | NA | Perm | Perm | NA | Perm | | | |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | | | |
| Permitted Phases | 6 | | | | | 2 | 4 | | 4 | | | |
| Detector Phase | 1 | 6 | | | 2 | 2 | 4 | 4 | 4 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 15.0 | | | 15.0 | 15.0 | 7.0 | 7.0 | 7.0 | | | |
| Minimum Split (s) | 15.0 | 23.0 | | | 23.0 | 23.0 | 15.0 | 15.0 | 15.0 | | | |
| Total Split (s) | 27.0 | 77.0 | | | 50.0 | 50.0 | 23.0 | 23.0 | 23.0 | | | |
| Total Split (%) | 27.0% | 77.0% | | | 50.0% | 50.0% | 23.0% | 23.0% | 23.0% | | | |
| Yellow Time (s) | 5.0 | 5.0 | | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | |
| All-Red Time (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | | |
| Lead/Lag | Lead | | | | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | | Yes | Yes | | | | | | |
| Recall Mode | None | Min | | | Min | Min | None | None | None | | | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 61.9 | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 2: I-95 NB off-ramp & Midway Rd





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 622 | 0 | 0 | 895 | 549 | 167 | 0 | 685 | 0 | 0 | 0 |
| Future Volume (veh/h) | 13 | 622 | 0 | 0 | 895 | 549 | 167 | 0 | 685 | 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 | 1811 | 1811 | 0 | 0 | 1796 | 1796 | 1796 | 1796 | 1796 | | | |
| Adj Flow Rate, veh/h | 14 | 655 | 0 | 0 | 942 | 0 | 176 | 0 | 0 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 6 | 6 | 0 | 0 | 7 | 7 | 7 | 7 | 7 | | | |
| Cap, veh/h | 275 | 1973 | 0 | 0 | 1355 | | 420 | 0 | | | | |
| Arrive On Green | 0.02 | 0.57 | 0.00 | 0.00 | 0.40 | 0.00 | 0.12 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 1725 | 3532 | 0 | 0 | 3503 | 1522 | 3421 | 0 | 1522 | | | |
| Grp Volume(v), veh/h | 14 | 655 | 0 | 0 | 942 | 0 | 176 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1725 | 1721 | 0 | 0 | 1706 | 1522 | 1711 | 0 | 1522 | | | |
| Q Serve(g_s), s | 0.2 | 5.3 | 0.0 | 0.0 | 12.1 | 0.0 | 2.5 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 0.2 | 5.3 | 0.0 | 0.0 | 12.1 | 0.0 | 2.5 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 275 | 1973 | 0 | 0 | 1355 | | 420 | 0 | | | | |
| V/C Ratio(X) | 0.05 | 0.33 | 0.00 | 0.00 | 0.70 | | 0.42 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 855 | 4507 | 0 | 0 | 2721 | | 974 | 0 | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 9.7 | 5.9 | 0.0 | 0.0 | 13.2 | 0.0 | 21.4 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.1 | 0.1 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(95%),veh/ln | 0.1 | 2.0 | 0.0 | 0.0 | 6.4 | 0.0 | 1.6 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 9.8 | 6.0 | 0.0 | 0.0 | 13.9 | 0.0 | 22.0 | 0.0 | 0.0 | | | |
| LnGrp LOS | A | A | A | A | B | | C | A | | | | |
| Approach Vol, veh/h | | 669 | | | 942 | A | | 176 | A | | | |
| Approach Delay, s/veh | | 6.1 | | | 13.9 | | | 22.0 | | | | |
| Approach LOS | | A | | | B | | | C | | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | |
|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.3 | 28.9 | | 14.5 | | 38.2 | | | |
| Change Period (Y+Rc), s | 8.0 | 8.0 | | 8.0 | | 8.0 | | | |
| Max Green Setting (Gmax), s | 19.0 | 42.0 | | 15.0 | | 69.0 | | | |
| Max Q Clear Time (g_c+I1), s | 2.2 | 14.1 | | 4.5 | | 7.3 | | | |
| Green Ext Time (p_c), s | 0.0 | 6.8 | | 0.4 | | 4.6 | | | |

| Intersection Summary | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 11.8 | | | | | | |
| HCM 6th LOS | | | B | | | | | | |

**Notes**

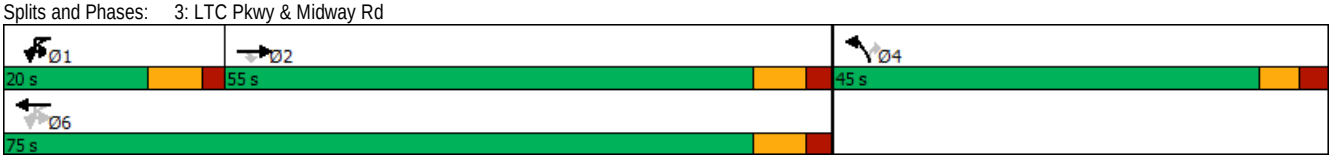
User approved volume balancing among the lanes for turning movement.

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

| Lane Group | EBT | EBR | WBU | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 941 | 276 | 4 | 265 | 909 | 534 | 318 |
| Future Volume (vph) | 941 | 276 | 4 | 265 | 909 | 534 | 318 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 550 | | 400 | | 0 | 175 |
| Storage Lanes | | 1 | | 1 | | 2 | 1 |
| Taper Length (ft) | | | | 25 | | 25 | |
| Right Turn on Red | | Yes | | | | | Yes |
| Link Speed (mph) | 35 | | | | 45 | 30 | |
| Link Distance (ft) | 2097 | | | | 1746 | 243 | |
| Travel Time (s) | 40.9 | | | | 26.5 | 5.5 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 8% | 8% | 7% | 7% | 7% | 7% | 7% |
| Shared Lane Traffic (%) | | | | | | | |
| Turn Type | NA | Perm | pm+pt | pm+pt | NA | Prot | Perm |
| Protected Phases | 2 | | 1 | 1 | 6 | 4 | |
| Permitted Phases | | 2 | 6 | 6 | | | 4 |
| Detector Phase | 2 | 2 | 1 | 1 | 6 | 4 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 25.2 | 25.2 | 11.9 | 11.9 | 25.2 | 11.4 | 11.4 |
| Total Split (s) | 55.0 | 55.0 | 20.0 | 20.0 | 75.0 | 45.0 | 45.0 |
| Total Split (%) | 45.8% | 45.8% | 16.7% | 16.7% | 62.5% | 37.5% | 37.5% |
| Yellow Time (s) | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 3.7 | 3.7 |
| All-Red Time (s) | 2.4 | 2.4 | 2.1 | 2.1 | 2.4 | 2.7 | 2.7 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | | 6.9 | 7.2 | 6.4 | 6.4 |
| Lead/Lag | Lag | Lag | Lead | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | Min | Min | None | None | Min | None | None |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 120 | |
| Actuated Cycle Length: 93 | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 3: LTC Pkwy & Midway Rd



| Movement | EBT | EBR | WBU | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 941 | 276 | 4 | 265 | 909 | 534 | 318 |
| Future Volume (vph) | 941 | 276 | 4 | 265 | 909 | 534 | 318 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.2 | 7.2 | | 6.9 | 7.2 | 6.4 | 6.4 |
| Lane Util. Factor | 0.95 | 1.00 | | 1.00 | 0.95 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3343 | 1495 | | 1687 | 3374 | 3273 | 1509 |
| Flt Permitted | 1.00 | 1.00 | | 0.14 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3343 | 1495 | | 249 | 3374 | 3273 | 1509 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 980 | 288 | 4 | 276 | 947 | 556 | 331 |
| RTOR Reduction (vph) | 0 | 176 | 0 | 0 | 0 | 0 | 196 |
| Lane Group Flow (vph) | 980 | 112 | 0 | 280 | 947 | 556 | 135 |
| Heavy Vehicles (%) | 8% | 8% | 7% | 7% | 7% | 7% | 7% |
| Turn Type | NA | Perm | pm+pt | pm+pt | NA | Prot | Perm |
| Protected Phases | 2 | | 1 | 1 | 6 | 4 | |
| Permitted Phases | | 2 | 6 | 6 | | | 4 |
| Actuated Green, G (s) | 36.2 | 36.2 | | 56.5 | 56.5 | 22.6 | 22.6 |
| Effective Green, g (s) | 36.2 | 36.2 | | 56.5 | 56.5 | 22.6 | 22.6 |
| Actuated g/C Ratio | 0.39 | 0.39 | | 0.61 | 0.61 | 0.24 | 0.24 |
| Clearance Time (s) | 7.2 | 7.2 | | 6.9 | 7.2 | 6.4 | 6.4 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 1305 | 583 | | 359 | 2056 | 797 | 367 |
| v/s Ratio Prot | 0.29 | | | c0.11 | 0.28 | c0.17 | |
| v/s Ratio Perm | | 0.08 | | c0.36 | | | 0.09 |
| v/c Ratio | 0.75 | 0.19 | | 0.78 | 0.46 | 0.70 | 0.37 |
| Uniform Delay, d1 | 24.4 | 18.6 | | 16.4 | 9.8 | 31.9 | 29.1 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.5 | 0.2 | | 10.3 | 0.2 | 2.7 | 0.6 |
| Delay (s) | 26.8 | 18.8 | | 26.7 | 10.0 | 34.6 | 29.7 |
| Level of Service | C | B | | C | A | C | C |
| Approach Delay (s) | 25.0 | | | | 13.8 | 32.8 | |
| Approach LOS | C | | | | B | C | |

