# Final

# SR 29 Design Traffic Technical Memorandum

This Design Traffic Technical Memorandum is prepared in support of the widening of the SR 29 between Oil Well Road and SR 82. The current report of the technical memorandum includes the development of existing traffic volumes, evaluation of existing operating conditions, development of design traffic characteristics, year 2010 model validation efforts and development of growth rates for developing future traffic forecasts for No Build and Build conditions. In addition, this report includes the evaluation of operating conditions of the corridor as appropriate during the service life of the proposed roadway project.

**Financial Project ID: 417540-1**
**Roadway ID: 03080000**

**Prepared for:**

- **FDOT District 1**

- **1/12/2018**

VANASSE HANGEN BRUSTLIN, INC.

Financial Project ID: 417540-1

Roadway ID: 03080000

I, Jorge Tolosa, Florida P.E. Number 67397, have prepared and reviewed the Design Traffic Technical Memorandum for the above referenced Florida Department of Transportation project. I have specifically followed the guidelines "Project Traffic Forecasting Handbook (2014)" as adopted by the Florida Department of Transportation. Based on traffic count information, general data sources, and other pertinent information, the Project Traffic Report have been prepared using current traffic engineering, transportation planning, and Florida Department of Transportation practices and procedures.

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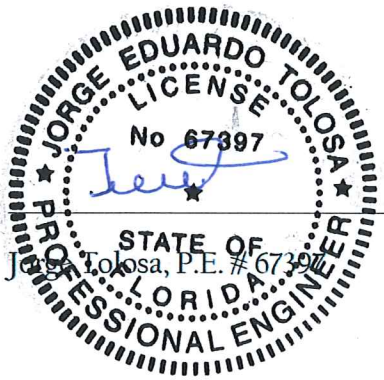


Jorge Tolosa, P.E. # 67397

1 / 16 / 2018

Date

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# 1 Introduction

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) Study (State Financial Project Number 417540-1) on SR 29 in Collier County beginning at Oil Well Road (M.P 27.208) and ending at SR 82 (M.P 42.798), a length of 15.590 miles. The study area map showing these extents is presented in **Figure 1**.

This study to evaluate SR 29, an Emerging Strategic Intermodal System (ESIS) facility, is necessitated by the ongoing population and employment growth in and around the study area. As such, this project evaluates capacity improvements (i.e., widening from a 2-lane to a 4-lane facility) for the SR 29 corridor, and examines alternative corridors that bypass downtown Immokalee in Collier County.

This Design Traffic Technical Memorandum (DTTM) was prepared under the terms of this contract and pursuant to the Letter of Authorization dated March 28th, 2017. VHB's role is to perform the Design Traffic Analysis to analyze the existing conditions and identify/assess the need for future capacity improvements on the SR 29 study corridor.

The Design Traffic Process for this study includes the development of existing traffic volumes, design traffic characteristics and an evaluation of existing operating conditions. This study also entails the development of future traffic forecasts for No-Build and Build conditions (including Central Alternative #1, Central Alternative #2, and Central Alternative #2 Revised) and provides an evaluation of the characteristics and operating conditions of the corridor and local facilities as appropriate during the service life of the project.

## 1.1 Overview of the Corridor

The State-maintained SR 29 corridor in Collier County is a north-south facility beginning at SR 90/US 41/Tamiami Trail and ending at the Hendry County/Collier County line, stretching a length of 44.884 miles. It is also designated by the Collier County MPO 2040 LRTP as a Regional Freight Mobility Corridor, functioning as a connector between I-75 and regional freight activity centers for long-haul trucks and other vehicles.

The SR 29 corridor has improvements identified in both the Strategic Intermodal System (SIS) 2045 Multi-modal Plan and the Collier County Metropolitan Planning Organization (MPO) 2040 Long Range

Transportation Plan (LRTP). In the SIS 2045 Multi-modal Plan, the widening of the SR 29 corridor from two (2) lanes to four (4) lanes between Oil Well Road to SR 82 is identified as an unfunded need. Table 4-5 of the Collier County MPO 2040 LRTP identifies several needed improvements for the segment of SR 29 from CR 846/Airport Road to SR 82. FDOT identified funding for this project's PD&E study phase in the First Five Year Plan for SIS facilities. Excerpts of these improvements contained in these plans are provided in **Appendix A.**

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Project Location

**Figure 1**

Project Location Map

## 1.2 Objective

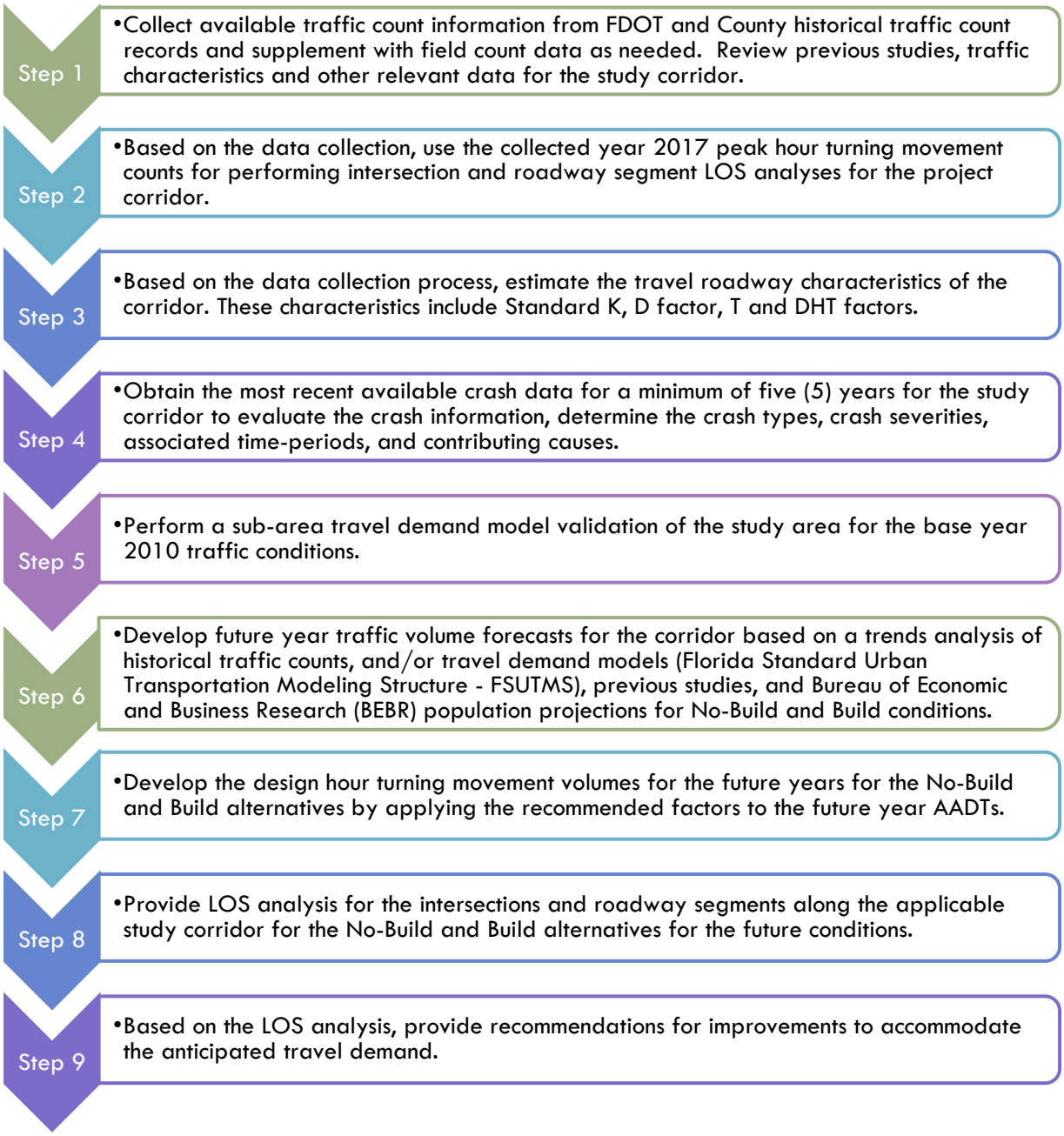
The objective of this DTTM is to provide FDOT District One with the following:

- **An assessment of existing conditions:** This includes Annual Average Daily Traffic (AADT), peak hour volumes, and the intersection and roadway Level of Service (LOS) for the base year 2017.
- **The design traffic characteristics of the corridor:** This includes the Standard K Factor, Directional Distribution Factor (D), and percentage of trucks for both the design hour and daily demand (DHT, T) for use in the operational analysis of future conditions.
- **A review of the five-year crash history:** This includes a summary of crash types, crash severities, associated time-periods, and contributing causes.
- **An analysis of future conditions:** This includes identifying an appropriate growth rate and analyzing conditions for opening year 2025, design year 2045 No-Build, and design year 2045 Build conditions.
- **A list of recommended improvements:** These improvements address the issues/deficiencies identified in the future conditions analysis.

## 1.3 Methodology

The methodology used for the development of this report is illustrated in **Figure 2**.

**Figure 2: SR 29 Design Traffic Technical Memorandum Methodology**



# 2 Project Information

## 2.1 Project Location, Limits and Field Inventory

### 2.1.1 SR 29 from Oil Well Road to SR 82

Within the project limits, SR 29 is a two-lane urban/rural other principal arterial serving both local and regional traffic. The existing roadway characteristics that are relevant to this study are shown in **Table 1**. Straight Line Diagrams (SLDs) and the relevant Roadway Characteristics Inventory (RCI) data are provided in **Appendix B** of this report.

## 2.2 Existing Transit Service

The unincorporated area of Immokalee and SR 29 are served by three (3) routes maintained by Collier Area Transit (CAT). Route 19 (Golden Gate Estates – Immokalee City) starts at the Collier County Government Center at US 41, continues on Davis Boulevard, then north on Collier Boulevard/SR 951. From there, the route continues east on Golden Gate Boulevard, north on Wilson Boulevard, then east and north on Immokalee Road where it then becomes 1st Street and ends the route at the Collier County Health Department. This route runs from 4:45 AM to approximately 8:25 PM with headways of approximately 2 hours and 45 minutes.

CAT routes 22 and 23 are circulator routes that run within Immokalee. On SR 29, the routes extend as far south as Farm Worker Way. Major stops along these routes include the Collier County Health Department, the Vocational Rehabilitation Services Center, and the Roberts Community Senior Center. These routes provide service as far west as Taylor Terrace on CR 890. The circulators have 90 minute headways in each direction operating from 7:00 AM to 7:50 PM.

Copies of the routes from CAT are in included in **Appendix C** and are shown on **Figure 3** of this report.

**Table 1: Roadway Characteristics of SR 29 Corridor**

| Characteristic | Observation |
|---|---|
| FDOT Roadway IDs/ Maintaining Agency | ▪ SR 29: 03080000SR (FDOT)<br>▪ New Market Road: 03580000 (Collier County) |
| Limits | ▪ 03080000 – SR 29 – Oil Well Road (M.P. 27.208) to SR 82 (M.P. 42.798)<br>▪ 03580000 – New Market Road – SR 29/Main St (M.P. 0.000) to SR 29/N 15th St (M.P. 2.228) |
| Functional Classification | ▪ Urban Other Principal Arterial (03080000 - M.P. 34.656 to M.P. 39.860, 03580000 – M.P. 0.000 to M.P. 2.228)<br>▪ Rural Other Principal Arterial (M.P. 27.208 to M.P. 34.656, M.P. 39.860 to M.P. 42.798) |
| Speed Limits | ▪ FDOT 03080000 (M.P. 27.208 to M.P. 34.564, M.P. 40.460 to M.P. 42.798): 60 MPH<br>▪ FDOT 03080000 (M.P. 34.564 to M.P. 35.064, M.P. 39.960 to M.P. 40.460): 55 MPH<br>▪ FDOT 03080000 (M.P. 35.064 to M.P. 36.694, M.P. 38.888 to M.P. 39.960): 45 MPH<br>▪ FDOT 03080000 (M.P. 37.856 to M.P. 38.888): 40 MPH<br>▪ FDOT 03080000 (M.P. 36.694 to M.P. 37.856): 35 MPH<br>▪ FDOT 03580000 (M.P. 0.000 to M.P. 0.600): 35 MPH<br>▪ FDOT 03580000 (M.P. 0.600 to M.P. 2.228): 45 MPH |
| FDOT Adopted LOS Target | ▪ LOS D inside Urban Area, LOS C Outside of Urban Area |
| County Adopted LOS Target | ▪ LOS D |
| Study Intersections from South to North | ▪ SR 29 @ Oil Well Road (M.P. 27.208) – Stop Controlled<br>▪ SR 29 @ Farm Worker Way (M.P. 35.416) – Signalized<br>▪ SR 29 @ CR 846/Airport Road (M.P. 36.770) – Stop Controlled<br>▪ SR 29 @ CR 29a/New Market Road (M.P. 36.902) – Stop Controlled<br>▪ SR 29 @ 1ST Street (M.P. 37.309) – Signalized<br>▪ SR 29 @ 9th Street (M.P. 37.811) – Signalized<br>▪ SR 29 @ Immokalee Drive (M.P. 38.680) – Signalized<br>▪ SR 29 @ CR 890(Lake Trafford) (M.P. 39.183) – Signalized<br>▪ SR 29 @ Westclox Rd/New Market Rd (M.P. 39.761) – Stop Controlled<br>▪ New Market Rd @ Charlotte St (M.P. 0.721) – Signalized |
| Land Uses | A mixture of commercial, industrial, vacant, and residential land uses on both sides of the SR 29 corridor. |
| Pavement Width | 12-foot wide travel lanes. |
| Sidewalks | Available on both sides of the SR 29 study corridor from CR 846/Airport Road (M.P. 36.770) to Westclox Road/New Market Road (M.P. 39.761). On west side of the road only from Farm Worker Way (M.P. 35.416) to CR 846/Airport Road (M.P. 36.770). |
| Parallel Parking | On-street parallel parking available from CR 846/Airport Road to 9th Street |
| Shared Use Path and Bike Lanes | There are available bike lanes on both sides of SR 29 north of 9th Street and south of CR 846/Airport Road. No bike lanes are available on New Market Road. |
| Access Class | ▪ 03080000 (M.P. 27.208 to M.P. 36.243): Access Management Class 4<br>▪ 03080000 (M.P. 36.243 to M.P. 37.934): Access Management Class 7<br>▪ 03080000 (M.P. 37.934 to M.P. 39.819): Access Management Class 5<br>▪ 03080000 (M.P. 39.819 to M.P. 42.798): Access Management Class 3 |

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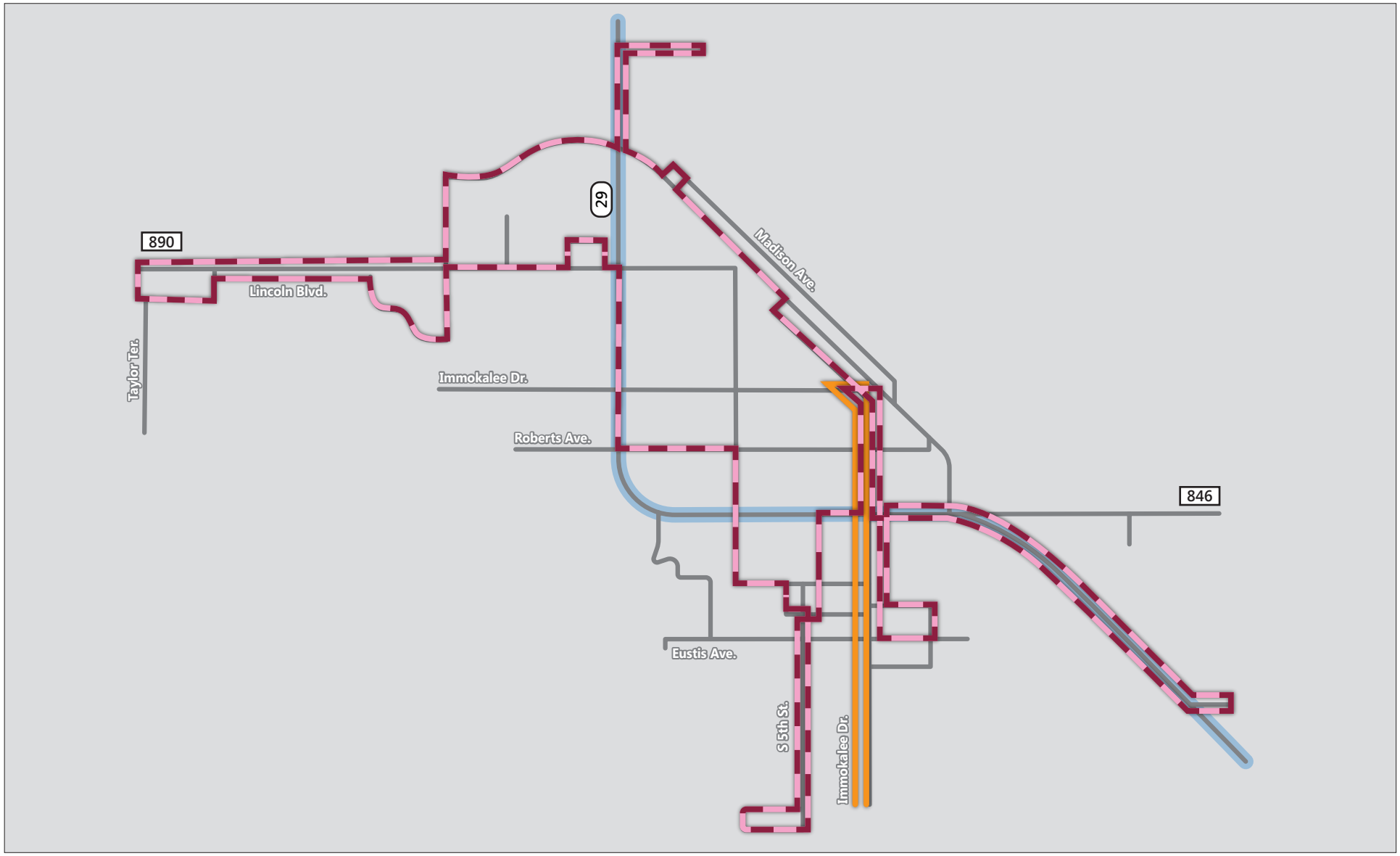


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Route 19 - Golden Gate Estates - Immokalee City

Route 22 - Immokalee Circulator

Route 23 - Immokalee Circulator

Project Location

FDOT

**Figure 3**

Transit Routes Map

# 3 Existing Conditions

This section describes the analysis of traffic flow operating conditions for the base year 2017 at the major intersections and roadway segments along the project corridor.

In analyzing the year 2017 operating conditions of the intersections and roadway segments, traffic counts collected in the field during April and May 2017 were used along with the existing roadway and intersection geometry observed in the field. The actual turning movement volumes collected in the field were balanced when required and used for the year 2017 level of service (LOS) analysis for the intersections and roadway segments. The intersection LOS analysis for the existing year 2017 was performed using signal timing data provided by Collier County. The existing conditions intersection and roadway LOS analyses were performed using Synchro 9 software. The following sub-sections describe the overall process.

## 3.1 Traffic Count Information

**Figure 4** provides the location of traffic counts and types of traffic count data collected for the study. The data collected included:

- 24-hour bi-directional volume counts (22 locations)
- 72-hour classification counts (4 locations)
- 4-hour intersection turning movement counts for AM and PM peak hours (11 locations)

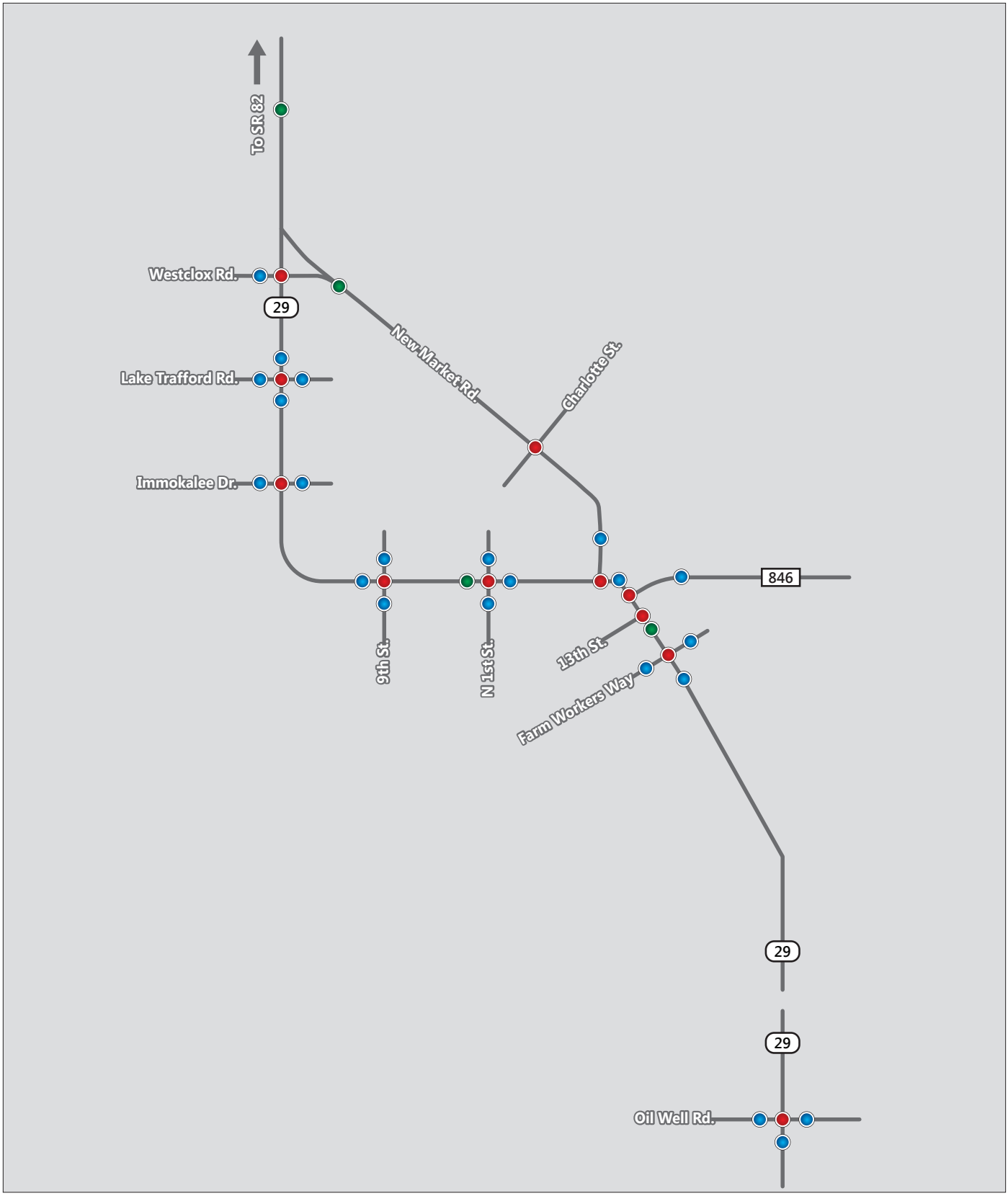
It should be noted that the intersection of SR 29 at 13th Street was not evaluated as part of the existing conditions. However, an intersection turning movement count at this location was collected to help in the estimation of future traffic volumes for one of the Build Alternatives (Central Alternative #1 Revised).

The weekday turning movement counts were collected for the intersections between the peak hours of 7:00-9:00 AM and 4:00-6:00 PM. The intersection counts were not seasonally adjusted since the counts were taken during the peak season. The traffic count data (24-hour volume and 72- hour classification) collected were adjusted using seasonal adjustment factors for Collier County to provide 2017 annual average conditions. In addition, the 24-hour volume counts were adjusted utilizing the FDOT axle adjustment factors.

As part of the traffic count program for this project, three (3) locations along SR 29 and one (1) location along New Market Road were utilized in this study as vehicle classification counts. Vehicle composition for the classification count was broken into three primary vehicle types:

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

Based on these categories, percentages for overall trucks (medium and heavy) were determined for peak and daily traffic conditions. Copies of all traffic count data are provided in **Appendix D**. Year 2016 FDOT axle and seasonal adjustment factors for Collier County are provided in **Appendix E**.

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- 24-Hour Volume Count
- 72-Hour Classification Count
- Turning Movement Count

FDOT

**Figure 4**

Traffic Count Locations by Type

## 3.2 Existing Geometry

**Figure 5** provides the year 2017 intersection geometry for all the intersections evaluated in this study. The year 2017 intersection geometry information was obtained and verified based on field visits and aerial photographs. The following intersections were evaluated as part of the existing conditions in this study:

- SR 29 at Oil Well Road (M.P. 27.208) – Stop Controlled
- SR 29 at Farm Worker Way (M.P. 35.416) – Signalized
- SR 29 at CR 846/Airport Road (M.P. 36.770) – Stop Controlled
- SR 29 at CR 29a/New Market Rd (M.P. 36.902) – Stop Controlled
- SR 29 at 1st St (M.P. 37.309) – Signalized
- SR 29 at 9th St (M.P. 37.811) – Signalized
- SR 29 at Immokalee Dr (M.P. 38.680) – Signalized
- SR 29 at CR 890 (Lk Trafford) (M.P. 39.183) – Signalized
- SR 29 at New Market Rd/Westclox Rd (M.P. 39.761) – Stop Controlled (Beacon)
- New Market Rd at Charlotte St (M.P. 0.721) – Signalized

## 3.3 Existing Traffic Volumes

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

Based on the 24-hour volume counts and 72-hour classification counts, peak hour traffic flow (K measured) and directional split (D measured) for the roadways in the study area were derived. The adjusted Annual Average Daily Traffic (AADT) volumes for the individual roadway segments are provided in **Table 2**. **Figure 6** provides the existing AADTs for the project corridors and the side streets.

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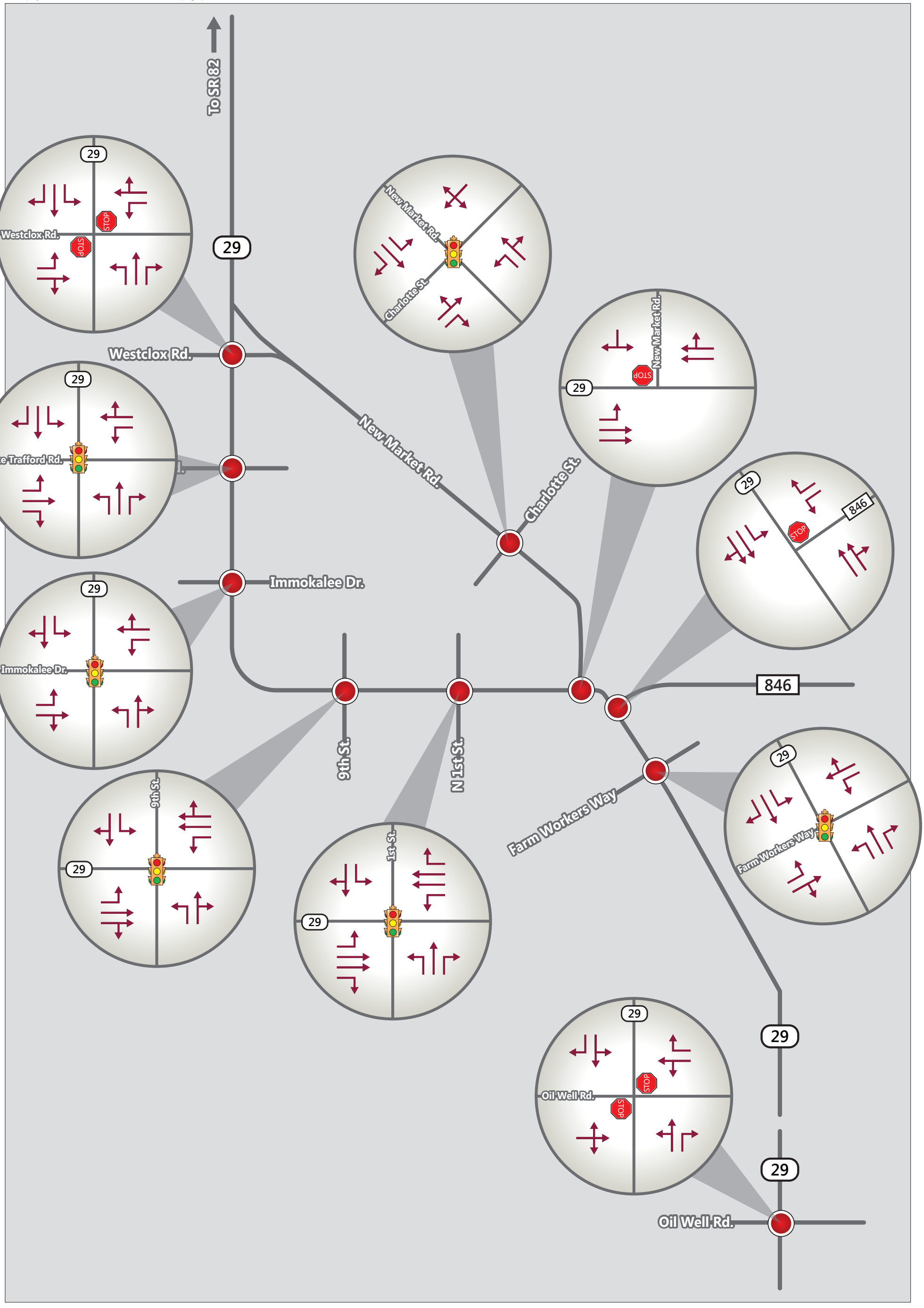


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Intersection Geometry

FDOT

**Figure 5**

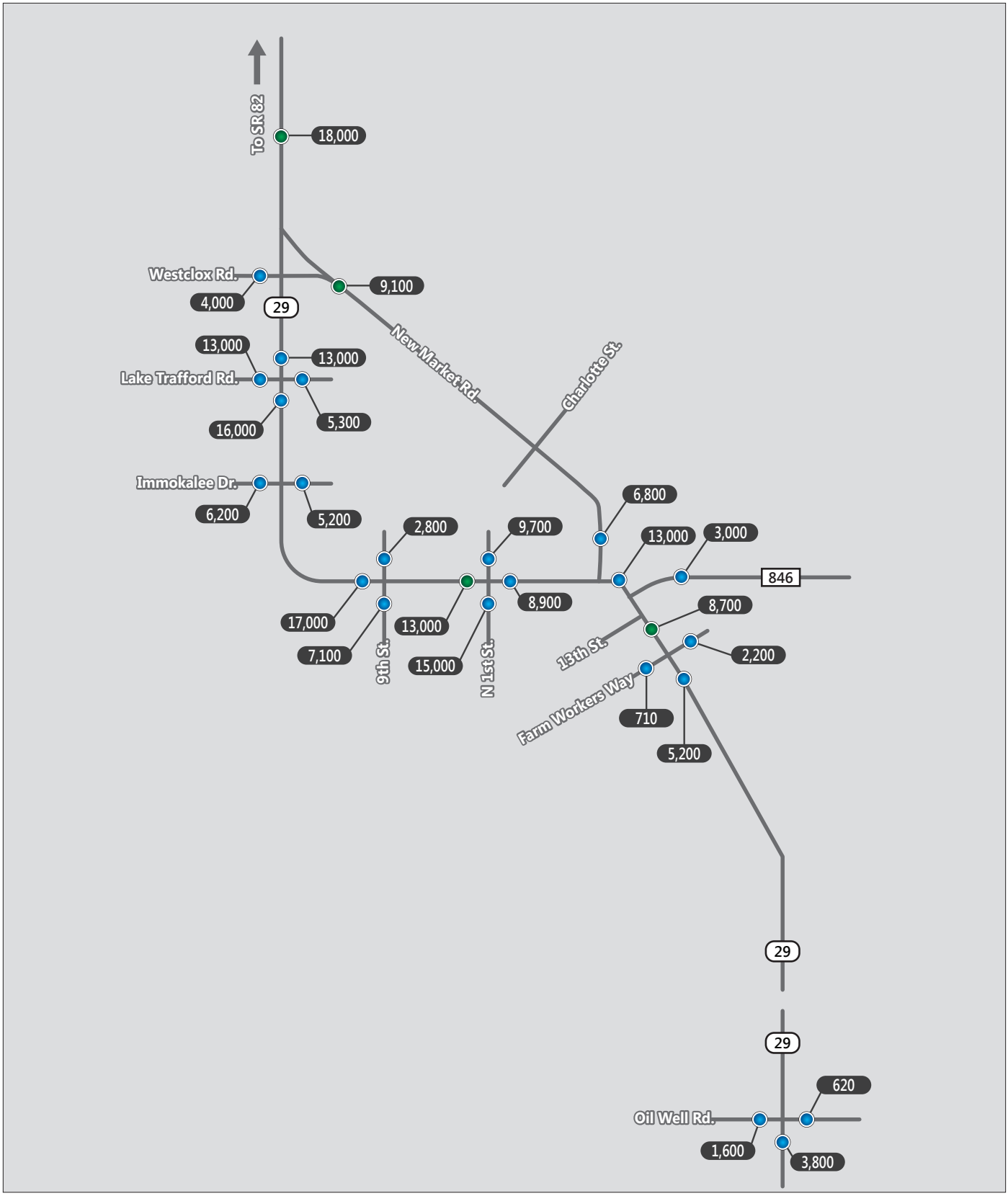
Existing Year 2017 Intersection Geometry

## Table 2: Existing Year 2017 Traffic Volumes

| Roadway / Segment | Date of Count | Source and Type | Measured Characteristics | | | | | | | "$T_{Daily}$" | Axle Adj.[2] | Seasonal Adj.[1] | Adjusted AADT[3] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | Peak Hr. | NB/EB | SB/WB | Peak Time | "K" | "D" | | | | |
| **Mainline Characteristics (SR 29)** | | | | | | | | | | | | | |
| **SR 29** | | | | | | | | | | | | | |
| South of Oil Well Road | 5/23/2017 | 24-hr Volume | 3,818 | 297 | 182 | 115 | 3:30 - 4:30 PM | 7.8% | 61.3% | - | 0.93 | 1.07 | 3,800 |
| South of Farm Worker Way | 4/13/2017 | 24-hr Volume | 6,053 | 569 | 391 | 178 | 4:00 - 5:00 PM | 9.4% | 68.7% | - | 0.92 | 0.94 | 5,200 |
| Southeast of CR 846/Airport Road | 4/11-14/2017 | 72-hr Classification | 9,239 | 706 | 432 | 274 | 4:30 - 5:30 PM | 7.6% | 61.2% | 20.5% | - | 0.94 | 8,700 |
| Northwest of CR 846/Airport Road | 4/13/2017 | 24-hr Volume | 15,004 | 1,299 | 453 | 846 | 4:30 - 5:30 PM | 8.7% | 65.1% | - | 0.92 | 0.94 | 13,000 |
| East of 1st Street | 5/23/2017 | 24-hr Volume | 8,944 | 711 | 304 | 407 | 5:00 - 6:00 PM | 7.9% | 57.2% | - | 0.93 | 1.07 | 8,900 |
| West of 1st Street | 4/11-14/2017 | 72-hr Classification | 13,831 | 1,007 | 484 | 523 | 3:45 - 4:45 PM | 7.3% | 51.9% | 12.2% | - | 0.94 | 13,000 |
| West of 9th Street | 4/13/2017 | 24-hr Volume | 19,158 | 1,453 | 624 | 829 | 4:45 - 5:45 PM | 7.6% | 57.1% | - | 0.92 | 0.94 | 17,000 |
| South of Lake Trafford Road | 4/11/2017 | 24-hr Volume | 18,862 | 1,388 | 797 | 591 | 3:45 - 4:45 PM | 7.4% | 57.4% | - | 0.92 | 0.94 | 16,000 |
| North of Lake Trafford Road | 4/13/2017 | 24-hr Volume | 14,875 | 1,207 | 614 | 593 | 4:30 - 5:30 PM | 8.1% | 50.9% | - | 0.92 | 0.94 | 13,000 |
| South of SR 82 | 4/11-14/2017 | 72-hr Classification | 19,100 | 1,606 | 968 | 638 | 5:00 - 6:00 PM | 8.4% | 60.3% | 15.4% | - | 0.94 | 18,000 |
| *Average* | | | | | | | | ***8.0%*** | ***59.1%*** | ***16.0%*** | | | |
| **Sidestreet Characteristics** | | | | | | | | | | | | | |
| **New Market Road** | | | | | | | | | | | | | |
| East of SR 29 | 4/11-14/2017 | 72-hr Classification | 9,727 | 787 | 525 | 262 | 4:45 - 5:45 PM | 8.1% | 66.7% | 22.6% | - | 0.94 | 9,100 |
| North of SR 29 | 4/13/2017 | 24-hr Volume | 7,813 | 705 | 461 | 244 | 4:30 - 5:30 PM | 9.0% | 65.4% | - | 0.92 | 0.94 | 6,800 |
| **Westclox Road** | | | | | | | | | | | | | |
| West of SR 29 | 5/23/2017 | 24-hr Volume | 3,990 | 379 | 130 | 249 | 5:15 - 6:15 PM | 9.5% | 65.7% | - | 0.93 | 1.07 | 4,000 |
| **Lake Trafford Road** | | | | | | | | | | | | | |
| West of SR 29 | 4/13/2017 | 24-hr Volume | 15,095 | 1,227 | 536 | 691 | 5:00 - 6:00 PM | 8.1% | 56.3% | - | 0.92 | 0.94 | 13,000 |
| East of SR 29 | 4/13/2017 | 24-hr Volume | 6,099 | 522 | 224 | 298 | 5:00 - 6:00 PM | 8.6% | 57.1% | - | 0.92 | 0.94 | 5,300 |
| **Immokalee Drive** | | | | | | | | | | | | | |
| West of SR 29 | 4/13/2017 | 24-hr Volume | 7,194 | 583 | 261 | 322 | 6:15 - 7:15 PM | 8.1% | 55.2% | - | 0.92 | 0.94 | 6,200 |
| East of SR 29 | 4/13/2017 | 24-hr Volume | 6,020 | 494 | 203 | 291 | 5:00 - 6:00 PM | 8.2% | 58.9% | - | 0.92 | 0.94 | 5,200 |
| **9th Street** | | | | | | | | | | | | | |
| North of SR 29 | 4/13/2017 | 24-hr Volume | 3,272 | 306 | 192 | 114 | 4:45 - 5:45 PM | 9.4% | 62.7% | - | 0.92 | 0.94 | 2,800 |
| South of SR 29 | 4/13/2017 | 24-hr Volume | 8,226 | 682 | 296 | 386 | 6:00 - 7:00 PM | 8.3% | 56.6% | - | 0.92 | 0.94 | 7,100 |
| **1st Street** | | | | | | | | | | | | | |
| North of SR 29 | 4/13/2017 | 24-hr Volume | 11,162 | 917 | 541 | 376 | 3:45 - 4:45 PM | 8.2% | 59.0% | - | 0.92 | 0.94 | 9,700 |
| South of SR 29 | 4/13/2017 | 24-hr Volume | 17,444 | 1,373 | 784 | 589 | 4:30 - 5:30 PM | 7.9% | 57.1% | - | 0.92 | 0.94 | 15,000 |
| **CR 846/Airport Road** | | | | | | | | | | | | | |
| East of SR 29 | 5/23/2017 | 24-hr Volume | 3,033 | 266 | 69 | 197 | 4:30 - 5:30 PM | 8.8% | 74.1% | - | 0.93 | 1.07 | 3,000 |
| **Farm Worker Way** | | | | | | | | | | | | | |
| West of SR 29 | 4/13/2017 | 24-hr Volume | 820 | 269 | 107 | 162 | 7:15 - 8:15 AM | 32.8% | 60.2% | - | 0.92 | 0.94 | 710 |
| East of SR 29 | 4/13/2017 | 24-hr Volume | 2,596 | 217 | 113 | 104 | 5:30 - 6:30 PM | 8.4% | 52.1% | - | 0.92 | 0.94 | 2,200 |
| **Oil Well Road** | | | | | | | | | | | | | |
| West of SR 29 | 4/13/2017 | 24-hr Volume | 1,820 | 205 | 62 | 143 | 4:15 - 5:15 PM | 11.3% | 69.8% | - | 0.92 | 0.94 | 1,600 |
| East of SR 29 | 5/23/2017 | 24-hr Volume | 620 | 76 | 59 | 17 | 6:15 - 7:15 AM | 12.3% | 77.6% | - | 0.93 | 1.07 | 620 |
| **Charlotte Street** | | | | | | | | | | | | | |
| West of New Market Road | 4/13/2017 | TMC | 6,222 | 560 | 303 | 257 | 4:45 - 5:45 PM | 9.0% | 54.1% | - | - | 0.94 | 5,800 |
| East of New Market Road | 4/13/2017 | TMC | 944 | 85 | 23 | 62 | 4:45 - 5:45 PM | 9.0% | 72.9% | - | - | 0.94 | 890 |

**Notes:**

1. Most Recent Seasonal Adjustment factors were obtained from FDOT 2016 Traffic Count Information
2. Most Recent Axle Adjustment factors were obtained from FDOT 2016 Traffic Count Information
3. Adjusted AADT = Measured ADT * Axle Adjustment * Seasonal Adjustment

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0,000 Year 2017 Average Annual Daily Traffic (AADT)

24-Hour Volume Count

72-Hour Classification Count

**Figure 6**

Existing Year 2017 AADT Volumes

## 3.4 Year 2017 Turning Movement Counts

Turning movement counts were obtained for the AM and PM peak hour conditions for the study intersections. The turning movement counts were checked and balanced as needed. The raw data is available in **Appendix D**. The year 2017 AM and PM peak hour turning movement volumes for the study corridor are shown in **Figure 7**.

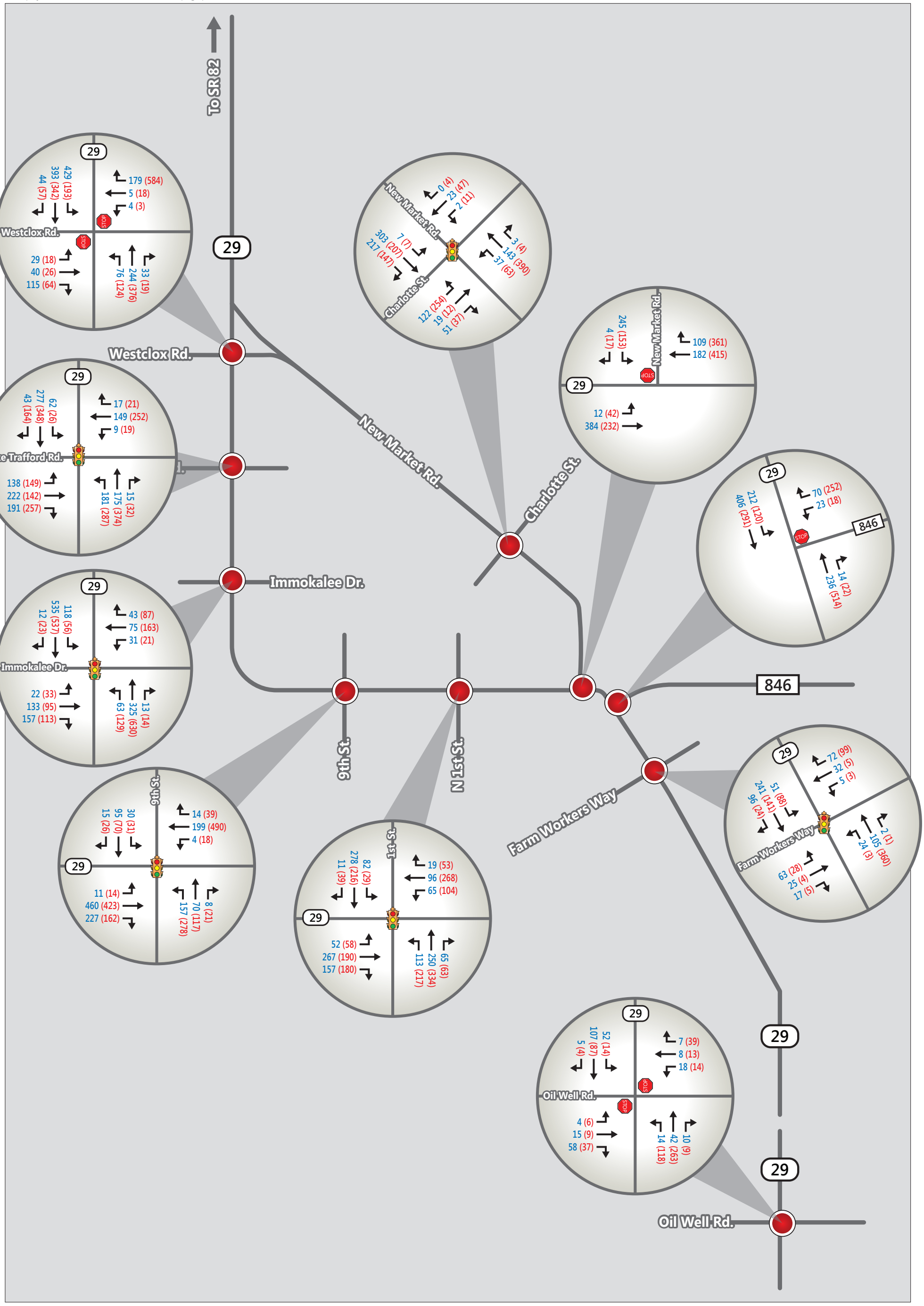
## 3.5 Year 2017 LOS Analysis

LOS is a qualitative measure of how efficient a roadway or intersection operates. LOS A represents the highest traffic flow quality, while LOS E represents traffic flow at capacity. LOS F represents forced flow congested conditions. LOS B, C, and D represent a gradual degradation in traffic flow quality before reaching capacity. Following the evaluation of intersection operations, modifications to the existing intersection geometry can be considered to better accommodate existing and future travel demand.

Levels of service analysis was performed for the study intersections (signalized and unsignalized) and roadways segments.

The intersection analysis was performed for the year 2017 AM and PM peak hours using existing intersection geometry. At the five (5) signalized intersections, signal timing data provided by Collier County was used in the evaluation. This analysis is presented in greater detail in Section 3.5.1.

The roadway segment analysis was performed for the PM Peak Hour Peak Direction (the peak daily condition) using the FDOT generalized service volumes contained in the 2013 FDOT Quality/LOS Handbook. This analysis is presented in greater detail in Section 3.5.2.

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→ Traffic Movement

AM (PM) Traffic Volumes

**Figure 7**

Existing Year 2017
Turning Movement Volumes

### 3.5.1 Year 2017 Intersection LOS Analysis

A summary of the LOS analysis for the study intersections is included in **Table 3.** Local seasonal factors were not applied to the turning movement counts since the counts were collected during the peak season. As shown in **Table 3,** during the year 2017 AM & PM peak hour conditions, all study intersections operate acceptably, within the adopted FDOT LOS target, except for the signalized intersection of New Market Road at Charlotte Street, which operates at LOS E during the PM peak hour, and the unsignalized intersection of the New Market Road E/Westclox Road and SR 29, which has failing movements on the minor street during both the AM and PM peak hours. The base year 2017 AM and PM peak hour Synchro intersection analysis outputs along with the signal timing data are included in **Appendix F.**

**Table 3: Existing Year 2017 Intersection LOS Analysis Summary**

| Study Intersection | Control Type | FDOT LOS Target | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Delay (s) | LOS | Delay (s) | LOS |
| SR 29 & Oil Well Rd | Stop | C | 7.9/12.6 | A/B | 8.6/24.7 | A/C |
| SR 29 & Farm Worker Way | Signalized | D | 8.5 | A | 8.1 | A |
| SR 29 & CR 846 | Stop | D | 8.8/19.1 | A/C | 22.4/10.2 | C/B |
| SR 29 & New Market Rd | Stop | D | 8.1/19.3 | A/C | 10.7/29.6 | B/D |
| SR 29 & 1st St | Signalized | D | 23.7 | C | 24.1 | C |
| SR 29 & 9th St | Signalized | D | 14.1 | B | 14.3 | B |
| SR 29 & Immokalee Dr | Signalized | D | 13.7 | B | 14.1 | B |
| SR 29 & Lake Trafford Rd | Signalized | D | 17.6 | B | 20.1 | C |
| SR 29 & Westclox Rd/New Market Rd | Stop | D | 9.3/43.4 | A/**E** | 9.1/53.8 | A/**F** |
| New Market Rd & Charlotte St | Signalized | D | 14.3 | B | 58.1 | **E** |

*Notes:*
*1. HCM 2010 based outputs are presented in this table for both the signalized and unsignalized intersections*
*2. Overall intersection delay and LOS results are reported for the signalized intersections*
*3. At unsignalized intersections, the worst major street/minor street results (delay and LOS) are reported*
*4. Result shown in red exceed the adopted LOS target*

### 3.5.2 Year 2017 Arterial LOS Analysis

To assess the arterial LOS of SR 29 and New Market Road within the study limits, the generalized peak hour directional service volumes for the LOS "B" through "E" were obtained from the 2013 FDOT Quality/Level of Service Handbook.

**Table 4: Existing Roadway LOS Summary**

| Roadway / Segment | Number of Lanes | LOS Target | Posted Speed Limit | Pk Hr Service Volume | PM Peak | | | | Pk Hr Pk Dir LOS |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peak Time | Total | NB/EB | SB/WB | |
| | SR 29 | | | | | | | | |
| South of Oil Well Rd | 2 | C | 60 | 430 | 3:30 - 4:30 PM | 297 | 182 | 115 | B |
| Oil Well Rd to Farm Worker Way | 2 | C | 60 | 850 | 4:00 - 5:00 PM | 569 | 391 | 178 | B |
| Farm Worker Way to CR 846/Airport Rd | 2 | D | 45 | 970 | 4:30 - 5:30 PM | 706 | 432 | 274 | C |
| Airport Rd/CR 846 to New Market Rd | 4 | D | 35 | 1,711 | 4:30 - 5:30 PM | 1,299 | 453 | 846 | D |
| New Market Rd to 1st St | 4 | D | 35 | 1,711 | 5:00 - 6:00 PM | 711 | 304 | 407 | C |
| 1st Street to 9th St | 4 | D | 35 | 1,711 | 3:45 - 4:45 PM | 1,007 | 484 | 523 | C |
| 9th St to Immokalee Dr | 2 | D | 40 | 970 | 4:45 - 5:45 PM | 1,453 | 624 | 829 | C |
| Immokalee Dr to Lake Trafford Rd | 2 | D | 45 | 970 | 3:45 - 4:45 PM | 1,388 | 797 | 591 | C |
| Lake Trafford Rd to New Market Rd | 2 | D | 45 | 970 | 4:30 - 5:30 PM | 1,207 | 614 | 593 | C |
| New Market Rd to SR 82 | 2 | C | 60 | 850 | 5:00 - 6:00 PM | 1,606 | 968 | 638 | D |
| | New Market Road | | | | | | | | |
| SR 29/Main St to Charlotte St | 2 | D | 35 | 540 | 4:45 - 5:45 PM | 787 | 525 | 262 | D |
| Charlotte St to SR 29/Westclox Rd | 2 | D | 45 | 634 | 4:30 - 5:30 PM | 705 | 461 | 244 | C |

As shown in **Table 4**, the SR 29 and New Market Road corridors currently operate at an acceptable level of service during the PM peak hour, with the exception of the segment of SR 29 between New Market Road and SR 82, which operates at LOS "D". The LOS Generalized Tables from FDOT 2013 Quality/Level of Service Handbook that were used is this study are included in **Appendix G**.

# 4 Development of Design Characteristics

This section presents the design traffic characteristics that were developed for this study. These characteristics are determined based on the procedures outlined in the FDOT's Project Traffic Forecasting Handbook (PTF), dated January 2014. These design traffic characteristics will be used in the development of the future condition design hour volumes (DHVs) at the study intersections and directional design hour volumes (DDHVs) for roadway segments.

## 4.1 Standard K Factor

The K factor represents the relationship between the travel demand occurring during the peak hour and the average annual daily traffic. The ratio of peak hour to annual average daily traffic factor (K) is used in the FDOT's planning through design phases. Based on the guidance from the FDOT PTF, a Standard K Factor of 9.5% for Arterials and Highways within a "Rural" area type is recommended for SR 29 south of Farm Worker Way. In addition, a Standard K Factor of 9.0% for Arterials and Highways within an "Urban" area type is recommended for SR 29 from Farm Worker Way to SR 82 and for the entire segment of New Market Road.

It should be noted that a Standard K Factor of 9.0% is recommended for SR 29 from New Market Road/Westclox Road to SR 82, which is currently located within a "Rural" area type. This assumption is appropriate based on the fact that the measured K factor for this segment is 8.4% and the anticipated roadway characteristic changes as a result of the planned SR 29 widening to four (4) lanes, the planned widening of SR 82 west of SR 29 to four (4) lanes, and the close proximity of the segment to the planned South West Hendry County Sector Plan.

## 4.2 D Factor

The Directional Distribution (D) is the percentage of the total, two-way design hour traffic traveling in the peak direction. The D Factor, is based on the median D value for the highest 200 hours of volumes for each continuous count station. To determine this factor for SR 29 and associated side streets, the measured D factors from the field traffic counts were computed, checked for reasonableness against historical D factors (contained in the Florida Transportation Information (FTI) DVD), and then adjusted if necessary to meet the statewide guidelines (Figure 2.9 from the 2014 PTF Handbook). **Table 5** provides the current recommended range of D values from the FDOT Project Traffic Forecasting Handbook (2014) for a rural and urban arterial.

**Table 5: Recommended Range of D Values**

| FDOT[1] | Values | | |
|---|---|---|---|
| | Low | Average | High |
| Rural Arterial | 51.1% | 58.1% | 79.6% |
| Urban Arterial | 50.8% | 57.9% | 67.1% |

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

The measured D values for the study area roadways are shown in **Table 2.** The average of the measured D factors for SR 29 within the study limits is 59.1%. It should be noted that the measured D factors for the associated side streets are well within the FDOT recommended range of D values, with the exception of CR 846/Airport Road east of SR 29 and Charlotte Street east of New Market Road.

**Table 6** illustrates the historical D factors from seven (7) sites along SR 29:

- 030182 – SR 29, North of I-75 (M.P. 17.7)
- 030205 – SR 29, North of Farm Worker Way (M.P. 35.7)
- 030002 – SR 29, Southeast of CR 846/Airport Road (M.P. 36.6)
- 030029 – SR 29, West of 1st Street (M.P. 37.3)
- 030038 – SR 29, South of Lake Trafford Road (M.P. 39.1)
- 030001 – SR 29, North of Lake Trafford Road (M.P. 39.2)
- 030143 – SR 29, North of SR 82 (M.P. 42.9)

The factors were obtained for five (5) years between 2012 and 2016. The average, minimum and maximum D factors over the five years for SR 29 corridor are 58.5%, 58.1% and 58.8%, respectively.

**Table 6: Historical FTI Data - D Values**

| Year | SR 29 | | | | | | | Average |
|---|---|---|---|---|---|---|---|---|
| | 030182 – N. of I-75 | 030205 – N. of Farm Worker Way | 030002 – SE of CR 846/ Airport Rd | 030029 – W. of 1st St | 030038 – S. of Lake Trafford Rd | 030001 – N. of Lake Trafford Rd | 030143 – S. of SR 82 | |
| **2016** | 58.2% | 58.2% | 58.2% | 58.2% | 58.2% | 58.2% | 58.2% | 58.2% |
| **2015** | 58.1% | 58.1% | 58.1% | 58.1% | 58.1% | 58.1% | 59.3% | 58.3% |
| **2014** | 58.5% | 58.5% | 58.5% | 58.5% | 58.5% | 58.5% | 60.5% | 58.8% |
| **2013** | 58.4% | 58.4% | 58.4% | 58.4% | 58.4% | 58.4% | 59.9% | 58.6% |
| **2012** | 58.4% | 58.4% | 58.4% | 58.4% | 58.4% | 58.4% | 60.2% | 58.7% |
| **Average** | 58.3% | 58.3% | 58.3% | 58.3% | 58.3% | 58.3% | 59.6% | 58.5% |
| **Minimum** | 58.1% | 58.1% | 58.1% | 58.1% | 58.1% | 58.1% | 58.2% | 58.1% |
| **Maximum** | 58.5% | 58.5% | 58.5% | 58.5% | 58.5% | 58.5% | 60.5% | 58.8% |

### 4.2.1 SR 29 Corridor

The average measured D from the 2017 traffic counts is 59.1%, while the average of the historical D factors is 58.5%. Therefore, **a D factor of 59.0% (rounded average of the measured and average historical values) is recommended for use in this study.**

### 4.2.2 Side Streets

For the purposes of this study, a D factor of 59.0% will be used for New Market Road, which is consistent with the recommended D factor for SR 29. For all other side streets, it is recommended that the measured D values from the 2017 traffic counts be used. It should be noted that the D factor for CR 846/Airport Road east of SR 29, and Charlotte Street east of New Market Road will be capped to 67.1% in accordance with the FDOT recommended range of D values identified in **Table 5.**

## 4.3 T & DHT Factors

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

**Table 7** contains the historical T factors from the FTI DVD for the last five years (2012 to 2016). The average, minimum and maximum T factors over the last five years for the six (6) sites on SR 29 and one (1) site on New Market Road are shown in the table.

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

| Year | SR 29 | | | | | | New Market Road |
|---|---|---|---|---|---|---|---|
| | 030205 – N. of Farm Worker Way | 030002 – SE of CR 846 | 030029 – W. of 1st Street | 030038 – S. of Lake Trafford Rd | 030001 – N. of Lake Trafford Rd | 030143 – S. of SR 82 | 034176 – N. of SR 29 |
| **2016** | 17.1% | 18.3% | 6.6% | 6.2% | 6.8% | 10.3% | 17.0% |
| **2015** | 17.1% | 18.3% | 6.3% | 5.7% | 6.5% | 10.5% | 17.0% |
| **2014** | 14.8% | 13.0% | 4.6% | 4.7% | 5.9% | 11.9% | 17.0% |
| **2013** | 14.8% | 13.0% | 4.6% | 4.7% | 5.9% | 11.0% | 9.0% |
| **2012** | 18.1% | 14.6% | 7.3% | 5.9% | 9.0% | 11.3% | 11.0% |
| Average | 16.4% | 15.4% | 5.9% | 5.4% | 6.8% | 11.0% | 14.2% |
| Minimum | 14.8% | 13.0% | 4.6% | 4.7% | 5.9% | 10.3% | 9.0% |
| Maximum | 18.1% | 18.3% | 7.3% | 6.2% | 9.0% | 11.9% | 17.0% |

**FDOT sites within downtown Immokalee are shaded in grey.*

Based on a review of the historical T factors at the FDOT sites along SR 29 within downtown Immokalee (030029 - SR 29, West of 1st Street, 030038 - SR 29, South of Lake Trafford Road, and 030001 - SR 29, North of Lake Trafford Road), along with the T factor at New Market Road (034176 – New Market Road, 350 ft. north of SR 29), it can be discerned that New Market Road acts as a bypass route for trucks traveling north-south along SR 29.

The average, minimum and maximum T factors over the five years for the SR 29 corridor north and south of downtown Immokalee (030205 – SR 29, North of Farm Worker Way, 030002 – SR 29, Southeast of CR 846/Airport Road, and 030143 – SR 29, South of SR 82) are 14.3%, 12.7% and 16.1%, respectively. In addition, the average, minimum and maximum T factors over the last five years along SR 29 within downtown Immokalee (030029 - SR 29, West of 1st Street, 030038 - SR 29, South of Lake Trafford Road, and 030001 - SR 29, North of Lake Trafford Road) are 6.0%, 5.1%, and 7.5%, respectively.

Vehicle classification counts were taken at four locations, coinciding with FDOT count stations 030002 (SR 29, southeast of CR 846/Airport Road), 030029 (SR 29, west of 1st Street), 030143 (SR 29, south of SR 82), and 034176 (New Market Road, east of SR 29). The results, presented in **Table 8**, shows the average daily truck rate for those four (4) locations ranges from 12.2% to 22.6%. Based on the vehicle classification counts, the average measured daily T ($T_{daily}$) factor for SR 29 outside downtown Immokalee is 18.0% while the daily T factor for SR 29 within downtown Immokalee is 12.2%.

**Table 8: Measured - $T_{daily}$ Values**

| FDOT Site ID | Roadway | Segment | "$T_{Daily}$" |
|---|---|---|---|
| 030002 | SR 29 | Southeast of CR 846/Airport Road | 20.5% |
| 030029 | SR 29 | West of 1st Street | 12.2% |
| 030143 | SR 29 | South of SR 82 | 15.4% |
| 034176 | New Market Road | East of SR 29 | 22.6% |

*The SR 29 count site located within downtown Immokalee is shaded in grey.

### 4.3.1 SR 29 & New Market Road Corridors

The average measured T factor from the 2017 classification counts for SR 29 outside downtown Immokalee is 18.0% while the average of the historical T factors is 14.3%. Therefore, a daily truck percentage of 16.0% (rounded average of the measured and historical values) and a DHT of 8.0% is recommended for the SR 29 corridor outside of downtown Immokalee. The daily truck percentage of 16.0% and the DHT of 8.0% is recommended for New Market Road in the No-Build condition as well as for the SR 29 Bypass in the Build conditions.

The measured T factor from the 2017 classification count for SR 29 inside of downtown Immokalee is 12.2% while the average of the historical T factors is 6.0%. Therefore, a daily truck percentage of 9.0% (rounded average of the measured and historical values) and a DHT of 4.5% is recommended for the SR 29 existing alignment inside of downtown the Immokalee.

### 4.3.2 Side Streets

Daily truck factors were not counted for the side streets. However, the existing peak hour truck percentages from the turning movement counts will be used for the purpose of future intersection analyses.

## 4.4 Recommended Design Traffic Characteristics

Based on the aforementioned discussion, the following **Table 9** provides a summary of the recommended design traffic characteristics for this study.

**Table 9: Recommended Design Traffic Characteristics**

| Roadway / Segment | Recommended Design Characteristics | | | |
|---|---|---|---|---|
| | K Factor | D Factor | T Factor | DHT Factor |
| **Mainline Characteristics** | | | | |
| SR 29 – Oil Well Road to Farm Worker Way | 9.5% | 59.0% | 16.0% | 8.0% |
| SR 29 – Farm Worker Way to SR 29 Bypass | 9.0% | 59.0% | 16.0% | 8.0% |
| SR 29 Bypass – Southern termini to Northern termini | 9.0% | 59.0% | 16.0% | 8.0% |
| SR 29 – SR 29 Bypass to SR 82 | 9.0% | 59.0% | 16.0% | 8.0% |
| SR 29 (Existing Alignment) – SR 29 Bypass (Southern termini) to SR 29 Bypass (Northern termini) | 9.0% | 59.0% | 9.0% | 4.5% |
| New Market Road | 9.0% | 59.0% | 16.0% | 8.0% |
| **Side Street Characteristics** | | | | |
| All side streets (within an urban area type) | 9.0% | Existing [1] | - | TMC [2] |
| All side streets (within a rural area type) | 9.5% | Existing | - | TMC [2] |

*Notes:*

1. *D factors for CR 846/Airport Road east of SR 29 and Charlotte Street east of New Market Road will be limited to 67.1%.*
2. *Truck factors obtained from Year 2017 TMC will be used for future conditions for the side streets.*

# 5 Crash Data Review

The latest available five (5) years of crash data (from January 1, 2012 to December 31, 2016) along SR 29 and New Market Road were obtained from Signal Four Analytics. Based on the crash data, a total of 714 crashes occurred within the study limits in the last five years. The raw crash data is included in **Appendix H**.

## 5.1 Crash Summary by Year and Conditions

**Table 10** summarizes the crashes by severity and driving conditions for each analysis year (2012 – 2016). On average, about 143 crashes occurred per year for the last five (5) years within the study limits. During the five-year period, there were five (5) fatal crashes (resulting in 6 fatalities), and 200 crashes that resulted in injuries. A total of 202 crashes (about 28% of total) were reported to have occurred during dark conditions (at night, dawn or dusk), averaging about 40 crashes per year. 82 crashes (about 11% of total) occurred in wet weather conditions.

**Table 10: Crash Summary by Severity and Conditions (Jan 2012-Dec 2016)**

| Year | Total Number of Crashes | Injury Crashes | Fatal Crashes | Dark Condition Crashes | Wet Condition Crashes |
|---|---|---|---|---|---|
| **2012** | 73 | 25 | 1 | 17 | 2 |
| **2013** | 125 | 45 | 1 | 36 | 12 |
| **2014** | 144 | 36 | 0 | 47 | 23 |
| **2015** | 170 | 41 | 1 | 48 | 19 |
| **2016** | 202 | 53 | 2 | 54 | 26 |
| ***2012-2016*** | ***714*** | ***200*** | ***5*** | ***202*** | ***82*** |
| ***Average*** | ***142.8*** | ***40*** | ***1*** | ***40.4*** | ***16.4*** |
| ***Percent*** | - | ***28.01%*** | ***0.70%*** | ***28.29%*** | ***11.48%*** |

## 5.2 Crash Summary by Intersections and Segments

A detailed review of the crash data was performed for the study intersections and segments. As shown in **Table 11**, the signalized intersection of SR 29 and CR 890 (Lake Trafford Road) had the highest number of

crashes (91 crashes) among the analyzed intersections within the study corridor, accounting for about 13% of the entire study area's crashes (23% of all crashes occurring at intersections). Among the analyzed segments, SR 29 from Farm Worker Way to New Market Road/Westclox Road had the highest number of crashes (195 crashes), accounting for about 27% of the entire study area's crashes.

**Table 11: Crash Summary by Intersections (Jan 2012-Dec 2016)**

| # | Intersection | Total | Fatal Crashes | Injury Crashes | Property Damage Only | Night | Wet |
|---|---|---|---|---|---|---|---|
| 1 | SR 29 at Oil Well Rd | **24** | 1 | 11 | 12 | 13 | 2 |
| 2 | SR 29 at Farm Worker Way | **7** | 0 | 1 | 6 | 5 | 1 |
| 3 | SR 29 at CR 846/Airport Rd | **3** | 0 | 1 | 2 | 1 | 0 |
| 4 | SR 29 at CR 29a/New Market Rd | **22** | 0 | 7 | 15 | 7 | 3 |
| 5 | SR 29 at 1st St | **62** | 1 | 12 | 49 | 17 | 4 |
| 6 | SR 29 at 9th St | **37** | 0 | 11 | 26 | 7 | 6 |
| 7 | SR 29 at Immokalee Dr | **60** | 0 | 10 | 50 | 21 | 7 |
| 8 | SR 29 at CR 890(Lk Trafford Rd) | **91** | 0 | 19 | 72 | 15 | 9 |
| 9 | SR 29 at New Market Rd/Westclox Rd | **65** | 0 | 20 | 45 | 12 | 6 |
| 10 | New Market Rd at Charlotte St | **17** | 0 | 1 | 16 | 4 | 4 |
| | Sub-Total Intersections | **388** | **2** | **93** | **293** | **102** | **42** |
| **#** | **Segment** | **Total** | **Fatal Crashes** | **Injury Crashes** | **Property Damage Only** | **Night** | **Wet** |
| 1 | SR 29 from Oil Well Rd to Farm Worker Way | **12** | 1 | 5 | 6 | 5 | 4 |
| 2 | SR 29 from Farm Worker Way to New Market Rd/Westclox Rd | **195** | 0 | 67 | 128 | 67 | 15 |
| 3 | SR 29 from New Market Rd/Westclox Rd to South of SR 82 | **54** | 1 | 16 | 37 | 17 | 12 |
| 4 | New Market Rd from SR 29 (south) to SR 29/Westclox Rd (north) | **65** | 1 | 19 | 45 | 11 | 9 |
| | Sub-Total Segments | **326** | **3** | **107** | **215** | **100** | **40** |
| **Total Intersections and segments** | | **714** | **5** | **200** | **509** | **202** | **82** |

Fatalities were recorded at two (2) out of the ten analyzed intersections, with two (2) of the four (4) analyzed segments also recording at least one (1) fatality. Other than at the intersections of Oil Well Road and Farm Worker Way, all other eight (8) analyzed intersections provided intersection lighting.

The following is a summary of the crash analysis at each of the study intersections for the last five (5) years:

*SR 29 and Oil Well Road (Unsignalized)*: This intersection experienced 24 crashes in the last five (5) years, averaging about five (5) crashes per year. The majority of these crashes were angle crashes (25.0% of total), rear-end crashes (16.7% of total), followed by sideswipe (8.3% of total) crashes. No bicycle or pedestrian related crashes were reported for this intersection. One (1) fatal crash

was reported for this intersection. The fatal crash was an isolated incident, the intoxicated driver lost control on a straight roadway segment, north of Oil Well Road, with no influence from outside the vehicle.

*SR 29 and Farm Worker Way (Signalized)*: This intersection experienced seven (7) crashes in the last five (5) years, averaging about one (1) crash per year. The majority of these crashes were sideswipe crashes (28.6% of total), followed by left-turn (14.3% of total) crashes. No bicycle and pedestrian related crashes were reported for this intersection. No fatal crashes were reported for this intersection.

*SR 29 and CR 846/Airport Road (Unsignalized)*: This intersection experienced only three (3) crashes in the last five (5) years. One (1) angle, one (1) off-road, and one (1) sideswipe crash were reported for this intersection. No bicycle or pedestrian related crashes were reported for this intersection. No fatal crashes were reported for this intersection.

*SR 29 and CR 29a/New Market Road (Unsignalized)*: This intersection experienced 22 crashes in the last five (5) years, averaging about four (4) crashes per year. The majority of these crashes were angle crashes (27.3% of total), followed by rear-end and left-turn (each 22.7% of total) crashes. No bicycle or pedestrian related crashes were reported for this intersection. No fatal crashes were reported for this intersection.

*SR 29 and 1st Street (Signalized)*: This intersection experienced 62 crashes in the last five (5) years, averaging about 12 crashes per year. The majority of these crashes were rear-end crashes (33.9% of total), sideswipe crashes (21% of total), followed by left-turn (17.7% of total) crashes. One (1) bicycle and one (1) pedestrian related crashes were reported for this intersection. One (1) fatal crash was reported for this intersection, as well. The pedestrian and fatal crash are the same crash, which involved an intoxicated pedestrian crossing SR 29 (west of 1st Street in the NB direction at midnight) when a vehicle struck him and left the scene, resulting in the pedestrian's fatality.

*SR 29 and 9th Street (Signalized)*: This intersection experienced 37 crashes in the last five (5) years, averaging about seven (7) crashes per year. The majority of these crashes were rear-end crashes (32.4% of total), angle crashes (18.9% of total), followed by sideswipe (10.8% of total) crashes. One (1) bicycle and one (1) pedestrian related crashes were reported for this intersection. No fatal crashes were reported for this intersection.

*SR 29 and Immokalee Drive (Signalized)*: This intersection experienced 60 crashes in the last five (5) years, averaging about 12 crashes per year. The majority of these crashes were rear-end crashes

(51.7% of total), angle crashes (11.7% of total), followed by left-turn (10% of total) crashes. One (1) bicycle and two (2) pedestrian related crashes were reported for this intersection. No fatal crashes were reported for this intersection.

*SR 29 and CR 890 (Lake Trafford Road) (Signalized)*: This intersection experienced 91 crashes in the last five (5) years, averaging about 18 crashes per year. The majority of these crashes were rear-end crashes (49.5% of total), left-turn crashes (15.4% of total), angle crashes (12.1% of total) followed by sideswipe (5.5% of total) crashes. One (1) pedestrian but no bicycle related crashes were reported for this intersection. No fatal crashes were reported for this intersection.

*SR 29 and New Market Road/Westclox Road (Unsignalized)*: This intersection experienced 65 crashes in the last five (5) years, averaging about 13 crashes per year. The majority of these crashes were rear-end crashes (63.1% of total), angle crashes (13.9% of total), followed by left-turn (10.8% of total) crashes. No bicycle or pedestrian related crashes were reported for this intersection. No fatal crashes were reported for this intersection.

*SR 29 and Charlotte Street (Signalized)*: This intersection experienced 17 crashes in the last five (5) years, averaging about three (3) crashes per year. The majority of these crashes were rear-end crashes (41.2% of total), angle crashes (17.7% of total), followed by left-turn (11.8% of total) crashes. No bicycle or pedestrian related crashes were reported for this intersection. No fatal crashes were reported for this intersection.

The following is a summary of the crash analysis for each of the study roadway segments for the last five (5) years:

*SR 29 from Oil Well Road to Farm Worker Way*: One (1) fatal crash with two (2) fatalities was reported for this segment. No drugs or alcohol were involved, however, the vehicle at fault was driving in the wrong direction, causing a head on collision, fatally injuring the driver and the passenger. The other vehicle's driver was severely injured but survived. All vehicles had their air bags deployed, however, none of the drivers or passenger were wearing seat belts at the time.

*SR 29 from New Market Road/Westclox Road to South of SR 82*: One (1) fatal crash, which involved a pedestrian, was reported for this segment. The pedestrian, who was intoxicated at the time, was crossing SR 29, west of Heritage Boulevard traversing across the SB lanes around 9:30 pm, when a vehicle struck him, resulting in the pedestrian's fatality. The motorist stayed at the scene and wasn't under the influence of drugs or alcohol at the time of the accident.

*New Market Road from SR 29/Main Street to SR 29/Westclox Road*: One (1) fatal crash was reported along this roadway segment, however, after a review of the police report, it was determined that this crash was not fatal, instead being a very minor rear end crash with no injuries.

**Appendix G** provides more detailed information on the intersection and roadway segment crashes summarized in **Table 11**.

## 5.3 Crash Summary by Crash Type

**Table 12** summarizes the crashes by crash type. According to the summary, rear-end crashes account for the majority of crashes (about 39.6% of total) within the study corridor, followed by angle (about 12.6% of total), left-turn (about 10.8% of total), and sideswipe (about 9.2% of total) crashes. Five (5) bicycle and 18 pedestrian related crashes (together about 3.2% of total) were reported in the last five years.

**Table 12: Crash Summary by Crash Types (Jan 2012-Dec 2016)**

| Crash Type | 2012 | 2013 | 2014 | 2015 | 2016 | 2012-2016 | Per year | Percent |
|---|---|---|---|---|---|---|---|---|
| Angle | 10 | 19 | 13 | 24 | 24 | **90** | **18** | **12.61%** |
| Animal | 0 | 0 | 3 | 0 | 0 | **3** | **0.6** | **0.42%** |
| Bicycle | 2 | 2 | 0 | 0 | 1 | **5** | **1** | **0.70%** |
| Head On | 4 | 4 | 2 | 5 | 4 | **19** | **3.8** | **2.66%** |
| Left Turn | 6 | 11 | 14 | 21 | 25 | **77** | **15.4** | **10.78%** |
| Off Road | 4 | 3 | 3 | 2 | 6 | **18** | **3.6** | **2.52%** |
| Pedestrian | 1 | 4 | 6 | 3 | 4 | **18** | **3.6** | **2.52%** |
| Rear End | 24 | 45 | 59 | 71 | 84 | **283** | **56.6** | **39.64%** |
| Right Turn | 0 | 2 | 6 | 0 | 1 | **9** | **1.8** | **1.26%** |
| Rollover | 2 | 1 | 1 | 2 | 0 | **6** | **1.2** | **0.84%** |
| Sideswipe | 6 | 11 | 11 | 18 | 20 | **66** | **13.2** | **9.24%** |
| Unknown | 8 | 2 | 3 | 2 | 4 | **19** | **3.8** | **2.66%** |
| Other | 6 | 21 | 23 | 22 | 29 | **101** | **20.2** | **14.15%** |
| **Total** | ***73*** | ***125*** | ***144*** | ***170*** | ***202*** | ***714*** | **-** | ***100.00%*** |

## 5.4 Crash Rate Comparison

A comparison of the calculated crash rates to the latest available statewide average crash rate was performed. The latest five-year statewide average crash rates that were used (2012-2016) are provided in **Appendix G**.

The crash rate, expressed in the number of crashes per million vehicles traveled, was computed based on the following equation:

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

Based on the formula and associated data for the segments, **Table 13** shows the calculated crash rate, along with the accompanying statewide average crash rate for a facility of that type. According to the comparison, the following two roadway segments exhibit crash rates higher than the 5-year statewide average for similar typical sections:

- SR 29 from Farm Worker Way to New Market Road/Westclox Road
- New Market Road from SR 29 (south termini) to SR 29/Westclox Road (north termini).

**Table 13: Crash Rate Comparison (based on 5-Year Data)**

| Segment | Area Type | Total Crashes | AADT | Segment Length (miles) | Calculated Crash Rate (MVMT) | Statewide Average (MVMT) | Greater than Statewide Average Rate? |
|---|---|---|---|---|---|---|---|
| SR 29 - Oil Well Rd to Farm Worker Way | Rural | 43 | 5,200 | 9.579 | 0.47 | 0.69 | No |
| SR 29 - Farm Worker Way to New Market Rd/Westclox Rd | Urban | 535 | 12,800 | 4.345 | 5.27 | 2.39 | Yes |
| SR 29 - New Market Rd/Westclox Rd to S. of SR 82 | Rural | 54 | 18,000 | 2.645 | 0.62 | 0.69 | No |
| New Market Rd - SR 29 (south termini) to SR 29/Westclox Rd (north termini) | Urban | 82 | 7,950 | 2.228 | 2.54 | 1.02 | Yes |

1. *MVMT – Million vehicle miles traveled*

# 6 Future Traffic Forecasts

The development of traffic projections for the study corridors requires the examination of historical growth, proposed development levels along and adjacent to the corridor, and a basic understanding of local traffic circulation patterns and travel characteristics of the corridor. The key to accurately predicting future traffic is selecting a growth rate that properly accounts for all these factors.

This section summarizes the sources that were examined to determine a proper growth rate, before presenting the growth rate which was selected to forecast the future traffic conditions for each of the study alternatives. The following sources were examined and are presented in subsequent subsections:

1) **Travel Demand Model**: The latest adopted District One Regional Planning Model (D1RPM).
2) **Historical Traffic Trends Analysis:** Historical traffic trends analysis based on a least squares regression analysis using traffic data from the 2016 FTI DVD.
3) **Population Projections:** Population estimates from The Bureau of Economic and Business Research (BEBR), Florida Population Studies, Bulletin 177.

## 6.1 Design Period

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

- Opening Year - 2025
- Design Year – 2045

## 6.2 Study Alternatives

FDOT directed VHB to evaluate a No-Build Alternative and three (3) Build Alternatives for the study corridor. The No-Build Alternative assumes no changes to the existing two-lane roadway section of SR 29.

Each of the three (3) Build Alternatives consist of the following:

- Providing an alternative corridor that bypasses downtown Immokalee (each alternative includes a different alignment)

- Increasing capacity on SR 29 by widening the existing two-lane undivided segment of SR 29 south of the bypass (from the bypass southern termini to Oil Well Road) and from New Market Road/Westclox to SR 82.
- Installing traffic signals at the intersections of SR 29 at Oil Well Road, SR 29 at Airport Road, SR 29 at New Market Road, and SR 29 at New Market Road/Westclox Street. All the build alternatives also consider both a continuous green T intersection and a roundabout at the new intersection of SR 29 and the SR 29 Bypass.

The three (3) bypass alternatives are summarized as follows:

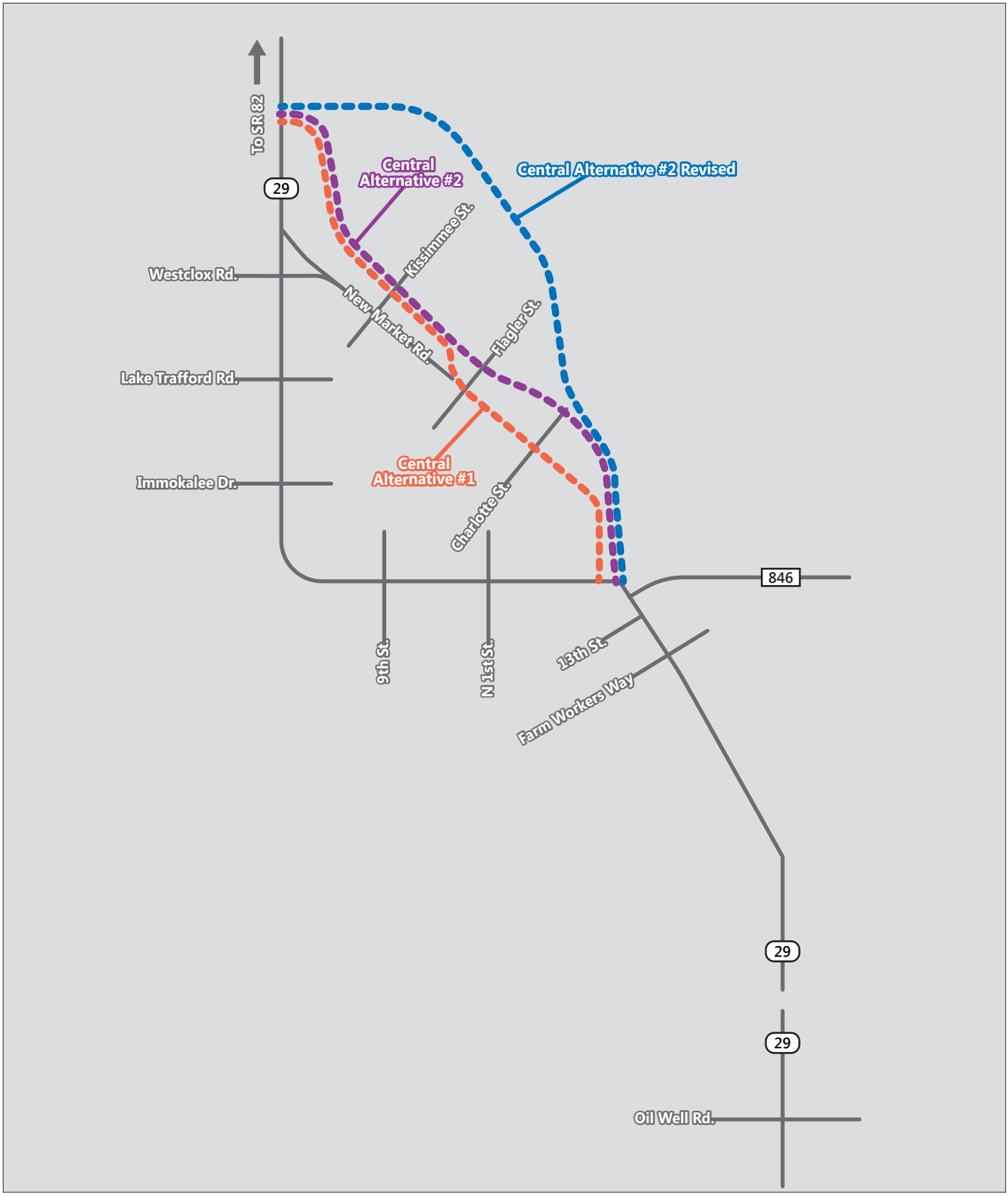
- **Central Alternative #1:** This alternative follows SR 29 to New Market Road providing direct access to the agribusiness/commercial areas of Immokalee and State Farmers Market. This option continues just past Flagler Street then turns north to avoid the residential neighborhood. It parallels Madison Avenue then skirts the east side of Collier Health Services Medical Center and the Florida State University College of Medicine before reconnecting to SR 29. Central Alternative #1 provides a more direct route to the commercial/industrial facilities along New Market Road and avoids effects to Airport Park and the western edge of the Immokalee Regional Airport. This alternative minimizes effects to panther habitat just to the north of Madison Avenue, and involves the realignment of CR 846/Airport Road to the south to create a plus intersection with SR 29 and 13th Street.

- **Central Alternative #2:** North of Airport Road, Central Alternative #2 travels north from SR 29 along the west side of the Immokalee Regional Airport to avoid the commercial/industrial areas of Immokalee and the State Farmers Market to the west. This alignment then turns to the northwest just past Gopher Ridge Road to parallel Madison Avenue and New Market Road. It then travels along the east side of Collier Health Services Medical Center and the Florida State University College of Medicine before reconnecting to SR 29. Central Alternative #2 avoids effects to the commercial/industrial areas of Immokalee and the State Farmers Market just to the west but does affect Airport Park. This option minimizes impacts to panther habitat to the north of Madison Avenue, just as Central Alternative #1does. This alternative also involves realigning CR 846/Airport Road to the north to create a plus intersection with the existing alignment of SR 29 and the SR 29 Bypass.

- **Central Alternative #2 Revised (2R):** North of Airport Road, Central Alternative #2R travels north from SR 29 along the west side of the Immokalee Regional Airport to avoid the commercial/industrial areas of Immokalee and the State Farmers Market to the west. This alignment then turns to the northwest just past Gopher Ridge Road to parallel Madison Avenue and New Market Road. It then travels along the east side of Collier Health Services Medical Center and the

Florida State University College of Medicine before reconnecting to SR 29. Central Alternative #2R avoids effects to the commercial/ industrial areas of Immokalee and the State Farmers Market just to the west but does affect Airport Park. This option has more impacts to panther habitat just to the north of Madison Avenue than Central Alternative #1 does. This alternative also involves realigning CR 846/Airport Road to the north to create a plus intersection with the existing alignment of SR 29 and the SR 29 Bypass.

**Figure 8** shows the general alignment for the three (3) Build Alternatives. Maps showing the three (3) Build Alternatives are included in **Appendix I**.

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FDOT

**Figure 8**

SR 29 Build Alternative Alignments

## 6.3 Travel Demand Model

The D1RPM is the appropriate travel-forecasting tool for generating a single 24-hour daily demand volume set that reflects future travel demand during a typical weekday in the predefined project subarea based on FSUTMS-Cube Framework Phase II – Model Calibration Standards. First, the base year model (year 2010) was validated to meet all the applicable performance criteria. Then, the calibration adjustments were carried forward to the 2040 scenario. The travel demand modeling technical memorandum developed in support of this study can be found in **Appendix J**.

### 6.3.1 Growth Rates based on the Travel Demand Model

The model output files for the year 2040 Build Alternatives (SR 29 as four lanes plus the SR 29 Bypass) and the No-Build Alternative (SR 29 under the existing geometry) were used in this study. The year 2040 Peak Season Weekly Average Daily Traffic (PSWADT) volumes obtained from the model were converted to AADT using a Model Output Conversion Factor (MOCF) of 0.91 obtained from the 2010 FTI DVD which is consistent with the base year of the model validation. The year 2010 peak seasonal factor report is provided in **Appendix E.**

**Tables 14 through 17** show the existing year 2017 AADTs along with the 2040 AADTs and the respective travel demand model annual growth rates for the No-Build and the three (3) Build Alternatives. Model plots showing number of lanes and volumes (PSWADT) are provided in **Appendix K**.

**Table 14: Model Growth Rate Summary (No Build)**

| Roadway | Segment | Existing 2017 AADT | 2040 No Build | | |
|---|---|---|---|---|---|
| | | | Model PSWADT | Model AADT | Growth Rate |
| SR 29 | South of Oil Well Road | 3,800 | 13,506 | 12,290 | 9.7% |
| | Oil Well Road to Farm Worker Way | 5,200 | 15,142 | 13,779 | 7.2% |
| | Farm Worker Way to CR 846/Airport Road | 8,700 | 22,911 | 20,849 | 6.1% |
| | Airport Road/CR 846 to New Market Road | 13,000 | 37,165 | 33,820 | 7.0% |
| | New Market Road to 1st Street | 8,900 | 26,064 | 23,718 | 7.2% |
| | 1st Street to 9th Street | 13,000 | 25,055 | 22,800 | 3.3% |
| | 9th Street to Immokalee Drive | 17,000 | 24,042 | 21,878 | 1.2% |
| | Immokalee Drive to Lake Trafford Road | 16,000 | 19,866 | 18,078 | 0.6% |
| | Lake Trafford Road to New Market Road | 13,000 | 15,319 | 13,940 | 0.3% |
| | New Market Road to SR 82 | 18,000 | 44,653 | 40,634 | 5.5% |
| New Market Road | East of SR 29 | 9,100 | 23,625 | 21,499 | 5.9% |
| | North of SR 29 | 6,800 | 17,144 | 15,601 | 5.6% |
| Westclox Road | West of SR 29 | 4,000 | 6,010 | 5,469 | 1.6% |
| Lake Trafford Road | West of SR 29 | 13,000 | 16,243 | 14,781 | 0.6% |
| | East of SR 29 | 5,300 | 2,396 | 2,180 | -2.6% |
| Immokalee Drive | West of SR 29 | 6,200 | 12,282 | 11,177 | 3.5% |
| | East of SR 29 | 5,200 | 5,713 | 5,199 | 0.0% |
| 9th Street | North of SR 29 | 2,800 | 4,079 | 3,712 | 1.4% |
| | South of SR 29 | 7,100 | 4,350 | 3,959 | -1.9% |
| 1st Street | North of SR 29 | 9,700 | 11,175 | 10,169 | 0.2% |
| | South of SR 29 | 15,000 | 27,946 | 25,431 | 3.0% |
| Airport Road/CR 846 | East of SR 29 | 3,000 | 15,390 | 14,005 | 15.9% |
| Farm Worker Way | West of SR 29 | 710 | NA | NA | NA |
| | East of SR 29 | 2,200 | NA | NA | NA |
| Oil Well Road | West of SR 29 | 1,600 | 2,350 | 2,139 | 1.5% |
| | East of SR 29 | 620 | 708 | 644 | 0.2% |
| Charlotte Street | West of New Market Road | 5,800 | 6,584 | 5,991 | 0.1% |
| | East of New Market Road | 890 | NA | NA | NA |

**Table 15: Model Growth Rate Summary (Central Alternative #1)**

| Roadway | Segment | Existing 2017 AADT | 2040 Central Alternative 1 | | |
|---|---|---|---|---|---|
| | | | Model PSWADT | Model AADT | Growth Rate |
| SR 29 | South of Oil Well Road | 3,800 | 14,194 | 12,917 | 10.4% |
| | Oil Well Road to Farm Worker Way | 5,200 | 15,885 | 14,455 | 7.7% |
| | Farm Worker Way to CR 846/Airport Road | 8,700 | 23,712 | 21,578 | 6.4% |
| | Airport Road/CR 846 to New Market Road | 13,000 | 38,038 | 34,615 | 7.2% |
| | New Market Road to 1st Street | 8,900 | 20,818 | 18,944 | 4.9% |
| | 1st Street to 9th Street | 13,000 | 19,540 | 17,781 | 1.6% |
| | 9th Street to Immokalee Drive | 17,000 | 21,094 | 19,196 | 0.6% |
| | Immokalee Drive to Lake Trafford Road | 16,000 | 15,022 | 13,670 | -0.6% |
| | Lake Trafford Road to New Market Road | 13,000 | 13,239 | 12,047 | -0.3% |
| | New Market Road to SR 29 Bypass | 18,000 | 20,957 | 19,071 | 0.3% |
| | SR 29 Bypass to SR 82 | 18,000 | 43,451 | 39,540 | 5.2% |
| SR 29 Bypass (Central Alternative # 1) | SR 29 (south termini) to Charlotte Street | 6,800 | 24,294 | 22,108 | 9.8% |
| | Charlotte Street to Kissimmee Street | NA | 33,206 | 30,217 | NA |
| | Kissimmee Street to SR 29 (north termini) | NA | 27,854 | 25,347 | NA |
| New Market Road | East of SR 29 | 9,100 | 5,626 | 5,120 | -1.9% |
| Westclox Road | West of SR 29 | 4,000 | 6,795 | 6,183 | 2.4% |
| Lake Trafford Road | West of SR 29 | 13,000 | 14,575 | 13,263 | 0.1% |
| | East of SR 29 | 5,300 | 3,112 | 2,832 | -2.0% |
| Immokalee Drive | West of SR 29 | 6,200 | 11,889 | 10,819 | 3.2% |
| | East of SR 29 | 5,200 | 3,182 | 2,896 | -1.9% |
| 9th Street | North of SR 29 | 2,800 | 1,234 | 1,123 | -2.6% |
| | South of SR 29 | 7,100 | 3,585 | 3,262 | -2.4% |
| 1st Street | North of SR 29 | 9,700 | 12,772 | 11,623 | 0.9% |
| | South of SR 29 | 15,000 | 28,541 | 25,972 | 3.2% |
| Airport Road/CR 846 | East of SR 29 | 3,000 | 15,428 | 14,039 | 16.0% |
| Farm Worker Way | West of SR 29 | 710 | NA | NA | NA |
| | East of SR 29 | 2,200 | NA | NA | NA |
| Oil Well Road | West of SR 29 | 1,600 | 2,344 | 2,133 | 1.4% |
| | East of SR 29 | 620 | 698 | 635 | 0.1% |
| Charlotte Street | West of SR 29 Bypass | 5,800 | 12,082 | 10,995 | 3.9% |
| | East of New Market Road | 890 | NA | NA | NA |

**Table 16: Model Growth Rate Summary (Central Alternative #2)**

| Roadway | Segment | Existing 2017 AADT | 2040 Central Alternative 2 | | |
|---|---|---|---|---|---|
| | | | Model PSWADT | Model AADT | Growth Rate |
| SR 29 | South of Oil Well Road | 3,800 | 14,487 | 13,183 | 10.7% |
| | Oil Well Road to Farm Worker Way | 5,200 | 16,179 | 14,723 | 8.0% |
| | Farm Worker Way to CR 846/Airport Road | 8,700 | 24,135 | 21,963 | 6.6% |
| | Airport Road/CR 846 to New Market Road | 13,000 | 24,506 | 22,300 | 3.1% |
| | New Market Road to 1st Street | 8,900 | 21,544 | 19,605 | 5.2% |
| | 1st Street to 9th Street | 13,000 | 20,429 | 18,590 | 1.9% |
| | 9th Street to Immokalee Drive | 17,000 | 21,534 | 19,596 | 0.7% |
| | Immokalee Drive to Lake Trafford Road | 16,000 | 16,187 | 14,730 | -0.3% |
| | Lake Trafford Road to New Market Road | 13,000 | 13,996 | 12,736 | -0.1% |
| | New Market Road to SR 29 Bypass | 18,000 | 19,993 | 18,194 | 0.0% |
| | SR 29 Bypass to SR 82 | 18,000 | 43,374 | 39,470 | 5.2% |
| SR 29 Bypass | SR 29 (south termini) to Flagler Street | NA | 23,104 | 21,025 | NA |
| | Flagler Street to Kissimmee Street | NA | 31,468 | 28,636 | NA |
| | Kissimmee Street to SR 29 (north termini) | NA | 28,769 | 26,180 | NA |
| New Market Road | East of SR 29 | 9,100 | 4,766 | 4,337 | -2.3% |
| | North of SR 29 | 6,800 | 1,111 | 1,011 | -3.7% |
| Westclox Road | West of SR 29 | 4,000 | 7,609 | 6,924 | 3.2% |
| Lake Trafford Road | West of SR 29 | 13,000 | 14,202 | 12,924 | 0.0% |
| | East of SR 29 | 5,300 | 2,365 | 2,152 | -2.6% |
| Immokalee Drive | West of SR 29 | 6,200 | 11,456 | 10,425 | 3.0% |
| | East of SR 29 | 5,200 | 3,004 | 2,734 | -2.1% |
| 9th Street | North of SR 29 | 2,800 | 1,284 | 1,168 | -2.5% |
| | South of SR 29 | 7,100 | 4,091 | 3,723 | -2.1% |
| 1st Street | North of SR 29 | 9,700 | 11,764 | 10,705 | 0.5% |
| | South of SR 29 | 15,000 | 28,266 | 25,722 | 3.1% |
| Airport Road/CR 846 | East of SR 29 | 3,000 | 15,449 | 14,059 | 16.0% |
| Farm Worker Way | West of SR 29 | 710 | NA | NA | NA |
| | East of SR 29 | 2,200 | NA | NA | NA |
| Oil Well Road | West of SR 29 | 1,600 | 2,312 | 2,104 | 1.4% |
| | East of SR 29 | 620 | 697 | 634 | 0.1% |
| Charlotte Street | West of New Market Road | 5,800 | 10,435 | 9,496 | 2.8% |
| | East of New Market Road | 890 | NA | NA | NA |

**Table 17: Model Growth Rate Summary (Central Alternative #2R)**

| Roadway | Segment | Existing 2017 AADT | 2040 Central Alternative 2 Revised | | |
|---|---|---|---|---|---|
| | | | Model PSWADT | Model AADT | Growth Rate |
| SR 29 | South of Oil Well Road | 3,800 | 14,523 | 13,216 | 10.8% |
| | Oil Well Road to Farm Worker Way | 5,200 | 16,195 | 14,737 | 8.0% |
| | Farm Worker Way to CR 846/Airport Road | 8,700 | 24,106 | 21,936 | 6.6% |
| | Airport Road/CR 846 to New Market Road | 13,000 | 28,454 | 25,893 | 4.3% |
| | New Market Road to 1st Street | 8,900 | 23,081 | 21,004 | 5.9% |
| | 1st Street to 9th Street | 13,000 | 21,974 | 19,996 | 2.3% |
| | 9th Street to Immokalee Drive | 17,000 | 22,801 | 20,749 | 1.0% |
| | Immokalee Drive to Lake Trafford Road | 16,000 | 17,659 | 16,070 | 0.0% |
| | Lake Trafford Road to New Market Road | 13,000 | 15,355 | 13,973 | 0.3% |
| | New Market Road to SR 29 Bypass | 18,000 | 29,129 | 26,507 | 2.1% |
| | SR 29 Bypass to SR 82 | 18,000 | 43,097 | 39,218 | 5.1% |
| SR 29 Bypass | SR 29 (south termini) to Alachua Street | NA | 18,226 | 16,586 | NA |
| | Alachua Street to SR 29 (north termini) | NA | 19,235 | 17,504 | NA |
| New Market Road | East of SR 29 | 9,100 | 11,920 | 10,847 | 0.8% |
| | North of SR 29 | 6,800 | 5,087 | 4,629 | -1.4% |
| Westclox Road | West of SR 29 | 4,000 | 7,003 | 6,373 | 2.6% |
| Lake Trafford Road | West of SR 29 | 13,000 | 14,474 | 13,171 | 0.1% |
| | East of SR 29 | 5,300 | 2,646 | 2,408 | -2.4% |
| Immokalee Drive | West of SR 29 | 6,200 | 11,767 | 10,708 | 3.2% |
| | East of SR 29 | 5,200 | 3,278 | 2,983 | -1.9% |
| 9th Street | North of SR 29 | 2,800 | 1,319 | 1,200 | -2.5% |
| | South of SR 29 | 7,100 | 4,069 | 3,703 | -2.1% |
| 1st Street | North of SR 29 | 9,700 | 9,764 | 8,885 | -0.4% |
| | South of SR 29 | 15,000 | 28,014 | 25,493 | 3.0% |
| Airport Road/CR 846 | East of SR 29 | 3,000 | 15,444 | 14,054 | 16.0% |
| Farm Worker Way | West of SR 29 | 710 | NA | NA | NA |
| | East of SR 29 | 2,200 | NA | NA | NA |
| Oil Well Road | West of SR 29 | 1,600 | 2,325 | 2,116 | 1.4% |
| | East of SR 29 | 620 | 697 | 634 | 0.1% |
| Charlotte Street | West of New Market Road | 5,800 | 8,196 | 7,458 | 1.2% |
| | East of New Market Road | 890 | NA | NA | NA |

## 6.4 Historical Traffic Trends

Based on the historical count information obtained from the 2016 FTI DVD, trends analyses were performed for the following FDOT count stations using historical AADTs from 2011 to 2016:

- SR 29, North of CR 890/Lake Trafford Road (Site 030001)
- SR 29, Southeast of CR 846/14th Street (Site 030002)
- SR 29, West of CR 846/1st Street (Site 030029)
- SR 29, South of CR 890/Lake Trafford Road (Site 030038)
- SR 29, 0.4 MI South of SR 82 (Site 030143)
- SR 29, North of SR 93/I 75 (Site 030182)
- SR 29, North of SR 82 (Site 030184)
- SR 29, North of Farm Worker's Village (Site 030205)
- New Market Road, 350 ft North of SR 29/E Main Street (Site 034176)
- SR 82, West of SR 29 (Site 030200)
- Westclox Road, 300 ft East of Carson Road (Site 034117)
- Lake Trafford Road/CR 890, 200 ft East of Pepper Road (Site 034174)
- North First Street, 150 ft North of SR 29/Main Street (Site 034122)
- Immokalee Drive, West of SR 29/Main Street (Site 034902)
- Charlotte Street, 150 ft Northeast of Immokalee Drive (Site 034121)
- Airport Road/CR 846, 0.5 MI East of SR 29 (Site 034129)
- Oil Well Road, 1500 ft East of CR 858 (Site 034187)
- Oil Well Road, 600 ft East of SR 29 (Site 034172)

The following **Table 18** summarizes the results of the trends analysis for the study roadways.

**Table 18: Historical Traffic Trends Summary**

| Study Segment | Trends Analysis | | |
|---|---|---|---|
| | Design Year (2045) Trend | Trend R-Squared | Annual Growth Rate |
| **SR 29** | | | |
| North of CR 890/Lake Trafford Road | 16,200 | 37.29% | 1.47% |
| Southeast of CR 846/14th Street | 100 | 42.61% | -2.22% |
| West of CR 846/1st Street | 15,500 | 6.45% | 0.49% |
| South of CR 890/Lake Trafford Road | 12,300 | 11.52% | -0.57% |
| 0.4 MI South of SR 82 | 23,600 | 60.13% | 2.08% |
| North of SR 93/I 75 | 5,300 | 44.78% | 3.75% |
| North of SR 82 | 6,600 | 17.14% | 0.80% |
| North of Farm Worker's Village | -2,600 | 67.48% | -2.95% |
| **New Market Road** | | | |
| 350 ft North of SR 29/E Main Street | 45,700 | 75.03% | 37.88% |
| **SR 82** | | | |
| West of SR 29 | 16,200 | 40.14% | 1.43% |
| **Westclox Road** | | | |
| 300 ft East of Carson Road | 10,100 | 83.66% | 8.02% |
| **Lake Trafford Road/CR 890** | | | |
| 200 ft East of Pepper Road | 76,500 | 87.27% | -228.33% |
| **North First Street** | | | |
| 150 ft North of SR 29/Main Street | 25,200 | 67.95% | 10.61% |
| **Immokalee Drive** | | | |
| West of SR29/Main Street | 9,500 | 60.58% | 2.40% |
| **Charlotte Street** | | | |
| 150 ft Northeast of Immokalee Drive | 12,300 | 82.99% | 4.40% |
| **Airport Road/CR 846** | | | |
| 0.5 MI East of SR 29 | 6,500 | 32.68% | 10.00% |
| **Oil Well Road** | | | |
| 1500 ft E of CR-858 | 1,200 | 49.09% | -2.26% |
| 600 ft east of SR 29 | 1,300 | 61.54% | 4.17% |

*Note: Historical counts were obtained from the FDOT 2016 FTI DVD*

As illustrated in **Table 18**, the study corridor shows a large distribution of different R-squared values. R-squared values measures the goodness-of-fit of a model to the existing data points, which in turn, demonstrates the confidence in future model forecasts.

Only four sites (Sites 034176, 034117, 034174, 034121) had an acceptable R-square value of 75% or higher. It should also be noted that none of these four (4) sites contain more than five (5) years of historical data. Therefore, due to the limited data size and inconsistent R-square values between the stations, the results of the trends analysis are not reliable for use in this study.

The trends analysis sheets are provided in **Appendix L**.

## 6.5 Population Estimates

Low, medium and high population projections for Collier County were obtained from the latest BEBR publication (Bulletin 177). **Table 19** shows the annual growth rates derived from the population estimates for the year 2045.

**Table 19: Population Analysis Summary (Collier County)**

| Projection Type | 2016 Estimate | 2040 Projection | 2045 Projection | Annual Growth Rate 2016 to 2045 | Annual Growth Rate 2040 to 2045 |
|---|---|---|---|---|---|
| **BEBR Low Projection** | 350,202 | 414,600 | 422,400 | 0.71% | 0.38% |
| **BEBR Medium Projection** | 350,202 | 493,800 | 516,000 | 1.63% | 0.90% |
| **BEBR High Projection** | 350,202 | 575,900 | 621,900 | 2.68% | 1.60% |

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

## 6.6 Traffic Forecasting Methodology

The growth rates obtained from the trends analysis, the travel demand models, and the population estimates were compared to determine an appropriate growth rate for future traffic forecasts. After a careful comparison of the growth rates obtained from each methodology, it was determined that the traffic projections provided by the travel demand model are the most reliable since the model projections consider three (3) major planned developments anticipated to influence the transportation patterns along the SR 29 corridor (Rural Lands West in Collier County, and Rodina and Southwest Hendry County Sector Plans in

Hendry County), as well as all the planned and programmed roadway improvements within the vicinity of the study.

### 6.6.1 Design Year 2045 Traffic Forecasts

Based on the above discussion, for the purpose of this study, the year 2040 model traffic forecasts are of primary importance in developing the design year 2045 forecasts. As such, the year 2040 model based AADTs were grown using an annual growth rate of 0.90% (obtained from the years 2040 and 2045 BEBR population projections) to estimate the design year 2045 AADTs. It is to be noted that an annual growth rate of 1.63% (obtained from the years 2016 and 2045 BEBR population projections) was applied to the existing year 2017 AADTs to estimate the year 2045 traffic forecast for roadway segments that exhibited unreasonable growth rates based on the travel demand model forecasts.

### 6.6.2 Opening Year 2025 Traffic Forecasts

The opening year 2025 AADT projections for the No-Build Alternative were developed through interpolation using the existing Year 2017 AADTs and the model based 2040 AADTs.

The opening year 2025 AADT projections for the three (3) Build Alternatives were developed through interpolation using the existing Year 2017 AADTs and the model based 2040 AADTs for all the roadway segments within the study area, with the exception of the segments along SR 29 (between the SR 29 Bypass northern and southern termini) and the segments along the SR 29 Bypass. The Year 2025 AADTs for these segments were estimated by multiplying the Year 2040 model based AADT along the subject segment by the ratio of the Year 2025 AADT of the adjacent segment to the Year 2040 model based AADT of the adjacent segment (please see the following formula).

$$Year\ 2025\ AADT = Year\ 2040\ Model\ Based\ AADT\ \ x\ \frac{Year\ 2025\ AADT\ (adjacent\ segment)}{Year\ 2040\ Model\ Based\ AADT\ (adjacent\ segment)}$$

**Tables 20 through 23** present the AADT for existing year 2017, opening year 2025 and design year 2045, along with the resulting annual growth rate and the recommended growth method for all the roadway segments within the study area for the No-Build and three (3) Build Alternatives, respectively.

**Figure 9** provides the opening year 2025 and design year 2045 AADT volumes for the No Build scenario. **Figures 10-12** provide the same for the Build scenarios.

**Table 20: Future Year AADTs - No Build Alternative**

| Roadway | Segment | Existing 2017 AADT | Opening Year 2025 AADT | Model 2040 AADT | Design Year 2045 AADT | Growth [1] Method | Growth Rate (2017 - 2045) |
|---|---|---|---|---|---|---|---|
| SR 29 | South of Oil Well Rd | 3,800 | 6,800 | 12,290 | 13,000 | Model/BEBR | 10.5% |
| | Oil Well Rd to Farm Worker Way | 5,200 | 8,200 | 13,779 | 14,000 | Model/BEBR | 7.4% |
| | Farm Worker Way to CR 846/Airport Rd | 8,700 | 13,000 | 20,849 | 22,000 | Model/BEBR | 6.6% |
| | Airport Road/CR 846 to New Market Rd | 13,000 | 20,000 | 33,820 | 35,000 | Model/BEBR | 7.4% |
| | New Market Rd to 1st St | 8,900 | 14,000 | 23,718 | 25,000 | Model/BEBR | 7.9% |
| | 1st St to 9th St | 13,000 | 16,000 | 22,800 | 24,000 | Model/BEBR | 3.7% |
| | 9th St to Immokalee Dr | 17,000 | 19,000 | 21,878 | 23,000 | Model/BEBR | 1.5% |
| | Immokalee Dr to Lake Trafford Rd | 16,000 | 17,000 | 18,078 | 19,000 | Model/BEBR | 0.8% |
| | Lake Trafford Rd to New Market Rd | 13,000 | 13,000 | 13,940 | 15,000 | Model/BEBR | 0.7% |
| | New Market Rd to SR 82 | 18,000 | 26,000 | 40,634 | 42,000 | Model/BEBR | 5.8% |
| New Market Rd | East of SR 29 | 9,100 | 13,000 | 21,499 | 22,000 | Model/BEBR | 6.2% |
| | North of SR 29 | 6,800 | 9,900 | 15,601 | 16,000 | Model/BEBR | 5.9% |
| Westclox Rd | West of SR 29 | 4,000 | 4,500 | 5,469 | 5,700 | Model/BEBR | 1.8% |
| Lake Trafford Rd | West of SR 29 | 13,000 | 14,000 | 14,781 | 15,000 | Model/BEBR | 0.7% |
| | East of SR 29 | 5,300 | 6,000 | 2,180 | 7,700 | BEBR (16-45) | 2.0% |
| Immokalee Dr | West of SR 29 | 6,200 | 7,900 | 11,177 | 12,000 | Model/BEBR | 4.1% |
| | East of SR 29 | 5,200 | 5,900 | 5,199 | 7,600 | BEBR (16-45) | 2.0% |
| 9th St | North of SR 29 | 2,800 | 3,200 | 3,712 | 4,100 | BEBR (16-45) | 2.0% |
| | South of SR 29 | 7,100 | 8,000 | 3,959 | 10,000 | BEBR (16-45) | 1.8% |
| 1st St | North of SR 29 | 9,700 | 9,900 | 10,169 | 11,000 | Model/BEBR | 0.6% |
| | South of SR 29 | 15,000 | 19,000 | 25,431 | 27,000 | Model/BEBR | 3.5% |
| Airport Rd/CR 846 | East of SR 29 | 3,000 | 6,800 | 14,005 | 15,000 | Model/BEBR | 17.4% |
| Farm Worker Way | West of SR 29 | 710 | 800 | NA | 1,000 | BEBR (16-45) | 1.8% |
| | East of SR 29 | 2,200 | 2,500 | NA | 3,200 | BEBR (16-45) | 2.0% |
| Oil Well Rd | West of SR 29 | 1,600 | 1,800 | 2,139 | 2,200 | Model/BEBR | 1.6% |
| | East of SR 29 | 620 | 630 | 644 | 670 | Model/BEBR | 0.4% |
| Charlotte St | West of New Market Rd | 5,800 | 5,900 | 5,991 | 6,300 | Model/BEBR | 0.4% |
| | East of New Market Rd | 890 | 1,000 | NA | 1,300 | BEBR (16-45) | 2.0% |

*Notes:*

1. *Model/BEBR = 2040 Model AADT was grown to 2045 AADT using the BEBR Med annual growth rate of 0.90% from 2040 to 2045. BEBR (16-45) = Year 2017 AADT was grown to 2045 AADT using the BEBR Med annual growth rate of 1.63% from 2016 to 2045.*

**Table 21: Future Year AADTs – Central Alternative #1**

| Roadway | Segment | Existing 2017 AADT | Opening Year 2025 AADT | Model 2040 AADT | Design Year 2045 AADT | Growth [1] Method | Growth Rate (2017 - 2045) |
|---|---|---|---|---|---|---|---|
| SR 29 | South of Oil Well Rd | 3,800 | 7,000 | 12,917 | 13,000 | Model/BEBR | 10.5% |
| | Oil Well Rd to Farm Worker Way | 5,200 | 8,400 | 14,455 | 15,000 | Model/BEBR | 8.2% |
| | Farm Worker Way to CR 846/Airport Rd | 8,700 | 13,000 | 21,578 | 23,000 | Model/BEBR | 7.1% |
| | Airport Rd/CR 846 to New Market Rd | 13,000 | 21,000 | 34,615 | 36,000 | Model/BEBR | 7.7% |
| | New Market Rd to 1st St | 8,900 | 11,000 | 18,944 | 20,000 | Model/BEBR | 5.4% |
| | 1st St to 9th St | 13,000 | 11,000 | 17,781 | 19,000 | Model/BEBR | 2.0% |
| | 9th St to Immokalee Dr | 17,000 | 11,000 | 19,196 | 20,000 | Model/BEBR | 0.8% |
| | Immokalee Dr to Lake Trafford Rd | 16,000 | 8,800 | 13,670 | 14,000 | Model/BEBR | -0.5% |
| | Lake Trafford Rd to New Market Rd | 13,000 | 7,800 | 12,047 | 13,000 | Model/BEBR | 0.0% |
| | New Market Rd to SR 29 Bypass | 18,000 | 12,000 | 19,071 | 20,000 | Model/BEBR | 0.5% |
| | SR 29 Bypass to SR 82 | 18,000 | 25,000 | 39,540 | 41,000 | Model/BEBR | 5.6% |
| SR 29 Bypass | SR 29 (south termini) to Charlotte St | 6,800 | 13,000 | 22,108 | 23,000 | Model/BEBR | 10.4% |
| | Charlotte St to Kissimmee St | NA | 17,000 | 30,217 | 28,000 | Model/BEBR [2] | NA |
| | Kissimmee St to SR 29 (north termini) | NA | 14,000 | 25,347 | 22,000 | Model/BEBR [2] | NA |
| New Market Rd | East of SR 29 | 9,100 | 3,300 | 5,120 | 5,400 | Model/BEBR | -1.8% |
| Westclox Rd | West of SR 29 | 4,000 | 4,500 | 6,183 | 5,700 | Model/BEBR [2] | 1.8% |
| Lake Trafford Rd | West of SR 29 | 13,000 | 13,000 | 13,263 | 14,000 | Model/BEBR | 0.3% |
| | East of SR 29 | 5,300 | 6,000 | 2,832 | 7,700 | BEBR (16-45) | 2.0% |
| Immokalee Dr | West of SR 29 | 6,200 | 7,800 | 10,819 | 11,000 | Model/BEBR | 3.4% |
| | East of SR 29 | 5,200 | 5,900 | 2,896 | 7,600 | BEBR (16-45) | 2.0% |
| 9th St | North of SR 29 | 2,800 | 3,200 | 1,123 | 4,100 | BEBR (16-45) | 2.0% |
| | South of SR 29 | 7,100 | 8,000 | 3,262 | 10,000 | BEBR (16-45) | 1.8% |
| 1st St | North of SR 29 | 9,700 | 10,000 | 11,623 | 12,000 | Model/BEBR | 1.0% |
| | South of SR 29 | 15,000 | 19,000 | 25,972 | 27,000 | Model/BEBR | 3.5% |
| Airport Rd/CR 846 | East of SR 29 | 3,000 | 6,800 | 14,039 | 15,000 | Model/BEBR | 17.4% |
| Farm Worker Way | West of SR 29 | 710 | 800 | NA | 1,000 | BEBR (16-45) | 1.8% |
| | East of SR 29 | 2,200 | 2,500 | NA | 3,200 | BEBR (16-45) | 2.0% |
| Oil Well Rd | West of SR 29 | 1,600 | 1,800 | 2,133 | 2,200 | Model/BEBR | 1.6% |
| | East of SR 29 | 620 | 630 | 635 | 660 | Model/BEBR | 0.3% |
| Charlotte St | West of SR 29 Bypass | 5,800 | 7,600 | 10,995 | 11,000 | Model/BEBR | 3.9% |
| | East of New Market Rd | 890 | 1,000 | NA | 1,300 | BEBR (16-45) | 2.0% |

*Notes:*

1. *Model/BEBR = 2040 Model AADT was grown to 2045 AADT using the BEBR Med annual growth rate of 0.90% from 2040 to 2045. BEBR (16-45) = Year 2017 AADT was grown to 2045 AADT using the BEBR Med annual growth rate of 1.63% from 2016 to 2045.*
2. *The 2025 and 2045 AADTs were smoothed to provide consistency between the traffic demands of the no build and the build alternative scenarios.*

**Table 22: Future Year AADTs – Central Alternative #2**

| Roadway | Segment | Existing 2017 AADT | Opening Year 2025 AADT | Model 2040 AADT | Design Year 2045 AADT | Growth [1] Method | Growth Rate (2017 - 2045) |
|---|---|---|---|---|---|---|---|
| SR 29 | South of Oil Well Rd | 3,800 | 7,100 | 13,183 | 14,000 | Model/BEBR | 11.7% |
| | Oil Well Rd to Farm Worker Way | 5,200 | 8,500 | 14,723 | 15,000 | Model/BEBR | 8.2% |
| | Farm Worker Way to CR 846/Airport Rd | 8,700 | 13,000 | 21,963 | 23,000 | Model/BEBR | 7.1% |
| | Airport Rd/CR 846 to New Market Rd | 13,000 | 14,000 | 22,300 | 23,000 | Model/BEBR | 3.3% |
| | New Market Rd to 1st St | 8,900 | 12,000 | 19,605 | 20,000 | Model/BEBR | 5.4% |
| | 1st St to 9th St | 13,000 | 11,000 | 18,590 | 19,000 | Model/BEBR | 2.0% |
| | 9th St to Immokalee Dr | 17,000 | 13,000 | 19,596 | 20,000 | Model/BEBR | 0.8% |
| | Immokalee Dr to Lake Trafford Rd | 16,000 | 9,500 | 14,730 | 15,000 | Model/BEBR | -0.3% |
| | Lake Trafford Rd to New Market Rd | 13,000 | 8,200 | 12,736 | 13,000 | Model/BEBR | 0.0% |
| | New Market Rd to SR 29 Bypass | 18,000 | 12,000 | 18,194 | 19,000 | Model/BEBR | 0.2% |
| | SR 29 Bypass to SR 82 | 18,000 | 25,000 | 39,470 | 41,000 | Model/BEBR | 5.6% |
| SR 29 Bypass | SR 29 (south termini) to Flagler St | NA | 13,000 | 21,025 | 22,000 | Model/BEBR | NA |
| | Flagler St to Kissimmee St | NA | 16,000 | 28,636 | 26,000 | Model/BEBR [2] | NA |
| | Kissimmee St to SR 29 (north termini) | NA | 14,000 | 26,180 | 23,000 | Model/BEBR [2] | NA |
| New Market Rd | East of SR 29 | 9,100 | 2,800 | 4,337 | 4,500 | Model/BEBR | -2.2% |
| | North of SR 29 | 6,800 | 610 | 1,011 | 1,100 | Model/BEBR | -3.6% |
| Westclox Rd | West of SR 29 | 4,000 | 4,500 | 6,924 | 5,700 | Model/BEBR [2] | 1.8% |
| Lake Trafford Rd | West of SR 29 | 13,000 | 13,000 | 12,924 | 14,000 | Model/BEBR | 0.3% |
| | East of SR 29 | 5,300 | 6,000 | 2,152 | 7,700 | BEBR (16-45) | 2.0% |
| Immokalee Dr | West of SR 29 | 6,200 | 7,700 | 10,425 | 11,000 | Model/BEBR | 3.4% |
| | East of SR 29 | 5,200 | 5,900 | 2,734 | 7,600 | BEBR (16-45) | 2.0% |
| 9th St | North of SR 29 | 2,800 | 3,200 | 1,168 | 4,100 | BEBR (16-45) | 2.0% |
| | South of SR 29 | 7,100 | 8,000 | 3,723 | 10,000 | BEBR (16-45) | 1.8% |
| 1st St | North of SR 29 | 9,700 | 10,000 | 10,705 | 11,000 | Model/BEBR | 0.6% |
| | South of SR 29 | 15,000 | 19,000 | 25,722 | 27,000 | Model/BEBR | 3.5% |
| Airport Rd/CR 846 | East of SR 29 | 3,000 | 6,800 | 14,059 | 15,000 | Model/BEBR | 17.4% |
| Farm Worker Way | West of SR 29 | 710 | 800 | NA | 1,000 | BEBR (16-45) | 1.8% |
| | East of SR 29 | 2,200 | 2,500 | NA | 3,200 | BEBR (16-45) | 2.0% |
| Oil Well Rd | West of SR 29 | 1,600 | 1,800 | 2,104 | 2,200 | Model/BEBR | 1.6% |
| | East of SR 29 | 620 | 630 | 634 | 660 | Model/BEBR | 0.3% |
| Charlotte St | West of New Market Rd | 5,800 | 7,100 | 9,496 | 9,900 | Model/BEBR | 3.1% |
| | East of New Market Rd | 890 | 1,000 | NA | 1,300 | BEBR (16-45) | 2.0% |

*Notes:*

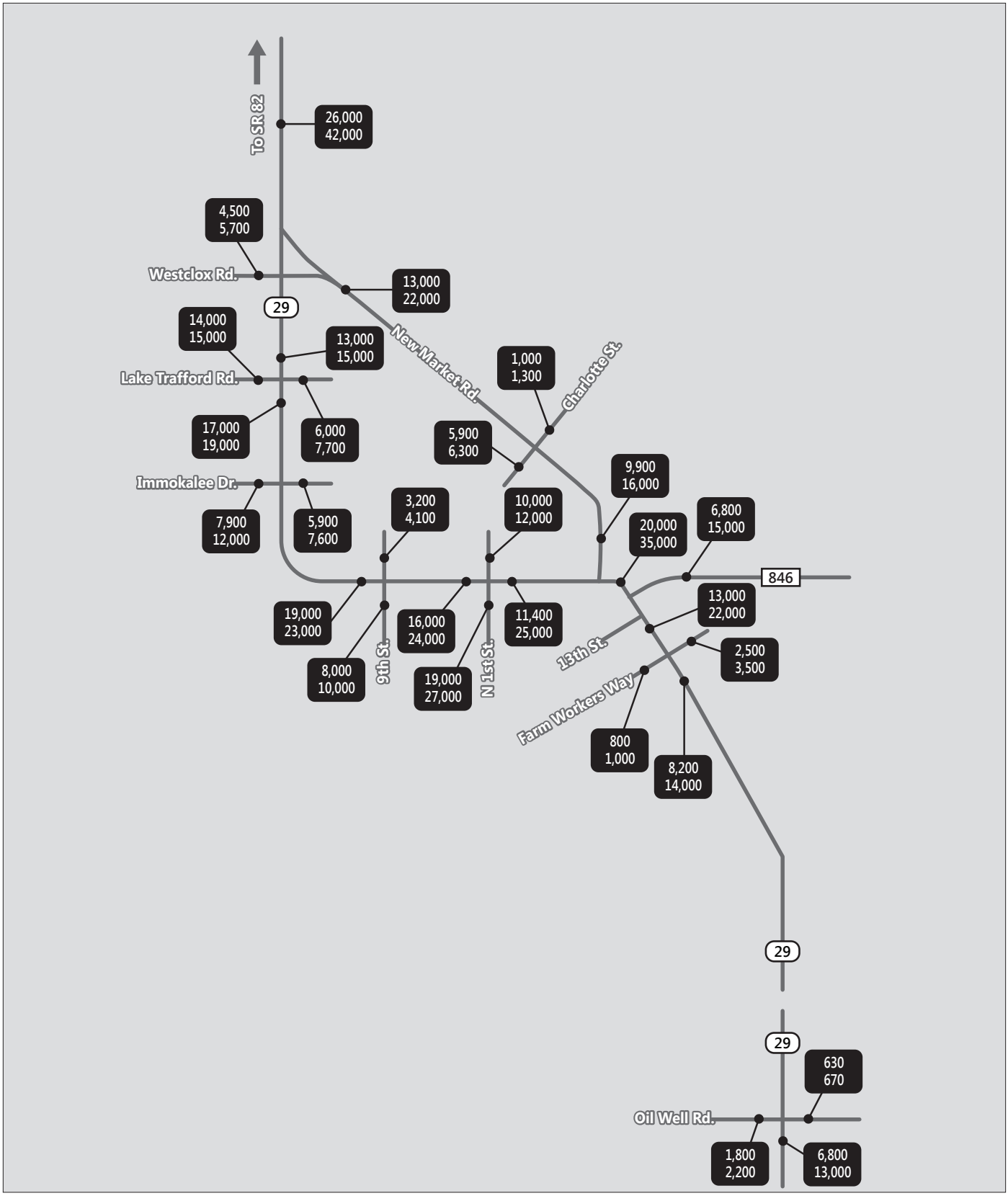
1. *Model/BEBR = 2040 Model AADT was grown to 2045 AADT using the BEBR Med annual growth rate of 0.90% from 2040 to 2045. BEBR (16-45) = Year 2017 AADT was grown to 2045 AADT using the BEBR Med annual growth rate of 1.63% from 2016 to 2045.*
2. *The 2025 and 2045 AADTs were smoothed to provide consistency between the traffic demands of the no build and the build alternative scenarios.*

**Table 23: Future Year AADTs – Central Alternative # 2 Revised**

| Roadway | Segment | Existing 2017 AADT | Opening Year 2025 AADT | Model 2040 AADT | Design Year 2045 AADT | Growth [1] Method | Growth Rate (2017 - 2045) |
|---|---|---|---|---|---|---|---|
| SR 29 | South of Oil Well Rd | 3,800 | 7,100 | 13,216 | 14,000 | Model/BEBR | 11.7% |
| | Oil Well Rd to Farm Worker Way | 5,200 | 8,500 | 14,737 | 15,000 | Model/BEBR | 8.2% |
| | Farm Worker Way to CR 846/Airport Rd | 8,700 | 13,000 | 21,936 | 23,000 | Model/BEBR | 7.1% |
| | Airport Rd/CR 846 to New Market Rd | 13,000 | 16,000 | 25,893 | 27,000 | Model/BEBR | 4.7% |
| | New Market Rd to 1st St | 8,900 | 13,000 | 21,004 | 22,000 | Model/BEBR | 6.4% |
| | 1st St to 9th St | 13,000 | 12,000 | 19,996 | 21,000 | Model/BEBR | 2.7% |
| | 9th St to Immokalee Dr | 17,000 | 13,000 | 20,749 | 22,000 | Model/BEBR | 1.3% |
| | Immokalee Dr to Lake Trafford Rd | 16,000 | 10,000 | 16,070 | 17,000 | Model/BEBR | 0.3% |
| | Lake Trafford Rd to New Market Rd | 13,000 | 9,000 | 13,973 | 15,000 | Model/BEBR | 0.7% |
| | New Market Rd to SR 29 Bypass | 18,000 | 17,000 | 26,507 | 28,000 | Model/BEBR | 2.4% |
| | SR 29 Bypass to SR 82 | 18,000 | 25,000 | 39,218 | 41,000 | Model/BEBR | 5.6% |
| SR 29 Bypass | SR 29 (south termini) to Alachua St | NA | 10,000 | 16,586 | 17,000 | Model/BEBR | NA |
| | Alachua St to SR 29 (north termini) | NA | 9,100 | 17,504 | 14,000 | Model/BEBR [2] | NA |
| New Market Rd | East of SR 29 | 9,100 | 7,000 | 10,847 | 11,000 | Model/BEBR | 0.9% |
| | North of SR 29 | 6,800 | 2,800 | 4,629 | 4,800 | Model/BEBR | -1.3% |
| Westclox Rd | West of SR 29 | 4,000 | 4,500 | 6,373 | 5,700 | Model/BEBR [2] | 1.8% |
| Lake Trafford Rd | West of SR 29 | 13,000 | 13,000 | 13,171 | 14,000 | Model/BEBR | 0.3% |
| | East of SR 29 | 5,300 | 6,000 | 2,408 | 7,700 | BEBR (16-45) | 2.0% |
| Immokalee Dr | West of SR 29 | 6,200 | 7,800 | 10,708 | 11,000 | Model/BEBR | 3.4% |
| | East of SR 29 | 5,200 | 5,900 | 2,983 | 7,600 | BEBR (16-45) | 2.0% |
| 9th St | North of SR 29 | 2,800 | 3,200 | 1,200 | 4,100 | BEBR (16-45) | 2.0% |
| | South of SR 29 | 7,100 | 8,000 | 3,703 | 10,000 | BEBR (16-45) | 1.8% |
| 1st St | North of SR 29 | 9,700 | 9,400 | 8,885 | 9,300 | Model/BEBR | -0.2% |
| | South of SR 29 | 15,000 | 19,000 | 25,493 | 27,000 | Model/BEBR | 3.5% |
| Airport Rd/CR 846 | East of SR 29 | 3,000 | 6,800 | 14,054 | 15,000 | Model/BEBR | 17.4% |
| Farm Worker Way | West of SR 29 | 710 | 800 | NA | 1,000 | BEBR (16-45) | 1.8% |
| | East of SR 29 | 2,200 | 2,500 | NA | 3,200 | BEBR (16-45) | 2.0% |
| Oil Well Rd | West of SR 29 | 1,600 | 1,800 | 2,116 | 2,200 | Model/BEBR | 1.6% |
| | East of SR 29 | 620 | 630 | 634 | 660 | Model/BEBR | 0.3% |
| Charlotte St | West of New Market Rd | 5,800 | 6,400 | 7,458 | 7,800 | Model/BEBR | 1.5% |
| | East of New Market Rd | 890 | 1,000 | NA | 1,300 | BEBR (16-45) | 2.0% |

*Notes:*

1. *Model/BEBR = 2040 Model AADT was grown to 2045 AADT using the BEBR Med annual growth rate of 0.90% from 2040 to 2045. BEBR (16-45) = Year 2017 AADT was grown to 2045 AADT using the BEBR Med annual growth rate of 1.63% from 2016 to 2045.*
2. *The 2025 and 2045 AADTs were smoothed to provide consistency between the traffic demands of the no build and the build alternative scenarios.*




N

N.T.S.

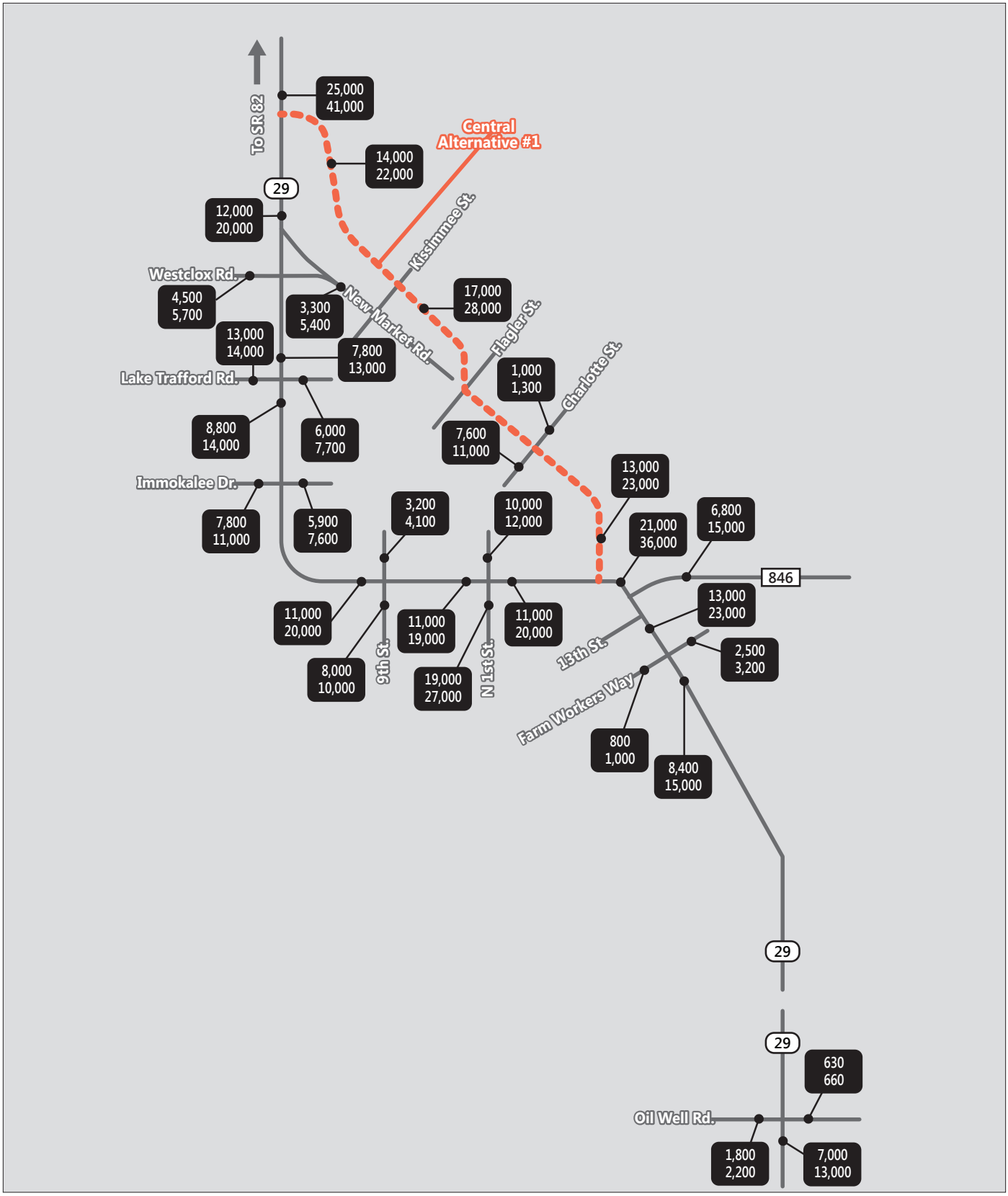
YR 2025
YR 2045

No-Build Average Annual Daily Traffic (AADT)

FDOT

**Figure 9**

Future Year AADTs - No Build Alternative




N

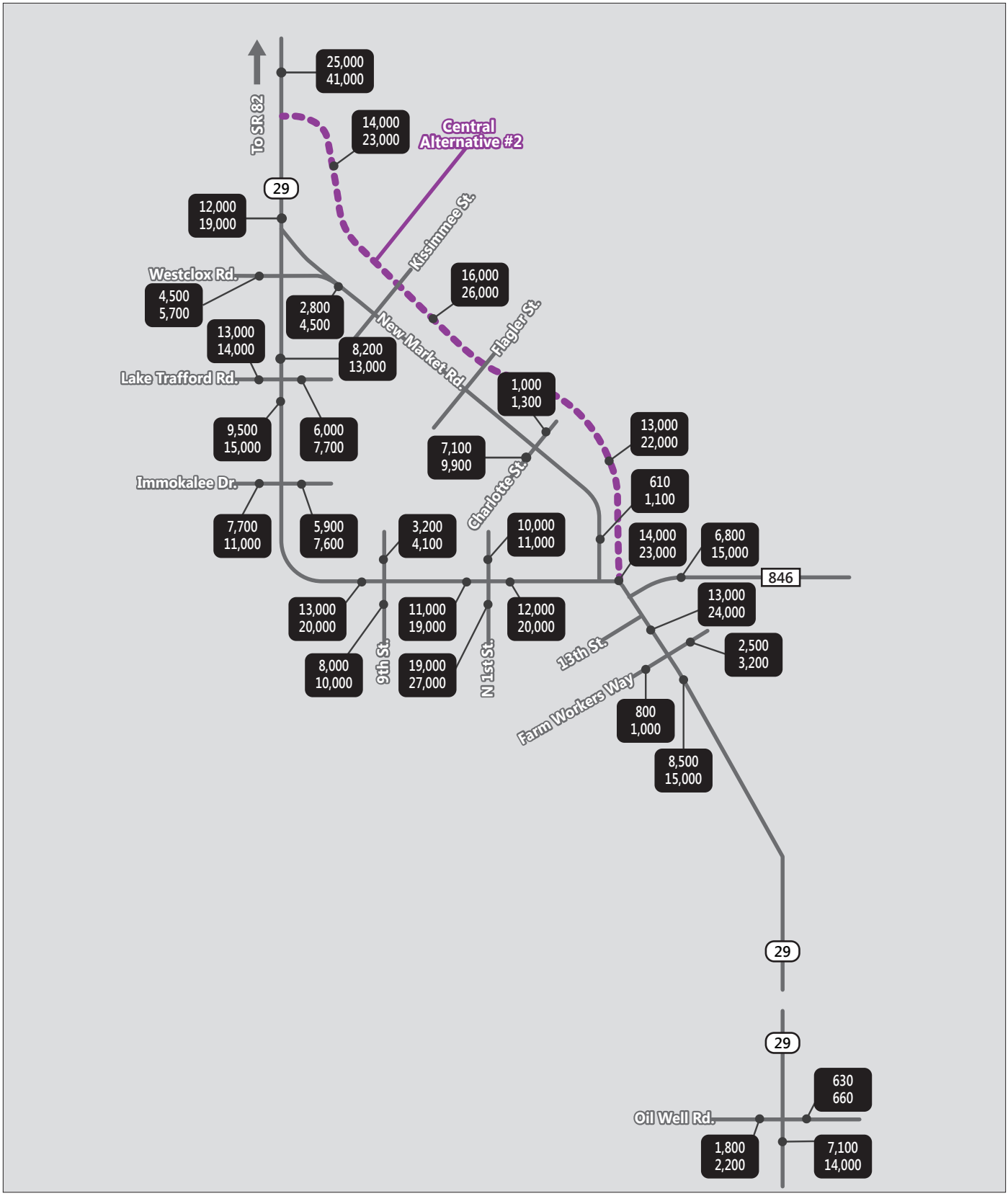
N.T.S.

YR 2025
YR 2045
Alternative 1
Average Annual Daily Traffic (AADT)

FDOT

**Figure 10**

Future Year AADTs – Central Alternative #1




N

N.T.S.

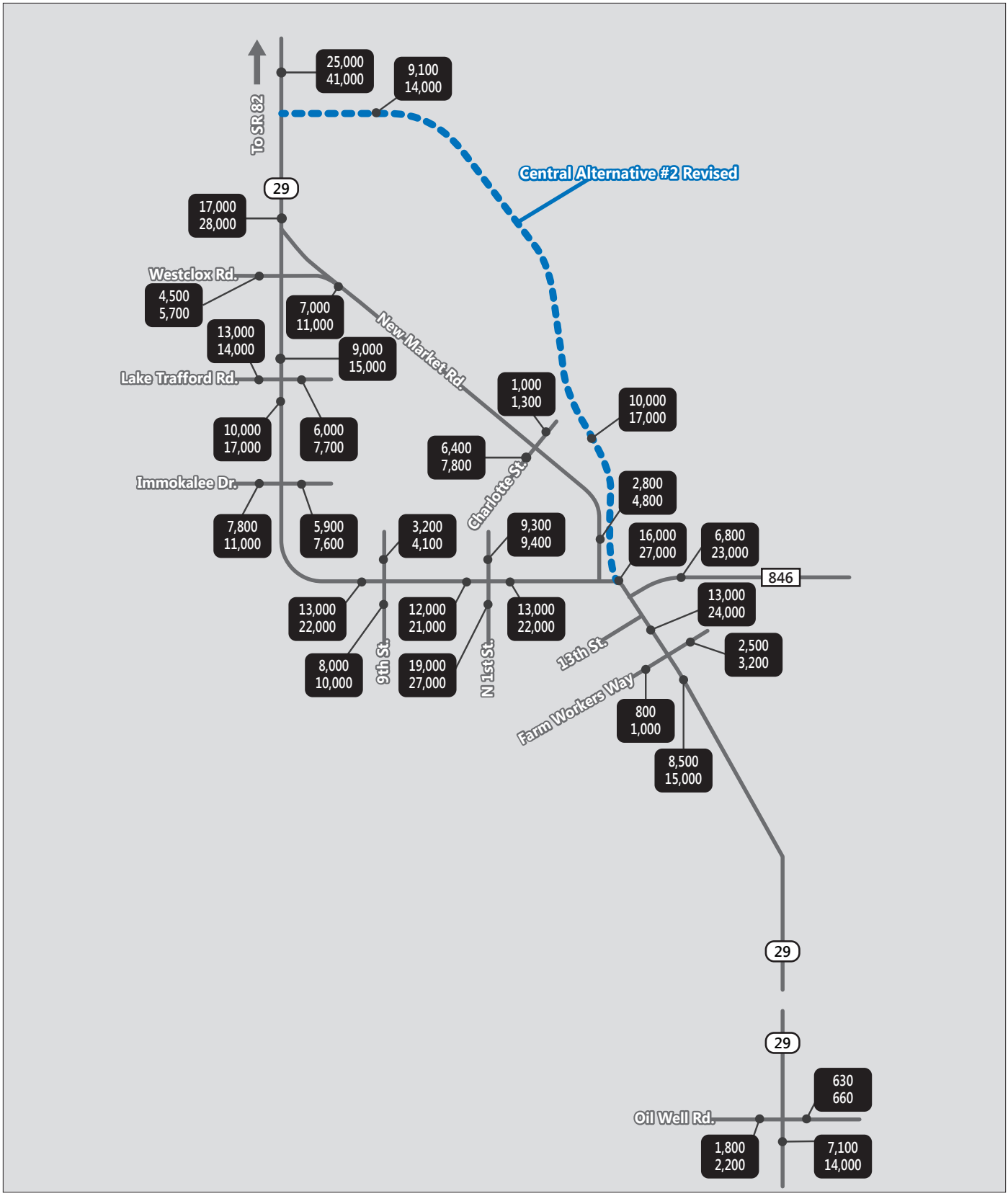
YR 2025
YR 2045

Year 2045 Alternative 2
Average Annual Daily Traffic (AADT)

FDOT

**Figure 11**

Future Year AADTs – Central Alternative #2




N

N.T.S.

YR 2025
YR 2045

Alternative 2R
Average Annual Daily Traffic (AADT)

FDOT

**Figure 12**

Future Year AADTs – Central Alternative #2 Revised

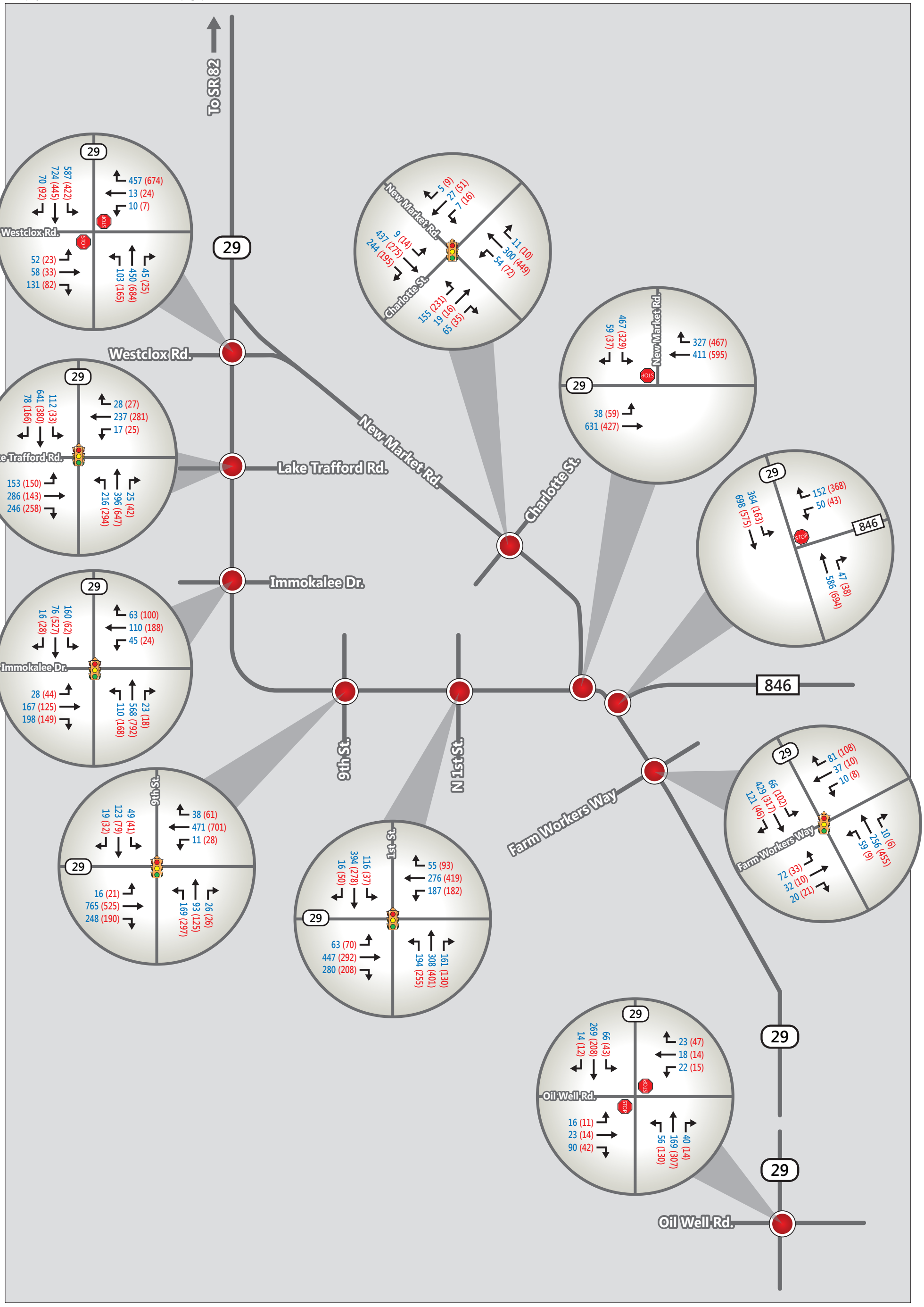
## 6.7 Intersection Directional Design Hour Volumes

The No-Build and Build Alternatives directional design hour volumes (DDHVs) for both the AM and PM design hours at the intersections for the opening year 2025 and design year 2045 were calculated using a volume development spreadsheet. Inputs for the volume development spreadsheet include the existing year 2017 intersection turning movement volumes, the future opening year 2025 and design year 2045 AADT as well as the recommended design traffic characteristics.

The estimated DDHVs for the AM and PM design hours from the volume spreadsheet were assessed to ensure a reasonable balance of approach and departure volumes for adjacent intersections, to make sure that the year 2025 and 2045 design hour volumes are higher than the existing peak hour volumes (where applicable), and to verify that the resulting DDHVs closely represent the recommended Standard K and D factors. These adjustments are necessary because accepting an estimated volume that is unrealistically large may lead to over design and accepting an estimated volume that is too small may result in an inadequate design. The volume development spreadsheet output sheets are included in **Appendix N.**

The future opening year 2025 AM and PM intersection DDHVs for the No-Build Alternative and the three (3) Build Alternatives are shown in **Figures 13 through 16.** The future design year 2045 AM and PM intersection DDHVs for the No-Build Alternative and the three (3) Build Alternatives are shown in **Figures 17 through 20.**

\\vhb\proj\Orlando\62558.21 TWO 21 SR 29 Traffic Rpt\graphics\FIGURES\AI




→ Traffic Movement

AM (PM) Traffic Volumes

N

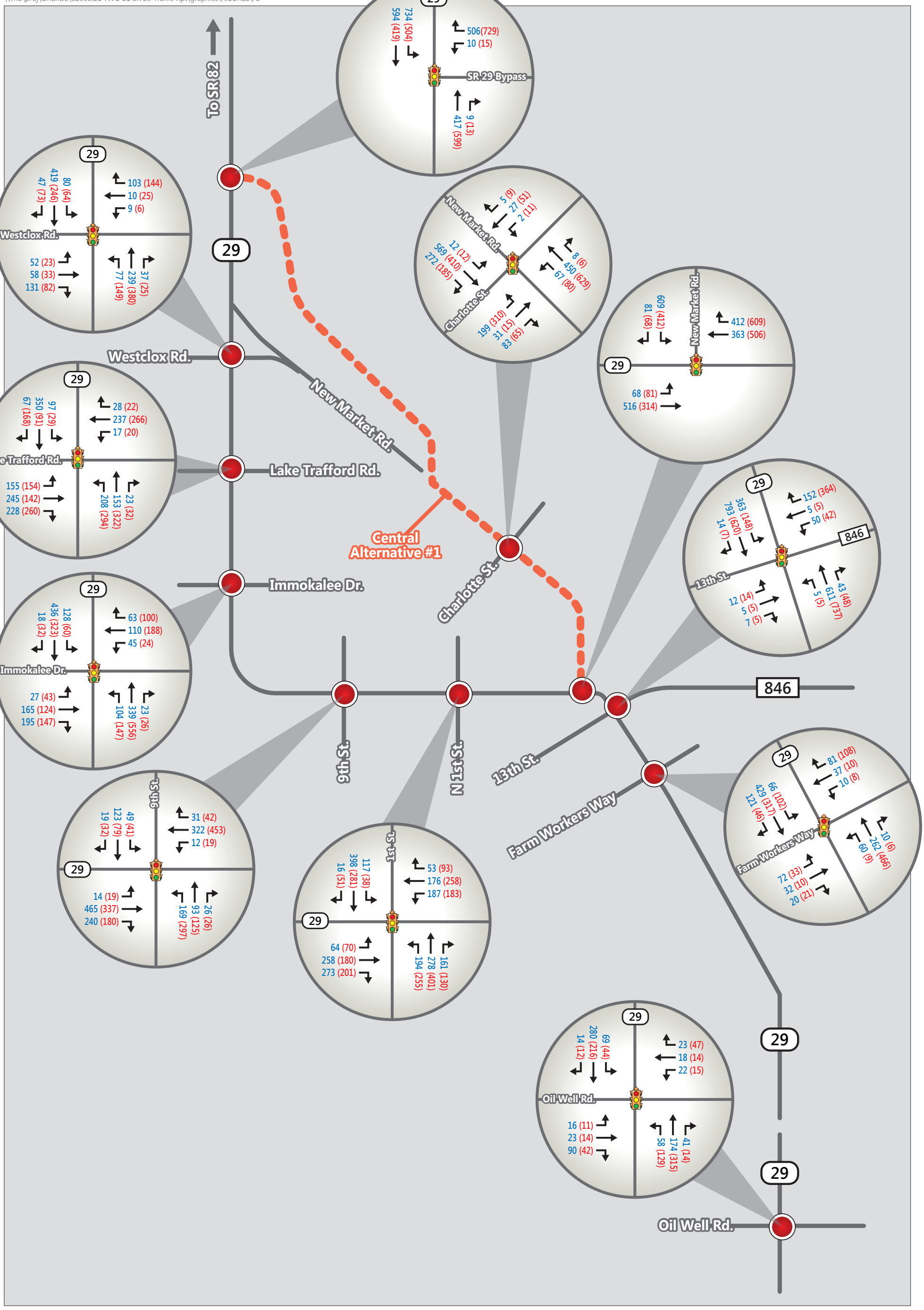
N.T.S.

FDOT

**Figure 13**

Year 2025 No Build Turning Movement Volumes

\\vhb\proj\Orlando\62558.21 TWO 21 SR 29 Traffic Rpt\graphics\FIGURES\AI




→ Traffic Movement

AM (PM) Traffic Volumes

N

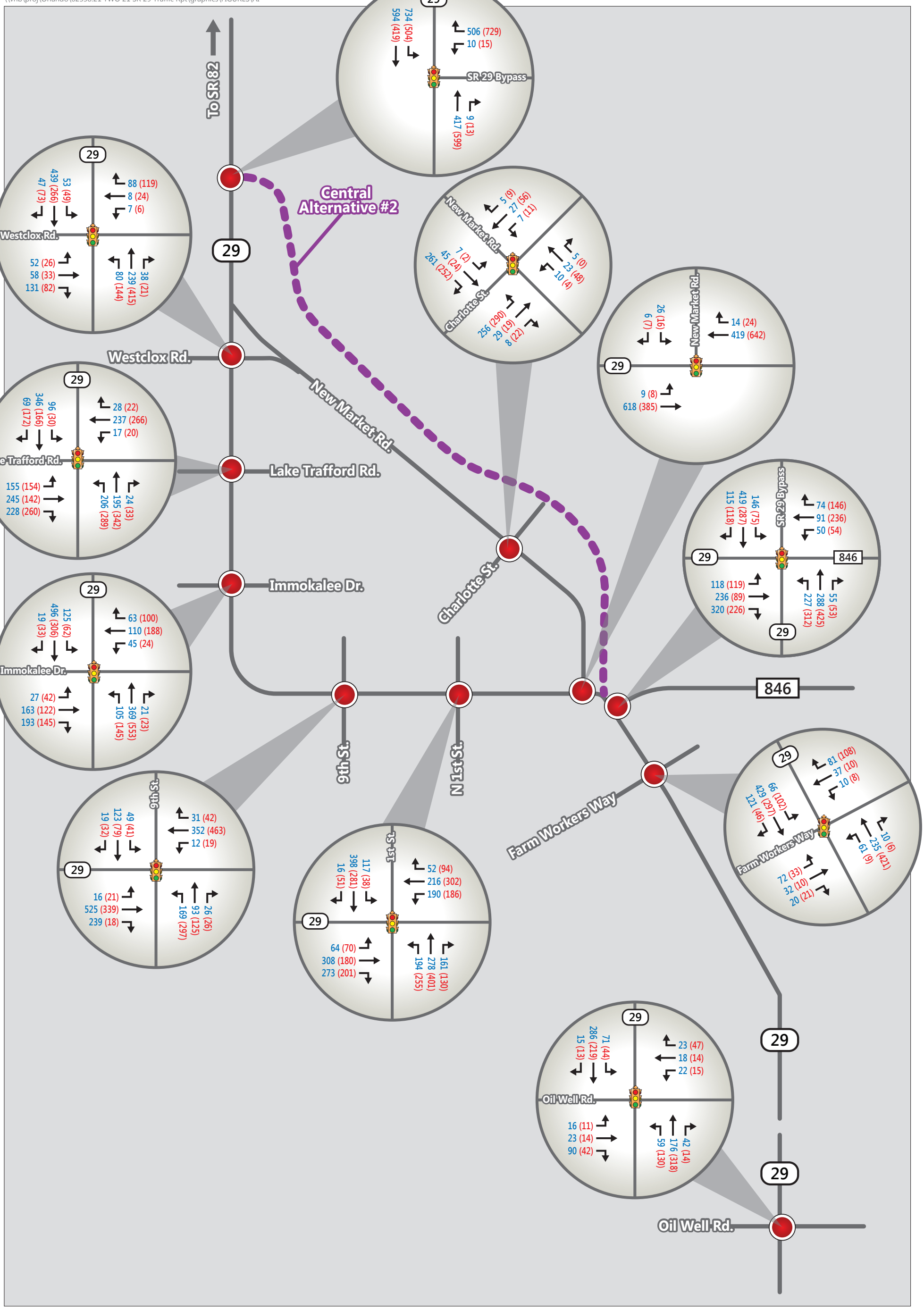
N.T.S.

FDOT

**Figure 14**

Year 2025 Central Alternative #1
Turning Movement Volumes

\\vhb\proj\Orlando\62558.21 TWO 21 SR 29 Traffic Rpt\graphics\FIGURES\AI




→ Traffic Movement

AM (PM) Traffic Volumes

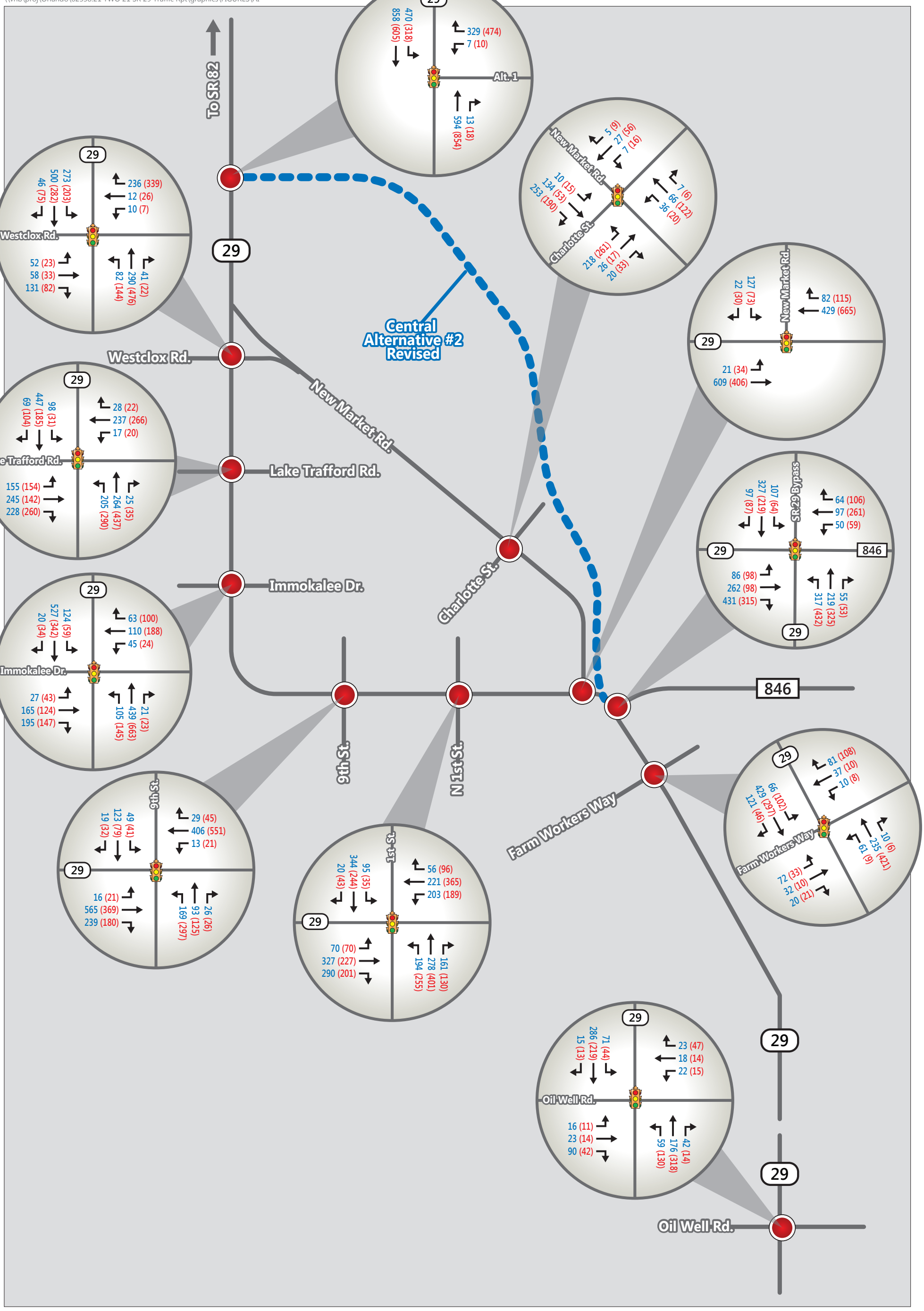
N

N.T.S.

**Figure 15**

Year 2025 Central Alternative #2
Turning Movement Volumes

\\vhb\proj\Orlando\62558.21 TWO 21 SR 29 Traffic Rpt\graphics\FIGURES\AI




→ Traffic Movement

AM (PM) Traffic Volumes

N

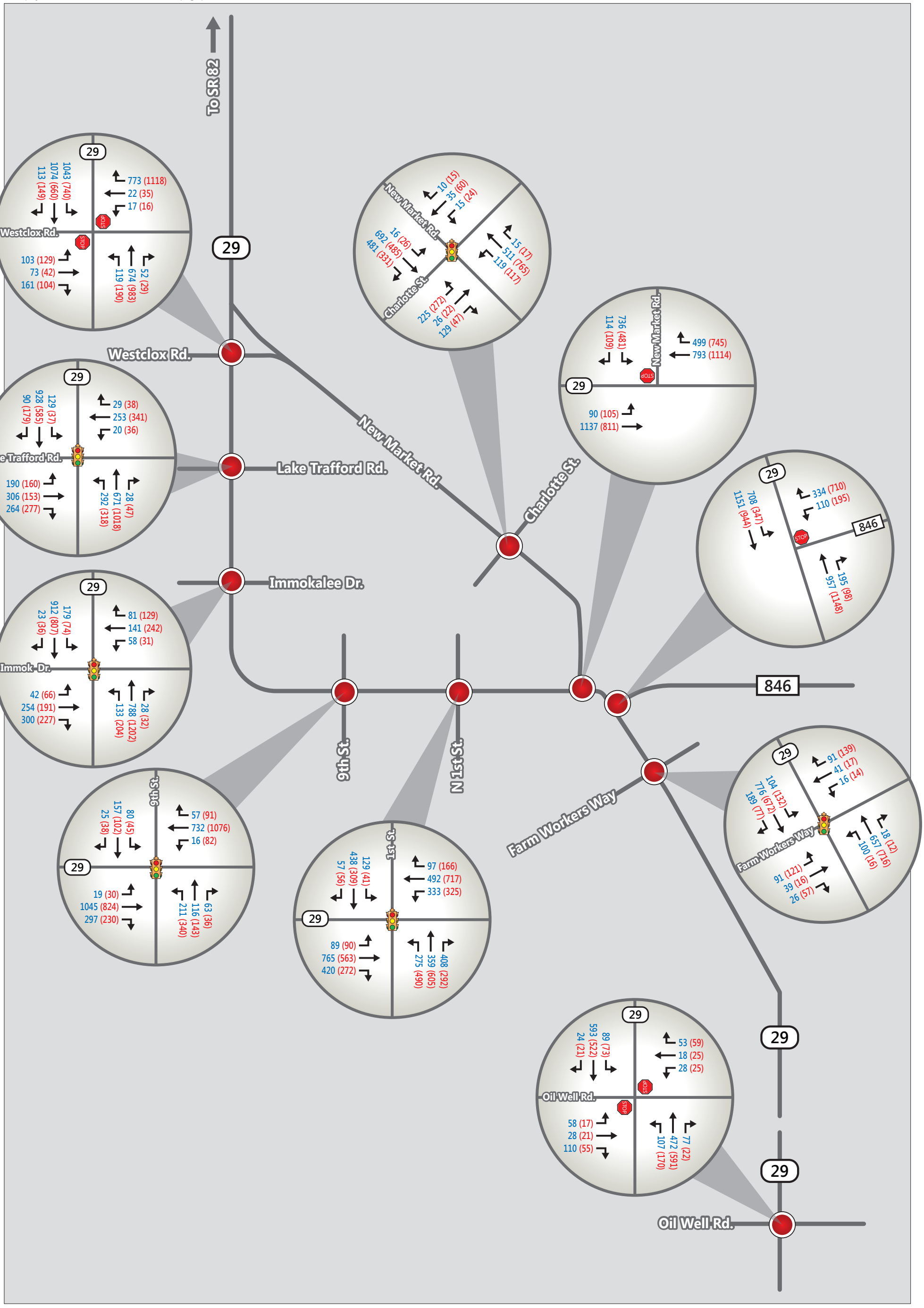
N.T.S.

FDOT

**Figure 16**

Year 2025 Central Alternative #2 Revised
Turning Movement Volumes

\\vhb\proj\Orlando\62558.21 TWO 21 SR 29 Traffic Rpt\graphics\FIGURES\AI




Traffic Movement

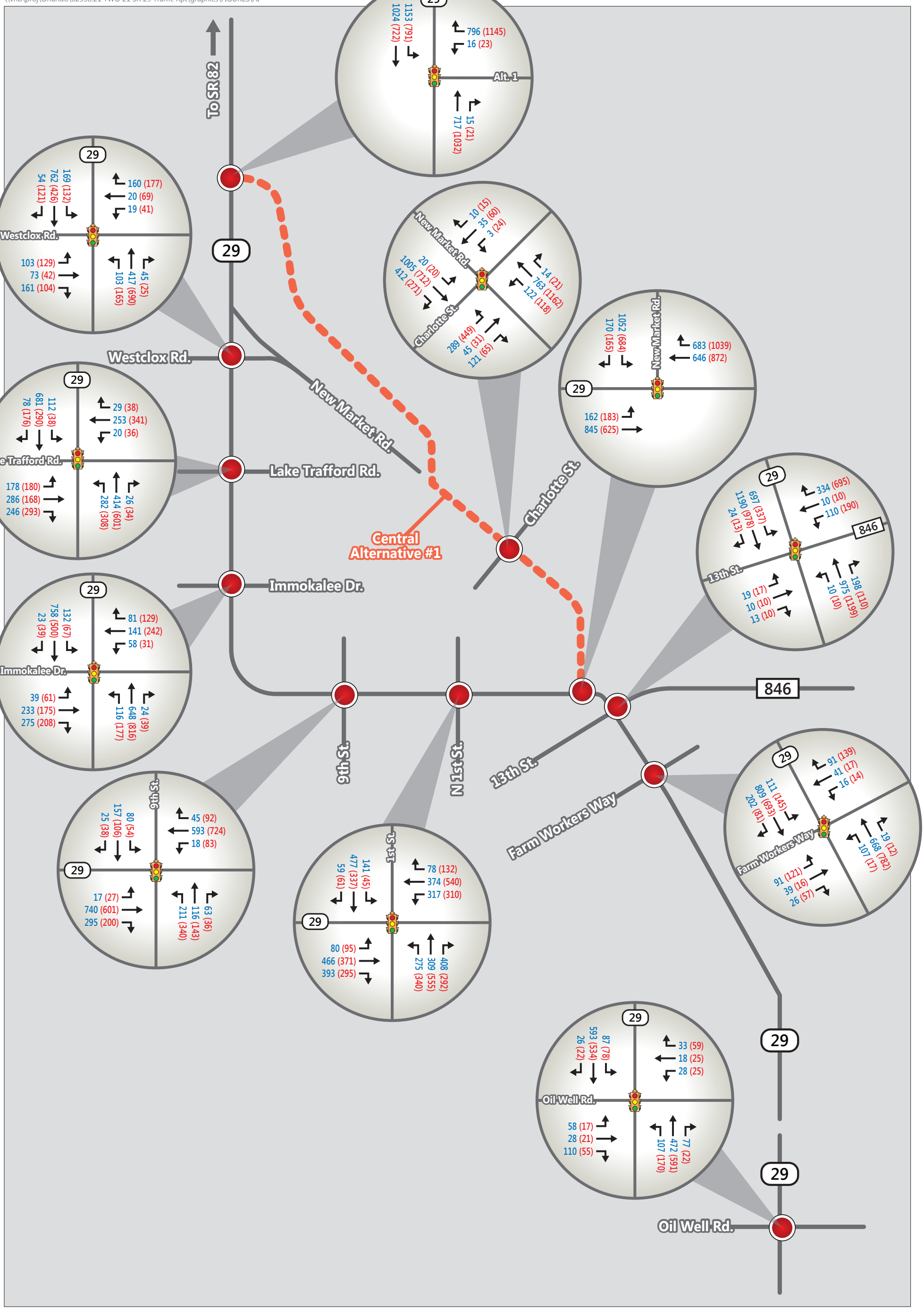
AM (PM) Traffic Volumes

N.T.S.

**Figure 17**

Year 2045 No-Build Alternative
Turning Movement Volumes

\\vhb\proj\Orlando\62558.21 TWO 21 SR 29 Traffic Rpt\graphics\FIGURES\AI




→ Traffic Movement

AM (PM) Traffic Volumes

N

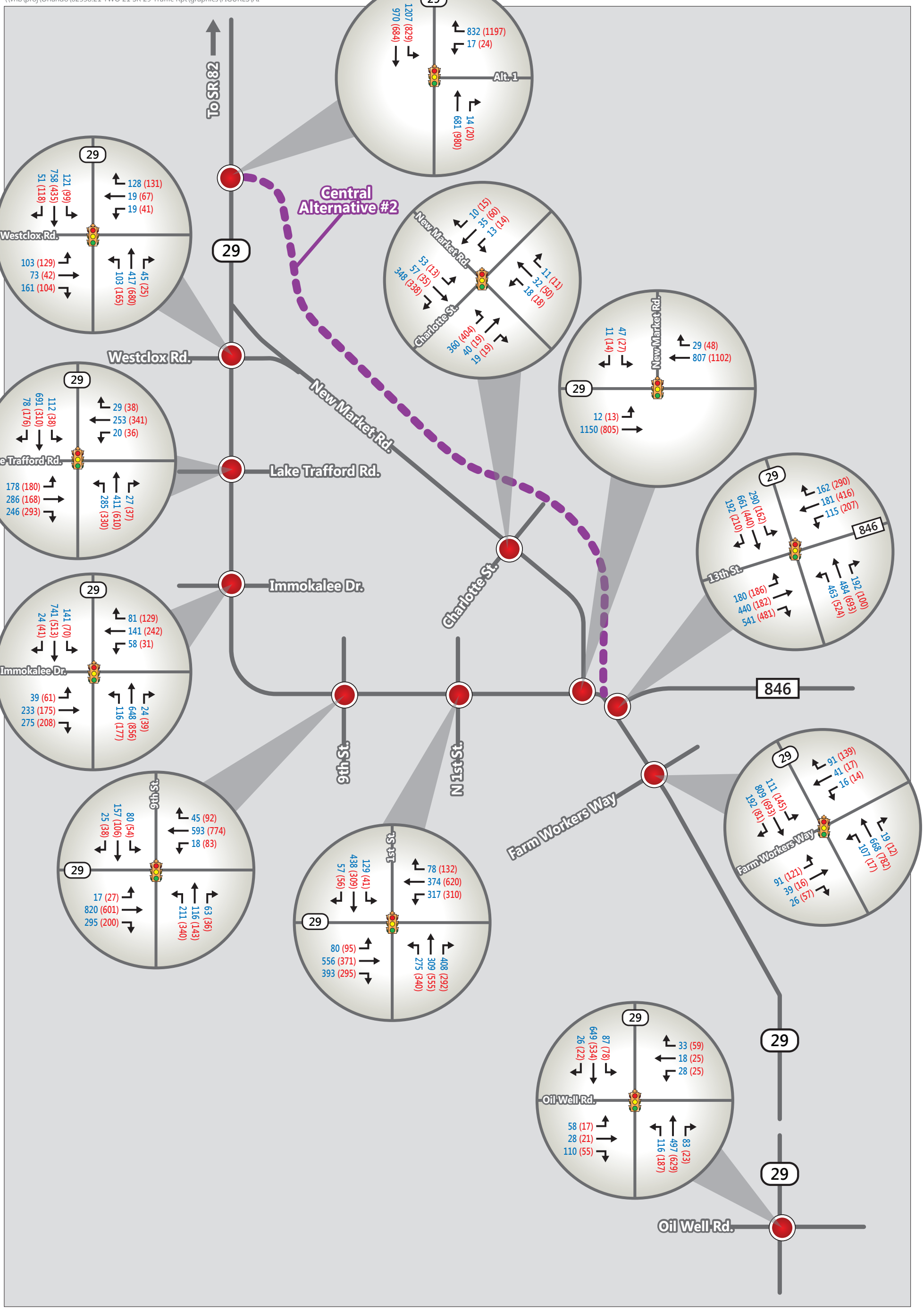
N.T.S.

FDOT

**Figure 18**

Year 2045 Central Alternative #1
Turning Movement Volumes

\\vhb\proj\Orlando\62558.21 TWO 21 SR 29 Traffic Rpt\graphics\FIGURES\AI




N.T.S.

→ Traffic Movement

AM (PM) Traffic Volumes

**Figure 19**

Year 2045 Central Alternative #2
Turning Movement Volumes

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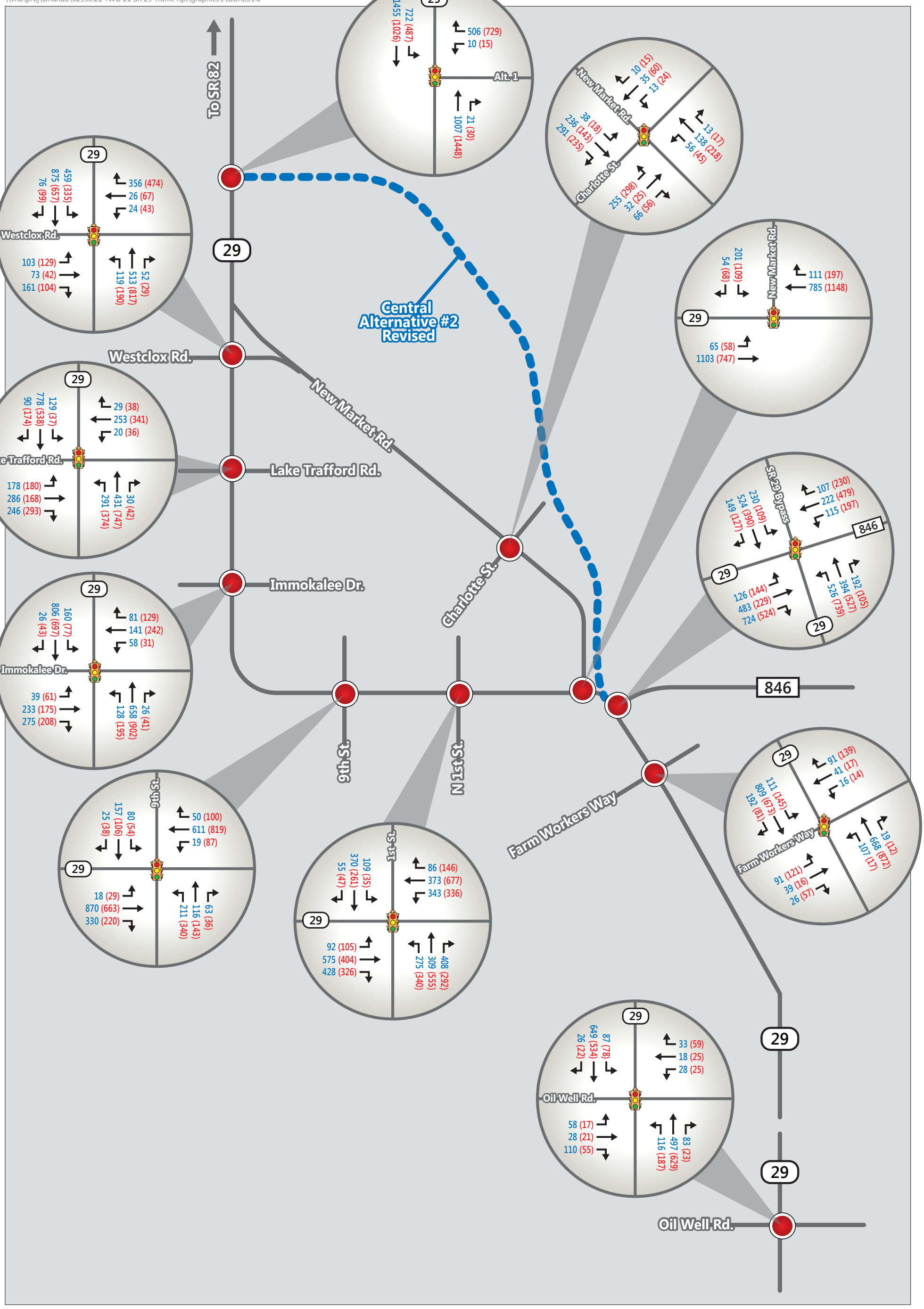


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→ Traffic Movement

AM (PM) Traffic Volumes

FDOT

**Figure 20**

Year 2045 Central Alternative #2 Revised
Turning Movement Volumes

# 7 Future Operational Analysis

This section presents the results of the future year traffic operational analysis for the No-Build and three (3) Build Alternatives.