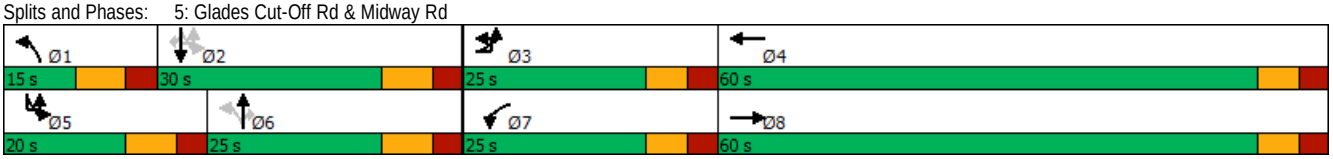
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.0 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 92.7 | Sum of lost time (s) | 20.5 |
| Intersection Capacity Utilization | 77.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 205 | 999 | 15 | 46 | 862 | 119 | 42 | 69 | 102 | 3 | 194 | 48 | 255 |
| Future Volume (vph) | 6 | 205 | 999 | 15 | 46 | 862 | 119 | 42 | 69 | 102 | 3 | 194 | 48 | 255 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 625 | | 0 | 400 | | 0 | 325 | | 325 | | 400 | | 275 |
| Storage Lanes | | 2 | | 0 | 1 | | 0 | 1 | | 1 | | 1 | | 1 |
| Taper Length (ft) | | 25 | | | 25 | | | 25 | | | | 25 | | |
| Right Turn on Red | | | | Yes | | | Yes | | | Yes | | | | Yes |
| Link Speed (mph) | | | 50 | | | 50 | | | 50 | | | | 50 | |
| Link Distance (ft) | | | 894 | | | 1488 | | | 646 | | | | 1361 | |
| Travel Time (s) | | | 12.2 | | | 20.3 | | | 8.8 | | | | 18.6 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 7% | 7% | 7% | 7% | 6% | 6% | 6% | 6% | 6% | 6% | 2% | 9% | 9% | 9% |
| Shared Lane Traffic (%) | | | | | | | | | | | | | | |
| Turn Type | Prot | Prot | NA | | Prot | NA | | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | | | | | | | | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 3 | 3 | 8 | | 7 | 4 | | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | | | |
| Minimum Initial (s) | 15.0 | 15.0 | 7.0 | | 15.0 | 7.0 | | 7.0 | 10.0 | 10.0 | 7.0 | 7.0 | 10.0 | 10.0 |
| Minimum Split (s) | 22.0 | 22.0 | 25.0 | | 22.0 | 14.0 | | 15.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| Total Split (s) | 25.0 | 25.0 | 60.0 | | 25.0 | 60.0 | | 15.0 | 25.0 | 25.0 | 20.0 | 20.0 | 30.0 | 30.0 |
| Total Split (%) | 19.2% | 19.2% | 46.2% | | 19.2% | 46.2% | | 11.5% | 19.2% | 19.2% | 15.4% | 15.4% | 23.1% | 23.1% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| All-Red Time (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| 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) | | 7.0 | 7.0 | | 7.0 | 7.0 | | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Lead/Lag | Lead | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | Min | | None | Min | | None | None | None | None | None | None | None |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 130 | |
| Actuated Cycle Length: 117.7 | |
| Natural Cycle: 85 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 5: Glades Cut-Off Rd & Midway Rd



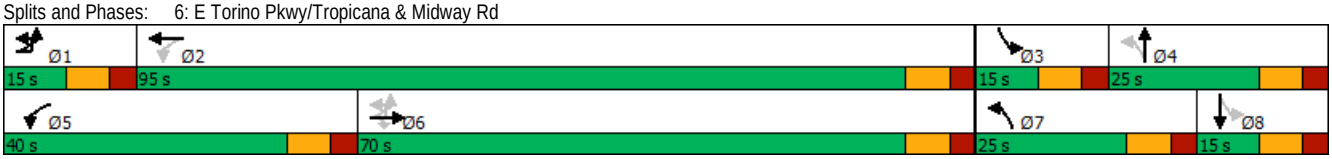
| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 205 | 999 | 15 | 46 | 862 | 119 | 42 | 69 | 102 | 3 | 194 | 48 | 255 |
| Future Volume (vph) | 6 | 205 | 999 | 15 | 46 | 862 | 119 | 42 | 69 | 102 | 3 | 194 | 48 | 255 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Lane Util. Factor | | 0.97 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3273 | 3366 | | 1703 | 3344 | | 1703 | 1792 | 1524 | | 1657 | 1743 | 1482 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.72 | 1.00 | 1.00 | | 0.48 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 3273 | 3366 | | 1703 | 3344 | | 1297 | 1792 | 1524 | | 845 | 1743 | 1482 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 6 | 218 | 1063 | 16 | 49 | 917 | 127 | 45 | 73 | 109 | 3 | 206 | 51 | 271 |
| RTOR Reduction (vph) | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 224 |
| Lane Group Flow (vph) | 0 | 224 | 1078 | 0 | 49 | 1036 | 0 | 45 | 73 | 13 | 0 | 209 | 51 | 47 |
| Heavy Vehicles (%) | 7% | 7% | 7% | 7% | 6% | 6% | 6% | 6% | 6% | 6% | 2% | 9% | 9% | 9% |
| Turn Type | Prot | Prot | NA | | Prot | NA | | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | | | | | | | | 6 | | 6 | 2 | 2 | | 2 |
| Actuated Green, G (s) | | 16.2 | 52.8 | | 11.7 | 48.3 | | 19.8 | 14.4 | 14.4 | | 33.2 | 21.1 | 21.1 |
| Effective Green, g (s) | | 16.2 | 52.8 | | 11.7 | 48.3 | | 19.8 | 14.4 | 14.4 | | 33.2 | 21.1 | 21.1 |
| Actuated g/C Ratio | | 0.13 | 0.44 | | 0.10 | 0.40 | | 0.16 | 0.12 | 0.12 | | 0.27 | 0.17 | 0.17 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Vehicle Extension (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 438 | 1468 | | 164 | 1334 | | 230 | 213 | 181 | | 313 | 303 | 258 |
| v/s Ratio Prot | | c0.07 | c0.32 | | 0.03 | c0.31 | | 0.01 | 0.04 | | | c0.07 | 0.03 | |
| v/s Ratio Perm | | | | | | | | 0.02 | | 0.01 | | c0.12 | | 0.03 |
| v/c Ratio | | 0.51 | 0.73 | | 0.30 | 0.78 | | 0.20 | 0.34 | 0.07 | | 0.67 | 0.17 | 0.18 |
| Uniform Delay, d1 | | 48.7 | 28.3 | | 50.8 | 31.6 | | 43.5 | 49.0 | 47.4 | | 36.9 | 42.5 | 42.6 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 2.0 | 2.4 | | 2.1 | 3.4 | | 0.9 | 2.0 | 0.4 | | 7.0 | 0.6 | 0.7 |
| Delay (s) | | 50.7 | 30.7 | | 53.0 | 35.0 | | 44.3 | 51.0 | 47.7 | | 43.9 | 43.0 | 43.3 |
| Level of Service | | D | C | | D | D | | D | D | D | | D | D | D |
| Approach Delay (s) | | | 34.1 | | | 35.8 | | | 48.1 | | | | 43.5 | |
| Approach LOS | | | C | | | D | | | D | | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 37.3 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 121.0 | Sum of lost time (s) | 30.0 |
| Intersection Capacity Utilization | 86.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 1 | 884 | 465 | 396 | 853 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Future Volume (vph) | 1 | 1 | 884 | 465 | 396 | 853 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 325 | | 100 | 300 | | 300 | 250 | | 0 | 100 | | 0 |
| Storage Lanes | | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | | 1488 | | | 1388 | | | 510 | | | 298 | |
| Travel Time (s) | | | 22.5 | | | 21.0 | | | 11.6 | | | 6.8 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 4% | 4% | 4% | 2% | 2% | 2% | 17% | 17% | 17% |
| Shared Lane Traffic (%) | | | | | | | | | | | | | |
| Turn Type | pm+pt | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Detector Phase | 1 | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 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 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Total Split (s) | 15.0 | 15.0 | 70.0 | 70.0 | 40.0 | 95.0 | | 25.0 | 25.0 | | 15.0 | 15.0 | |
| Total Split (%) | 10.0% | 10.0% | 46.7% | 46.7% | 26.7% | 63.3% | | 16.7% | 16.7% | | 10.0% | 10.0% | |
| Yellow Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Lead/Lag | Lead | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | Min | Min | None | Min | | None | None | | None | None | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 150 | |
| Actuated Cycle Length: 110.9 | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 6: E Torino Pkwy/Tropicana & Midway Rd