## 7.1 No-Build Alternative Operational Analysis

### 7.1.1 No-Build Geometry

The No-Build Alternative assumes no changes to the existing two-lane roadway section of SR 29. **Figure 21** illustrates the lane configuration for the study intersections under the No-Build Alternative.

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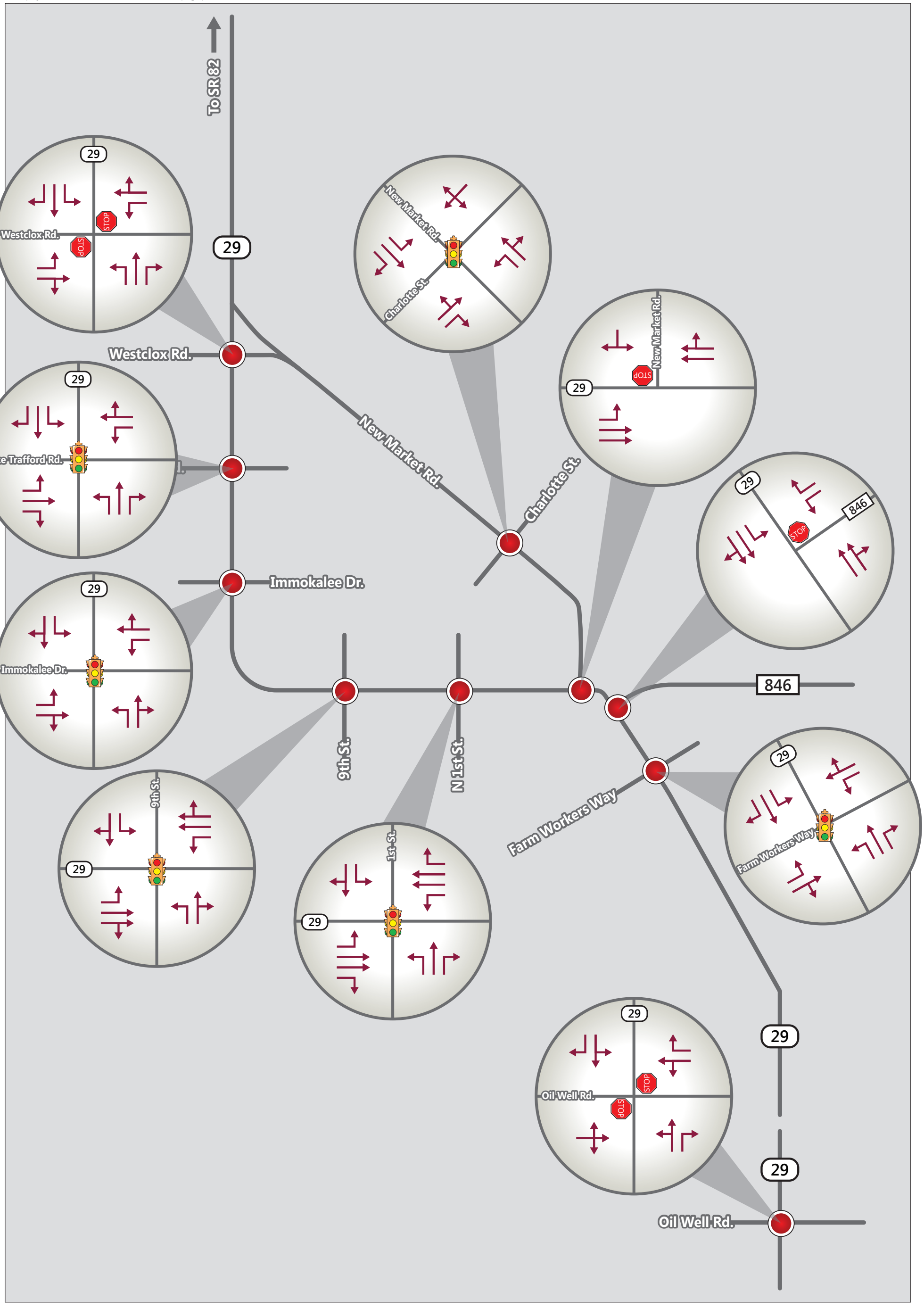


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Intersection Geometry

**Figure 21**

Future Intersection Geometry (No-Build)

### 7.1.2 Intersection Operational Analysis

Intersection operational analyses were performed for the opening and design years for the No-Build Alternative during the AM and PM design hours. The results of the intersection analysis are summarized in **Table 24.** HCM 2010 based Synchro outputs are provided in **Appendix O.**

**Table 24: No Build Intersection LOS Summary**

| Study Intersection | Control Type | FDOT LOS Target | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2025 | | 2045 | | 2025 | | 2045 | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| SR 29 & Oil Well Rd | Stop | C | 8.4/23.8 | A/C | 10.1/698.5 | B/**F** | 8.6/28.4 | A/**D** | 10.0/637.5 | A/**F** |
| SR 29 & Farm Worker Way | Signal | D | 8.8 | A | 14.0 | B | 8.5 | A | 16.8 | B |
| SR 29 & CR 846 | Stop | D | 13.9/91.2 | B/**F** | 322.7/61.6 | **F**/**F** | 11.8/31.3 | B/D | 58.2/7452.2 | **F**/**F** |
| SR 29 & New Market Rd | Stop | D | 9.9/342.1 | A/**F** | 15.1/2288.1 | C/**F** | 12.1/343.6 | B/**F** | 29.9/2922 | D/**F** |
| SR 29 & 1st St | Signal | D | 30.9 | C | 93.1 | **F** | 27.8 | C | 89.0 | **F** |
| SR 29 & 9th St | Signal | D | 16.1 | B | 22.0 | C | 15.5 | B | 25.1 | C |
| SR 29 & Immokalee Dr | Signal | D | 22.7 | C | 124.1 | **F** | 19.1 | B | 115.2 | **F** |
| SR 29 & Lake Trafford Rd | Signal | D | 33.0 | C | 94.4 | **F** | 22.1 | C | 43.7 | D |
| SR 29 & Westclox St/New Market Rd | Stop | D | 12.8/305.4 | B/**F** | 131.6/358.3 | **F**/**F** | 14.9/285.6 | B/**F** | 166.8/1599.4 | **F**/**F** |
| New Market Rd & Charlotte St | Signal | D | 27.4 | C | 64.8 | **E** | 40.7 | D | 73.7 | **E** |

*Notes:*
*1. HCM 2010 based outputs are presented in this table for both the signalized and unsignalized intersections*
*2. Overall intersection delay and LOS results are reported for the signalized intersection*
*3. In the case of unsignalized intersections, the worst major street/minor street results (delay and LOS) are reported*
*4. Results shown in red exceeds the adopted LOS target.*

The following is a summary of the No-Build Alternative intersection analysis:

- **Opening Year 2025 Intersection LOS Analysis:** During the No-Build opening year 2025 conditions, all the study intersections are anticipated to operate at an acceptable LOS except for the stop controlled intersections of: SR 29 at Oil Well Road (PM Peak), SR 29 at CR 846 (AM Peak), SR 29 at New Market Road (AM and PM Peak), and SR 29 at Westclox Street/New Market Road (AM and PM Peak).
- **Design Year 2045 Intersection LOS Analysis:** During the No-Build design year 2045 conditions, all the study intersections are anticipated to operate at a deficient LOS except for the signalized intersections of SR 29 at Farm Worker Way and SR 29 at 9th Street.

### 7.1.3 Roadway LOS Analysis

For assessing the arterial LOS of this segment of SR 29, the generalized peak hour directional volumes for LOS "B" through "E" were obtained from the 2013 FDOT Quality/Level of Service Handbook.

As detailed in Section 4.1, because of the planned widening of SR 82 west of SR 29 to four (4) lanes and the close proximity of the planned South West Hendry County Sector Plan, the roadway segment of SR 29 from New Market Road/Westclox Road to SR 82 is anticipated to begin exhibiting urban characteristics in the near future. Therefore, for the purpose of this study, the generalized peak hour directional volumes for this segment of SR 29 were obtained from Table 8 of the 2013 FDOT Quality/Level of Service Handbook, which are appropriate for roadways in Transitioning areas.

**Table 25: Future Arterial LOS Analysis Summary – No-Build Alternative**

| Roadway / Segment | Number of Lanes | FDOT LOS Target | Pk Hr Service Volume | AADT | Standard "K" Factor | "D" Factor | Directional Design Hour Volumes (DDHV) | LOS |
|---|---|---|---|---|---|---|---|---|
| **Opening Year - 2025** | | | | | | | | |
| **SR 29** | | | | | | | | |
| South of Oil Well Rd | 2 | C | 430 | 6,800 | 9.5% | 59.0% | 381 | C |
| Oil Well Rd to Farm Worker Way | 2 | C | 850 | 8,200 | 9.5% | 59.0% | 460 | C |
| Farm Worker Way to CR 846/Airport Rd | 2 | D | 970 | 13,000 | 9.0% | 59.0% | 690 | C |
| Airport Rd/CR 846 to New Market Rd | 4 | D | 1,711 | 20,000 | 9.0% | 59.0% | 1,062 | D |
| New Market Rd to 1st St | 4 | D | 1,711 | 14,000 | 9.0% | 59.0% | 743 | C |
| 1st St to 9th St | 4 | D | 1,711 | 16,000 | 9.0% | 59.0% | 850 | D |
| 9th St to Immokalee Dr | 2 | D | 970 | 19,000 | 9.0% | 59.0% | 1,009 | F |
| Immokalee Dr to Lake Trafford Rd | 2 | D | 970 | 17,000 | 9.0% | 59.0% | 903 | C |
| Lake Trafford Rd to New Market Rd | 2 | D | 970 | 13,000 | 9.0% | 59.0% | 690 | C |
| New Market Rd to SR 82 | 2 | C | 850 | 26,000 | 9.0% | 59.0% | 1,381 | E |
| **New Market Rd** | | | | | | | | |
| SR 29/Main St to Charlotte St | 2 | D | 540 | 13,000 | 9.0% | 59.0% | 690 | F |
| Charlotte St to SR 29/Westclox Rd | 2 | D | 634 | 9,900 | 9.0% | 59.0% | 526 | C |
| **Design Year - 2045** | | | | | | | | |
| **SR 29** | | | | | | | | |
| South of Oil Well Rd | 2 | C | 430 | 13,000 | 9.5% | 59.0% | 729 | D |
| Oil Well Rd to Farm Worker Way | 2 | C | 850 | 14,000 | 9.5% | 59.0% | 785 | C |
| Farm Worker Way to CR 846/Airport Rd | 2 | D | 970 | 22,000 | 9.0% | 59.0% | 1,168 | F |
| Airport Rd/CR 846 to New Market Rd | 4 | D | 1,711 | 35,000 | 9.0% | 59.0% | 1,859 | F |
| New Market Rd to 1st St | 4 | D | 1,711 | 25,000 | 9.0% | 59.0% | 1,328 | D |
| 1st Street to 9th St | 4 | D | 1,711 | 24,000 | 9.0% | 59.0% | 1,274 | D |
| 9th St to Immokalee Dr | 2 | D | 970 | 23,000 | 9.0% | 59.0% | 1,221 | F |
| Immokalee Dr to Lake Trafford Rd | 2 | D | 970 | 19,000 | 9.0% | 59.0% | 1,009 | F |
| Lake Trafford Rd to New Market Rd | 2 | D | 970 | 15,000 | 9.0% | 59.0% | 797 | C |
| New Market Rd to SR 82 | 2 | D | 1,200 | 42,000 | 9.0% | 59.0% | 2,230 | F |
| **New Market Rd** | | | | | | | | |
| SR 29/Main St to Charlotte St | 2 | D | 540 | 22,000 | 9.0% | 59.0% | 1,168 | F |
| Charlotte St to SR 29/Westclox Rd | 2 | D | 634 | 16,000 | 9.0% | 59.0% | 850 | F |

As shown in **Table 25**, based on the LOS assessment using the generalized peak hour directional service volume capacities, during the No-Build opening year 2025 conditions, the SR 29 corridor will operate at acceptable level of service conditions during the design hour, with the exception of SR 29 between 9th Street to Immokalee Drive and SR 29 between New Market Road/Westclox Road to SR 82, which are anticipated to operate at a deficient LOS of "E" or worse. In addition, the roadway segment of New Market Road from SR 29/Main Street to Charlotte Street is anticipated to operate at a deficient LOS "F".

During the No-Build design year 2045, the entire SR 29 corridor is anticipated to operate under deficient conditions, with the exception of the segments from Oil Well Rd to Farm Worker Way, from New Market Road to 9th Street, and Lake Trafford Road to New Market Road/Westclox Road. In addition, the roadway segment of New Market Road from SR 29/Main Street to SR 29/Westclox Road is anticipated to operate at a deficient LOS "F". The FDOT Generalized Capacity Tables are included in **Appendix G**.

A more detailed assessment of the LOS operating conditions, during the design year 2045, for the roadway segment of SR 29 from New Market Road/Westclox Road to Farm Worker Way was conducted using the Arterial Level of Service Module of the Synchro 9 software package. The results of the Synchro 9 arterial analysis can be seen in **Table 26.**

**Table 26: Future Synchro 9 Arterial LOS Analysis Summary – No-Build Alternative**

| Roadway / Segment on SR 29 | FDOT LOS Target | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Arterial Speed | | LOS | | Arterial Speed | | LOS | |
| | | EB/SB | WB/NB | EB/SB | WB/NB | EB/SB | WB/NB | EB/SB | WB/NB |
| Farm Worker Way to 1st St | D | 38.7 | 35.0 | A | B | 38.8 | 34.3 | A | B |
| 1st Street to 9th St | D | 18.8 | 27.3 | D | C | 20.8 | 26.0 | D | C |
| 9th St to Immokalee Dr | D | 34.1 | 28.2 | B | B | 36.6 | 14.4 | A | **E** |
| Immokalee Dr to Lake Trafford Rd | D | 15.5 | 28.6 | **E** | B | 25.1 | 20.0 | C | D |
| Lake Trafford Rd to New Market Rd | D | 10.9 | NA | **F** | NA | 27.2 | NA | C | NA |
| Total | **D** | **21.8** | **31.2** | **D** | **B** | **31.2** | **23.6** | **B** | **C** |

As summarized in **Table 26**, based on the more detailed roadway LOS assessment using Synchro 9, the roadway segment of SR 29 from 9th Street to Immokalee Drive is anticipated to operate at deficient LOS conditions in the northbound direction during the design year 2045 PM peak hour under the No-Build Alternative. In addition, the roadway segment of SR 29 from Immokalee Drive to New Market Road/Westclox Road is anticipated to operate at deficient LOS conditions in the southbound direction during the design year 2045 AM peak hour under the No-Build Alternative. The Synchro 9 Arterial LOS Analysis Summary outputs can be found in **Appendix P**.

## 7.2 Build Alternatives Operational Analysis

### 7.2.1 Central Alternative #1 Characteristics

This alternative consists of providing an alternative corridor that bypasses downtown Immokalee. Central Alternative # 1 also involves increasing capacity on SR 29 by widening the existing two-lane undivided segments of SR 29 south of the bypass (from the bypass southern termini to Oil Well Road) and SR 29 from New Market Road/Westclox Road to SR 82. It also includes the installation of traffic signals at the intersections of SR 29 at Oil Well Road, SR 29 at Airport Road, SR 29 at New Market Road, and SR 29 at New Market Road/Westclox Street. This alternative considers both a continuous green T intersection and a roundabout at the new intersection of SR 29 and the SR 29 Bypass. This alternative also involves the realignment of CR 846/Airport Road to the south to create a plus intersection with SR 29 and 13th Street.

The bypass for this alternative follows New Market Road providing direct access to the agribusiness/commercial areas of Immokalee and State Farmers Market. This option continues just past Flagler Street then turns north to avoid the residential neighborhood. It parallels Madison Avenue then skirts the east side of Collier Health Services Medical Center and the Florida State University College of Medicine before reconnecting to SR 29.

The Central Alternative #1 geometry is illustrated in **Figure 22**.

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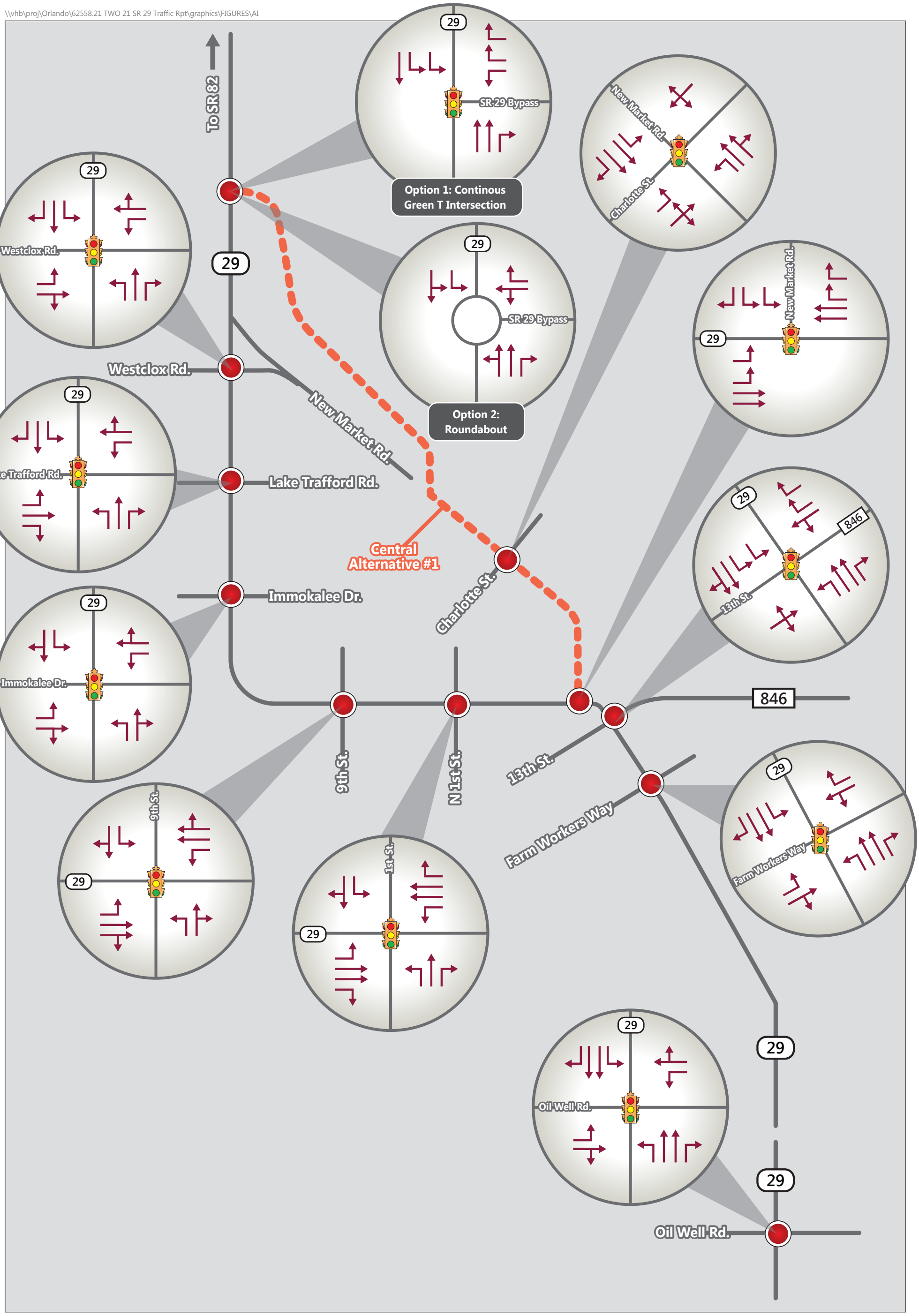


N.T.S.

Intersection Geometry

**Figure 22**

Future Intersection Geometry
(Build Alternative #1)

### 7.2.2 Intersection Operational Analysis

Intersection operational analyses were performed for the opening and design years for Central Alternative #1 during the AM and PM design hours. The results of the intersection analysis are summarized in **Table 27**.

**Table 27: Central Alternative #1 Intersection LOS Summary**

| Study Intersection | Control Type | FDOT Adopted LOS | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2025 | | 2045 | | 2025 | | 2045 | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| SR 29 & Oil Well Road | Signal | C | 16.2 | B | 18.3 | B | 15.3 | B | 16.9 | B |
| SR 29 & Farm Worker Way | Signal | D | 12.6 | B | 14.4 | B | 12.1 | B | 15.3 | B |
| SR 29 & CR 846 | Signal | D | 37.5 | D | 50.0 | D | 38.5 | D | 46.0 | D |
| SR 29 & New Market Road | Signal | D | 18.3 | B | 32.0 | C | 14.5 | B | 20.9 | C |
| SR 29 & 1st Street | Signal | D | 41.2 | D | 68.9 | **E** | 40.0 | D | 44.4 | D |
| SR 29 & 9th Street | Signal | D | 20.4 | C | 29.7 | C | 22.3 | C | 34.3 | C |
| SR 29 & Immokalee Drive | Signal | D | 15.8 | B | 31.3 | C | 15.2 | B | 27.3 | C |
| SR 29 & Lake Trafford Road | Signal | D | 20.4 | C | 53.1 | D | 17.3 | B | 24.7 | C |
| SR 29 & Westclox Street/New Market Road | Signal | D | 8.4 | A | 12.4 | B | 7.5 | A | 12.1 | B |
| SR 29 & SR 29 Bypass | Continuous Green T | D | 14.4 | B | 21.1 | C | 18.9 | B | 29.7 | C |
| | Roundabout | D | 7.6 | A | 37.4 | **E** | 5.5 | A | 24.2 | C |
| New Market Road & Charlotte Street | Signal | D | 20.8 | C | 28.2 | C | 25.5 | C | 32.0 | C |

*Notes:*

1. *HCM 2010 based outputs are presented in this table for all intersections, except for the SR 29 at SR 29 Bypass intersection*
2. *HCM 2000 based outputs are presented for the continuous green T intersection at SR 29 and the SR 29 Bypass*
3. *HCM 6 based outputs are presented for the roundabout at SR 29 and the SR 29 Bypass*
4. *Overall intersection delay and LOS results are reported for the signalized intersections*
5. *Results shown in red exceed the adopted LOS target*

As seen in **Table 27**, all the study area intersections are anticipated to operate at acceptable LOS conditions during the AM and PM peak hours through design year 2045, with the exception of the signalized intersection of SR 29 at 1st Street and the intersection of SR 29 & SR 29 Bypass under the roundabout control, which are anticipated to experience high delays by design year 2045. The following summarizes the highlights of the intersection analysis:

- **SR 29 and 1st Street Intersection:** The eastbound right turn, westbound left turn, northbound left turn, southbound through, and southbound right turn movements at this intersection are anticipated operate at LOS F during the design year 2045 AM peak hour. The northbound left turn movement is anticipated to operate at LOS F for this intersection during the design year 2045 PM peak hour. While the improvements recommended as part of this PD&E do not include any improvements at the intersection of SR 29 at 1st Street, it is to be noted that the downtown Immokalee bypass is

anticipated to provide substantial relief to this intersection when compared to the No-Build alternative. It is recommended that this intersection be regularly monitored for improvements after the opening of the SR 29 bypass.

- **SR 29 & SR 29 Bypass Intersection:** The results of the analysis indicate that the intersection of the SR 29 at the SR 29 Bypass will generally operate with better vehicular LOS/delay under the "Continuous Green T" intersection control than under the "Roundabout" control. Under the roundabout alternative, the northbound through movement at this intersection is anticipated to operate at LOS F during the design year 2045 AM and PM peak hours during the design year 2045. It is to be noted that under the roundabout and the "Continuous Green T" intersection alternatives, the 95th percentile queue in the northbound approach is not anticipated to impact the upstream intersection at New Market Road/Westclox Road.
- **SR 29 & CR 846/Airport Road Intersection:** Based on the Synchro analysis, the average queue in the eastbound left turn lane at the intersection of SR 29 at CR 846/Airport Road can be accommodated in the recommended storage length (please refer to **Table 36**). Furthermore, based on the 95th percentile queue estimated in the Synchro analysis, the queue can occasionally extend beyond the recommended storage length but is not anticipated to extend to the upstream intersection at New Market Road/SR 29 Bypass.

The HCM analysis outputs for the study intersections under the Central Alternative #1 scenario are included in **Appendix Q**. The SIDRA 7 (HCM 6) roundabout analysis outputs for SR 29 at SR 29 Bypass are included in **Appendix R**.

### 7.2.3 Roadway LOS Analysis

The roadway segment LOS analysis was performed for the future conditions using the generalized peak hour directional service volumes for the LOS "B" through "E" obtained from the 2013 FDOT Quality/Level of Service Handbook. The analysis results are summarized in **Table 28**.

As detailed in Section 4.1, because of the planned SR 29 widening to four (4) lanes, the planned widening of SR 82 west of SR 29 to four (4) lanes, and the close proximity of the segment to the planned South West Hendry County Sector Plan, the roadway segment of SR 29 from New Market Road/Westclox Road to SR 82 is anticipated to begin exhibiting urban characteristics in the near future. Therefore, for the purpose of this study, the generalized peak hour directional volumes for this segment of SR 29 were obtained from Table 8 of the 2013 FDOT Quality/Level of Service Handbook, which are appropriate for roadways in Transitioning areas.

**Table 28: Future Arterial LOS Analysis Summary – Central Alternative #1**

| Roadway/Segment | Number of Lanes | LOS Target | Pk Hr Service Volume | AADT | Standard "K" Factor | "D" Factor | Directional Design Hour Volumes (DDHV) | LOS |
|---|---|---|---|---|---|---|---|---|
| **Opening Year - 2025** | | | | | | | | |
| **SR 29** | | | | | | | | |
| South of Oil Well Rd | 4 | C | 2,100 | 7,000 | 9.5% | 59.0% | 392 | B |
| Oil Well Rd to Farm Worker Way | 4 | C | 2,120 | 8,400 | 9.5% | 59.0% | 471 | B |
| Farm Worker Way to CR 846/Airport Rd | 4 | D | 2,000 | 13,000 | 9.0% | 59.0% | 690 | C |
| Airport Rd/CR 846 to New Market Rd | 4 | D | 2,100 | 21,000 | 9.0% | 59.0% | 1,115 | C |
| New Market Rd to 1st St | 4 | D | 1,711 | 11,000 | 9.0% | 59.0% | 584 | C |
| 1st Street to 9th St | 4 | D | 1,711 | 11,000 | 9.0% | 59.0% | 584 | C |
| 9th St to Immokalee Dr | 2 | D | 970 | 11,000 | 9.0% | 59.0% | 584 | C |
| Immokalee Dr to Lake Trafford Rd | 2 | D | 970 | 8,800 | 9.0% | 59.0% | 467 | C |
| Lake Trafford Rd to New Market Rd | 2 | D | 970 | 7,800 | 9.0% | 59.0% | 414 | C |
| New Market Rd to SR 29 Bypass | 4 | D | 2,100 | 12,000 | 9.0% | 59.0% | 637 | C |
| SR 29 Bypass to SR 82 | 4 | D | 3,110 | 25,000 | 9.0% | 59.0% | 1,328 | B |
| **SR 29 Bypass** | | | | | | | | |
| SR 29 (south termini) to Charlotte St | 4 | D | 2,000 | 13,000 | 9.0% | 59.0% | 690 | C |
| Charlotte St to Kissimmee St | 4 | D | 2,000 | 17,000 | 9.0% | 59.0% | 903 | C |
| Kissimmee St to SR 29 (north termini) | 4 | D | 2,000 | 14,000 | 9.0% | 59.0% | 743 | C |
| **New Market Road** | | | | | | | | |
| East of SR 29 | 2 | D | 634 | 3,300 | 9.0% | 59.0% | 175 | C |
| **Design Year - 2045** | | | | | | | | |
| **SR 29** | | | | | | | | |
| South of Oil Well Rd | 4 | C | 2,100 | 13,000 | 9.5% | 59.0% | 729 | B |
| Oil Well Rd to Farm Worker Way | 4 | C | 2,120 | 15,000 | 9.5% | 59.0% | 841 | B |
| Farm Worker Way to CR 846/Airport Rd | 4 | D | 2,000 | 23,000 | 9.0% | 59.0% | 1,221 | C |
| Airport Rd/CR 846 to New Market Rd | 4 | D | 2,100 | 36,000 | 9.0% | 59.0% | 1,912 | C |
| New Market Rd to 1st St | 4 | D | 1,711 | 20,000 | 9.0% | 59.0% | 1,062 | D |
| 1st Street to 9th St | 4 | D | 1,711 | 19,000 | 9.0% | 59.0% | 1,009 | D |
| 9th St to Immokalee Dr | 2 | D | 970 | 20,000 | 9.0% | 59.0% | 1,062 | F |
| Immokalee Dr to Lake Trafford Rd | 2 | D | 970 | 14,000 | 9.0% | 59.0% | 743 | C |
| Lake Trafford Rd to New Market Rd | 2 | D | 970 | 13,000 | 9.0% | 59.0% | 690 | C |
| New Market Rd to SR 29 Bypass | 4 | D | 2,100 | 20,000 | 9.0% | 59.0% | 1,062 | C |
| SR 29 Bypass to SR 82 | 4 | D | 3,110 | 41,000 | 9.0% | 59.0% | 2,177 | C |
| **SR 29 Bypass** | | | | | | | | |
| SR 29 (south termini) to Charlotte St | 4 | D | 2,000 | 23,000 | 9.0% | 59.0% | 1,221 | C |
| Charlotte St to Kissimmee St | 4 | D | 2,000 | 28,000 | 9.0% | 59.0% | 1,487 | C |
| Kissimmee St to SR 29 (north termini) | 4 | D | 2,000 | 22,000 | 9.0% | 59.0% | 1,168 | C |
| **New Market Road** | | | | | | | | |
| East of SR 29 | 2 | D | 634 | 5,400 | 9.0% | 59.0% | 287 | C |

As seen in **Table 28**, based on the LOS assessment using the generalized peak hour directional service volume capacities, SR 29, the SR 29 Bypass and New Market Road corridors are anticipated to operate at LOS well within the adopted LOS target during the opening year 2025 and design year 2045 during the design hour, with the exception of the segment of SR 29 from 9th Street to Immokalee Drive during the 2045 design year. The FDOT Generalized Capacity Tables are included in **Appendix G**.

A more detailed assessment of the LOS operating conditions, during the design year 2045, for the roadway segment of SR 29 from 9th Street to Immokalee Drive (including the adjacent segments on each side) was conducted using the Arterial Level of Service Module of the Synchro 9 software package. The results of the Synchro 9 arterial analysis can be seen in **Table 28.**

**Table 29: Future Synchro 9 Arterial LOS Analysis Summary – Central Alternative #1**

| Roadway / Segment on SR 29 | FDOT LOS Target | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Arterial Speed | | LOS | | Arterial Speed | | LOS | |
| | | EB/SB | WB/NB | EB/SB | WB/NB | EB/SB | WB/NB | EB/SB | WB/NB |
| 1st Street to 9th St | D | 19.7 | 29.0 | D | B | 20.8 | 29.3 | D | B |
| 9th St to Immokalee Dr | D | 33.7 | 32.4 | B | B | 33.7 | 32.2 | B | B |
| Immokalee Dr to Lake Trafford Rd | D | 25.4 | 30.0 | C | B | 30.6 | 25.5 | B | C |
| Total | **D** | **26.4** | **30.8** | **C** | **B** | **28.2** | **29.3** | **B** | **B** |

As summarized in **Table 29**, based on the more detailed roadway LOS assessment using Synchro 9, the roadway segment of 1st Street to Lake Trafford Road is anticipated to operate at acceptable LOS conditions during the design year 2045 AM and PM peak hours under the Central Alternative #1. The Synchro 9 Arterial LOS Analysis Summary outputs can be found in **Appendix S**.

### 7.2.4 Central Alternative #2 Characteristics

This alternative consists of providing an alternative corridor that bypasses downtown Immokalee. Central Alternative #2 also involves increasing capacity on SR 29 by widening the existing two-lane undivided segments of SR 29 south of the bypass (from the bypass southern termini to Oil Well Road) and SR 29 from New Market Road/Westclox Road to SR 82. It also includes the installation of traffic signals at the intersections of SR 29 at Oil Well Road, SR 29 at Airport Road, SR 29 at New Market Road, and SR 29 at New Market Road/Westclox Street. This alternative considers both a continuous green T intersection and a roundabout at the new intersection of SR 29 and the SR 29 Bypass. This alternative also involves realigning CR 846/Airport Road to the north to create a plus intersection with the existing alignment of SR 29 and the SR 29 Bypass.

The bypass travels north from the SR 29 at CR 846/Airport Road intersection along the west side of the Immokalee Regional Airport to avoid the commercial/industrial areas of Immokalee and the State Farmers Market to the west. This alignment then turns to the northwest just past Gopher Ridge Road to parallel Madison Avenue and New Market Road. It then travels along the east side of Collier Health Services Medical Center and the Florida State University College of Medicine before reconnecting to SR 29. Central Alternative #2 avoids effects to the commercial/industrial areas of Immokalee and the State Farmers Market just to the west but does affect Airport Park.

The Central Alternative #2 geometry is illustrated in **Figure 23.**

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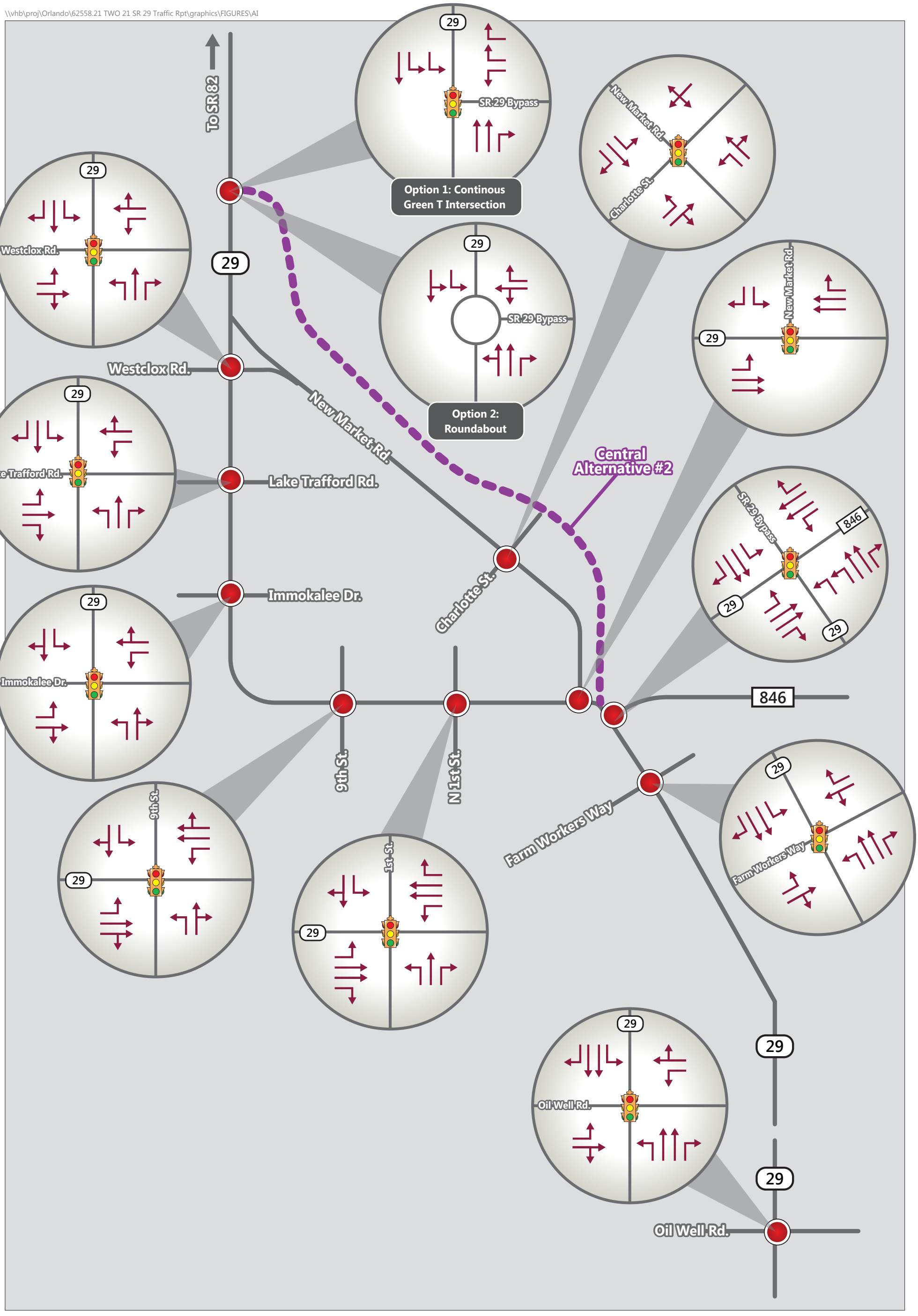


N.T.S.

Intersection Geometry

**Figure 23**

Future Intersection Geometry
(Central Alternative #2)

### 7.2.5 Intersection Operational Analysis

Intersection operational analyses were performed for the opening and design years for Central Alternative #2 during the AM and PM design hours. The results of the intersection analysis are summarized in **Table 30**.

**Table 30: Central Alternative #2 Intersection LOS Summary**

| Study Intersection | Control Type | FDOT LOS Target | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2025 | | 2045 | | 2025 | | 2045 | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| SR 29 & Oil Well Rd | Signal | C | 16.2 | B | 18.3 | B | 15.3 | B | 16.8 | B |
| SR 29 & Farm Worker Way | Signal | D | 12.5 | B | 14.3 | B | 12.1 | B | 15.3 | B |
| SR 29 & CR 846 | Signal | D | 33.8 | C | 48.4 | D | 34.2 | C | 40.3 | D |
| SR 29 & New Market Rd | Signal | D | 2.4 | A | 2.4 | A | 1.8 | A | 1.8 | A |
| SR 29 & 1st St | Signal | D | 42.2 | D | 68.1 | **E** | 34.6 | C | 47.5 | D |
| SR 29 & 9th St | Signal | D | 20.1 | C | 29.9 | C | 23.0 | C | 34.5 | C |
| SR 29 & Immokalee Dr | Signal | D | 16.8 | B | 33.7 | C | 15.0 | B | 28.9 | C |
| SR 29 & Lake Trafford Rd | Signal | D | 20.1 | C | 55.2 | **E** | 17.8 | B | 26.2 | C |
| SR 29 & Westclox St/New Market Rd | Signal | D | 8.5 | A | 12.3 | B | 7.6 | A | 11.5 | B |
| SR 29 & SR 29 Bypass | Continuous Green T | D | 13.9 | B | 20.9 | C | 18.6 | B | 29.3 | C |
| | Roundabout | D | 7.6 | A | 37.8 | **E** | 5.5 | A | 23.1 | C |
| New Market Rd & Charlotte St | Signal | D | 21.5 | C | 27.4 | C | 23.3 | C | 28.8 | C |

*Notes:*

1. *HCM 2010 based outputs are presented in this table for all intersections, except for the SR 29 at SR 29 Bypass intersection*
2. *HCM 2000 based outputs are presented for the continuous green T intersection at SR 29 and the SR 29 Bypass*
3. *HCM 6 based outputs are presented for the roundabout at SR 29 and the SR 29 Bypass*
4. *Overall intersection delay and LOS results are reported for the signalized intersections*
5. *Results shown in red exceed the adopted LOS target*

As seen in **Table 30**, all the study area intersections are anticipated to operate at acceptable LOS conditions during the AM and PM peak hours through design year 2045, with the exception of the signalized intersection of SR 29 at 1st Street and the intersection of SR 29 & SR 29 Bypass under the roundabout control, which are anticipated to experience high delays by design year 2045. The following summarizes the highlights of the intersection analysis:

- **SR 29 and 1st Street Intersection:** The eastbound right turn, westbound left turn, northbound left turn, southbound through, and southbound right turn movements at this intersection are anticipated operate at LOS F during the design year 2045 AM peak hour. The northbound left turn movement is anticipated to operate at LOS F for this intersection during the design year 2045 PM peak hour. While the improvements recommended as part of this PD&E do not include any improvements at the

intersection of SR 29 at 1st Street, it is to be noted that the downtown Immokalee bypass is anticipated to provide substantial relief to this intersection when compared to the No-Build alternative. It is recommended that this intersection be regularly monitored for improvements after the opening of the SR 29 bypass.

- **SR 29 & SR 29 Bypass Intersection:** The results of the analysis indicate that the intersection of the SR 29 at the SR 29 Bypass will generally operate with better vehicular LOS/delay under the "Continuous Green T" intersection control than under the "Roundabout" control. Under the roundabout alternative, the northbound through movement at this intersection is anticipated to operate at LOS F during the design year 2045 AM and PM peak hours during the design year 2045. It is to be noted that under the roundabout and the "Continuous Green T" intersection alternatives, the 95th percentile queue in the northbound approach is not anticipated to impact the upstream intersection at New Market Road/Westclox Road.
- **SR 29 & CR 846/Airport Road/SR 29 Bypass Intersection:** Based on the Synchro analysis, the 95th percentile queues in the eastbound left turn and right turn movements can be accommodated in the recommended storage lengths (please refer to **Table 36**) and are not anticipated to extend to the upstream intersection at New Market Road.

The HCM analysis outputs for the study intersections under the Central Alternative #2 scenario are included in **Appendix T**. The SIDRA 7 (HCM 6) roundabout analysis outputs for SR 29 at SR 29 Bypass are included in **Appendix U**.

### 7.2.6 Roadway LOS Analysis

The roadway segment LOS analysis was performed for the future conditions using the generalized peak hour directional service volumes for the LOS "B" through "E" obtained from the 2013 FDOT Quality/Level of Service Handbook. The analysis results are summarized in **Table 31**.

As detailed in Section 4.1, because of the planned SR 29 widening to four (4) lanes, the planned widening of SR 82 west of SR 29 to four (4) lanes, and the close proximity of the segment to the planned South West Hendry County Sector Plan, the roadway segment of SR 29 from New Market Road/Westclox Road to SR 82 is anticipated to begin exhibiting urban characteristics in the near future. Therefore, for the purpose of this study, the generalized peak hour directional volumes for this segment of SR 29 were obtained from Table 8 of the 2013 FDOT Quality/Level of Service Handbook, which are appropriate for roadways in Transitioning areas.

**Table 31: Future Arterial LOS Analysis Summary – Central Alternative #2**

| Roadway / Segment | Number of Lanes | LOS Target | Pk Hr Service Volume | AADT | Standard "K" Factor | "D" Factor | Directional Design Hour Volumes (DDHV) | LOS |
|---|---|---|---|---|---|---|---|---|
| **Opening Year - 2025** | | | | | | | | |
| **SR 29** | | | | | | | | |
| South of Oil Well Rd | 4 | C | 2,100 | 7,100 | 9.5% | 59.0% | 398 | B |
| Oil Well Rd to Farm Worker Way | 4 | C | 2,120 | 8,500 | 9.5% | 59.0% | 476 | B |
| Farm Worker Way to CR 846/Airport Rd | 4 | D | 2,000 | 13,000 | 9.0% | 59.0% | 690 | C |
| Airport Rd/CR 846 to New Market Rd | 4 | D | 2,100 | 14,000 | 9.0% | 59.0% | 743 | C |
| New Market Rd to 1st St | 4 | D | 1,711 | 12,000 | 9.0% | 59.0% | 637 | C |
| 1st Street to 9th St | 4 | D | 1,711 | 11,000 | 9.0% | 59.0% | 584 | C |
| 9th St to Immokalee Dr | 2 | D | 970 | 13,000 | 9.0% | 59.0% | 690 | C |
| Immokalee Dr to Lake Trafford Rd | 2 | D | 970 | 9,500 | 9.0% | 59.0% | 504 | C |
| Lake Trafford Rd to New Market Rd | 2 | D | 970 | 8,200 | 9.0% | 59.0% | 435 | C |
| New Market Rd to SR 29 Bypass | 4 | D | 2,100 | 12,000 | 9.0% | 59.0% | 637 | C |
| SR 29 Bypass to SR 82 | 4 | D | 3,110 | 25,000 | 9.0% | 59.0% | 1,328 | B |
| **SR 29 Bypass** | | | | | | | | |
| SR 29 (south termini) to Flagler St | 4 | D | 2,000 | 13,000 | 9.0% | 59.0% | 690 | C |
| Flagler St to Kissimmee St | 4 | D | 2,000 | 16,000 | 9.0% | 59.0% | 850 | C |
| Kissimmee St to SR 29 (north termini) | 4 | D | 2,000 | 14,000 | 9.0% | 59.0% | 743 | C |
| **New Market Road** | | | | | | | | |
| SR 29 to Charlotte St | 2 | D | 540 | 2,800 | 9.0% | 59.0% | 149 | C |
| Charlotte St to SR 29/Westclox Rd | 2 | D | 634 | 610 | 9.0% | 59.0% | 32 | C |
| **Design Year - 2045** | | | | | | | | |
| **SR 29** | | | | | | | | |
| South of Oil Well Rd | 4 | C | 2,100 | 14,000 | 9.5% | 59.0% | 785 | B |
| Oil Well Rd to Farm Worker Way | 4 | C | 2,120 | 15,000 | 9.5% | 59.0% | 841 | B |
| Farm Worker Way to CR 846/Airport Rd | 4 | D | 2,000 | 23,000 | 9.0% | 59.0% | 1,221 | C |
| Airport Rd/CR 846 to New Market Rd | 4 | D | 2,100 | 23,000 | 9.0% | 59.0% | 1,221 | C |
| New Market Rd to 1st St | 4 | D | 1,711 | 20,000 | 9.0% | 59.0% | 1,062 | D |
| 1st Street to 9th St | 4 | D | 1,711 | 19,000 | 9.0% | 59.0% | 1,009 | D |
| 9th St to Immokalee Dr | 2 | D | 970 | 20,000 | 9.0% | 59.0% | 1,062 | **F** |
| Immokalee Dr to Lake Trafford Rd | 2 | D | 970 | 15,000 | 9.0% | 59.0% | 797 | C |
| Lake Trafford Rd to New Market Rd | 2 | D | 970 | 13,000 | 9.0% | 59.0% | 690 | C |
| New Market Rd to SR 29 Bypass | 4 | D | 2,100 | 19,000 | 9.0% | 59.0% | 1,009 | C |
| SR 29 Bypass to SR 82 | 4 | D | 3,110 | 41,000 | 9.0% | 59.0% | 2,177 | C |
| **SR 29 Bypass** | | | | | | | | |
| SR 29 (south termini) to Flagler St | 4 | D | 2,000 | 22,000 | 9.0% | 59.0% | 1,168 | C |
| Flagler St to Kissimmee St | 4 | D | 2,000 | 26,000 | 9.0% | 59.0% | 1,381 | C |
| Kissimmee St to SR 29 (north termini) | 4 | D | 2,000 | 23,000 | 9.0% | 59.0% | 1,221 | C |
| **New Market Road** | | | | | | | | |
| SR 29 to Charlotte St | 2 | D | 540 | 4,500 | 9.0% | 59.0% | 239 | C |
| Charlotte Street to SR 29/Westclox Rd | 2 | D | 634 | 1,100 | 9.0% | 59.0% | 58 | C |

As seen in **Table 31**, based on the LOS assessment using the generalized peak hour directional service volume capacities, SR 29, the SR 29 Bypass and New Market Road corridors are anticipated to operate at LOS well within the adopted LOS target during the opening year 2025 and design year 2045 during the design hour, with the exception of the segment of SR 29 from 9th Street to Immokalee Drive during the 2045 design year. The FDOT Generalized Capacity Tables are included in **Appendix G**.

A more detailed assessment of the LOS operating conditions, during the design year 2045, for the roadway segment of SR 29 from 9th Street to Immokalee Drive (including the adjacent segments on each side) was conducted using the Arterial Level of Service Module of the Synchro 9 software package. The results of the Synchro 9 arterial analysis can be seen in **Table 32.**

**Table 32: Future Synchro 9 Arterial LOS Analysis Summary – Central Alternative #2**

| Roadway / Segment on SR 29 | FDOT LOS Target | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Arterial Speed | | LOS | | Arterial Speed | | LOS | |
| | | EB/SB | WB/NB | EB/SB | WB/NB | EB/SB | WB/NB | EB/SB | WB/NB |
| 1st Street to 9th St | D | 19.5 | 29.9 | D | B | 22.0 | 28.7 | C | B |
| 9th St to Immokalee Dr | D | 33.7 | 33.3 | B | B | 33.9 | 32.9 | B | B |
| Immokalee Dr to Lake Trafford Rd | D | 24.5 | 29.9 | C | B | 31.1 | 25.6 | B | C |
| Total | **D** | **26.0** | **31.4** | **C** | **B** | **29.0** | **29.5** | **B** | **B** |

As summarized in **Table 32**, based on the more detailed roadway LOS assessment using Synchro 9, the roadway segment of SR 29 from 1st Street to Lake Trafford Road is anticipated to operate at acceptable LOS conditions during the design year 2045 AM and PM peak hours under the Central Alternative #2. The Synchro 9 Arterial LOS Analysis Summary outputs can be found in **Appendix V**.

### 7.2.7 Central Alternative #2 Revised (2R) Characteristics

This alternative consists of providing an alternative corridor that bypasses downtown Immokalee. Central Alternative #2R involves increasing capacity on SR 29 by widening of the existing two-lane undivided segments of SR 29 south of the bypass (from the bypass southern termini to Oil Well Road) and SR 29 from New Market Road/Westclox Road to SR 82. It also includes the installation of traffic signals at the intersections of SR 29 at Oil Well Road, SR 29 at Airport Road, SR 29 at New Market Road, and SR 29 at New Market Road/Westclox Street. This alternative considers both a continuous green T intersection and a roundabout at the new intersection of SR 29 and the SR 29 Bypass. This alternative also involves realigning CR 846/Airport Road to the north to create a plus intersection with the existing alignment of SR 29 and the SR 29 Bypass.

The bypass travels north from the SR 29 at CR 846/Airport Road intersection along the west side of the Immokalee Regional Airport to avoid the commercial/industrial areas of Immokalee and the State Farmers Market to the west. This alignment then turns to the northwest just past Gopher Ridge Road to parallel Madison Avenue and New Market Road. It then travels along the east side of Collier Health Services Medical Center and the Florida State University College of Medicine before reconnecting to SR 29. Central Alternative #2R avoids effects to the commercial/ industrial areas of Immokalee and the State Farmers Market just to the west but does affect Airport Park. The Central Alternative #2R geometry is illustrated in **Figure 24**.

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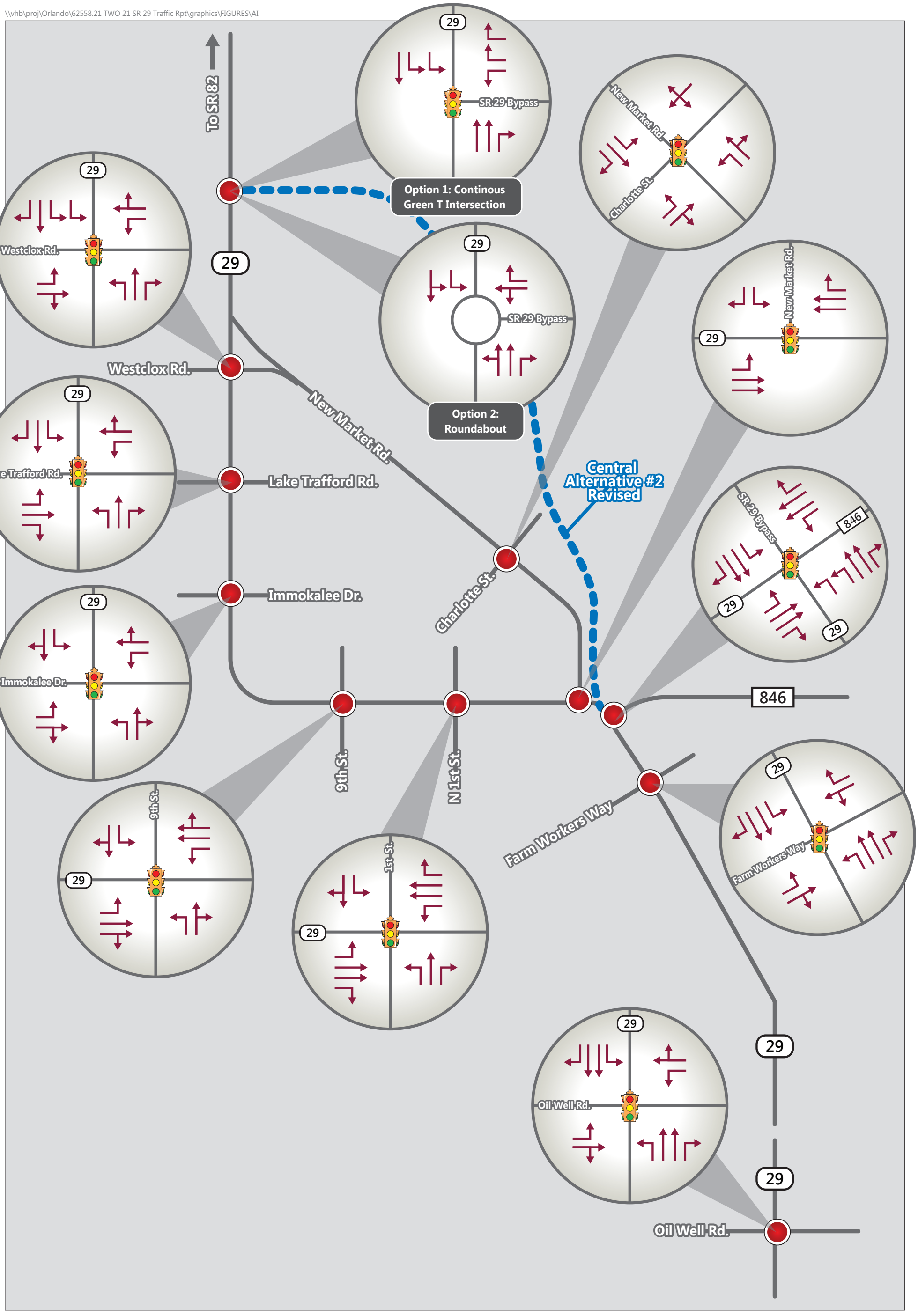



N.T.S.

→ Intersection Geometry

**Figure 24**

Future Intersection Geometry
(Central Alternative #2 Revised)

### 7.2.8 Intersection Operational Analysis

Intersection operational analyses were performed for the opening and design years for Central Alternative #2 Revised during the AM and PM design hours. The results of the intersection analysis are summarized in **Table 33.**

**Table 33: Central Alternative #2 Revised Intersection LOS Summary**

| Study Intersection | Control Type | FDOT LOS Target | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2025 | | 2045 | | 2025 | | 2045 | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| SR 29 & Oil Well Rd | Signal | C | 16.2 | B | 18.3 | B | 15.3 | B | 16.8 | B |
| SR 29 & Farm Worker Way | Signal | D | 12.5 | B | 14.3 | B | 12.1 | B | 15.8 | B |
| SR 29 & CR 846 | Signal | D | 31.0 | C | 49.4 | D | 32.5 | C | 40.6 | D |
| SR 29 & New Market Rd | Signal | D | 8.4 | A | 12.5 | B | 6.4 | A | 7.4 | A |
| SR 29 & 1st St | Signal | D | 40.1 | D | 65.5 | **E** | 33.2 | C | 44.5 | D |
| SR 29 & 9th St | Signal | D | 19.5 | B | 30.2 | C | 20.9 | C | 34.5 | C |
| SR 29 & Immokalee Dr | Signal | D | 17.8 | B | 39.2 | D | 16.7 | B | 34.3 | C |
| SR 29 & Lake Trafford Rd | Signal | D | 22.6 | C | 71.4 | **E** | 17.4 | B | 41.9 | D |
| SR 29 & Westclox St/New Market Rd | Signal | D | 17.7 | B | 36.3 | D | 16.8 | B | 42.7 | D |
| SR 29 & SR 29 Bypass | Continuous Green T | D | 13.4 | B | 20.8 | C | 17.1 | B | 39.4 | D |
| | Roundabout | D | 8.4 | A | 54.3 | **F** | 6.6 | A | 14.7 | B |
| New Market Rd & Charlotte St | Signal | D | 20.9 | C | 23.3 | C | 23.8 | C | 25.5 | C |

*Notes:*

1. *HCM 2010 based outputs are presented in this table for all intersections, except for the SR 29 at SR 29 Bypass intersection*
2. *HCM 2000 based outputs are presented for the continuous green T intersection at SR 29 and the SR 29 Bypass*
3. *HCM 6 based outputs are presented for the roundabout at SR 29 and the SR 29 Bypass*
4. *Overall intersection delay and LOS results are reported for the signalized intersections*
5. *Results shown in red exceed the adopted LOS target*

As seen in **Table 33,** all the study area intersections are anticipated to operate at acceptable LOS conditions during the AM and PM peak hours through design year 2045, with the exception of the signalized intersection of SR 29 at 1st Street and the intersection of SR 29 & SR 29 Bypass under the roundabout control which are anticipated to experience high delays by design year 2045. In addition, while the intersection of SR 29 at Lake Trafford Road operates with an acceptable overall LOS, it is to be noted that certain movements are anticipated to operate at LOS F during the AM peak hour conditions. The following summarizes the most critical movements at these three (3) intersections:

- **SR 29 and 1st Street Intersection:** The eastbound right turn, westbound left turn, and northbound left turn, at this intersection are anticipated operate at LOS F during the design year 2045 AM peak hour. While the improvements recommended as part of this PD&E do not include any improvements

at the intersection of SR 29 at 1st Street, it is to be noted that the downtown Immokalee bypass is anticipated to provide substantial relief to this intersection when compared to the No-Build alternative. It is recommended that this intersection be regularly monitored for improvements after the opening of the SR 29 bypass.

- **SR 29 & SR 29 Bypass Intersection:** The results of the analysis indicate that the intersection of the SR 29 at the SR 29 Bypass will generally operate with better vehicular LOS/delay under the "Continuous Green T" intersection control than under the "Roundabout" control. Under the roundabout alternative, the northbound and southbound through movements at this intersection are anticipated to operate at LOS E and F, respectively, during the design year 2045 AM peak hour. It is to be noted that under the roundabout and the "Continuous Green T" intersection alternatives, the 95th percentile queue in the northbound approach is not anticipated to impact the upstream intersection at New Market Road/Westclox Road.
- **SR 29 & CR 846/Airport Road/SR 29 Bypass Intersection:** Based on the Synchro analysis, the 95th percentile queues in the eastbound left turn and right turn movements can be accommodated in the recommended storage lengths (please refer to **Table 36**) and are not anticipated to extend to the upstream intersection at New Market Road.
- **SR 29 and Lake Trafford Road Intersection:** While this intersection is anticipated to operate at an acceptable overall LOS during the design year 2045, the southbound through and the northbound left turn movements are anticipated to operate at LOS F during the design year 2045 AM peak hour. While the improvements recommended as part of this PD&E do not include any improvements at the intersection of SR 29 at lake Trafford Road, it is to be noted that the downtown Immokalee bypass is anticipated to provide substantial relief to this intersection when compared to the No-Build alternative. If the Central Alternative #2 Revised is selected as the preferred alternative, it is recommended that this intersection be regularly monitored for improvements after the opening of the SR 29 bypass.

The HCM analysis outputs for the study intersections under the Central Alternative #2 Revised scenario are included in **Appendix W**. The SIDRA 7 (HCM 6) roundabout analysis outputs for SR 29 at SR 29 Bypass are included in **Appendix X**.

### 7.2.9 Roadway LOS Analysis

The roadway segment LOS analysis was performed for the future conditions using the generalized peak hour directional service volumes for the LOS "B" through "E" obtained from the 2013 FDOT Quality/Level of Service Handbook. The analysis results are summarized in **Table 34**.

As detailed in Section 4.1, because of the planned SR 29 widening to four (4) lanes, the planned widening of SR 82 west of SR 29 to four (4) lanes, and the close proximity of the segment to the planned South West Hendry County Sector Plan, the roadway segment of SR 29 from New Market Road/Westclox Road to SR 82 is anticipated to begin exhibiting urban characteristics in the near future. Therefore, for the purpose of this study, the generalized peak hour directional volumes for this segment of SR 29 were obtained from Table 8 of the 2013 FDOT Quality/Level of Service Handbook, which are appropriate for roadways in Transitioning areas.

**Table 34: Future Arterial LOS Analysis Summary – Central Alternative #2 Revised**

| Roadway / Segment | Number of Lanes | LOS Target | Pk Hr Service Volume | AADT | Standard "K" Factor | "D" Factor | Directional Design Hour Volumes (DDHV) | LOS |
|---|---|---|---|---|---|---|---|---|
| **Opening Year - 2025** | | | | | | | | |
| **SR 29** | | | | | | | | |
| South of Oil Well Rd | 4 | C | 2,100 | 7,100 | 9.5% | 59.0% | 398 | B |
| Oil Well Rd to Farm Worker Way | 4 | C | 2,120 | 8,500 | 9.5% | 59.0% | 476 | B |
| Farm Worker Way to CR 846/Airport Rd | 4 | D | 2,000 | 13,000 | 9.0% | 59.0% | 690 | C |
| Airport Rd/CR 846 to New Market Rd | 4 | D | 2,100 | 16,000 | 9.0% | 59.0% | 850 | C |
| New Market Rd to 1st St | 4 | D | 1,711 | 13,000 | 9.0% | 59.0% | 690 | C |
| 1st Street to 9th St | 4 | D | 1,711 | 12,000 | 9.0% | 59.0% | 637 | C |
| 9th St to Immokalee Dr | 2 | D | 970 | 13,000 | 9.0% | 59.0% | 690 | C |
| Immokalee Dr to Lake Trafford Rd | 2 | D | 970 | 10,000 | 9.0% | 59.0% | 531 | C |
| Lake Trafford Rd to New Market Rd | 2 | D | 970 | 9,000 | 9.0% | 59.0% | 478 | C |
| New Market Rd to SR 29 Bypass | 4 | D | 2,100 | 17,000 | 9.0% | 59.0% | 903 | C |
| SR 29 Bypass to SR 82 | 4 | D | 3,110 | 25,000 | 9.0% | 59.0% | 1,328 | B |
| **SR 29 Bypass** | | | | | | | | |
| SR 29 (south termini) to Alachua St | 4 | D | 2,000 | 10,000 | 9.0% | 59.0% | 531 | C |
| Alachua St to SR 29 (north termini) | 4 | D | 2,000 | 9,100 | 9.0% | 59.0% | 483 | C |
| **New Market Road** | | | | | | | | |
| SR 29/Main St to Charlotte St | 2 | D | 540 | 7,000 | 9.0% | 59.0% | 372 | D |
| Charlotte St to SR 29/Westclox Rd | 2 | D | 634 | 2,800 | 9.0% | 59.0% | 149 | C |
| **Design Year - 2045** | | | | | | | | |
| **SR 29** | | | | | | | | |
| South of Oil Well Rd | 4 | C | 2,100 | 14,000 | 9.5% | 59.0% | 785 | B |
| Oil Well Rd to Farm Worker Way | 4 | C | 2,120 | 15,000 | 9.5% | 59.0% | 841 | B |
| Farm Worker Way to CR 846/Airport Rd | 4 | D | 2,000 | 23,000 | 9.0% | 59.0% | 1,221 | C |
| Airport Rd/CR 846 to New Market Rd | 4 | D | 2,100 | 27,000 | 9.0% | 59.0% | 1,434 | C |
| New Market Rd to 1st St | 4 | D | 1,711 | 22,000 | 9.0% | 59.0% | 1,168 | D |
| 1st Street to 9th St | 4 | D | 1,711 | 21,000 | 9.0% | 59.0% | 1,115 | D |
| 9th St to Immokalee Dr | 2 | D | 970 | 22,000 | 9.0% | 59.0% | 1,168 | F |
| Immokalee Dr to Lake Trafford Road | 2 | D | 970 | 17,000 | 9.0% | 59.0% | 903 | C |
| Lake Trafford Road to New Market Rd | 2 | D | 970 | 15,000 | 9.0% | 59.0% | 797 | C |
| New Market Rd to SR 29 Bypass | 4 | D | 2,100 | 28,000 | 9.0% | 59.0% | 1,487 | C |
| SR 29 Bypass to SR 82 | 4 | D | 3,110 | 41,000 | 9.0% | 59.0% | 2,177 | C |
| **SR 29 Bypass** | | | | | | | | |
| SR 29 (south termini) to Alachua St | 4 | D | 2,000 | 17,000 | 9.0% | 59.0% | 903 | C |
| Alachua St to SR 29 (north termini) | 4 | D | 2,000 | 14,000 | 9.0% | 59.0% | 743 | C |
| **New Market Road** | | | | | | | | |
| SR 29/Main St to Charlotte St | 2 | D | 540 | 11,000 | 9.0% | 59.0% | 584 | F |
| Charlotte St to SR 29/Westclox Rd | 2 | D | 634 | 4,800 | 9.0% | 59.0% | 255 | C |

As seen in **Table 34**, based on the LOS assessment using the generalized peak hour directional service volume capacities, SR 29, the SR 29 Bypass and New Market Road corridors are anticipated to operate at LOS well within the adopted LOS target during the opening year 2025 and design year 2045 during the design hour, with the exception of the segments of SR 29 from 9th Street to Immokalee Drive and New Market Road from SR 29/Main St to Charlotte Street during the 2045 design year. The FDOT Generalized Capacity Tables are included in **Appendix G**.

A more detailed assessment of the LOS operating conditions, during the design year 2045, for the roadway segments of SR 29 from 9th Street to Immokalee Drive (including the adjacent segments on each side) and New Market Road from SR 29/Main Street to SR 29/Westclox Road was conducted using the Arterial Level of Service Module of the Synchro 9 software package. The results of the Synchro 9 arterial analysis can be seen in **Table 35.**

**Table 35: Future Synchro 9 Arterial LOS Analysis Summary – Central Alternative #2 Revised**

| Roadway / Segment | FDOT LOS Target | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Arterial Speed | | LOS | | Arterial Speed | | LOS | |
| | | EB/SB | WB/NB | EB/SB | WB/NB | EB/SB | WB/NB | EB/SB | WB/NB |
| **SR 29** | | | | | | | | | |
| 1st Street to 9th St | D | 19.3 | 28.1 | D | B | 21.7 | 28.3 | D | B |
| 9th St to Immokalee Dr | D | 33.6 | 33.9 | B | B | 34.3 | 31.8 | B | B |
| Immokalee Dr to Lake Trafford Rd | D | 24.3 | 30.0 | C | B | 30.2 | 25.9 | B | C |
| ***Total*** | ***D*** | ***25.8*** | ***31.1*** | ***C*** | ***B*** | ***28.8*** | ***29.0*** | ***B*** | ***B*** |
| **New Market Road** | | | | | | | | | |
| SR 29/Main St to Charlotte St | D | 17.4 | 24.6 | D | B | 17.5 | 24.2 | D | B |
| Charlotte St to SR 29/Westclox Rd | D | 27.2 | 34.1 | B | A | 31.7 | 26.0 | B | B |
| ***Total*** | ***D*** | ***23.0*** | ***30.3*** | ***C*** | ***A*** | ***25.0*** | ***25.4*** | ***C*** | ***B*** |

As summarized in **Table 35**, based on the more detailed roadway LOS assessment using Synchro 9, the roadway segment of SR 29 from 1st Street to Lake Trafford Road and New Market Road from SR 29/Main Street to SR 29/Westclox Road are anticipated to operate at acceptable LOS conditions during the design year 2045 AM and PM peak hours under the Central Alternative #2 Revised. The Synchro 9 Arterial LOS Analysis Summary outputs can be found in **Appendix Y**.

## 7.3 Air/Noise Analysis

### 7.3.1 Noise Analysis

The existing, opening year and design year AADT information for No-Build and Build conditions are provided in **Appendix Z** for Noise Analysis, as per the FDOT Noise Policy (Part 2, Chapter 18 of the PD&E Manual).

### 7.3.2 Air Quality Analysis

The opening year and design year traffic data for No-Build and Build conditions for the intersections with the greatest peak hour volumes is provided in **Appendix AA** for Air Quality Analysis, as per the FDOT Air Quality Policy (Part 2, Chapter 19 of the PD&E Manual – Figure 19-3).

# 8 Conclusions and Recommendations

This DTTM is prepared in support of the widening of the SR 29 between Oil Well Road and SR 82. The DTTM includes the development of existing traffic volumes, evaluation of existing operating conditions, development of design traffic characteristics, year 2010 model validation efforts and development of growth rates for developing future traffic forecasts for No Build and Build conditions. In addition, this report includes the evaluation of operating conditions of the corridor as appropriate during the service life of the proposed roadway project. The following sections provide a summary of the conclusions and recommendations.

## 8.1 Conclusions

### 8.1.1 Existing Conditions

During the existing conditions (year 2017), the SR 29 and New Market Road corridors currently operate at an acceptable level of service during the peak hour, with the exception of the segment of SR 29 between New Market Road and SR 82, which operates at LOS "D". In addition, all study intersections operate acceptably, within the adopted FDOT LOS target, except for the signalized intersection of New Market Road at Charlotte Street, which operates at LOS E during the PM peak hour, and the unsignalized intersection of the New Market Road E/Westclox Road and SR 29, which has failing movements on the minor street during both the AM and PM peak hours.

### 8.1.2 No Build Alternative

The No-Build Alternative maintains the same roadway and intersection geometrics for the study corridor as the existing condition. During the No-Build opening year 2025 conditions, the SR 29 corridor will operate at acceptable level of service conditions during the design hour, with the exception of SR 29 between 9th Street to Immokalee Drive and SR 29 between New Market Road/Westclox Road to SR 82, which are anticipated to operate at a deficient LOS of "E" or worse. In addition, the roadway segment of New Market Road from SR 29/Main Street to Charlotte Street is anticipated to operate at a deficient LOS "F". During the No-Build design year 2045, the entire SR 29 corridor is anticipated to operate under deficient conditions, with the exception of the segments from Oil Well Rd to Farm Worker Way, from New Market Road to 9th Street, and Lake Trafford Road to New Market Road/Westclox Road. In addition, the roadway segment of New

Market Road from SR 29/Main Street to SR 29/Westclox Road is anticipated to operate at a deficient LOS "F".

During the No-Build opening year 2025 conditions, all the study intersections are anticipated to operate at an acceptable LOS except for the stop controlled intersections of: SR 29 at Oil Well Road (PM Peak), SR 29 at CR 846 (PM Peak), SR 29 at New Market Road (AM and PM Peak), and SR 29 at Westclox Street/New Market Road AM and PM Peak). During the No-Build design year 2045 conditions, all the study intersections are anticipated to operate at a deficient LOS except for the signalized intersections of SR 29 at Farm Worker Way and SR 29 at 9th Street.

### 8.1.3 Central Alternative #1

This alternative consists of providing an alternative corridor that bypasses downtown Immokalee. Central Alternative # 1 also involves increasing capacity on SR 29 by widening the existing two-lane undivided segments of SR 29 south of the bypass (from the bypass southern termini to Oil Well Road) and SR 29 from New Market Road/Westclox Road to SR 82. It also includes the installation of traffic signals at the intersections of SR 29 at Oil Well Road, SR 29 at Airport Road, SR 29 at New Market Road, and SR 29 at New Market Road/Westclox Street. This alternative considers both a continuous green T intersection and a roundabout at the new intersection of SR 29 and the SR 29 Bypass. This alternative also involves the realignment of CR 846/Airport Road to the south to create a plus intersection with SR 29 and 13th Street.

Based on the roadway LOS assessment the SR 29, the SR 29 Bypass and New Market Road corridors are anticipated to operate at LOS well within the adopted LOS target during the opening year 2025 and design year 2045 during the design hour.

Under this alternative, all the study area intersections are anticipated to operate at acceptable LOS conditions during the AM and PM peak hours through design year 2045, with the exception of the signalized intersection of SR 29 at 1st Street and the intersection of SR 29 & SR 29 Bypass under the roundabout control, which are anticipated to experience high delays by design year 2045.

### 8.1.4 Central Alternative #2

This alternative consists of providing an alternative corridor that bypasses downtown Immokalee. Central Alternative #2 also involves increasing capacity on SR 29 by widening the existing two-lane undivided segments of SR 29 south of the bypass (from the bypass southern termini to Oil Well Road) and SR 29 from New Market Road/Westclox Road to SR 82. It also includes the installation of traffic signals at the intersections of SR 29 at Oil Well Road, SR 29 at Airport Road, SR 29 at New Market Road, and SR 29 at

New Market Road/Westclox Street. This alternative considers both a continuous green T intersection and a roundabout at the new intersection of SR 29 and the SR 29 Bypass. This alternative also involves realigning CR 846/Airport Road to the north to create a plus intersection with the existing alignment of SR 29 and the SR 29 Bypass.

Based on the roadway LOS assessment the SR 29, the SR 29 Bypass and New Market Road corridors are anticipated to operate at LOS well within the adopted LOS target during the opening year 2025 and design year 2045 during the design hour.

Under this alternative, all the study area intersections are anticipated to operate at acceptable LOS conditions during the AM and PM peak hours through design year 2045, with the exception of the signalized intersection of SR 29 at 1st Street and the intersection of SR 29 & SR 29 Bypass under the roundabout control, which are anticipated to experience high delays by design year 2045.

### 8.1.5 Central Alternative #2 Revised

This alternative consists of providing an alternative corridor that bypasses downtown Immokalee. Central Alternative #2R involves increasing capacity on SR 29 by widening of the existing two-lane undivided segments of SR 29 south of the bypass (from the bypass southern termini to Oil Well Road) and SR 29 from New Market Road/Westclox Road to SR 82. It also includes the installation of traffic signals at the intersections of SR 29 at Oil Well Road, SR 29 at Airport Road, SR 29 at New Market Road, and SR 29 at New Market Road/Westclox Street. This alternative considers both a continuous green T intersection and a roundabout at the new intersection of SR 29 and the SR 29 Bypass. This alternative also involves realigning CR 846/Airport Road to the north to create a plus intersection with the existing alignment of SR 29 and the SR 29 Bypass.

Based on the roadway LOS assessment the SR 29, the SR 29 Bypass and New Market Road corridors are anticipated to operate at LOS well within the adopted LOS target during the opening year 2025 and design year 2045 during the design hour.

Under this alternative, all the study area intersections are anticipated to operate at acceptable LOS conditions during the AM and PM peak hours through design year 2045, with the exception of the signalized intersection of SR 29 at 1st Street and the intersection of SR 29 & SR 29 Bypass under the roundabout control which are anticipated to experience high delays by design year 2045. In addition, while the intersection of SR 29 at Lake Trafford Road operates with an acceptable overall LOS, it is to be noted that certain movements are anticipated to operate at LOS F during the AM peak hour conditions.

## 8.2 Recommendations

Based on the evaluation of operating conditions for the design year 2045 Build traffic conditions, this study recommends various roadway and intersection capacity improvements for Central Alternative #1, Central Alternative #2 and Central Alternatives #2 Revised in order to handle the projected traffic volumes within the study corridor (as depicted in **Figure 22 through 24**).

In addition, it is recommended that the intersection of SR 29 at 1st Street be regularly monitored for improvements after the opening of the SR 29 bypass under all three (3) Build Alternatives. Lastly, If the Central Alternative #2 Revised is selected as the preferred alternative, it is recommended that the intersection of SR 29 at Lake Trafford Road be regularly monitored for improvements after the opening of the SR 29 bypass.

In addition to the above improvements, this study used the red time formula (source: ITE Traffic Engineering Manual, 5th Edition) to develop recommended queue lengths at the signalized intersections along the study corridor. **Table 36** show the recommended queue lengths for the design year 2045 design hour conditions for the three (3) build alternatives. Queue length calculations are shown in **Appendix BB**.

It should be noted that the specific lengths do not include the taper or deceleration distance (as specified in FDOT index 301). These queue lengths are recommended at locations where such lengths can be achieved. Actual design and implementation of these queue length requirements will be a function of design and the physical practicality at each location.

**Table 36: Recommended Queue Lengths for Turn Lanes at Signals**

| Intersection | Turn Lane Queue Length (feet) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | NBL | NBR | SBL | SBR | WBL | WBR | EBL | EBR |
| **Central Alternative #1** | | | | | | | | |
| SR 29 at Oil Well Road | 100 | 75 | 100 | 50 | 50 | - | 75 | - |
| SR 29 at Farm Worker Way | 75 | 25 | 75 | 150 | - | 150 | 150 | - |
| SR 29 at CR 846/Airport Road | | | 350 | 475 | 50 | 200 | 575 | |
| SR 29 at New Market Road | - | - | 625 | 200 | 175 | - | - | 225 |
| SR 29 at Westclox Street/New Market Road | 125 | 50 | 150 | 100 | 50 | 0 | 150 | - |
| SR 29 at SR 29 Bypass | - | 25 | 475 | - | 50 | 425 | - | - |
| New Market Rd at Charlotte St | 125 | - | 50 | 250 | - | - | 350 | - |
| **Central Alternative #2** | | | | | | | | |
| SR 29 at Oil Well Road | 100 | 75 | 100 | 25 | 50 | - | 75 | - |
| SR 29 at Farm Worker Way | 75 | 25 | 75 | 125 | - | 150 | 150 | - |
| SR 29 at CR 846/Airport Road/SR 29 Bypass | 375 | 300 | 475 | 325 | 225 | 500 | 275 | 600 |
| SR 29 at New Market Road | - | - | 100 | 25 | 25 | - | - | 75 |
| SR 29 at Westclox Street/New Market Road | 125 | 50 | 125 | 100 | 50 | 0 | 150 | - |
| SR 29 at SR 29 Bypass | - | 25 | 500 | - | 50 | 450 | - | - |
| **Central Alternative #2 Revised** | | | | | | | | |
| SR 29 at Oil Well Road | 100 | 75 | 100 | 25 | 50 | - | 75 | - |
| SR 29 at Farm Worker Way | 75 | 25 | 75 | 125 | - | 150 | 150 | - |
| SR 29 at CR 846/Airport Road/SR 29 Bypass | 475 | 275 | 325 | 300 | 225 | 400 | 200 | 650 |
| SR 29 at New Market Road | - | - | 350 | 125 | 125 | - | - | 75 |
| SR 29 at Westclox Street/New Market Road | 225 | 50 | 575 | 100 | 50 | 0 | 150 | - |
| SR 29 at SR 29 Bypass | - | 50 | 400 | - | 50 | 425 | - | - |

# 9 Appendices

**Appendix A –** Excerpts from Plans

**Appendix B -** Straight Line Diagrams & RCI Data

**Appendix C** – Collier Area Transit Routes

**Appendix D** – Raw Traffic Counts

**Appendix E** – FDOT Counts and Seasonal & Axle Factors

**Appendix F** – Existing Signal Timings & SYNCHRO Intersection Analysis Outputs

**Appendix G** – FDOT 2013 Quality/Level of Service Handbook Generalized LOS Tables

**Appendix H** – Crash Data and Crash Rate

**Appendix I** – Build Alternatives Maps

**Appendix J** – Travel Demand Modeling Technical Memorandum

**Appendix K** – 2025 Model Plots (Number of Lanes and Volumes)

**Appendix L** – Trends Output Sheets

**Appendix M** – Population Projection Data (BEBR)

**Appendix N** – 2025 and 2045 Volume Development

**Appendix O** – Synchro Intersections Output Sheets- No Build

**Appendix P** – Synchro Arterial LOS Analysis Summary Output Sheet-No Build

**Appendix Q** – Synchro Intersections Output Sheets- Build Central Alternative #1

**Appendix R** – SIDRA 7 Roundabout Analysis Output Sheets- Build Central Alternative #1

**Appendix S** – Synchro Arterial LOS Analysis Summary Output Sheet-Build Central Alternative #1

**Appendix T** – Synchro Intersections Output Sheets- Build Central Alternative #2

**Appendix U** – SIDRA 7 Roundabout Analysis Output Sheets- Build Central Alternative #2

**Appendix V** – Synchro Arterial LOS Analysis Summary Output Sheet-Build Central Alternative #2

**Appendix W** – Synchro Intersections Output Sheets- Build Central Alternative #2 Revised

**Appendix X** – SIDRA 7 Roundabout Analysis Output Sheets- Build Central Alternative #2 Revised

**Appendix Y** – Synchro Arterial LOS Analysis Summary Output Sheet-Build Central Alternative #2 Revised

**Appendix Z** – Noise Analysis

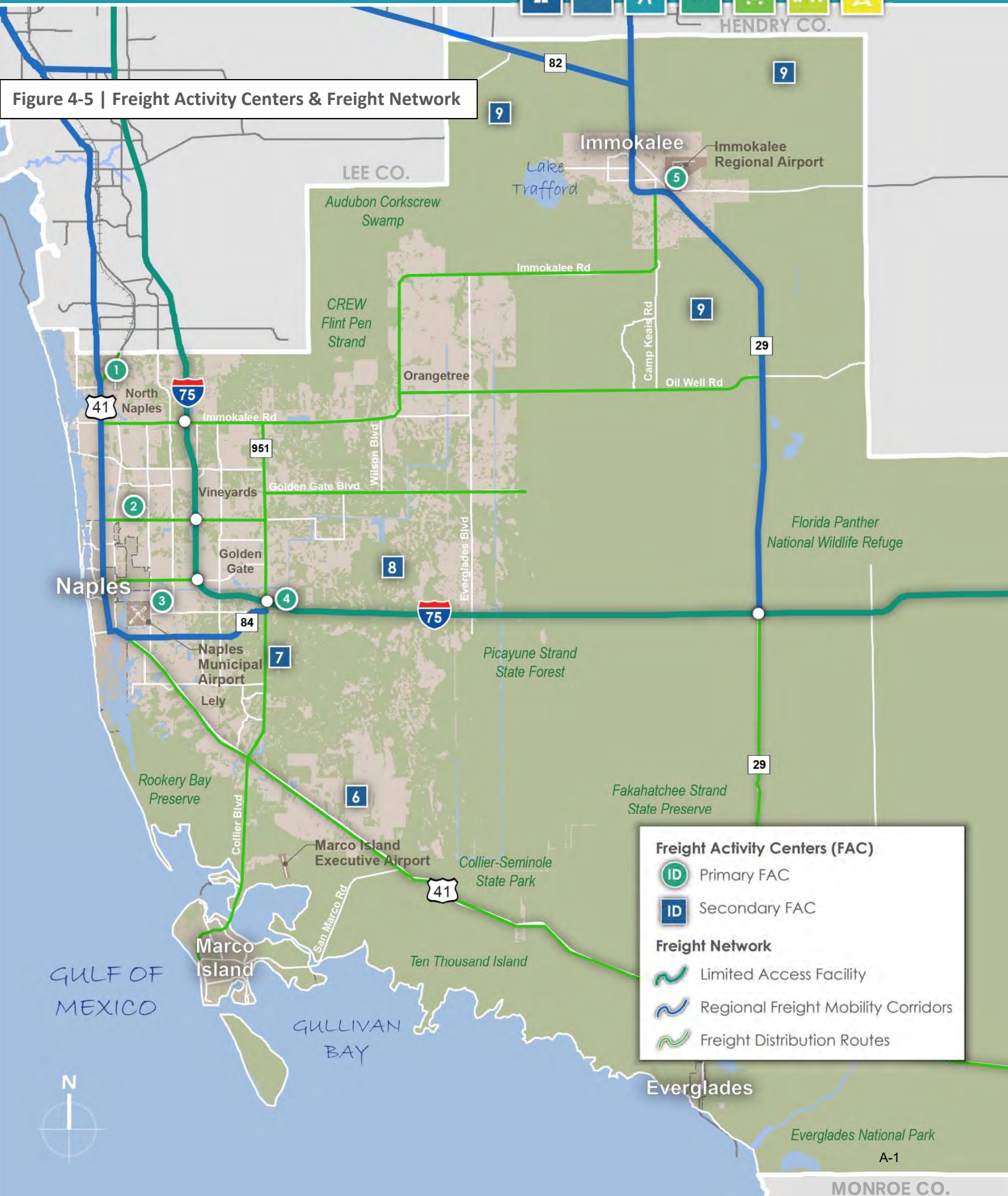
**Appendix AA** – Air Quality Analysis

**Appendix BB** – Queue Length Analysis Spreadsheets

# Appendix A

## Excerpts from Plans

**Figure 4-5 | Freight Activity Centers & Freight Network**



**Freight Network**

Collier County's freight transportation network system is dominated by its highway network. The only rail access to Collier County is provided by a short section of the Seminole Gulf Railway in the far northwest corner of the county. Current truck traffic volumes show that only the northernmost section of I-75 has daily truck volumes exceeding 7,500. Other high volume truck routes, exceeding 2,500 per day are limited to the portions of I-75 east of SR 29 and west of Collier Boulevard. The Collier Freight Network was defined by consideration of current truck traffic volumes, connections between FACs and limited access facilities, and designation as a Strategic Intermodal System facility (SIS). Highway facilities which form the County's freight network are illustrated in the **Figure 4-5**. The hierarchy of the County's freight roadway network includes limited access facilities, regional freight mobility corridors, and freight distribution routes. The hierarchy of these facilities is explained below.

*Limited Access Facilities*

I-75 is the only limited-access facility within Collier County and serves as the primary trade route for trucks, connecting the county with the rest of Florida as well as the rest of the country. It also serves as a major commuter corridor. I-75 is a part of the Strategic Intermodal System.

*Regional Freight Mobility Corridors*

Regional freight mobility corridors function as connectors between limited access facilities and regional freight activity centers. These corridors serve regional movements for long-haul trucks and host high volumes of traffic. Within Collier County, the regional freight mobility corridors include:

- SR 29 (SIS) (I-75 to Hendry County Line)
- SR 82 (SIS) (SR 29 to Hendry County Line)
- SR 84/ Davis Boulevard (US 41 to I-75)
- US 41 (SR 84/Davis Boulevard to Lee County Line)

*Freight Distribution Routes*

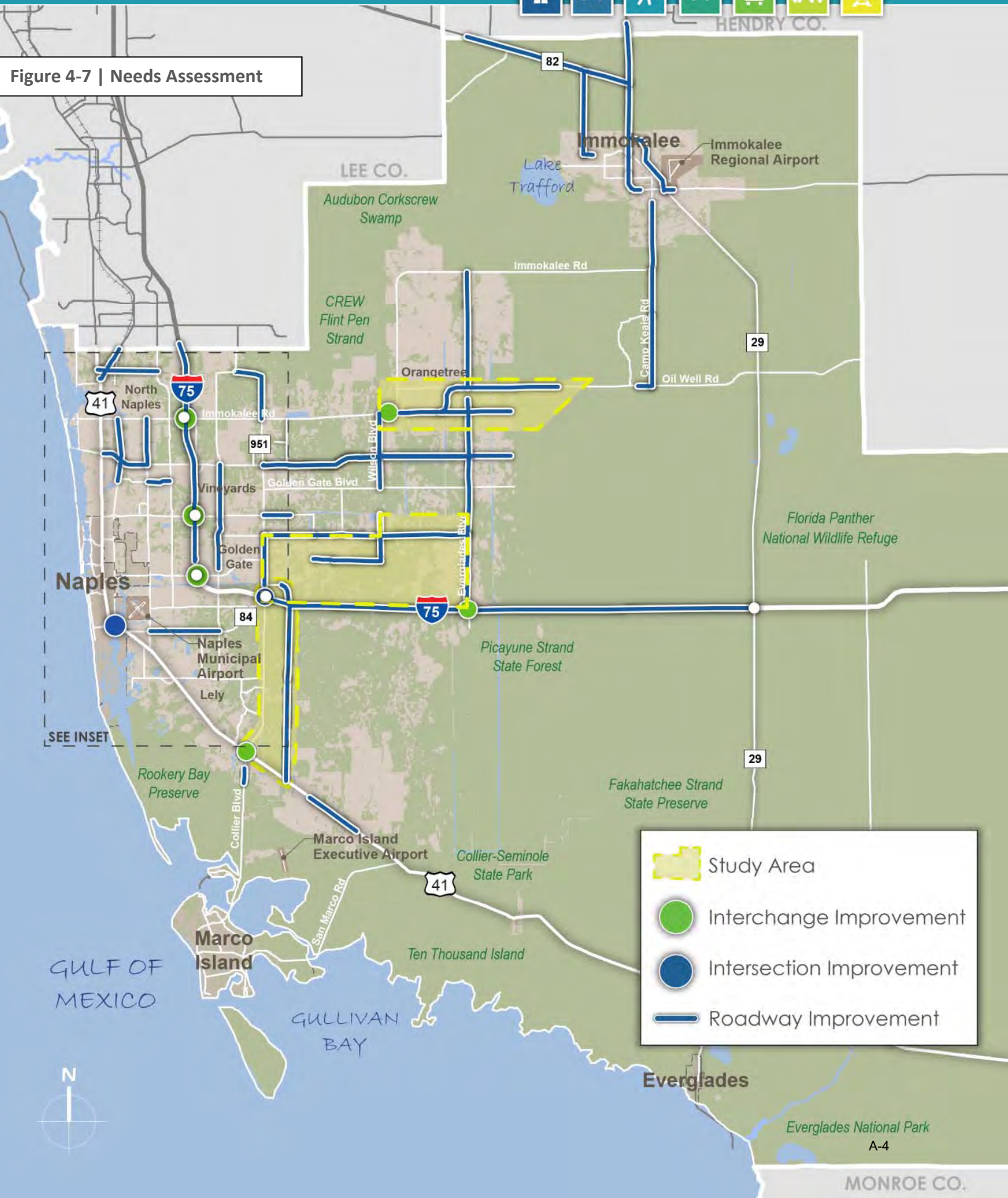
Freight distribution Routes serve to distribute truck traffic to local delivery areas. These include state roadways and other local roadways designated in local truck route ordinances at the county and municipal levels. The freight distribution routes within Collier County include:

- SR 29 (US 41 to I-75)
- SR 951/Collier Boulevard (Marco Island to US 41)
- CR 951/Collier Boulevard (US 41 to CR 846/Immokalee Road)
- CR 858/Oil Well Road (CR 846/Immokalee Road to SR 29)
- CR 846/Immokalee Road (US 41 to SR 29)
- Golden Gate Boulevard (CR 951/Collier Boulevard to DeSoto Boulevard)
- CR 896/ Pine Ridge Road (US 41 to CR 951/Collier Boulevard)
- US 41 (SR 84/Davis Boulevard to Dade County Line)
- Old US 41 (US 41 to Lee County Line)

**Table 4-5 | Needs Assessment (continued)**

| Needs Rank | Improvement | Limits From | Limits To | Improvement Description |
|---|---|---|---|---|
| 7 | Critical Needs Intersection | Immokalee Rd at I-75 Interchange | | Major Ramp Improvements |
| 8 | SR 29 By-Pass | SR 29 (north of New Market Rd) | SR-29/CR-846 Intersection | New 4-lane Divided Arterial |
| 9 | Critical Needs Intersection | US41 at Collier Boulevard | | Single point urban interchange |
| 11 | SR 29 | New Market Road North | North of SR-82 | Expand from 2-Lane Undivided to 4-Lane Divided Arterial |
| 12 | Old US 41 | US 41 (SR-45) | Collier/Lee County Line | Expand from 2-Lane Undivided to 4-Lane Divided Major Collector |
| 13 | Vanderbilt Beach Road | 8th Street | Desoto Boulevard | New 4 lane Divided Arterial from 8st St SW to Desoto Blvd |
| 14 | Vanderbilt Beach Road | CR 951 | 8th Street | Expand from 2-Lane Undivided to 4-Lane Divided Arterial from CR951 to 21 St SW & New 4-lane to 8th Street |
| 15 | US41 (SR-90) (Tamiami Trail East) | Greenway Road | 6 L Farm Road | Expand from 2-Lane Undivided to 4-Lane Divided Arterial |
| 16 | Randall Boulevard | 8th Street | Oil Well Rd./ Everglades Blvd. | Expand from 2-Lane Undivided + New Road to 6-Lane Divided Arterial |
| 17 | Green Boulevard Ext / 16th Ave SW | 23rd St SW | Wilson Blvd Ext | New 2-Lane Collector |
| 18 | SR 84 (Davis Boulevard) | Airport Pulling Road | Santa Barbara Boulevard | Expand from 4 divided to 6-Lane Divided Arterial |
| 19 | Critical Needs Intersection | Immokalee Road at Randall Blvd | | Ultimate intersection improvement with interim intersection improvements |
| 20 | Immokalee Road | Camp Keais Road | Carver Street | Expand from 2-Lane Undivided to 4-Lane Divided Arterial |
| 21 | Critical Needs Intersection | US 41 at Goodlette Road | | Major At-Grade Intersection Improvements (2nd WB RT-Ln) |
| 22 | Critical Needs Intersection | I-75 (SR-93) at Everglades Blvd | | New Interchange |
| 23 | Green Blvd Ext / 16th Ave SW | CR 951 | 23rd Street SW (Corridor Study) | New 4-Lane Divided Collector |
| 25 | Oil Well Road / CR 858 | Everglades Boulevard | Oil Well Grade Road | 2-Lane Roadway to 4 Lanes divided |
| 26 | Everglades Blvd | Golden Gate Blvd | Vanderbilt Bch Rd Ext | Expand from 2-Lane Undivided to 4-Lane Divided Arterial |
| 27 | CR 951 Extension | Heritage Bay Entrance | Lee/Collier County Line | New 2-lane Arterial to Bonita Beach Road |
| 28 | SR 29 | 9th St | Immokalee Dr. | Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial |

**Figure 4-7 | Needs Assessment**



## District 1 - Year 2025 (Short Term) Highway Improvements

### Add Lane Improvement

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|
| 39 | I-4 from County Line Rd. to West of SR 570 / Polk Parkway | A4-SUL | $30,654 |
| 204 | SR 70 from NW 38th Terrace to US 98 | A2-4 | $11,316 |
| 270 | SR 70 from Lorraine Rd. to CR 675 / Waterbury Rd. | A2-4 | $34,653 |
| 360 | I-4 from East of US 27 / SR 25 to Polk / Osceola County Line | A4-SUL | $83,419 |
| 364 | SR 29 from New Market Rd. / Westclox Rd. to SR 82 | A2-4 | $18,926 |
| 401 | SR 64 from Hardee / Highlands County Line to Olivia Dr. / Avon Estates Blvd. | A2-4 | $6,127 |
| 805 | SR 70 from East of SR 31 to CR 760 | A2-4 | $24,508 |
| 823 | US 17 from Palmetto Ave. to SR 70 / Hickory St. | A1-3 | $1,947 |
| 2863 | US 17 from SR 70 / Hickory St. to SR 35 / DeSoto Ave. | A1-3 | $5,677 |
| 2865 | SR 70 from CR 661A / Bunker Ave. to SR 72 | A2-4 | $7,588 |
| 2870 | US 27 from Old US 27 to CR 832 / Owens Ave. | A2-6 | $14,397 |
| 2872 | SR 82 from SR 739 / Fowler Ave. to Veronica Shoemaker Blvd. | A2-6 | $11,820 |
| 2873 | SR 82 from Veronica Shoemaker Blvd. to Michigan Link Ave. | A2-6 | $8,668 |
| 3121 | SR 31 from SR 80 to SR 78 | A2-4 | $151,340 |
| 3122 | SR 31 from SR 78 to CR 78/River Road | A2-4 | $1,500 |
| 3143 | I-75 from SR 758/Bee Ridge Road to University Parkway | A4-SUL | $148,445 |

### Interchange/Intersection Improvement

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|
| 1 | I-4 at SR 570 / Polk Parkway (Eastern End) | M-INCH | $45,201 |
| 191 | I-75 at SR 681 | M-INCH | $120,240 |
| 268 | I-75 at Jacaranda Blvd. | M-INCH | $56,927 |
| 269 | I-75 at Laurel Rd. | M-INCH | $56,927 |
| 357 | I-4 at SR 33 | M-INCH | $98,031 |
| 359 | I-4 at US 27 / SR 25 | M-INCH | $122,597 |
| 362 | I-4 at County Line Rd. | M-INCH | $122,597 |
| 640 | I-75 at SR 78 | M-INCH | $54,555 |
| 827 | I-4 at SR 570 / Polk Parkway (Western End) | M-INCH | $58,890 |
| 2892 | I-75 at Corkscrew Rd. | M-INCH | $20,000 |

### Other Improvement

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|
| 3165 | SR 60 at W of Scenic Park Rd. / W of Lake Wales Rd. | GRASEP | $52,200 |

| TOTAL PROJECT COST | $1,369,150 |
|---|---|

NOTE: Project Costs are in thousands.

## District 1 - Year 2035 (Mid Term) Highway Improvements

### Add Lane Improvement

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|
| 142 | SR 82 / Dr. MLK Jr. Blvd. from Michigan Ave. to CR 865 / Ortiz Ave. | A1-6 | $3,796 |
| 202 | US 98 / 441 from 18th Terrace to 38th Ave. | A2-4 | $12,032 |
| 388 | US 27 from South of B Moore Rd. to CR 547 / Sanders Rd. | A2-8 | $58,265 |
| 393 | US 27 from I-4 to Polk / Lake County Line | A2-8 | $80,997 |
| 677 | SR 64 from Avon Estates Blvd. / Olivia Dr. to US 27 | A2-4 | $19,711 |
| 680 | SR 70 from SR 72 to West of Peace River | A2-4 | $4,741 |
| 710 | SR 29 from Collier / Hendry County Line to CR 832 / Keri Rd. | A2-4 | $26,145 |
| 821 | US 27 from CR 547 / Sanders Rd. to I-4 | A2-8 | $53,355 |
| 824 | SR 70 from Pine Level St. to CR 661A / Bunker Ave. | A2-4 | $9,814 |
| 2855 | I-75 from CR 846 (Immokalee Rd) to SR 884/Colonial Blvd | A4-SUL | $764,697 |
| 2858 | I-75 from University Parkway to 19th St / US 301 / SR 43 | A4-SUL | $348,060 |
| 2859 | I-75 from 19th St / US 301 / SR 43 to I-275 Off Ramp | A4-SUL | $20,212 |
| 2861 | US 19 from I-275 Ramp to Skyway Br. Hillsborough County Line | A2-6 | $40,036 |
| 2868 | SR 636 from SR 64 to CR 671 / Parnell Rd. | A2-4 | $29,478 |
| 2875 | SR 82 from I-75 to Buckingham Rd. | A2-8 | $17,734 |
| 2885 | SR 29 from CR 832 / Keri Rd. to F Rd. | A2-4 | $24,655 |
| 3142 | I-75 from SR 681 to SR 758/Bee Ridge Road | A4-SUL | $178,007 |

### Interchange/Intersection Improvement

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|
| 35 | US 27 at US 17 / 92 | M-INCH | $58,625 |
| 42 | I-75 at North Jones Loop Rd. | M-INCH | $56,927 |
| 43 | I-75 at CR 769 / Kings Highway | M-INCH | $56,927 |
| 193 | I-75 at I-275 | M-INCH | $103,821 |
| 194 | I-75 at Moccasin Wallow Rd. | M-INCH | $54,555 |
| 356 | I-4 at Socrum Loop Rd. | M-INCH | $98,031 |
| 358 | I-4 at SR 539 | M-INCH | $98,031 |
| 369 | I-75 at CR 846 / Immokalee Rd. | M-INCH | $58,624 |
| 715 | I-75 at US 17 / SR 35 | M-INCH | $122,597 |
| 778 | I-75 at CR 776 / Harbor View | M-INCH | $56,927 |
| 787 | I-75 at Bonita Beach Rd. | M-INCH | $48,854 |
| 803 | I-4 at US 98 / SR 35 / 700 | M-INCH | $58,624 |
| 828 | I-4 at SR 546 / Memorial Blvd. | M-INCH | $108,335 |
| 2893 | I-75 at Alico Rd. | M-INCH | $42,404 |
| 2894 | I-75 at Daniels Parkway | M-INCH | $42,404 |

### Interchange/Intersection Improvement

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|

### Potential SIS Facility

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|
| 404 | SR 29 (In-Town) By-pass from CR 846 E to North of New Market Rd. N | NR | $59,798 |

| TOTAL PROJECT COST | $2,817,219 |
|---|---|

NOTE: Project Costs are in thousands.

## District 1 - Year 2045 (Long Term) Highway Improvements

### Add Lane Improvement

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|
| 6 | SR 70 from CR 760 to DeSoto / Highlands County Line | A2-4 | $66,422 |
| 36 | SR 29 from South of Agriculture Way to CR 846 | A2-4 | $21,194 |
| 88 | SR 80 from SR 31 / Arcadia Rd. to Buckingham Rd. | A2-6 | $21,997 |
| 198 | I-75 from Mocassin Wallow Rd. to Manatee / Hillsborough County Line | A4-SUL | $139,173 |
| 289 | SR 710 from 59th Blvd. to Okeechobee / Martin County Line | A2-4 | $42,169 |
| 355 | SR 29 from I-75 to Oil Well Rd. | A2-4 | $54,404 |
| 363 | US 17 from Copley Dr. to North of CR 74 / Bermont Rd. | A2-6 | $7,750 |
| 365 | US 27 from Glades / Highlands County Line to SR 70 | A2-6 | $62,536 |
| 400 | SR 29 from SR 78 to CR 74 | A2-4 | $48,503 |
| 483 | SR 60 from Bonnie Mine Rd. to CR 555 / Agricola Rd. | A2-6 | $35,937 |
| 484 | SR 60 from SR 60A / Van Fleet Dr. to SR 25 / US 27 | A2-6 | $123,687 |
| 672 | US 27 from Palm Beach / Hendry County Line to Old US 27 | A2-6 | $8,406 |
| 675 | SR 64 from Old Town Creek Rd. / CR 671 / Parnell Rd. to Hardee / Highlands County Line | A2-4 | $21,846 |
| 707 | SR 60 from 12th Ave. to Bonnie Mine Rd. | A2-6 | $20,400 |
| 709 | US 27 from CR 832 / Owens Ave. to SR 80 | A2-6 | $51,561 |
| 752 | SR 60 from Hillsborough / Polk County Line to CR 676 / Nicholas Rd. | A2-6 | $37,515 |
| 753 | SR 60 from CR 676 / Nicholas Rd. to Church Ave. | A2-6 | $13,823 |
| 754 | SR 60 from Church Ave. to 12th Ave. | A2-6 | $6,162 |
| 802 | SR 60 from East of CR 630 to Polk / Osceola County Line | A2-4 | $43,778 |
| 817 | US 17 (S. L. Holland) from Mann Rd. to Main St. | A2-6 | $13,232 |
| 820 | US 27 from North of Kokomo Rd. to South of B. Moore Rd. | A2-8 | $15,362 |
| 825 | SR 70 from DeSoto / Highlands County Line to US 27 | A2-4 | $82,822 |
| 826 | SR 70 from US 27 to Highlands / Okeechobee County Line | A2-4 | $125,229 |
| 2854 | I-75 from CR 886 (Goldengate Pkwy) to CR 846 (Immokalee Rd) | A4-SUL | $215,965 |
| 2856 | I-75 from SR 884/Colonial Blvd to SR 80 | A4-SUL | $157,218 |
| 2857 | I-75 from River Rd. to SR 681 | A4-SUL | $214,526 |
| 2860 | SR 70 from CR 675 to DeSoto County Line | A2-4 | $99,342 |
| 2862 | US 17 from Main St. to SR 60A / Auto Zone Ln | A2-6 | $4,485 |
| 2864 | SR 70 from Manatee County Line to Pine Level St. | A2-4 | $48,369 |
| 2866 | SR 29 from CR 74 to US 27 | A2-4 | $8,882 |
| 2869 | SR 64 from US 17 to SR 636 | A2-4 | $41,835 |
| 2871 | US 27 from South of Skipper Rd. to US 98 | A2-6 | $10,196 |
| 2874 | SR 82 from CR 865 / Ortiz Ave. to I-75 | A2-8 | $5,778 |
| 2876 | SR 82 from Buckingham Rd. to Gateway Blvd. | A2-8 | $17,694 |

### Add Lane Improvement

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|
| 2877 | SR 710 from Interceptor Creek to 59th Blvd. | A2-4 | $17,832 |
| 2878 | SR 70 from Highlands County Line to NW 38th Terrace | A2-4 | $70,178 |
| 2880 | SR 29 from Oil Well Rd. / CR 658 to Sunniland Nursery Rd. | A2-4 | $25,383 |
| 2881 | SR 29 from Sunniland Nursery Rd. to South of Agriculture Way | A2-4 | $15,900 |
| 2887 | SR 29 from Hendry County Line / Whidden Rd. to SR 78 | A2-4 | $12,268 |
| 2889 | SR 82 from Alabama Rd. to Homestead Blvd. | A2-6 | $12,385 |
| 2890 | SR 82 from Michigan Link Ave. to CR 865 / Ortiz Ave. | A2-8 | $8,685 |
| 3141 | I-75 from I-275 Off Ramp to CR 6 / Mocassin Wallow Rd. | A4-SUL | $103,342 |

### Interchange/Intersection Improvement

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|
| 31 | I-75 at SR 80 | M-INCH | $54,555 |
| 37 | I-75 at SR 82 | M-INCH | $47,439 |
| 40 | I-75 at CR 896 / Pine Ridge Rd. | M-INCH | $58,624 |
| 307 | I-75 at Luckett Rd. | M-INCH | $54,555 |
| 3212 | I-75 at River Rd/ CR 777 | M-INCH | $56,927 |

### Potential SIS Facility

| ID | FACILITY LOCATIONS/LIMITS | IMPROVEMENT TYPE | ESTIMATED COST |
|---|---|---|---|
| 713 | US 27 By-Pass Georgia Ave. Extension from CR 833 to Lewis Blvd. | NR | $97,130 |
| 714 | US 27 By-Pass Georgia Ave. Extension from Lewis Blvd. to US 27 | A2-4 | $51,395 |

| TOTAL PROJECT COST | $2,574,796 |
|---|---|

NOTE: Project Costs are in thousands.

# District 1 SIS Non-Interstate Plan

| MAP ID | FACILITY | DESCRIPTION | 2018 | 2019 | 2020 | 2021 | 2022 | TOTAL STATE MANAGED | TOTAL DISTRICT MANAGED | TOTAL LOCAL FUNDS | PD&E | PE | ENV | ROW | CON |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4365631 | North Jones Loop Rd from Burnt Store Road to Piper Road | Add 2 to Build 6 Lanes | $0 | $0 | $1,257 | $0 | $0 | $0 | $1,257 | $0 | ● | | | | |
| 4389021 | SR 15/700 (US 98/441) at Se 18th Terr Roundabout | Modify Intersection | $511 | $0 | $1,862 | $0 | $0 | $0 | $2,373 | $0 | | ● | | ● | ● |
| 4178785 | SR 29 from Collier County Line to CR 832 (keri Rd) | Add 2 to Build 4 Lanes | $13 | $0 | $0 | $0 | $0 | $0 | $13 | $0 | | ● | | | |
| 4178789 | SR 29 from Whidden Rd (CR 731) to Bermont Rd (CR 74) | Add 2 to Build 4 Lanes | $0 | $2,050 | $0 | $0 | $0 | $2,050 | $0 | $0 | | ● | | | |
| 4178786 | SR 29 from Bermont Rd (CR 74) to US 27 | Add 2 to Build 4 Lanes | $0 | $5,275 | $0 | $0 | $0 | $5,275 | $0 | $0 | | ● | | | |
| 4178788 | SR 29 from Cowboy Way (CR 80a) to Whidden Rd (CR 731) | Add 2 to Build 4 Lanes | $18 | $20 | $0 | $120 | $3,188 | $3,328 | $18 | $0 | | ● | ● | ● | |
| 4178787 | SR 29 from CR 832 (keri Rd) to F Rd | Add 2 to Build 4 Lanes | $33 | $0 | $0 | $0 | $0 | $0 | $33 | $0 | | ● | | | |
| 4175405 | SR 29 from CR 846 E to N. of New Market Road N. | Add 2 to Build 6 Lanes | $0 | $6,310 | $0 | $0 | $0 | $0 | $6,310 | $0 | | ● | ● | | |
| 4178783 | SR 29 from F Road to Cowboy Way | Add 2 to Build 4 Lanes | $2,828 | $5,174 | $50 | $0 | $0 | $7,322 | $729 | $0 | | ● | ● | ● | |
| 4344901 | SR 29 from I-75 to Oil Well Rd | Project Dev. & Env. | $47 | $0 | $0 | $0 | $0 | $0 | $47 | $0 | ● | | | | |
| 4175406 | SR 29 from N. of New Market Rd N. Road to SR 82 | Add 2 to Build 4 Lanes | $0 | $4,830 | $0 | $0 | $0 | $0 | $4,830 | $0 | | ● | ● | | |
| 4175404 | SR 29 from S. of Agriculture Way to CR 846 E | Add 2 to Build 4 Lanes | $0 | $4,075 | $0 | $0 | $0 | $0 | $4,075 | $0 | | ● | | | |
| 4178782 | SR 29 from SR 82 to CR 80-a | Project Dev. & Env. | $10 | $0 | $0 | $0 | $0 | $0 | $10 | $0 | ● | | | | |
| 4178784 | SR 29 from SR 82 to Hendry County Line | Add 2 to Build 4 Lanes | $45 | $0 | $400 | $723 | $0 | $1,123 | $45 | $0 | | ● | ● | ● | |
| 4175403 | SR 29 from Sunniland Nursery Road to S. of Agriculture Way | Add 2 to Build 4 Lanes | $0 | $3,625 | $0 | $0 | $0 | $0 | $3,625 | $0 | | ● | ● | | |
| 4345091 | SR 60 at Bailey Rd | Modify Intersection | $19 | $0 | $0 | $0 | $0 | $0 | $19 | $0 | | ● | | | ● |
| 4338562 | SR 60 from CR 630 to Grape Hammock Rd | Add 2 to Build 6 Lanes | $0 | $0 | $0 | $7,350 | $0 | $7,350 | $0 | $0 | | ● | | | |
| 4338563 | SR 60 from Grape Hammock Road to Osceola County Line | Add 2 to Build 4 Lanes | $0 | $0 | $0 | $350 | $0 | $350 | $0 | $0 | | ● | | | |
| 4332011 | SR 64 at North Olivia Drive | Add Turn Lane | $375 | $0 | $0 | $0 | $0 | $0 | $375 | $0 | | ● | | | ● |
| 4349861 | SR 64 at US 27 | Modify Intersection | $14,157 | $0 | $0 | $0 | $0 | $14,143 | $14 | $0 | | ● | | | ● |
| 4145062 | SR 70 from Lorraine Rd to CR 675/waterbury Road | Project Dev. & Env. | $241 | $1,771 | $2,053 | $0 | $0 | $0 | $4,066 | $0 | ● | ● | | ● | |
| 4193445 | SR 710 from Sherman Wood Ranches to CR 714 (martin C/l) | Add 2 to Build 4 Lanes | $0 | $0 | $0 | $0 | $6,500 | $6,500 | $0 | $0 | | ● | | | |
| 4193443 | SR 710 from US 441 to L-63 Canal | New Road | $90 | $2,064 | $4,941 | $3,270 | $0 | $0 | $10,365 | $0 | | ● | ● | ● | |
| 4331751 | SR 82 (immokalee Rd) at CR 850 (corkscrew Rd) | Add Turn Lane | $100 | $0 | $0 | $0 | $0 | $0 | $100 | $0 | | | | | ● |
| 4258413 | SR 82 from Alabama Road S to Homestead Road S | Add 2 to Build 4 Lanes | $44,483 | $0 | $0 | $2,050 | $0 | $17,058 | $29,175 | $300 | | | ● | ● | ● |
| 4258411 | SR 82 from CR 884 (lee Blvd) to Shawnee Road | Add 4 to Build 6 Lanes | $1,346 | $0 | $0 | $2,500 | $0 | $3,347 | $257 | $242 | | ● | | ● | ● |
| 4308491 | SR 82 from Gator Slough Lane to SR 29 | Add 2 to Build 4 Lanes | $1,328 | $35,685 | $0 | $0 | $0 | $34,981 | $1,531 | $500 | | ● | ● | ● | ● |
| 4308481 | SR 82 from Hendry County Line to Gator Slough Lane | Add 2 to Build 4 Lanes | $5 | $2,882 | $314 | $0 | $0 | $0 | $3,200 | $0 | | ● | ● | ● | |
| 4258414 | SR 82 from Homestead Road S to Hendry C/l | Add 2 to Build 4 Lanes | $24,796 | $0 | $0 | $950 | $0 | $0 | $25,446 | $300 | | ● | ● | ● | ● |
| 4258412 | SR 82 from Shawnee Road to Alabama Road S | Add 4 to Build 6 Lanes | $54 | $0 | $0 | $0 | $30,294 | $29,213 | $836 | $300 | | ● | | ● | ● |
| 4192432 | SR25 (US 27) from Highlands County Line to CR 630a | Add 2 to Build 6 Lanes | $42 | $0 | $0 | $350 | $4,047 | $4,397 | $42 | $0 | | ● | ● | ● | |
| 4350631 | US 27 at East Phoenix St | Add Turn Lane | $6 | $130 | $0 | $0 | $0 | $0 | $135 | $0 | | ● | | | ● |
| 4192434 | US 27 at SR 60 | Modify Interchange | $1,330 | $3,006 | $57,602 | $0 | $0 | $7,335 | $54,603 | $0 | | ● | ● | ● | ● |
| 4192433 | US 27 from CR 630a to Presidents Drive | Add 2 to Build 6 Lanes | $48 | $0 | $0 | $2,534 | $70 | $2,534 | $117 | $0 | | ● | ● | ● | |
| 4192431 | US 27 from Highlands C/l to N of SR 60 | Project Dev. & Env. | $18 | $0 | $0 | $0 | $0 | $0 | $18 | $0 | ● | | | | |
| 4332051 | US 441 at Ne 102nd Street | Add Turn Lane | $2 | $355 | $0 | $0 | $0 | $0 | $357 | $0 | | ● | | | ● |
| | | ANNUAL TOTALS | $91,945 | $77,252 | $68,479 | $20,197 | $44,099 | $146,306 | $154,021 | $1,642 | | | | | |

*All Values in Thousands of "As Programmed" Dollars*

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;
ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

# Appendix B

## Straight Line Diagrams & RCI Data

# Roadway Characteristics Inventory



**FEATURE/CHARACTERISTIC SORT**

**Run Date: 04/13/2017 . . Run Time: 12.17.11**
**Roadway ID: 03080000**
**Sorted By: Beg. MP, Side of Road, End. MP and Characteristic Code**

| FEAT NUM | Beg MP | End MP | Side | Offset Direction | Distance | Characteristic Description | Value | Unit | Tied | Last updated by | Last updated on |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 111 | 0.00 | 44.88 | C | | .00 | STATE ROAD NUMBER | SR 29 | ID | | RCICNVRT | 11/02/1984 |
| 112 | 0.00 | 44.88 | C | | .00 | FEDERAL HIGHWAY SYSTEM CODE | 5 - NHS | CD | | PL934TH | 10/05/2012 |
| 112 | 0.00 | 44.88 | C | | .00 | TRAVEL WAY ALONG ROADWAY | 7 - NHS/MAP-21 PRINCIPAL ARTERIALS | CD | | PL934TH | 10/04/2012 |
| 112 | 16.93 | 44.88 | C | | .00 | OLD FEDERAL HIGHWAY SYSTEM | 2 - FA PRIMARY | CD | | RCICNVRT | 08/02/1979 |
| 114 | 0.00 | 36.82 | C | | .00 | LOCAL NAME OF FACILITY | SR 29 | ID | | RCICNVRT | 11/06/1995 |
| 114 | 40.95 | 44.88 | C | | .00 | LOCAL NAME OF FACILITY | SR-29 | ID | | KNRSHCT | 10/02/2012 |
| 119 | 0.00 | 44.88 | C | | .00 | HPMS BASE THICKNESS | 8 | IN | | KNFTESK | 10/12/2016 |
| 119 | 0.00 | 44.88 | C | | .00 | HPMS BASE TYPE | 2 - AGGREGATE | CD | | KNFTESK | 10/12/2016 |
| 119 | 0.00 | 44.88 | C | | .00 | HPMS THICKNESS FLEXIBLE PVMT | 2 | IN | | KNFTESK | 10/12/2016 |
| 119 | 0.00 | 44.88 | C | | .00 | HPMS LAST OVERLAY THICKNESS | 1.5 | IN | | KNFTESK | 10/12/2016 |
| 119 | 20.33 | 27.21 | C | | .00 | YEAR OF LAST IMPROVEMENT | 2011 | EA | | KNFTESK | 10/14/2011 |
| 121 | 0.00 | 34.66 | C | | .00 | FUNCTIONAL CLASSIFICATION | 04 - RURAL PRIN ART OTHER | CD | | PL934TH | 06/05/2014 |
| 121 | 39.86 | 44.88 | C | | .00 | FUNCTIONAL CLASSIFICATION | 04 - RURAL PRIN ART OTHER | CD | | PL934TH | 06/05/2014 |
| 146 | 17.44 | 36.24 | C | | .00 | ACCESS MGMT CLASSIFICATION | 04 - ACCESS CLASS04 | CD | | PL130RJ | 09/30/2010 |
| 146 | 39.82 | 44.88 | C | | .00 | ACCESS MGMT CLASSIFICATION | 03 - ACCESS CLASS03 | CD | | RCICNVRT | 03/29/1993 |
| 147 | 17.00 | 44.88 | C | | .00 | SIS FACILITY TYPE LEVEL 1 | 12 - EMERGING SIS CORRIDOR | CD | E | PL934TH | 04/10/2009 |
| 147 | 17.00 | 44.88 | C | | .00 | SIS FACILITY MAP ID LEVEL 1 | 100726 | ID | E | PL934TH | 04/10/2009 |
| 212 | 17.64 | 34.36 | C | | .00 | NUMBER OF ROADWAY LANES | 2 | EA | | RCICNVRT | 05/22/2001 |
| 212 | 17.96 | 34.36 | C | | .00 | PAVEMENT SURFACE WIDTH | 24 | FT | | KNFTESK | 11/13/2008 |
| 212 | 42.89 | 44.88 | C | | .00 | NUMBER OF ROADWAY LANES | 2 | EA | | RCICNVRT | 05/22/2001 |
| 212 | 42.89 | 44.88 | C | | .00 | PAVEMENT SURFACE WIDTH | 24 | FT | | RCICNVRT | 05/22/2001 |
| 216 | 35.41 | 35.59 | L | 3 | 23.00 | SIDEWALK WIDTH AND SEP. | 9 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 35.41 | 36.10 | L | | .00 | SIDEWALK BARRIER CODE | 0 - NO BARRIER | CD | | KNMEIGP | 02/11/2014 |
| 216 | 35.59 | 36.10 | L | 3 | 32.00 | SIDEWALK WIDTH AND SEP. | 9 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 36.10 | 36.18 | L | | .00 | SIDEWALK BARRIER CODE | 4 - GRDRAIL/TRAF RAIL BARR/SWALE | CD | | KNMEIGP | 02/11/2014 |
| 216 | 36.10 | 36.18 | L | 3 | 1.00 | SIDEWALK WIDTH AND SEP. | 8 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 36.18 | 36.69 | L | 3 | 25.00 | SIDEWALK WIDTH AND SEP. | 8 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 36.18 | 36.79 | L | | .00 | SIDEWALK BARRIER CODE | 0 - NO BARRIER | CD | | KNMEIGP | 02/11/2014 |
| 216 | 36.69 | 36.79 | L | 3 | 2.00 | SIDEWALK WIDTH AND SEP. | 5 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 36.77 | 37.31 | R | | .00 | SIDEWALK BARRIER CODE | 0 - NO BARRIER | CD | | KNMEIGP | 02/11/2014 |
| 216 | 36.77 | 37.31 | R | 2 | 2.00 | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 36.79 | 37.81 | L | | .00 | SIDEWALK BARRIER CODE | 1 - ON-STREET PARKING LANE | CD | | KNMEIGP | 02/11/2014 |
| 216 | 36.79 | 37.81 | L | 3 | 10.00 | SIDEWALK WIDTH AND SEP. | 7 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 37.31 | 37.81 | R | | .00 | SIDEWALK BARRIER CODE | 1 - ON-STREET PARKING LANE | CD | | KNMEIGP | 02/11/2014 |
| 216 | 37.31 | 37.81 | R | 2 | 10.00 | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 37.81 | 37.86 | L | 3 | .00 | SIDEWALK WIDTH AND SEP. | 7 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 37.81 | 39.13 | L | | .00 | BICYCLE LANE | 1 - DESIGNATED | CD | | KNMEIGP | 02/11/2014 |
| 216 | 37.81 | 39.18 | L | | .00 | SIDEWALK BARRIER CODE | 0 - NO BARRIER | CD | | KNMEIGP | 02/11/2014 |
| 216 | 37.81 | 37.98 | R | 2 | .00 | SIDEWALK WIDTH AND SEP. | 7 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 37.81 | 39.15 | R | | .00 | SIDEWALK BARRIER CODE | 0 - NO BARRIER | CD | | KNMEIGP | 02/11/2014 |
| 216 | 37.86 | 38.68 | L | 3 | 4.00 | SIDEWALK WIDTH AND SEP. | 5 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 37.94 | 39.16 | R | | .00 | BICYCLE LANE | 1 - DESIGNATED | CD | | KNMEIGP | 02/11/2014 |
| 216 | 37.98 | 38.06 | R | 2 | 20.00 | SIDEWALK WIDTH AND SEP. | 5 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 38.06 | 38.08 | R | | .00 | BICYCLE SLOT | 1 - DESIGNATED | CD | | KNMEIGP | 02/11/2014 |
| 216 | 38.06 | 38.08 | R | 2 | 12.00 | SIDEWALK WIDTH AND SEP. | 5 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 38.08 | 38.44 | R | 2 | 3.00 | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 38.44 | 38.53 | R | 2 | 2.00 | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 38.53 | 38.57 | R | 2 | 4.00 | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 38.57 | 38.60 | R | 2 | 2.00 | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 38.60 | 38.68 | R | 2 | 1.00 | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 38.68 | 39.13 | L | 3 | 8.00 | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 38.68 | 39.15 | R | 2 | 5.00 | SIDEWALK WIDTH AND SEP. | 5 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 39.13 | 39.18 | L | 3 | 10.00 | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 39.18 | 39.73 | R | 2 | 10.00 | SIDEWALK WIDTH AND SEP. | 5 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 39.18 | 39.76 | R | | .00 | SIDEWALK BARRIER CODE | 0 - NO BARRIER | CD | | KNMEIGP | 02/11/2014 |
| 216 | 39.18 | 39.93 | R | | .00 | BICYCLE LANE | 1 - DESIGNATED | CD | | KNMEIGP | 02/11/2014 |
| 216 | 39.25 | 39.76 | L | 3 | 10.00 | SIDEWALK WIDTH AND SEP. | 5 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 39.30 | 39.91 | L | | .00 | BICYCLE LANE | 1 - DESIGNATED | CD | | KNMEIGP | 02/11/2014 |
| 216 | 39.73 | 39.76 | R | 2 | 4.00 | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNMEIGP | 02/11/2014 |
| 216 | 39.73 | 39.76 | R | | .00 | BICYCLE SLOT | 1 - DESIGNATED | CD | | KNMEIGP | 02/11/2014 |
| 217 | 35.42 | 36.00 | L | 3 | .00 | SIDEWALK WIDTH | 8 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 36.00 | 36.78 | L | 3 | .00 | SIDEWALK WIDTH | 8 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 36.72 | 37.00 | R | 2 | .00 | SIDEWALK WIDTH | 5 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 36.78 | 37.00 | L | 3 | .00 | SIDEWALK WIDTH | 5 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 37.00 | 37.40 | L | 3 | .00 | SIDEWALK WIDTH | 5 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 37.00 | 37.31 | R | 2 | .00 | SIDEWALK WIDTH | 5 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 37.31 | 37.84 | R | 2 | .00 | SIDEWALK WIDTH | 8 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 37.40 | 37.89 | L | 3 | .00 | SIDEWALK WIDTH | 8 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 37.84 | 37.91 | R | 2 | .00 | SIDEWALK WIDTH | 6 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 37.89 | 37.95 | L | 3 | .00 | SIDEWALK WIDTH | 6 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 37.91 | 38.00 | R | 2 | .00 | SIDEWALK WIDTH | 5 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 37.95 | 38.00 | L | 3 | .00 | SIDEWALK WIDTH | 5 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 38.00 | 39.00 | L | 3 | .00 | SIDEWALK WIDTH | 5 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 38.00 | 39.00 | R | 2 | .00 | SIDEWALK WIDTH | 5 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 39.00 | 39.76 | L | 3 | .00 | SIDEWALK WIDTH | 5 | FT | | KNKCCAS | 04/01/2014 |
| 217 | 39.00 | 39.78 | R | 2 | .00 | SIDEWALK WIDTH | 5 | FT | | KNKCCAS | 04/01/2014 |
| 251 | 27.21 | 0.00 | C | | .00 | 90 DEGREES L. & 90 DEGREES R. | CR 858 / OIL WELL RD | ID | | RCICNVRT | 05/22/2001 |
| 251 | 31.56 | 0.00 | C | | .00 | 90 DEGREES LEFT | TRANSGRO | ID | | KNFTESK | 09/25/2012 |
| 251 | 31.97 | 0.00 | C | | .00 | 90 DEGREES LEFT | SUNNILAND NURSERY RD | ID | | RCICNVRT | 05/22/2001 |
| 251 | 35.09 | 0.00 | C | | .00 | 90 DEGREES RIGHT | AGRICULTURE WAY | ID | | KNFTESK | 11/12/2008 |

| | 5 YR INV | SLD REV | INTERIM REVISIONS BMP | EMP | INV | SLD REV |
|---|---|---|---|---|---|---|
| DATE | 09/26/12 | 10/15/12 | 0.000 | 44.884 | 12/18/14 FC | 12/18/14 FC |
| BY | FTE | DEC | | | | |

# STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE MAINTENANCE STATISTICS OFFICE

| INT. or US ROUTE NO | STATE ROAD NO. | COUNTY | DISTRICT | ROADWAY ID | SHEET NO. / OF. |
|---|---|---|---|---|---|
| | SR 29 | COLLIER | 1 | 03080000 | 3 / 5 |

20 21 22 23 24 25

ROADWAY FEATURES

LANE WIDTHS ARE AVERAGED

OUTSIDE CITY & URBAN
*|<=SR 29
*|<SR 29

DOUGH CA
WERE DUTA
POND
GRASSY
CROSSING
WILDLIFE
CANAL
ZLOTY
CROSSING
WILDLIFE
SUNNILAND MINE RD >24.865

56.0' - 24.0'
2 - 12.0' RDWY
2• 4.0' PAVED SHLD1
2• 12.0' LAWN SHLD2

ROADWAY COMPOSITION: 28/FC-2

HORIZONTAL ALIGNMENT:
CURVE DATA IS NOT FIELD VERIFIED
PC=20.432
PI=20.493
PT=20.554
Δ=6°27'00.00"
D=1°00'00.00"
B=N05°10'30"E
Δ=6°11'00.00"
D=1°00'00.00"
PC=23.493
PI=23.551
PT=23.610
B=N01°00'30"W
PI=24.866
Δ=0°03'00.00"
B=N00°57'30"W

STRUCTURE DESCRIPTION:
B=N01°16'30"W
20.326 / 20.359 — 24' BR — *0211
20.955 / 21.074 — 628' BR — *0212
21.384 — 1-24" X 100' CC
21.446 / 21.457 — 308' BR — *0308
21.681 — 1-24" X 100' CC
23.030 / 23.074 — 43' BR — *0213
23.250 / 23.261 — 308' BR — *0320
23.982 — 1-30" X 97' CC
24.792 — 1-60" X 105' CC

DISTRICT USE:

SIS: EMERGING SIS CORRIDOR

FUN CLASS: RURAL PRIN ART OTHER

25 26 27 28 29 30

ROADWAY FEATURES

LANE WIDTHS ARE AVERAGED

OIL WELL PARK RD >25.837
UNSIGNED >26.607
858
RD >27.208
OIL WELL >27.208
858

27.208 58.0' - 24.0'
2 - 12.0' RDWY
2• 5.0' PAVED SHLD1
2• 12.0' LAWN SHLD2

28.727 58.0' - 24.0'
2 - 12.0' RDWY
4.0' PAVED SHLD1 - LT
6.0' PAVED SHLD1 - RT
2• 12.0' LAWN SHLD2

ROADWAY COMPOSITION: 28/FC-2

HORIZONTAL ALIGNMENT:
CURVE DATA IS NOT FIELD VERIFIED
B=N00°57'30"W
Δ=0°01'30.00"
PI=27.934
B=N00°59'00"W
Δ=0°04'00.00"
PI=29.543
B=N01°07'00"W

STRUCTURE DESCRIPTION:
25.940 — 1-24" X 92' CC
28.184 — 1-36" X 100' CC
28.487 — 1-60" X 100' CC
29.207 — 1-24" X 248' CC

DISTRICT USE:

SIS: EMERGING SIS CORRIDOR

FUN CLASS: RURAL PRIN ART OTHER

# STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE MAINTENANCE STATISTICS OFFICE

| DATE | 5 YR INV | SLD REV |
|---|---|---|
| BY | 09/26/12 FTE | 10/15/12 DEC |

INTERIM REVISIONS

| BMP | EMP | INV | SLD REV |
|---|---|---|---|
| 0.000 | 44.884 | 12/18/14 FC | 12/18/14 FC |

| INT. or US ROUTE NO | STATE ROAD NO. | COUNTY | DISTRICT | ROADWAY ID | SHEET NO. / OF. |
|---|---|---|---|---|---|
| | SR 29 | COLLIER | 1 | 03080000 | 4 / 5 |

30 31 32 33 34 35

ROADWAY FEATURES

LANE WIDTHS ARE AVERAGED

OUTSIDE CITY & URBAN
*|<=SR 29
*|<SR 29

CREEK
GATOR
TRANSGRO A 31.555
SUNNILAND NURSERY RD A 31.971
CANAL
MILTON'S

INSIDE URBAN, OUTSIDE CITY
* IMMOKALEE
*|<=SR 29
*|<SR 29
34.656

58.0' - 24.0'
2 - 12.0' RDWY
4.0' PAVED SHLDI - LT
6.0' PAVED SHLDI - RT
2* 12.0' LAWN SHLD2

31.555 60.0' - 24.0'
2 - 12.0' RDWY
2* 6.0' PAVED SHLDI
2* 12.0' LAWN SHLD2

34.981 71.0' - 24.0'
2 - 12.0' RDWY
13.0 PAVED/HATCHING AND GORES MED
2* 5.0' PAVED SHLDI
2* 12.0' LAWN SHLD2

34.355 73.0' - 24.0'
2 - 12.0' RDWY
13.0 PAVED/HATCHING AND GORES MED
2* 6.0' PAVED SHLDI
2* 12.0' LAWN SHLD2

34.748 58.0' - 24.0'
2 - 12.0' RDWY
2* 5.0' PAVED SHLDI
2* 12.0' LAWN SHLD2

ROADWAY COMPOSITION: 28/FC-2 throughout (34.355 28/FC-2 | 34.748 28/FC-2 | 34.981 28/FC-2)

HORIZONTAL ALIGNMENT: CURVE DATA IS NOT FIELD VERIFIED
B=N01°07'00"W
Δ=44°07'10.00"
D=1°44'00.00"
PC=30.896
PI=31.150
PT=31.378
B=N45°14'10"W

STRUCTURE DESCRIPTION:
30.120 1-24" X 244' CC
30.749 30.758 4-BR *0303
31.389 2-24" X 129' CC
31.643 2-24" X 129' CC
31.823 2-24" X 124' CC
32.229 1-24" X 125' CC
32.682 2-24" X 212' CC
33.472 1-36" X 134' CC
33.924 33.928 8-BR *0304
34.357 3-24" X 128' CC
34.800 2-36" X 128' CC

DISTRICT USE:

SIS: EMERGING SIS CORRIDOR

FUN CLASS: RURAL PRIN ART OTHER | 34.686 URBAN PRIN ART OTHER

35 36 37 38 39 40

ROADWAY FEATURES

LANE WIDTHS ARE AVERAGED

AGRICULTURE WAY 35.087
PEDESTRIAN CROSSING
FARM WORKER WAY 35.416
ENT TO SCHOOL 35.416
UNSIGNED 36.096
DRY GULCH CREEK
NEW HARVEST RD 36.243
NEW HARVEST RD 36.443
14TH ST S 36.592
13TH ST 36.688
36.770 36.792 TURNOUT
846
EUTOPIA
NEW MARKET RD 36.902
JEFFERSON AVE E 36.966
JEROME DR 37.051
29A
2ND ST 37.221
1ST ST 37.309
N 2ND ST 37.368
S 2ND ST 37.368
S 3RD ST 37.434
S 4TH ST 37.517
S 6TH ST 37.559
S 7TH ST 37.685
9TH ST 37.811
HANCOCK ST 37.934
W MAIN ST 38.018
11TH ST 38.080
UNSIGNED 38.105
N 15TH ST 38.398
ROBERTS AVE W 38.426
DR 38.680
5TH AVE A 38.743
6TH AVE A 38.805
7TH AVE A 38.868
8TH AVE A 38.928
PALM AVE 38.999
890
LK TRAFFORD RD A 39.183
LEE ST 39.318
MONROE ST 39.522
JEFFERSON AVE W 39.678
NEW MARKET RD W 39.761
WESTCLOX RD 39.761
39.819 29A

INSIDE URBAN, OUTSIDE CITY
* IMMOKALEE
*|<=E MAIN ST
*|<SR 29
36.816

INSIDE URBAN, OUTSIDE CITY
* IMMOKALEE
*|<=W MAIN ST
*|<SR 29
37.309

INSIDE URBAN, OUTSIDE CITY
* IMMOKALEE
*|<=N 15TH ST
*|<SR 29
38.398

OUTSIDE CITY & URBAN
*|<=N 15TH ST
*|<SR 29
39.860

35.696 59.0' - 24.0'
2 - 12.0' RDWY
5.0' PAVED SHLDI - LT
6.0' PAVED SHLDI - RT
2* 12.0' LAWN SHLD2

36.380 69.0' - 24.0'
2 - 12.0' RDWY
13.0 PAVED/HATCHING AND GORES MED
2* 5.0' PAVED SHLDI
10.0' LAWN SHLD2 - LT
12.0' LAWN SHLD2 - RT

36.688 87.0' - 48.0'
4 - 12.0' RDWY
19.0 C.>6 IN. & LAWN MED
2* 8.0' PAVED SHLDI
2* 2.0' CURB&GUTTER SHLD2
2* 2.0' CURB&GUTTER INSHLDI

37.309 89.0' - 48.0'
4 - 12.0' RDWY
19.0 C.>6 IN. & LAWN MED
2* 9.0' PAVED SHLDI
2* 2.0' CURB&GUTTER SHLD2
2* 2.0' CURB&GUTTER INSHLDI

37.811 51.0' - 24.0'
2 - 12.0' RDWY
14.0 PAINTED/TWO-WAY LEFT TURN MED
5.0' PAVED SHLDI - LT
2.0' CURB&GUTTER SHLDI - RT
6.0' LAWN SHLD2 - LT

38.080 56.0' - 24.0'
2 - 12.0' RDWY
14.0 PAINTED/TWO-WAY LEFT TURN MED
2* 4.0' PAVED SHLDI
6.0' LAWN SHLD2 - LT
4.0' LAWN SHLD2 - RT

37.934 67.0' - 12.0'L-15.0'R
1 - 12.0'RDWY-LT
1 - 15.0'RDWY-RT
14.0 PAINTED/TWO-WAY LEFT TURN MED
2* 4.0' PAVED SHLDI
6.0' LAWN SHLD2 - LT
12.0' LAWN SHLD2 - RT

38.680 64.0' - 24.0'
2 - 12.0' RDWY
14.0 PAINTED/TWO-WAY LEFT TURN MED
2* 4.0' PAVED SHLDI
2* 9.0' LAWN SHLD2

38.529 53.0' - 24.0'
2 - 12.0' RDWY
14.0 PAINTED/TWO-WAY LEFT TURN MED
2* 4.0' PAVED SHLDI
6.0' LAWN SHLD2 - LT
1.0' LAWN SHLD2 - RT

39.318 66.0' - 24.0'
2 - 12.0' RDWY
14.0 PAINTED/TWO-WAY LEFT TURN MED
2* 4.0' PAVED SHLDI
2* 10.0' LAWN SHLD2

ROADWAY COMPOSITION: 28/FC-2 throughout (35.696 | 36.380)

HORIZONTAL ALIGNMENT: CURVE DATA IS NOT FIELD VERIFIED
B=N45°14'10"W
PC=36.586
PI=36.813
PT=37.015
Δ=45°22'00.00"
D=2°00'00.00"
B=S89°23'50"W
PC=38.020
PI=38.699
PT=38.506
Δ=89°45'30.00"
D=3°30'00.00"
Δ=0°03'10.00"
PI=38.699
B=N00°50'40"W
B=N00°53'50"W

STRUCTURE DESCRIPTION:
35.403 35.406 5-IS *9001
36.122 36.128 31-BR *0305
36.873 36.878 CD6 CDS *0019

DISTRICT USE:

SIS: EMERGING SIS CORRIDOR

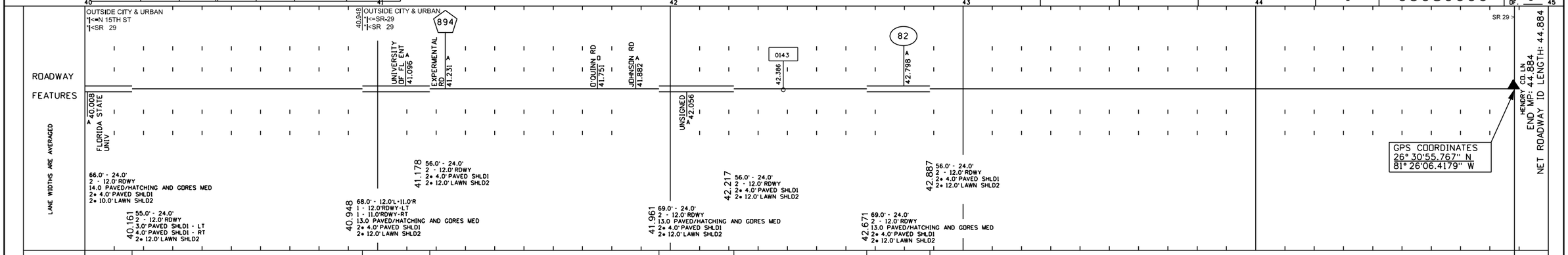
FUN CLASS: URBAN PRIN ART OTHER | 39.860 RURAL PRIN ART OTHER

# STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE MAINTENANCE STATISTICS OFFICE

| INTERIM REVISIONS | | | | | |
|---|---|---|---|---|---|
| | 5 YR INV | SLD REV | BMP | EMP | INV | SLD REV |
| DATE | 09/26/12 | 10/15/12 | 0.000 | 44.884 | 12/18/14 FC | 12/18/14 FC |
| BY | FTE | DEC | | | | |

| INT. or US ROUTE NO | STATE ROAD NO. | COUNTY | DISTRICT | ROADWAY ID | SHEET NO. / OF. |
|---|---|---|---|---|---|
| | SR 29 | COLLIER | 1 | 03080000 | 5 / 5 |



| FEAT NUM | Beg MP | End MP | Side | Offset Direction | Distance | Characteristic Description | Value | Unit | Tied | Last updated by | Last updated on |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 251 | 35.42 | 0.00 | C | | .00 | 90 DEGREES LEFT | ENT TO SCHOOL | ID | | RCICNVRT | 05/22/2001 |
| 251 | 35.42 | 0.00 | C | | .00 | 90 DEGREES RIGHT | FARM WORKER WAY | ID | | RCICNVRT | 05/22/2001 |
| 251 | 36.10 | 0.00 | C | | .00 | 90 DEGREES LEFT | UNSIGNED | ID | | KNFTESK | 07/26/2011 |
| 251 | 36.24 | 0.00 | C | | .00 | 90 DEGREES RIGHT | NEW HARVEST RD | ID | | RCICNVRT | 05/22/2001 |
| 251 | 36.44 | 0.00 | C | | .00 | 90 DEGREES RIGHT | NEW HARVEST RD | ID | | RCICNVRT | 05/22/2001 |
| 251 | 36.59 | 0.00 | C | | .00 | 90 DEGREES LEFT | 14TH ST S | ID | | RCICNVRT | 05/22/2001 |
| 251 | 36.69 | 0.00 | C | | .00 | 90 DEGREES LEFT | 13TH ST | ID | | RCICNVRT | 06/07/2001 |
| 251 | 36.77 | 0.00 | C | | .00 | 90 DEGREES RIGHT | CR 846 | ID | | RCICNVRT | 05/22/2001 |
| 251 | 36.79 | 0.00 | C | | .00 | 135 DEGREES RIGHT | TURNOUT | ID | | KNFTEBS | 06/26/2008 |
| 251 | 36.89 | 0.00 | C | | .00 | 90 DEGREES LEFT | 11TH ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 36.90 | 0.00 | C | | .00 | 90 DEGREES RIGHT | CR 29A/NEW MARKET RD | ID | | KNFTESK | 11/17/2008 |
| 251 | 36.97 | 0.00 | C | | .00 | 45 DEGREES RIGHT | JEFFERSON AVE E | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.05 | 0.00 | C | | .00 | 90 DEGREES RIGHT | JEROME DR | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.22 | 0.00 | C | | .00 | 90 DEGREES LEFT | 2ND ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.22 | 0.00 | C | | .00 | 90 DEGREES RIGHT | 2ND ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.31 | 0.00 | C | | .00 | 90 DEGREES LEFT | 1ST ST (CR 846) | ID | | KNFTESK | 11/14/2011 |
| 251 | 37.31 | 0.00 | C | | .00 | 90 DEGREES RIGHT | 1ST ST | ID | | KNFTESK | 11/14/2011 |
| 251 | 37.37 | 0.00 | C | | .00 | 90 DEGREES LEFT | S 2ND ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.37 | 0.00 | C | | .00 | 90 DEGREES RIGHT | N 2ND ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.43 | 0.00 | C | | .00 | 90 DEGREES LEFT | S 3RD ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.43 | 0.00 | C | | .00 | 90 DEGREES RIGHT | N 3RD ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.50 | 0.00 | C | | .00 | 90 DEGREES RIGHT | N 4TH ST | ID | | RCICNVRT | 06/07/2001 |
| 251 | 37.52 | 0.00 | C | | .00 | 90 DEGREES LEFT | S 4TH ST | ID | | RCICNVRT | 06/07/2001 |
| 251 | 37.56 | 0.00 | C | | .00 | 90 DEGREES RIGHT | N 5TH ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.60 | 0.00 | C | | .00 | 90 DEGREES LEFT | S 6TH ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.62 | 0.00 | C | | .00 | 90 DEGREES RIGHT | N 6TH ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.69 | 0.00 | C | | .00 | 90 DEGREES LEFT | S 7TH ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.69 | 0.00 | C | | .00 | 90 DEGREES RIGHT | N 7TH ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 37.81 | 0.00 | C | | .00 | 90 DEGREES LEFT | 9TH ST | ID | | KNFTESK | 11/14/2011 |
| 251 | 37.81 | 0.00 | C | | .00 | 90 DEGREES RIGHT | 9TH ST | ID | | KNFTESK | 11/14/2011 |
| 251 | 37.93 | 0.00 | C | | .00 | 90 DEGREES LEFT | HANCOCK ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 38.02 | 0.00 | C | | .00 | 45 DEGREES LEFT | W MAIN ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 38.08 | 0.00 | C | | .00 | 90 DEGREES RIGHT | 11TH ST | ID | | KNFTESK | 11/17/2008 |
| 251 | 38.11 | 0.00 | C | | .00 | 90 DEGREES LEFT | UNSIGNED | ID | | KNFTESK | 07/26/2011 |
| 251 | 38.41 | 0.00 | C | | .00 | 135 DEGREES LEFT | N 15TH ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 38.43 | 0.00 | C | | .00 | 90 DEGREES L. & 90 DEGREES R. | ROBERTS AVE W | ID | | KNFTESK | 11/18/2008 |
| 251 | 38.68 | 0.00 | C | | .00 | 90 DEGREES L. & 90 DEGREES R. | IMMOKALEE DR | ID | | RCICNVRT | 05/22/2001 |
| 251 | 38.74 | 0.00 | C | | .00 | 90 DEGREES LEFT | 5TH AVE | ID | | RCICNVRT | 05/22/2001 |
| 251 | 38.81 | 0.00 | C | | .00 | 90 DEGREES LEFT | 6TH AVE | ID | | RCICNVRT | 05/22/2001 |
| 251 | 38.83 | 0.00 | C | | .00 | 90 DEGREES RIGHT | SANTA ROSA AVE | ID | | RCICNVRT | 05/17/2001 |
| 251 | 38.87 | 0.00 | C | | .00 | 90 DEGREES LEFT | 7TH AVE | ID | | RCICNVRT | 05/22/2001 |
| 251 | 38.93 | 0.00 | C | | .00 | 90 DEGREES LEFT | 8TH AVE | ID | | RCICNVRT | 05/22/2001 |
| 251 | 39.00 | 0.00 | C | | .00 | 90 DEGREES LEFT | PALM AVE | ID | | RCICNVRT | 05/22/2001 |
| 251 | 39.18 | 0.00 | C | | .00 | 90 DEGREES LEFT | CR 890(LK TRAFFORD) | ID | | RCICNVRT | 05/22/2001 |
| 251 | 39.18 | 0.00 | C | | .00 | 90 DEGREES RIGHT | LK TRAFFORD RD | ID | | KNFTESK | 11/13/2008 |
| 251 | 39.32 | 0.00 | C | | .00 | 90 DEGREES RIGHT | LEE ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 39.52 | 0.00 | C | | .00 | 90 DEGREES RIGHT | MONROE ST | ID | | RCICNVRT | 05/22/2001 |
| 251 | 39.68 | 0.00 | C | | .00 | 90 DEGREES RIGHT | JEFFERSON AVE W | ID | | RCICNVRT | 05/22/2001 |
| 251 | 39.76 | 0.00 | C | | .00 | 90 DEGREES LEFT | WESTCLOX RD | ID | | RCICNVRT | 06/07/2001 |
| 251 | 39.76 | 0.00 | C | | .00 | 90 DEGREES RIGHT | NEW MARKET RD W | ID | | RCICNVRT | 06/07/2001 |
| 251 | 39.82 | 0.00 | C | | .00 | 135 DEGREES RIGHT | CR 29A | ID | | RCICNVRT | 06/07/2001 |
| 251 | 40.01 | 0.00 | C | | .00 | 90 DEGREES RIGHT | FLORIDA STATE UNIV | ID | | KNFTESK | 09/25/2012 |
| 251 | 41.10 | 0.00 | C | | .00 | 90 DEGREES LEFT | UNIVERSITY OF FL ENT | ID | | KNFTESK | 11/13/2008 |
| 251 | 41.23 | 0.00 | C | | .00 | 90 DEGREES LEFT | EXPERMENTAL RD/CR894 | ID | | RCICNVRT | 05/22/2001 |
| 251 | 41.75 | 0.00 | C | | .00 | 90 DEGREES LEFT | O'QUINN RD | ID | | RCICNVRT | 06/07/2001 |
| 251 | 41.88 | 0.00 | C | | .00 | 90 DEGREES LEFT | JOHNSON RD | ID | | RCICNVRT | 05/22/2001 |
| 251 | 42.06 | 0.00 | C | | .00 | 90 DEGREES RIGHT | UNSIGNED | ID | | MT110DC | 08/03/2011 |
| 251 | 42.80 | 0.00 | C | | .00 | 90 DEGREES LEFT | SR 82 | ID | | RCICNVRT | 05/22/2001 |
| 258 | 30.75 | 30.76 | C | | .00 | BRIDGE NUMBER | 30303 | ID | | DATAONE | 07/07/2011 |
| 258 | 30.75 | 30.76 | C | | .00 | FACILITY CROSSED | GATOR CREEK | ID | | RCICNVRT | 05/22/2001 |
| 258 | 33.92 | 33.93 | C | | .00 | BRIDGE NUMBER | 30304 | ID | | DATAONE | 07/07/2011 |
| 258 | 33.92 | 33.93 | C | | .00 | FACILITY CROSSED | MILTON'S CANAL | ID | | RCICNVRT | 05/22/2001 |
| 258 | 35.40 | 35.41 | C | | .00 | FACILITY CROSSED | PEDESTRIAN CROSSING | ID | | KNFTESK | 11/17/2008 |
| 258 | 35.40 | 35.41 | C | | .00 | UNDERPASS NUMBER | 39001 | ID | | DATAONE | 07/07/2011 |
| 258 | 36.12 | 36.13 | C | | .00 | BRIDGE NUMBER | 30305 | ID | | DATAONE | 07/07/2011 |
| 258 | 36.12 | 36.13 | C | | .00 | FACILITY CROSSED | DRY GULCH CREEK | ID | | RCICNVRT | 05/22/2001 |
| 258 | 36.87 | 36.88 | C | | .00 | BOX CULVERT NUMBER | 30019 | ID | | DATAONE | 07/07/2011 |
| 258 | 36.88 | 36.88 | C | | .00 | FACILITY CROSSED | EUTOPIA CANAL | ID | | RCICNVRT | 04/24/1990 |
| 311 | 23.91 | 34.56 | C | | .00 | DATE SPEED ZONE APPROVED | 01/14/1997 | DA | B/E | RCICNVRT | 05/20/1997 |
| 311 | 23.91 | 34.56 | C | | .00 | MAXIMUM SPEED LIMIT | 60 | MH | B/E | RCICNVRT | 05/20/1997 |
| 311 | 34.56 | 35.06 | C | | .00 | DATE SPEED ZONE APPROVED | 01/14/1997 | DA | B/E | RCICNVRT | 01/17/1997 |
| 311 | 34.56 | 35.06 | C | | .00 | MAXIMUM SPEED LIMIT | 55 | MH | B/E | RCICNVRT | 01/17/1997 |
| 311 | 35.06 | 36.69 | C | | .00 | DATE SPEED ZONE APPROVED | 10/24/1989 | DA | B/E | RCICNVRT | 01/17/1997 |
| 311 | 35.06 | 36.69 | C | | .00 | MAXIMUM SPEED LIMIT | 45 | MH | B/E | RCICNVRT | 01/17/1997 |
| 311 | 36.69 | 37.86 | C | | .00 | DATE SPEED ZONE APPROVED | 04/23/1993 | DA | B/E | RCICNVRT | 08/06/1997 |
| 311 | 36.69 | 37.86 | C | | .00 | MAXIMUM SPEED LIMIT | 35 | MH | B/E | RCICNVRT | 08/06/1997 |
| 311 | 37.86 | 38.89 | C | | .00 | DATE SPEED ZONE APPROVED | 04/23/1993 | DA | B/E | RCICNVRT | 08/06/1997 |
| 311 | 37.86 | 38.89 | C | | .00 | MAXIMUM SPEED LIMIT | 40 | MH | B/E | RCICNVRT | 08/06/1997 |
| 311 | 38.89 | 39.96 | C | | .00 | DATE SPEED ZONE APPROVED | 01/14/1997 | DA | B/E | RCICNVRT | 01/17/1997 |
| 311 | 38.89 | 39.96 | C | | .00 | MAXIMUM SPEED LIMIT | 45 | MH | B/E | RCICNVRT | 01/17/1997 |
| 311 | 39.96 | 40.46 | C | | .00 | DATE SPEED ZONE APPROVED | 01/14/1997 | DA | B/E | RCICNVRT | 01/17/1997 |
| 311 | 39.96 | 40.46 | C | | .00 | MAXIMUM SPEED LIMIT | 55 | MH | B/E | RCICNVRT | 01/17/1997 |
| 311 | 40.46 | 44.88 | C | | .00 | DATE SPEED ZONE APPROVED | 01/14/1997 | DA | B/E | RCICNVRT | 01/17/1997 |
| 311 | 40.46 | 44.88 | C | | .00 | MAXIMUM SPEED LIMIT | 60 | MH | B/E | RCICNVRT | 01/17/1997 |
| 322 | 35.42 | 0.00 | C | | .00 | CONTROLLER DESCRIPTION | SR 29 | ID | B | TO162SM | 02/06/2009 |
| 322 | 35.42 | 0.00 | C | | .00 | MAINTAINING AGENCY NAME | COLLIER | ID | B | TO162JG | 04/15/2008 |
| 322 | 35.42 | 0.00 | C | | .00 | SIDE STREET NAME | FARM WORKERS VILLAGE | ID | B | TO162SM | 02/06/2009 |
| 322 | 35.42 | 0.00 | C | | .00 | SIGNAL CABINET ID NUMBER | 125 | ID | B | TO162TM | 02/26/2008 |

| FEAT NUM | Beg MP | End MP | Side | Offset Direction | Distance | Characteristic Description | Value | Unit | Tied | Last updated by | Last updated on |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 322 | 35.42 | 0.00 | C | | .00 | TYPE OF TRAFFIC SIGNAL | 02 - INTERSECTION CONTROL SIGNAL | CD | B | RCICNVRT | 06/01/1992 |
| 322 | 35.42 | 0.00 | C | | .00 | TYPE OF SIGNAL STRUCTURE | 03 - CONCRETE STRAIN POLE | CD | B | TO162SM | 04/03/2009 |
| 322 | 35.42 | 0.00 | C | | .00 | TYPE OF CABLE CONNECTION | 02 - TWO POINT CONNECTION | CD | B | TO162SM | 02/06/2009 |
| 322 | 37.31 | 0.00 | C | | .00 | CONTROLLER DESCRIPTION | SR 29 / E MAIN ST | ID | B | TO162SM | 02/06/2009 |
| 322 | 37.31 | 0.00 | C | | .00 | MAINTAINING AGENCY NAME | COLLIER | ID | B | TO162JG | 04/15/2008 |
| 322 | 37.31 | 0.00 | C | | .00 | SIDE STREET NAME | CR 846 / S 1ST ST | ID | B | TO162SM | 02/06/2009 |
| 322 | 37.31 | 0.00 | C | | .00 | SIGNAL CABINET ID NUMBER | 126 | ID | B | TO162TM | 02/25/2008 |
| 322 | 37.31 | 0.00 | C | | .00 | TYPE OF TRAFFIC SIGNAL | 02 - INTERSECTION CONTROL SIGNAL | CD | B | RCICNVRT | 11/16/1988 |
| 322 | 37.31 | 0.00 | C | | .00 | TYPE OF SIGNAL STRUCTURE | 01 - MAST ARM | CD | B | TO162SM | 02/06/2009 |
| 322 | 37.81 | 0.00 | C | | .00 | CONTROLLER DESCRIPTION | SR 29 / W MAIN ST | ID | B | TO162SM | 02/06/2009 |
| 322 | 37.81 | 0.00 | C | | .00 | MAINTAINING AGENCY NAME | COLLIER | ID | B | TO162JG | 04/15/2008 |
| 322 | 37.81 | 0.00 | C | | .00 | SIDE STREET NAME | N 9TH ST | ID | B | TO162SM | 02/06/2009 |
| 322 | 37.81 | 0.00 | C | | .00 | SIGNAL CABINET ID NUMBER | 127 | ID | B | TO162TM | 02/25/2008 |
| 322 | 37.81 | 0.00 | C | | .00 | TYPE OF TRAFFIC SIGNAL | 02 - INTERSECTION CONTROL SIGNAL | CD | B | RCICNVRT | 11/16/1988 |
| 322 | 37.81 | 0.00 | C | | .00 | TYPE OF SIGNAL STRUCTURE | 01 - MAST ARM | CD | B | TO162SM | 02/06/2009 |
| 322 | 38.68 | 0.00 | C | | .00 | CONTROLLER DESCRIPTION | SR 29 / W MAIN ST | ID | B | TO162SM | 02/06/2009 |
| 322 | 38.68 | 0.00 | C | | .00 | MAINTAINING AGENCY NAME | COLLIER | ID | B | TO162JG | 04/15/2008 |
| 322 | 38.68 | 0.00 | C | | .00 | SIDE STREET NAME | IMMOKALEE DR | ID | B | TO162SM | 02/06/2009 |
| 322 | 38.68 | 0.00 | C | | .00 | SIGNAL CABINET ID NUMBER | 128 | ID | B | TO162TM | 02/25/2008 |
| 322 | 38.68 | 0.00 | C | | .00 | TYPE OF TRAFFIC SIGNAL | 02 - INTERSECTION CONTROL SIGNAL | CD | B | RCICNVRT | 05/16/1990 |
| 322 | 38.68 | 0.00 | C | | .00 | TYPE OF SIGNAL STRUCTURE | 03 - CONCRETE STRAIN POLE | CD | B | TO162SM | 04/03/2009 |
| 322 | 38.68 | 0.00 | C | | .00 | TYPE OF CABLE CONNECTION | 02 - TWO POINT CONNECTION | CD | B | TO162SM | 02/06/2009 |
| 322 | 39.18 | 0.00 | C | | .00 | CONTROLLER DESCRIPTION | SR 29 / W MAIN ST | ID | B | TO162SM | 02/06/2009 |
| 322 | 39.18 | 0.00 | C | | .00 | MAINTAINING AGENCY NAME | COLLIER | ID | B | TO162JG | 04/15/2008 |
| 322 | 39.18 | 0.00 | C | | .00 | SIDE STREET NAME | CR 890/TRAFFORD RD | ID | B | TO162SM | 02/06/2009 |
| 322 | 39.18 | 0.00 | C | | .00 | SIGNAL CABINET ID NUMBER | 129 | ID | B | TO162TM | 02/25/2008 |
| 322 | 39.18 | 0.00 | C | | .00 | TYPE OF TRAFFIC SIGNAL | 02 - INTERSECTION CONTROL SIGNAL | CD | B | RCICNVRT | 11/16/1988 |
| 322 | 39.18 | 0.00 | C | | .00 | TYPE OF SIGNAL STRUCTURE | 03 - CONCRETE STRAIN POLE | CD | B | TO162SM | 04/03/2009 |
| 322 | 39.18 | 0.00 | C | | .00 | TYPE OF CABLE CONNECTION | 02 - TWO POINT CONNECTION | CD | B | TO162SM | 02/06/2009 |
| 322 | 39.76 | 0.00 | C | | .00 | CONTROLLER DESCRIPTION | SR 29 / W MAIN ST | ID | B | TO162SM | 02/06/2009 |
| 322 | 39.76 | 0.00 | C | | .00 | MAINTAINING AGENCY NAME | COLLIER | ID | B | TO162JG | 04/15/2008 |
| 322 | 39.76 | 0.00 | C | | .00 | SIDE STREET NAME | NEW MARKET RD W | ID | B | TO162SM | 02/06/2009 |
| 322 | 39.76 | 0.00 | C | | .00 | SIGNAL CABINET ID NUMBER | 130 | ID | B | TO162TM | 02/25/2008 |
| 322 | 39.76 | 0.00 | C | | .00 | TYPE OF TRAFFIC SIGNAL | 01 - INTERSECTION CONTROL BEACON | CD | B | RCICNVRT | 02/13/2004 |
| 322 | 39.76 | 0.00 | C | | .00 | TYPE OF SIGNAL STRUCTURE | 03 - CONCRETE STRAIN POLE | CD | B | TO162SM | 04/03/2009 |
| 322 | 39.76 | 0.00 | C | | .00 | TYPE OF CABLE CONNECTION | 02 - TWO POINT CONNECTION | CD | B | TO162SM | 02/06/2009 |
| 322 | 42.80 | 0.00 | C | | .00 | CONTROLLER DESCRIPTION | SR 29 | ID | B | TO162SM | 02/06/2009 |
| 322 | 42.80 | 0.00 | C | | .00 | MAINTAINING AGENCY NAME | COLLIER | ID | B | TO162JG | 04/15/2008 |
| 322 | 42.80 | 0.00 | C | | .00 | SIDE STREET NAME | SR 82 | ID | B | TO162SM | 02/06/2009 |
| 322 | 42.80 | 0.00 | C | | .00 | SIGNAL CABINET ID NUMBER | 124 | ID | B | TO162JG | 04/21/2008 |
| 322 | 42.80 | 0.00 | C | | .00 | NON-COUNTED SIGNAL | 01 - INTERSECTION CONTROL BEACON | CD | B | TO162SM | 01/05/2009 |
| 322 | 42.80 | 0.00 | C | | .00 | TYPE OF SIGNAL STRUCTURE | 03 - CONCRETE STRAIN POLE | CD | B | TO162SM | 04/03/2009 |
| 322 | 42.80 | 0.00 | C | | .00 | TYPE OF CABLE CONNECTION | 02 - TWO POINT CONNECTION | CD | B | TO162SM | 02/06/2009 |
| 331 | 27.21 | 36.24 | C | | .00 | AADT DATE | 12/31/2015 | DA | B/E | PL934TH | 05/11/2016 |
| 331 | 27.21 | 36.24 | C | | .00 | AADT TYPE | 1 - FINAL ESTIMATE FROM SURVEY | CD | B/E | PL934TH | 05/11/2016 |
| 331 | 27.21 | 36.24 | C | | .00 | RDWY SECTION AVG "D" FACTOR | 58.1 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 27.21 | 36.24 | C | | .00 | K FACTOR | 9 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 27.21 | 36.24 | C | | .00 | SECTION AVERAGE T FACTOR | 17.1 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 27.21 | 36.24 | C | | .00 | SECTION AVERAGE ADT | 5600 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 36.24 | 37.31 | C | | .00 | AADT DATE | 12/31/2015 | DA | B/E | PL934TH | 05/11/2016 |
| 331 | 36.24 | 37.31 | C | | .00 | AADT TYPE | 1 - FINAL ESTIMATE FROM SURVEY | CD | B/E | PL934TH | 05/11/2016 |
| 331 | 36.24 | 37.31 | C | | .00 | RDWY SECTION AVG "D" FACTOR | 58.1 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 36.24 | 37.31 | C | | .00 | K FACTOR | 9 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 36.24 | 37.31 | C | | .00 | SECTION AVERAGE T FACTOR | 18.3 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 36.24 | 37.31 | C | | .00 | SECTION AVERAGE ADT | 6700 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 37.31 | 38.68 | C | | .00 | AADT DATE | 12/31/2015 | DA | B/E | PL934TH | 05/11/2016 |
| 331 | 37.31 | 38.68 | C | | .00 | AADT TYPE | 1 - FINAL ESTIMATE FROM SURVEY | CD | B/E | PL934TH | 05/11/2016 |
| 331 | 37.31 | 38.68 | C | | .00 | RDWY SECTION AVG "D" FACTOR | 58.1 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 37.31 | 38.68 | C | | .00 | K FACTOR | 9 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 37.31 | 38.68 | C | | .00 | SECTION AVERAGE T FACTOR | 6.3 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 37.31 | 38.68 | C | | .00 | SECTION AVERAGE ADT | 14200 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 38.68 | 39.18 | C | | .00 | AADT DATE | 12/31/2015 | DA | B/E | PL934TH | 05/11/2016 |
| 331 | 38.68 | 39.18 | C | | .00 | AADT TYPE | 1 - FINAL ESTIMATE FROM SURVEY | CD | B/E | PL934TH | 05/11/2016 |
| 331 | 38.68 | 39.18 | C | | .00 | RDWY SECTION AVG "D" FACTOR | 58.1 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 38.68 | 39.18 | C | | .00 | K FACTOR | 9 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 38.68 | 39.18 | C | | .00 | SECTION AVERAGE T FACTOR | 5.7 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 38.68 | 39.18 | C | | .00 | SECTION AVERAGE ADT | 14400 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 39.18 | 39.82 | C | | .00 | AADT DATE | 12/31/2015 | DA | B/E | PL934TH | 05/11/2016 |
| 331 | 39.18 | 39.82 | C | | .00 | AADT TYPE | 1 - FINAL ESTIMATE FROM SURVEY | CD | B/E | PL934TH | 05/11/2016 |
| 331 | 39.18 | 39.82 | C | | .00 | RDWY SECTION AVG "D" FACTOR | 58.1 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 39.18 | 39.82 | C | | .00 | K FACTOR | 9 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 39.18 | 39.82 | C | | .00 | SECTION AVERAGE T FACTOR | 6.5 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 39.18 | 39.82 | C | | .00 | SECTION AVERAGE ADT | 11700 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 39.82 | 42.80 | C | | .00 | AADT DATE | 12/31/2015 | DA | B/E | PL934TH | 05/11/2016 |
| 331 | 39.82 | 42.80 | C | | .00 | AADT TYPE | 1 - FINAL ESTIMATE FROM SURVEY | CD | B/E | PL934TH | 05/11/2016 |
| 331 | 39.82 | 42.80 | C | | .00 | RDWY SECTION AVG "D" FACTOR | 59.3 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 39.82 | 42.80 | C | | .00 | K FACTOR | 9.5 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 39.82 | 42.80 | C | | .00 | SECTION AVERAGE T FACTOR | 10.5 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 39.82 | 42.80 | C | | .00 | SECTION AVERAGE ADT | 15771 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 42.80 | 44.88 | C | | .00 | AADT DATE | 12/31/2015 | DA | B/E | PL934TH | 05/11/2016 |
| 331 | 42.80 | 44.88 | C | | .00 | AADT TYPE | 1 - FINAL ESTIMATE FROM SURVEY | CD | B/E | PL934TH | 05/11/2016 |
| 331 | 42.80 | 44.88 | C | | .00 | RDWY SECTION AVG "D" FACTOR | 58.1 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 42.80 | 44.88 | C | | .00 | K FACTOR | 9.5 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 42.80 | 44.88 | C | | .00 | SECTION AVERAGE T FACTOR | 22.8 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 42.80 | 44.88 | C | | .00 | SECTION AVERAGE ADT | 5000 | EA | B/E | PL934TH | 05/11/2016 |
| 341 | 35.00 | 36.00 | L | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |
| 341 | 35.00 | 36.00 | L | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 2 | EA | | CN113DH | 11/13/2014 |
| 341 | 35.00 | 36.00 | R | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |

| FEAT NUM | Beg MP | End MP | Side | Offset Direction | Distance | Characteristic Description | Value | Unit | Tied | Last updated by | Last updated on |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 341 | 35.00 | 36.00 | R | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 2 | EA | | CN113DH | 11/13/2014 |
| 341 | 36.00 | 37.00 | L | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |
| 341 | 36.00 | 37.00 | L | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 7 | EA | | CN113DH | 11/13/2014 |
| 341 | 36.00 | 37.00 | R | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |
| 341 | 36.00 | 37.00 | R | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 7 | EA | | CN113DH | 11/13/2014 |
| 341 | 37.00 | 38.00 | L | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |
| 341 | 37.00 | 38.00 | L | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 50 | EA | | CN113DH | 11/13/2014 |
| 341 | 37.00 | 38.00 | R | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |
| 341 | 37.00 | 38.00 | R | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 57 | EA | | CN113DH | 11/13/2014 |
| 341 | 38.00 | 39.00 | L | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |
| 341 | 38.00 | 39.00 | L | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 24 | EA | | CN113DH | 11/13/2014 |
| 341 | 38.00 | 39.00 | R | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |
| 341 | 38.00 | 39.00 | R | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 24 | EA | | CN113DH | 11/13/2014 |
| 341 | 39.00 | 40.00 | L | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |
| 341 | 39.00 | 40.00 | L | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 28 | EA | | CN113DH | 11/13/2014 |
| 341 | 39.00 | 40.00 | R | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/14/2014 |
| 341 | 39.00 | 40.00 | R | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 31 | EA | | CN113DH | 11/14/2014 |
| 341 | 42.00 | 43.00 | L | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |
| 341 | 42.00 | 43.00 | L | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 5 | EA | | CN113DH | 11/13/2014 |
| 341 | 42.00 | 43.00 | R | | .00 | OWNER OF LOCAL LUMINARIES | COLLIER COUNTY | EA | | CN113DH | 11/13/2014 |
| 341 | 42.00 | 43.00 | R | | .00 | LUMINAIRES UNDER LOCAL AGRMNT | 4 | EA | | CN113DH | 11/13/2014 |