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 1 | 884 | 465 | 396 | 853 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Future Volume (vph) | 1 | 1 | 884 | 465 | 396 | 853 | 1 | 215 | 0 | 320 | 0 | 1 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | | 8.0 | |
| Lane Util. Factor | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 0.85 | | | 0.87 | |
| Flt Protected | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | 1752 | 3505 | 1568 | 1736 | 3471 | | 1770 | 1583 | | | 1415 | |
| Flt Permitted | | 0.32 | 1.00 | 1.00 | 0.14 | 1.00 | | 0.44 | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | 590 | 3505 | 1568 | 258 | 3471 | | 819 | 1583 | | | 1415 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 1 | 1 | 921 | 484 | 412 | 889 | 1 | 224 | 0 | 333 | 0 | 1 | 6 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 264 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 0 | 2 | 921 | 313 | 413 | 890 | 0 | 224 | 69 | 0 | 0 | 1 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 4% | 4% | 4% | 2% | 2% | 2% | 17% | 17% | 17% |
| Turn Type | pm+pt | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 46.4 | 45.3 | 45.3 | 82.4 | 73.3 | | 25.6 | 25.6 | | | 1.1 | |
| Effective Green, g (s) | | 46.4 | 45.3 | 45.3 | 82.4 | 73.3 | | 25.6 | 25.6 | | | 1.1 | |
| Actuated g/C Ratio | | 0.37 | 0.37 | 0.37 | 0.66 | 0.59 | | 0.21 | 0.21 | | | 0.01 | |
| Clearance Time (s) | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | | | 8.0 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 231 | 1280 | 572 | 518 | 2051 | | 295 | 326 | | | 12 | |
| v/s Ratio Prot | | 0.00 | 0.26 | | c0.19 | 0.26 | | c0.10 | 0.04 | | | 0.00 | |
| v/s Ratio Perm | | 0.00 | | 0.20 | c0.34 | | | c0.06 | | | | | |
| v/c Ratio | | 0.01 | 0.72 | 0.55 | 0.80 | 0.43 | | 0.76 | 0.21 | | | 0.09 | |
| Uniform Delay, d1 | | 24.3 | 33.9 | 31.2 | 26.7 | 13.9 | | 44.8 | 40.8 | | | 61.0 | |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.0 | 2.0 | 1.1 | 8.3 | 0.1 | | 10.7 | 0.3 | | | 3.2 | |
| Delay (s) | | 24.3 | 35.8 | 32.3 | 35.0 | 14.1 | | 55.5 | 41.1 | | | 64.1 | |
| Level of Service | | C | D | C | C | B | | E | D | | | E | |
| Approach Delay (s) | | | 34.6 | | | 20.7 | | | 46.9 | | | 64.1 | |
| Approach LOS | | | C | | | C | | | D | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 31.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.86 | | |
| Actuated Cycle Length (s) | 124.0 | Sum of lost time (s) | 32.0 |
| Intersection Capacity Utilization | 86.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 3 | 1227 | 6 | 6 | 0 | 1238 | 0 | 0 | 0 | 7 | 2 | 0 | 13 |
| Future Vol, veh/h | 1 | 3 | 1227 | 6 | 6 | 0 | 1238 | 0 | 0 | 0 | 7 | 2 | 0 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | - | None | - | - | - | None | - | - | None | - | - | None |
| Storage Length | - | 0 | - | - | - | - | - | - | - | - | 0 | 0 | - | 0 |
| Veh in Median Storage, # | - | - | 0 | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | - | 0 | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 3 | 1334 | 7 | 7 | 0 | 1346 | 0 | 0 | 0 | 8 | 2 | 0 | 14 |

| Major/Minor | Major1 | | | | Major2 | | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1346 | 1346 | 0 | 0 | 1340 | - | - | 0 | - | - | 671 | 2035 | - | 673 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | 1360 | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | 675 | - | - |
| Critical Hdwy | 6.44 | 4.14 | - | - | 6.44 | - | - | - | - | - | 6.94 | 7.54 | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | 6.54 | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | 6.54 | - | - |
| Follow-up Hdwy | 2.52 | 2.22 | - | - | 2.52 | - | - | - | - | - | 3.32 | 3.52 | - | 3.32 |
| Pot Cap-1 Maneuver | 199 | 508 | - | - | 200 | 0 | - | 0 | 0 | 0 | 399 | 33 | 0 | 398 |
| Stage 1 | - | - | - | - | - | 0 | - | 0 | 0 | 0 | - | 156 | 0 | - |
| Stage 2 | - | - | - | - | - | 0 | - | 0 | 0 | 0 | - | 410 | 0 | - |
| Platoon blocked, % | | | - | - | | | - | | | | | | | |
| Mov Cap-1 Maneuver | 361 | 361 | - | - | 196 | - | - | - | - | - | 399 | 29 | - | 398 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | 29 | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | 154 | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | 398 | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 14.2 | 31 |
| HCM LOS | | | B | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBT | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 399 | 361 | - | - | - | 29 | 398 |
| HCM Lane V/C Ratio | 0.019 | 0.012 | - | - | - | 0.075 | 0.036 |
| HCM Control Delay (s) | 14.2 | 15.1 | - | - | - | 139 | 14.4 |
| HCM Lane LOS | B | C | - | - | - | F | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | - | 0.2 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 1 | 1 | 211 | 106 | 3 |
| Future Vol, veh/h | 2 | 1 | 1 | 211 | 106 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 15 | 15 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 1 | 1 | 229 | 115 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 348 | 117 | 118 | 0 | - | 0 |
| Stage 1 | 117 | - | - | - | - | - |
| Stage 2 | 231 | - | - | - | - | - |
| Critical Hdwy | 6.55 | 6.35 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.55 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.55 | - | - | - | - | - |
| Follow-up Hdwy | 3.635 | 3.435 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 624 | 901 | 1470 | - | - | - |
| Stage 1 | 877 | - | - | - | - | - |
| Stage 2 | 778 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 623 | 901 | 1470 | - | - | - |
| Mov Cap-2 Maneuver | 623 | - | - | - | - | - |
| Stage 1 | 876 | - | - | - | - | - |
| Stage 2 | 778 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 10.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1470 | - | 694 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.005 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 10.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 18 | 835 | 0 | 0 | 542 |
| Future Vol, veh/h | 0 | 18 | 835 | 0 | 0 | 542 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 15 | 15 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 0 | 20 | 908 | 0 | 0 | 589 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 454 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.2 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.45 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 519 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 519 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 519 | - |
| HCM Lane V/C Ratio | - | - | 0.038 | - |
| HCM Control Delay (s) | - | - | 12.2 | - |
| HCM Lane LOS | - | - | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 240 | 0 | 4 | 1 | 0 | 20 | 7 | 575 | 0 | 8 | 435 | 0 |
| Future Vol, veh/h | 240 | 0 | 4 | 1 | 0 | 20 | 7 | 575 | 0 | 8 | 435 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 7 | 15 | 15 | 15 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 261 | 0 | 4 | 1 | 0 | 22 | 8 | 625 | 0 | 9 | 473 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 820 | 1132 | 237 | 896 | 1132 | 313 | 473 | 0 | 0 | 625 | 0 | 0 |
| Stage 1 | 491 | 491 | - | 641 | 641 | - | - | - | - | - | - | - |
| Stage 2 | 329 | 641 | - | 255 | 491 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.64 | 6.64 | 7.04 | 7.8 | 6.8 | 7.2 | 4.24 | - | - | 4.24 | - | - |
| Critical Hdwy Stg 1 | 6.64 | 5.64 | - | 6.8 | 5.8 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.64 | 5.64 | - | 6.8 | 5.8 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.57 | 4.07 | 3.37 | 3.65 | 4.15 | 3.45 | 2.27 | - | - | 2.27 | - | - |
| Pot Cap-1 Maneuver | ~ 259 | 194 | 749 | 215 | 183 | 646 | 1051 | - | - | 919 | - | - |
| Stage 1 | 515 | 534 | - | 400 | 437 | - | - | - | - | - | - | - |
| Stage 2 | 644 | 455 | - | 691 | 515 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 246 | 189 | 749 | 210 | 178 | 646 | 1051 | - | - | 919 | - | - |
| Mov Cap-2 Maneuver | 363 | 304 | - | 210 | 178 | - | - | - | - | - | - | - |
| Stage 1 | 509 | 527 | - | 395 | 432 | - | - | - | - | - | - | - |
| Stage 2 | 615 | 450 | - | 678 | 508 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 36.8 | 11.4 | 0.1 | 0.3 |
| HCM LOS | E | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1051 | - | - | 366 | 588 | 919 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.725 | 0.039 | 0.009 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | - | 36.8 | 11.4 | 9 | 0.1 | - |
| HCM Lane LOS | A | A | - | E | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 5.5 | 0.1 | 0 | - | - |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | NWL | NWR | NET | NER | SWL | SWT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 580 | 1 | 0 | 440 |
| Future Vol, veh/h | 0 | 2 | 580 | 1 | 0 | 440 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 15 | 15 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 0 | 2 | 630 | 1 | 0 | 478 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 316 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.2 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.45 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 643 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 643 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | NW | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 10.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NET | NER | NWLn1 | SWT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 643 | - |
| HCM Lane V/C Ratio | - | - | 0.003 | - |
| HCM Control Delay (s) | - | - | 10.6 | - |
| HCM Lane LOS | - | - | B | - |
| HCM 95th %tile Q(veh) | - | - | 0 | - |