## Roadway Characteristics Inventory



**FEATURE/CHARACTERISTIC SORT**

**Run Date: 04/17/2017 . . Run Time: 15.21.00**
**Roadway ID: 03580000**
**Sorted By: Beg. MP, Side of Road, End. MP and Characteristic Code**

| FEAT NUM | Beg MP | End MP | Side | Offset Direction | Distance | Beg Lat | Long | Code | Characteristic Description | Value | Unit | Tied | Last updated by | Last updated on |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 111 | 000.000 | 002.144 | C | | .00 | .000000 | .000000 | STROADNO | STATE ROAD NUMBER | CR 29A | ID | | RCICNVRT | 11/02/1984 |
| 111 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | STROADNO | STATE ROAD NUMBER | CR 29A | ID | | KNFTESK | 05/25/2011 |
| 112 | 000.000 | 002.228 | C | | .00 | .000000 | .000000 | FAHWYSYS | FEDERAL HIGHWAY SYSTEM CODE | 6 - STP | CD | | PL934RM | 06/21/2010 |
| 112 | 000.000 | 002.228 | C | | .00 | .000000 | .000000 | OLDFASYS | OLD FEDERAL HIGHWAY SYSTEM | 3 - FA URBAN | CD | | PL934RM | 06/21/2010 |
| 114 | 000.000 | 000.721 | C | | .00 | .000000 | .000000 | LOCALNAM | LOCAL NAME OF FACILITY | NEW MARKET RD E | ID | | KNFTESK | 07/27/2015 |
| 114 | 000.721 | 002.228 | C | | .00 | .000000 | .000000 | LOCALNAM | LOCAL NAME OF FACILITY | NEW MARKET RD W | ID | | KNFTESK | 07/27/2015 |
| 120 | 000.000 | 000.524 | C | | .00 | .000000 | .000000 | TYPEROAD | TYPE OF ROAD | 0 - NOT DIVIDED | CD | | RCICNVRT | 05/14/1997 |
| 120 | 000.524 | 000.827 | C | | .00 | .000000 | .000000 | TYPEROAD | TYPE OF ROAD | 2 - DIVIDED | CD | | KNFTESK | 05/25/2011 |
| 120 | 000.827 | 002.144 | C | | .00 | .000000 | .000000 | TYPEROAD | TYPE OF ROAD | 0 - NOT DIVIDED | CD | | KNFTESK | 05/25/2011 |
| 120 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | TYPEROAD | TYPE OF ROAD | 4 - 1WAY | CD | | KNFTESK | 05/25/2011 |
| 121 | 000.000 | 002.228 | C | | .00 | .000000 | .000000 | FUNCLASS | FUNCTIONAL CLASSIFICATION | 17 - URBAN MAJOR COLLECTOR | CD | | PL934TH | 06/05/2014 |
| 122 | 000.000 | 002.228 | C | | .00 | .000000 | .000000 | RDACCESS | ACCESS CONTROL TYPE | 3 - NONE | CD | | KNFTESK | 06/04/2010 |
| 122 | 000.000 | 002.228 | C | | .00 | .000000 | .000000 | TOLLROAD | TOLL ROAD FLAG | 0 - FREE | CD | | KNFTESK | 06/04/2010 |
| 124 | 000.000 | 002.228 | C | | .00 | .000000 | .000000 | HWYLOCAL | HIGHWAY LOCATION CODE | 3 - INSIDE URBAN, OUTSIDE CITY | CD | | KNFTESK | 06/04/2010 |
| 124 | 000.000 | 002.228 | C | | .00 | .000000 | .000000 | URBAREA | URBAN AREA NUMBER | 0945 - IMMOKALEE | CD | | KNFTESK | 06/04/2010 |
| 124 | 000.000 | 002.228 | C | | .00 | .000000 | .000000 | URBSIZE | URBAN SIZE | 2 - SMALL URBAN | CD | | KNFTESK | 06/04/2010 |
| 140 | 000.000 | 002.228 | C | | .00 | .000000 | .000000 | STATEXPT | SECTION STATUS EXCEPTION | 09 - ACTIVE OFF THE SHS | CD | | RCICNVRT | 09/05/1996 |
| 212 | 000.000 | 000.087 | C | | .00 | .000000 | .000000 | SURWIDTH | PAVEMENT SURFACE WIDTH | 26 | FT | | KNFTESK | 05/25/2011 |
| 212 | 000.000 | 000.524 | C | | .00 | .000000 | .000000 | NOLANES | NUMBER OF ROADWAY LANES | 2 | EA | | KNFTESK | 06/06/2006 |
| 212 | 000.087 | 000.524 | C | | .00 | .000000 | .000000 | SURWIDTH | PAVEMENT SURFACE WIDTH | 24 | FT | | KNFTESK | 05/25/2011 |
| 212 | 000.524 | 000.827 | L | | .00 | .000000 | .000000 | NOLANES | NUMBER OF ROADWAY LANES | 1 | EA | | KNFTESK | 05/25/2011 |
| 212 | 000.524 | 000.827 | L | | .00 | .000000 | .000000 | SURWIDTH | PAVEMENT SURFACE WIDTH | 12 | FT | | KNFTESK | 07/27/2015 |
| 212 | 000.524 | 000.827 | R | | .00 | .000000 | .000000 | NOLANES | NUMBER OF ROADWAY LANES | 1 | EA | | KNFTESK | 05/25/2011 |
| 212 | 000.524 | 000.827 | R | | .00 | .000000 | .000000 | SURWIDTH | PAVEMENT SURFACE WIDTH | 12 | FT | | KNFTESK | 07/27/2015 |
| 212 | 000.827 | 002.144 | C | | .00 | .000000 | .000000 | NOLANES | NUMBER OF ROADWAY LANES | 2 | EA | | KNFTESK | 05/25/2011 |
| 212 | 000.827 | 002.144 | C | | .00 | .000000 | .000000 | SURWIDTH | PAVEMENT SURFACE WIDTH | 24 | FT | | KNFTESK | 05/25/2011 |
| 212 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | NOLANES | NUMBER OF ROADWAY LANES | 1 | EA | | KNFTESK | 05/25/2011 |
| 212 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | SURWIDTH | PAVEMENT SURFACE WIDTH | 16 | FT | | KNFTESK | 07/27/2015 |
| 213 | 000.644 | 000.710 | R | | .00 | .000000 | .000000 | AUXLNTYP | AUXILIARY LANE TYPE | 3 - TURNING (LEFT) | CD | | KNFTESK | 07/27/2015 |
| 213 | 000.644 | 000.710 | R | | .00 | .000000 | .000000 | AUXLNUM | NUMBER OF AUXILIARY LANES | 1 | EA | | KNFTESK | 07/27/2015 |
| 213 | 000.644 | 000.710 | R | | .00 | .000000 | .000000 | AUXLNWTH | AVERAGE AUXILIARY LANE WIDTH | 12 | FT | | KNFTESK | 07/27/2015 |
| 213 | 000.734 | 000.778 | L | | .00 | .000000 | .000000 | AUXLNTYP | AUXILIARY LANE TYPE | 3 - TURNING (LEFT) | CD | | KNFTESK | 07/27/2015 |
| 213 | 000.734 | 000.778 | L | | .00 | .000000 | .000000 | AUXLNUM | NUMBER OF AUXILIARY LANES | 1 | EA | | KNFTESK | 07/27/2015 |
| 213 | 000.734 | 000.778 | L | | .00 | .000000 | .000000 | AUXLNWTH | AVERAGE AUXILIARY LANE WIDTH | 12 | FT | | KNFTESK | 07/27/2015 |
| 213 | 000.734 | 000.819 | L | | .00 | .000000 | .000000 | AUXLNTYP | AUXILIARY LANE TYPE | 4 - TURNING (RIGHT) | CD | | KNFTESK | 07/27/2015 |
| 213 | 000.734 | 000.819 | L | | .00 | .000000 | .000000 | AUXLNUM | NUMBER OF AUXILIARY LANES | 1 | EA | | KNFTESK | 07/27/2015 |
| 213 | 000.734 | 000.819 | L | | .00 | .000000 | .000000 | AUXLNWTH | AVERAGE AUXILIARY LANE WIDTH | 12 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.000 | 000.087 | C | 3 | .00 | .000000 | .000000 | SHLDTYPE | HIGHWAY SHOULDER TYPE | 4 - GRAVEL/MARL | CD | | KNFTESK | 07/27/2015 |
| 214 | 000.000 | 000.087 | C | 2 | .00 | .000000 | .000000 | SHLDTYPE | HIGHWAY SHOULDER TYPE | 3 - LAWN | CD | | KNFTESK | 07/27/2015 |
| 214 | 000.000 | 000.087 | C | 3 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 10 | FT | | KNFTESK | 05/25/2011 |
| 214 | 000.000 | 000.087 | C | 2 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 12 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.087 | 000.206 | C | 2 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 7 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.087 | 000.447 | C | 1 | .00 | .000000 | .000000 | SHLDTYPE | HIGHWAY SHOULDER TYPE | 3 - LAWN | CD | | KNFTESK | 05/25/2011 |
| 214 | 000.087 | 000.447 | C | 3 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 12 | FT | | KNFTESK | 05/25/2011 |
| 214 | 000.206 | 000.447 | C | 2 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 12 | FT | | KNFTESK | 05/25/2011 |
| 214 | 000.447 | 000.524 | C | 2 | .00 | .000000 | .000000 | SHLDTYPE | HIGHWAY SHOULDER TYPE | 4 - GRAVEL/MARL | CD | | KNFTESK | 07/27/2015 |
| 214 | 000.447 | 000.524 | C | 3 | .00 | .000000 | .000000 | SHLDTYPE | HIGHWAY SHOULDER TYPE | 3 - LAWN | CD | | KNFTESK | 07/27/2015 |
| 214 | 000.447 | 000.524 | C | 2 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 12 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.447 | 000.524 | C | 3 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 12 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.524 | 000.602 | L | 3 | .00 | .000000 | .000000 | SHLDTYP2 | HIGHWAY SHOULDER TYPE 2 | 4 - GRAVEL/MARL | CD | | KNFTESK | 07/27/2015 |
| 214 | 000.524 | 000.602 | L | 3 | .00 | .000000 | .000000 | SHLDWTH2 | HIGHWAY SHOULDER WIDTH 2 | 12 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.524 | 000.827 | L | 3 | .00 | .000000 | .000000 | SHLDTYPE | HIGHWAY SHOULDER TYPE | 1 - PAVED | CD | | KNFTESK | 07/27/2015 |
| 214 | 000.524 | 000.827 | L | 3 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 2 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.524 | 000.602 | R | 2 | .00 | .000000 | .000000 | SHLDTYPE | HIGHWAY SHOULDER TYPE | 4 - GRAVEL/MARL | CD | | KNFTESK | 07/27/2015 |
| 214 | 000.524 | 000.602 | R | 2 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 12 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.602 | 000.721 | L | 3 | .00 | .000000 | .000000 | SHLDWTH2 | HIGHWAY SHOULDER WIDTH 2 | 6 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.602 | 000.827 | L | 3 | .00 | .000000 | .000000 | SHLDTYP2 | HIGHWAY SHOULDER TYPE 2 | 3 - LAWN | CD | | KNFTESK | 07/27/2015 |
| 214 | 000.602 | 000.721 | R | 2 | .00 | .000000 | .000000 | SHLDWTH2 | HIGHWAY SHOULDER WIDTH 2 | 6 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.602 | 000.721 | R | 2 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 3 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.602 | 000.827 | R | 2 | .00 | .000000 | .000000 | SHLDTYPE | HIGHWAY SHOULDER TYPE | 1 - PAVED | CD | | KNFTESK | 07/27/2015 |
| 214 | 000.602 | 000.827 | R | 2 | .00 | .000000 | .000000 | SHLDTYP2 | HIGHWAY SHOULDER TYPE 2 | 3 - LAWN | CD | | KNFTESK | 07/27/2015 |
| 214 | 000.721 | 000.827 | L | 3 | .00 | .000000 | .000000 | SHLDWTH2 | HIGHWAY SHOULDER WIDTH 2 | 3 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.721 | 000.827 | R | 2 | .00 | .000000 | .000000 | SHLDWTH2 | HIGHWAY SHOULDER WIDTH 2 | 12 | FT | | KNFTESK | 05/25/2011 |
| 214 | 000.721 | 000.827 | R | 2 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 2 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.827 | 000.967 | C | 1 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 12 | FT | | KNFTESK | 05/25/2011 |
| 214 | 000.827 | 002.144 | C | 1 | .00 | .000000 | .000000 | SHLDTYPE | HIGHWAY SHOULDER TYPE | 3 - LAWN | CD | | KNFTESK | 05/25/2011 |
| 214 | 000.967 | 001.076 | C | 3 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 6 | FT | | KNFTESK | 07/27/2015 |
| 214 | 000.967 | 001.076 | C | 2 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 12 | FT | | KNFTESK | 07/27/2015 |
| 214 | 001.076 | 001.184 | C | 3 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 6 | FT | | KNFTESK | 07/27/2015 |
| 214 | 001.076 | 001.184 | C | 2 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 8 | FT | | KNFTESK | 07/27/2015 |
| 214 | 001.184 | 002.144 | C | 1 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 12 | FT | | KNFTESK | 05/25/2011 |
| 214 | 002.144 | 002.228 | C | 1 | .00 | .000000 | .000000 | SHLDTYPE | HIGHWAY SHOULDER TYPE | 1 - PAVED | CD | | KNFTESK | 05/25/2011 |
| 214 | 002.144 | 002.228 | C | 3 | .00 | .000000 | .000000 | SHLDTYP2 | HIGHWAY SHOULDER TYPE 2 | 6 - CURB&GUTTER | CD | | KNFTESK | 05/25/2011 |
| 214 | 002.144 | 002.228 | C | 2 | .00 | .000000 | .000000 | SHLDTYP2 | HIGHWAY SHOULDER TYPE 2 | 3 - LAWN | CD | | KNFTESK | 05/25/2011 |
| 214 | 002.144 | 002.228 | C | 3 | .00 | .000000 | .000000 | SHLDWTH2 | HIGHWAY SHOULDER WIDTH 2 | 2 | FT | | KNFTESK | 05/25/2011 |
| 214 | 002.144 | 002.228 | C | 2 | .00 | .000000 | .000000 | SHLDWTH2 | HIGHWAY SHOULDER WIDTH 2 | 12 | FT | | KNFTESK | 05/25/2011 |
| 214 | 002.144 | 002.228 | C | 3 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 5 | FT | | KNFTESK | 07/27/2015 |
| 214 | 002.144 | 002.228 | C | 2 | .00 | .000000 | .000000 | SLDWIDTH | HIGHWAY SHOULDER WIDTH | 3 | FT | | KNFTESK | 07/27/2015 |
| 215 | 000.524 | 000.602 | C | | .00 | .000000 | .000000 | MEDWIDTH | HIGHWAY MEDIAN WIDTH | 11 | FT | | KNFTESK | 05/25/2011 |
| 215 | 000.524 | 000.827 | C | | .00 | .000000 | .000000 | RDMEDIAN | HIGHWAY MEDIAN TYPE | 01 - PAVED | CD | | KNFTESK | 07/27/2015 |
| 215 | 000.602 | 000.827 | C | | .00 | .000000 | .000000 | MEDWIDTH | HIGHWAY MEDIAN WIDTH | 12 | FT | | KNFTESK | 05/25/2011 |
| 216 | 000.602 | 000.721 | R | | .00 | .000000 | .000000 | SDWLKBCD | SIDEWALK BARRIER CODE | 4 - GRDRAIL/TRAF RAIL BARR/SWALE | CD | | KNFTESK | 07/27/2015 |
| 216 | 000.602 | 000.721 | R | 2 | 16.00 | .000000 | .000000 | SIDWLKWD | SIDEWALK WIDTH AND SEP. | 6 | FT | | KNFTESK | 07/27/2015 |
| 230 | 000.000 | 000.524 | C | | .00 | .000000 | .000000 | PAVECOND | PAVEMENT CONDITION | 3 | EA | | KNFTESK | 05/25/2011 |
| 230 | 000.524 | 000.827 | L | | .00 | .000000 | .000000 | PAVECOND | PAVEMENT CONDITION | 3 | EA | | KNFTESK | 05/25/2011 |
| 230 | 000.524 | 000.827 | R | | .00 | .000000 | .000000 | PAVECOND | PAVEMENT CONDITION | 3 | EA | | KNFTESK | 05/25/2011 |
| 230 | 000.827 | 002.144 | C | | .00 | .000000 | .000000 | PAVECOND | PAVEMENT CONDITION | 3 | EA | | KNFTESK | 05/25/2011 |
| 230 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | PAVECOND | PAVEMENT CONDITION | 3 | EA | | KNFTESK | 05/25/2011 |
| 233 | 000.000 | 000.524 | C | | .00 | .000000 | .000000 | BASETHK | ROADWAY BASE THICKNESS | 6 | IN | | RCICNVRT | 10/09/1991 |
| 233 | 000.524 | 000.827 | L | | .00 | .000000 | .000000 | BASETHK | ROADWAY BASE THICKNESS | 6 | IN | | KNFTESK | 06/16/2016 |
| 233 | 000.524 | 000.827 | R | | .00 | .000000 | .000000 | BASETHK | ROADWAY BASE THICKNESS | 6 | IN | | KNFTESK | 06/16/2016 |
| 233 | 000.827 | 002.228 | C | | .00 | .000000 | .000000 | BASETHK | ROADWAY BASE THICKNESS | 6 | IN | | KNFTESK | 06/16/2016 |
| 251 | 000.000 | 000.000 | C | | .00 | .000000 | .000000 | BEGSECNM | BEG.RDWY.SECTION POINT DESC. | SR 29/MAIN ST | ID | | KNFTESK | 05/25/2011 |

| FEAT NUM | Beg MP | End MP | Side | Offset Direction | Distance | Beg Lat | Long | Code | Characteristic Description | Value | Unit | Tied | Last updated by | Last updated on |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 251 | 000.000 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR2 | 90 DEGREES LEFT | NEW MARKET RD | ID | | KNFTESK | 07/27/2015 |
| 251 | 000.000 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | MAIN ST | ID | | KNFTESK | 07/27/2015 |
| 251 | 000.206 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR5 | 90 DEGREES RIGHT | AIRPORT ACCESS | ID | | KNFTESK | 05/25/2011 |
| 251 | 000.267 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR2 | 90 DEGREES LEFT | UNSIGNED | ID | | KNFTESK | 07/27/2015 |
| 251 | 000.408 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR1 | 135 DEGREES LEFT | JEROME DR | ID | | KNFTESK | 05/25/2011 |
| 251 | 000.447 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR2 | 90 DEGREES LEFT | NIXON DR | ID | | KNFTESK | 05/25/2011 |
| 251 | 000.502 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR2 | 90 DEGREES LEFT | ALACHUA ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 000.524 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR4 | 45 DEGREES RIGHT | ALACHUA ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 000.602 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR5 | 90 DEGREES RIGHT | BROWARD ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 000.612 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR2 | 90 DEGREES LEFT | BROWARD ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 000.721 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | CHARLOTTE ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 000.857 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | DADE ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 000.966 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | ESCAMBIA ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 001.076 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | FLAGLER ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 001.184 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | GLADES ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 001.290 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | HENDRY ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 001.396 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | INDIAN RIVER ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 001.501 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | JACKSON ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 001.607 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | KISSIMMEE ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 001.713 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | LEE ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 001.820 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | MANATEE ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 001.925 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | NASSAU ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 002.031 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | OKEECHOBEE ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 002.118 | 000.000 | C | | .00 | .000000 | .000000 | INTSDIR8 | 90 DEGREES L. & 90 DEGREES R. | PINELLAS ST | ID | | KNFTESK | 05/25/2011 |
| 251 | 002.228 | 000.000 | C | | .00 | .000000 | .000000 | ENDSECNM | END OF SECT. DESC. | SR 29/N 15TH ST | ID | | KNFTESK | 05/25/2011 |
| 311 | 000.000 | 000.600 | C | | .00 | .000000 | .000000 | DTESZAPP | DATE SPEED ZONE APPROVED | 03/03/1959 | DA | | RCICNVRT | 10/08/1980 |
| 311 | 000.000 | 000.600 | C | | .00 | .000000 | .000000 | MAXSPEED | MAXIMUM SPEED LIMIT | 35 | MH | | RCICNVRT | 10/08/1980 |
| 311 | 000.600 | 002.228 | C | | .00 | .000000 | .000000 | DTESZAPP | DATE SPEED ZONE APPROVED | 03/03/1959 | DA | | RCICNVRT | 10/08/1980 |
| 311 | 000.600 | 002.228 | C | | .00 | .000000 | .000000 | MAXSPEED | MAXIMUM SPEED LIMIT | 45 | MH | | RCICNVRT | 10/08/1980 |
| 313 | 000.000 | 002.228 | C | | .00 | .000000 | .000000 | TYPEPARK | TYPE OF ROADWAY PARKING | 0 - HIGHWAY TYPE | CD | B | RCICNVRT | 08/30/1979 |
| 326 | 001.440 | 000.000 | C | | .00 | 26.419580 | 81.410800 | TRFSTANO | TRAFFIC STATION NUMBER | 034176 | ID | | KNRSHSF | 12/22/2010 |
| 326 | 001.440 | 000.000 | C | | .00 | 26.419580 | 81.410800 | TRSTATYP | TRAFFIC STATION TYPE | R - ROADTUBE | CD | | KNRSHSF | 12/22/2010 |
| 330 | 000.000 | 002.144 | C | | .00 | .000000 | .000000 | FLWBRKID | COUNT STATION ASSIGNED TO BRK. | 034176 | ID | B/E | PL934RR | 03/17/2011 |
| 330 | 000.000 | 002.144 | C | | .00 | .000000 | .000000 | TRFBRKCD | TRAFFIC BREAK CODE | 1 - LOCATED WITHIN BREAK | CD | B/E | PL934RR | 03/17/2011 |
| 330 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | FLWBRKID | COUNT STATION ASSIGNED TO BRK. | 034176 | ID | B/E | PL934SB | 03/28/2012 |
| 330 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | TRFBRKCD | TRAFFIC BREAK CODE | N - NORTH | CD | B/E | PL934SB | 03/28/2012 |
| 331 | 000.000 | 002.144 | C | | .00 | .000000 | .000000 | AADTDATE | AADT DATE | 12/31/2015 | DA | B/E | PL934TH | 05/11/2016 |
| 331 | 000.000 | 002.144 | C | | .00 | .000000 | .000000 | AADTTYPE | AADT TYPE | 2 - FIN. EST. FROM GROWTH FACTOR | CD | B/E | PL934TH | 05/11/2016 |
| 331 | 000.000 | 002.144 | C | | .00 | .000000 | .000000 | AVGDFACT | RDWY SECTION AVG "D" FACTOR | 57.2 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 000.000 | 002.144 | C | | .00 | .000000 | .000000 | AVGKFACT | K FACTOR | 9 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 000.000 | 002.144 | C | | .00 | .000000 | .000000 | AVGTFACT | SECTION AVERAGE T FACTOR | 17 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 000.000 | 002.144 | C | | .00 | .000000 | .000000 | SECTADT | SECTION AVERAGE ADT | 9500 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | AADTDATE | AADT DATE | 12/31/2015 | DA | B/E | PL934TH | 05/11/2016 |
| 331 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | AADTTYPE | AADT TYPE | 2 - FIN. EST. FROM GROWTH FACTOR | CD | B/E | PL934TH | 05/11/2016 |
| 331 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | AVGDFACT | RDWY SECTION AVG "D" FACTOR | 99.9 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | AVGKFACT | K FACTOR | 9 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | AVGTFACT | SECTION AVERAGE T FACTOR | 17 | EA | B/E | PL934TH | 05/11/2016 |
| 331 | 002.144 | 002.228 | C | | .00 | .000000 | .000000 | SECTADT | SECTION AVERAGE ADT | 4750 | EA | B/E | PL934TH | 05/11/2016 |

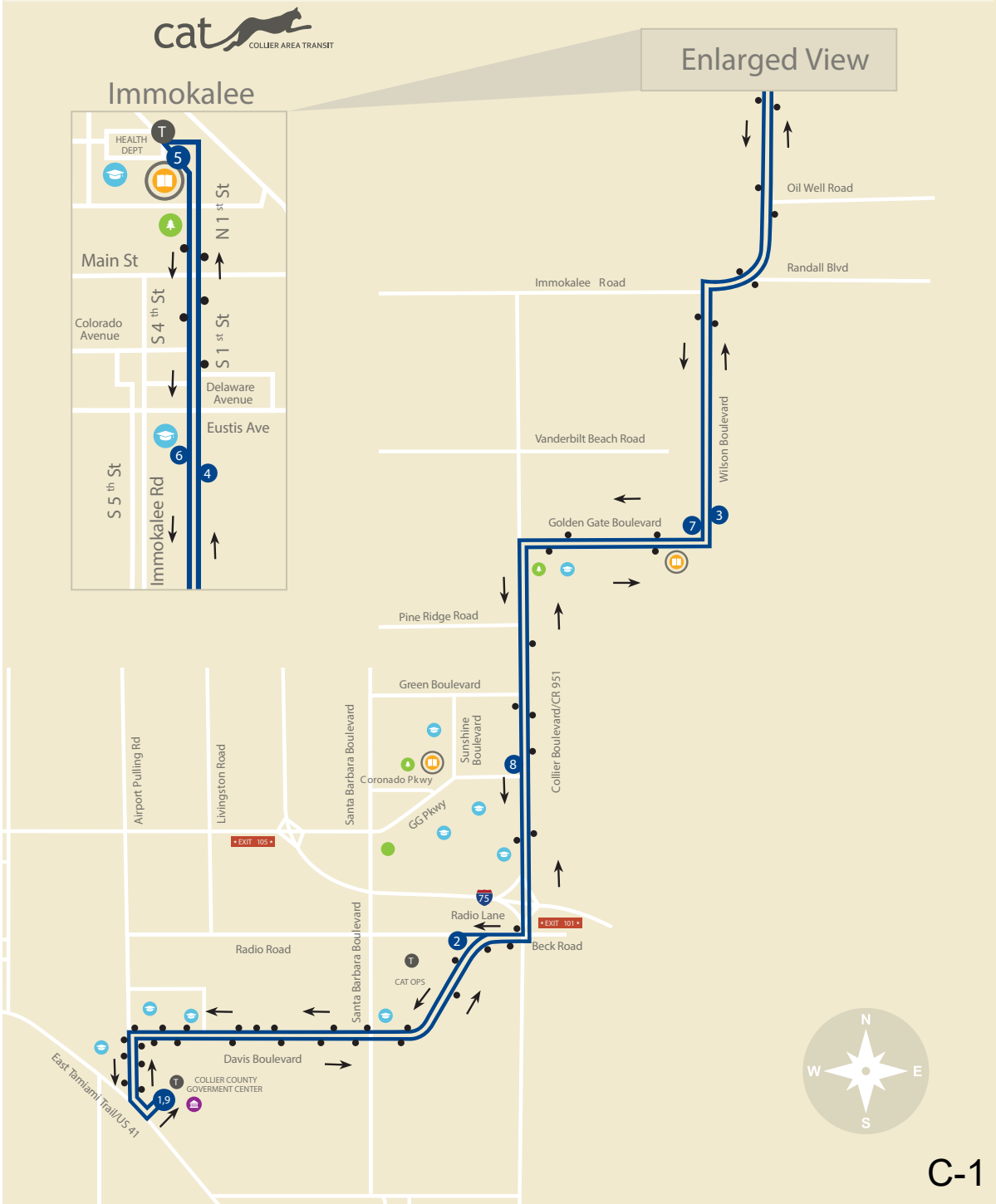
# Appendix C

## Collier Area Transit Routes

# Route 19: Golden Gate Estates - Immokalee City

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| GOV'T Center | CAT OPS | Wilson Blvd / Golden Gate Blvd | Seminole Casino | Health Dept | Immokalee Rd / Carver St | Wilson Blvd / Golden Gate Blvd | 951 / Golden Gate Pkwy | GOV'T Center |
| | 4:45 AM | 5:08 AM | 5:37 AM | 5:46 AM | 5:50 AM | 6:19 AM | 6:35 AM | 6:56 AM |
| 7:01 AM | 7:20 AM | 7:42 AM | 8:10 AM | 8:20 AM | 8:24 AM | 8:52 AM | 9:07 AM | 9:29 AM |
| 9:35 AM | 9:54 AM | 10:15 AM | 10:47 AM | 10:57 AM | 11:02 AM | 11:33 AM | 11:48 AM | 12:10 PM |
| 12:20 PM | 12:39 PM | 1:01 PM | 1:32 PM | 1:43 PM | 1:47 PM | 2:17 PM | 2:34 PM | 2:56 PM |
| 3:05 PM | 3:24 PM | 3:47 PM | 4:18 PM | 4:29 PM | 4:35 PM | 5:06 PM | 5:22 PM | 5:44 PM |
| 5:50 PM | 6:09 PM | 6:36 PM | 7:06 PM | 7:17 PM | 7:20 PM | 7:49 PM | 8:05 PM | 8:23 PM |

Sunday times are highlighted above./Horario de domingos esta oscurecido arriba.



# Route 22: Immokalee Circulator

| | | | | | | NAPLES TO IMMOKALEE | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | GOV'T CENTER | Wilson Blvd / Golden Gate Blvd | Seminole Casino | Farm Worker Way |
| | | | | | | 5:50 AM | 6:18 AM | 6:46 AM | 6:55 AM |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Farm Worker Way | E Eustis Ave / S 1 St | HEALTH DEPT | Collier Health Services | Taylor Terrace / Bass Rd | Winn Dixie | Roberts Center | Career Center / S 5th St | HEALTH DEPT | Farm Worker Way |
| 7:00 AM | 7:08 AM | 7:16 AM | 7:25 AM | 7:34 AM | 7:47 AM | 7:54 AM | 8:04 AM | 8:17 AM | 8:25 AM |
| 8:30 AM | 8:38 AM | 8:46 AM | 8:55 AM | 9:04 AM | 9:17 AM | 9:24 AM | 9:34 AM | 9:47 AM | 9:55 AM |
| 10:00 AM | 10:08 AM | 10:16 AM | 10:25 AM | 10:34 AM | 10:47 AM | 10:54 AM | 11:04 AM | 11:17 AM | 11:25 AM |
| 11:30 AM | 11:38 AM | 11:46 AM | 11:55 AM | 12:04 PM | 12:17 PM | 12:24 PM | 12:34 PM | 12:47 PM | 12:55 PM |
| 1:00 PM | 1:08 PM | 1:16 PM | 1:25 PM | 1:34 PM | 1:47 PM | 1:54 PM | 2:04 PM | 2:17 PM | 2:25 PM |
| 2:30 PM | 2:38 PM | 2:46 PM | 2:55 PM | 3:04 PM | 3:17 PM | 3:24 PM | 3:34 PM | 3:47 PM | 3:55 PM |
| 4:00 PM | 4:08 PM | 4:16 PM | 4:25 PM | 4:34 PM | 4:47 PM | 4:54 PM | 5:04 PM | 5:17 PM | 5:25 PM |
| 5:30 PM | 5:38 PM | 5:46 PM | 5:55 PM | 6:04 PM | 6:17 PM | 6:24 PM | 6:34 PM | 6:47 PM | 6:55 PM |

| | IMMOKALEE TO NAPLES | | | | |
|---|---|---|---|---|---|
| | Farm Worker Way | Immokalee Rd / Carver St | Wilson Blvd / Golden Gate Blvd | 951 / Golden Gate Pkwy | CAT OPS |
| | 7:00 PM | 7:06 PM | 7:35 PM | 7:49 PM | 7:55 PM |

Sunday times are highlighted above./Horario de domingos esta oscurecido arriba.

# Route 23: Immokalee Circulator

| | | | | | | NAPLES TO IMMOKALEE | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | GOV'T CENTER | Wilson Blvd / Golden Gate Blvd | Seminole Casino | Farm Worker Way |
| | | | | | | 6:20 AM | 6:48 AM | 7:16 AM | 7:25 AM |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Farm Worker Way | E Eustis Ave / S 1 St | HEALTH DEPT | Career Center / S 5th St | Roberts Center | Winn Dixie | Taylor Terrace / Bass Rd | Collier Health Services | HEALTH DEPT | Farm Worker Way |
| 7:30 AM | 7:38 AM | 7:48 AM | 7:58 AM | 8:07 AM | 8:15 AM | 8:25 AM | 8:35 AM | 8:47 AM | 8:55 AM |
| 9:00 AM | 9:08 AM | 9:18 AM | 9:28 AM | 9:37 AM | 9:45 AM | 9:55 AM | 10:05 AM | 10:17 AM | 10:25 AM |
| 10:30 AM | 10:38 AM | 10:48 AM | 10:58 AM | 11:07 AM | 11:15 AM | 11:25 AM | 11:35 AM | 11:47 AM | 11:55 AM |
| 12:00 PM | 12:08 PM | 12:18 PM | 12:28 PM | 12:37 PM | 12:45 PM | 12:55 PM | 1:05 PM | 1:17 PM | 1:25 PM |
| 1:30 PM | 1:38 PM | 1:48 PM | 1:58 PM | 2:07 PM | 2:15 PM | 2:25 PM | 2:35 PM | 2:47 PM | 2:55 PM |
| 3:00 PM | 3:08 PM | 3:18 PM | 3:28 PM | 3:37 PM | 3:45 PM | 3:55 PM | 4:05 PM | 4:17 PM | 4:25 PM |
| 4:30 PM | 4:38 PM | 4:48 PM | 4:58 PM | 5:07 PM | 5:15 PM | 5:25 PM | 5:35 PM | 5:47 PM | 5:55 PM |
| 6:00 PM | 6:08 PM | 6:18 PM | 6:28 PM | 6:37 PM | 6:45 PM | 6:55 PM | 7:05 PM | 7:17 PM | 7:25 PM |
| | | | | | IMMOKALEE TO NAPLES | | | | |
| | | | | | Farm Worker Way | Immokalee Rd / Carver St | Wilson Blvd / Golden Gate Blvd | 951 / Golden Gate Pkwy | CAT OPS |
| | | | | | 7:30 PM | 7:36 PM | 8:05 PM | 8:19 PM | 8:25 PM |

No Sunday service./No servicio los domingos.

cat COLLIER AREA TRANSIT

# Appendix D

## Raw Traffic Counts

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Oil Well Road |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 2 | 7 | 3 | 8 | 37 | 2 |
| 7:15 - 7:30 | 3 | 10 | 3 | 8 | 29 | 3 |
| 7:30 - 7:45 | 2 | 11 | 1 | 17 | 25 | 1 |
| 7:45 - 8:00 | 3 | 12 | 2 | 10 | 20 | 0 |
| 8:00 - 8:15 | 6 | 9 | 4 | 17 | 33 | 1 |
| 8:15 - 8:30 | 4 | 13 | 1 | 12 | 20 | 0 |
| 8:30 - 8:45 | 5 | 13 | 3 | 5 | 25 | 1 |
| 8:45 - 9:00 | 2 | 11 | 4 | 5 | 20 | 1 |
| | 27 | 86 | 21 | 82 | 209 | 9 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 4 | 7 | 18 | 6 | 0 | 1 |
| 7:15 - 7:30 | 1 | 6 | 15 | 3 | 1 | 1 |
| 7:30 - 7:45 | 1 | 3 | 17 | 4 | 1 | 2 |
| 7:45 - 8:00 | 1 | 2 | 15 | 7 | 2 | 2 |
| 8:00 - 8:15 | 1 | 4 | 11 | 4 | 4 | 2 |
| 8:15 - 8:30 | 0 | 11 | 10 | 5 | 1 | 2 |
| 8:30 - 8:45 | 0 | 6 | 13 | 6 | 5 | 0 |
| 8:45 - 9:00 | 1 | 13 | 5 | 3 | 2 | 2 |
| | 9 | 52 | 104 | 38 | 16 | 12 |

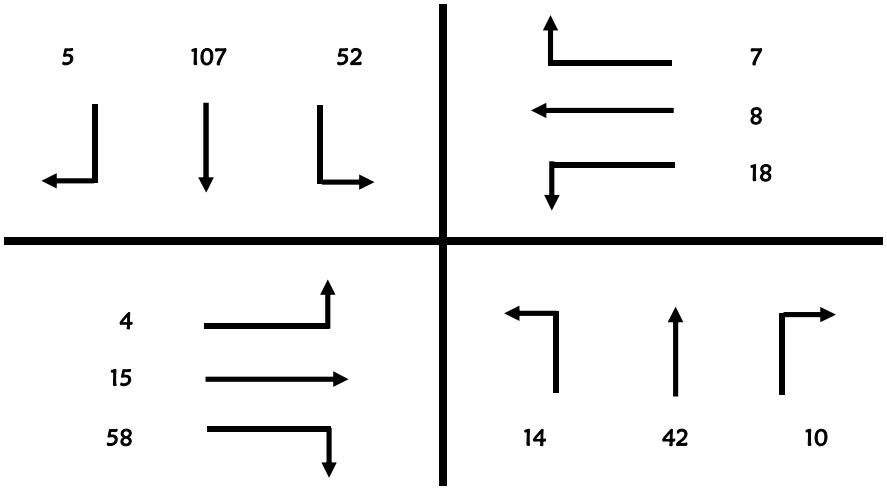
**North / South**
SR 29

**East / West**
Oil Well Road

**Peak Hour**
**7:15 - 8:15**

**Peak Hour Factor**
**0.89**

**Total Pk Hr Voume**
**340**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Oil Well Road |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

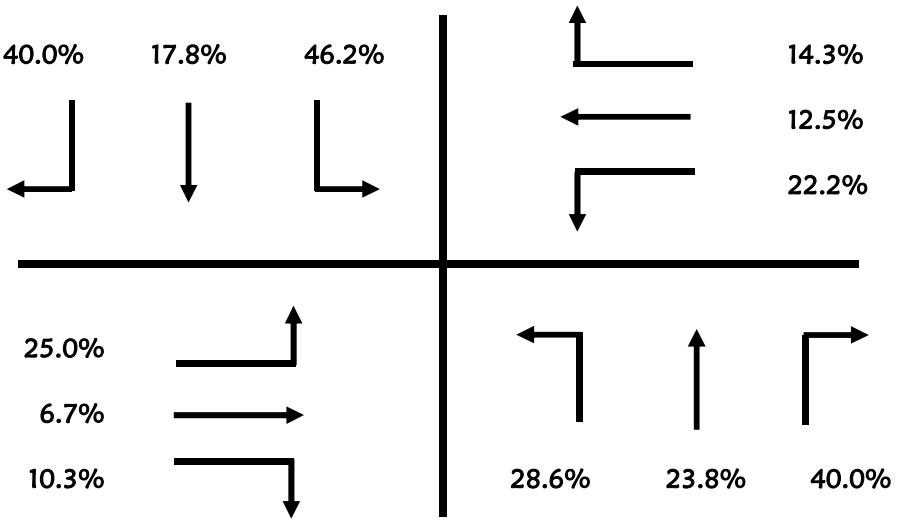
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 2 | 1 | 1 | 6 | 0 |
| 7:15 - 7:30 | 1 | 2 | 0 | 2 | 6 | 1 |
| 7:30 - 7:45 | 0 | 3 | 1 | 5 | 3 | 1 |
| 7:45 - 8:00 | 1 | 4 | 2 | 4 | 6 | 0 |
| 8:00 - 8:15 | 2 | 1 | 1 | 13 | 4 | 0 |
| 8:15 - 8:30 | 0 | 5 | 0 | 6 | 4 | 0 |
| 8:30 - 8:45 | 3 | 3 | 3 | 2 | 10 | 0 |
| 8:45 - 9:00 | 0 | 5 | 2 | 3 | 8 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 1 | 1 | 1 | 2 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 2 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 1 | 2 | 1 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 2 | 3 | 1 | 1 |
| 8:00 - 8:15 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 2 | 1 | 0 | 0 |
| 8:30 - 8:45 | 0 | 1 | 3 | 3 | 0 | 0 |
| 8:45 - 9:00 | 1 | 6 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
Oil Well Road

**Peak Hour**
**7:15 - 8:15**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Oil Well Road |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 1 | 2 | 5 | 5 | 6 |
| 16:15 - 16:30 | 0 | 5 | 13 | 4 | 3 | 19 |
| 16:30 - 16:45 | 4 | 1 | 11 | 3 | 4 | 9 |
| 16:45 - 17:00 | 0 | 2 | 11 | 2 | 1 | 5 |
| 17:00 - 17:15 | 0 | 5 | 12 | 5 | 10 | 10 |
| 17:15 - 17:30 | 0 | 0 | 8 | 2 | 1 | 7 |
| 17:30 - 17:45 | 1 | 2 | 4 | 3 | 2 | 4 |
| 17:45 - 18:00 | 0 | 3 | 5 | 1 | 5 | 13 |
| | 7 | 19 | 66 | 25 | 31 | 73 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 4 | 21 | 2 | 13 | 46 | 4 |
| 16:15 - 16:30 | 6 | 25 | 0 | 34 | 74 | 2 |
| 16:30 - 16:45 | 1 | 13 | 2 | 53 | 108 | 0 |
| 16:45 - 17:00 | 3 | 28 | 0 | 18 | 35 | 3 |
| 17:00 - 17:15 | 1 | 16 | 0 | 9 | 33 | 2 |
| 17:15 - 17:30 | 2 | 25 | 0 | 7 | 38 | 0 |
| 17:30 - 17:45 | 2 | 22 | 0 | 10 | 41 | 4 |
| 17:45 - 18:00 | 2 | 17 | 3 | 16 | 40 | 3 |
| | 21 | 167 | 7 | 160 | 415 | 18 |

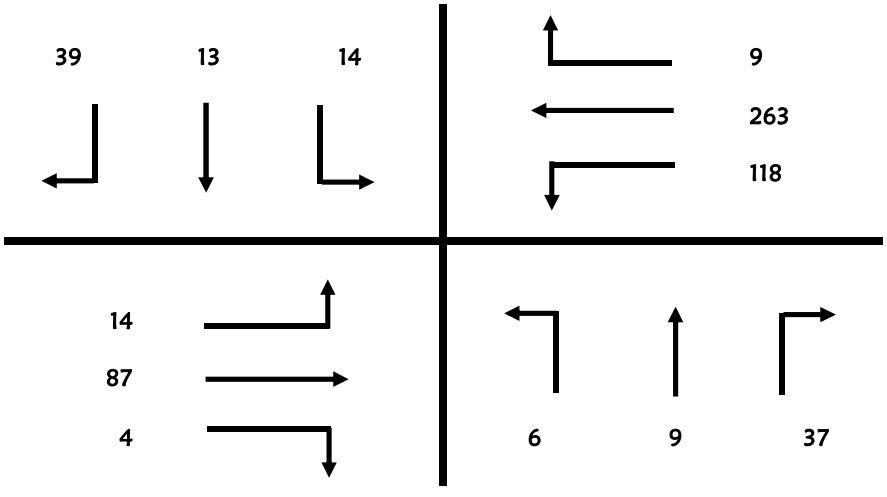
**North / South**
SR 29

**East / West**
Oil Well Road

**Peak Hour**
**16:00 - 17:00**

**Peak Hour Factor**
**0.73**

**Total Pk Hr Voume**
**613**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | | | |
|---|---|---|---|---|---|
| **County** | Collier | | **City** | Immokalee | |
| **Intersection** | SR 29 | | & | Oil Well Road | |
| **Date** | Thursday, April 13, 2017 7:00 A | | | | |
| **Time Period** | 7:00 | to | 9:00 | **U-Turn & RTOR** | |

VHB Project #: 62558.21

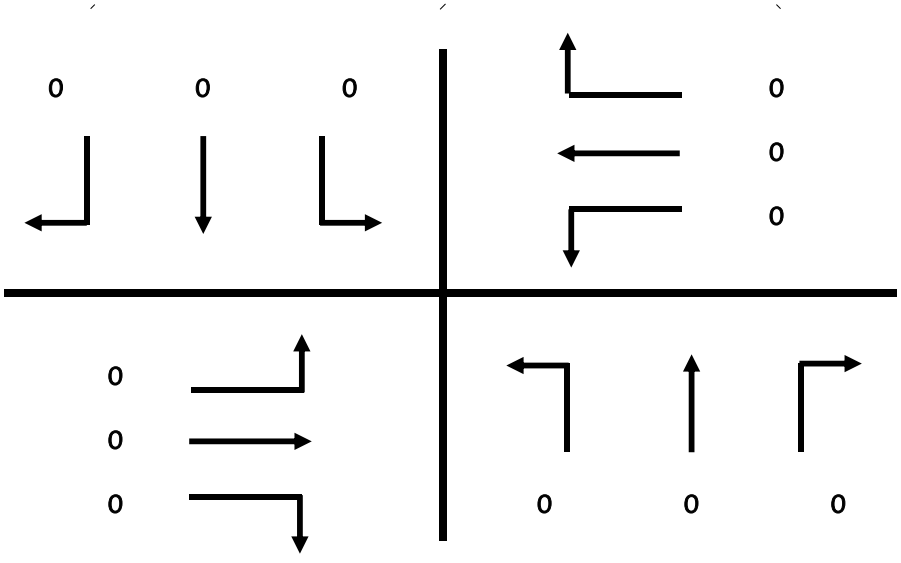
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
Oil Well Road

**Peak Hour**
**7:15 - 8:15**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Oil Well Road |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 13 | 46 | 4 | 4 | 21 | 2 |
| 16:15 - 16:30 | 34 | 74 | 2 | 6 | 25 | 0 |
| 16:30 - 16:45 | 53 | 108 | 0 | 1 | 13 | 2 |
| 16:45 - 17:00 | 18 | 35 | 3 | 3 | 28 | 0 |
| 17:00 - 17:15 | 9 | 33 | 2 | 1 | 16 | 0 |
| 17:15 - 17:30 | 7 | 38 | 0 | 2 | 25 | 0 |
| 17:30 - 17:45 | 10 | 41 | 4 | 2 | 22 | 0 |
| 17:45 - 18:00 | 16 | 40 | 3 | 2 | 17 | 3 |
| | 160 | 415 | 18 | 21 | 167 | 7 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 1 | 2 | 5 | 5 | 6 |
| 16:15 - 16:30 | 0 | 5 | 13 | 4 | 3 | 19 |
| 16:30 - 16:45 | 4 | 1 | 11 | 3 | 4 | 9 |
| 16:45 - 17:00 | 0 | 2 | 11 | 2 | 1 | 5 |
| 17:00 - 17:15 | 0 | 5 | 12 | 5 | 10 | 10 |
| 17:15 - 17:30 | 0 | 0 | 8 | 2 | 1 | 7 |
| 17:30 - 17:45 | 1 | 2 | 4 | 3 | 2 | 4 |
| 17:45 - 18:00 | 0 | 3 | 5 | 1 | 5 | 13 |
| | 7 | 19 | 66 | 25 | 31 | 73 |

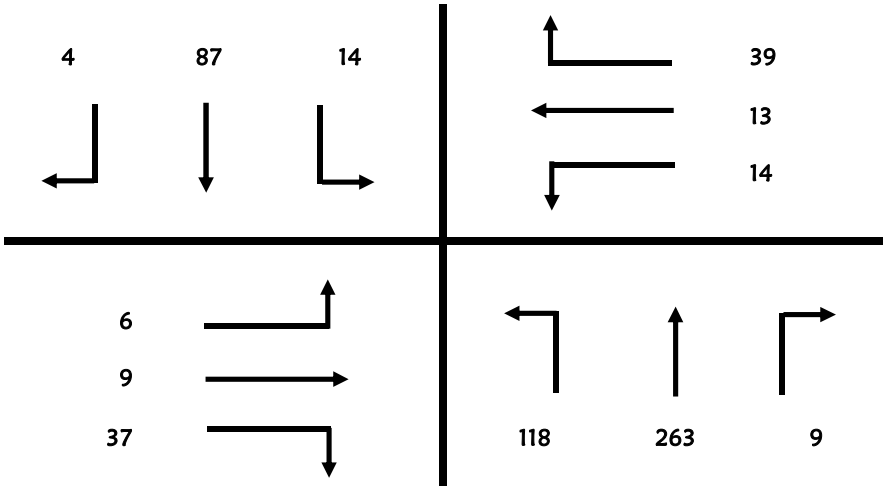
**North / South**
SR 29

**East / West**
Oil Well Road

**Peak Hour**
**16:00 - 17:00**

**Peak Hour Factor**
**0.73**

**Total Pk Hr Voume**
**613**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Oil Well Road |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

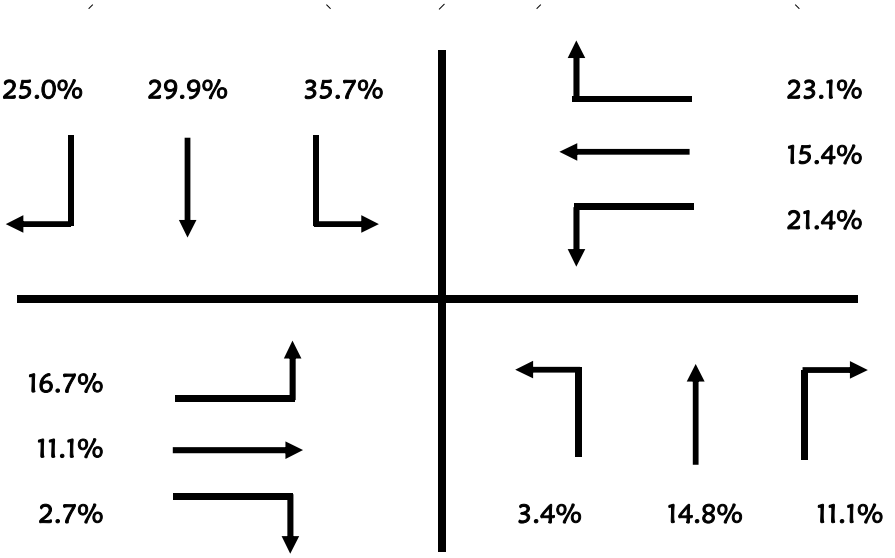
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 1 | 7 | 1 | 2 | 3 | 0 |
| 16:15 - 16:30 | 2 | 13 | 0 | 2 | 7 | 0 |
| 16:30 - 16:45 | 1 | 15 | 0 | 0 | 5 | 1 |
| 16:45 - 17:00 | 0 | 4 | 0 | 1 | 11 | 0 |
| 17:00 - 17:15 | 1 | 6 | 0 | 0 | 2 | 0 |
| 17:15 - 17:30 | 1 | 6 | 0 | 1 | 2 | 0 |
| 17:30 - 17:45 | 0 | 5 | 0 | 1 | 7 | 0 |
| 17:45 - 18:00 | 2 | 8 | 2 | 0 | 3 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 2 | 2 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:30 - 16:45 | 1 | 0 | 1 | 1 | 0 | 2 |
| 16:45 - 17:00 | 0 | 1 | 0 | 0 | 0 | 1 |
| 17:00 - 17:15 | 0 | 1 | 0 | 1 | 3 | 6 |
| 17:15 - 17:30 | 0 | 0 | 1 | 2 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 1 | 0 | 0 | 0 | 2 |

**North / South**
SR 29

**East / West**
Oil Well Road

**Peak Hour**
**16:00 - 17:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Oil Well Road |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

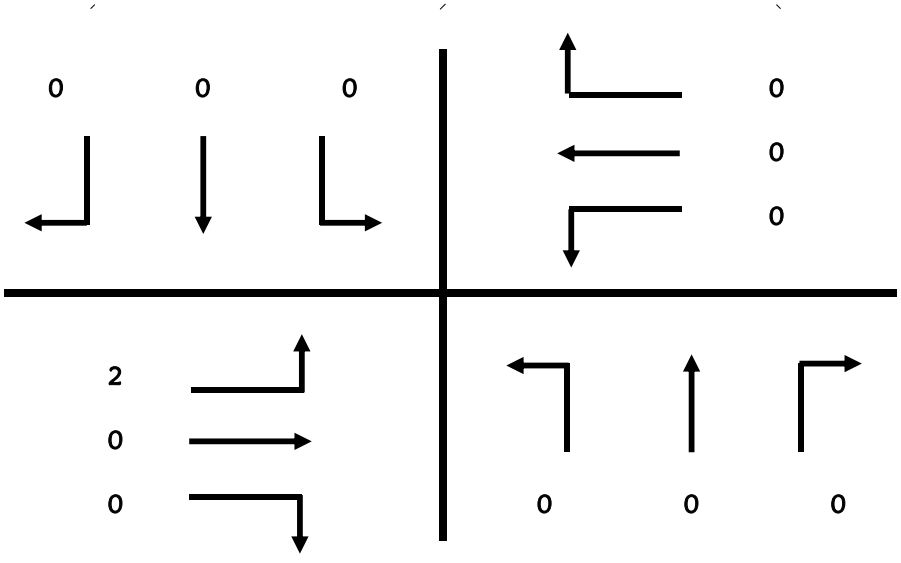
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
Oil Well Road

**Peak Hour**
**16:00 - 17:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | Farm Worker Way | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 4 | 4 | 3 | 0 | 4 | 16 |
| 7:15 - 7:30 | 13 | 3 | 5 | 2 | 8 | 16 |
| 7:30 - 7:45 | 20 | 5 | 5 | 0 | 15 | 24 |
| 7:45 - 8:00 | 20 | 12 | 4 | 2 | 8 | 14 |
| 8:00 - 8:15 | 10 | 5 | 3 | 1 | 1 | 18 |
| 8:15 - 8:30 | 13 | 3 | 0 | 3 | 2 | 12 |
| 8:30 - 8:45 | 1 | 0 | 0 | 1 | 1 | 14 |
| 8:45 - 9:00 | 1 | 1 | 0 | 0 | 0 | 20 |
| | 82 | 33 | 20 | 9 | 39 | 134 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 12 | 58 | 17 | 7 | 14 | 0 |
| 7:15 - 7:30 | 8 | 47 | 34 | 7 | 24 | 0 |
| 7:30 - 7:45 | 13 | 75 | 30 | 8 | 21 | 0 |
| 7:45 - 8:00 | 21 | 57 | 16 | 8 | 33 | 2 |
| 8:00 - 8:15 | 9 | 62 | 16 | 1 | 27 | 0 |
| 8:15 - 8:30 | 10 | 68 | 10 | 0 | 23 | 0 |
| 8:30 - 8:45 | 9 | 41 | 2 | 0 | 31 | 0 |
| 8:45 - 9:00 | 8 | 27 | 4 | 0 | 15 | 0 |
| | 90 | 435 | 129 | 31 | 188 | 2 |

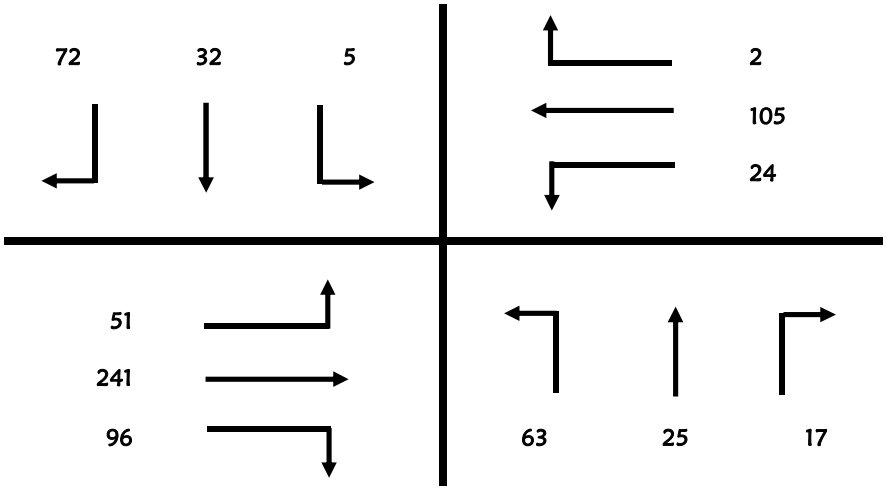
**North / South**
Farm Worker Way

**East / West**
SR 29

**Peak Hour**
**7:15 - 8:15**

**Peak Hour Factor**
**0.85**

**Total Pk Hr Voume**
**733**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | Farm Worker Way | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

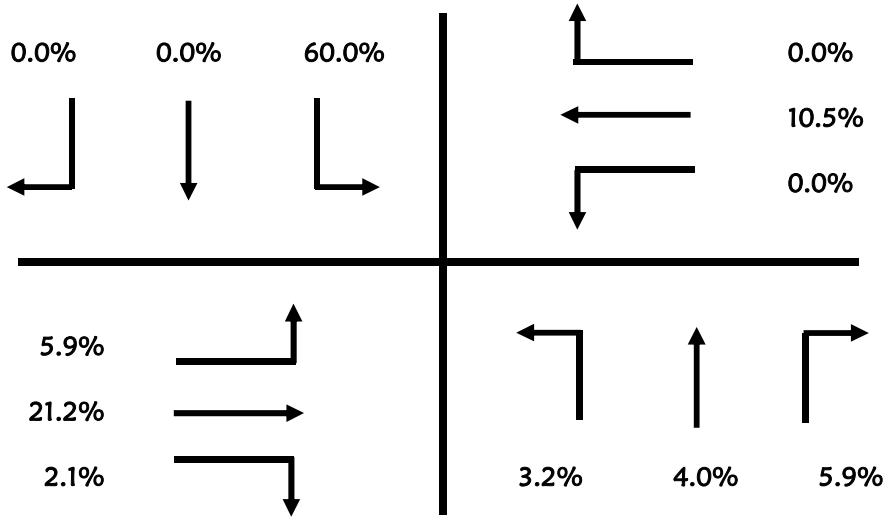
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 2 | 0 | 0 |
| 8:00 - 8:15 | 2 | 1 | 1 | 1 | 0 | 0 |
| 8:15 - 8:30 | 2 | 0 | 0 | 3 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 1 | 0 | 0 |
| 8:45 - 9:00 | 1 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 8 | 0 | 0 | 1 | 0 |
| 7:15 - 7:30 | 1 | 10 | 0 | 0 | 2 | 0 |
| 7:30 - 7:45 | 1 | 13 | 0 | 0 | 1 | 0 |
| 7:45 - 8:00 | 1 | 11 | 0 | 0 | 3 | 0 |
| 8:00 - 8:15 | 0 | 17 | 2 | 0 | 5 | 0 |
| 8:15 - 8:30 | 1 | 17 | 1 | 0 | 2 | 0 |
| 8:30 - 8:45 | 0 | 14 | 0 | 0 | 7 | 0 |
| 8:45 - 9:00 | 1 | 12 | 0 | 0 | 0 | 0 |

**North / South**
Farm Worker Way

**East / West**
SR 29

**Peak Hour**
**7:15 - 8:15**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Oil Well Road |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

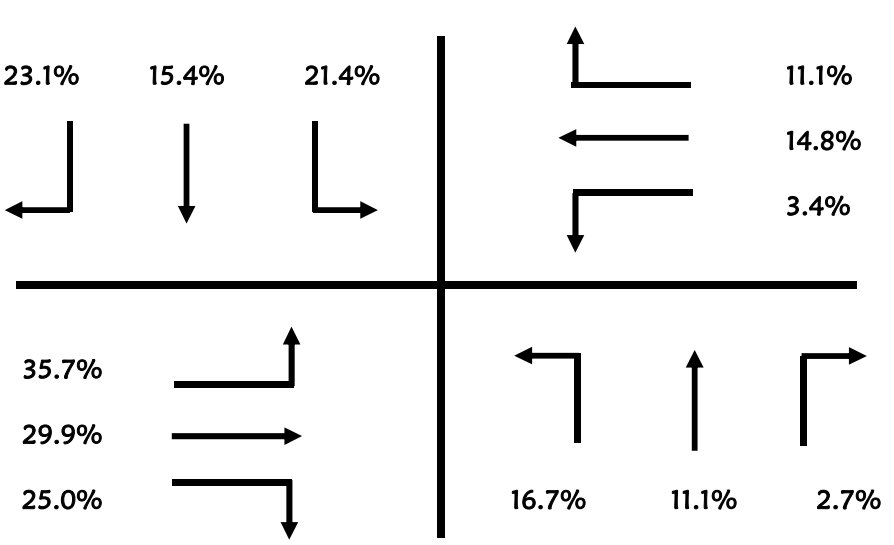
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 2 | 2 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:30 - 16:45 | 1 | 0 | 1 | 1 | 0 | 2 |
| 16:45 - 17:00 | 0 | 1 | 0 | 0 | 0 | 1 |
| 17:00 - 17:15 | 0 | 1 | 0 | 1 | 3 | 6 |
| 17:15 - 17:30 | 0 | 0 | 1 | 2 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 1 | 0 | 0 | 0 | 2 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 3 | 0 | 1 | 7 | 1 |
| 16:15 - 16:30 | 2 | 7 | 0 | 2 | 13 | 0 |
| 16:30 - 16:45 | 0 | 5 | 1 | 1 | 15 | 0 |
| 16:45 - 17:00 | 1 | 11 | 0 | 0 | 4 | 0 |
| 17:00 - 17:15 | 0 | 2 | 0 | 1 | 6 | 0 |
| 17:15 - 17:30 | 1 | 2 | 0 | 1 | 6 | 0 |
| 17:30 - 17:45 | 1 | 7 | 0 | 0 | 5 | 0 |
| 17:45 - 18:00 | 0 | 3 | 0 | 2 | 8 | 2 |

**North / South**
SR 29

**East / West**
Oil Well Road

**Peak Hour**
**16:00 - 17:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Oil Well Road |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

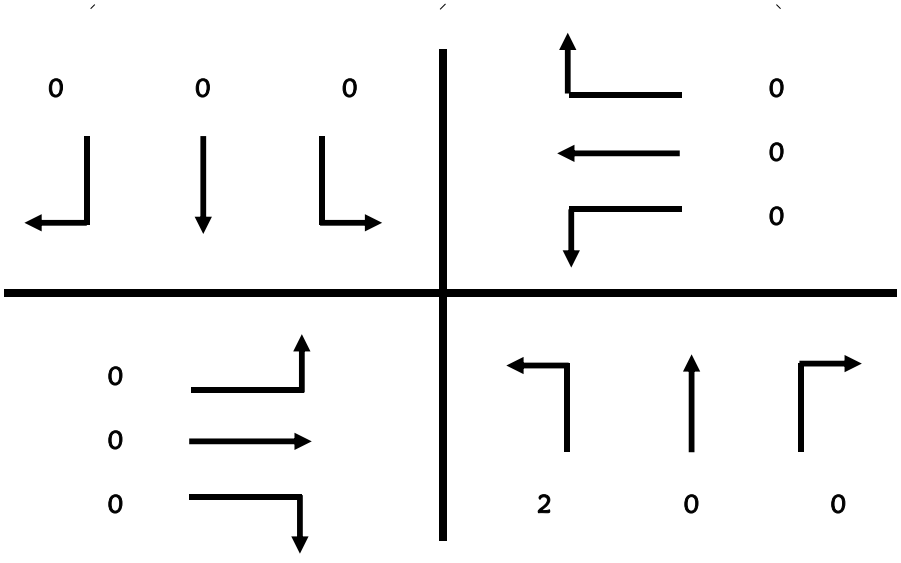
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
Oil Well Road

**Peak Hour**
**16:00 - 17:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | Farm Worker Way | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

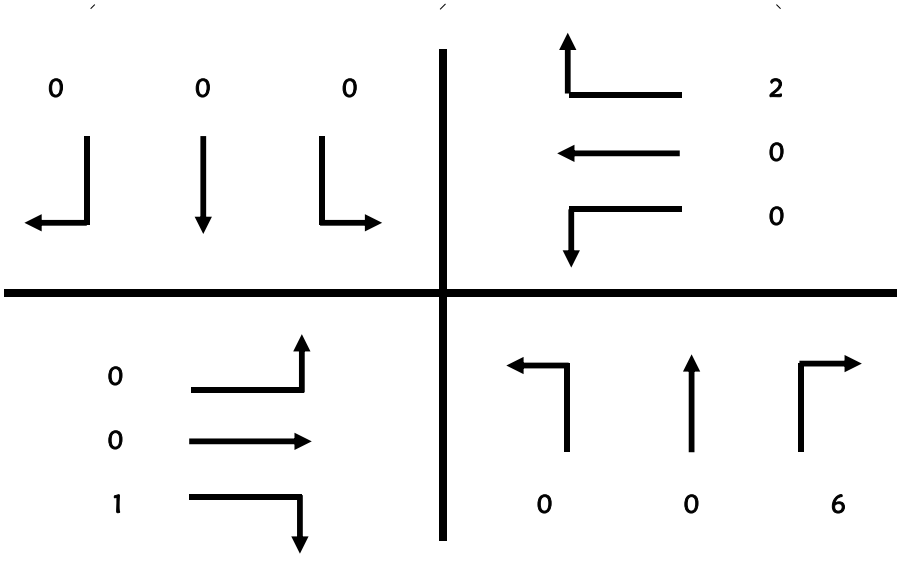
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 3 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 2 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
Farm Worker Way

**East / West**
SR 29

**Peak Hour**
**7:15 - 8:15**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | Farm Worker Way | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 0 | 2 | 1 | 0 | 12 |
| 16:15 - 16:30 | 2 | 0 | 1 | 0 | 0 | 19 |
| 16:30 - 16:45 | 2 | 0 | 0 | 1 | 0 | 28 |
| 16:45 - 17:00 | 3 | 0 | 0 | 1 | 0 | 15 |
| 17:00 - 17:15 | 2 | 0 | 0 | 0 | 2 | 35 |
| 17:15 - 17:30 | 21 | 4 | 5 | 1 | 3 | 21 |
| 17:30 - 17:45 | 14 | 5 | 2 | 2 | 1 | 23 |
| 17:45 - 18:00 | 9 | 0 | 2 | 0 | 0 | 21 |
| | 55 | 9 | 12 | 6 | 6 | 174 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 18 | 53 | 1 | 0 | 53 | 0 |
| 16:15 - 16:30 | 22 | 28 | 1 | 0 | 89 | 0 |
| 16:30 - 16:45 | 18 | 26 | 1 | 0 | 136 | 0 |
| 16:45 - 17:00 | 33 | 34 | 3 | 0 | 94 | 0 |
| 17:00 - 17:15 | 15 | 34 | 10 | 1 | 68 | 1 |
| 17:15 - 17:30 | 22 | 47 | 10 | 2 | 62 | 0 |
| 17:30 - 17:45 | 21 | 25 | 3 | 1 | 55 | 0 |
| 17:45 - 18:00 | 31 | 32 | 2 | 0 | 55 | 0 |
| | 180 | 279 | 31 | 4 | 612 | 1 |

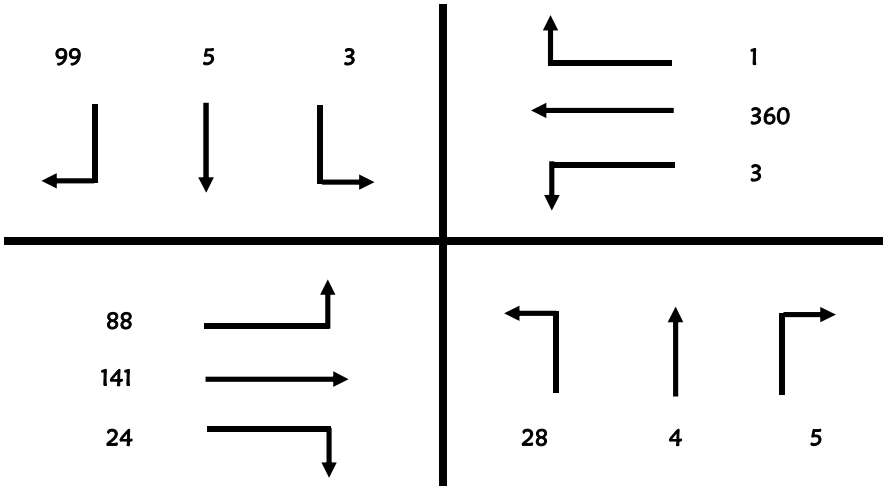
**North / South**
Farm Worker Way

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**

**Peak Hour Factor**
**0.90**

**Total Pk Hr Voume**
**761**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | Farm Worker Way | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

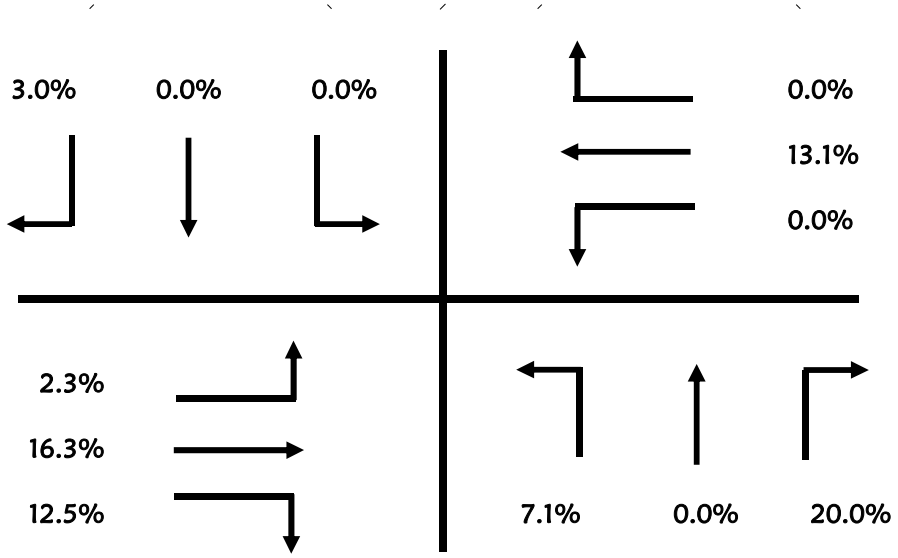
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 1 | 0 | 0 | 1 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 2 | 0 | 1 | 0 | 0 | 0 |
| 17:30 - 17:45 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 1 | 0 | 1 | 0 | 0 | 1 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 6 | 1 | 0 | 13 | 0 |
| 16:15 - 16:30 | 1 | 5 | 0 | 0 | 9 | 0 |
| 16:30 - 16:45 | 1 | 9 | 0 | 0 | 16 | 0 |
| 16:45 - 17:00 | 1 | 4 | 0 | 0 | 9 | 0 |
| 17:00 - 17:15 | 0 | 3 | 3 | 0 | 7 | 0 |
| 17:15 - 17:30 | 0 | 7 | 0 | 0 | 15 | 0 |
| 17:30 - 17:45 | 0 | 5 | 1 | 0 | 2 | 0 |
| 17:45 - 18:00 | 3 | 5 | 1 | 0 | 10 | 0 |

**North / South**
Farm Worker Way

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | | | |
|---|---|---|---|---|---|
| **County** | Collier | | **City** | Immokalee | |
| **Intersection** | Farm Worker Way | | & | SR 29 | |
| **Date** | Thursday, April 13, 2017 4:00 P | | | | |
| **Time Period** | 16:00 | to | 18:00 | **U-Turn & RTOR** | |

VHB Project #: 62558.21

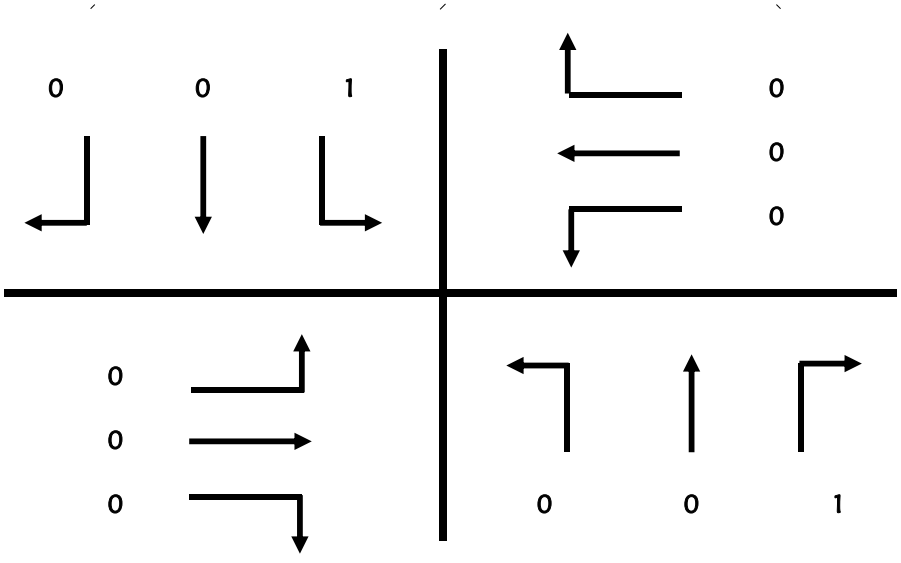
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 2 | 1 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 1 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 1 | 0 | 0 | 0 | 0 | 0 |

**North / South**
Farm Worker Way

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | 13th Street |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 3 | 0 | 1 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 2 | 0 | 3 | 0 | 0 | 0 |
| 8:00 - 8:15 | 3 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 2 | 0 | 1 | 0 | 0 | 0 |
| | 11 | 0 | 5 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 106 | 2 | 1 | 53 | 0 |
| 7:15 - 7:30 | 0 | 14 | 0 | 0 | 5 | 0 |
| 7:30 - 7:45 | 0 | 75 | 1 | 0 | 37 | 0 |
| 7:45 - 8:00 | 0 | 96 | 3 | 0 | 78 | 1 |
| 8:00 - 8:15 | 0 | 103 | 2 | 0 | 54 | 0 |
| 8:15 - 8:30 | 0 | 85 | 2 | 0 | 50 | 0 |
| 8:30 - 8:45 | 0 | 59 | 1 | 0 | 64 | 0 |
| 8:45 - 9:00 | 0 | 62 | 2 | 0 | 39 | 0 |
| | 0 | 600 | 13 | 1 | 380 | 1 |

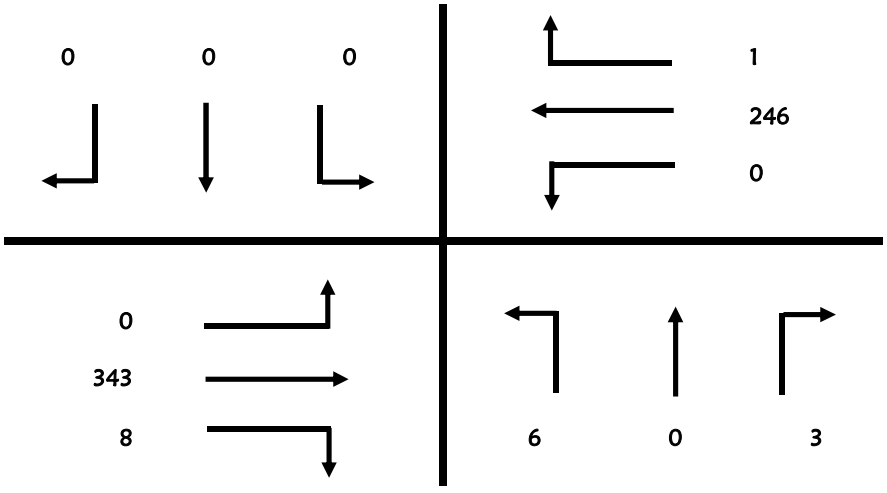
**North / South**
SR 29

**East / West**
13th Street

**Peak Hour**
**7:45 - 8:45**

**Peak Hour Factor**
**0.83**

**Total Pk Hr Voume**
**607**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | 13th Street |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

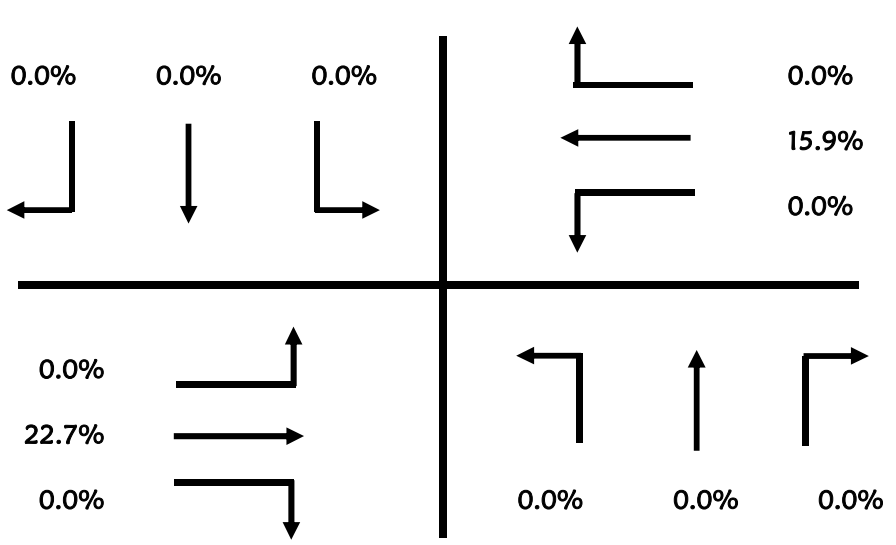
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 1 | 0 | 1 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 15 | 0 | 0 | 13 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 14 | 0 | 0 | 2 | 0 |
| 7:45 - 8:00 | 0 | 18 | 0 | 0 | 10 | 0 |
| 8:00 - 8:15 | 0 | 25 | 0 | 0 | 8 | 0 |
| 8:15 - 8:30 | 0 | 18 | 0 | 0 | 9 | 0 |
| 8:30 - 8:45 | 0 | 17 | 0 | 0 | 12 | 0 |
| 8:45 - 9:00 | 0 | 13 | 0 | 0 | 3 | 0 |

**North / South**
SR 29

**East / West**
13th Street

**Peak Hour**
**7:45 - 8:45**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | 13th Street |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

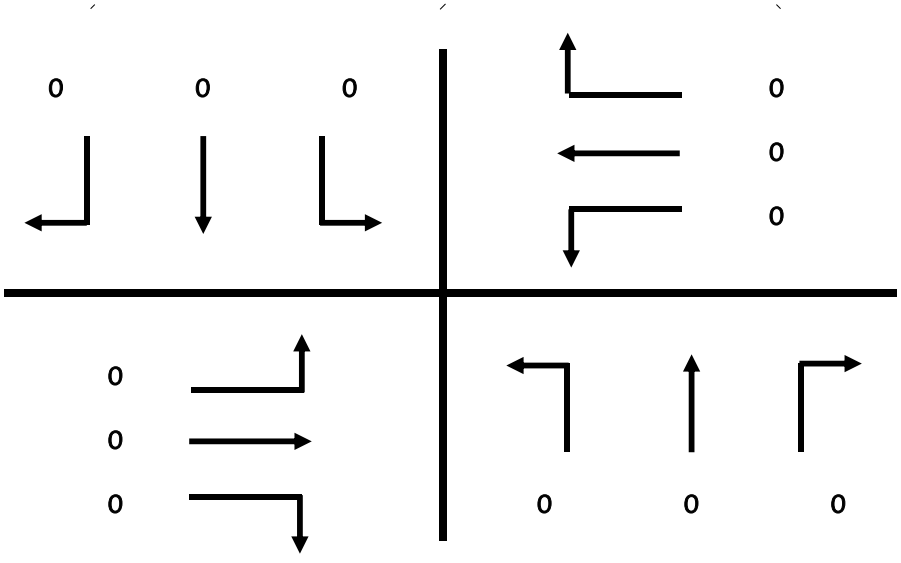
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
13th Street

**Peak Hour**
**7:45 - 8:45**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | 13th Street |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

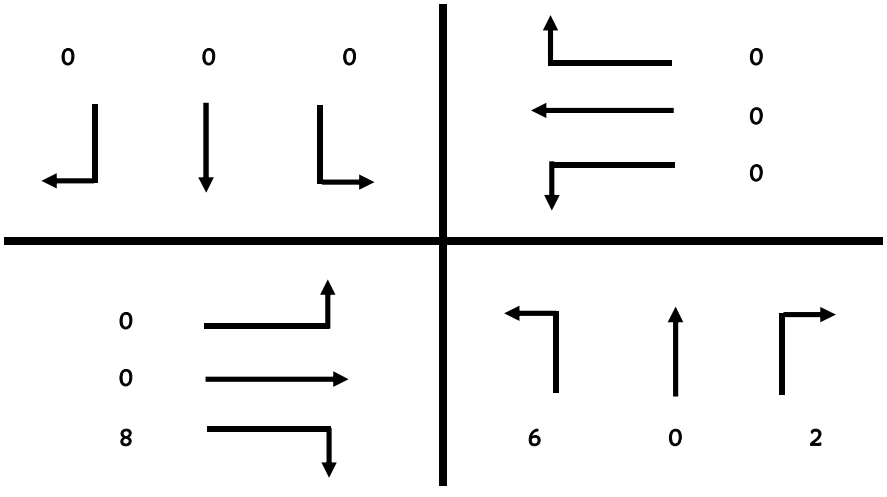
VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 2 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 8:00 - 8:15 | 3 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 2 | 0 | 1 | 0 | 0 | 0 |
| | 10 | 0 | 3 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 2 | 1 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 3 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 2 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 2 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 2 | 0 | 0 | 0 |
| | 0 | 0 | 14 | 1 | 0 | 0 |

**North / South**
SR 29

**East / West**
13th Street




**Peak Hour**
**7:30 - 8:30**

**Peak Hour Factor**
**0.57**

**Total Pk Hr Voume**
**16**

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | 13th Street |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

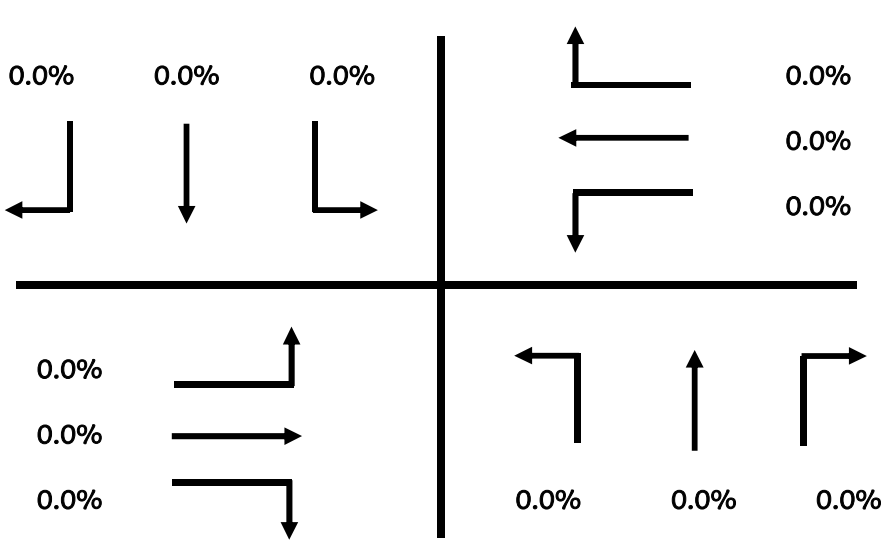
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
13th Street

**Peak Hour**
**7:30 - 8:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | 13th Street |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

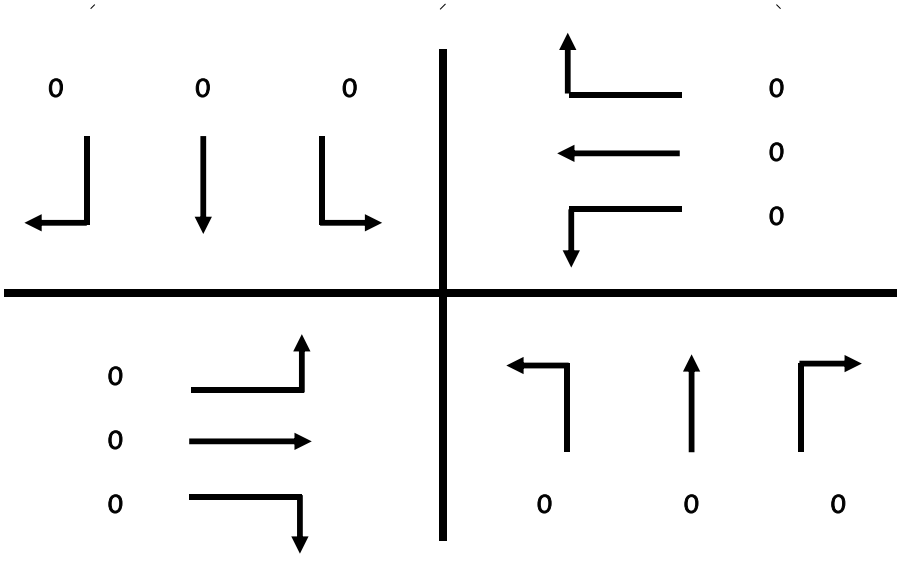
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
13th Street

**Peak Hour**
**7:30 - 8:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | 13th Street |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 6 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 5 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 13 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 2 | 0 | 0 | 0 |

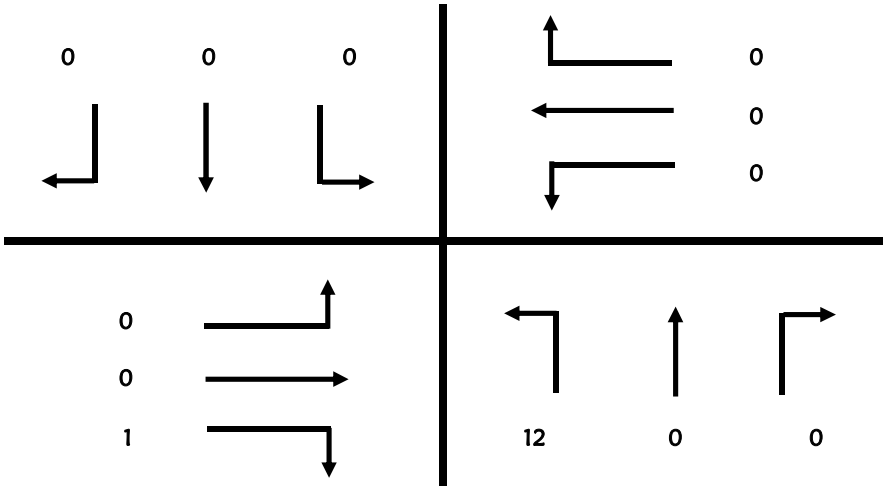
**North / South**
SR 29

**East / West**
13th Street

**Peak Hour**
**16:15 - 17:15**

**Peak Hour Factor**
**0.54**

**Total Pk Hr Voume**
**13**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | 13th Street |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

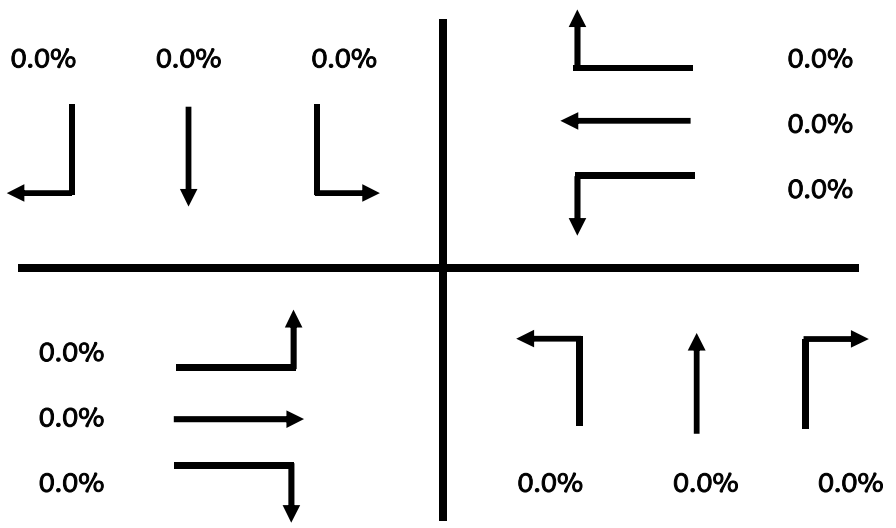
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
13th Street

**Peak Hour**
**16:15 - 17:15**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | 13th Street |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

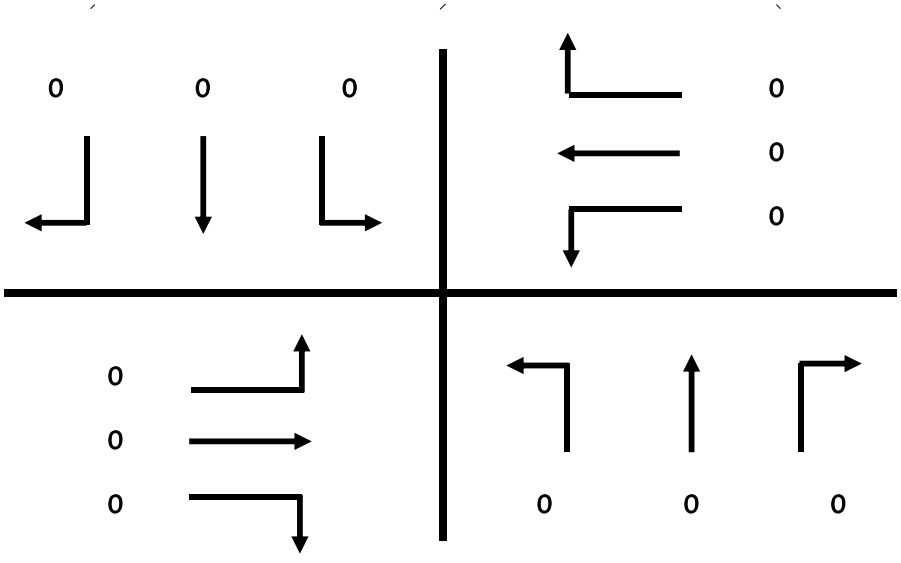
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
13th Street

**Peak Hour**
**16:15 - 17:15**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | CR 846 Airport Road 12th Street & SR 29 | | |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 4 | 0 | 14 |
| 7:15 - 7:30 | 0 | 0 | 0 | 4 | 0 | 17 |
| 7:30 - 7:45 | 0 | 0 | 1 | 8 | 0 | 12 |
| 7:45 - 8:00 | 0 | 0 | 0 | 5 | 0 | 26 |
| 8:00 - 8:15 | 0 | 0 | 2 | 6 | 1 | 15 |
| 8:15 - 8:30 | 0 | 0 | 1 | 7 | 1 | 22 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:45 - 9:00 | 1 | 0 | 0 | 1 | 0 | 25 |
| | 1 | 0 | 4 | 35 | 2 | 147 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 44 | 105 | 0 | 3 | 45 | 3 |
| 7:15 - 7:30 | 43 | 113 | 0 | 3 | 51 | 8 |
| 7:30 - 7:45 | 62 | 104 | 1 | 3 | 59 | 2 |
| 7:45 - 8:00 | 59 | 97 | 6 | 1 | 71 | 2 |
| 8:00 - 8:15 | 48 | 92 | 3 | 2 | 55 | 2 |
| 8:15 - 8:30 | 53 | 79 | 4 | 4 | 45 | 5 |
| 8:30 - 8:45 | 45 | 67 | 3 | 1 | 51 | 6 |
| 8:45 - 9:00 | 37 | 59 | 1 | 2 | 43 | 0 |
| | 391 | 716 | 18 | 19 | 420 | 28 |

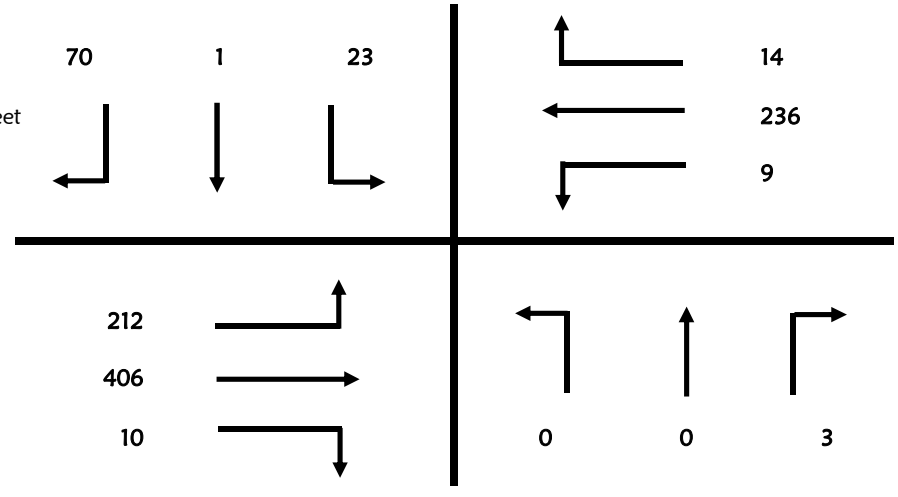
**North / South**
CR 846 Airport Road 12th Street

**East / West**
SR 29

**Peak Hour**
**7:15 - 8:15**

**Peak Hour Factor**
**0.92**

**Total Pk Hr Voume**
**984**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | CR 846 Airport Road 12th Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

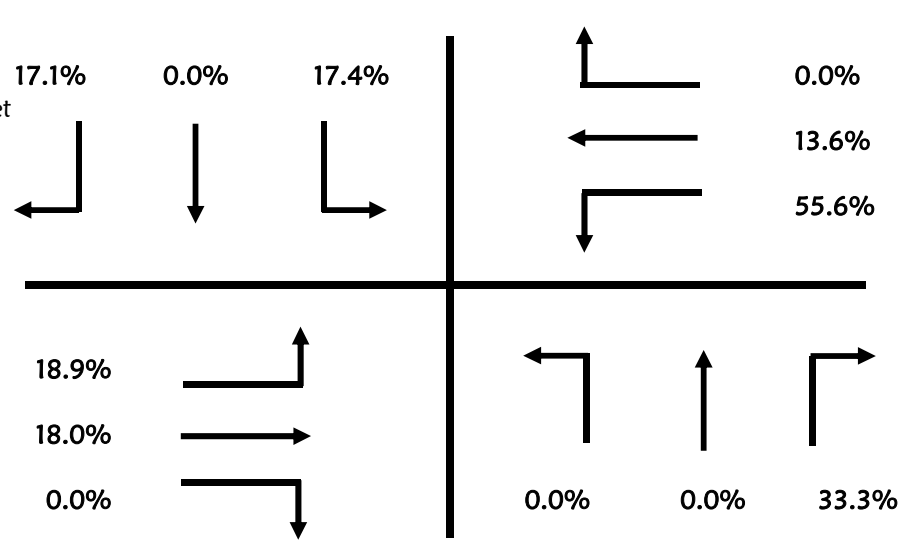
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 2 | 0 | 1 |
| 7:15 - 7:30 | 0 | 0 | 0 | 2 | 0 | 4 |
| 7:30 - 7:45 | 0 | 0 | 1 | 2 | 0 | 2 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 - 8:30 | 0 | 0 | 0 | 4 | 0 | 5 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 4 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 5 | 11 | 0 | 2 | 9 | 0 |
| 7:15 - 7:30 | 5 | 18 | 0 | 2 | 8 | 0 |
| 7:30 - 7:45 | 11 | 15 | 0 | 2 | 6 | 0 |
| 7:45 - 8:00 | 8 | 17 | 0 | 1 | 11 | 0 |
| 8:00 - 8:15 | 16 | 23 | 0 | 0 | 7 | 0 |
| 8:15 - 8:30 | 17 | 17 | 0 | 3 | 7 | 0 |
| 8:30 - 8:45 | 18 | 16 | 0 | 1 | 9 | 0 |
| 8:45 - 9:00 | 10 | 11 | 0 | 0 | 4 | 0 |

**North / South**
CR 846 Airport Road 12th Street

**East / West**
SR 29

**Peak Hour**
**7:15 - 8:15**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | CR 846 Airport Road 12th Street & | | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

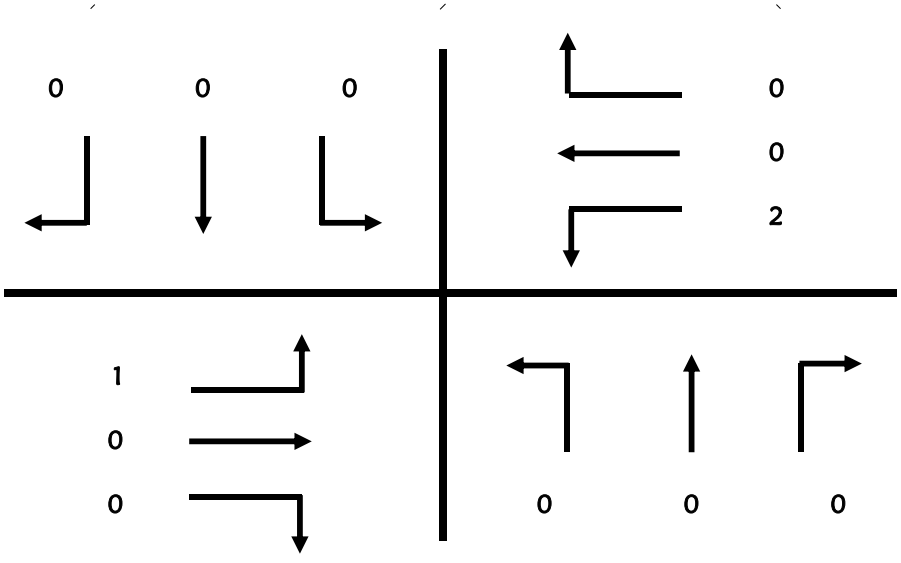
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 1 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 1 | 0 | 0 |
| 7:30 - 7:45 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 1 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 1 | 0 | 0 |
| 8:30 - 8:45 | 2 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 1 | 0 | 0 |

**North / South**
CR 846 Airport Road 12th Street

**East / West**
SR 29

**Peak Hour**
**7:15 - 8:15**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | CR 846 Airport Road 12th Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 3 | 1 | 0 | 6 | 0 | 34 |
| 16:15 - 16:30 | 2 | 0 | 2 | 2 | 0 | 42 |
| 16:30 - 16:45 | 0 | 0 | 1 | 1 | 0 | 70 |
| 16:45 - 17:00 | 2 | 0 | 0 | 9 | 0 | 73 |
| 17:00 - 17:15 | 0 | 0 | 0 | 5 | 0 | 66 |
| 17:15 - 17:30 | 0 | 0 | 0 | 3 | 1 | 43 |
| 17:30 - 17:45 | 2 | 0 | 0 | 1 | 1 | 44 |
| 17:45 - 18:00 | 0 | 0 | 0 | 2 | 0 | 29 |
| | 9 | 1 | 3 | 29 | 2 | 401 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 21 | 77 | 2 | 1 | 86 | 4 |
| 16:15 - 16:30 | 17 | 55 | 2 | 0 | 104 | 6 |
| 16:30 - 16:45 | 29 | 68 | 2 | 0 | 170 | 10 |
| 16:45 - 17:00 | 30 | 76 | 3 | 0 | 127 | 4 |
| 17:00 - 17:15 | 34 | 79 | 1 | 0 | 109 | 1 |
| 17:15 - 17:30 | 27 | 68 | 0 | 0 | 108 | 7 |
| 17:30 - 17:45 | 33 | 64 | 1 | 0 | 114 | 1 |
| 17:45 - 18:00 | 10 | 58 | 0 | 0 | 89 | 3 |
| | 201 | 545 | 11 | 1 | 907 | 36 |

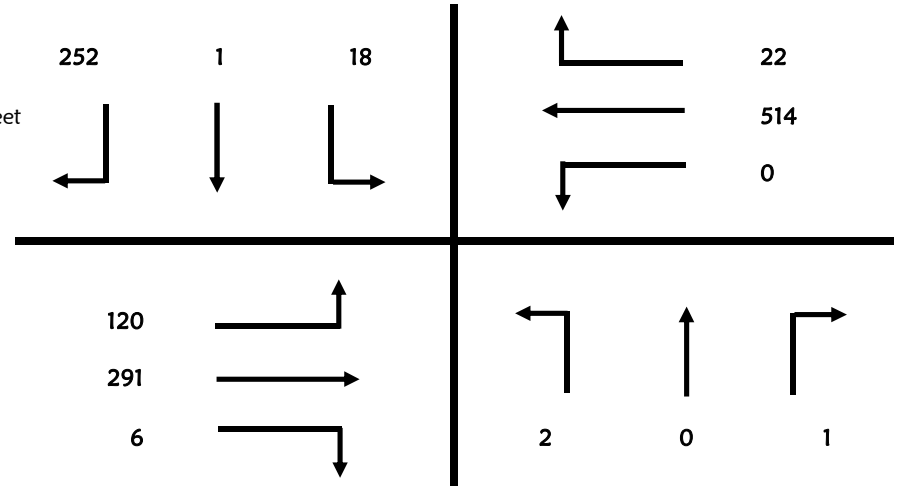
**North / South**
CR 846 Airport Road 12th Street

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**

**Peak Hour Factor**
**0.87**

**Total Pk Hr Voume**
**1,227**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | CR 846 Airport Road 12th Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

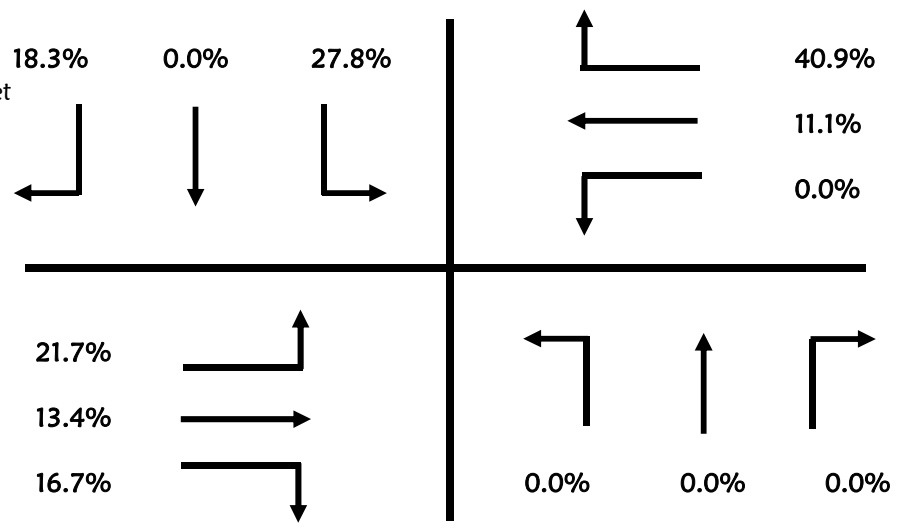
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 1 | 0 | 10 |
| 16:15 - 16:30 | 0 | 0 | 1 | 0 | 0 | 10 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 - 17:00 | 0 | 0 | 0 | 2 | 0 | 14 |
| 17:00 - 17:15 | 0 | 0 | 0 | 2 | 0 | 12 |
| 17:15 - 17:30 | 0 | 0 | 0 | 1 | 0 | 10 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 7 | 6 | 0 | 1 | 15 | 1 |
| 16:15 - 16:30 | 4 | 13 | 0 | 0 | 11 | 2 |
| 16:30 - 16:45 | 6 | 9 | 0 | 0 | 23 | 6 |
| 16:45 - 17:00 | 9 | 4 | 1 | 0 | 11 | 1 |
| 17:00 - 17:15 | 6 | 14 | 0 | 0 | 10 | 0 |
| 17:15 - 17:30 | 5 | 12 | 0 | 0 | 13 | 2 |
| 17:30 - 17:45 | 8 | 8 | 0 | 0 | 14 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
CR 846 Airport Road 12th Street

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | CR 846 Airport Road 12th Street & | | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

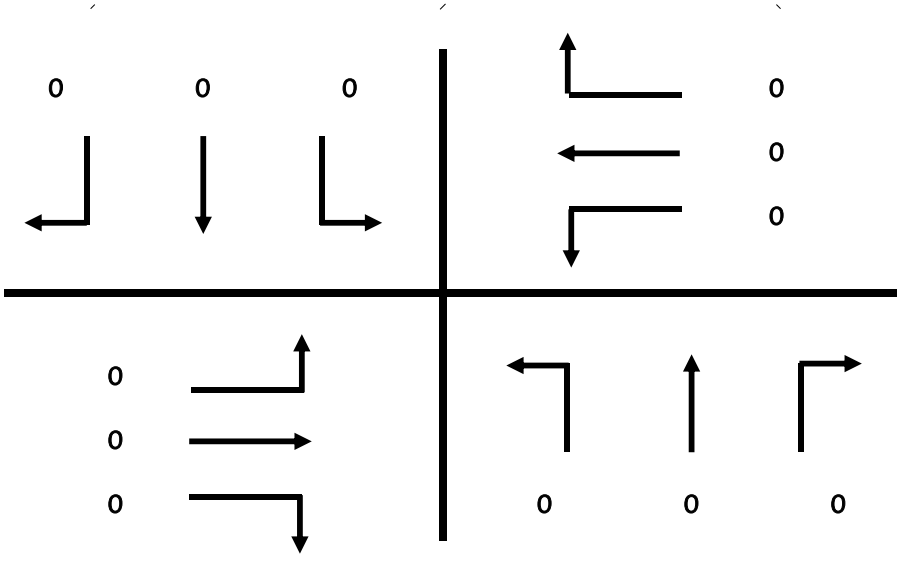
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
CR 846 Airport Road 12th Street

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

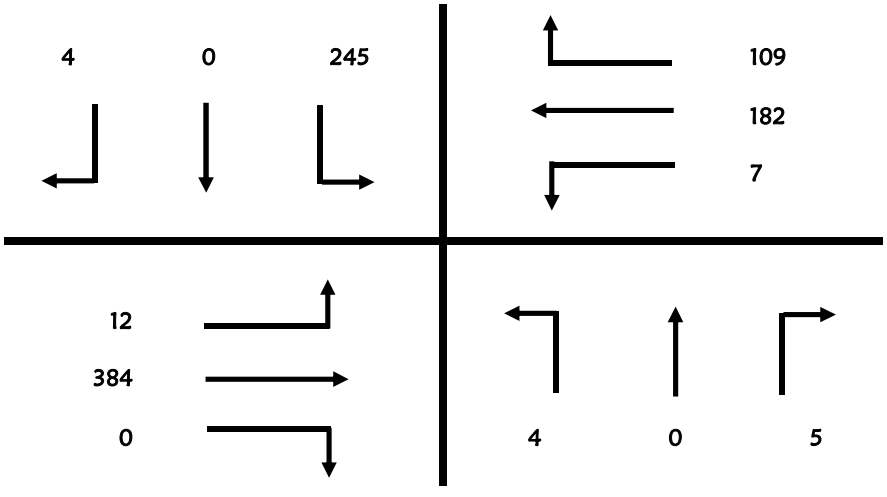
VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 1 | 0 | 2 | 66 | 0 | 0 |
| 7:15 - 7:30 | 1 | 0 | 0 | 66 | 0 | 1 |
| 7:30 - 7:45 | 1 | 0 | 2 | 63 | 0 | 0 |
| 7:45 - 8:00 | 1 | 0 | 1 | 50 | 0 | 3 |
| 8:00 - 8:15 | 0 | 1 | 0 | 69 | 0 | 1 |
| 8:15 - 8:30 | 0 | 0 | 0 | 72 | 0 | 4 |
| 8:30 - 8:45 | 0 | 0 | 0 | 45 | 0 | 1 |
| 8:45 - 9:00 | 1 | 2 | 0 | 47 | 0 | 1 |
| | 5 | 3 | 5 | 478 | 0 | 11 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 83 | 0 | 1 | 38 | 16 |
| 7:15 - 7:30 | 4 | 88 | 0 | 1 | 45 | 25 |
| 7:30 - 7:45 | 4 | 106 | 0 | 1 | 41 | 27 |
| 7:45 - 8:00 | 4 | 107 | 0 | 4 | 58 | 41 |
| 8:00 - 8:15 | 8 | 68 | 0 | 0 | 39 | 19 |
| 8:15 - 8:30 | 5 | 63 | 3 | 1 | 37 | 27 |
| 8:30 - 8:45 | 3 | 69 | 0 | 1 | 45 | 31 |
| 8:45 - 9:00 | 5 | 54 | 0 | 0 | 30 | 31 |
| | 33 | 638 | 3 | 9 | 333 | 217 |

**North / South**
New Market Road

**East / West**
SR 29




**Peak Hour**
**7:00 - 8:00**

**Peak Hour Factor**
**0.89**

**Total Pk Hr Voume**
**952**

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

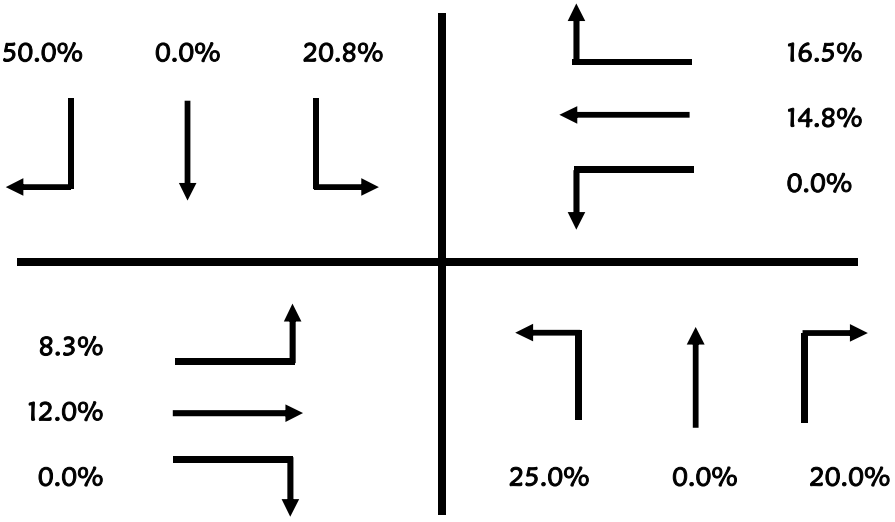
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 1 | 0 | 1 | 11 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 14 | 0 | 1 |
| 7:30 - 7:45 | 0 | 0 | 0 | 12 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 14 | 0 | 1 |
| 8:00 - 8:15 | 0 | 0 | 0 | 26 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 22 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 12 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 16 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 8 | 0 | 0 | 7 | 2 |
| 7:15 - 7:30 | 0 | 15 | 0 | 0 | 7 | 7 |
| 7:30 - 7:45 | 0 | 12 | 0 | 0 | 4 | 4 |
| 7:45 - 8:00 | 1 | 11 | 0 | 0 | 9 | 5 |
| 8:00 - 8:15 | 0 | 16 | 0 | 0 | 8 | 4 |
| 8:15 - 8:30 | 0 | 8 | 0 | 1 | 5 | 5 |
| 8:30 - 8:45 | 1 | 19 | 0 | 0 | 7 | 7 |
| 8:45 - 9:00 | 0 | 12 | 0 | 0 | 3 | 4 |

**North / South**
New Market Road

**East / West**
SR 29

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

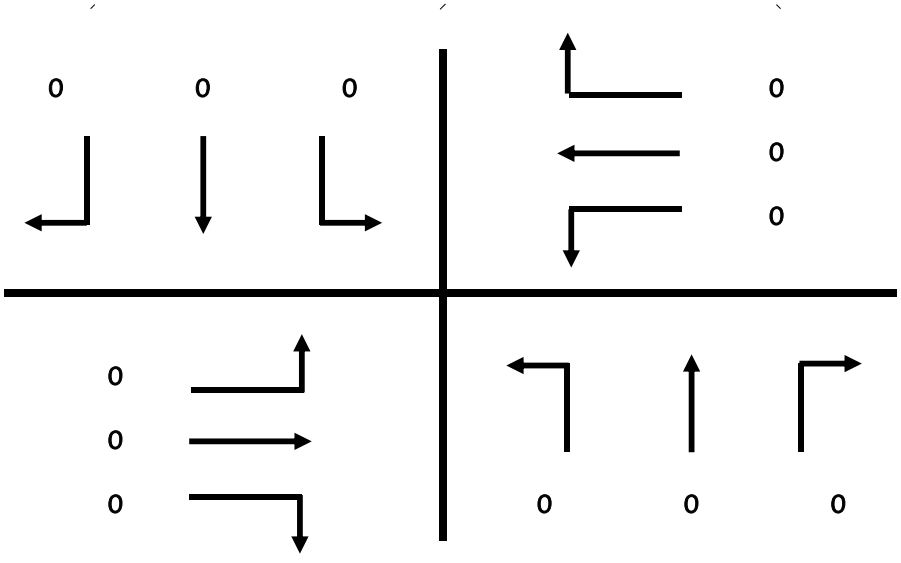
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 1 | 0 | 0 | 0 | 0 | 0 |

**North / South**
New Market Road

**East / West**
SR 29

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 36 | 1 | 8 |
| 16:15 - 16:30 | 3 | 2 | 0 | 29 | 0 | 5 |
| 16:30 - 16:45 | 0 | 0 | 0 | 34 | 0 | 6 |
| 16:45 - 17:00 | 1 | 0 | 0 | 42 | 0 | 4 |
| 17:00 - 17:15 | 2 | 0 | 0 | 31 | 1 | 3 |
| 17:15 - 17:30 | 0 | 0 | 0 | 46 | 0 | 4 |
| 17:30 - 17:45 | 1 | 0 | 1 | 36 | 0 | 3 |
| 17:45 - 18:00 | 0 | 0 | 0 | 42 | 0 | 10 |
| | 7 | 2 | 1 | 296 | 2 | 43 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 10 | 61 | 3 | 1 | 72 | 63 |
| 16:15 - 16:30 | 7 | 54 | 0 | 2 | 73 | 74 |
| 16:30 - 16:45 | 11 | 56 | 0 | 2 | 130 | 114 |
| 16:45 - 17:00 | 6 | 49 | 0 | 0 | 107 | 97 |
| 17:00 - 17:15 | 12 | 71 | 0 | 1 | 103 | 78 |
| 17:15 - 17:30 | 13 | 56 | 0 | 0 | 75 | 72 |
| 17:30 - 17:45 | 16 | 48 | 0 | 1 | 91 | 64 |
| 17:45 - 18:00 | 7 | 43 | 0 | 1 | 76 | 57 |
| | 82 | 438 | 3 | 8 | 727 | 619 |

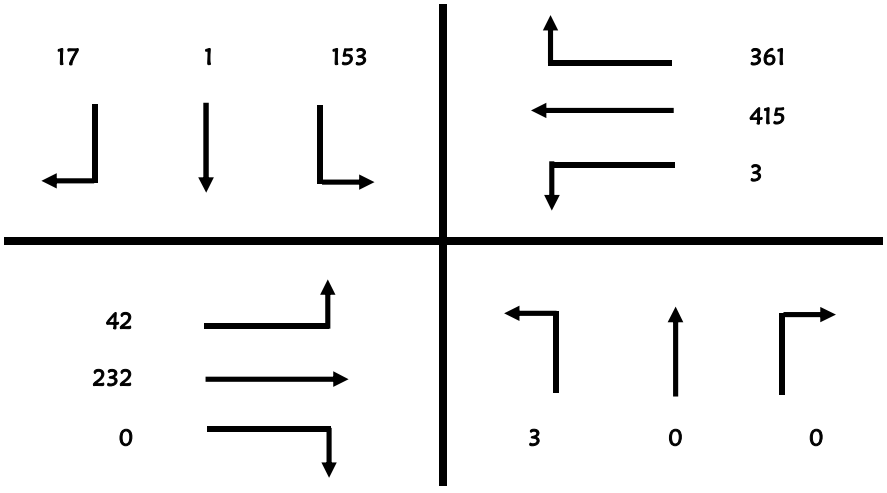
**North / South**
New Market Road

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**

**Peak Hour Factor**
**0.87**

**Total Pk Hr Voume**
**1,227**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

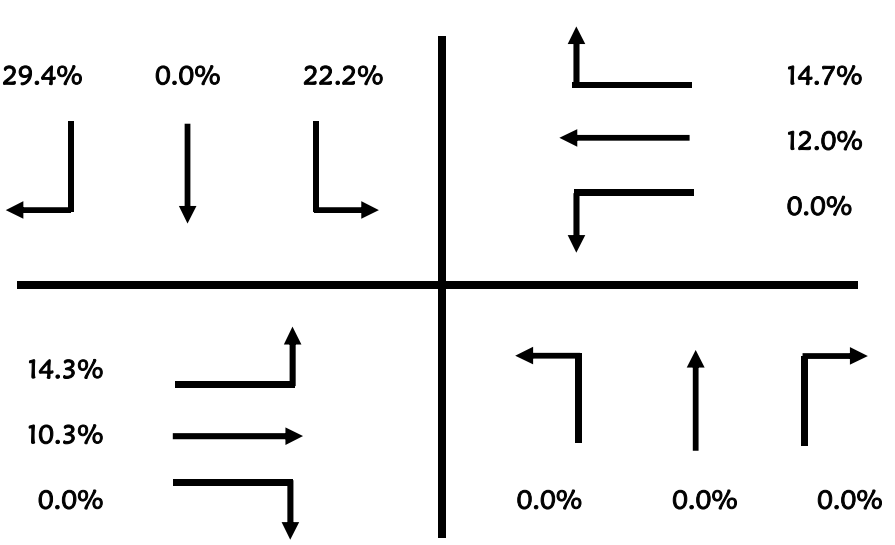
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 10 | 0 | 1 |
| 16:15 - 16:30 | 1 | 1 | 0 | 10 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 7 | 0 | 2 |
| 16:45 - 17:00 | 0 | 0 | 0 | 8 | 0 | 1 |
| 17:00 - 17:15 | 0 | 0 | 0 | 9 | 0 | 1 |
| 17:15 - 17:30 | 0 | 0 | 0 | 10 | 0 | 1 |
| 17:30 - 17:45 | 0 | 0 | 0 | 9 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 9 | 0 | 1 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 3 | 0 | 1 | 10 | 16 |
| 16:15 - 16:30 | 0 | 7 | 0 | 0 | 3 | 18 |
| 16:30 - 16:45 | 1 | 6 | 0 | 0 | 16 | 13 |
| 16:45 - 17:00 | 2 | 3 | 0 | 0 | 10 | 16 |
| 17:00 - 17:15 | 1 | 7 | 0 | 0 | 14 | 10 |
| 17:15 - 17:30 | 2 | 8 | 0 | 0 | 10 | 14 |
| 17:30 - 17:45 | 2 | 7 | 0 | 0 | 6 | 14 |
| 17:45 - 18:00 | 1 | 6 | 0 | 0 | 3 | 12 |

**North / South**
New Market Road

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

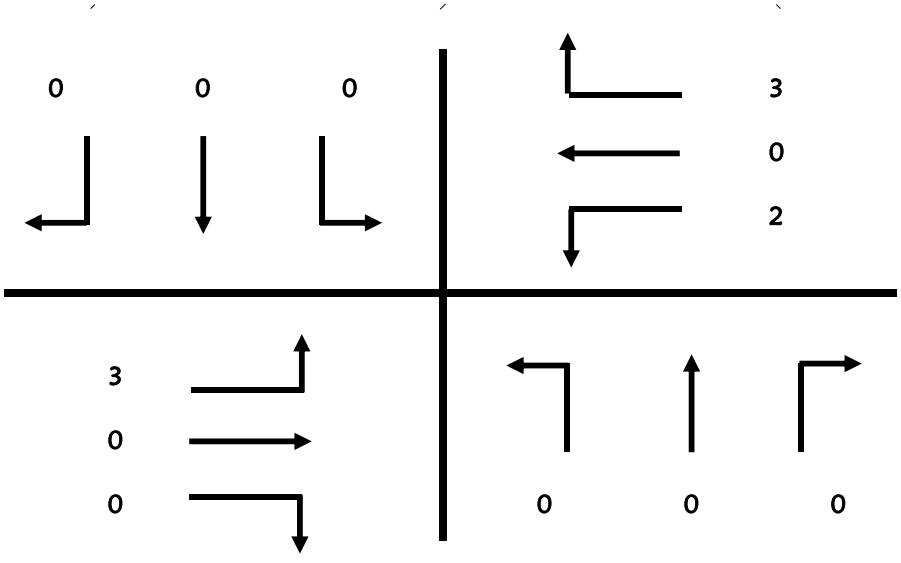
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 2 | 0 | 0 | 1 | 0 | 0 |
| 16:30 - 16:45 | 1 | 0 | 0 | 1 | 0 | 3 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:15 - 17:30 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 1 | 0 | 0 | 1 | 0 | 0 |

**North / South**
New Market Road

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 1st Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 | 7:00 AM | **All Vehicles** |
| **Time Period** | 7:00 to | 9:00 | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 21 | 49 | 8 | 14 | 93 | 4 |
| 7:15 - 7:30 | 29 | 66 | 17 | 20 | 60 | 1 |
| 7:30 - 7:45 | 32 | 62 | 20 | 30 | 70 | 0 |
| 7:45 - 8:00 | 31 | 73 | 20 | 18 | 55 | 6 |
| 8:00 - 8:15 | 33 | 71 | 19 | 12 | 44 | 1 |
| 8:15 - 8:30 | 41 | 53 | 19 | 15 | 44 | 5 |
| 8:30 - 8:45 | 31 | 62 | 5 | 18 | 50 | 2 |
| 8:45 - 9:00 | 33 | 54 | 11 | 18 | 44 | 6 |
| | 251 | 490 | 119 | 145 | 460 | 25 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 15 | 60 | 48 | 9 | 27 | 5 |
| 7:15 - 7:30 | 10 | 53 | 30 | 11 | 20 | 5 |
| 7:30 - 7:45 | 12 | 64 | 43 | 15 | 19 | 6 |
| 7:45 - 8:00 | 15 | 90 | 36 | 30 | 30 | 3 |
| 8:00 - 8:15 | 10 | 50 | 43 | 20 | 27 | 14 |
| 8:15 - 8:30 | 12 | 45 | 33 | 16 | 15 | 10 |
| 8:30 - 8:45 | 4 | 51 | 27 | 11 | 28 | 5 |
| 8:45 - 9:00 | 13 | 53 | 26 | 10 | 22 | 2 |
| | 91 | 466 | 286 | 122 | 188 | 50 |

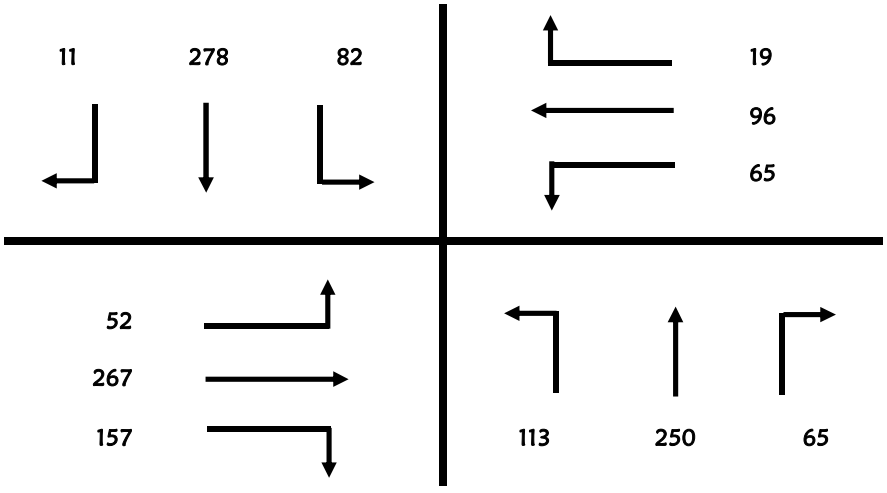
**North / South**
1st Street

**East / West**
SR 29

**Peak Hour**
**7:00 - 8:00**

**Peak Hour Factor**
**0.89**

**Total Pk Hr Voume**
**1,455**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 1st Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

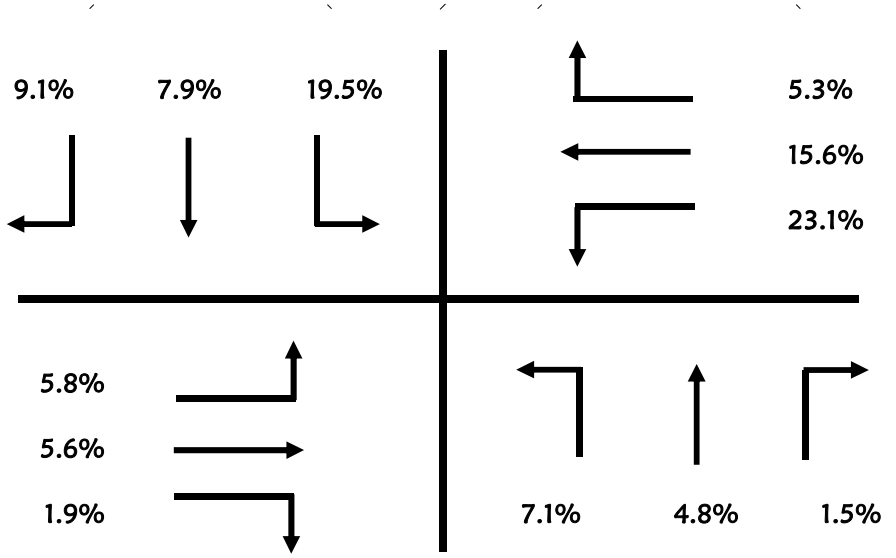
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 1 | 3 | 0 | 0 | 7 | 1 |
| 7:15 - 7:30 | 2 | 2 | 0 | 6 | 8 | 0 |
| 7:30 - 7:45 | 2 | 5 | 1 | 6 | 3 | 0 |
| 7:45 - 8:00 | 3 | 2 | 0 | 4 | 4 | 0 |
| 8:00 - 8:15 | 1 | 5 | 2 | 3 | 7 | 0 |
| 8:15 - 8:30 | 2 | 2 | 0 | 3 | 2 | 0 |
| 8:30 - 8:45 | 4 | 7 | 0 | 6 | 5 | 0 |
| 8:45 - 9:00 | 2 | 1 | 1 | 3 | 3 | 2 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 3 | 1 | 3 | 6 | 1 |
| 7:15 - 7:30 | 2 | 3 | 0 | 1 | 4 | 0 |
| 7:30 - 7:45 | 1 | 4 | 2 | 5 | 2 | 0 |
| 7:45 - 8:00 | 0 | 5 | 0 | 6 | 3 | 0 |
| 8:00 - 8:15 | 0 | 3 | 0 | 2 | 2 | 3 |
| 8:15 - 8:30 | 0 | 3 | 1 | 0 | 3 | 1 |
| 8:30 - 8:45 | 0 | 5 | 1 | 2 | 3 | 2 |
| 8:45 - 9:00 | 0 | 6 | 3 | 0 | 2 | 0 |

**North / South**
1st Street

**East / West**
SR 29

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 1st Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

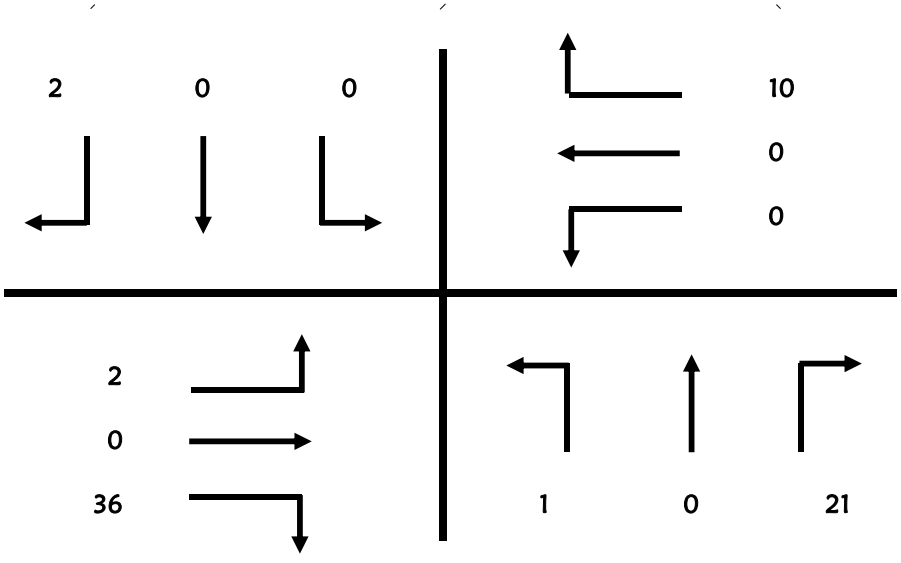
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 2 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 6 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 6 | 0 | 0 | 0 |
| 7:45 - 8:00 | 1 | 0 | 7 | 0 | 0 | 2 |
| 8:00 - 8:15 | 0 | 0 | 7 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 5 | 0 | 0 | 1 |
| 8:30 - 8:45 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 1 | 0 | 0 | 1 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 1 | 0 | 9 | 0 | 0 | 4 |
| 7:15 - 7:30 | 0 | 0 | 10 | 0 | 0 | 3 |
| 7:30 - 7:45 | 0 | 0 | 12 | 0 | 0 | 3 |
| 7:45 - 8:00 | 1 | 0 | 5 | 0 | 0 | 0 |
| 8:00 - 8:15 | 1 | 0 | 18 | 2 | 0 | 4 |
| 8:15 - 8:30 | 1 | 0 | 11 | 0 | 0 | 5 |
| 8:30 - 8:45 | 0 | 0 | 2 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 3 | 1 | 0 | 0 |

**North / South**
1st Street

**East / West**
SR 29

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 1st Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 54 | 88 | 10 | 9 | 56 | 12 |
| 16:15 - 16:30 | 48 | 52 | 6 | 10 | 49 | 9 |
| 16:30 - 16:45 | 57 | 74 | 13 | 10 | 45 | 9 |
| 16:45 - 17:00 | 46 | 88 | 15 | 7 | 48 | 9 |
| 17:00 - 17:15 | 54 | 95 | 21 | 7 | 65 | 10 |
| 17:15 - 17:30 | 60 | 77 | 14 | 5 | 58 | 11 |
| 17:30 - 17:45 | 34 | 104 | 8 | 10 | 51 | 10 |
| 17:45 - 18:00 | 59 | 67 | 13 | 10 | 33 | 10 |
| | 412 | 645 | 100 | 68 | 405 | 80 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 19 | 48 | 59 | 22 | 59 | 11 |
| 16:15 - 16:30 | 24 | 51 | 56 | 26 | 48 | 11 |
| 16:30 - 16:45 | 17 | 46 | 42 | 29 | 83 | 9 |
| 16:45 - 17:00 | 12 | 47 | 45 | 18 | 70 | 14 |
| 17:00 - 17:15 | 14 | 47 | 47 | 34 | 64 | 18 |
| 17:15 - 17:30 | 15 | 50 | 46 | 23 | 51 | 12 |
| 17:30 - 17:45 | 12 | 51 | 48 | 29 | 61 | 5 |
| 17:45 - 18:00 | 7 | 34 | 41 | 18 | 56 | 13 |
| | 120 | 374 | 384 | 199 | 492 | 93 |

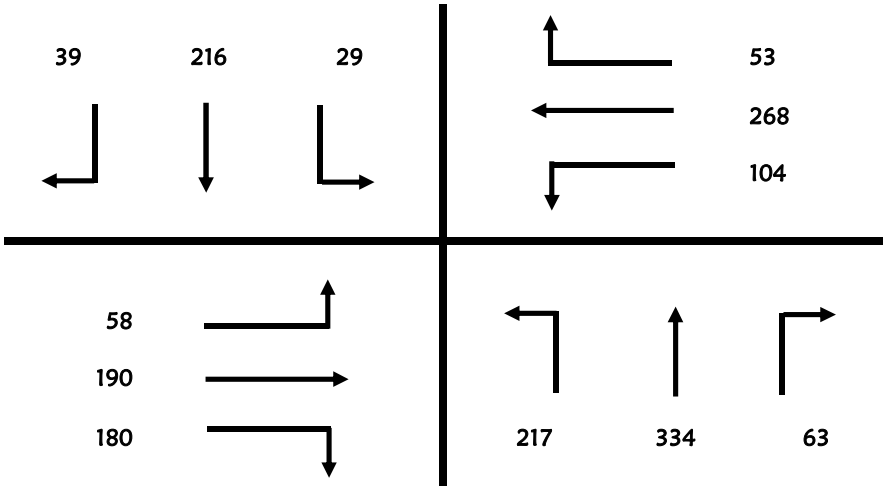
**North / South**
1st Street

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**

**Peak Hour Factor**
**0.92**

**Total Pk Hr Voume**
**1,751**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 1st Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

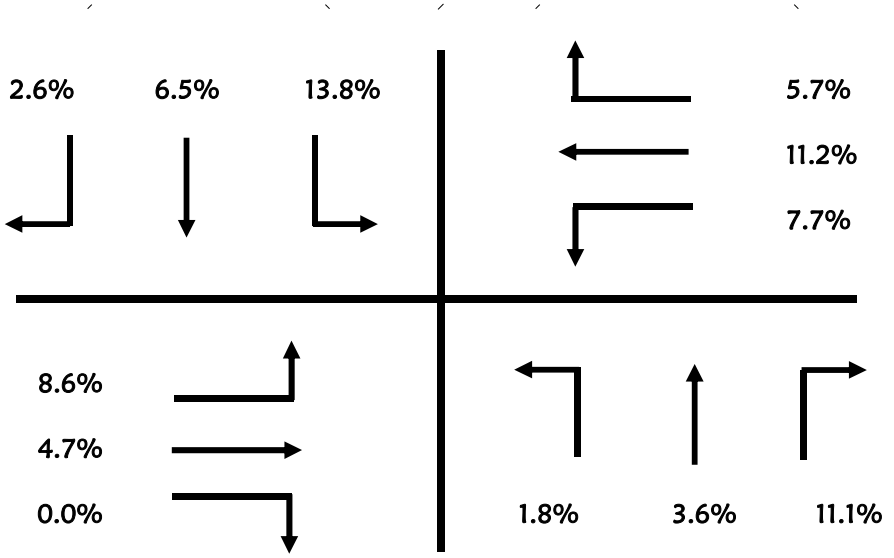
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 4 | 0 | 0 | 4 | 0 |
| 16:15 - 16:30 | 2 | 6 | 0 | 4 | 3 | 0 |
| 16:30 - 16:45 | 1 | 1 | 0 | 1 | 6 | 0 |
| 16:45 - 17:00 | 2 | 4 | 0 | 1 | 2 | 1 |
| 17:00 - 17:15 | 1 | 3 | 4 | 1 | 4 | 0 |
| 17:15 - 17:30 | 0 | 4 | 3 | 1 | 2 | 0 |
| 17:30 - 17:45 | 2 | 2 | 0 | 1 | 1 | 0 |
| 17:45 - 18:00 | 1 | 3 | 0 | 2 | 2 | 2 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 3 | 1 | 3 | 4 | 0 |
| 16:15 - 16:30 | 0 | 6 | 3 | 0 | 2 | 0 |
| 16:30 - 16:45 | 1 | 2 | 0 | 6 | 7 | 0 |
| 16:45 - 17:00 | 2 | 2 | 0 | 0 | 7 | 0 |
| 17:00 - 17:15 | 2 | 3 | 0 | 1 | 8 | 3 |
| 17:15 - 17:30 | 0 | 2 | 0 | 1 | 8 | 0 |
| 17:30 - 17:45 | 1 | 6 | 1 | 3 | 4 | 0 |
| 17:45 - 18:00 | 0 | 3 | 1 | 0 | 2 | 0 |

**North / South**
1st Street

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 1st Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

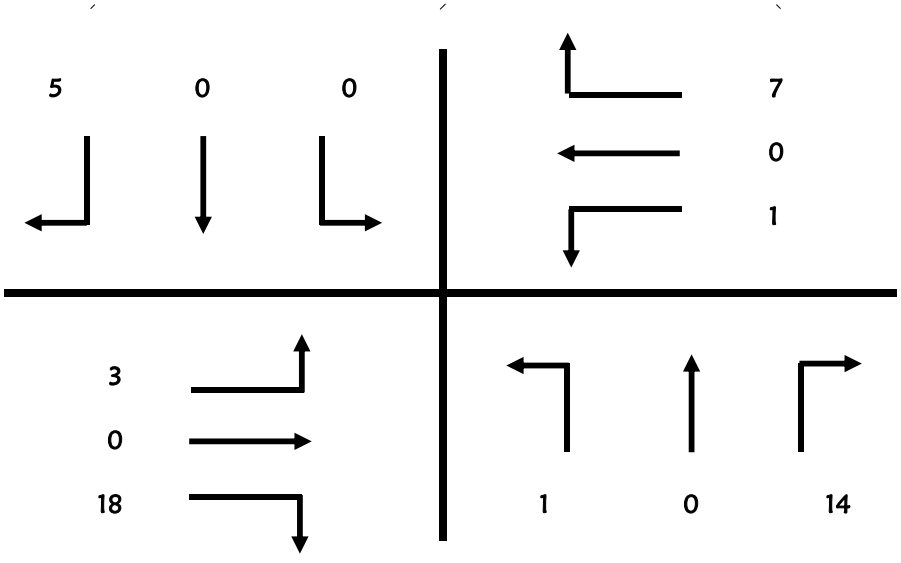
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 2 | 0 | 0 | 1 |
| 16:15 - 16:30 | 2 | 0 | 4 | 0 | 0 | 0 |
| 16:30 - 16:45 | 1 | 0 | 2 | 0 | 0 | 2 |
| 16:45 - 17:00 | 0 | 0 | 9 | 0 | 0 | 1 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 3 | 0 | 0 | 2 |
| 17:30 - 17:45 | 0 | 0 | 3 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 5 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 0 | 11 | 0 | 0 | 4 |
| 16:15 - 16:30 | 1 | 0 | 5 | 0 | 0 | 1 |
| 16:30 - 16:45 | 0 | 0 | 6 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 5 | 0 | 0 | 3 |
| 17:00 - 17:15 | 1 | 0 | 3 | 0 | 0 | 1 |
| 17:15 - 17:30 | 2 | 0 | 4 | 1 | 0 | 3 |
| 17:30 - 17:45 | 0 | 0 | 5 | 0 | 0 | 4 |
| 17:45 - 18:00 | 0 | 0 | 2 | 0 | 0 | 5 |

**North / South**
1st Street

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 9st Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 32 | 19 | 0 | 9 | 29 | 5 |
| 7:15 - 7:30 | 40 | 18 | 3 | 5 | 17 | 1 |
| 7:30 - 7:45 | 39 | 15 | 2 | 10 | 27 | 1 |
| 7:45 - 8:00 | 46 | 18 | 3 | 6 | 22 | 8 |
| 8:00 - 8:15 | 32 | 13 | 1 | 5 | 8 | 7 |
| 8:15 - 8:30 | 36 | 17 | 0 | 7 | 15 | 6 |
| 8:30 - 8:45 | 28 | 24 | 3 | 5 | 16 | 7 |
| 8:45 - 9:00 | 37 | 14 | 2 | 12 | 16 | 8 |
| | 290 | 138 | 14 | 59 | 150 | 43 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 4 | 121 | 52 | 1 | 39 | 0 |
| 7:15 - 7:30 | 1 | 121 | 72 | 1 | 67 | 3 |
| 7:30 - 7:45 | 2 | 96 | 55 | 0 | 47 | 2 |
| 7:45 - 8:00 | 4 | 122 | 48 | 2 | 46 | 9 |
| 8:00 - 8:15 | 5 | 113 | 45 | 1 | 48 | 8 |
| 8:15 - 8:30 | 3 | 86 | 36 | 0 | 65 | 2 |
| 8:30 - 8:45 | 0 | 89 | 30 | 0 | 54 | 6 |
| 8:45 - 9:00 | 4 | 81 | 41 | 2 | 49 | 4 |
| | 23 | 829 | 379 | 7 | 415 | 34 |

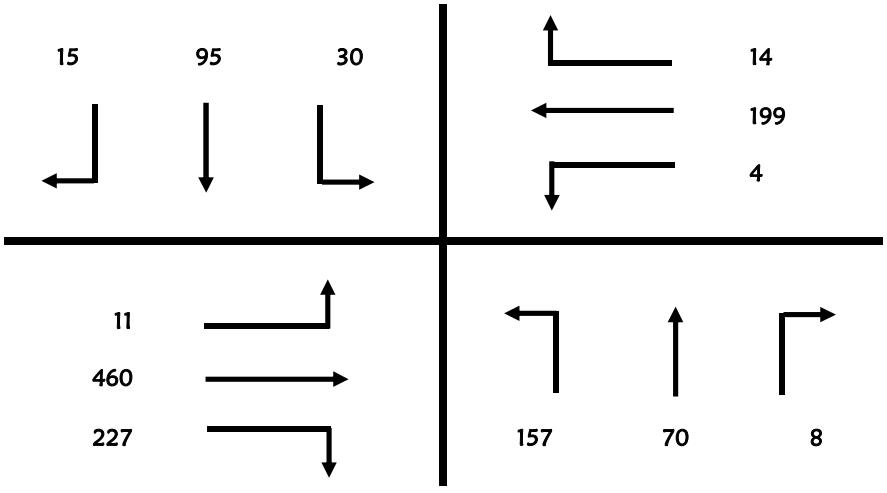
**North / South**
9st Street

**East / West**
SR 29

**Peak Hour**
7:00 - 8:00

**Peak Hour Factor**
0.92

**Total Pk Hr Voume**
1,290



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 9st Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

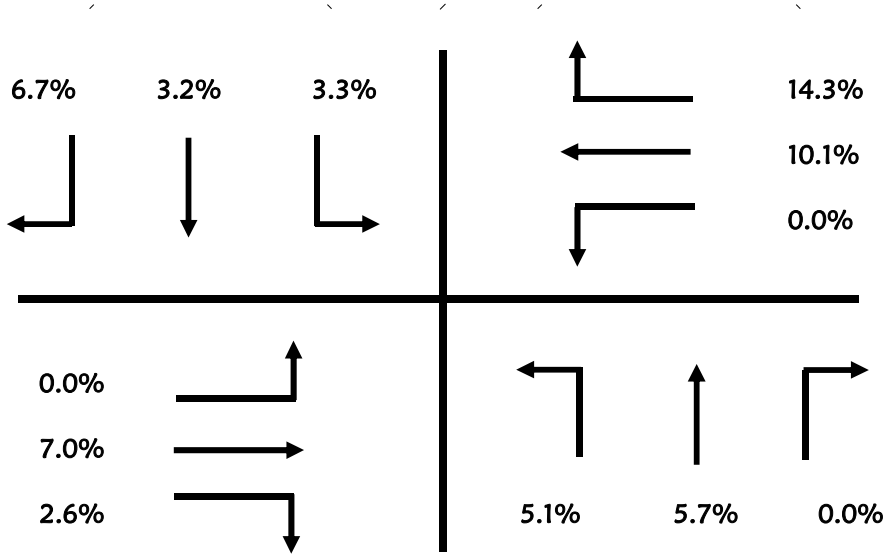
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 2 | 3 | 0 | 1 | 2 | 1 |
| 7:15 - 7:30 | 4 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 1 | 1 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 1 | 0 | 0 | 0 | 1 | 0 |
| 8:00 - 8:15 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 2 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 1 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 7 | 2 | 0 | 6 | 0 |
| 7:15 - 7:30 | 0 | 6 | 3 | 0 | 7 | 1 |
| 7:30 - 7:45 | 0 | 11 | 0 | 0 | 5 | 1 |
| 7:45 - 8:00 | 0 | 8 | 1 | 0 | 2 | 0 |
| 8:00 - 8:15 | 0 | 4 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 5 | 0 | 0 | 6 | 0 |
| 8:30 - 8:45 | 0 | 5 | 0 | 0 | 3 | 0 |
| 8:45 - 9:00 | 0 | 9 | 0 | 0 | 5 | 0 |

**North / South**
9st Street

**East / West**
SR 29

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 9st Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

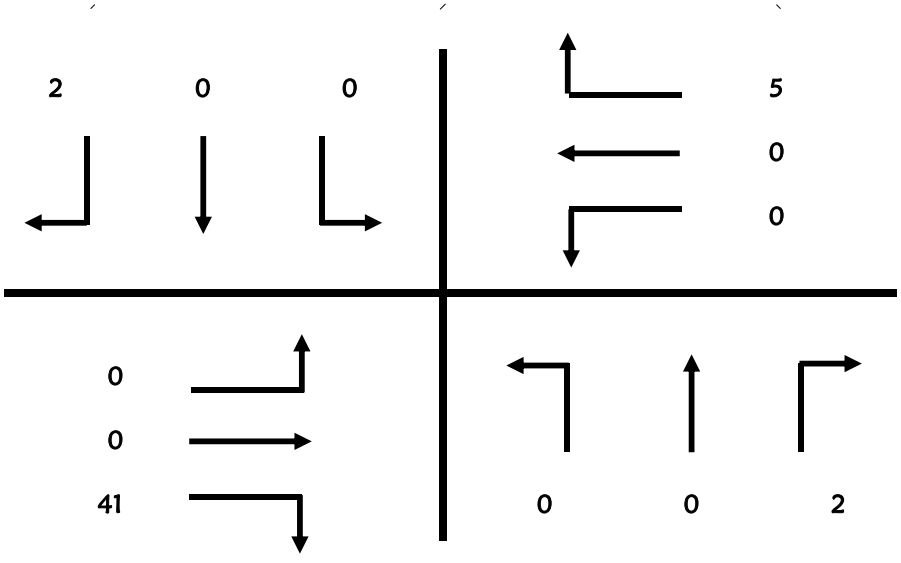
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 1 | 0 | 0 | 1 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 3 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 4 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 13 | 0 | 0 | 1 |
| 7:30 - 7:45 | 0 | 0 | 13 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 11 | 0 | 0 | 4 |
| 8:00 - 8:15 | 0 | 0 | 8 | 0 | 0 | 1 |
| 8:15 - 8:30 | 0 | 0 | 7 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 4 | 0 | 0 | 1 |
| 8:45 - 9:00 | 0 | 0 | 7 | 0 | 0 | 1 |

**North / South**
9st Street

**East / West**
SR 29

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 9th Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 65 | 25 | 3 | 11 | 27 | 1 |
| 16:15 - 16:30 | 78 | 31 | 4 | 5 | 18 | 4 |
| 16:30 - 16:45 | 74 | 26 | 6 | 11 | 13 | 7 |
| 16:45 - 17:00 | 61 | 28 | 6 | 9 | 21 | 5 |
| 17:00 - 17:15 | 72 | 36 | 6 | 7 | 14 | 4 |
| 17:15 - 17:30 | 71 | 27 | 3 | 4 | 22 | 10 |
| 17:30 - 17:45 | 76 | 41 | 6 | 5 | 14 | 4 |
| 17:45 - 18:00 | 54 | 20 | 4 | 2 | 18 | 4 |
| | 551 | 234 | 38 | 54 | 147 | 39 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 106 | 45 | 6 | 105 | 6 |
| 16:15 - 16:30 | 7 | 106 | 46 | 4 | 112 | 6 |
| 16:30 - 16:45 | 3 | 100 | 32 | 7 | 127 | 7 |
| 16:45 - 17:00 | 3 | 103 | 50 | 4 | 118 | 8 |
| 17:00 - 17:15 | 3 | 119 | 33 | 3 | 122 | 14 |
| 17:15 - 17:30 | 5 | 101 | 47 | 4 | 123 | 10 |
| 17:30 - 17:45 | 1 | 94 | 28 | 8 | 111 | 7 |
| 17:45 - 18:00 | 0 | 85 | 53 | 1 | 89 | 4 |
| | 22 | 814 | 334 | 37 | 907 | 62 |

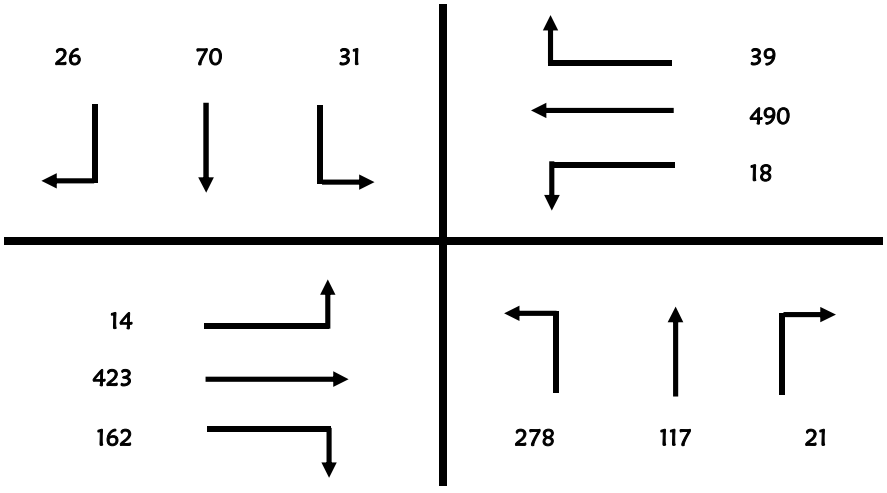
**North / South**
9th Street

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**

**Peak Hour Factor**
**0.98**

**Total Pk Hr Voume**
**1,689**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 9th Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

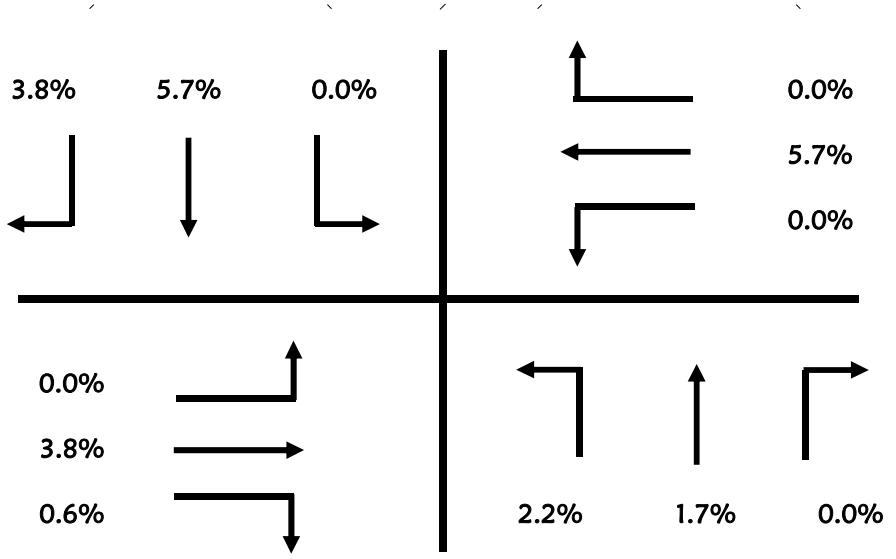
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 0 | 1 | 0 | 0 | 0 |
| 16:15 - 16:30 | 2 | 1 | 0 | 1 | 1 | 1 |
| 16:30 - 16:45 | 3 | 0 | 0 | 0 | 0 | 1 |
| 16:45 - 17:00 | 2 | 1 | 0 | 0 | 2 | 0 |
| 17:00 - 17:15 | 0 | 1 | 0 | 0 | 2 | 0 |
| 17:15 - 17:30 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 3 | 0 | 0 | 2 | 0 | 1 |
| 17:45 - 18:00 | 2 | 2 | 0 | 0 | 2 | 1 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 7 | 2 | 1 | 5 | 0 |
| 16:15 - 16:30 | 0 | 8 | 0 | 0 | 5 | 0 |
| 16:30 - 16:45 | 0 | 4 | 0 | 0 | 10 | 0 |
| 16:45 - 17:00 | 0 | 4 | 0 | 0 | 5 | 0 |
| 17:00 - 17:15 | 0 | 3 | 0 | 0 | 6 | 0 |
| 17:15 - 17:30 | 0 | 5 | 1 | 0 | 7 | 0 |
| 17:30 - 17:45 | 0 | 3 | 0 | 0 | 3 | 2 |
| 17:45 - 18:00 | 0 | 4 | 2 | 0 | 1 | 0 |

**North / South**
9th Street

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | 9th Street | & | SR 29 |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

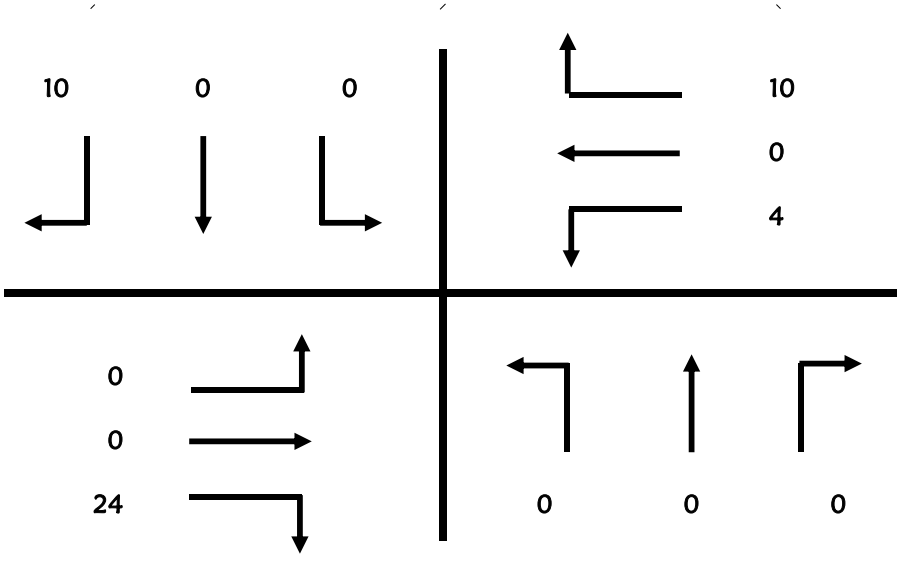
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 - 18:00 | 0 | 0 | 2 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 6 | 1 | 0 | 1 |
| 16:15 - 16:30 | 0 | 0 | 9 | 0 | 0 | 2 |
| 16:30 - 16:45 | 0 | 0 | 4 | 1 | 0 | 1 |
| 16:45 - 17:00 | 0 | 0 | 7 | 1 | 0 | 4 |
| 17:00 - 17:15 | 0 | 0 | 5 | 1 | 0 | 1 |
| 17:15 - 17:30 | 0 | 0 | 8 | 1 | 0 | 4 |
| 17:30 - 17:45 | 0 | 0 | 5 | 3 | 0 | 1 |
| 17:45 - 18:00 | 0 | 0 | 14 | 0 | 0 | 3 |

**North / South**
9th Street

**East / West**
SR 29

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Immokalee Drive |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 19 | 78 | 1 | 29 | 132 | 5 |
| 7:15 - 7:30 | 18 | 93 | 2 | 26 | 142 | 0 |
| 7:30 - 7:45 | 9 | 88 | 2 | 26 | 131 | 6 |
| 7:45 - 8:00 | 17 | 66 | 8 | 37 | 130 | 1 |
| 8:00 - 8:15 | 18 | 93 | 2 | 16 | 95 | 1 |
| 8:15 - 8:30 | 30 | 81 | 9 | 19 | 81 | 2 |
| 8:30 - 8:45 | 36 | 85 | 5 | 13 | 78 | 5 |
| 8:45 - 9:00 | 21 | 99 | 1 | 13 | 78 | 3 |
| | 168 | 683 | 30 | 179 | 867 | 23 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 5 | 26 | 43 | 4 | 30 | 11 |
| 7:15 - 7:30 | 6 | 25 | 33 | 7 | 21 | 8 |
| 7:30 - 7:45 | 7 | 45 | 39 | 8 | 9 | 12 |
| 7:45 - 8:00 | 4 | 37 | 42 | 12 | 15 | 12 |
| 8:00 - 8:15 | 6 | 23 | 27 | 6 | 19 | 20 |
| 8:15 - 8:30 | 4 | 23 | 13 | 5 | 19 | 25 |
| 8:30 - 8:45 | 3 | 15 | 16 | 5 | 57 | 22 |
| 8:45 - 9:00 | 8 | 22 | 22 | 9 | 26 | 16 |
| | 43 | 216 | 235 | 56 | 196 | 126 |

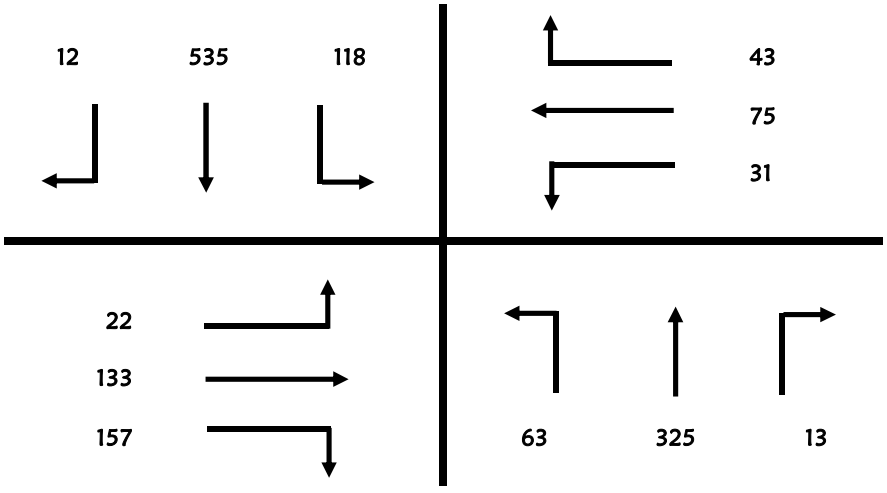
**North / South**
SR 29

**East / West**
Immokalee Drive

**Peak Hour**
**7:00 - 8:00**

**Peak Hour Factor**
**1.00**

**Total Pk Hr Voume**
**1,527**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Immokalee Drive |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

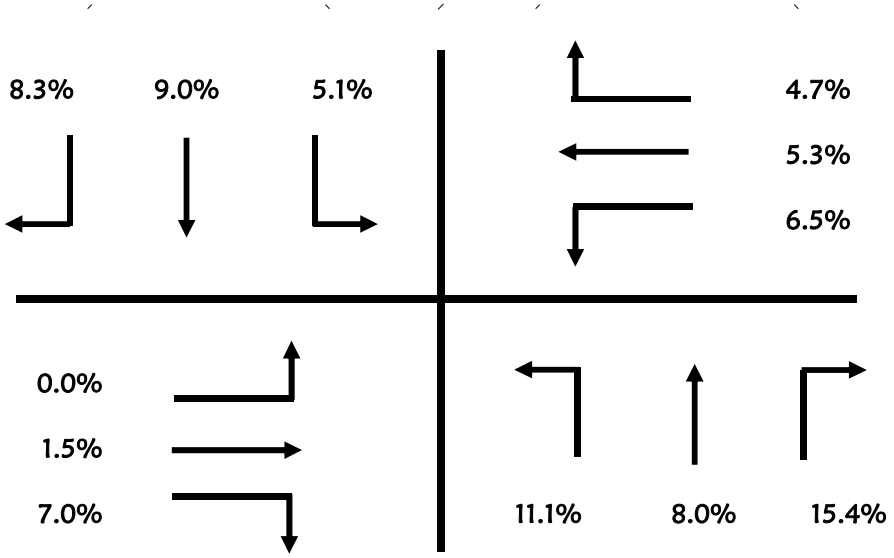
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 4 | 4 | 1 | 3 | 19 | 1 |
| 7:15 - 7:30 | 2 | 14 | 0 | 1 | 9 | 0 |
| 7:30 - 7:45 | 0 | 6 | 0 | 0 | 13 | 0 |
| 7:45 - 8:00 | 1 | 2 | 1 | 2 | 7 | 0 |
| 8:00 - 8:15 | 1 | 4 | 0 | 0 | 3 | 0 |
| 8:15 - 8:30 | 1 | 3 | 0 | 2 | 6 | 0 |
| 8:30 - 8:45 | 2 | 3 | 1 | 1 | 4 | 0 |
| 8:45 - 9:00 | 3 | 9 | 0 | 1 | 3 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 1 | 7 | 0 | 2 | 1 |
| 7:15 - 7:30 | 0 | 1 | 2 | 2 | 1 | 1 |
| 7:30 - 7:45 | 0 | 0 | 2 | 0 | 1 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 3 | 0 | 0 | 1 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 1 | 3 |
| 8:30 - 8:45 | 1 | 1 | 0 | 0 | 7 | 1 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 1 | 0 |

**North / South**
SR 29

**East / West**
Immokalee Drive

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Immokalee Drive |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

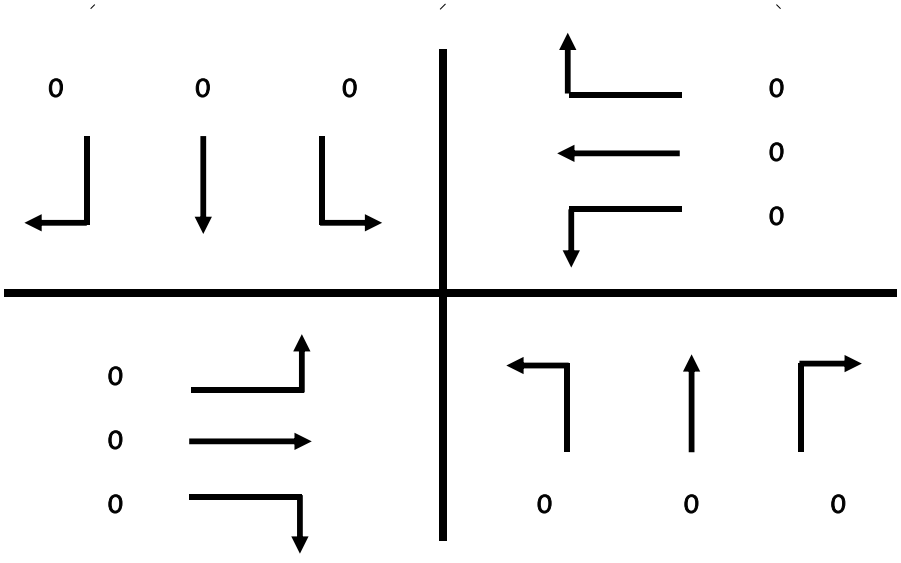
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 1 | 0 | 0 | 1 |
| 8:15 - 8:30 | 0 | 0 | 4 | 0 | 0 | 5 |
| 8:30 - 8:45 | 0 | 0 | 2 | 0 | 0 | 5 |
| 8:45 - 9:00 | 1 | 0 | 4 | 0 | 0 | 4 |

**North / South**
SR 29

**East / West**
Immokalee Drive

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Immokalee |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 24 | 135 | 3 | 22 | 114 | 7 |
| 16:15 - 16:30 | 29 | 153 | 8 | 14 | 129 | 4 |
| 16:30 - 16:45 | 26 | 155 | 2 | 14 | 119 | 5 |
| 16:45 - 17:00 | 37 | 165 | 4 | 11 | 142 | 6 |
| 17:00 - 17:15 | 36 | 154 | 3 | 14 | 143 | 5 |
| 17:15 - 17:30 | 30 | 156 | 5 | 17 | 133 | 7 |
| 17:30 - 17:45 | 49 | 145 | 3 | 17 | 112 | 6 |
| 17:45 - 18:00 | 32 | 139 | 0 | 17 | 115 | 5 |
| | 263 | 1,202 | 28 | 126 | 1,007 | 45 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 7 | 22 | 24 | 3 | 45 | 28 |
| 16:15 - 16:30 | 10 | 27 | 17 | 8 | 33 | 29 |
| 16:30 - 16:45 | 10 | 25 | 25 | 10 | 39 | 26 |
| 16:45 - 17:00 | 8 | 16 | 26 | 6 | 36 | 20 |
| 17:00 - 17:15 | 7 | 25 | 34 | 1 | 44 | 21 |
| 17:15 - 17:30 | 8 | 29 | 28 | 4 | 44 | 20 |
| 17:30 - 17:45 | 9 | 21 | 15 | 1 | 43 | 18 |
| 17:45 - 18:00 | 12 | 30 | 35 | 3 | 40 | 19 |
| | 71 | 195 | 204 | 36 | 324 | 181 |

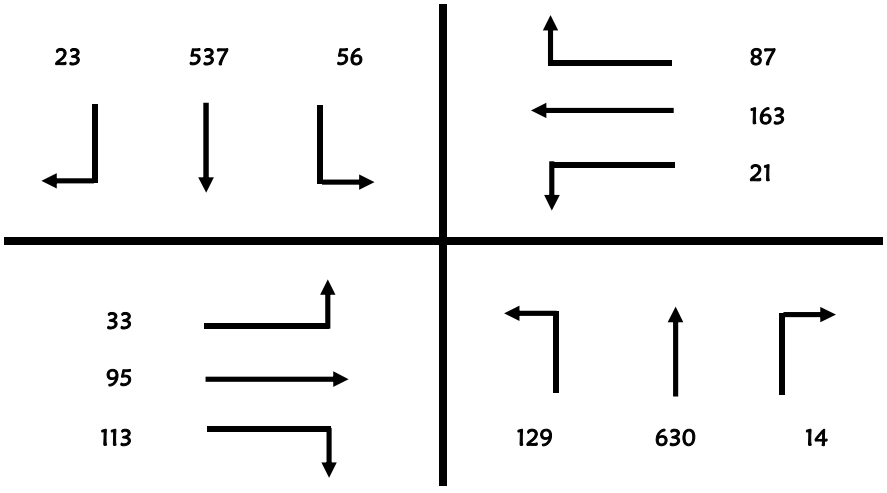
**North / South**
SR 29

**East / West**
Immokalee

**Peak Hour**
**16:30 - 17:30**

**Peak Hour Factor**
**0.98**

**Total Pk Hr Voume**
**1,901**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | | | |
|---|---|---|---|---|---|
| **County** | Collier | | **City** | Immokalee | |
| **Intersection** | SR 29 | | & | Immokalee | |
| **Date** | Thursday, April 13, 2017 4:00 P | | | | |
| **Time Period** | 16:00 | to | 18:00 | **Trucks** | |

VHB Project #: 62558.21

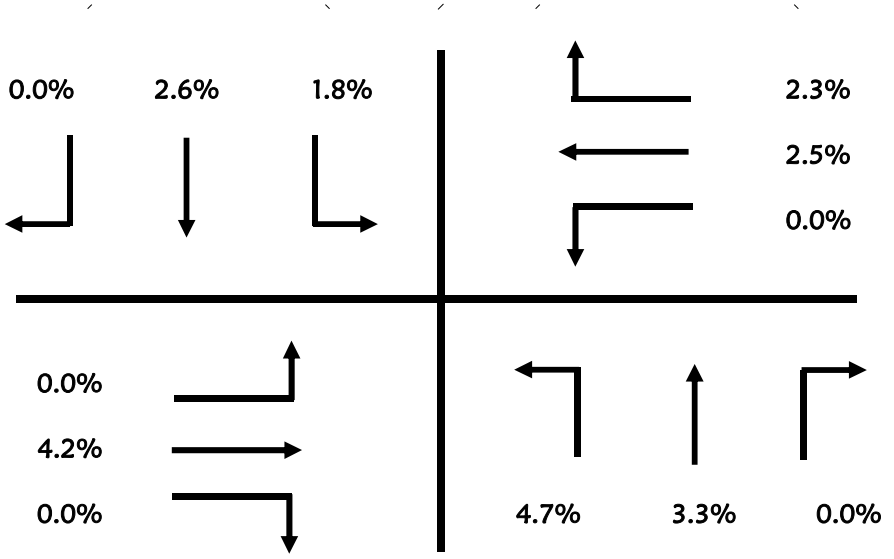
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 7 | 2 | 0 | 7 | 0 |
| 16:15 - 16:30 | 1 | 4 | 0 | 0 | 4 | 0 |
| 16:30 - 16:45 | 2 | 6 | 0 | 1 | 3 | 0 |
| 16:45 - 17:00 | 0 | 8 | 0 | 0 | 2 | 0 |
| 17:00 - 17:15 | 3 | 3 | 0 | 0 | 3 | 0 |
| 17:15 - 17:30 | 1 | 4 | 0 | 0 | 6 | 0 |
| 17:30 - 17:45 | 1 | 3 | 0 | 0 | 4 | 0 |
| 17:45 - 18:00 | 0 | 3 | 0 | 1 | 4 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 1 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 2 | 1 | 0 | 0 | 0 | 1 |
| 16:30 - 16:45 | 0 | 1 | 0 | 0 | 1 | 1 |
| 16:45 - 17:00 | 0 | 1 | 0 | 0 | 1 | 0 |
| 17:00 - 17:15 | 0 | 2 | 0 | 0 | 0 | 1 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 2 | 0 |
| 17:30 - 17:45 | 0 | 1 | 0 | 0 | 2 | 1 |
| 17:45 - 18:00 | 1 | 0 | 0 | 0 | 2 | 0 |

**North / South**
SR 29

**East / West**
Immokalee

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | | | |
|---|---|---|---|---|---|
| **County** | Collier | | **City** | Immokalee | |
| **Intersection** | SR 29 | | & | Immokalee | |
| **Date** | Thursday, April 13, 2017 4:00 P | | | | |
| **Time Period** | 16:00 | to | 18:00 | **U-Turn & RTOR** | |

VHB Project #: 62558.21

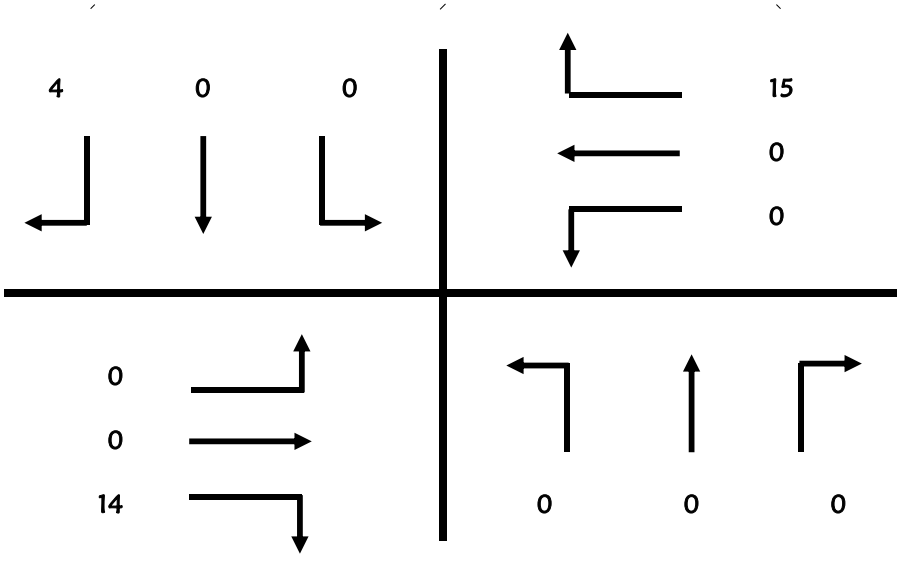
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 4 | 0 | 0 | 1 |
| 16:15 - 16:30 | 0 | 0 | 2 | 0 | 0 | 5 |
| 16:30 - 16:45 | 0 | 0 | 3 | 0 | 0 | 3 |
| 16:45 - 17:00 | 0 | 0 | 4 | 0 | 0 | 4 |
| 17:00 - 17:15 | 0 | 0 | 5 | 0 | 0 | 1 |
| 17:15 - 17:30 | 0 | 0 | 2 | 0 | 0 | 7 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 - 18:00 | 0 | 0 | 7 | 0 | 0 | 6 |

**North / South**
SR 29

**East / West**
Immokalee

**Peak Hour**
**16:30 - 17:30**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Lake Trafford Road |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 39 | 32 | 1 | 17 | 75 | 5 |
| 7:15 - 7:30 | 54 | 57 | 3 | 20 | 63 | 15 |
| 7:30 - 7:45 | 43 | 51 | 7 | 18 | 64 | 12 |
| 7:45 - 8:00 | 45 | 35 | 4 | 7 | 75 | 11 |
| 8:00 - 8:15 | 46 | 55 | 3 | 7 | 64 | 7 |
| 8:15 - 8:30 | 40 | 61 | 1 | 6 | 69 | 9 |
| 8:30 - 8:45 | 39 | 59 | 3 | 7 | 68 | 7 |
| 8:45 - 9:00 | 42 | 57 | 0 | 9 | 70 | 8 |
| | 348 | 407 | 22 | 91 | 548 | 74 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 38 | 42 | 44 | 4 | 48 | 5 |
| 7:15 - 7:30 | 23 | 59 | 54 | 2 | 29 | 5 |
| 7:30 - 7:45 | 41 | 70 | 45 | 1 | 38 | 2 |
| 7:45 - 8:00 | 36 | 51 | 48 | 2 | 34 | 5 |
| 8:00 - 8:15 | 32 | 44 | 35 | 1 | 20 | 6 |
| 8:15 - 8:30 | 36 | 37 | 32 | 5 | 22 | 2 |
| 8:30 - 8:45 | 26 | 51 | 35 | 3 | 21 | 3 |
| 8:45 - 9:00 | 32 | 33 | 40 | 5 | 33 | 1 |
| | 264 | 387 | 333 | 23 | 245 | 29 |

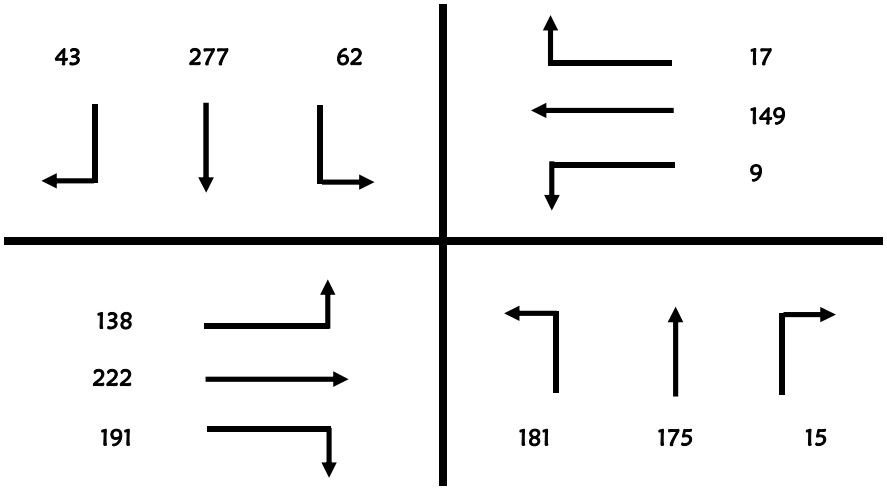
**North / South**
SR 29

**East / West**
Lake Trafford Road

**Peak Hour**
**7:00 - 8:00**

**Peak Hour Factor**
**0.94**

**Total Pk Hr Voume**
**1,479**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Lake Trafford Road |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