# APPENDIX H:
# Excerpts from Project Midway Traffic Study

**Table 14: Future (2022) Buildout Conditions Turn Lane Analysis**

| Intersection/Turn Lane | Existing Length (Ft) | Posted Speed | Required Deceleration (Ft)[1] | 50th Percentile Queue Length (Ft)[2] | 95th Percentile Queue Length (Ft)[2] | Existing Turn Lane Sufficient (Y/N)[3] | Turn Lane Extension (Ft) |
|---|---|---|---|---|---|---|---|
| I-95 & SB Ramps | | | | | | | |
| Westbound Left-turn Lane | 470 | 45 | 185 | 525 | 700 | N | 240 |
| I-95 & NB Ramps | | | | | | | |
| Eastbound Left-turn Lane | 410 | 45 | 185 | 25 | 25 | Y | - |
| Midway Rd & LTC Pkwy | | | | | | | |
| Eastbound Right-Turn Lane | 550 | 45 | 185 | 175 | 275 | Y | - |
| Westbound Left-turn Lane | 470 | 45 | 185 | 150 | 225 | Y | - |
| Northbound Right-turn Lane[4] | 200 | 30 | 145 | 225 | 350 | N | 170 |
| Midway Rd & Glades Cut-Off Rd | | | | | | | |
| Eastbound Left-Turn Lane | 650 | 50 | 240 | 75 | 150 | Y | - |
| Westbound Left-Turn Lane | 395 | 50 | 240 | 50 | 75 | Y | - |
| Northbound Left-Turn Lane | 375 | 50 | 240 | 25 | 50 | Y | - |
| Northbound Right-Turn Lane | 350 | 50 | 240 | 75 | 150 | Y | - |
| Southbound Left-Turn Lane | 440 | 50 | 240 | 125 | 225 | Y | - |
| Southbound Right-Turn Lane[4] | 300 | 50 | 240 | 250 | 375 | N | 190 |
| Midway Rd & E Torino Pkwy | | | | | | | |
| Eastbound Left-Turn Lane | 325 | 45 | 185 | 0 | 25 | Y | - |
| Eastbound Right-Turn Lane | N/A[5] | 45 | 185 | 350 | 500 | - | 500 |
| Westbound Left-Turn Lane[4] | 300 | 45 | 185 | 250 | 400 | N | 135 |
| Northbound Left-Turn Lane[4] | 250 | 40 | 155 | 175 | 275 | N | 80 |

Notes:

1. Required deceleration length based on the 2020 FDOT Design Manual, Exhibit 212-1.
2. Anticipated queue lengths are based on the 50th and 95th percentile queues during the future (2022) buildout PM peak hour as reported by Synchro analysis.
3. Existing storage lengths were determined to be sufficient if the turn lane could accommodate the higher of (1) the sum of the required deceleration length and 50th percentile queue length and (2) the 95th percentile queue length.
4. Noted turn lanes have insufficient capacity to accommodate forecasted turning movement volumes under future (2022) background conditions.
5. Eastbound right-turn lane is recommended improvement under future (2022) background conditions, before the addition of project traffic.

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & I-95 SB Ramps
**COUNT DATE:** June 25, 2020
**AM PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.92

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 93 | 114 | | 363 | 190 | 0 | | 0 | 0 | 0 | | 213 | 1 | 14 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **AM EXISTING CONDITIONS** | | **0** | **114** | **140** | | **446** | **234** | **0** | | **0** | **0** | **0** | | **262** | **1** | **17** |
| *HV %* | | | *7%* | | | | *11%* | | | | *0%* | | | | *16%* | |
| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| PM Raw Turning Movements | | 0 | 112 | 132 | | 397 | 207 | 0 | | 0 | 0 | 0 | | 254 | 0 | 30 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **PM EXISTING CONDITIONS** | | **0** | **138** | **162** | | **488** | **255** | **0** | | **0** | **0** | **0** | | **312** | **0** | **37** |
| *HV %* | | | *2%* | | | | *3%* | | | | *0%* | | | | *9%* | |
| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Proposed Speedway | | | 2 | | | 59 | 2 | | | | | | | 60 | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 2 | 0 | | 59 | 2 | 0 | | 0 | 0 | 0 | | 60 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 12 | 15 | | 48 | 25 | 0 | | 0 | 0 | 0 | | 28 | 0 | 2 |
| **AM NON-PROJECT TRAFFIC** | | **0** | **128** | **155** | | **553** | **261** | **0** | | **0** | **0** | **0** | | **350** | **1** | **19** |
| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Proposed Speedway | | | 1 | | | 47 | 1 | | | | | | | 47 | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 1 | 0 | | 47 | 1 | 0 | | 0 | 0 | 0 | | 47 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 15 | 18 | | 53 | 28 | 0 | | 0 | 0 | 0 | | 34 | 0 | 4 |
| **PM NON-PROJECT TRAFFIC** | | **0** | **154** | **180** | | **588** | **284** | **0** | | **0** | **0** | **0** | | **393** | **0** | **41** |

"AM PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | 1.0% | | | | | | | | | | | 27.0% | | |
| Distribution | Exiting | | | | | | 27.0% | 1.0% | | | | | | | | | |

"PM PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | 1.0% | | | | | | | | | | | 27.0% | | |
| Distribution | Exiting | | | | | | 27.0% | 1.0% | | | | | | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 5 | | | 1 | 0 | | | | | | | 122 | | |
| **AM TOTAL PROJECT TRAFFIC** | | | **0** | **5** | **0** | | **1** | **0** | **0** | | **0** | **0** | **0** | | **122** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **0** | **133** | **155** | | **554** | **261** | **0** | | **0** | **0** | **0** | | **472** | **1** | **19** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 4 | | | 130 | 5 | | | | | | | 106 | | |
| **PM TOTAL PROJECT TRAFFIC** | | | **0** | **4** | **0** | | **130** | **5** | **0** | | **0** | **0** | **0** | | **106** | **0** | **0** |
| **PM TOTAL TRAFFIC** | | | **0** | **158** | **180** | | **718** | **289** | **0** | | **0** | **0** | **0** | | **499** | **0** | **41** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & I-95 NB Ramps
**COUNT DATE:** June 25, 2020
**AM PEAK HOUR FACTOR:** 0.89
**PM PEAK HOUR FACTOR:** 0.95

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 7 | 298 | 0 | | 0 | 450 | 327 | | 104 | 2 | 388 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **AM EXISTING CONDITIONS** | | **9** | **367** | **0** | | **0** | **554** | **402** | | **128** | **2** | **477** | | **0** | **0** | **0** |
| *HV %* | | | *13%* | | | | *13%* | | | | *7%* | | | | *0%* | |
| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| PM Raw Turning Movements | | 9 | 331 | 0 | | 0 | 508 | 255 | | 121 | 0 | 384 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **PM EXISTING CONDITIONS** | | **11** | **407** | **0** | | **0** | **625** | **314** | | **149** | **0** | **472** | | **0** | **0** | **0** |
| *HV %* | | | *6%* | | | | *7%* | | | | *7%* | | | | *0%* | |
| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Proposed Speedway | | | 61 | | | | 61 | 59 | | | | 60 | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 61 | 0 | | 0 | 61 | 59 | | 0 | 0 | 60 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 1 | 40 | 0 | | 0 | 60 | 44 | | 14 | 0 | 52 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **10** | **468** | **0** | | **0** | **675** | **505** | | **142** | **2** | **589** | | **0** | **0** | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | 49 | | | | 49 | 47 | | | | 47 | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 49 | 0 | | 0 | 49 | 47 | | 0 | 0 | 47 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 1 | 44 | 0 | | 0 | 68 | 34 | | 16 | 0 | 51 | | 0 | 0 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **12** | **500** | **0** | | **0** | **742** | **395** | | **165** | **0** | **570** | | **0** | **0** | **0** |

| "AM PROJECT DISTRIBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | 28.0% | | | | | | | | | 27.0% | | | | |
| Distribution | Exiting | | | | | | | 28.0% | 27.0% | | | | | | | | |

| "PM PROJECT DISTRIBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | 28.0% | | | | | | | | | 27.0% | | | | |
| Distribution | Exiting | | | | | | | 28.0% | 27.0% | | | | | | | | |

| "AM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 127 | | | | 1 | 1 | | | | 122 | | | | |
| **AM TOTAL PROJECT TRAFFIC** | | | **0** | **127** | **0** | | **0** | **1** | **1** | | **0** | **0** | **122** | | **0** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **10** | **595** | **0** | | **0** | **676** | **506** | | **142** | **2** | **711** | | **0** | **0** | **0** |

| "PM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 109 | | | | 134 | 130 | | | | 106 | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | **0** | **109** | **0** | | **0** | **134** | **130** | | **0** | **0** | **106** | | **0** | **0** | **0** |
| **PM TOTAL TRAFFIC** | | | **12** | **609** | **0** | | **0** | **876** | **525** | | **165** | **0** | **676** | | **0** | **0** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & LTC Parkway
**COUNT DATE:** June 25, 2020
**AM PEAK HOUR FACTOR:** 0.90
**PM PEAK HOUR FACTOR:** 0.96