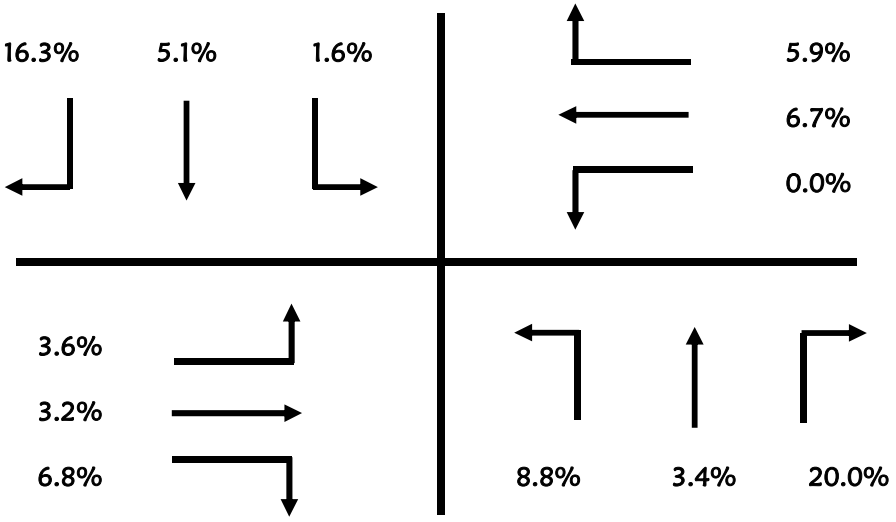
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 3 | 2 | 0 | 0 | 5 | 2 |
| 7:15 - 7:30 | 8 | 2 | 0 | 1 | 4 | 3 |
| 7:30 - 7:45 | 2 | 2 | 2 | 0 | 4 | 1 |
| 7:45 - 8:00 | 3 | 0 | 1 | 0 | 1 | 1 |
| 8:00 - 8:15 | 2 | 0 | 0 | 0 | 1 | 0 |
| 8:15 - 8:30 | 2 | 3 | 0 | 0 | 1 | 0 |
| 8:30 - 8:45 | 1 | 2 | 0 | 0 | 4 | 0 |
| 8:45 - 9:00 | 1 | 3 | 0 | 0 | 6 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 3 | 0 | 3 | 0 | 0 | 0 |
| 7:15 - 7:30 | 1 | 0 | 3 | 0 | 3 | 1 |
| 7:30 - 7:45 | 0 | 4 | 5 | 0 | 3 | 0 |
| 7:45 - 8:00 | 1 | 3 | 2 | 0 | 4 | 0 |
| 8:00 - 8:15 | 5 | 2 | 0 | 0 | 2 | 0 |
| 8:15 - 8:30 | 0 | 1 | 0 | 1 | 3 | 0 |
| 8:30 - 8:45 | 2 | 3 | 2 | 0 | 1 | 0 |
| 8:45 - 9:00 | 5 | 2 | 1 | 0 | 1 | 0 |

**North / South**
SR 29

**East / West**
Lake Trafford Road

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Lake Trafford Road |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

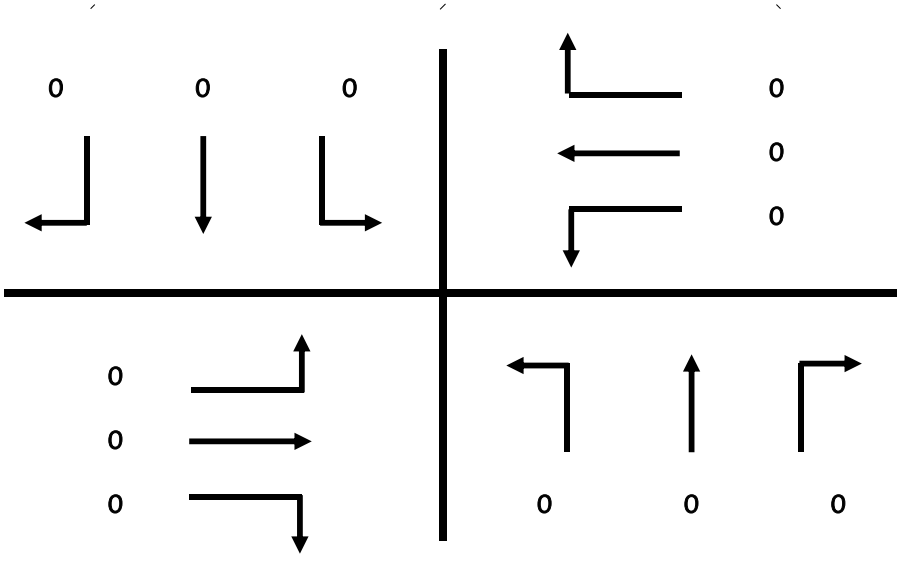
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
Lake Trafford Road

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Lake Trafford Road |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 75 | 83 | 10 | 7 | 87 | 33 |
| 16:15 - 16:30 | 75 | 85 | 12 | 3 | 93 | 33 |
| 16:30 - 16:45 | 79 | 108 | 9 | 5 | 79 | 35 |
| 16:45 - 17:00 | 72 | 110 | 6 | 7 | 82 | 33 |
| 17:00 - 17:15 | 72 | 78 | 5 | 5 | 90 | 62 |
| 17:15 - 17:30 | 76 | 87 | 12 | 5 | 86 | 29 |
| 17:30 - 17:45 | 67 | 99 | 9 | 9 | 90 | 40 |
| 17:45 - 18:00 | 60 | 82 | 12 | 7 | 83 | 40 |
| | 576 | 732 | 75 | 48 | 690 | 305 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 47 | 31 | 51 | 6 | 52 | 5 |
| 16:15 - 16:30 | 33 | 38 | 63 | 8 | 44 | 9 |
| 16:30 - 16:45 | 33 | 29 | 57 | 4 | 64 | 8 |
| 16:45 - 17:00 | 44 | 21 | 67 | 7 | 52 | 3 |
| 17:00 - 17:15 | 37 | 40 | 71 | 4 | 67 | 5 |
| 17:15 - 17:30 | 35 | 39 | 60 | 6 | 59 | 7 |
| 17:30 - 17:45 | 33 | 42 | 59 | 2 | 74 | 6 |
| 17:45 - 18:00 | 24 | 41 | 64 | 4 | 61 | 3 |
| | 286 | 281 | 492 | 41 | 473 | 46 |

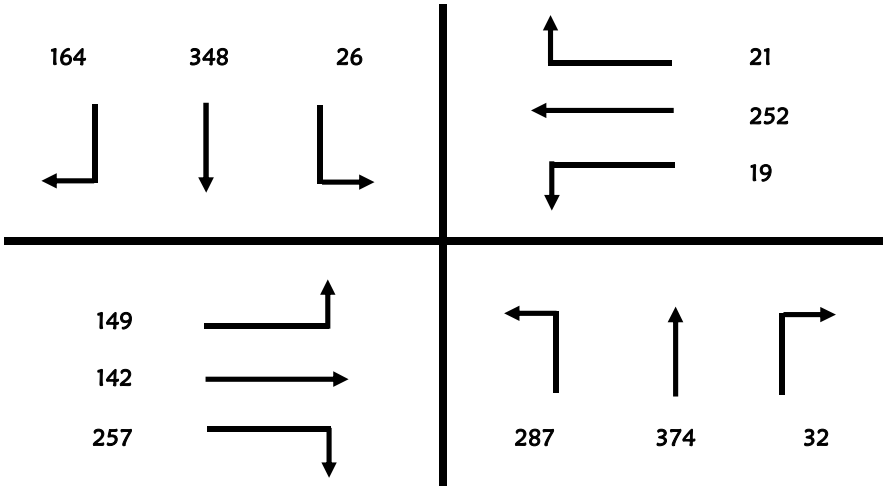
**North / South**
SR 29

**East / West**
Lake Trafford Road

**Peak Hour**
**16:45 - 17:45**

**Peak Hour Factor**
**0.97**

**Total Pk Hr Voume**
**2,071**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Lake Trafford Road |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

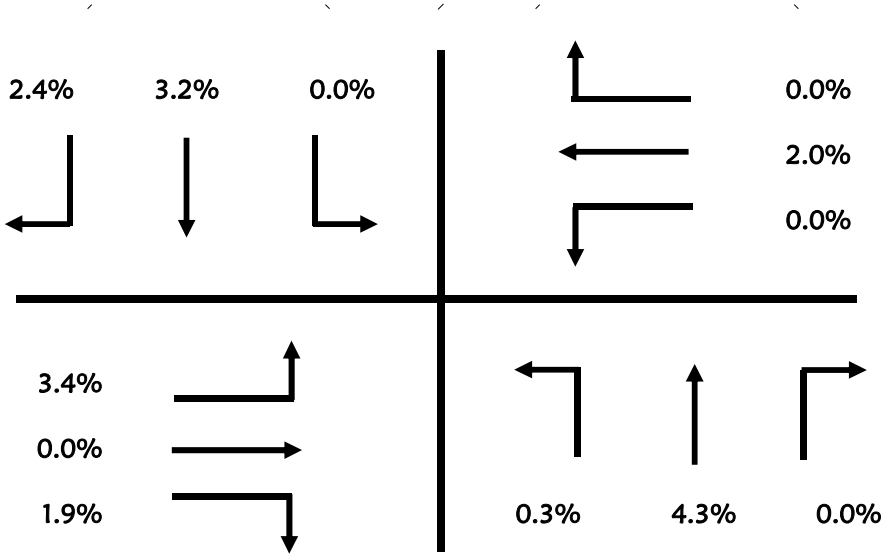
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 5 | 6 | 0 | 0 | 2 | 1 |
| 16:15 - 16:30 | 3 | 2 | 0 | 0 | 4 | 1 |
| 16:30 - 16:45 | 1 | 8 | 0 | 0 | 3 | 2 |
| 16:45 - 17:00 | 1 | 4 | 0 | 0 | 2 | 1 |
| 17:00 - 17:15 | 0 | 4 | 0 | 0 | 2 | 1 |
| 17:15 - 17:30 | 0 | 5 | 0 | 0 | 4 | 1 |
| 17:30 - 17:45 | 0 | 3 | 0 | 0 | 3 | 1 |
| 17:45 - 18:00 | 0 | 4 | 0 | 0 | 3 | 1 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 1 | 1 | 1 | 0 | 0 | 0 |
| 16:15 - 16:30 | 2 | 1 | 1 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 1 | 0 | 2 | 0 |
| 16:45 - 17:00 | 1 | 0 | 2 | 0 | 2 | 0 |
| 17:00 - 17:15 | 0 | 0 | 1 | 0 | 1 | 0 |
| 17:15 - 17:30 | 1 | 0 | 1 | 0 | 0 | 0 |
| 17:30 - 17:45 | 3 | 0 | 1 | 0 | 2 | 0 |
| 17:45 - 18:00 | 0 | 1 | 1 | 0 | 3 | 0 |

**North / South**
SR 29

**East / West**
Lake Trafford Road

**Peak Hour**
**16:45 - 17:45**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Lake Trafford Road |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

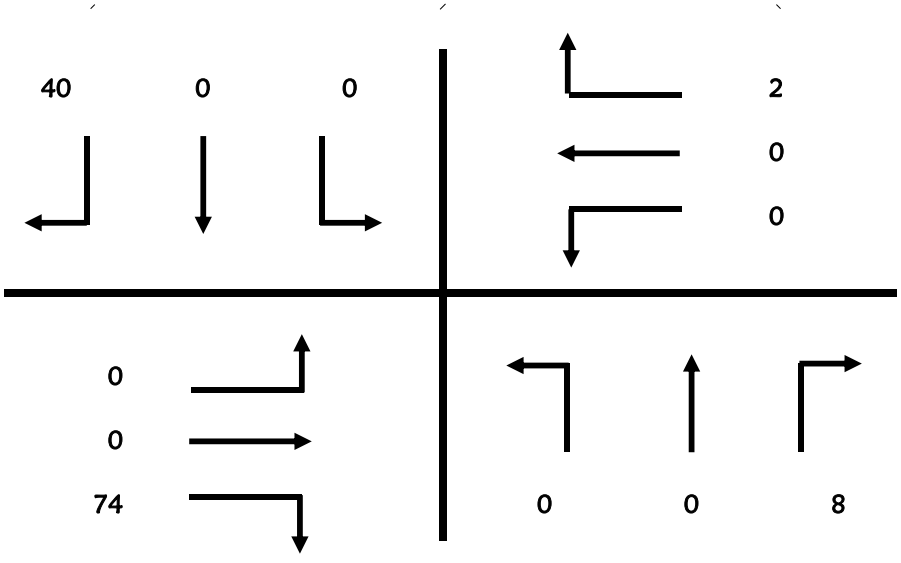
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 5 | 0 | 0 | 8 |
| 16:15 - 16:30 | 0 | 0 | 1 | 0 | 0 | 5 |
| 16:30 - 16:45 | 0 | 0 | 2 | 0 | 0 | 13 |
| 16:45 - 17:00 | 0 | 0 | 2 | 0 | 0 | 10 |
| 17:00 - 17:15 | 0 | 0 | 1 | 0 | 0 | 17 |
| 17:15 - 17:30 | 0 | 0 | 3 | 0 | 0 | 9 |
| 17:30 - 17:45 | 0 | 0 | 2 | 0 | 0 | 4 |
| 17:45 - 18:00 | 0 | 0 | 7 | 0 | 0 | 14 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 10 | 0 | 0 | 1 |
| 16:15 - 16:30 | 0 | 0 | 20 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 19 | 0 | 0 | 1 |
| 16:45 - 17:00 | 0 | 0 | 19 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 24 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 19 | 0 | 0 | 1 |
| 17:30 - 17:45 | 0 | 0 | 12 | 0 | 0 | 1 |
| 17:45 - 18:00 | 0 | 0 | 20 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
Lake Trafford Road

**Peak Hour**
**16:45 - 17:45**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Westclox Road - New Market Roa |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 27 | 51 | 7 | 110 | 95 | 11 |
| 7:15 - 7:30 | 24 | 64 | 9 | 100 | 102 | 19 |
| 7:30 - 7:45 | 10 | 68 | 11 | 107 | 96 | 10 |
| 7:45 - 8:00 | 15 | 61 | 6 | 112 | 100 | 4 |
| 8:00 - 8:15 | 12 | 60 | 11 | 83 | 69 | 7 |
| 8:15 - 8:30 | 10 | 62 | 7 | 65 | 66 | 6 |
| 8:30 - 8:45 | 8 | 41 | 6 | 51 | 38 | 6 |
| 8:45 - 9:00 | 7 | 56 | 4 | 52 | 46 | 5 |
| | 113 | 463 | 61 | 680 | 612 | 68 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 5 | 10 | 26 | 2 | 2 | 31 |
| 7:15 - 7:30 | 4 | 9 | 29 | 0 | 0 | 48 |
| 7:30 - 7:45 | 11 | 14 | 28 | 1 | 1 | 50 |
| 7:45 - 8:00 | 9 | 7 | 32 | 1 | 2 | 50 |
| 8:00 - 8:15 | 5 | 5 | 11 | 0 | 2 | 49 |
| 8:15 - 8:30 | 8 | 8 | 9 | 1 | 3 | 48 |
| 8:30 - 8:45 | 11 | 7 | 18 | 1 | 5 | 40 |
| 8:45 - 9:00 | 6 | 11 | 6 | 1 | 5 | 40 |
| | 59 | 71 | 159 | 7 | 20 | 356 |

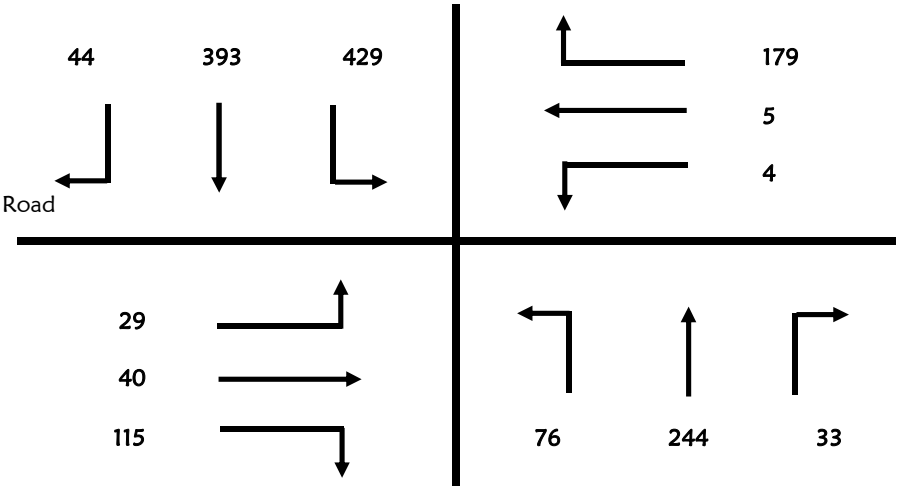
**North / South**
SR 29

**East / West**
Westclox Road - New Market Road

**Peak Hour**
**7:00 - 8:00**

**Peak Hour Factor**
**0.98**

**Total Pk Hr Voume**
**1,591**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Westclox Road - New Market R |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

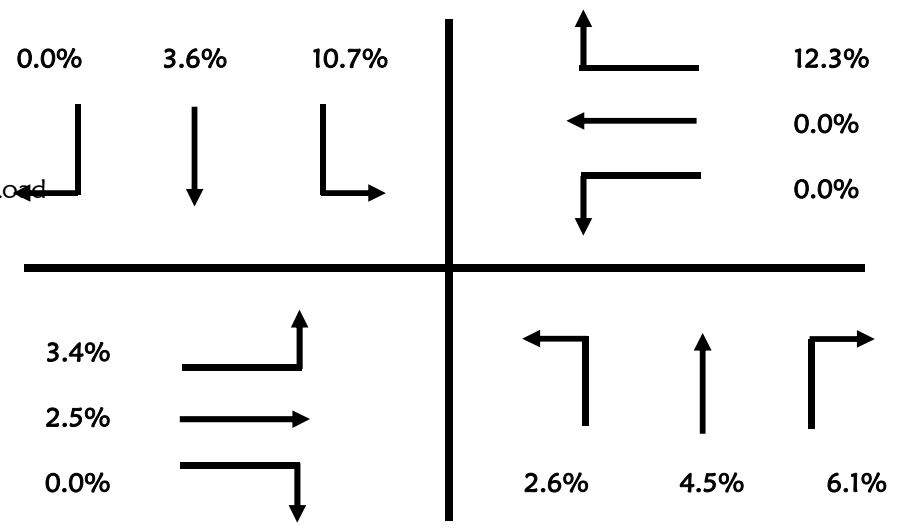
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 6 | 1 | 16 | 6 | 0 |
| 7:15 - 7:30 | 0 | 1 | 1 | 12 | 4 | 0 |
| 7:30 - 7:45 | 1 | 3 | 0 | 5 | 4 | 0 |
| 7:45 - 8:00 | 1 | 1 | 0 | 13 | 0 | 0 |
| 8:00 - 8:15 | 0 | 2 | 0 | 11 | 5 | 1 |
| 8:15 - 8:30 | 0 | 3 | 0 | 11 | 1 | 0 |
| 8:30 - 8:45 | 0 | 2 | 0 | 7 | 4 | 1 |
| 8:45 - 9:00 | 1 | 3 | 0 | 10 | 3 | 1 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 - 7:30 | 0 | 1 | 0 | 0 | 0 | 12 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 - 8:00 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:30 - 8:45 | 1 | 1 | 0 | 0 | 0 | 7 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 5 |

**North / South**
SR 29

**East / West**
Westclox Road - New Market Road

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Westclox Road - New Market R |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

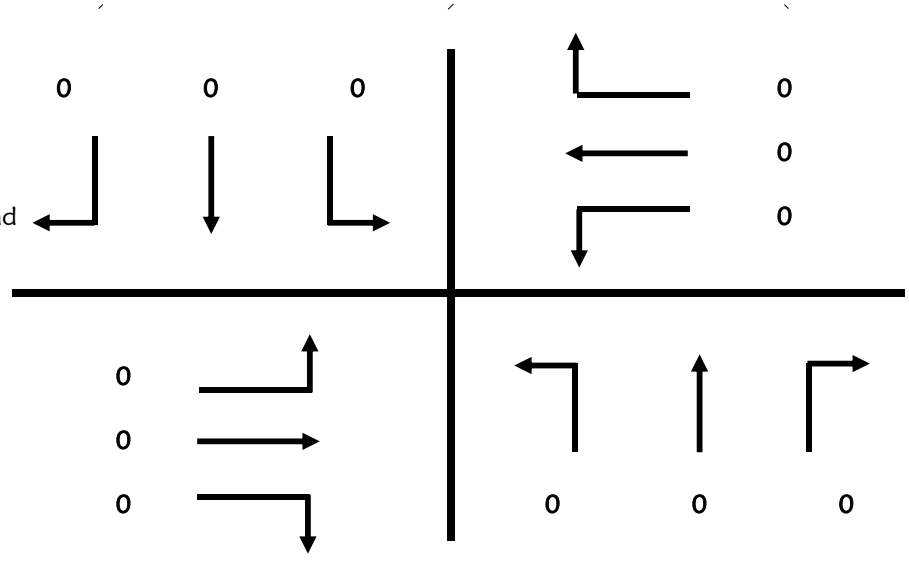
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
Westclox Road - New Market Road

**Peak Hour**
**7:00 - 8:00**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Westclox Road - New Market Roa |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

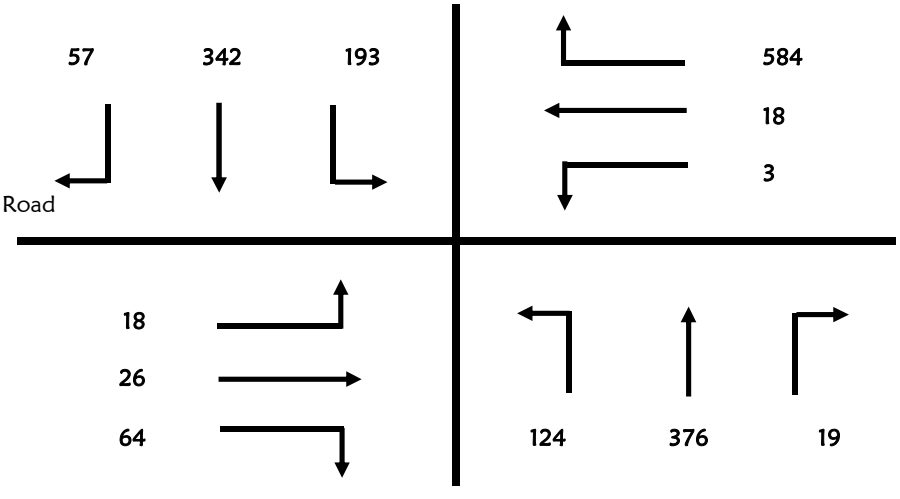
VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 14 | 90 | 2 | 65 | 69 | 16 |
| 16:15 - 16:30 | 22 | 87 | 8 | 62 | 93 | 6 |
| 16:30 - 16:45 | 24 | 98 | 1 | 59 | 78 | 18 |
| 16:45 - 17:00 | 13 | 84 | 6 | 39 | 59 | 8 |
| 17:00 - 17:15 | 35 | 98 | 3 | 53 | 106 | 16 |
| 17:15 - 17:30 | 31 | 96 | 4 | 51 | 86 | 17 |
| 17:30 - 17:45 | 45 | 98 | 6 | 50 | 91 | 16 |
| 17:45 - 18:00 | 25 | 68 | 6 | 38 | 76 | 14 |
| | 209 | 719 | 36 | 417 | 658 | 111 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 4 | 5 | 19 | 3 | 5 | 86 |
| 16:15 - 16:30 | 7 | 12 | 16 | 0 | 6 | 112 |
| 16:30 - 16:45 | 6 | 1 | 15 | 4 | 6 | 116 |
| 16:45 - 17:00 | 5 | 9 | 16 | 0 | 5 | 165 |
| 17:00 - 17:15 | 2 | 3 | 13 | 2 | 2 | 150 |
| 17:15 - 17:30 | 6 | 4 | 21 | 1 | 4 | 133 |
| 17:30 - 17:45 | 5 | 10 | 14 | 0 | 7 | 136 |
| 17:45 - 18:00 | 9 | 6 | 18 | 4 | 5 | 114 |
| | 44 | 50 | 132 | 14 | 40 | 1,012 |

**North / South**
SR 29

**East / West**
Westclox Road - New Market Road




**Peak Hour**
**16:45 - 17:45**

**Peak Hour Factor**
**0.94**

**Total Pk Hr Voume**
**1,824**

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Westclox Road - New Market R |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

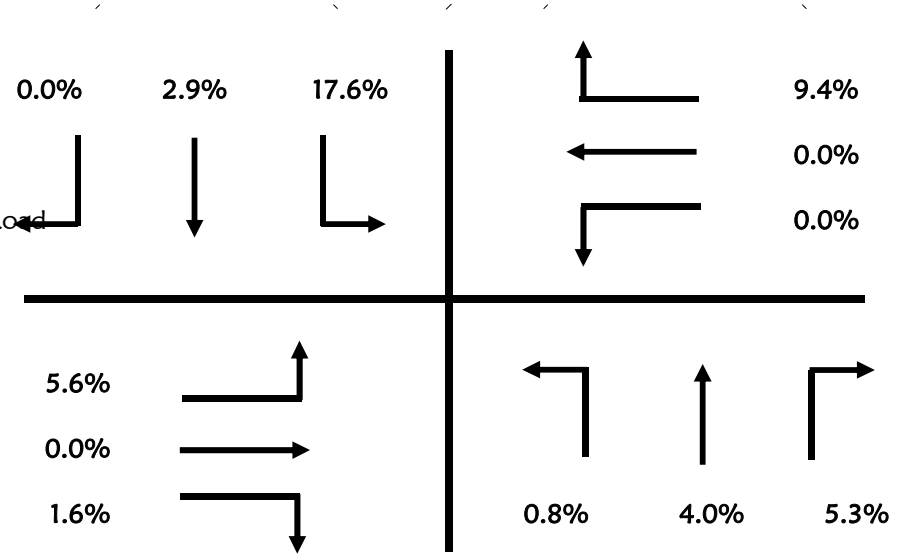
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 5 | 0 | 13 | 3 | 0 |
| 16:15 - 16:30 | 0 | 2 | 0 | 17 | 4 | 1 |
| 16:30 - 16:45 | 0 | 3 | 0 | 14 | 5 | 2 |
| 16:45 - 17:00 | 0 | 5 | 1 | 4 | 3 | 0 |
| 17:00 - 17:15 | 1 | 3 | 0 | 13 | 2 | 0 |
| 17:15 - 17:30 | 0 | 4 | 0 | 9 | 3 | 0 |
| 17:30 - 17:45 | 0 | 3 | 0 | 8 | 2 | 0 |
| 17:45 - 18:00 | 0 | 1 | 0 | 6 | 2 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 1 | 1 | 1 | 0 | 0 | 10 |
| 16:15 - 16:30 | 0 | 1 | 0 | 0 | 0 | 22 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 - 17:30 | 0 | 0 | 1 | 0 | 0 | 10 |
| 17:30 - 17:45 | 1 | 0 | 0 | 0 | 0 | 17 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 15 |

**North / South**
SR 29

**East / West**
Westclox Road - New Market Road

**Peak Hour**
**16:45 - 17:45**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | SR 29 | & | Westclox Road - New Market R |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

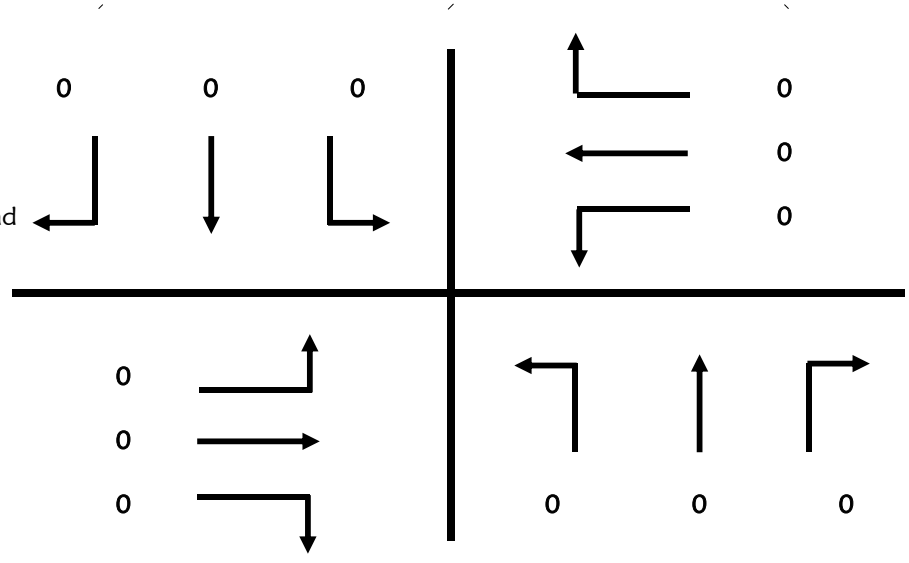
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
SR 29

**East / West**
Westclox Road - New Market Road

**Peak Hour**
**16:45 - 17:45**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | Charlotte Street |
| **Date** | Thursday, April 13, 2017 7:00 AM | | **All Vehicles** |
| **Time Period** | 7:00 to 9:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 7 | 23 | 1 | 2 | 59 | 69 |
| 7:15 - 7:30 | 8 | 31 | 1 | 1 | 70 | 57 |
| 7:30 - 7:45 | 6 | 28 | 0 | 2 | 78 | 68 |
| 7:45 - 8:00 | 10 | 42 | 1 | 1 | 82 | 55 |
| 8:00 - 8:15 | 13 | 42 | 1 | 3 | 73 | 37 |
| 8:15 - 8:30 | 13 | 38 | 2 | 3 | 63 | 26 |
| 8:30 - 8:45 | 11 | 42 | 2 | 0 | 40 | 27 |
| 8:45 - 9:00 | 3 | 45 | 2 | 2 | 54 | 18 |
| | 71 | 291 | 10 | 14 | 519 | 357 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 20 | 2 | 12 | 0 | 4 | 0 |
| 7:15 - 7:30 | 26 | 5 | 13 | 0 | 6 | 0 |
| 7:30 - 7:45 | 35 | 3 | 11 | 0 | 7 | 0 |
| 7:45 - 8:00 | 31 | 6 | 14 | 2 | 8 | 0 |
| 8:00 - 8:15 | 30 | 5 | 13 | 0 | 2 | 0 |
| 8:15 - 8:30 | 23 | 3 | 17 | 1 | 2 | 2 |
| 8:30 - 8:45 | 25 | 2 | 14 | 2 | 3 | 2 |
| 8:45 - 9:00 | 21 | 5 | 12 | 3 | 6 | 0 |
| | 211 | 31 | 106 | 8 | 38 | 4 |

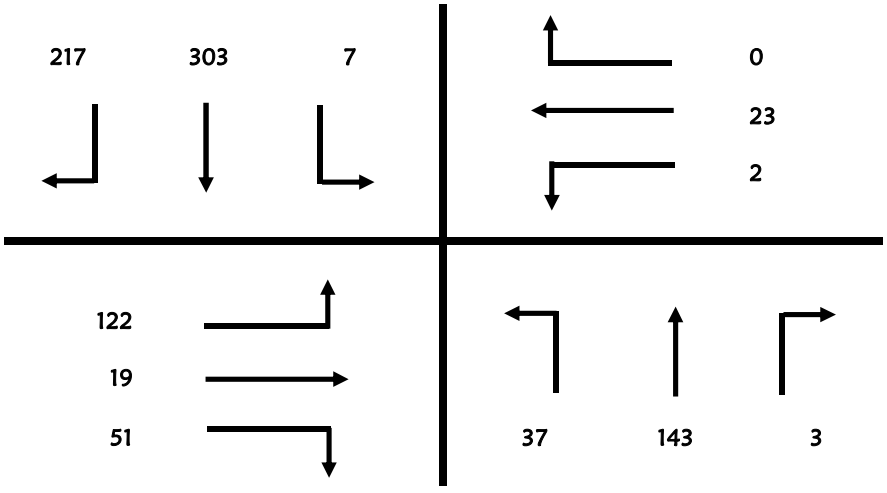
**North / South**
New Market Road

**East / West**
Charlotte Street

**Peak Hour**
**7:15 - 8:15**

**Peak Hour Factor**
**0.92**

**Total Pk Hr Voume**
**927**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | Charlotte Street |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **Trucks** |

VHB Project #: 62558.21

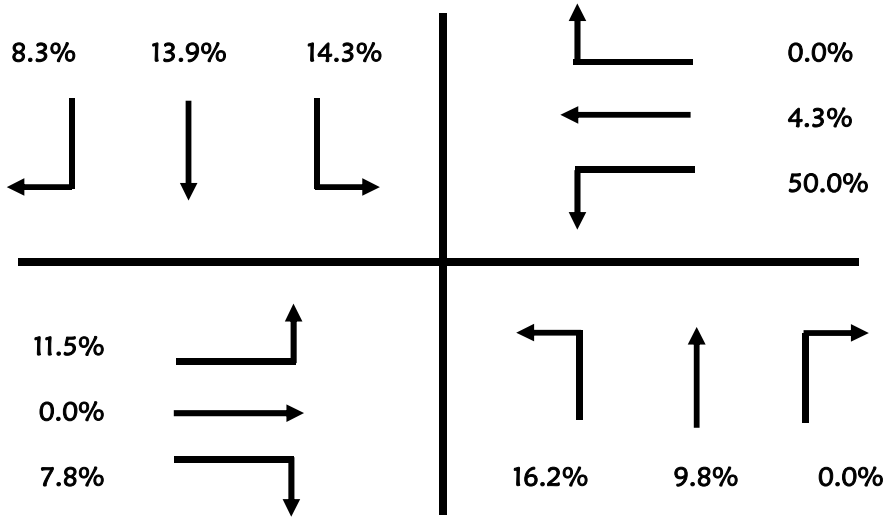
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 2 | 0 | 0 | 7 | 3 |
| 7:15 - 7:30 | 1 | 7 | 0 | 0 | 7 | 9 |
| 7:30 - 7:45 | 0 | 2 | 0 | 1 | 8 | 3 |
| 7:45 - 8:00 | 1 | 1 | 0 | 0 | 12 | 3 |
| 8:00 - 8:15 | 4 | 4 | 0 | 0 | 15 | 3 |
| 8:15 - 8:30 | 0 | 5 | 0 | 1 | 12 | 2 |
| 8:30 - 8:45 | 0 | 4 | 0 | 0 | 10 | 2 |
| 8:45 - 9:00 | 0 | 7 | 0 | 1 | 14 | 3 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 2 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 3 | 0 | 3 | 0 | 1 | 0 |
| 7:30 - 7:45 | 2 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 5 | 0 | 1 | 1 | 0 | 0 |
| 8:00 - 8:15 | 4 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 4 | 0 | 0 | 0 | 0 | 2 |
| 8:30 - 8:45 | 5 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |

**North / South**
New Market Road

**East / West**
Charlotte Street

**Peak Hour**
**7:15 - 8:15**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | Charlotte Street |
| **Date** | Thursday, April 13, 2017 7:00 A | | |
| **Time Period** | 7:00 to 9:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

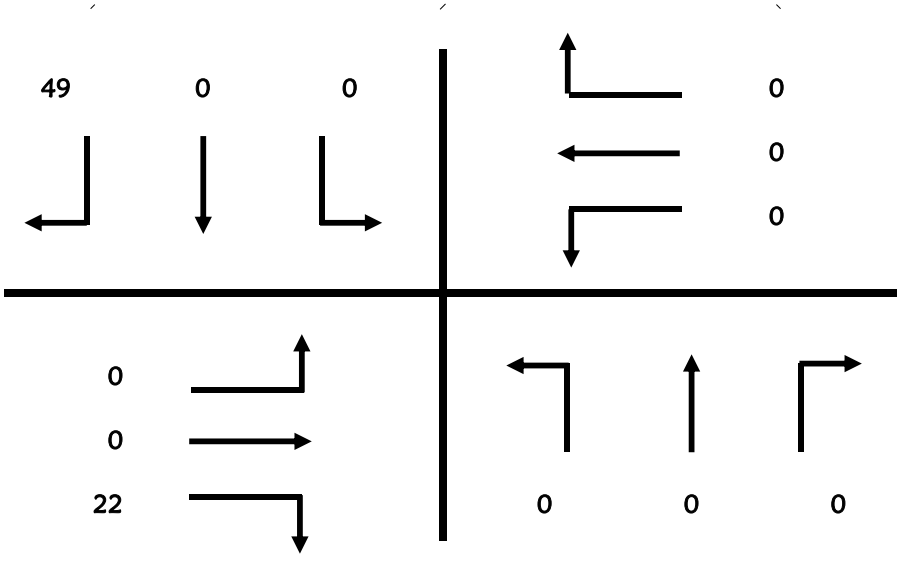
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 2 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 7:00 - 7:15 | 0 | 0 | 5 | 0 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 | 2 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 5 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 9 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 6 | 0 | 0 | 0 |
| 8:15 - 8:30 | 0 | 0 | 7 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 6 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 5 | 0 | 0 | 0 |

**North / South**
New Market Road

**East / West**
Charlotte Street

**Peak Hour**
**7:15 - 8:15**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | Charlotte Street SW |
| **Date** | Thursday, April 13, 2017 4:00 PM | | **All Vehicles** |
| **Time Period** | 16:00 to 18:00 | | |

VHB Project #: 62558.21

| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 20 | 66 | 1 | 1 | 57 | 37 |
| 16:15 - 16:30 | 14 | 79 | 3 | 0 | 49 | 41 |
| 16:30 - 16:45 | 15 | 95 | 1 | 4 | 52 | 26 |
| 16:45 - 17:00 | 17 | 111 | 2 | 2 | 55 | 39 |
| 17:00 - 17:15 | 21 | 97 | 0 | 1 | 49 | 37 |
| 17:15 - 17:30 | 18 | 87 | 1 | 2 | 48 | 34 |
| 17:30 - 17:45 | 7 | 95 | 1 | 2 | 55 | 37 |
| 17:45 - 18:00 | 13 | 77 | 1 | 2 | 47 | 36 |
| | 125 | 707 | 10 | 14 | 412 | 287 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 62 | 4 | 12 | 4 | 12 | 2 |
| 16:15 - 16:30 | 52 | 1 | 13 | 2 | 10 | 0 |
| 16:30 - 16:45 | 53 | 5 | 12 | 1 | 16 | 0 |
| 16:45 - 17:00 | 66 | 1 | 5 | 2 | 12 | 0 |
| 17:00 - 17:15 | 69 | 1 | 11 | 4 | 16 | 0 |
| 17:15 - 17:30 | 61 | 4 | 10 | 0 | 9 | 0 |
| 17:30 - 17:45 | 58 | 6 | 11 | 5 | 10 | 4 |
| 17:45 - 18:00 | 55 | 2 | 15 | 5 | 11 | 1 |
| | 476 | 24 | 89 | 23 | 96 | 7 |

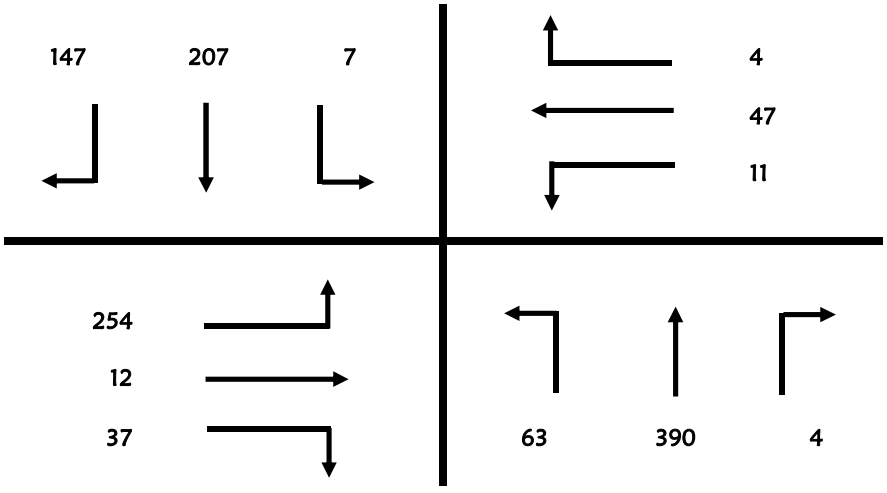
**North / South**
New Market Road

**East / West**
Charlotte Street SW

**Peak Hour**
**16:45 - 17:45**

**Peak Hour Factor**
**0.95**

**Total Pk Hr Voume**
**1,183**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | Charlotte Street SW |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **Trucks** |

VHB Project #: 62558.21

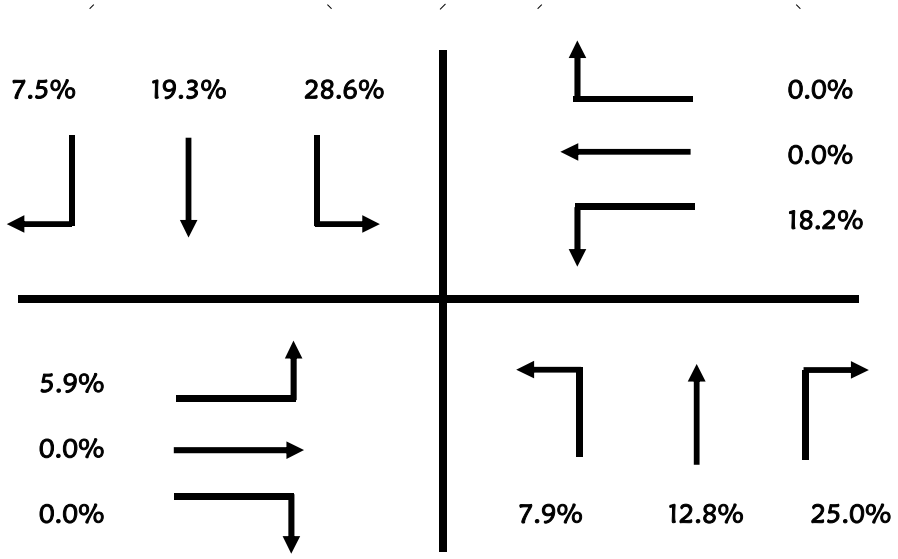
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 12 | 0 | 0 | 11 | 2 |
| 16:15 - 16:30 | 4 | 16 | 0 | 0 | 10 | 7 |
| 16:30 - 16:45 | 4 | 9 | 0 | 0 | 11 | 3 |
| 16:45 - 17:00 | 2 | 20 | 1 | 0 | 5 | 2 |
| 17:00 - 17:15 | 0 | 5 | 0 | 0 | 12 | 6 |
| 17:15 - 17:30 | 1 | 12 | 0 | 2 | 11 | 0 |
| 17:30 - 17:45 | 2 | 13 | 0 | 0 | 12 | 3 |
| 17:45 - 18:00 | 0 | 7 | 0 | 0 | 8 | 1 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 2 | 1 | 1 | 0 | 1 | 1 |
| 16:15 - 16:30 | 3 | 0 | 1 | 0 | 0 | 0 |
| 16:30 - 16:45 | 2 | 0 | 0 | 0 | 1 | 0 |
| 16:45 - 17:00 | 6 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 6 | 0 | 0 | 1 | 0 | 0 |
| 17:15 - 17:30 | 3 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:45 - 18:00 | 4 | 0 | 0 | 0 | 1 | 0 |

**North / South**
New Market Road

**East / West**
Charlotte Street SW

**Peak Hour**
**16:45 - 17:45**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

| | | | |
|---|---|---|---|
| **County** | Collier | **City** | Immokalee |
| **Intersection** | New Market Road | & | Charlotte Street SW |
| **Date** | Thursday, April 13, 2017 4:00 P | | |
| **Time Period** | 16:00 to 18:00 | | **U-Turn & RTOR** |

VHB Project #: 62558.21

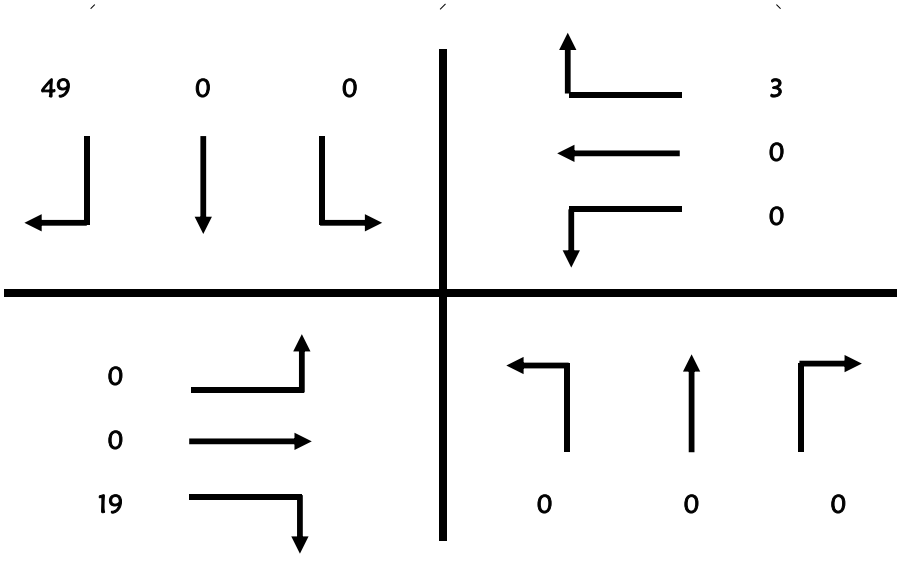
| Time Period | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 10 |

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right |
| 16:00 - 16:15 | 0 | 0 | 6 | 0 | 0 | 1 |
| 16:15 - 16:30 | 0 | 0 | 9 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 6 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 4 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 5 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 6 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 4 | 0 | 0 | 3 |
| 17:45 - 18:00 | 0 | 0 | 7 | 0 | 0 | 0 |

**North / South**
New Market Road

**East / West**
Charlotte Street SW

**Peak Hour**
**16:45 - 17:45**



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Start Time 00:00
Stop Time 24:00
Station Number 1
Equipment ID P213
Location : STATE ROAD 29 – North of Lake Trafford Road

**13-Apr-17** **Northbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 13 | 15 | 10 | 7 | 17 | 35 | 88 | 70 | 90 | 95 | 75 | 92 |
| 30 | 19 | 11 | 13 | 3 | 13 | 45 | 106 | 93 | 101 | 89 | 86 | 83 |
| 45 | 19 | 11 | 7 | 12 | 29 | 69 | 75 | 108 | 84 | 86 | 77 | 93 |
| 00 | 11 | 8 | 11 | 12 | 25 | 86 | 91 | 85 | 104 | 96 | 83 | 95 |
| **Hr Total** | **62** | **45** | **41** | **34** | **84** | **235** | **360** | **356** | **379** | **366** | **321** | **363** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 111 | 118 | 127 | 116 | 144 | 147 | 130 | 92 | 71 | 66 | 48 | 32 |
| 30 | 121 | 97 | 128 | 130 | 131 | 140 | 107 | 100 | 87 | 83 | 49 | 32 |
| 45 | 76 | 115 | 134 | 142 | 171 | 144 | 105 | 83 | 86 | 73 | 44 | 17 |
| 00 | 98 | 129 | 117 | 107 | 156 | 117 | 97 | 84 | 88 | 59 | 31 | 16 |
| **Hr Total** | **406** | **459** | **506** | **495** | **602** | **548** | **439** | **359** | **332** | **281** | **172** | **97** |

24 Hour Total : 7,342
AM Peak Hour begins : 11:30 AM Peak Volume : 420 AM Peak Hour Factor : 0.87
PM Peak Hour begins : 16:30 PM Peak Volume : 614 PM PeaK Hour Factor : 0.90

**13-Apr-17** **Southbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 16 | 6 | 6 | 4 | 7 | 28 | 72 | 117 | 86 | 86 | 86 | 105 |
| 30 | 3 | 3 | 11 | 5 | 5 | 29 | 65 | 121 | 79 | 99 | 108 | 125 |
| 45 | 11 | 3 | 8 | 7 | 12 | 42 | 84 | 121 | 84 | 92 | 116 | 129 |
| 00 | 5 | 9 | 5 | 7 | 10 | 44 | 119 | 104 | 81 | 103 | 120 | 124 |
| **Hr Total** | **35** | **21** | **30** | **23** | **34** | **143** | **340** | **463** | **330** | **380** | **430** | **483** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 116 | 119 | 122 | 138 | 141 | 175 | 117 | 116 | 98 | 57 | 45 | 28 |
| 30 | 134 | 108 | 107 | 111 | 133 | 135 | 125 | 98 | 98 | 73 | 31 | 24 |
| 45 | 122 | 118 | 131 | 146 | 157 | 155 | 101 | 67 | 85 | 82 | 44 | 19 |
| 00 | 115 | 110 | 131 | 125 | 126 | 132 | 111 | 91 | 84 | 68 | 33 | 19 |
| **Hr Total** | **487** | **455** | **491** | **520** | **557** | **597** | **454** | **372** | **365** | **280** | **153** | **90** |

24 Hour Total : 7,533
AM Peak Hour begins : 11:30 AM Peak Volume : 503 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 17:00 PM Peak Volume : 597 PM PeaK Hour Factor : 0.85

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 29 | 21 | 16 | 11 | 24 | 63 | 160 | 187 | 176 | 181 | 161 | 197 |
| 30 | 22 | 14 | 24 | 8 | 18 | 74 | 171 | 214 | 180 | 188 | 194 | 208 |
| 45 | 30 | 14 | 15 | 19 | 41 | 111 | 159 | 229 | 168 | 178 | 193 | 222 |
| 00 | 16 | 17 | 16 | 19 | 35 | 130 | 210 | 189 | 185 | 199 | 203 | 219 |
| **Hr Total** | **97** | **66** | **71** | **57** | **118** | **378** | **700** | **819** | **709** | **746** | **751** | **846** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 227 | 237 | 249 | 254 | 285 | 322 | 247 | 208 | 169 | 123 | 93 | 60 |
| 30 | 255 | 205 | 235 | 241 | 264 | 275 | 232 | 198 | 185 | 156 | 80 | 56 |
| 45 | 198 | 233 | 265 | 288 | 328 | 299 | 206 | 150 | 171 | 155 | 88 | 36 |
| 00 | 213 | 239 | 248 | 232 | 282 | 249 | 208 | 175 | 172 | 127 | 64 | 35 |
| **Hr Total** | **893** | **914** | **997** | **1,015** | **1,159** | **1,145** | **893** | **731** | **697** | **561** | **325** | **187** |

24 Hour Total : 14,875
AM Peak Hour begins : 11:30 AM Peak Volume : 923 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 16:30 PM Peak Volume : 1,207 PM PeaK Hour Factor : 0.92

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 11, 2017
Stop Date : April 11, 2017
County : 0
Start Time 00:00
Stop Time 24:00
Station Number 2
Equipment ID P83
Location : STATE ROAD 29 – South of Lake Trafford Road

**11-Apr-17** **Northbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 25 | 17 | 6 | 10 | 11 | 32 | 84 | 101 | 94 | 94 | 152 | 134 |
| 30 | 29 | 13 | 15 | 6 | 9 | 44 | 69 | 93 | 89 | 93 | 114 | 143 |
| 45 | 17 | 13 | 9 | 11 | 23 | 41 | 67 | 102 | 92 | 85 | 113 | 167 |
| 00 | 23 | 7 | 15 | 7 | 17 | 69 | 70 | 82 | 97 | 115 | 136 | 155 |
| **Hr Total** | **94** | **50** | **45** | **34** | **60** | **186** | **290** | **378** | **372** | **387** | **515** | **599** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 165 | 175 | 152 | 200 | 219 | 193 | 142 | 139 | 125 | 106 | 93 | 33 |
| 30 | 143 | 199 | 170 | 187 | 182 | 175 | 157 | 146 | 146 | 106 | 62 | 31 |
| 45 | 152 | 175 | 190 | 177 | 193 | 184 | 130 | 130 | 149 | 87 | 62 | 20 |
| 00 | 167 | 185 | 177 | 203 | 166 | 185 | 153 | 129 | 101 | 98 | 43 | 14 |
| **Hr Total** | **627** | **734** | **689** | **767** | **760** | **737** | **582** | **544** | **521** | **397** | **260** | **98** |

24 Hour Total : 9,726
AM Peak Hour begins : 11:15
PM Peak Hour begins : 15:45
AM Peak Volume : 630
PM Peak Volume : 797
AM Peak Hour Factor : 0.94
PM PeaK Hour Factor : 0.91

**11-Apr-17** **Southbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 12 | 7 | 4 | 4 | 10 | 46 | 109 | 174 | 149 | 127 | 127 | 112 |
| 30 | 16 | 7 | 5 | 7 | 19 | 55 | 109 | 136 | 129 | 110 | 132 | 150 |
| 45 | 11 | 8 | 4 | 4 | 36 | 66 | 128 | 170 | 141 | 125 | 128 | 150 |
| 00 | 6 | 7 | 7 | 10 | 36 | 104 | 167 | 145 | 139 | 121 | 111 | 140 |
| **Hr Total** | **45** | **29** | **20** | **25** | **101** | **271** | **513** | **625** | **558** | **483** | **498** | **552** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 167 | 161 | 116 | 143 | 145 | 132 | 129 | 146 | 111 | 88 | 50 | 25 |
| 30 | 154 | 117 | 121 | 140 | 170 | 151 | 136 | 142 | 124 | 80 | 48 | 16 |
| 45 | 141 | 130 | 150 | 153 | 146 | 130 | 140 | 134 | 92 | 62 | 38 | 16 |
| 00 | 119 | 151 | 145 | 130 | 145 | 127 | 141 | 124 | 99 | 51 | 26 | 14 |
| **Hr Total** | **581** | **559** | **532** | **566** | **606** | **540** | **546** | **546** | **426** | **281** | **162** | **71** |

24 Hour Total : 9,136
AM Peak Hour begins : 6:45
PM Peak Hour begins : 16:00
AM Peak Volume : 647
PM Peak Volume : 606
AM Peak Hour Factor : 0.93
PM PeaK Hour Factor : 0.89

**11-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 37 | 24 | 10 | 14 | 21 | 78 | 193 | 275 | 243 | 221 | 279 | 246 |
| 30 | 45 | 20 | 20 | 13 | 28 | 99 | 178 | 229 | 218 | 203 | 246 | 293 |
| 45 | 28 | 21 | 13 | 15 | 59 | 107 | 195 | 272 | 233 | 210 | 241 | 317 |
| 00 | 29 | 14 | 22 | 17 | 53 | 173 | 237 | 227 | 236 | 236 | 247 | 295 |
| **Hr Total** | **139** | **79** | **65** | **59** | **161** | **457** | **803** | **1,003** | **930** | **870** | **1,013** | **1,151** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 332 | 336 | 268 | 343 | 364 | 325 | 271 | 285 | 236 | 194 | 143 | 58 |
| 30 | 297 | 316 | 291 | 327 | 352 | 326 | 293 | 288 | 270 | 186 | 110 | 47 |
| 45 | 293 | 305 | 340 | 330 | 339 | 314 | 270 | 264 | 241 | 149 | 100 | 36 |
| 00 | 286 | 336 | 322 | 333 | 311 | 312 | 294 | 253 | 200 | 149 | 69 | 28 |
| **Hr Total** | **1,208** | **1,293** | **1,221** | **1,333** | **1,366** | **1,277** | **1,128** | **1,090** | **947** | **678** | **422** | **169** |

24 Hour Total : 18,862
AM Peak Hour begins : 11:30
PM Peak Hour begins : 15:45
AM Peak Volume : 1,241
PM Peak Volume : 1,388
AM Peak Hour Factor : 0.93
PM PeaK Hour Factor : 0.95

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : STATE ROAD 29 – West of 9th Street

Start Time 00:00
Stop Time 24:00
Station Number 3
Equipment ID P150

**13-Apr-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 11 | 5 | 12 | 8 | 22 | 57 | 132 | 192 | 159 | 117 | 146 | 105 |
| 30 | 12 | 10 | 11 | 6 | 13 | 70 | 160 | 191 | 137 | 124 | 140 | 133 |
| 45 | 15 | 8 | 7 | 11 | 28 | 90 | 158 | 174 | 127 | 133 | 149 | 144 |
| 00 | 7 | 7 | 14 | 12 | 49 | 132 | 179 | 180 | 136 | 93 | 143 | 161 |
| **Hr Total** | **45** | **30** | **44** | **37** | **112** | **349** | **629** | **737** | **559** | **467** | **578** | **543** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 152 | 143 | 131 | 142 | 159 | 158 | 143 | 148 | 96 | 103 | 57 | 35 |
| 30 | 160 | 145 | 157 | 155 | 158 | 160 | 158 | 126 | 145 | 95 | 62 | 26 |
| 45 | 138 | 152 | 165 | 151 | 145 | 147 | 141 | 114 | 115 | 92 | 54 | 31 |
| 00 | 160 | 139 | 161 | 134 | 159 | 144 | 166 | 125 | 89 | 80 | 46 | 22 |
| **Hr Total** | **610** | **579** | **614** | **582** | **621** | **609** | **608** | **513** | **445** | **370** | **219** | **114** |

24 Hour Total : 10,014
AM Peak Hour begins : 7:00 AM Peak Volume : 737 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 14:15 PM Peak Volume : 625 PM PeaK Hour Factor : 0.95

**13-Apr-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 20 | 26 | 22 | 11 | 11 | 27 | 58 | 88 | 92 | 89 | 84 | 108 |
| 30 | 30 | 19 | 17 | 4 | 6 | 32 | 42 | 114 | 110 | 99 | 114 | 115 |
| 45 | 28 | 17 | 14 | 19 | 14 | 53 | 60 | 95 | 94 | 105 | 95 | 117 |
| 00 | 17 | 13 | 17 | 11 | 20 | 50 | 77 | 95 | 101 | 80 | 91 | 132 |
| **Hr Total** | **95** | **75** | **70** | **45** | **51** | **162** | **237** | **392** | **397** | **373** | **384** | **472** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 158 | 148 | 131 | 124 | 190 | 209 | 179 | 149 | 113 | 130 | 74 | 56 |
| 30 | 118 | 126 | 148 | 175 | 208 | 202 | 171 | 129 | 131 | 112 | 88 | 34 |
| 45 | 119 | 112 | 166 | 152 | 206 | 209 | 147 | 116 | 119 | 97 | 75 | 49 |
| 00 | 108 | 137 | 120 | 148 | 209 | 160 | 148 | 130 | 164 | 86 | 75 | 36 |
| **Hr Total** | **503** | **523** | **565** | **599** | **813** | **780** | **645** | **524** | **527** | **425** | **312** | **175** |

24 Hour Total : 9,144
AM Peak Hour begins : 11:45 AM Peak Volume : 527 AM Peak Hour Factor : 0.83
PM Peak Hour begins : 16:15 PM Peak Volume : 832 PM PeaK Hour Factor : 1.00

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 31 | 31 | 34 | 19 | 33 | 84 | 190 | 280 | 251 | 206 | 230 | 213 |
| 30 | 42 | 29 | 28 | 10 | 19 | 102 | 202 | 305 | 247 | 223 | 254 | 248 |
| 45 | 43 | 25 | 21 | 30 | 42 | 143 | 218 | 269 | 221 | 238 | 244 | 261 |
| 00 | 24 | 20 | 31 | 23 | 69 | 182 | 256 | 275 | 237 | 173 | 234 | 293 |
| **Hr Total** | **140** | **105** | **114** | **82** | **163** | **511** | **866** | **1,129** | **956** | **840** | **962** | **1,015** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 310 | 291 | 262 | 266 | 349 | 367 | 322 | 297 | 209 | 233 | 131 | 91 |
| 30 | 278 | 271 | 305 | 330 | 366 | 362 | 329 | 255 | 276 | 207 | 150 | 60 |
| 45 | 257 | 264 | 331 | 303 | 351 | 356 | 288 | 230 | 234 | 189 | 129 | 80 |
| 00 | 268 | 276 | 281 | 282 | 368 | 304 | 314 | 255 | 253 | 166 | 121 | 58 |
| **Hr Total** | **1,113** | **1,102** | **1,179** | **1,181** | **1,434** | **1,389** | **1,253** | **1,037** | **972** | **795** | **531** | **289** |

24 Hour Total : 19,158
AM Peak Hour begins : 11:30 AM Peak Volume : 1,142 AM Peak Hour Factor : 0.92
PM Peak Hour begins : 16:45 PM Peak Volume : 1,453 PM PeaK Hour Factor : 0.99

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : May 23, 2017
Stop Date : May 23, 2017
County : 0

Start Time 00:00
Stop Time 24:00
Station Number 4
Equipment ID P243

Location : SR 29 East of 1st Street

**23-May-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 3 | 2 | 2 | 4 | 31 | 57 | 87 | 82 | 56 | 84 | 67 |
| 30 | 6 | 4 | 1 | 7 | 8 | 22 | 66 | 75 | 80 | 49 | 74 | 65 |
| 45 | 4 | 3 | 2 | 3 | 7 | 38 | 56 | 102 | 81 | 82 | 57 | 57 |
| 00 | 4 | 2 | 2 | 8 | 9 | 49 | 68 | 123 | 56 | 55 | 63 | 78 |
| **Hr Total** | **17** | **12** | **7** | **20** | **28** | **140** | **247** | **387** | **299** | **242** | **278** | **267** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 75 | 88 | 59 | 64 | 85 | 81 | 50 | 41 | 46 | 31 | 26 | 13 |
| 30 | 69 | 90 | 92 | 66 | 67 | 63 | 57 | 43 | 34 | 28 | 24 | 10 |
| 45 | 103 | 68 | 64 | 57 | 64 | 84 | 44 | 25 | 40 | 22 | 12 | 8 |
| 00 | 97 | 76 | 64 | 66 | 53 | 76 | 37 | 39 | 39 | 27 | 24 | 6 |
| **Hr Total** | **344** | **322** | **279** | **253** | **269** | **304** | **188** | **148** | **159** | **108** | **86** | **37** |

24 Hour Total : 4,441
AM Peak Hour begins : 7:00 AM Peak Volume : 387 AM Peak Hour Factor : 0.79
PM Peak Hour begins : 12:30 PM Peak Volume : 378 PM PeaK Hour Factor : 0.92

**23-May-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 4 | 2 | 3 | 7 | 6 | 18 | 25 | 47 | 49 | 64 | 49 | 74 |
| 30 | 6 | 2 | 8 | 25 | 2 | 17 | 46 | 55 | 59 | 67 | 55 | 69 |
| 45 | 3 | 2 | 4 | 6 | 8 | 12 | 34 | 56 | 62 | 44 | 60 | 67 |
| 00 | 4 | 2 | 6 | 3 | 9 | 34 | 37 | 71 | 62 | 60 | 64 | 75 |
| **Hr Total** | **17** | **8** | **21** | **41** | **25** | **81** | **142** | **229** | **232** | **235** | **228** | **285** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 91 | 80 | 92 | 80 | 93 | 136 | 80 | 48 | 54 | 38 | 24 | 20 |
| 30 | 68 | 67 | 67 | 81 | 69 | 105 | 72 | 43 | 40 | 32 | 18 | 10 |
| 45 | 73 | 75 | 66 | 88 | 85 | 86 | 59 | 74 | 32 | 31 | 10 | 15 |
| 00 | 68 | 100 | 104 | 72 | 86 | 80 | 72 | 41 | 60 | 30 | 26 | 18 |
| **Hr Total** | **300** | **322** | **329** | **321** | **333** | **407** | **283** | **206** | **186** | **131** | **78** | **63** |

24 Hour Total : 4,503
AM Peak Hour begins : 11:45 AM Peak Volume : 307 AM Peak Hour Factor : 0.84
PM Peak Hour begins : 16:45 PM Peak Volume : 413 PM PeaK Hour Factor : 0.76

**23-May-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 7 | 5 | 5 | 9 | 10 | 49 | 82 | 134 | 131 | 120 | 133 | 141 |
| 30 | 12 | 6 | 9 | 32 | 10 | 39 | 112 | 130 | 139 | 116 | 129 | 134 |
| 45 | 7 | 5 | 6 | 9 | 15 | 50 | 90 | 158 | 143 | 126 | 117 | 124 |
| 00 | 8 | 4 | 8 | 11 | 18 | 83 | 105 | 194 | 118 | 115 | 127 | 153 |
| **Hr Total** | **34** | **20** | **28** | **61** | **53** | **221** | **389** | **616** | **531** | **477** | **506** | **552** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 166 | 168 | 151 | 144 | 178 | 217 | 130 | 89 | 100 | 69 | 50 | 33 |
| 30 | 137 | 157 | 159 | 147 | 136 | 168 | 129 | 86 | 74 | 60 | 42 | 20 |
| 45 | 176 | 143 | 130 | 145 | 149 | 170 | 103 | 99 | 72 | 53 | 22 | 23 |
| 00 | 165 | 176 | 168 | 138 | 139 | 156 | 109 | 80 | 99 | 57 | 50 | 24 |
| **Hr Total** | **644** | **644** | **608** | **574** | **602** | **711** | **471** | **354** | **345** | **239** | **164** | **100** |

24 Hour Total : 8,944
AM Peak Hour begins : 11:45 AM Peak Volume : 632 AM Peak Hour Factor : 0.90
PM Peak Hour begins : 17:00 PM Peak Volume : 711 PM PeaK Hour Factor : 0.82

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Start Time 00:00
Stop Time 24:00
Station Number 5
Equipment ID P216
Location : STATE ROAD 29 – North-west of COUNTY ROAD 846 Airport Road

**13-Apr-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 21 | 9 | 6 | 10 | 18 | 31 | 90 | 163 | 151 | 138 | 91 | 86 |
| 30 | 14 | 3 | 10 | 7 | 17 | 43 | 124 | 163 | 159 | 122 | 110 | 110 |
| 45 | 12 | 2 | 6 | 15 | 18 | 61 | 111 | 182 | 121 | 127 | 97 | 102 |
| 00 | 6 | 4 | 8 | 10 | 24 | 81 | 143 | 190 | 120 | 125 | 109 | 114 |
| **Hr Total** | **53** | **18** | **30** | **42** | **77** | **216** | **468** | **698** | **551** | **512** | **407** | **412** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 109 | 133 | 99 | 91 | 114 | 109 | 77 | 93 | 63 | 48 | 37 | 37 |
| 30 | 140 | 119 | 139 | 98 | 98 | 123 | 86 | 88 | 60 | 49 | 45 | 18 |
| 45 | 129 | 116 | 109 | 116 | 105 | 94 | 83 | 84 | 45 | 47 | 44 | 16 |
| 00 | 136 | 106 | 135 | 118 | 116 | 120 | 99 | 48 | 68 | 59 | 48 | 11 |
| **Hr Total** | **514** | **474** | **482** | **423** | **433** | **446** | **345** | **313** | **236** | **203** | **174** | **82** |

24 Hour Total : 7,609
AM Peak Hour begins : 7:00 AM Peak Volume : 698 AM Peak Hour Factor : 0.92
PM Peak Hour begins : 12:15 PM Peak Volume : 538 PM PeaK Hour Factor : 0.96

**13-Apr-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 4 | 9 | 5 | 1 | 10 | 25 | 38 | 57 | 79 | 82 | 88 | 97 |
| 30 | 18 | 5 | 8 | 10 | 6 | 28 | 49 | 82 | 67 | 76 | 76 | 110 |
| 45 | 9 | 9 | 3 | 2 | 7 | 26 | 53 | 71 | 98 | 81 | 101 | 109 |
| 00 | 15 | 10 | 2 | 5 | 15 | 50 | 63 | 105 | 70 | 95 | 87 | 121 |
| **Hr Total** | **46** | **33** | **18** | **18** | **38** | **129** | **203** | **315** | **314** | **334** | **352** | **437** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 133 | 115 | 102 | 130 | 165 | 200 | 168 | 115 | 80 | 63 | 45 | 33 |
| 30 | 123 | 97 | 132 | 156 | 157 | 170 | 118 | 120 | 64 | 52 | 54 | 20 |
| 45 | 129 | 107 | 124 | 145 | 246 | 180 | 148 | 91 | 80 | 39 | 35 | 25 |
| 00 | 133 | 112 | 94 | 134 | 230 | 145 | 117 | 88 | 42 | 42 | 44 | 16 |
| **Hr Total** | **518** | **431** | **452** | **565** | **798** | **695** | **551** | **414** | **266** | **196** | **178** | **94** |

24 Hour Total : 7,395
AM Peak Hour begins : 11:45 AM Peak Volume : 506 AM Peak Hour Factor : 0.95
PM Peak Hour begins : 16:30 PM Peak Volume : 846 PM PeaK Hour Factor : 0.86

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 25 | 18 | 11 | 11 | 28 | 56 | 128 | 220 | 230 | 220 | 179 | 183 |
| 30 | 32 | 8 | 18 | 17 | 23 | 71 | 173 | 245 | 226 | 198 | 186 | 220 |
| 45 | 21 | 11 | 9 | 17 | 25 | 87 | 164 | 253 | 219 | 208 | 198 | 211 |
| 00 | 21 | 14 | 10 | 15 | 39 | 131 | 206 | 295 | 190 | 220 | 196 | 235 |
| **Hr Total** | **99** | **51** | **48** | **60** | **115** | **345** | **671** | **1,013** | **865** | **846** | **759** | **849** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 242 | 248 | 201 | 221 | 279 | 309 | 245 | 208 | 143 | 111 | 82 | 70 |
| 30 | 263 | 216 | 271 | 254 | 255 | 293 | 204 | 208 | 124 | 101 | 99 | 38 |
| 45 | 258 | 223 | 233 | 261 | 351 | 274 | 231 | 175 | 125 | 86 | 79 | 41 |
| 00 | 269 | 218 | 229 | 252 | 346 | 265 | 216 | 136 | 110 | 101 | 92 | 27 |
| **Hr Total** | **1,032** | **905** | **934** | **988** | **1,231** | **1,141** | **896** | **727** | **502** | **399** | **352** | **176** |

24 Hour Total : 15,004
AM Peak Hour begins : 7:15 AM Peak Volume : 1,023 AM Peak Hour Factor : 0.87
PM Peak Hour begins : 16:30 PM Peak Volume : 1,299 PM PeaK Hour Factor : 0.93

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : STATE ROAD 29 – South of Farm Workers Way

Start Time 00:00
Stop Time 24:00
Station Number 6
Equipment ID P209

**13-Apr-17** **Northbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 4 | 5 | 3 | 2 | 3 | 4 | 15 | 21 | 32 | 20 | 33 | 52 |
| 30 | 9 | 6 | 1 | 6 | 2 | 10 | 13 | 32 | 23 | 26 | 35 | 37 |
| 45 | 2 | 5 | 0 | 1 | 4 | 9 | 24 | 30 | 33 | 33 | 32 | 32 |
| 00 | 4 | 3 | 0 | 5 | 11 | 16 | 28 | 45 | 22 | 32 | 33 | 53 |
| **Hr Total** | **19** | **19** | **4** | **14** | **20** | **39** | **80** | **128** | **110** | **111** | **133** | **174** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 51 | 51 | 39 | 79 | 59 | 68 | 78 | 56 | 22 | 28 | 19 | 12 |
| 30 | 50 | 33 | 44 | 59 | 96 | 68 | 46 | 36 | 37 | 22 | 23 | 11 |
| 45 | 50 | 35 | 51 | 46 | 138 | 66 | 66 | 37 | 18 | 21 | 18 | 6 |
| 00 | 48 | 36 | 45 | 61 | 98 | 62 | 51 | 49 | 20 | 18 | 9 | 12 |
| **Hr Total** | **199** | **155** | **179** | **245** | **391** | **264** | **241** | **178** | **97** | **89** | **69** | **41** |

24 Hour Total : 2,999
AM Peak Hour begins : 11:45
PM Peak Hour begins : 16:15
AM Peak Volume : 204
PM Peak Volume : 400
AM Peak Hour Factor : 0.96
PM PeaK Hour Factor : 0.73

**13-Apr-17** **Southbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 8 | 4 | 1 | 4 | 11 | 15 | 35 | 72 | 67 | 58 | 34 | 39 |
| 30 | 12 | 3 | 6 | 5 | 7 | 20 | 45 | 59 | 70 | 55 | 50 | 30 |
| 45 | 7 | 3 | 4 | 8 | 12 | 22 | 52 | 77 | 50 | 58 | 46 | 47 |
| 00 | 3 | 3 | 5 | 7 | 7 | 37 | 62 | 65 | 33 | 57 | 40 | 39 |
| **Hr Total** | **30** | **13** | **16** | **24** | **37** | **94** | **194** | **273** | **220** | **228** | **170** | **155** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 33 | 55 | 39 | 35 | 64 | 36 | 29 | 40 | 32 | 28 | 15 | 9 |
| 30 | 56 | 50 | 50 | 38 | 36 | 54 | 34 | 32 | 26 | 28 | 16 | 8 |
| 45 | 49 | 42 | 33 | 50 | 31 | 30 | 26 | 31 | 34 | 13 | 23 | 8 |
| 00 | 53 | 40 | 70 | 28 | 47 | 37 | 36 | 18 | 24 | 15 | 11 | 8 |
| **Hr Total** | **191** | **187** | **192** | **151** | **178** | **157** | **125** | **121** | **116** | **84** | **65** | **33** |

24 Hour Total : 3,054
AM Peak Hour begins : 7:30
PM Peak Hour begins : 12:15
AM Peak Volume : 279
PM Peak Volume : 213
AM Peak Hour Factor : 0.91
PM PeaK Hour Factor : 0.95

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 12 | 9 | 4 | 6 | 14 | 19 | 50 | 93 | 99 | 78 | 67 | 91 |
| 30 | 21 | 9 | 7 | 11 | 9 | 30 | 58 | 91 | 93 | 81 | 85 | 67 |
| 45 | 9 | 8 | 4 | 9 | 16 | 31 | 76 | 107 | 83 | 91 | 78 | 79 |
| 00 | 7 | 6 | 5 | 12 | 18 | 53 | 90 | 110 | 55 | 89 | 73 | 92 |
| **Hr Total** | **49** | **32** | **20** | **38** | **57** | **133** | **274** | **401** | **330** | **339** | **303** | **329** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 84 | 106 | 78 | 114 | 123 | 104 | 107 | 96 | 54 | 56 | 34 | 21 |
| 30 | 106 | 83 | 94 | 97 | 132 | 122 | 80 | 68 | 63 | 50 | 39 | 19 |
| 45 | 99 | 77 | 84 | 96 | 169 | 96 | 92 | 68 | 52 | 34 | 41 | 14 |
| 00 | 101 | 76 | 115 | 89 | 145 | 99 | 87 | 67 | 44 | 33 | 20 | 20 |
| **Hr Total** | **390** | **342** | **371** | **396** | **569** | **421** | **366** | **299** | **213** | **173** | **134** | **74** |

24 Hour Total : 6,053
AM Peak Hour begins : 7:30
PM Peak Hour begins : 16:00
AM Peak Volume : 409
PM Peak Volume : 569
AM Peak Hour Factor : 0.93
PM PeaK Hour Factor : 0.84

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : May 23, 2017
Stop Date : May 23, 2017
County : 0

Start Time 00:00
Stop Time 24:00
Station Number 7
Equipment ID P123

Location : SR 29 South of Oil Well Road

**23-May-17** **Northbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 5 | 2 | 4 | 0 | 2 | 4 | 7 | 16 | 15 | 12 | 15 | 16 |
| 30 | 0 | 2 | 3 | 3 | 2 | 2 | 21 | 20 | 22 | 16 | 14 | 21 |
| 45 | 4 | 2 | 2 | 0 | 7 | 2 | 9 | 25 | 19 | 12 | 31 | 19 |
| 00 | 1 | 3 | 3 | 2 | 2 | 1 | 17 | 8 | 16 | 25 | 28 | 32 |
| **Hr Total** | **10** | **9** | **12** | **5** | **13** | **9** | **54** | **69** | **72** | **65** | **88** | **88** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 33 | 22 | 34 | 32 | 40 | 51 | 35 | 22 | 13 | 9 | 11 | 8 |
| 30 | 42 | 28 | 25 | 52 | 57 | 28 | 28 | 31 | 21 | 11 | 5 | 12 |
| 45 | 40 | 32 | 29 | 40 | 40 | 46 | 29 | 29 | 26 | 12 | 14 | 2 |
| 00 | 22 | 24 | 43 | 45 | 33 | 60 | 26 | 26 | 6 | 9 | 7 | 12 |
| **Hr Total** | **137** | **106** | **131** | **169** | **170** | **185** | **118** | **108** | **66** | **41** | **37** | **34** |

24 Hour Total : 1,796
AM Peak Hour begins : 11:45 AM Peak Volume : 147 AM Peak Hour Factor : 0.88
PM Peak Hour begins : 17:00 PM Peak Volume : 185 PM PeaK Hour Factor : 0.77

**23-May-17** **Southbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 3 | 4 | 3 | 4 | 20 | 38 | 34 | 47 | 39 | 19 | 31 |
| 30 | 5 | 1 | 1 | 2 | 15 | 11 | 41 | 49 | 37 | 45 | 40 | 36 |
| 45 | 0 | 5 | 1 | 7 | 14 | 17 | 34 | 39 | 47 | 37 | 48 | 39 |
| 00 | 4 | 1 | 1 | 4 | 11 | 40 | 37 | 35 | 29 | 36 | 42 | 36 |
| **Hr Total** | **12** | **10** | **7** | **16** | **44** | **88** | **150** | **157** | **160** | **157** | **149** | **142** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 33 | 24 | 26 | 29 | 33 | 36 | 15 | 16 | 19 | 14 | 10 | 13 |
| 30 | 27 | 26 | 28 | 30 | 33 | 27 | 14 | 21 | 15 | 12 | 1 | 5 |
| 45 | 31 | 31 | 28 | 24 | 16 | 25 | 17 | 12 | 5 | 6 | 7 | 4 |
| 00 | 21 | 34 | 32 | 25 | 18 | 22 | 19 | 17 | 13 | 6 | 6 | 4 |
| **Hr Total** | **112** | **115** | **114** | **108** | **100** | **110** | **65** | **66** | **52** | **38** | **24** | **26** |

24 Hour Total : 2,022
AM Peak Hour begins : 7:15 AM Peak Volume : 170 AM Peak Hour Factor : 0.87
PM Peak Hour begins : 13:30 PM Peak Volume : 119 PM PeaK Hour Factor : 0.88

**23-May-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 8 | 5 | 8 | 3 | 6 | 24 | 45 | 50 | 62 | 51 | 34 | 47 |
| 30 | 5 | 3 | 4 | 5 | 17 | 13 | 62 | 69 | 59 | 61 | 54 | 57 |
| 45 | 4 | 7 | 3 | 7 | 21 | 19 | 43 | 64 | 66 | 49 | 79 | 58 |
| 00 | 5 | 4 | 4 | 6 | 13 | 41 | 54 | 43 | 45 | 61 | 70 | 68 |
| **Hr Total** | **22** | **19** | **19** | **21** | **57** | **97** | **204** | **226** | **232** | **222** | **237** | **230** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 66 | 46 | 60 | 61 | 73 | 87 | 50 | 38 | 32 | 23 | 21 | 21 |
| 30 | 69 | 54 | 53 | 82 | 90 | 55 | 42 | 52 | 36 | 23 | 6 | 17 |
| 45 | 71 | 63 | 57 | 64 | 56 | 71 | 46 | 41 | 31 | 18 | 21 | 6 |
| 00 | 43 | 58 | 75 | 70 | 51 | 82 | 45 | 43 | 19 | 15 | 13 | 16 |
| **Hr Total** | **249** | **221** | **245** | **277** | **270** | **295** | **183** | **174** | **118** | **79** | **61** | **60** |

24 Hour Total : 3,818
AM Peak Hour begins : 11:45 AM Peak Volume : 274 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 15:30 PM Peak Volume : 297 PM PeaK Hour Factor : 0.83

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : May 23, 2017
Stop Date : May 23, 2017
County : 0

Start Time 00:00
Stop Time 24:00
Station Number 8
Equipment ID P99

Location : Westclox Road West of SR 29

**23-May-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 2 | 2 | 3 | 2 | 22 | 51 | 35 | 22 | 22 | 23 | 8 |
| 30 | 3 | 1 | 2 | 9 | 7 | 31 | 47 | 45 | 39 | 24 | 20 | 21 |
| 45 | 0 | 0 | 2 | 3 | 17 | 28 | 43 | 62 | 35 | 24 | 22 | 16 |
| 00 | 1 | 2 | 0 | 3 | 18 | 49 | 40 | 48 | 25 | 19 | 23 | 25 |
| **Hr Total** | **7** | **5** | **6** | **18** | **44** | **130** | **181** | **190** | **121** | **89** | **88** | **70** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 14 | 17 | 22 | 33 | 29 | 21 | 24 | 23 | 24 | 20 | 12 | 1 |
| 30 | 20 | 27 | 22 | 31 | 25 | 27 | 22 | 28 | 28 | 18 | 4 | 6 |
| 45 | 21 | 21 | 29 | 31 | 25 | 33 | 23 | 33 | 16 | 11 | 9 | 3 |
| 00 | 19 | 24 | 17 | 26 | 25 | 46 | 19 | 20 | 13 | 14 | 12 | 4 |
| **Hr Total** | **74** | **89** | **90** | **121** | **104** | **127** | **88** | **104** | **81** | **63** | **37** | **14** |

24 Hour Total : 1,941
AM Peak Hour begins : 5:45 AM Peak Volume : 190 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 17:15 PM Peak Volume : 130 PM PeaK Hour Factor : 0.71

**23-May-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 4 | 1 | 3 | 5 | 2 | 9 | 13 | 48 | 25 | 20 | 14 | 14 |
| 30 | 3 | 5 | 1 | 1 | 4 | 9 | 9 | 44 | 15 | 15 | 21 | 12 |
| 45 | 4 | 3 | 1 | 3 | 3 | 0 | 18 | 26 | 21 | 20 | 18 | 24 |
| 00 | 4 | 1 | 4 | 4 | 3 | 12 | 20 | 19 | 23 | 9 | 22 | 18 |
| **Hr Total** | **15** | **10** | **9** | **13** | **12** | **30** | **60** | **137** | **84** | **64** | **75** | **68** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 24 | 20 | 24 | 40 | 34 | 55 | 55 | 37 | 31 | 36 | 17 | 10 |
| 30 | 10 | 24 | 39 | 28 | 46 | 63 | 48 | 38 | 27 | 31 | 16 | 5 |
| 45 | 22 | 24 | 28 | 28 | 41 | 71 | 36 | 42 | 28 | 18 | 13 | 10 |
| 00 | 20 | 19 | 37 | 40 | 48 | 60 | 40 | 33 | 33 | 15 | 6 | 2 |
| **Hr Total** | **76** | **87** | **128** | **136** | **169** | **249** | **179** | **150** | **119** | **100** | **52** | **27** |

24 Hour Total : 2,049
AM Peak Hour begins : 6:45 AM Peak Volume : 138 AM Peak Hour Factor : 0.72
PM Peak Hour begins : 17:00 PM Peak Volume : 249 PM PeaK Hour Factor : 0.88

**23-May-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 7 | 3 | 5 | 8 | 4 | 31 | 64 | 83 | 47 | 42 | 37 | 22 |
| 30 | 6 | 6 | 3 | 10 | 11 | 40 | 56 | 89 | 54 | 39 | 41 | 33 |
| 45 | 4 | 3 | 3 | 6 | 20 | 28 | 61 | 88 | 56 | 44 | 40 | 40 |
| 00 | 5 | 3 | 4 | 7 | 21 | 61 | 60 | 67 | 48 | 28 | 45 | 43 |
| **Hr Total** | **22** | **15** | **15** | **31** | **56** | **160** | **241** | **327** | **205** | **153** | **163** | **138** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 38 | 37 | 46 | 73 | 63 | 76 | 79 | 60 | 55 | 56 | 29 | 11 |
| 30 | 30 | 51 | 61 | 59 | 71 | 90 | 70 | 66 | 55 | 49 | 20 | 11 |
| 45 | 43 | 45 | 57 | 59 | 66 | 104 | 59 | 75 | 44 | 29 | 22 | 13 |
| 00 | 39 | 43 | 54 | 66 | 73 | 106 | 59 | 53 | 46 | 29 | 18 | 6 |
| **Hr Total** | **150** | **176** | **218** | **257** | **273** | **376** | **267** | **254** | **200** | **163** | **89** | **41** |

24 Hour Total : 3,990
AM Peak Hour begins : 7:00 AM Peak Volume : 327 AM Peak Hour Factor : 0.92
PM Peak Hour begins : 17:15 PM Peak Volume : 379 PM PeaK Hour Factor : 0.89

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : New Market Road – North of STATE ROAD 29

Start Time 00:00
Stop Time 24:00
Station Number 10
Equipment ID P223

**13-Apr-17** **Northbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 4 | 5 | 4 | 2 | 5 | 14 | 12 | 23 | 34 | 39 | 49 | 80 |
| 30 | 9 | 8 | 2 | 8 | 4 | 9 | 22 | 34 | 41 | 30 | 49 | 64 |
| 45 | 7 | 6 | 1 | 2 | 5 | 19 | 16 | 34 | 43 | 33 | 46 | 62 |
| 00 | 2 | 3 | 1 | 2 | 6 | 24 | 22 | 55 | 45 | 47 | 43 | 61 |
| **Hr Total** | **22** | **22** | **8** | **14** | **20** | **66** | **72** | **146** | **163** | **149** | **187** | **267** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 78 | 68 | 66 | 78 | 100 | 98 | 97 | 59 | 28 | 34 | 33 | 17 |
| 30 | 74 | 47 | 61 | 91 | 107 | 109 | 59 | 59 | 39 | 28 | 31 | 8 |
| 45 | 71 | 56 | 69 | 77 | 133 | 101 | 87 | 59 | 46 | 30 | 23 | 6 |
| 00 | 67 | 49 | 56 | 77 | 121 | 76 | 63 | 56 | 20 | 20 | 14 | 11 |
| **Hr Total** | **290** | **220** | **252** | **323** | **461** | **384** | **306** | **233** | **133** | **112** | **101** | **42** |

24 Hour Total : 3,993
AM Peak Hour begins : 11:45
PM Peak Hour begins : 16:00
AM Peak Volume : 284
PM Peak Volume : 461
AM Peak Hour Factor : 0.91
PM PeaK Hour Factor : 0.87

**13-Apr-17** **Southbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 15 | 3 | 1 | 6 | 7 | 18 | 39 | 76 | 114 | 65 | 52 | 49 |
| 30 | 7 | 2 | 3 | 4 | 12 | 27 | 62 | 80 | 82 | 53 | 60 | 45 |
| 45 | 8 | 2 | 3 | 13 | 12 | 39 | 54 | 72 | 62 | 72 | 53 | 49 |
| 00 | 2 | 3 | 2 | 9 | 13 | 39 | 65 | 69 | 56 | 59 | 50 | 52 |
| **Hr Total** | **32** | **10** | **9** | **32** | **44** | **123** | **220** | **297** | **314** | **249** | **215** | **195** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 71 | 72 | 49 | 52 | 51 | 47 | 43 | 61 | 32 | 26 | 21 | 21 |
| 30 | 65 | 58 | 57 | 54 | 56 | 70 | 52 | 37 | 24 | 19 | 18 | 7 |
| 45 | 70 | 38 | 47 | 48 | 76 | 55 | 46 | 37 | 27 | 24 | 19 | 14 |
| 00 | 71 | 46 | 73 | 71 | 51 | 62 | 49 | 24 | 33 | 17 | 14 | 5 |
| **Hr Total** | **277** | **214** | **226** | **225** | **234** | **234** | **190** | **159** | **116** | **86** | **72** | **47** |

24 Hour Total : 3,820
AM Peak Hour begins : 7:30
PM Peak Hour begins : 12:15
AM Peak Volume : 337
PM Peak Volume : 278
AM Peak Hour Factor : 0.74
PM PeaK Hour Factor : 0.97