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 585 | 103 | | 24 | 707 | 0 | | 62 | 0 | 7 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **AM EXISTING CONDITIONS** | | **0** | **720** | **127** | | **30** | **870** | **0** | | **76** | **0** | **9** | | **0** | **0** | **0** |
| *HV %* | | | *10%* | | | | *13%* | | | | *22%* | | | | *0%* | |
| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| PM Raw Turning Movements | | 0 | 679 | 40 | | 7 | 693 | 0 | | 71 | 0 | 14 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **PM EXISTING CONDITIONS** | | **0** | **835** | **49** | | **9** | **852** | **0** | | **87** | **0** | **17** | | **0** | **0** | **0** |
| *HV %* | | | *8%* | | | | *7%* | | | | *7%* | | | | *0%* | |
| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Proposed Speedway | | | | | | 121 | -45 | | | 164 | | 120 | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 121 | -45 | 0 | | 164 | 0 | 120 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 78 | 14 | | 3 | 95 | 0 | | 8 | 0 | 1 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **0** | **798** | **141** | | **154** | **920** | **0** | | **248** | **0** | **130** | | **0** | **0** | **0** |
| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Proposed Speedway | | | | | | 102 | -45 | | | 140 | | 100 | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 102 | -45 | 0 | | 140 | 0 | 100 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 91 | 5 | | 1 | 93 | 0 | | 9 | 0 | 2 | | 0 | 0 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **0** | **926** | **54** | | **112** | **900** | **0** | | **236** | **0** | **119** | | **0** | **0** | **0** |

"AM PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | 55.0% | | 40.0% | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | 55.0% | | 40.0% | | | | |

"PM PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | 55.0% | | 40.0% | | | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | 55.0% | | 40.0% | | | | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | | 249 | | 181 | | | | 3 | | 2 | | | | |
| **AM TOTAL PROJECT TRAFFIC** | | | **0** | **0** | **249** | | **181** | **0** | **0** | | **3** | **0** | **2** | | **0** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **0** | **798** | **390** | | **335** | **920** | **0** | | **251** | **0** | **132** | | **0** | **0** | **0** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | | 215 | | 156 | | | | 264 | | 192 | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | **0** | **0** | **215** | | **156** | **0** | **0** | | **264** | **0** | **192** | | **0** | **0** | **0** |
| **PM TOTAL TRAFFIC** | | | **0** | **926** | **269** | | **268** | **900** | **0** | | **500** | **0** | **311** | | **0** | **0** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & Glades Cut-Off Road
**COUNT DATE:** June 25, 2020
**AM PEAK HOUR FACTOR:** 0.93
**PM PEAK HOUR FACTOR:** 0.94

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 119 | 435 | 17 | | 87 | 612 | 81 | | 32 | 26 | 41 | | 83 | 54 | 102 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **AM EXISTING CONDITIONS** | | **146** | **535** | **21** | | **107** | **753** | **100** | | **39** | **32** | **50** | | **102** | **66** | **125** |
| *HV %* | | | *11%* | | | | *9%* | | | | *13%* | | | | *29%* | |
| **"PM EXISTING TRAFFIC"** | **EBU** | **EBL** | **EBT** | **EBR** | **WBU** | **WBL** | **WBT** | **WBR** | **NBU** | **NBL** | **NBT** | **NBR** | **SBU** | **SBL** | **SBT** | **SBR** |
| PM Raw Turning Movements | | 124 | 564 | 11 | | 32 | 494 | 86 | | 26 | 50 | 72 | | 143 | 34 | 161 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **PM EXISTING CONDITIONS** | | **153** | **694** | **14** | | **39** | **608** | **106** | | **32** | **62** | **89** | | **176** | **42** | **198** |
| *HV %* | | | *7%* | | | | *6%* | | | | *6%* | | | | *9%* | |
| **"AM BACKGROUND TRAFFIC"** | **EBU** | **EBL** | **EBT** | **EBR** | **WBU** | **WBL** | **WBT** | **WBR** | **NBU** | **NBL** | **NBT** | **NBR** | **SBU** | **SBL** | **SBT** | **SBR** |
| Proposed Speedway | | 12 | 65 | | | | 65 | | | | | | | | | 11 |
| TOTAL "VESTED" TRAFFIC | | 12 | 65 | 0 | | 0 | 65 | 0 | | 0 | 0 | 0 | | 0 | 0 | 11 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 16 | 58 | 2 | | 12 | 82 | 11 | | 4 | 3 | 5 | | 11 | 7 | 14 |
| **AM NON-PROJECT TRAFFIC** | | **174** | **658** | **23** | | **119** | **900** | **111** | | **43** | **35** | **55** | | **113** | **73** | **150** |
| **"PM BACKGROUND TRAFFIC"** | **EBU** | **EBL** | **EBT** | **EBR** | **WBU** | **WBL** | **WBT** | **WBR** | **NBU** | **NBL** | **NBT** | **NBR** | **SBU** | **SBL** | **SBT** | **SBR** |
| Proposed Speedway | | 9 | 48 | | | | 48 | | | | | | | | | 9 |
| TOTAL "VESTED" TRAFFIC | | 9 | 48 | 0 | | 0 | 48 | 0 | | 0 | 0 | 0 | | 0 | 0 | 9 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 17 | 75 | 2 | | 4 | 66 | 12 | | 3 | 7 | 10 | | 19 | 5 | 22 |
| **PM NON-PROJECT TRAFFIC** | | **179** | **817** | **16** | | **43** | **722** | **118** | | **35** | **69** | **99** | | **195** | **47** | **229** |

**"AM PROJECT DISTRIBUTION"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | 34.0% | | | | | | | | | 6.0% |
| Distribution | Exiting | | 6.0% | 34.0% | | | | | | | | | | | | | |

**"PM PROJECT DISTRIBUTION"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | 34.0% | | | | | | | | | 6.0% |
| Distribution | Exiting | | 6.0% | 34.0% | | | | | | | | | | | | | |

**"AM PROJECT TRAFFIC"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 0 | 2 | | | | 154 | | | | | | | | | 27 |
| **AM TOTAL PROJECT TRAFFIC** | | | **0** | **2** | **0** | | **0** | **154** | **0** | | **0** | **0** | **0** | | **0** | **0** | **27** |
| **AM TOTAL TRAFFIC** | | | **174** | **660** | **23** | | **119** | **1,054** | **111** | | **43** | **35** | **55** | | **113** | **73** | **177** |

**"PM PROJECT TRAFFIC"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 29 | 163 | | | | 133 | | | | | | | | | 23 |
| **PM TOTAL PROJECT TRAFFIC** | | | **29** | **163** | **0** | | **0** | **133** | **0** | | **0** | **0** | **0** | | **0** | **0** | **23** |
| **PM TOTAL TRAFFIC** | | | **208** | **980** | **16** | | **43** | **855** | **118** | | **35** | **69** | **99** | | **195** | **47** | **252** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & E Torino Parkway
**COUNT DATE:** June 25, 2020
**AM PEAK HOUR FACTOR:** 0.93
**PM PEAK HOUR FACTOR:** 0.96

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 5 | 439 | 122 | | 139 | 507 | 5 | | 271 | 1 | 252 | | 4 | 2 | 5 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **AM EXISTING CONDITIONS** | | **6** | **540** | **150** | | **171** | **624** | **6** | | **333** | **1** | **310** | | **5** | **2** | **6** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 2 | 498 | 318 | | 288 | 501 | 1 | | 140 | 0 | 233 | | 0 | 1 | 5 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **PM EXISTING CONDITIONS** | | **2** | **613** | **391** | | **354** | **616** | **1** | | **172** | **0** | **287** | | **0** | **1** | **6** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | 58 | 8 | | | 57 | | | 8 | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 58 | 8 | | 0 | 57 | 0 | | 8 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 1 | 59 | 16 | | 19 | 68 | 1 | | 36 | 0 | 34 | | 1 | 0 | 1 |
| **AM NON-PROJECT TRAFFIC** | | **7** | **657** | **174** | | **190** | **749** | **7** | | **377** | **1** | **344** | | **6** | **2** | **7** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | 43 | 6 | | | 43 | | | 6 | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | 43 | 6 | | 0 | 43 | 0 | | 6 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 67 | 43 | | 38 | 67 | 0 | | 19 | 0 | 31 | | 0 | 0 | 1 |
| **PM NON-PROJECT TRAFFIC** | | **2** | **723** | **440** | | **392** | **726** | **1** | | **197** | **0** | **318** | | **0** | **1** | **7** |

| "AM PROJECT DISTRIBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | 30.0% | | | 4.0% | | | | | | |
| Distribution | Exiting | | | 30.0% | 4.0% | | | | | | | | | | | | |

| "PM PROJECT DISTRIBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | 30.0% | | | 4.0% | | | | | | |
| Distribution | Exiting | | | 30.0% | 4.0% | | | | | | | | | | | | |

| "AM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 2 | 0 | | | 136 | | | 18 | | | | | | |
| **AM TOTAL PROJECT TRAFFIC** | | | **0** | **2** | **0** | | **0** | **136** | **0** | | **18** | **0** | **0** | | **0** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **7** | **659** | **174** | | **190** | **885** | **7** | | **395** | **1** | **344** | | **6** | **2** | **7** |

| "PM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 144 | 19 | | | 117 | | | 16 | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | **0** | **144** | **19** | | **0** | **117** | **0** | | **16** | **0** | **0** | | **0** | **0** | **0** |
| **PM TOTAL TRAFFIC** | | | **2** | **867** | **459** | | **392** | **843** | **1** | | **213** | **0** | **318** | | **0** | **1** | **7** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** Midway Road & Project Driveway 1
**COUNT DATE:** June 25, 2020
**AM PEAK HOUR FACTOR:** 0.89
**PM PEAK HOUR FACTOR:** 0.95

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 687 | 0 | | 0 | 773 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **AM EXISTING CONDITIONS** | | **0** | **845** | **0** | | **0** | **951** | **0** | | **0** | **0** | **0** | | **0** | **0** | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 717 | 0 | | 0 | 764 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **PM EXISTING CONDITIONS** | | **0** | **882** | **0** | | **0** | **939** | **0** | | **0** | **0** | **0** | | **0** | **0** | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | -45 | 165 | | | 119 | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | -45 | 165 | | 0 | 119 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 92 | 0 | | 0 | 103 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **0** | **892** | **165** | | **0** | **1,173** | **0** | | **0** | **0** | **0** | | **0** | **0** | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | -45 | 140 | | | 95 | | | | | | | | | |
| TOTAL "VESTED" TRAFFIC | | 0 | -45 | 140 | | 0 | 95 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 96 | 0 | | 0 | 102 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **0** | **933** | **140** | | **0** | **1,136** | **0** | | **0** | **0** | **0** | | **0** | **0** | **0** |

| "AM PROJECT DISTRIBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | 55.0% | 0.0% | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | 55.0% | | | | | | | | | |

| "PM PROJECT DISTRIBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | 55.0% | 0.0% | | | | | | | | | | | | |
| Distribution | Exiting | | | | | | | 55.0% | | | | | | | | | |

| "AM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 249 | 2 | | | 3 | | | | | | | | | |
| **AM TOTAL PROJECT TRAFFIC** | | | **0** | **249** | **2** | | **0** | **3** | **0** | | **0** | **0** | **0** | | **0** | **0** | **0** |
| **AM TOTAL TRAFFIC** | | | **0** | **1,141** | **167** | | **0** | **1,176** | **0** | | **0** | **0** | **0** | | **0** | **0** | **0** |

| "PM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | | 215 | 3 | | | 264 | | | | | | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | **0** | **215** | **3** | | **0** | **264** | **0** | | **0** | **0** | **0** | | **0** | **0** | **0** |
| **PM TOTAL TRAFFIC** | | | **0** | **1,148** | **143** | | **0** | **1,400** | **0** | | **0** | **0** | **0** | | **0** | **0** | **0** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** LTC Parkway & Project Driveway 2
**COUNT DATE:** June 25, 2020
**AM PEAK HOUR FACTOR:** 0.90
**PM PEAK HOUR FACTOR:** 0.96

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 69 | 0 | | 0 | 127 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **AM EXISTING CONDITIONS** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **85** | **0** | | **0** | **156** | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 85 | 0 | | 0 | 47 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **PM EXISTING CONDITIONS** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **105** | **0** | | **0** | **58** | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | | | | | | | | | 10 | | | | 10 | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 10 | 0 | | 0 | 10 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 9 | 0 | | 0 | 17 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **104** | **0** | | **0** | **183** | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | | | | | | | | | 7 | | | | 7 | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 7 | 0 | | 0 | 7 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 11 | 0 | | 0 | 6 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **123** | **0** | | **0** | **71** | **0** |

| "AM PROJECT DISTRIBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | 0.0% | | | | | 95.0% | 0.0% |
| Distribution | Exiting | | | | | | | | | | | 95.0% | | | | | |

| "PM PROJECT DISTRIBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | 0.0% | | | | | 95.0% | 0.0% |
| Distribution | Exiting | | | | | | | | | | | 95.0% | | | | | |

| "AM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 3 | | | | | | | | 0 | 5 | | | | 429 | 2 |
| **AM TOTAL PROJECT TRAFFIC** | | | **3** | **0** | **0** | | **0** | **0** | **0** | | **0** | **5** | **0** | | **0** | **429** | **2** |
| **AM TOTAL TRAFFIC** | | | **3** | **0** | **0** | | **0** | **0** | **0** | | **0** | **109** | **0** | | **0** | **612** | **2** |

| "PM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 4 | | | | | | | | 0 | 456 | | | | 371 | 2 |
| **PM TOTAL PROJECT TRAFFIC** | | | **4** | **0** | **0** | | **0** | **0** | **0** | | **0** | **456** | **0** | | **0** | **371** | **2** |
| **PM TOTAL TRAFFIC** | | | **4** | **0** | **0** | | **0** | **0** | **0** | | **0** | **579** | **0** | | **0** | **442** | **2** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** LTC Parkway & Project Driveway 3
**COUNT DATE:** June 25, 2020
**AM PEAK HOUR FACTOR:** 0.9
**PM PEAK HOUR FACTOR:** 0.96

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 69 | 0 | | 0 | 127 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **AM EXISTING CONDITIONS** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **85** | **0** | | **0** | **156** | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 85 | 0 | | 0 | 47 | 0 |
| Peak Season Correction Factor | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 | 1.23 |
| **PM EXISTING CONDITIONS** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **105** | **0** | | **0** | **58** | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | | | | | | | | | 10 | | | | 10 | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 10 | 0 | | 0 | 10 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 9 | 0 | | 0 | 17 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **104** | **0** | | **0** | **183** | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | | | | | | | | | 7 | | | | 7 | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 7 | 0 | | 0 | 7 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 11 | 0 | | 0 | 6 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **123** | **0** | | **0** | **71** | **0** |

| "AM PROJECT DISTRIBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | 2.0% | | | | | 35.0% | 60.0% |
| Distribution | Exiting | | 45.0% | | 2.0% | | | | | | | 50.0% | | | | | |

| "PM PROJECT DISTRIBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | 2.0% | | | | | 35.0% | 60.0% |
| Distribution | Exiting | | 45.0% | | 2.0% | | | | | | | 50.0% | | | | | |

| "AM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 2 | | 0 | | | | | | 9 | 3 | | | | 158 | 271 |
| **AM TOTAL PROJECT TRAFFIC** | | | **2** | **0** | **0** | | **0** | **0** | **0** | | **9** | **3** | **0** | | **0** | **158** | **271** |
| **AM TOTAL TRAFFIC** | | | **2** | **0** | **0** | | **0** | **0** | **0** | | **9** | **107** | **0** | | **0** | **341** | **271** |

| "PM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 216 | | 10 | | | | | | 8 | 240 | | | | 137 | 235 |
| **PM TOTAL PROJECT TRAFFIC** | | | **216** | **0** | **10** | | **0** | **0** | **0** | | **8** | **240** | **0** | | **0** | **137** | **235** |
| **PM TOTAL TRAFFIC** | | | **216** | **0** | **10** | | **0** | **0** | **0** | | **8** | **363** | **0** | | **0** | **208** | **235** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** LTC Parkway & Project Driveway 4
**COUNT DATE:** June 25, 2020
**AM PEAK HOUR FACTOR:** 0.9
**PM PEAK HOUR FACTOR:** 0.96

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 69 | 0 | | 0 | 127 | 0 |
| Peak Season Correction Factor | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 |
| **AM EXISTING CONDITIONS** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **85** | **0** | | **0** | **156** | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 85 | 0 | | 0 | 47 | 0 |
| Peak Season Correction Factor | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 |
| **PM EXISTING CONDITIONS** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **105** | **0** | | **0** | **58** | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | | | | | | | | | 10 | | | | 10 | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 10 | 0 | | 0 | 10 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 9 | 0 | | 0 | 17 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **104** | **0** | | **0** | **183** | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | | | | | | | | | 7 | | | | 7 | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 7 | 0 | | 0 | 7 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 11 | 0 | | 0 | 6 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **123** | **0** | | **0** | **71** | **0** |

"AM PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | 2.0% | 2.0% | | | | 10.0% | 25.0% |
| Distribution | Exiting | | 35.0% | | 2.0% | | | | | | | 15.0% | | | | 2.0% | |

"PM PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | 2.0% | 2.0% | | | | 10.0% | 25.0% |
| Distribution | Exiting | | 35.0% | | 2.0% | | | | | | | 15.0% | | | | 2.0% | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 2 | | 0 | | | | | | 9 | 10 | | | | 45 | 113 |
| **AM TOTAL PROJECT TRAFFIC** | | | **2** | **0** | **0** | | **0** | **0** | **0** | | **9** | **10** | **0** | | **0** | **45** | **113** |
| **AM TOTAL TRAFFIC** | | | **2** | **0** | **0** | | **0** | **0** | **0** | | **9** | **114** | **0** | | **0** | **228** | **113** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 168 | | 10 | | | | | | 8 | 80 | | | | 49 | 98 |
| **PM TOTAL PROJECT TRAFFIC** | | | **168** | **0** | **10** | | **0** | **0** | **0** | | **8** | **80** | **0** | | **0** | **49** | **98** |
| **PM TOTAL TRAFFIC** | | | **168** | **0** | **10** | | **0** | **0** | **0** | | **8** | **203** | **0** | | **0** | **120** | **98** |

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** LTC Parkway & Project Driveway 5
**COUNT DATE:** June 25, 2020
**AM PEAK HOUR FACTOR:** 0.9
**PM PEAK HOUR FACTOR:** 0.96

| "AM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Raw Turning Movements | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 69 | 0 | | 0 | 127 | 0 |
| Peak Season Correction Factor | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 |
| **AM EXISTING CONDITIONS** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **85** | **0** | | **0** | **156** | **0** |

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 85 | 0 | | 0 | 47 | 0 |
| Peak Season Correction Factor | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 | 1.230 |
| **PM EXISTING CONDITIONS** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **105** | **0** | | **0** | **58** | **0** |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | | | | | | | | | 10 | | | | 10 | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 10 | 0 | | 0 | 10 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| AM BACKGROUND TRAFFIC GROWTH | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 9 | 0 | | 0 | 17 | 0 |
| **AM NON-PROJECT TRAFFIC** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **104** | **0** | | **0** | **183** | **0** |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed Speedway | | | | | | | | | | | 7 | | | | 7 | |
| TOTAL "VESTED" TRAFFIC | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 7 | 0 | | 0 | 7 | 0 |
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| PM BACKGROUND TRAFFIC GROWTH | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 11 | 0 | | 0 | 6 | 0 |
| **PM NON-PROJECT TRAFFIC** | | **0** | **0** | **0** | | **0** | **0** | **0** | | **0** | **123** | **0** | | **0** | **71** | **0** |

"AM PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | 1.0% | 4.0% | | | | | 10.0% |
| Distribution | Exiting | | 15.0% | | 1.0% | | | | | | | | | | | 4.0% | |

"PM PROJECT DISTRIBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | 1.0% | 4.0% | | | | | 10.0% |
| Distribution | Exiting | | 15.0% | | 1.0% | | | | | | | | | | | 4.0% | |

"AM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 1 | | 0 | | | | | | 5 | 18 | | | | 0 | 45 |
| **AM TOTAL PROJECT TRAFFIC** | | | **1** | **0** | **0** | | **0** | **0** | **0** | | **5** | **18** | **0** | | **0** | **0** | **45** |
| **AM TOTAL TRAFFIC** | | | **1** | **0** | **0** | | **0** | **0** | **0** | | **5** | **122** | **0** | | **0** | **183** | **45** |

"PM PROJECT TRAFFIC"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project | Net New | | 72 | | 5 | | | | | | 4 | 16 | | | | 19 | 39 |
| **PM TOTAL PROJECT TRAFFIC** | | | **72** | **0** | **5** | | **0** | **0** | **0** | | **4** | **16** | **0** | | **0** | **19** | **39** |
| **PM TOTAL TRAFFIC** | | | **72** | **0** | **5** | | **0** | **0** | **0** | | **4** | **139** | **0** | | **0** | **90** | **39** |

# APPENDIX I:
# Committed Improvements Information

Web Application

# Office of Work Program and Budget

Lisa Saliba - Director

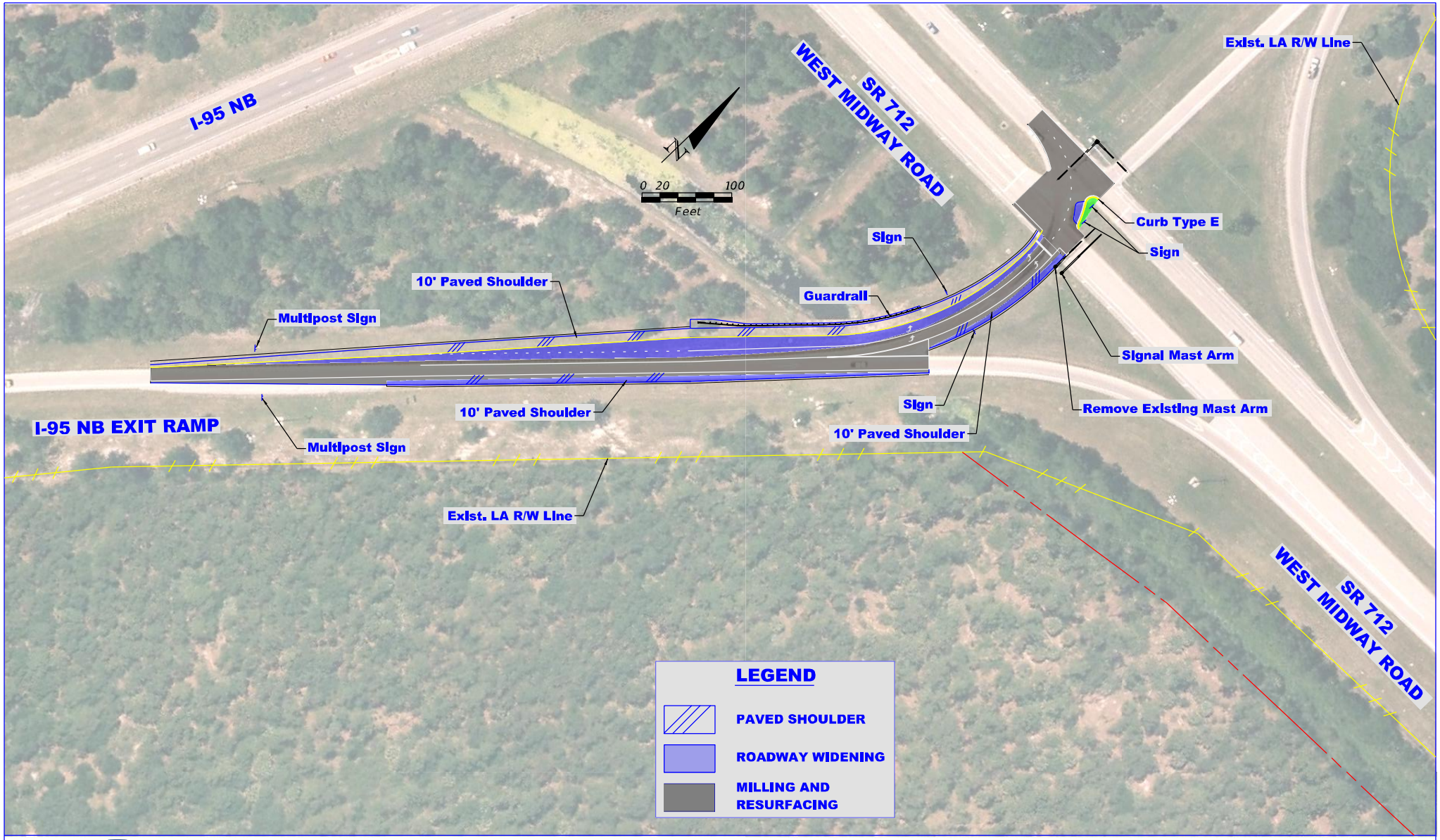
## Five Year Work Program

| Selection Criteria | |
|---|---|
| District 04<br>(Updated: 2/17/2016-21.15.02)<br>Item Number:436646-1 | 2016-2021 G1<br>St Lucie County<br>Description Contains:MIDWAY |

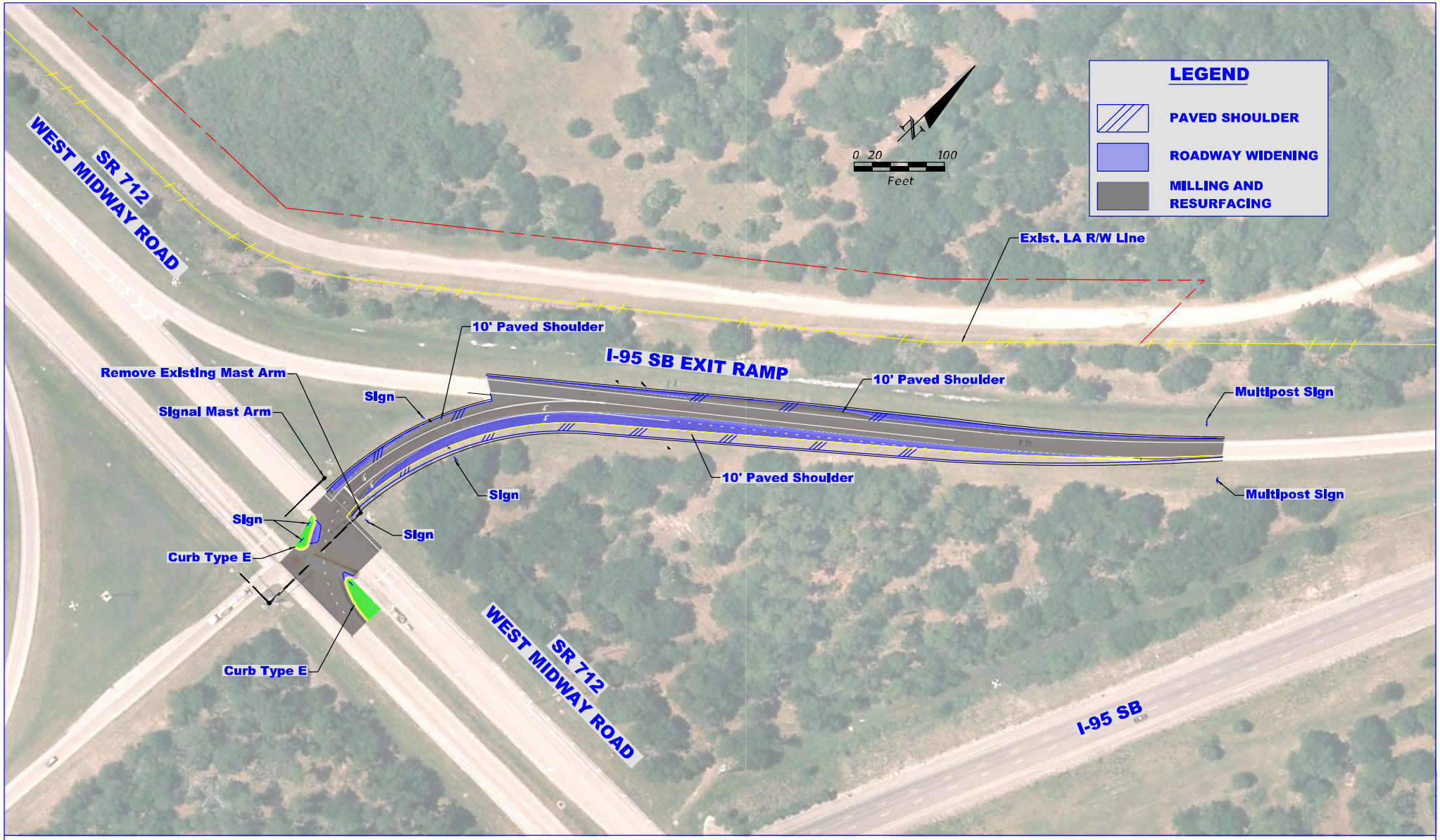
| Transportation System Description | District | Length | Type of Work | Item | | |
|---|---|---|---|---|---|---|
| Fiscal Year: | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| INTRASTATE INTERSTATE | District 04 - St Lucie County | 7.894 | BRIDGE REHABILITATION | 436646-1 | | |
| SR-9/I-95 OVER GATLIN BLVD. & SR-9/I-95 OVER CR-712 MIDWAY RD. | | | | | SIS | |
| **Highways** /Preliminary Engineering ***(On-Going)*** | $140,799 | | | | | |
| **Highways** /Construction | $12,180,640 | | | | | |
| **Highways** /Contract Incentives | | | $300,000 | | | |
| **Highways** /Environmental ***(On-Going)*** | | | | | | |

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:
(Lisa Saliba: Lisa.Saliba@dot.state.fl.us or call 850-414-4622)
View Contact Information for Office of Work Program and Budget

**Application Home:** Work Program
**Office Home:** Office of Work Program and Budget




# I-95 NB RAMP AT SR 712 WEST MIDWAY ROAD DRAFT CONCEPT PLAN




# I-95 SB RAMP AT SR 712 WEST MIDWAY ROAD DRAFT CONCEPT PLAN

# APPENDIX J:
# NCHRP Report 457 Worksheets

**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: | 2-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 50 |
| Major-road volume (one direction), veh/h: | 108 |
| Right-turn volume, veh/h: | 3 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 156 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

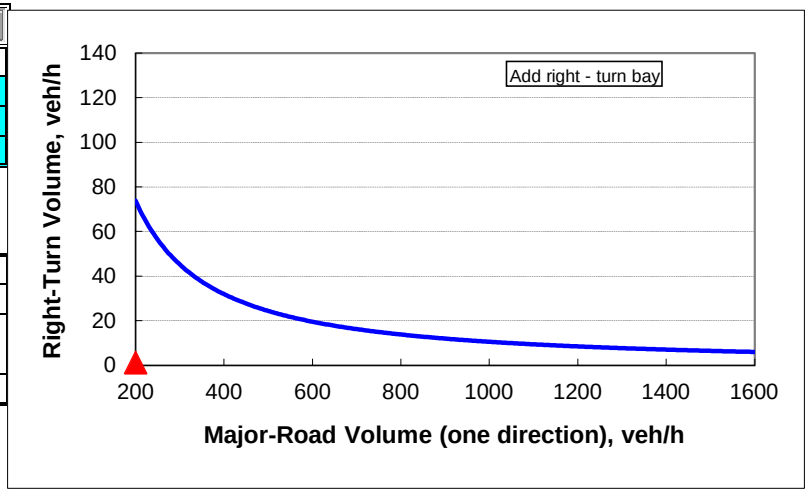


**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

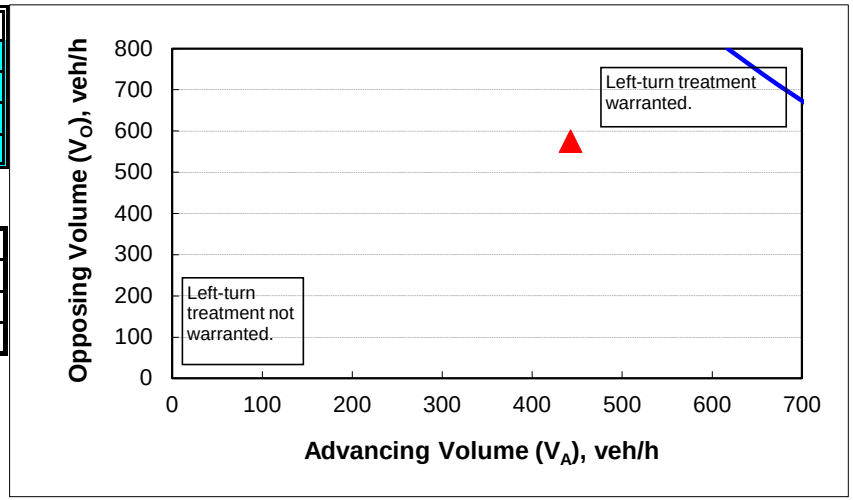
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 30 |
| Percent of left-turns in advancing volume ($V_A$), %: | 2% |
| Advancing volume ($V_A$), veh/h: | 443 |
| Opposing volume ($V_O$), veh/h: | 575 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 773 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment NOT warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

**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: | 35 |
| Major-road volume (one direction), veh/h: | 582 |
| Right-turn volume, veh/h: | 0 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 295 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

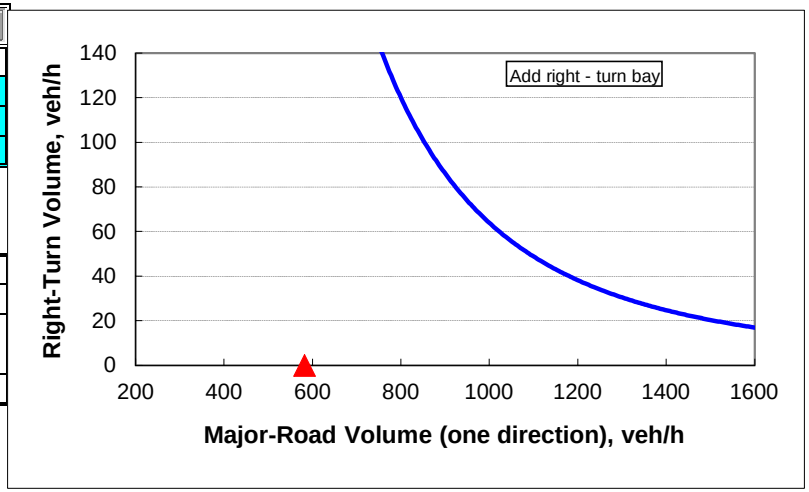


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

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

| Variable | Value |
|---|---|
| Major-road speed, mph: | 45 |
| Major-road volume (one direction), veh/h: | 1238 |
| Right-turn volume, veh/h: | 6 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 21 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

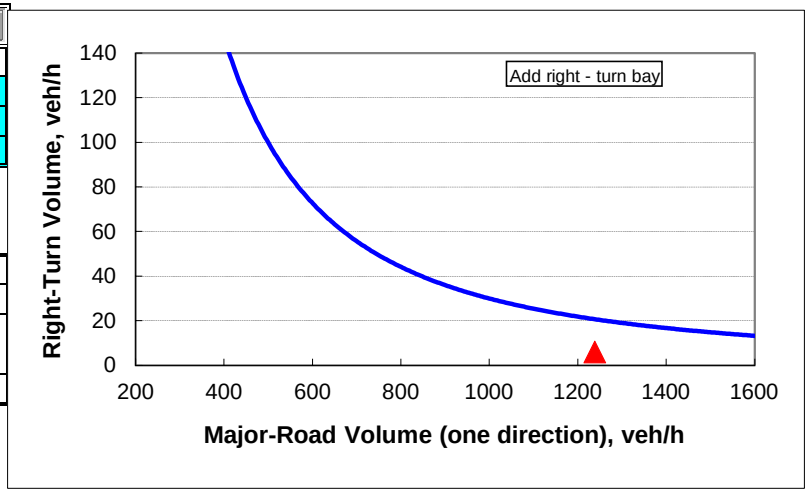


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

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

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 581 |
| Right-turn volume, veh/h: | 1 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 297 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |

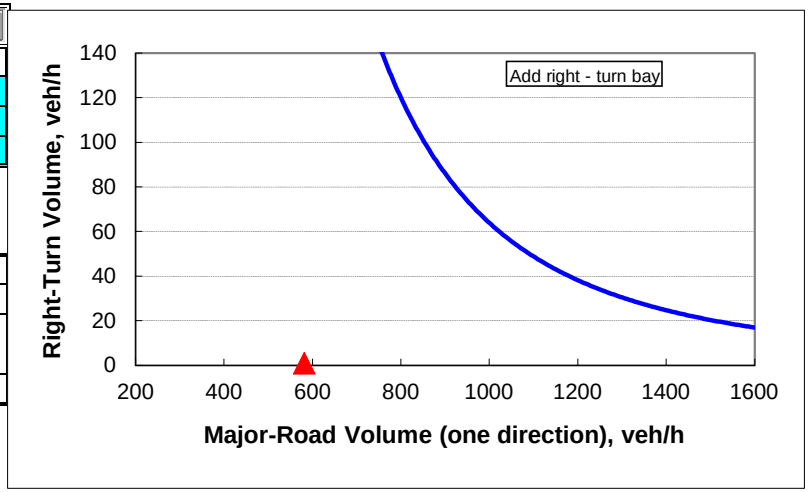


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

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

| Variable | Value |
|---|---|
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 835 |
| Right-turn volume, veh/h: | 0 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 106 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Do NOT add right-turn bay.** | |