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 19 | 8 | 5 | 8 | 12 | 32 | 51 | 99 | 148 | 104 | 101 | 129 |
| 30 | 16 | 10 | 5 | 12 | 16 | 36 | 84 | 114 | 123 | 83 | 109 | 109 |
| 45 | 15 | 8 | 4 | 15 | 17 | 58 | 70 | 106 | 105 | 105 | 99 | 111 |
| 00 | 4 | 6 | 3 | 11 | 19 | 63 | 87 | 124 | 101 | 106 | 93 | 113 |
| **Hr Total** | **54** | **32** | **17** | **46** | **64** | **189** | **292** | **443** | **477** | **398** | **402** | **462** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 149 | 140 | 115 | 130 | 151 | 145 | 140 | 120 | 60 | 60 | 54 | 38 |
| 30 | 139 | 105 | 118 | 145 | 163 | 179 | 111 | 96 | 63 | 47 | 49 | 15 |
| 45 | 141 | 94 | 116 | 125 | 209 | 156 | 133 | 96 | 73 | 54 | 42 | 20 |
| 00 | 138 | 95 | 129 | 148 | 172 | 138 | 112 | 80 | 53 | 37 | 28 | 16 |
| **Hr Total** | **567** | **434** | **478** | **548** | **695** | **618** | **496** | **392** | **249** | **198** | **173** | **89** |

24 Hour Total : 7,813
AM Peak Hour begins : 11:45
PM Peak Hour begins : 16:30
AM Peak Volume : 542
PM Peak Volume : 705
AM Peak Hour Factor : 0.91
PM PeaK Hour Factor : 0.84

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0

Start Time 00:00
Stop Time 24:00
Station Number 11
Equipment ID P239

Location : Lake Trafford Road – West of STATE ROAD 29

**13-Apr-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 7 | 5 | 4 | 4 | 14 | 50 | 111 | 145 | 136 | 98 | 70 | 66 |
| 30 | 8 | 2 | 3 | 1 | 19 | 55 | 124 | 160 | 123 | 85 | 77 | 90 |
| 45 | 10 | 5 | 4 | 7 | 21 | 79 | 149 | 173 | 139 | 76 | 79 | 108 |
| 00 | 4 | 2 | 6 | 13 | 42 | 123 | 227 | 165 | 120 | 91 | 72 | 80 |
| **Hr Total** | **29** | **14** | **17** | **25** | **96** | **307** | **611** | **643** | **518** | **350** | **298** | **344** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 91 | 105 | 100 | 139 | 115 | 138 | 123 | 112 | 94 | 82 | 45 | 24 |
| 30 | 107 | 106 | 97 | 128 | 126 | 146 | 125 | 111 | 109 | 67 | 48 | 17 |
| 45 | 81 | 87 | 108 | 118 | 124 | 127 | 115 | 76 | 106 | 53 | 36 | 18 |
| 00 | 107 | 132 | 98 | 131 | 131 | 125 | 126 | 92 | 66 | 53 | 26 | 11 |
| **Hr Total** | **386** | **430** | **403** | **516** | **496** | **536** | **489** | **391** | **375** | **255** | **155** | **70** |

24 Hour Total : 7,754
AM Peak Hour begins : 6:45 AM Peak Volume : 705 AM Peak Hour Factor : 0.78
PM Peak Hour begins : 16:45 PM Peak Volume : 542 PM PeaK Hour Factor : 0.93

**13-Apr-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 19 | 9 | 7 | 7 | 3 | 9 | 26 | 94 | 84 | 72 | 59 | 68 |
| 30 | 20 | 8 | 10 | 4 | 2 | 11 | 26 | 95 | 74 | 74 | 49 | 84 |
| 45 | 11 | 8 | 5 | 8 | 5 | 27 | 46 | 89 | 69 | 65 | 62 | 84 |
| 00 | 10 | 7 | 5 | 3 | 12 | 33 | 67 | 99 | 62 | 62 | 78 | 66 |
| **Hr Total** | **60** | **32** | **27** | **22** | **22** | **80** | **165** | **377** | **289** | **273** | **248** | **302** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 92 | 98 | 87 | 130 | 140 | 194 | 156 | 150 | 122 | 145 | 59 | 41 |
| 30 | 101 | 94 | 167 | 107 | 159 | 152 | 150 | 139 | 133 | 99 | 81 | 43 |
| 45 | 101 | 85 | 105 | 124 | 180 | 171 | 131 | 109 | 137 | 95 | 64 | 25 |
| 00 | 93 | 81 | 112 | 132 | 147 | 174 | 141 | 98 | 116 | 86 | 67 | 31 |
| **Hr Total** | **387** | **358** | **471** | **493** | **626** | **691** | **578** | **496** | **508** | **425** | **271** | **140** |

24 Hour Total : 7,341
AM Peak Hour begins : 7:00 AM Peak Volume : 377 AM Peak Hour Factor : 0.95
PM Peak Hour begins : 17:00 PM Peak Volume : 691 PM PeaK Hour Factor : 0.89

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 26 | 14 | 11 | 11 | 17 | 59 | 137 | 239 | 220 | 170 | 129 | 134 |
| 30 | 28 | 10 | 13 | 5 | 21 | 66 | 150 | 255 | 197 | 159 | 126 | 174 |
| 45 | 21 | 13 | 9 | 15 | 26 | 106 | 195 | 262 | 208 | 141 | 141 | 192 |
| 00 | 14 | 9 | 11 | 16 | 54 | 156 | 294 | 264 | 182 | 153 | 150 | 146 |
| **Hr Total** | **89** | **46** | **44** | **47** | **118** | **387** | **776** | **1,020** | **807** | **623** | **546** | **646** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 183 | 203 | 187 | 269 | 255 | 332 | 279 | 262 | 216 | 227 | 104 | 65 |
| 30 | 208 | 200 | 264 | 235 | 285 | 298 | 275 | 250 | 242 | 166 | 129 | 60 |
| 45 | 182 | 172 | 213 | 242 | 304 | 298 | 246 | 185 | 243 | 148 | 100 | 43 |
| 00 | 200 | 213 | 210 | 263 | 278 | 299 | 267 | 190 | 182 | 139 | 93 | 42 |
| **Hr Total** | **773** | **788** | **874** | **1,009** | **1,122** | **1,227** | **1,067** | **887** | **883** | **680** | **426** | **210** |

24 Hour Total : 15,095
AM Peak Hour begins : 6:45 AM Peak Volume : 1,050 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 17:00 PM Peak Volume : 1,227 PM PeaK Hour Factor : 0.92

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : Lake Trafford Road – East of STATE ROAD 29

Start Time 00:00
Stop Time 24:00
Station Number 12
Equipment ID P123

**13-Apr-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 2 | 1 | 1 | 4 | 2 | 14 | 28 | 64 | 57 | 39 | 25 | 27 |
| 30 | 2 | 0 | 0 | 1 | 2 | 12 | 33 | 78 | 44 | 24 | 27 | 37 |
| 45 | 2 | 0 | 2 | 2 | 4 | 12 | 53 | 96 | 65 | 27 | 25 | 39 |
| 00 | 1 | 1 | 2 | 1 | 8 | 29 | 121 | 68 | 45 | 28 | 42 | 40 |
| **Hr Total** | **7** | **2** | **5** | **8** | **16** | **67** | **235** | **306** | **211** | **118** | **119** | **143** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 36 | 39 | 54 | 55 | 43 | 52 | 37 | 54 | 39 | 32 | 14 | 7 |
| 30 | 50 | 22 | 46 | 47 | 46 | 51 | 51 | 50 | 36 | 28 | 15 | 7 |
| 45 | 35 | 32 | 46 | 37 | 45 | 63 | 52 | 34 | 43 | 25 | 15 | 5 |
| 00 | 43 | 46 | 39 | 66 | 37 | 58 | 55 | 38 | 28 | 26 | 16 | 2 |
| **Hr Total** | **164** | **139** | **185** | **205** | **171** | **224** | **195** | **176** | **146** | **111** | **60** | **21** |

24 Hour Total : 3,034
AM Peak Hour begins : 6:45
PM Peak Hour begins : 17:00
AM Peak Volume : 359
PM Peak Volume : 224
AM Peak Hour Factor : 0.74
PM PeaK Hour Factor : 0.89

**13-Apr-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 3 | 0 | 1 | 1 | 5 | 7 | 67 | 33 | 39 | 28 | 26 |
| 30 | 4 | 0 | 5 | 0 | 2 | 6 | 9 | 28 | 27 | 23 | 28 | 34 |
| 45 | 4 | 0 | 0 | 1 | 3 | 9 | 16 | 35 | 24 | 24 | 27 | 25 |
| 00 | 2 | 0 | 5 | 2 | 5 | 9 | 29 | 45 | 32 | 25 | 31 | 31 |
| **Hr Total** | **13** | **3** | **10** | **4** | **11** | **29** | **61** | **175** | **116** | **111** | **114** | **116** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 50 | 42 | 66 | 52 | 52 | 74 | 65 | 71 | 54 | 48 | 24 | 14 |
| 30 | 35 | 40 | 84 | 47 | 73 | 77 | 57 | 66 | 35 | 37 | 46 | 7 |
| 45 | 38 | 30 | 46 | 50 | 75 | 85 | 66 | 49 | 52 | 18 | 15 | 8 |
| 00 | 50 | 32 | 57 | 79 | 65 | 62 | 61 | 49 | 44 | 25 | 22 | 8 |
| **Hr Total** | **173** | **144** | **253** | **228** | **265** | **298** | **249** | **235** | **185** | **128** | **107** | **37** |

24 Hour Total : 3,065
AM Peak Hour begins : 7:00
PM Peak Hour begins : 16:45
AM Peak Volume : 175
PM Peak Volume : 301
AM Peak Hour Factor : 0.65
PM PeaK Hour Factor : 0.89

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 5 | 4 | 1 | 5 | 3 | 19 | 35 | 131 | 90 | 78 | 53 | 53 |
| 30 | 6 | 0 | 5 | 1 | 4 | 18 | 42 | 106 | 71 | 47 | 55 | 71 |
| 45 | 6 | 0 | 2 | 3 | 7 | 21 | 69 | 131 | 89 | 51 | 52 | 64 |
| 00 | 3 | 1 | 7 | 3 | 13 | 38 | 150 | 113 | 77 | 53 | 73 | 71 |
| **Hr Total** | **20** | **5** | **15** | **12** | **27** | **96** | **296** | **481** | **327** | **229** | **233** | **259** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 86 | 81 | 120 | 107 | 95 | 126 | 102 | 125 | 93 | 80 | 38 | 21 |
| 30 | 85 | 62 | 130 | 94 | 119 | 128 | 108 | 116 | 71 | 65 | 61 | 14 |
| 45 | 73 | 62 | 92 | 87 | 120 | 148 | 118 | 83 | 95 | 43 | 30 | 13 |
| 00 | 93 | 78 | 96 | 145 | 102 | 120 | 116 | 87 | 72 | 51 | 38 | 10 |
| **Hr Total** | **337** | **283** | **438** | **433** | **436** | **522** | **444** | **411** | **331** | **239** | **167** | **58** |

24 Hour Total : 6,099
AM Peak Hour begins : 6:45
PM Peak Hour begins : 17:00
AM Peak Volume : 518
PM Peak Volume : 522
AM Peak Hour Factor : 0.86
PM PeaK Hour Factor : 0.88

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : Immokalee Drive – West of STATE ROAD 29

Start Time 00:00
Stop Time 24:00
Station Number 13
Equipment ID P89

**13-Apr-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 5 | 3 | 4 | 4 | 6 | 23 | 74 | 82 | 71 | 48 | 40 | 26 |
| 30 | 6 | 2 | 2 | 4 | 5 | 34 | 62 | 70 | 53 | 33 | 28 | 43 |
| 45 | 6 | 3 | 2 | 6 | 13 | 52 | 90 | 96 | 78 | 35 | 25 | 44 |
| 00 | 10 | 3 | 3 | 5 | 28 | 58 | 113 | 75 | 52 | 29 | 30 | 38 |
| **Hr Total** | **27** | **11** | **11** | **19** | **52** | **167** | **339** | **323** | **254** | **145** | **123** | **151** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 32 | 33 | 53 | 51 | 62 | 57 | 68 | 67 | 57 | 37 | 19 | 15 |
| 30 | 26 | 41 | 44 | 52 | 57 | 58 | 69 | 43 | 57 | 45 | 19 | 11 |
| 45 | 30 | 35 | 44 | 59 | 53 | 46 | 58 | 59 | 40 | 38 | 20 | 7 |
| 00 | 50 | 56 | 48 | 40 | 51 | 63 | 67 | 51 | 48 | 20 | 17 | 8 |
| **Hr Total** | **138** | **165** | **189** | **202** | **223** | **224** | **262** | **220** | **202** | **140** | **75** | **41** |

24 Hour Total : 3,703
AM Peak Hour begins : 6:45 AM Peak Volume : 361 AM Peak Hour Factor : 0.80
PM Peak Hour begins : 18:00 PM Peak Volume : 262 PM PeaK Hour Factor : 0.95

**13-Apr-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 10 | 12 | 5 | 2 | 2 | 8 | 19 | 45 | 38 | 32 | 23 | 26 |
| 30 | 7 | 3 | 3 | 1 | 5 | 7 | 12 | 39 | 43 | 40 | 33 | 33 |
| 45 | 8 | 3 | 6 | 3 | 1 | 14 | 18 | 26 | 30 | 26 | 20 | 27 |
| 00 | 13 | 5 | 5 | 3 | 4 | 14 | 55 | 30 | 30 | 21 | 23 | 37 |
| **Hr Total** | **38** | **23** | **19** | **9** | **12** | **43** | **104** | **140** | **141** | **119** | **99** | **123** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 44 | 32 | 39 | 48 | 69 | 87 | 63 | 76 | 63 | 77 | 37 | 24 |
| 30 | 26 | 46 | 68 | 49 | 67 | 89 | 95 | 64 | 70 | 49 | 36 | 11 |
| 45 | 40 | 26 | 60 | 55 | 75 | 85 | 88 | 67 | 82 | 48 | 40 | 13 |
| 00 | 31 | 35 | 47 | 61 | 76 | 76 | 63 | 63 | 73 | 49 | 28 | 11 |
| **Hr Total** | **141** | **139** | **214** | **213** | **287** | **337** | **309** | **270** | **288** | **223** | **141** | **59** |

24 Hour Total : 3,491
AM Peak Hour begins : 6:45 AM Peak Volume : 165 AM Peak Hour Factor : 0.75
PM Peak Hour begins : 16:45 PM Peak Volume : 337 PM PeaK Hour Factor : 0.95

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 15 | 15 | 9 | 6 | 8 | 31 | 93 | 127 | 109 | 80 | 63 | 52 |
| 30 | 13 | 5 | 5 | 5 | 10 | 41 | 74 | 109 | 96 | 73 | 61 | 76 |
| 45 | 14 | 6 | 8 | 9 | 14 | 66 | 108 | 122 | 108 | 61 | 45 | 71 |
| 00 | 23 | 8 | 8 | 8 | 32 | 72 | 168 | 105 | 82 | 50 | 53 | 75 |
| **Hr Total** | **65** | **34** | **30** | **28** | **64** | **210** | **443** | **463** | **395** | **264** | **222** | **274** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 76 | 65 | 92 | 99 | 131 | 144 | 131 | 143 | 120 | 114 | 56 | 39 |
| 30 | 52 | 87 | 112 | 101 | 124 | 147 | 164 | 107 | 127 | 94 | 55 | 22 |
| 45 | 70 | 61 | 104 | 114 | 128 | 131 | 146 | 126 | 122 | 86 | 60 | 20 |
| 00 | 81 | 91 | 95 | 101 | 127 | 139 | 130 | 114 | 121 | 69 | 45 | 19 |
| **Hr Total** | **279** | **304** | **403** | **415** | **510** | **561** | **571** | **490** | **490** | **363** | **216** | **100** |

24 Hour Total : 7,194
AM Peak Hour begins : 6:45 AM Peak Volume : 526 AM Peak Hour Factor : 0.78
PM Peak Hour begins : 18:15 PM Peak Volume : 583 PM PeaK Hour Factor : 0.89

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Start Time 00:00
Stop Time 24:00
Station Number 14
Equipment ID P114
Location : Immokalee Drive – East of STATE ROAD 29

**13-Apr-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | 4 | 1 | 4 | 3 | 6 | 38 | 58 | 66 | 41 | 35 | 32 |
| 30 | 4 | 1 | 1 | 2 | 0 | 12 | 31 | 58 | 47 | 31 | 28 | 30 |
| 45 | 1 | 1 | 0 | 0 | 4 | 22 | 54 | 82 | 72 | 23 | 25 | 45 |
| 00 | 9 | 0 | 0 | 0 | 9 | 22 | 92 | 65 | 59 | 30 | 30 | 45 |
| **Hr Total** | **15** | **6** | **2** | **6** | **16** | **62** | **215** | **263** | **244** | **125** | **118** | **152** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 32 | 45 | 46 | 35 | 50 | 43 | 37 | 54 | 35 | 25 | 16 | 10 |
| 30 | 39 | 30 | 34 | 49 | 41 | 55 | 57 | 31 | 30 | 28 | 9 | 10 |
| 45 | 35 | 30 | 30 | 56 | 42 | 55 | 43 | 31 | 29 | 20 | 17 | 6 |
| 00 | 51 | 56 | 40 | 47 | 30 | 50 | 33 | 33 | 27 | 17 | 10 | 4 |
| **Hr Total** | **157** | **161** | **150** | **187** | **163** | **203** | **170** | **149** | **121** | **90** | **52** | **30** |

24 Hour Total : 2,857
AM Peak Hour begins : 6:45
PM Peak Hour begins : 17:00
AM Peak Volume : 290
PM Peak Volume : 203
AM Peak Hour Factor : 0.79
PM PeaK Hour Factor : 0.92

**13-Apr-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 5 | 2 | 1 | 1 | 2 | 9 | 15 | 50 | 43 | 43 | 31 | 32 |
| 30 | 4 | 2 | 1 | 1 | 3 | 6 | 17 | 35 | 38 | 35 | 23 | 35 |
| 45 | 5 | 1 | 1 | 1 | 4 | 12 | 21 | 30 | 39 | 25 | 32 | 41 |
| 00 | 6 | 1 | 2 | 1 | 5 | 17 | 42 | 41 | 42 | 27 | 26 | 41 |
| **Hr Total** | **20** | **6** | **5** | **4** | **14** | **44** | **95** | **156** | **162** | **130** | **112** | **149** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 50 | 38 | 41 | 45 | 73 | 68 | 70 | 50 | 48 | 62 | 21 | 10 |
| 30 | 42 | 43 | 65 | 49 | 76 | 79 | 56 | 50 | 58 | 36 | 19 | 8 |
| 45 | 33 | 43 | 57 | 41 | 71 | 77 | 60 | 65 | 65 | 34 | 13 | 0 |
| 00 | 29 | 34 | 57 | 72 | 66 | 67 | 55 | 53 | 58 | 34 | 21 | 4 |
| **Hr Total** | **154** | **158** | **220** | **207** | **286** | **291** | **241** | **218** | **229** | **166** | **74** | **22** |

24 Hour Total : 3,163
AM Peak Hour begins : 11:30
PM Peak Hour begins : 17:15
AM Peak Volume : 174
PM Peak Volume : 293
AM Peak Hour Factor : 0.87
PM PeaK Hour Factor : 0.93

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 6 | 6 | 2 | 5 | 5 | 15 | 53 | 108 | 109 | 84 | 66 | 64 |
| 30 | 8 | 3 | 2 | 3 | 3 | 18 | 48 | 93 | 85 | 66 | 51 | 65 |
| 45 | 6 | 2 | 1 | 1 | 8 | 34 | 75 | 112 | 111 | 48 | 57 | 86 |
| 00 | 15 | 1 | 2 | 1 | 14 | 39 | 134 | 106 | 101 | 57 | 56 | 86 |
| **Hr Total** | **35** | **12** | **7** | **10** | **30** | **106** | **310** | **419** | **406** | **255** | **230** | **301** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 82 | 83 | 87 | 80 | 123 | 111 | 107 | 104 | 83 | 87 | 37 | 20 |
| 30 | 81 | 73 | 99 | 98 | 117 | 134 | 113 | 81 | 88 | 64 | 28 | 18 |
| 45 | 68 | 73 | 87 | 97 | 113 | 132 | 103 | 96 | 94 | 54 | 30 | 6 |
| 00 | 80 | 90 | 97 | 119 | 96 | 117 | 88 | 86 | 85 | 51 | 31 | 8 |
| **Hr Total** | **311** | **319** | **370** | **394** | **449** | **494** | **411** | **367** | **350** | **256** | **126** | **52** |

24 Hour Total : 6,020
AM Peak Hour begins : 6:45
PM Peak Hour begins : 17:00
AM Peak Volume : 447
PM Peak Volume : 494
AM Peak Hour Factor : 0.83
PM PeaK Hour Factor : 0.92

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : 9th Street – North of STATE ROAD 29

Start Time 00:00
Stop Time 24:00
Station Number 15
Equipment ID P121

**13-Apr-17** **Northbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 2 | 0 | 0 | 1 | 1 | 2 | 5 | 26 | 26 | 18 | 10 | 23 |
| 30 | 3 | 1 | 1 | 0 | 0 | 2 | 7 | 23 | 27 | 19 | 17 | 19 |
| 45 | 0 | 0 | 0 | 0 | 0 | 7 | 12 | 19 | 27 | 24 | 19 | 20 |
| 00 | 0 | 1 | 0 | 0 | 0 | 4 | 22 | 30 | 27 | 21 | 16 | 15 |
| **Hr Total** | **5** | **2** | **1** | **1** | **1** | **15** | **46** | **98** | **107** | **82** | **62** | **77** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 20 | 22 | 37 | 26 | 31 | 58 | 36 | 27 | 25 | 23 | 8 | 6 |
| 30 | 22 | 18 | 28 | 31 | 45 | 47 | 38 | 26 | 24 | 17 | 7 | 10 |
| 45 | 16 | 17 | 29 | 31 | 39 | 53 | 34 | 16 | 21 | 17 | 9 | 3 |
| 00 | 15 | 28 | 27 | 29 | 34 | 30 | 30 | 25 | 42 | 18 | 4 | 1 |
| **Hr Total** | **73** | **85** | **121** | **117** | **149** | **188** | **138** | **94** | **112** | **75** | **28** | **20** |

24 Hour Total : 1,697
AM Peak Hour begins : 7:45
PM Peak Hour begins : 16:45
AM Peak Volume : 110
PM Peak Volume : 192
AM Peak Hour Factor : 0.92
PM PeaK Hour Factor : 0.83

**13-Apr-17** **Southbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | 0 | 0 | 1 | 0 | 4 | 15 | 41 | 21 | 18 | 14 | 13 |
| 30 | 1 | 0 | 0 | 1 | 0 | 7 | 20 | 23 | 23 | 20 | 10 | 21 |
| 45 | 0 | 0 | 0 | 0 | 0 | 7 | 17 | 37 | 30 | 14 | 9 | 19 |
| 00 | 0 | 0 | 0 | 1 | 5 | 16 | 35 | 35 | 32 | 17 | 18 | 23 |
| **Hr Total** | **2** | **0** | **0** | **3** | **5** | **34** | **87** | **136** | **106** | **69** | **51** | **76** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 20 | 23 | 24 | 42 | 28 | 40 | 33 | 15 | 16 | 9 | 6 |
| 30 | 17 | 13 | 26 | 22 | 27 | 30 | 26 | 22 | 24 | 16 | 11 | 8 |
| 45 | 20 | 11 | 28 | 27 | 29 | 25 | 42 | 16 | 24 | 10 | 9 | 3 |
| 00 | 14 | 21 | 30 | 37 | 31 | 21 | 26 | 18 | 22 | 12 | 11 | 4 |
| **Hr Total** | **68** | **65** | **107** | **110** | **129** | **104** | **134** | **89** | **85** | **54** | **40** | **21** |

24 Hour Total : 1,575
AM Peak Hour begins : 6:45
PM Peak Hour begins : 15:45
AM Peak Volume : 136
PM Peak Volume : 135
AM Peak Hour Factor : 0.83
PM PeaK Hour Factor : 0.80

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 0 | 0 | 2 | 1 | 6 | 20 | 67 | 47 | 36 | 24 | 36 |
| 30 | 4 | 1 | 1 | 1 | 0 | 9 | 27 | 46 | 50 | 39 | 27 | 40 |
| 45 | 0 | 0 | 0 | 0 | 0 | 14 | 29 | 56 | 57 | 38 | 28 | 39 |
| 00 | 0 | 1 | 0 | 1 | 5 | 20 | 57 | 65 | 59 | 38 | 34 | 38 |
| **Hr Total** | **7** | **2** | **1** | **4** | **6** | **49** | **133** | **234** | **213** | **151** | **113** | **153** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 37 | 42 | 60 | 50 | 73 | 86 | 76 | 60 | 40 | 39 | 17 | 12 |
| 30 | 39 | 31 | 54 | 53 | 72 | 77 | 64 | 48 | 48 | 33 | 18 | 18 |
| 45 | 36 | 28 | 57 | 58 | 68 | 78 | 76 | 32 | 45 | 27 | 18 | 6 |
| 00 | 29 | 49 | 57 | 66 | 65 | 51 | 56 | 43 | 64 | 30 | 15 | 5 |
| **Hr Total** | **141** | **150** | **228** | **227** | **278** | **292** | **272** | **183** | **197** | **129** | **68** | **41** |

24 Hour Total : 3,272
AM Peak Hour begins : 7:00
PM Peak Hour begins : 16:45
AM Peak Volume : 234
PM Peak Volume : 306
AM Peak Hour Factor : 0.87
PM PeaK Hour Factor : 0.89

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : 9th Street – South of STATE ROAD 29

Start Time 00:00
Stop Time 24:00
Station Number 16
Equipment ID P219

**13-Apr-17** **Northbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 4 | 3 | 2 | 3 | 2 | 14 | 28 | 37 | 48 | 44 | 29 | 52 |
| 30 | 10 | 3 | 5 | 0 | 6 | 17 | 26 | 64 | 50 | 59 | 52 | 41 |
| 45 | 4 | 2 | 0 | 5 | 5 | 34 | 31 | 52 | 52 | 53 | 52 | 39 |
| 00 | 4 | 2 | 2 | 4 | 8 | 27 | 43 | 53 | 51 | 40 | 38 | 72 |
| **Hr Total** | **22** | **10** | **9** | **12** | **21** | **92** | **128** | **206** | **201** | **196** | **171** | **204** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 56 | 70 | 68 | 63 | 96 | 117 | 90 | 76 | 49 | 69 | 42 | 19 |
| 30 | 48 | 46 | 72 | 90 | 112 | 100 | 76 | 53 | 57 | 62 | 36 | 28 |
| 45 | 44 | 47 | 60 | 69 | 91 | 117 | 74 | 58 | 71 | 52 | 41 | 26 |
| 00 | 53 | 49 | 56 | 63 | 91 | 79 | 56 | 58 | 115 | 40 | 23 | 9 |
| **Hr Total** | **201** | **212** | **256** | **285** | **390** | **413** | **296** | **245** | **292** | **223** | **142** | **82** |

24 Hour Total : 4,309
AM Peak Hour begins : 11:45 AM Peak Volume : 220 AM Peak Hour Factor : 0.76
PM Peak Hour begins : 16:45 PM Peak Volume : 425 PM PeaK Hour Factor : 0.91

**13-Apr-17** **Southbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 5 | 3 | 2 | 1 | 2 | 7 | 29 | 88 | 55 | 45 | 49 | 35 |
| 30 | 7 | 3 | 0 | 2 | 3 | 15 | 48 | 92 | 51 | 45 | 33 | 36 |
| 45 | 1 | 2 | 2 | 0 | 2 | 19 | 35 | 88 | 48 | 38 | 40 | 45 |
| 00 | 1 | 1 | 1 | 7 | 13 | 36 | 66 | 82 | 57 | 36 | 42 | 53 |
| **Hr Total** | **14** | **9** | **5** | **10** | **20** | **77** | **178** | **350** | **211** | **164** | **164** | **169** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 49 | 54 | 39 | 54 | 77 | 52 | 89 | 88 | 43 | 45 | 32 | 22 |
| 30 | 41 | 50 | 64 | 59 | 72 | 73 | 85 | 62 | 57 | 40 | 32 | 18 |
| 45 | 39 | 39 | 76 | 55 | 53 | 57 | 105 | 50 | 58 | 31 | 29 | 16 |
| 00 | 37 | 53 | 61 | 54 | 65 | 73 | 107 | 63 | 45 | 37 | 35 | 11 |
| **Hr Total** | **166** | **196** | **240** | **222** | **267** | **255** | **386** | **263** | **203** | **153** | **128** | **67** |

24 Hour Total : 3,917
AM Peak Hour begins : 7:00 AM Peak Volume : 350 AM Peak Hour Factor : 0.95
PM Peak Hour begins : 18:00 PM Peak Volume : 386 PM PeaK Hour Factor : 0.90

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 9 | 6 | 4 | 4 | 4 | 21 | 57 | 125 | 103 | 89 | 78 | 87 |
| 30 | 17 | 6 | 5 | 2 | 9 | 32 | 74 | 156 | 101 | 104 | 85 | 77 |
| 45 | 5 | 4 | 2 | 5 | 7 | 53 | 66 | 140 | 100 | 91 | 92 | 84 |
| 00 | 5 | 3 | 3 | 11 | 21 | 63 | 109 | 135 | 108 | 76 | 80 | 125 |
| **Hr Total** | **36** | **19** | **14** | **22** | **41** | **169** | **306** | **556** | **412** | **360** | **335** | **373** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 105 | 124 | 107 | 117 | 173 | 169 | 179 | 164 | 92 | 114 | 74 | 41 |
| 30 | 89 | 96 | 136 | 149 | 184 | 173 | 161 | 115 | 114 | 102 | 68 | 46 |
| 45 | 83 | 86 | 136 | 124 | 144 | 174 | 179 | 108 | 129 | 83 | 70 | 42 |
| 00 | 90 | 102 | 117 | 117 | 156 | 152 | 163 | 121 | 160 | 77 | 58 | 20 |
| **Hr Total** | **367** | **408** | **496** | **507** | **657** | **668** | **682** | **508** | **495** | **376** | **270** | **149** |

24 Hour Total : 8,226
AM Peak Hour begins : 7:00 AM Peak Volume : 556 AM Peak Hour Factor : 0.89
PM Peak Hour begins : 18:00 PM Peak Volume : 682 PM PeaK Hour Factor : 0.95

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : 1st Street – North of STATE ROAD 29

Start Time 00:00
Stop Time 24:00
Station Number 17
Equipment ID P124

**13-Apr-17** **Northbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 15 | 11 | 8 | 4 | 5 | 14 | 45 | 79 | 100 | 68 | 59 | 55 |
| 30 | 24 | 6 | 18 | 4 | 8 | 21 | 50 | 87 | 76 | 66 | 57 | 87 |
| 45 | 16 | 3 | 14 | 2 | 9 | 26 | 53 | 94 | 71 | 49 | 62 | 68 |
| 00 | 12 | 6 | 19 | 7 | 14 | 32 | 74 | 92 | 57 | 48 | 73 | 80 |
| **Hr Total** | **67** | **26** | **59** | **17** | **36** | **93** | **222** | **352** | **304** | **231** | **251** | **290** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 84 | 90 | 104 | 100 | 152 | 158 | 117 | 102 | 59 | 65 | 38 | 16 |
| 30 | 74 | 93 | 63 | 106 | 132 | 131 | 131 | 99 | 58 | 36 | 40 | 18 |
| 45 | 64 | 80 | 64 | 128 | 118 | 148 | 100 | 78 | 57 | 34 | 27 | 14 |
| 00 | 76 | 98 | 89 | 139 | 152 | 119 | 89 | 77 | 53 | 33 | 30 | 22 |
| **Hr Total** | **298** | **361** | **320** | **473** | **554** | **556** | **437** | **356** | **227** | **168** | **135** | **70** |

24 Hour Total : 5,903
AM Peak Hour begins : 7:15 — AM Peak Volume : 373 — AM Peak Hour Factor : 0.93
PM Peak Hour begins : 16:45 — PM Peak Volume : 589 — PM PeaK Hour Factor : 0.93

**13-Apr-17** **Southbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 8 | 2 | 6 | 2 | 8 | 30 | 89 | 109 | 77 | 61 | 69 | 67 |
| 30 | 3 | 3 | 3 | 4 | 18 | 28 | 104 | 105 | 71 | 66 | 64 | 69 |
| 45 | 6 | 2 | 6 | 3 | 25 | 53 | 115 | 110 | 82 | 60 | 76 | 64 |
| 00 | 3 | 3 | 2 | 5 | 36 | 69 | 128 | 95 | 64 | 64 | 48 | 73 |
| **Hr Total** | **20** | **10** | **17** | **14** | **87** | **180** | **436** | **419** | **294** | **251** | **257** | **273** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 61 | 74 | 84 | 79 | 99 | 102 | 76 | 67 | 65 | 33 | 22 | 15 |
| 30 | 66 | 76 | 117 | 105 | 95 | 72 | 89 | 83 | 46 | 42 | 28 | 15 |
| 45 | 75 | 64 | 85 | 70 | 86 | 68 | 72 | 71 | 61 | 29 | 17 | 13 |
| 00 | 72 | 68 | 98 | 96 | 68 | 79 | 56 | 51 | 36 | 28 | 18 | 9 |
| **Hr Total** | **274** | **282** | **384** | **350** | **348** | **321** | **293** | **272** | **208** | **132** | **85** | **52** |

24 Hour Total : 5,259
AM Peak Hour begins : 6:30 — AM Peak Volume : 457 — AM Peak Hour Factor : 0.89
PM Peak Hour begins : 14:00 — PM Peak Volume : 384 — PM PeaK Hour Factor : 0.82

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 23 | 13 | 14 | 6 | 13 | 44 | 134 | 188 | 177 | 129 | 128 | 122 |
| 30 | 27 | 9 | 21 | 8 | 26 | 49 | 154 | 192 | 147 | 132 | 121 | 156 |
| 45 | 22 | 5 | 20 | 5 | 34 | 79 | 168 | 204 | 153 | 109 | 138 | 132 |
| 00 | 15 | 9 | 21 | 12 | 50 | 101 | 202 | 187 | 121 | 112 | 121 | 153 |
| **Hr Total** | **87** | **36** | **76** | **31** | **123** | **273** | **658** | **771** | **598** | **482** | **508** | **563** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 145 | 164 | 188 | 179 | 251 | 260 | 193 | 169 | 124 | 98 | 60 | 31 |
| 30 | 140 | 169 | 180 | 211 | 227 | 203 | 220 | 182 | 104 | 78 | 68 | 33 |
| 45 | 139 | 144 | 149 | 198 | 204 | 216 | 172 | 149 | 118 | 63 | 44 | 27 |
| 00 | 148 | 166 | 187 | 235 | 220 | 198 | 145 | 128 | 89 | 61 | 48 | 31 |
| **Hr Total** | **572** | **643** | **704** | **823** | **902** | **877** | **730** | **628** | **435** | **300** | **220** | **122** |

24 Hour Total : 11,162
AM Peak Hour begins : 6:45 — AM Peak Volume : 786 — AM Peak Hour Factor : 0.96
PM Peak Hour begins : 15:45 — PM Peak Volume : 917 — PM PeaK Hour Factor : 0.91

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : 1st Street – South of STATE ROAD 29

Start Time 00:00
Stop Time 24:00
Station Number 18
Equipment ID P92

**13-Apr-17** **Northbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 37 | 25 | 17 | 12 | 14 | 23 | 63 | 93 | 128 | 95 | 100 | 114 |
| 30 | 43 | 23 | 25 | 8 | 12 | 29 | 59 | 121 | 119 | 99 | 102 | 116 |
| 45 | 40 | 12 | 22 | 18 | 19 | 41 | 77 | 121 | 107 | 81 | 80 | 117 |
| 00 | 27 | 19 | 35 | 13 | 24 | 45 | 103 | 141 | 91 | 83 | 109 | 117 |
| **Hr Total** | **147** | **79** | **99** | **51** | **69** | **138** | **302** | **476** | **445** | **358** | **391** | **464** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 129 | 112 | 145 | 148 | 174 | 231 | 162 | 141 | 93 | 73 | 64 | 39 |
| 30 | 115 | 121 | 117 | 159 | 160 | 188 | 179 | 119 | 87 | 70 | 70 | 23 |
| 45 | 89 | 130 | 115 | 161 | 177 | 194 | 137 | 101 | 81 | 67 | 59 | 34 |
| 00 | 113 | 140 | 138 | 189 | 188 | 177 | 128 | 106 | 103 | 61 | 41 | 43 |
| **Hr Total** | **446** | **503** | **515** | **657** | **699** | **790** | **606** | **467** | **364** | **271** | **234** | **139** |

24 Hour Total : 8,710
AM Peak Hour begins : 7:15 — AM Peak Volume : 511 — AM Peak Hour Factor : 0.91
PM Peak Hour begins : 16:45 — PM Peak Volume : 801 — PM PeaK Hour Factor : 0.87

**13-Apr-17** **Southbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 11 | 3 | 6 | 6 | 17 | 45 | 126 | 166 | 123 | 101 | 105 | 87 |
| 30 | 9 | 6 | 15 | 10 | 19 | 58 | 153 | 142 | 113 | 112 | 119 | 103 |
| 45 | 16 | 6 | 10 | 9 | 40 | 75 | 183 | 144 | 115 | 97 | 127 | 122 |
| 00 | 11 | 13 | 6 | 12 | 51 | 115 | 162 | 147 | 77 | 101 | 118 | 142 |
| **Hr Total** | **47** | **28** | **37** | **37** | **127** | **293** | **624** | **599** | **428** | **411** | **469** | **454** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 135 | 129 | 110 | 142 | 165 | 178 | 128 | 107 | 102 | 86 | 44 | 22 |
| 30 | 128 | 136 | 163 | 165 | 147 | 139 | 125 | 122 | 101 | 81 | 46 | 23 |
| 45 | 138 | 126 | 151 | 151 | 154 | 131 | 108 | 101 | 93 | 68 | 36 | 28 |
| 00 | 125 | 113 | 144 | 145 | 118 | 122 | 111 | 89 | 81 | 58 | 42 | 23 |
| **Hr Total** | **526** | **504** | **568** | **603** | **584** | **570** | **472** | **419** | **377** | **293** | **168** | **96** |

24 Hour Total : 8,734
AM Peak Hour begins : 6:15 — AM Peak Volume : 664 — AM Peak Hour Factor : 0.91
PM Peak Hour begins : 15:15 — PM Peak Volume : 626 — PM PeaK Hour Factor : 0.95

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 48 | 28 | 23 | 18 | 31 | 68 | 189 | 259 | 251 | 196 | 205 | 201 |
| 30 | 52 | 29 | 40 | 18 | 31 | 87 | 212 | 263 | 232 | 211 | 221 | 219 |
| 45 | 56 | 18 | 32 | 27 | 59 | 116 | 260 | 265 | 222 | 178 | 207 | 239 |
| 00 | 38 | 32 | 41 | 25 | 75 | 160 | 265 | 288 | 168 | 184 | 227 | 259 |
| **Hr Total** | **194** | **107** | **136** | **88** | **196** | **431** | **926** | **1,075** | **873** | **769** | **860** | **918** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 264 | 241 | 255 | 290 | 339 | 409 | 290 | 248 | 195 | 159 | 108 | 61 |
| 30 | 243 | 257 | 280 | 324 | 307 | 327 | 304 | 241 | 188 | 151 | 116 | 46 |
| 45 | 227 | 256 | 266 | 312 | 331 | 325 | 245 | 202 | 174 | 135 | 95 | 62 |
| 00 | 238 | 253 | 282 | 334 | 306 | 299 | 239 | 195 | 184 | 119 | 83 | 66 |
| **Hr Total** | **972** | **1,007** | **1,083** | **1,260** | **1,283** | **1,360** | **1,078** | **886** | **741** | **564** | **402** | **235** |

24 Hour Total : 17,444
AM Peak Hour begins : 7:00 — AM Peak Volume : 1,075 — AM Peak Hour Factor : 0.93
PM Peak Hour begins : 16:30 — PM Peak Volume : 1,373 — PM PeaK Hour Factor : 0.84

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : May 23, 2017
Stop Date : May 23, 2017
County : 0
Location : CR 846 Airport Road East of SR 29

Start Time 00:00
Stop Time 24:00
Station Number 19
Equipment ID P113

**23-May-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 2 | 0 | 0 | 2 | 2 | 12 | 31 | 42 | 34 | 25 | 23 | 14 |
| 30 | 0 | 1 | 0 | 0 | 9 | 13 | 26 | 32 | 30 | 15 | 23 | 18 |
| 45 | 0 | 0 | 0 | 1 | 4 | 13 | 37 | 41 | 26 | 18 | 14 | 20 |
| 00 | 0 | 0 | 0 | 2 | 6 | 16 | 43 | 46 | 27 | 31 | 17 | 14 |
| **Hr Total** | **2** | **1** | **0** | **5** | **21** | **54** | **137** | **161** | **117** | **89** | **77** | **66** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 20 | 39 | 22 | 23 | 27 | 23 | 9 | 6 | 4 | 8 | 1 | 2 |
| 30 | 31 | 32 | 25 | 25 | 20 | 15 | 19 | 4 | 8 | 8 | 0 | 0 |
| 45 | 25 | 28 | 28 | 26 | 17 | 20 | 12 | 4 | 6 | 4 | 1 | 1 |
| 00 | 32 | 20 | 17 | 22 | 14 | 12 | 11 | 7 | 7 | 0 | 2 | 1 |
| **Hr Total** | **108** | **119** | **92** | **96** | **78** | **70** | **51** | **21** | **25** | **20** | **4** | **4** |

24 Hour Total : 1,418
AM Peak Hour begins : 7:00 AM Peak Volume : 161 AM Peak Hour Factor : 0.88
PM Peak Hour begins : 12:45 PM Peak Volume : 131 PM PeaK Hour Factor : 0.84

**23-May-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 0 | 0 | 2 | 9 | 12 | 13 | 15 | 34 | 29 | 45 |
| 30 | 3 | 0 | 0 | 0 | 5 | 2 | 12 | 16 | 16 | 31 | 14 | 29 |
| 45 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 20 | 27 | 19 | 29 | 18 |
| 00 | 0 | 0 | 0 | 1 | 2 | 12 | 13 | 20 | 22 | 21 | 18 | 39 |
| **Hr Total** | **3** | **0** | **0** | **1** | **13** | **26** | **44** | **69** | **80** | **105** | **90** | **131** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 29 | 34 | 40 | 19 | 47 | 72 | 32 | 13 | 9 | 5 | 1 | 3 |
| 30 | 24 | 28 | 25 | 35 | 22 | 31 | 24 | 15 | 6 | 6 | 3 | 1 |
| 45 | 43 | 34 | 26 | 28 | 56 | 39 | 22 | 19 | 4 | 1 | 0 | 0 |
| 00 | 27 | 45 | 35 | 27 | 38 | 24 | 37 | 13 | 5 | 4 | 1 | 1 |
| **Hr Total** | **123** | **141** | **126** | **109** | **163** | **166** | **115** | **60** | **24** | **16** | **5** | **5** |

24 Hour Total : 1,615
AM Peak Hour begins : 11:45 AM Peak Volume : 135 AM Peak Hour Factor : 0.79
PM Peak Hour begins : 16:30 PM Peak Volume : 197 PM PeaK Hour Factor : 0.68

**23-May-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 2 | 0 | 0 | 2 | 4 | 21 | 43 | 55 | 49 | 59 | 52 | 59 |
| 30 | 3 | 1 | 0 | 0 | 14 | 15 | 38 | 48 | 46 | 46 | 37 | 47 |
| 45 | 0 | 0 | 0 | 1 | 8 | 16 | 44 | 61 | 53 | 37 | 43 | 38 |
| 00 | 0 | 0 | 0 | 3 | 8 | 28 | 56 | 66 | 49 | 52 | 35 | 53 |
| **Hr Total** | **5** | **1** | **0** | **6** | **34** | **80** | **181** | **230** | **197** | **194** | **167** | **197** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 49 | 73 | 62 | 42 | 74 | 95 | 41 | 19 | 13 | 13 | 2 | 5 |
| 30 | 55 | 60 | 50 | 60 | 42 | 46 | 43 | 19 | 14 | 14 | 3 | 1 |
| 45 | 68 | 62 | 54 | 54 | 73 | 59 | 34 | 23 | 10 | 5 | 1 | 1 |
| 00 | 59 | 65 | 52 | 49 | 52 | 36 | 48 | 20 | 12 | 4 | 3 | 2 |
| **Hr Total** | **231** | **260** | **218** | **205** | **241** | **236** | **166** | **81** | **49** | **36** | **9** | **9** |

24 Hour Total : 3,033
AM Peak Hour begins : 7:00 AM Peak Volume : 230 AM Peak Hour Factor : 0.87
PM Peak Hour begins : 16:30 PM Peak Volume : 266 PM PeaK Hour Factor : 0.70

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Start Time 00:00
Stop Time 24:00
Station Number 20
Equipment ID P205
Location : Farm Workers Way – West of STATE ROAD 29

**13-Apr-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 18 | 0 | 3 | 2 |
| 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 18 | 2 | 2 | 6 |
| 45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 30 | 2 | 3 | 5 | 0 |
| 00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 | 2 | 2 | 2 |
| **Hr Total** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **100** | **41** | **7** | **12** | **10** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 6 | 3 | 0 | 26 | 6 | 3 | 8 | 0 | 0 | 0 | 0 | 0 |
| 30 | 2 | 5 | 5 | 20 | 3 | 29 | 2 | 0 | 0 | 0 | 0 | 0 |
| 45 | 2 | 3 | 6 | 17 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00 | 5 | 3 | 39 | 5 | 2 | 11 | 0 | 0 | 0 | 3 | 0 | 0 |
| **Hr Total** | **15** | **14** | **50** | **68** | **13** | **61** | **10** | **0** | **0** | **3** | **0** | **0** |

24 Hour Total : 408
AM Peak Hour begins : 7:15
PM Peak Hour begins : 14:45
AM Peak Volume : 107
PM Peak Volume : 102
AM Peak Hour Factor : 0.70
PM PeaK Hour Factor : 0.65

**13-Apr-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26 | 22 | 2 | 2 | 0 |
| 30 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 58 | 12 | 2 | 0 | 0 |
| 45 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 48 | 2 | 5 | 3 | 2 |
| 00 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 34 | 5 | 3 | 3 | 7 |
| **Hr Total** | **0** | **0** | **0** | **0** | **2** | **3** | **20** | **166** | **41** | **12** | **8** | **9** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 5 | 2 | 7 | 2 | 12 | 2 | 0 | 0 | 0 | 0 | 0 |
| 30 | 2 | 3 | 15 | 7 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45 | 5 | 5 | 31 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00 | 5 | 2 | 14 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Hr Total** | **12** | **15** | **62** | **20** | **6** | **34** | **2** | **0** | **0** | **0** | **0** | **0** |

24 Hour Total : 412
AM Peak Hour begins : 7:00
PM Peak Hour begins : 14:15
AM Peak Volume : 166
PM Peak Volume : 67
AM Peak Hour Factor : 0.72
PM PeaK Hour Factor : 0.54

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 37 | 40 | 2 | 5 | 2 |
| 30 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 79 | 30 | 4 | 2 | 6 |
| 45 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 78 | 4 | 8 | 8 | 2 |
| 00 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 72 | 8 | 5 | 5 | 9 |
| **Hr Total** | **0** | **0** | **0** | **0** | **2** | **3** | **24** | **266** | **82** | **19** | **20** | **19** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 6 | 8 | 2 | 33 | 8 | 15 | 10 | 0 | 0 | 0 | 0 | 0 |
| 30 | 4 | 8 | 20 | 27 | 5 | 44 | 2 | 0 | 0 | 0 | 0 | 0 |
| 45 | 7 | 8 | 37 | 20 | 2 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00 | 10 | 5 | 53 | 8 | 4 | 11 | 0 | 0 | 0 | 3 | 0 | 0 |
| **Hr Total** | **27** | **29** | **112** | **88** | **19** | **95** | **12** | **0** | **0** | **3** | **0** | **0** |

24 Hour Total : 820
AM Peak Hour begins : 7:15
PM Peak Hour begins : 14:30
AM Peak Volume : 269
PM Peak Volume : 150
AM Peak Hour Factor : 0.85
PM PeaK Hour Factor : 0.71

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : Farm Workers Way – East of STATE ROAD 29

Start Time 00:00
Stop Time 24:00
Station Number 21
Equipment ID P53

**13-Apr-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 7 | 1 | 3 | 1 | 1 | 1 | 7 | 14 | 14 | 13 | 18 | 13 |
| 30 | 6 | 2 | 3 | 1 | 2 | 4 | 7 | 11 | 19 | 14 | 9 | 18 |
| 45 | 5 | 0 | 0 | 2 | 0 | 3 | 7 | 16 | 8 | 15 | 11 | 16 |
| 00 | 3 | 3 | 1 | 0 | 0 | 4 | 14 | 28 | 13 | 14 | 12 | 11 |
| **Hr Total** | **21** | **6** | **7** | **4** | **3** | **12** | **35** | **69** | **54** | **56** | **50** | **58** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 15 | 16 | 27 | 22 | 24 | 30 | 30 | 10 | 20 | 16 | 9 |
| 30 | 18 | 14 | 27 | 20 | 25 | 23 | 27 | 23 | 16 | 14 | 15 | 15 |
| 45 | 13 | 16 | 16 | 22 | 20 | 25 | 23 | 27 | 14 | 18 | 17 | 4 |
| 00 | 19 | 15 | 26 | 21 | 23 | 31 | 26 | 17 | 26 | 20 | 8 | 6 |
| **Hr Total** | **67** | **60** | **85** | **90** | **90** | **103** | **106** | **97** | **66** | **72** | **56** | **34** |

24 Hour Total : 1,301
AM Peak Hour begins : 7:30 — AM Peak Volume : 77 — AM Peak Hour Factor : 0.69
PM Peak Hour begins : 17:30 — PM Peak Volume : 113 — PM PeaK Hour Factor : 0.91

**13-Apr-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 1 | 2 | 0 | 3 | 4 | 20 | 18 | 16 | 15 | 20 | 15 |
| 30 | 3 | 1 | 3 | 0 | 2 | 12 | 15 | 25 | 19 | 21 | 15 | 19 |
| 45 | 2 | 1 | 1 | 0 | 3 | 10 | 14 | 33 | 17 | 15 | 16 | 13 |
| 00 | 1 | 2 | 1 | 1 | 9 | 10 | 24 | 26 | 23 | 11 | 13 | 11 |
| **Hr Total** | **9** | **5** | **7** | **1** | **17** | **36** | **73** | **102** | **75** | **62** | **64** | **58** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 10 | 10 | 10 | 22 | 16 | 28 | 30 | 19 | 18 | 10 | 9 | 5 |
| 30 | 17 | 16 | 21 | 19 | 24 | 23 | 26 | 24 | 16 | 7 | 11 | 3 |
| 45 | 21 | 20 | 25 | 19 | 27 | 23 | 19 | 15 | 19 | 15 | 6 | 9 |
| 00 | 17 | 16 | 12 | 20 | 17 | 25 | 16 | 16 | 13 | 9 | 9 | 4 |
| **Hr Total** | **65** | **62** | **68** | **80** | **84** | **99** | **91** | **74** | **66** | **41** | **35** | **21** |

24 Hour Total : 1,295
AM Peak Hour begins : 7:00 — AM Peak Volume : 102 — AM Peak Hour Factor : 0.77
PM Peak Hour begins : 17:30 — PM Peak Volume : 104 — PM PeaK Hour Factor : 0.87

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 10 | 2 | 5 | 1 | 4 | 5 | 27 | 32 | 30 | 28 | 38 | 28 |
| 30 | 9 | 3 | 6 | 1 | 4 | 16 | 22 | 36 | 38 | 35 | 24 | 37 |
| 45 | 7 | 1 | 1 | 2 | 3 | 13 | 21 | 49 | 25 | 30 | 27 | 29 |
| 00 | 4 | 5 | 2 | 1 | 9 | 14 | 38 | 54 | 36 | 25 | 25 | 22 |
| **Hr Total** | **30** | **11** | **14** | **5** | **20** | **48** | **108** | **171** | **129** | **118** | **114** | **116** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 27 | 25 | 26 | 49 | 38 | 52 | 60 | 49 | 28 | 30 | 25 | 14 |
| 30 | 35 | 30 | 48 | 39 | 49 | 46 | 53 | 47 | 32 | 21 | 26 | 18 |
| 45 | 34 | 36 | 41 | 41 | 47 | 48 | 42 | 42 | 33 | 33 | 23 | 13 |
| 00 | 36 | 31 | 38 | 41 | 40 | 56 | 42 | 33 | 39 | 29 | 17 | 10 |
| **Hr Total** | **132** | **122** | **153** | **170** | **174** | **202** | **197** | **171** | **132** | **113** | **91** | **55** |

24 Hour Total : 2,596
AM Peak Hour begins : 7:00 — AM Peak Volume : 171 — AM Peak Hour Factor : 0.79
PM Peak Hour begins : 17:30 — PM Peak Volume : 217 — PM PeaK Hour Factor : 0.90

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : April 13, 2017
Stop Date : April 13, 2017
County : 0
Location : Oil Well Road – West of STATE ROAD 29

Start Time 00:00
Stop Time 24:00
Station Number 22
Equipment ID P97

**13-Apr-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 1 | 1 | 3 | 6 | 13 | 29 | 20 | 16 | 9 | 8 |
| 30 | 3 | 0 | 0 | 1 | 4 | 13 | 18 | 23 | 21 | 13 | 14 | 10 |
| 45 | 1 | 0 | 0 | 2 | 6 | 9 | 26 | 25 | 19 | 21 | 9 | 14 |
| 00 | 1 | 0 | 1 | 1 | 2 | 18 | 23 | 17 | 24 | 21 | 18 | 9 |
| **Hr Total** | **5** | **0** | **2** | **5** | **15** | **46** | **80** | **94** | **84** | **71** | **50** | **41** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 15 | 20 | 8 | 17 | 5 | 17 | 12 | 9 | 3 | 5 | 2 | 0 |
| 30 | 8 | 12 | 15 | 9 | 15 | 10 | 9 | 9 | 5 | 9 | 6 | 1 |
| 45 | 11 | 10 | 14 | 21 | 13 | 7 | 11 | 5 | 5 | 1 | 1 | 1 |
| 00 | 19 | 8 | 10 | 10 | 17 | 9 | 7 | 9 | 2 | 2 | 2 | 0 |
| **Hr Total** | **53** | **50** | **47** | **57** | **50** | **43** | **39** | **32** | **15** | **17** | **11** | **2** |

24 Hour Total : 909
AM Peak Hour begins : 6:30 AM Peak Volume : 101 AM Peak Hour Factor : 0.87
PM Peak Hour begins : 12:30 PM Peak Volume : 62 PM PeaK Hour Factor : 0.78

**13-Apr-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 1 | 3 | 3 | 0 | 3 | 10 | 5 | 9 | 15 | 4 | 17 |
| 30 | 2 | 2 | 2 | 3 | 1 | 1 | 7 | 7 | 5 | 8 | 2 | 9 |
| 45 | 1 | 2 | 0 | 0 | 0 | 3 | 6 | 4 | 12 | 10 | 15 | 12 |
| 00 | 1 | 1 | 1 | 2 | 0 | 3 | 7 | 8 | 8 | 7 | 8 | 8 |
| **Hr Total** | **7** | **6** | **6** | **8** | **1** | **10** | **30** | **24** | **34** | **40** | **29** | **46** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 10 | 11 | 14 | 21 | 23 | 16 | 23 | 14 | 9 | 5 | 7 |
| 30 | 20 | 19 | 16 | 19 | 44 | 8 | 17 | 10 | 9 | 9 | 3 | 8 |
| 45 | 9 | 7 | 10 | 17 | 61 | 12 | 17 | 10 | 17 | 7 | 2 | 2 |
| 00 | 10 | 15 | 16 | 23 | 15 | 21 | 20 | 7 | 2 | 8 | 10 | 0 |
| **Hr Total** | **56** | **51** | **53** | **73** | **141** | **64** | **70** | **50** | **42** | **33** | **20** | **17** |

24 Hour Total : 911
AM Peak Hour begins : 11:30 AM Peak Volume : 57 AM Peak Hour Factor : 0.71
PM Peak Hour begins : 15:45 PM Peak Volume : 149 PM PeaK Hour Factor : 0.61

**13-Apr-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 1 | 4 | 4 | 3 | 9 | 23 | 34 | 29 | 31 | 13 | 25 |
| 30 | 5 | 2 | 2 | 4 | 5 | 14 | 25 | 30 | 26 | 21 | 16 | 19 |
| 45 | 2 | 2 | 0 | 2 | 6 | 12 | 32 | 29 | 31 | 31 | 24 | 26 |
| 00 | 2 | 1 | 2 | 3 | 2 | 21 | 30 | 25 | 32 | 28 | 26 | 17 |
| **Hr Total** | **12** | **6** | **8** | **13** | **16** | **56** | **110** | **118** | **118** | **111** | **79** | **87** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 32 | 30 | 19 | 31 | 26 | 40 | 28 | 32 | 17 | 14 | 7 | 7 |
| 30 | 28 | 31 | 31 | 28 | 59 | 18 | 26 | 19 | 14 | 18 | 9 | 9 |
| 45 | 20 | 17 | 24 | 38 | 74 | 19 | 28 | 15 | 22 | 8 | 3 | 3 |
| 00 | 29 | 23 | 26 | 33 | 32 | 30 | 27 | 16 | 4 | 10 | 12 | 0 |
| **Hr Total** | **109** | **101** | **100** | **130** | **191** | **107** | **109** | **82** | **57** | **50** | **31** | **19** |

24 Hour Total : 1,820
AM Peak Hour begins : 6:30 AM Peak Volume : 126 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 16:15 PM Peak Volume : 205 PM PeaK Hour Factor : 0.69

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

Start Date : May 23, 2017
Stop Date : May 23, 2017
County : 0

Start Time 00:00
Stop Time 24:00
Station Number 23
Equipment ID P102

Location : Oil Well Road East of SR 29

**23-May-17** **Eastbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 6 | 7 | 5 | 6 | 3 |
| 30 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 11 | 4 | 5 | 5 | 4 |
| 45 | 0 | 0 | 0 | 0 | 1 | 0 | 21 | 17 | 12 | 3 | 7 | 3 |
| 00 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 8 | 9 | 7 | 3 | 4 |
| **Hr Total** | **1** | **0** | **0** | **1** | **4** | **3** | **55** | **42** | **32** | **20** | **21** | **14** |

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

24 Hour Total : 311
AM Peak Hour begins : 6:15 AM Peak Volume : 59 AM Peak Hour Factor : 0.70
PM Peak Hour begins : 12:45 PM Peak Volume : 20 PM PeaK Hour Factor : 0.42

**23-May-17** **Westbound Volume**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 4 | 4 | 8 | 2 | 3 |
| 30 | 0 | 0 | 1 | 0 | 0 | 1 | 8 | 5 | 3 | 5 | 3 | 13 |
| 45 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 3 | 2 | 6 | 6 | 5 |
| 00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 7 | 7 | 2 | 6 | 4 |
| **Hr Total** | **0** | **0** | **1** | **0** | **5** | **6** | **18** | **19** | **16** | **21** | **17** | **25** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 7 | 3 | 2 | 1 | 10 | 10 | 11 | 1 | 0 | 1 | 1 | 0 |
| 30 | 10 | 10 | 5 | 5 | 12 | 5 | 2 | 0 | 2 | 4 | 0 | 0 |
| 45 | 3 | 10 | 4 | 6 | 5 | 12 | 4 | 1 | 2 | 0 | 0 | 2 |
| 00 | 1 | 0 | 5 | 4 | 7 | 8 | 4 | 0 | 0 | 0 | 1 | 0 |
| **Hr Total** | **21** | **23** | **16** | **16** | **34** | **35** | **21** | **2** | **4** | **5** | **2** | **2** |

24 Hour Total : 309
AM Peak Hour begins : 11:15 AM Peak Volume : 29 AM Peak Hour Factor : 0.56
PM Peak Hour begins : 17:15 PM Peak Volume : 36 PM PeaK Hour Factor : 0.75

**23-May-17** **Total Volume for All Lanes**

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 0 | 1 | 3 | 4 | 7 | 10 | 11 | 13 | 8 | 6 |
| 30 | 1 | 0 | 1 | 0 | 0 | 1 | 25 | 16 | 7 | 10 | 8 | 17 |
| 45 | 0 | 0 | 0 | 0 | 4 | 2 | 25 | 20 | 14 | 9 | 13 | 8 |
| 00 | 0 | 0 | 0 | 0 | 2 | 2 | 16 | 15 | 16 | 9 | 9 | 8 |
| **Hr Total** | **1** | **0** | **1** | **1** | **9** | **9** | **73** | **61** | **48** | **41** | **38** | **39** |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 8 | 7 | 4 | 4 | 13 | 11 | 16 | 2 | 1 | 4 | 2 | 1 |
| 30 | 15 | 10 | 7 | 9 | 18 | 9 | 5 | 0 | 3 | 5 | 0 | 0 |
| 45 | 4 | 22 | 8 | 11 | 11 | 17 | 7 | 5 | 2 | 0 | 1 | 2 |
| 00 | 5 | 1 | 8 | 7 | 10 | 14 | 5 | 1 | 0 | 1 | 1 | 2 |
| **Hr Total** | **32** | **40** | **27** | **31** | **52** | **51** | **33** | **8** | **6** | **10** | **4** | **5** |

24 Hour Total : 620
AM Peak Hour begins : 6:15 AM Peak Volume : 76 AM Peak Hour Factor : 0.76
PM Peak Hour begins : 17:15 PM Peak Volume : 56 PM PeaK Hour Factor : 0.82

# TRAFFIC COUNT DATA

| | |
|---|---|
| VHB PROJECT NO: | 62558.21 |
| LOCATION CODE: | 1 |
| COUNT LOCATION: | 1 - STATE ROAD 29 South of SR 82 |
| EQUIPMENT ID: | P108 |

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

| | | | |
|---|---|---|---|
| Start Date: | 4/11/2017 | Start Time: | Midnight |
| End Date: | 4/13/2017 | End Time: | Midnight |

VOLUMES:

| | | | |
|---|---|---|---|
| | | Peak Hour Time: | 5:00 PM |
| Average Daily: | 19,100 | Average Peak Hour: | 1,606 |
| Daily Truck Avg: | 2,941 | Max Hour Truck Avg: | 266 |
| | | Peak Hour Truck Avg: | 219 |

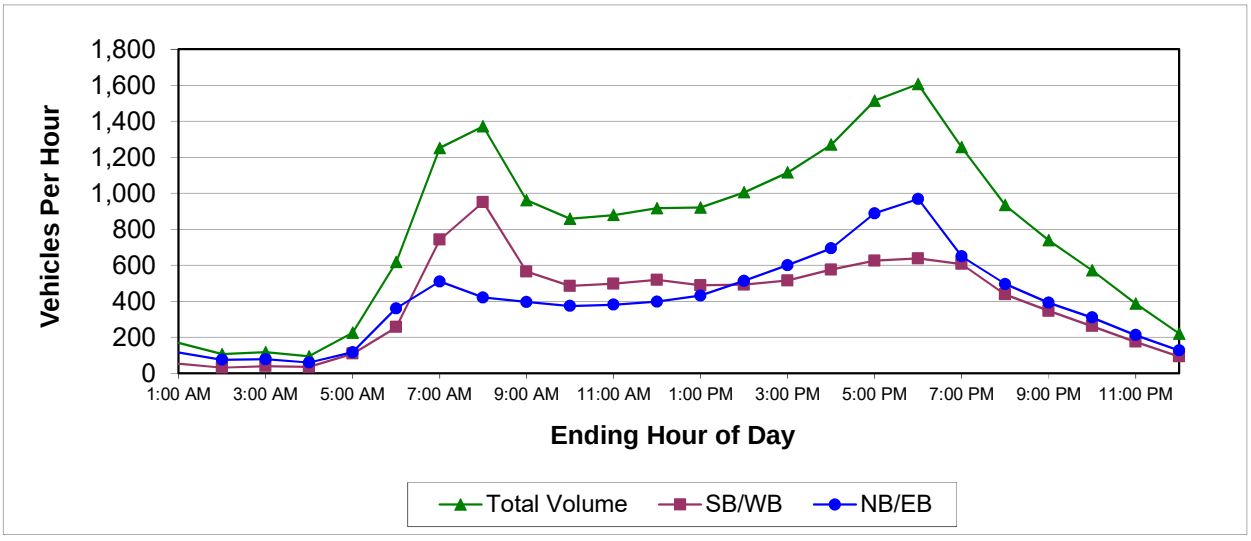
TRAVEL CHARACTERISTICS:

| K MEASURED | | D MEASURED | |
|---|---|---|---|
| K= | 8.4% | D= | 60.3% |
| T Max Hour | 16.6% | T daily | 15.4% |
| T med (max) | 9.2% | T med Daily | 7.9% |
| T heavy (max) | 7.3% | T heavy Daily | 7.5% |
| T Peak Hour | 13.6% | | |
| T med Peak Hour | 8.4% | Axle Factor | 0.96 |
| T heavy Peak Hour | 5.2% | | |

# HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62558.21
LOCATION CODE: 1
COUNT LOCATION: 1 - STATE ROAD 29 South of SR 82
EQUIPMENT ID: P108

| HOUR ENDING AT | HOURLY VOLUME DIRECTION (NB OR EB) | HOURLY VOLUME DIRECTION (SB OR WB) | TOTAL VOLUME BOTH DIRECTIONS | DISTRIBUTION PERCENT DIRECTION (NB OR EB) | DISTRIBUTION PERCENT DIRECTION (SB OR WB) | TOTAL PERCENT BOTH DIRECTIONS |
|---|---|---|---|---|---|---|
| 1:00 AM | 115 | 54 | 169 | 1.20% | 0.57% | 0.88% |
| 2:00 AM | 75 | 31 | 106 | 0.78% | 0.33% | 0.56% |
| 3:00 AM | 78 | 39 | 117 | 0.81% | 0.41% | 0.61% |
| 4:00 AM | 60 | 35 | 94 | 0.62% | 0.36% | 0.49% |
| 5:00 AM | 116 | 109 | 225 | 1.22% | 1.14% | 1.18% |
| 6:00 AM | 361 | 257 | 617 | 3.77% | 2.69% | 3.23% |
| 7:00 AM | 509 | 741 | 1,251 | 5.33% | 7.77% | 6.55% |
| 8:00 AM | 420 | 950 | 1,371 | 4.40% | 9.96% | 7.18% |
| 9:00 AM | 396 | 565 | 961 | 4.14% | 5.93% | 5.03% |
| 10:00 AM | 374 | 484 | 858 | 3.91% | 5.08% | 4.49% |
| 11:00 AM | 381 | 498 | 879 | 3.98% | 5.22% | 4.60% |
| 12:00 PM | 398 | 519 | 916 | 4.16% | 5.44% | 4.80% |
| 1:00 PM | 432 | 489 | 921 | 4.52% | 5.12% | 4.82% |
| 2:00 PM | 513 | 492 | 1,005 | 5.36% | 5.16% | 5.26% |
| 3:00 PM | 600 | 515 | 1,115 | 6.27% | 5.40% | 5.84% |
| 4:00 PM | 694 | 576 | 1,270 | 7.26% | 6.04% | 6.65% |
| 5:00 PM | 889 | 625 | 1,514 | 9.29% | 6.56% | 7.93% |
| 6:00 PM | 968 | 638 | 1,606 | 10.12% | 6.69% | 8.41% |
| 7:00 PM | 649 | 606 | 1,256 | 6.79% | 6.36% | 6.57% |
| 8:00 PM | 496 | 438 | 933 | 5.18% | 4.59% | 4.89% |
| 9:00 PM | 391 | 347 | 738 | 4.09% | 3.63% | 3.86% |
| 10:00 PM | 310 | 262 | 572 | 3.24% | 2.75% | 2.99% |
| 11:00 PM | 212 | 175 | 387 | 2.22% | 1.83% | 2.02% |
| 12:00 AM | 127 | 93 | 220 | 1.32% | 0.98% | 1.15% |
| TOTALS | 9,563 | 9,537 | 19,100 | 100.0% | 100.0% | 100.0% |



# ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62558.21
LOCATION CODE: 1
COUNT LOCATION: 1 - STATE ROAD 29 South of SR 82
EQUIPMENT ID: P108

| Vehicle Classification | Vehicle Type | Average Daily Statistics | |
|---|---|---|---|
| | | Volume | Percentage |
| Class 1 | Motorcycles | 124 | 0.65% |
| Class 2 | Cars | 13,847 | 72.49% |
| Class 3 | Pick-Ups & Vans | 2,188 | 11.45% |
| Class 4 | Buses | 203 | 1.06% |
| Class 5 | 2 Axle, Single Unit Trucks | 1,298 | 6.80% |
| Class 6 | 3 Axle, Single Unit Trucks | 232 | 1.21% |
| Class 7 | 4 Axle, Single Unit Trucks | 59 | 0.31% |
| Class 8 | 2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle | 146 | 0.76% |
| Class 9 | 3 Axle Tractor with 2 Axle Trailer | 977 | 5.11% |
| Class 10 | 3 Axle Tractor with 3 Axle Trailer | 13 | 0.07% |
| Class 11 | 5 Axle Multi Trailer | 2 | 0.01% |
| Class 12 | 6 Axle Multi Trailer | 2 | 0.01% |
| Class 13 | 7 or more Axles | 10 | 0.05% |
| Class 14 | Not Used | 0 | 0.00% |
| Class 15 | Other | 0 | 0.00% |
| **TOTALS** | | **19,101** | **100.00%** |

# TRAFFIC COUNT DATA

| | |
|---|---|
| VHB PROJECT NO: | 62558.21 |
| LOCATION CODE: | 2 |
| COUNT LOCATION: | STATE ROAD 29 - West of 1st Street WB |
| EQUIPMENT ID: | P84 |

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

| | | | |
|---|---|---|---|
| Start Date: | 4/11/2017 | Start Time: | Midnight |
| End Date: | 4/13/2017 | End Time: | Midnight |

VOLUMES:

| | | | |
|---|---|---|---|
| | | Peak Hour Time: | 3:45 PM |
| Average Daily: | 13,831 | Average Peak Hour: | 1,007 |
| Daily Truck Avg: | 1,631 | Max Hour Truck Avg: | 166 |
| | | Peak Hour Truck Avg: | 124 |

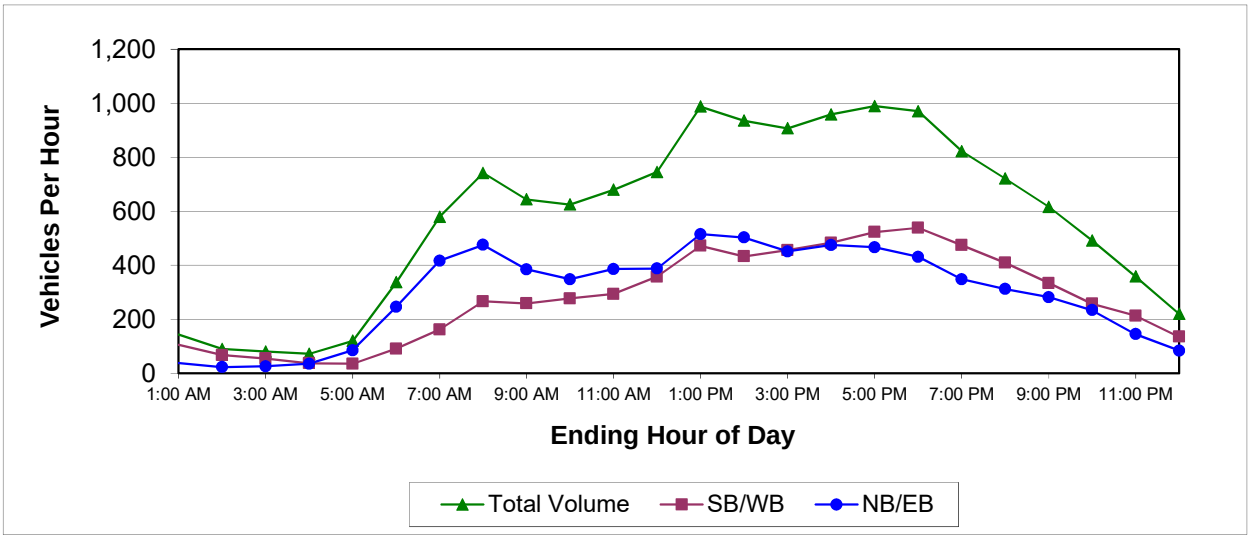
TRAVEL CHARACTERISTICS:

| K MEASURED | | D MEASURED | |
|---|---|---|---|
| K= | 7.3% | D= | 52.0% |
| T Max Hour | 16.5% | T daily | 11.8% |
| T med (max) | 8.9% | T med Daily | 6.5% |
| T heavy (max) | 7.6% | T heavy Daily | 5.3% |
| T Peak Hour | 12.3% | | |
| T med Peak Hour | 6.6% | Axle Factor | 0.97 |
| T heavy Peak Hour | 5.7% | | |

# HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62558.21
LOCATION CODE: 2
COUNT LOCATION: STATE ROAD 29 - West of 1st Street WB
EQUIPMENT ID: P84

| HOUR ENDING AT | HOURLY VOLUME DIRECTION (NB OR EB) | HOURLY VOLUME DIRECTION (SB OR WB) | TOTAL VOLUME BOTH DIRECTIONS | DISTRIBUTION PERCENT DIRECTION (NB OR EB) | DISTRIBUTION PERCENT DIRECTION (SB OR WB) | TOTAL PERCENT BOTH DIRECTIONS |
|---|---|---|---|---|---|---|
| 1:00 AM | 37 | 106 | 143 | 0.53% | 1.57% | 1.03% |
| 2:00 AM | 23 | 67 | 90 | 0.32% | 0.99% | 0.65% |
| 3:00 AM | 26 | 55 | 81 | 0.36% | 0.82% | 0.58% |
| 4:00 AM | 35 | 37 | 72 | 0.49% | 0.55% | 0.52% |
| 5:00 AM | 85 | 35 | 120 | 1.19% | 0.52% | 0.87% |
| 6:00 AM | 246 | 91 | 337 | 3.46% | 1.35% | 2.43% |
| 7:00 AM | 417 | 162 | 579 | 5.88% | 2.41% | 4.19% |
| 8:00 AM | 475 | 266 | 741 | 6.70% | 3.95% | 5.36% |
| 9:00 AM | 385 | 259 | 644 | 5.42% | 3.84% | 4.65% |
| 10:00 AM | 348 | 277 | 625 | 4.91% | 4.11% | 4.52% |
| 11:00 AM | 386 | 293 | 679 | 5.44% | 4.36% | 4.91% |
| 12:00 PM | 388 | 358 | 745 | 5.46% | 5.31% | 5.39% |
| 1:00 PM | 515 | 472 | 987 | 7.26% | 7.01% | 7.14% |
| 2:00 PM | 503 | 433 | 935 | 7.08% | 6.43% | 6.76% |
| 3:00 PM | 451 | 456 | 907 | 6.35% | 6.77% | 6.56% |
| 4:00 PM | 475 | 483 | 958 | 6.69% | 7.18% | 6.93% |
| 5:00 PM | 467 | 523 | 989 | 6.58% | 7.76% | 7.15% |
| 6:00 PM | 431 | 539 | 970 | 6.08% | 8.00% | 7.01% |
| 7:00 PM | 348 | 474 | 822 | 4.90% | 7.04% | 5.95% |
| 8:00 PM | 312 | 409 | 721 | 4.40% | 6.07% | 5.21% |
| 9:00 PM | 282 | 334 | 616 | 3.97% | 4.96% | 4.45% |
| 10:00 PM | 234 | 258 | 491 | 3.29% | 3.83% | 3.55% |
| 11:00 PM | 145 | 213 | 358 | 2.04% | 3.16% | 2.59% |
| 12:00 AM | 84 | 135 | 219 | 1.18% | 2.01% | 1.59% |
| TOTALS | 7,097 | 6,734 | 13,831 | 100.0% | 100.0% | 100.0% |



# ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62558.21
LOCATION CODE: 2
COUNT LOCATION: STATE ROAD 29 - West of 1st Street WB
EQUIPMENT ID: P84

| Vehicle Classification | Vehicle Type | Average Daily Statistics | |
|---|---|---|---|
| | | Volume | Percentage |
| Class 1 | Motorcycles | 232 | 1.68% |
| Class 2 | Cars | 10,510 | 75.99% |
| Class 3 | Pick-Ups & Vans | 1,457 | 10.53% |
| Class 4 | Buses | 108 | 0.78% |
| Class 5 | 2 Axle, Single Unit Trucks | 786 | 5.68% |
| Class 6 | 3 Axle, Single Unit Trucks | 166 | 1.20% |
| Class 7 | 4 Axle, Single Unit Trucks | 236 | 1.71% |
| Class 8 | 2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle | 50 | 0.36% |
| Class 9 | 3 Axle Tractor with 2 Axle Trailer | 189 | 1.37% |
| Class 10 | 3 Axle Tractor with 3 Axle Trailer | 30 | 0.22% |
| Class 11 | 5 Axle Multi Trailer | 11 | 0.08% |
| Class 12 | 6 Axle Multi Trailer | 22 | 0.16% |
| Class 13 | 7 or more Axles | 34 | 0.25% |
| Class 14 | Not Used | 0 | 0.00% |
| Class 15 | Other | 0 | 0.00% |
| **TOTALS** | | **13,831** | **100.00%** |

# TRAFFIC COUNT DATA

| | |
|---|---|
| VHB PROJECT NO: | 62558.21 |
| LOCATION CODE: | 3 |
| COUNT LOCATION: | New Market Road - East of STATE ROAD 29 |
| EQUIPMENT ID: | P84 |

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

| | | | |
|---|---|---|---|
| Start Date: | 4/11/2017 | Start Time: | Midnight |
| End Date: | 4/13/2017 | End Time: | Midnight |

VOLUMES:

| | | | |
|---|---|---|---|
| | | Peak Hour Time: | 4:45 PM |
| Average Daily: | 9,727 | Average Peak Hour: | 787 |
| Daily Truck Avg: | 2,200 | Max Hour Truck Avg: | 214 |
| | | Peak Hour Truck Avg: | 141 |

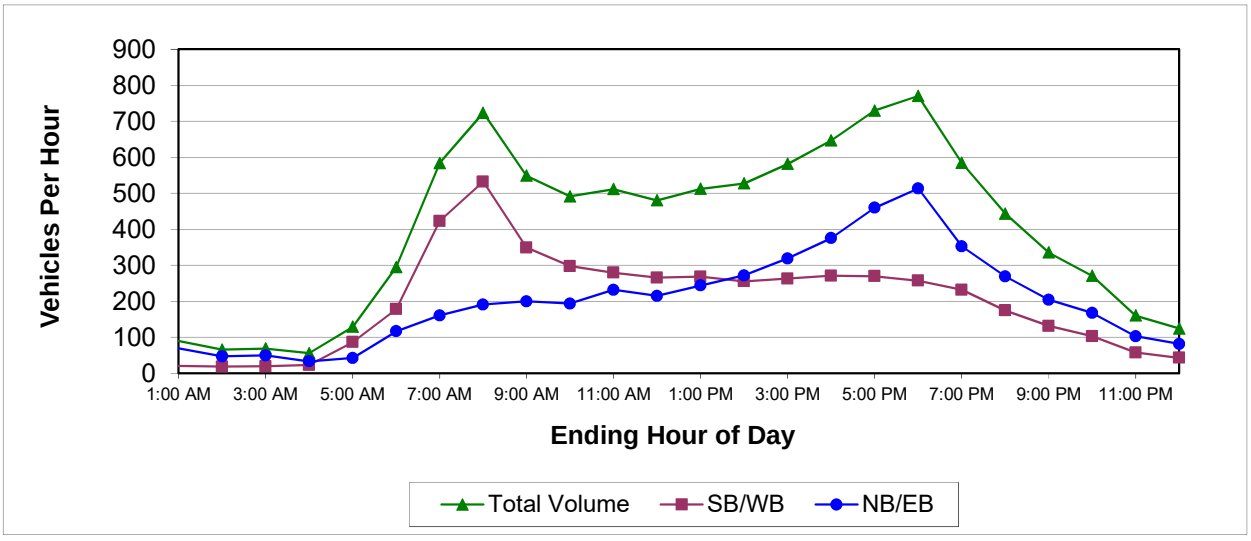
TRAVEL CHARACTERISTICS:

| K MEASURED | | D MEASURED | |
|---|---|---|---|
| K= | 8.1% | D= | 66.8% |
| T Max Hour | 27.1% | T daily | 22.6% |
| T med (max) | 14.9% | T med Daily | 10.6% |
| T heavy (max) | 12.2% | T heavy Daily | 12.0% |
| T Peak Hour | 17.9% | | |
| T med Peak Hour | 8.8% | Axle Factor | 0.93 |
| T heavy Peak Hour | 9.1% | | |

# HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62558.21
LOCATION CODE: 3
COUNT LOCATION: New Market Road - East of STATE ROAD 29
EQUIPMENT ID: P84

| HOUR ENDING AT | HOURLY VOLUME DIRECTION (NB OR EB) | HOURLY VOLUME DIRECTION (SB OR WB) | TOTAL VOLUME BOTH DIRECTIONS | DISTRIBUTION PERCENT DIRECTION (NB OR EB) | DISTRIBUTION PERCENT DIRECTION (SB OR WB) | TOTAL PERCENT BOTH DIRECTIONS |
|---|---|---|---|---|---|---|
| 1:00 AM | 69 | 21 | 90 | 1.41% | 0.43% | 0.92% |
| 2:00 AM | 47 | 19 | 65 | 0.95% | 0.39% | 0.67% |
| 3:00 AM | 49 | 19 | 69 | 1.00% | 0.40% | 0.71% |
| 4:00 AM | 33 | 23 | 56 | 0.67% | 0.48% | 0.58% |
| 5:00 AM | 43 | 86 | 129 | 0.87% | 1.79% | 1.33% |
| 6:00 AM | 117 | 178 | 295 | 2.38% | 3.69% | 3.03% |
| 7:00 AM | 161 | 423 | 584 | 3.27% | 8.78% | 6.00% |
| 8:00 AM | 191 | 532 | 723 | 3.89% | 11.05% | 7.44% |
| 9:00 AM | 200 | 349 | 549 | 4.07% | 7.24% | 5.64% |
| 10:00 AM | 194 | 298 | 491 | 3.94% | 6.18% | 5.05% |
| 11:00 AM | 232 | 279 | 511 | 4.73% | 5.80% | 5.26% |
| 12:00 PM | 215 | 265 | 480 | 4.38% | 5.51% | 4.94% |
| 1:00 PM | 244 | 268 | 512 | 4.96% | 5.57% | 5.26% |
| 2:00 PM | 272 | 255 | 527 | 5.54% | 5.30% | 5.42% |
| 3:00 PM | 319 | 263 | 581 | 6.49% | 5.45% | 5.98% |
| 4:00 PM | 375 | 271 | 646 | 7.65% | 5.62% | 6.64% |
| 5:00 PM | 460 | 270 | 729 | 9.36% | 5.60% | 7.50% |
| 6:00 PM | 513 | 257 | 770 | 10.45% | 5.33% | 7.92% |
| 7:00 PM | 353 | 232 | 585 | 7.18% | 4.82% | 6.01% |
| 8:00 PM | 269 | 174 | 443 | 5.48% | 3.62% | 4.56% |
| 9:00 PM | 204 | 131 | 335 | 4.16% | 2.73% | 3.45% |
| 10:00 PM | 168 | 103 | 271 | 3.42% | 2.14% | 2.79% |
| 11:00 PM | 103 | 58 | 160 | 2.09% | 1.20% | 1.65% |
| 12:00 AM | 81 | 43 | 124 | 1.66% | 0.89% | 1.28% |
| TOTALS | 4,909 | 4,818 | 9,727 | 100.0% | 100.0% | 100.0% |



# ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62558.21
LOCATION CODE: 3
COUNT LOCATION: New Market Road - East of STATE ROAD 29
EQUIPMENT ID: P84

| Vehicle Classification | Vehicle Type | Average Daily Statistics | |
|---|---|---|---|
| | | Volume | Percentage |
| Class 1 | Motorcycles | 48 | 0.49% |
| Class 2 | Cars | 6,421 | 66.02% |
| Class 3 | Pick-Ups & Vans | 1,058 | 10.88% |
| Class 4 | Buses | 140 | 1.44% |
| Class 5 | 2 Axle, Single Unit Trucks | 888 | 9.13% |
| Class 6 | 3 Axle, Single Unit Trucks | 201 | 2.07% |
| Class 7 | 4 Axle, Single Unit Trucks | 57 | 0.59% |
| Class 8 | 2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle | 80 | 0.82% |
| Class 9 | 3 Axle Tractor with 2 Axle Trailer | 795 | 8.17% |
| Class 10 | 3 Axle Tractor with 3 Axle Trailer | 16 | 0.16% |
| Class 11 | 5 Axle Multi Trailer | 1 | 0.01% |
| Class 12 | 6 Axle Multi Trailer | 7 | 0.07% |
| Class 13 | 7 or more Axles | 14 | 0.14% |
| Class 14 | Not Used | 0 | 0.00% |
| Class 15 | Other | 0 | 0.00% |
| **TOTALS** | | **9,726** | **100.00%** |

# TRAFFIC COUNT DATA

| | |
|---|---|
| VHB PROJECT NO: | 62558.21 |
| LOCATION CODE: | 4 |
| COUNT LOCATION: | STATE ROAD 29 - South-east of COUNTY ROAD 846 Airport Road |
| EQUIPMENT ID: | P84 |

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

| | | | |
|---|---|---|---|
| Start Date: | 4/11/2017 | Start Time: | Midnight |
| End Date: | 4/13/2017 | End Time: | Midnight |

VOLUMES:

| | | | |
|---|---|---|---|
| | | Peak Hour Time: | 4:30 PM |
| Average Daily: | 9,239 | Average Peak Hour: | 706 |
| Daily Truck Avg: | 1,893 | Max Hour Truck Avg: | 235 |
| | | Peak Hour Truck Avg: | 147 |

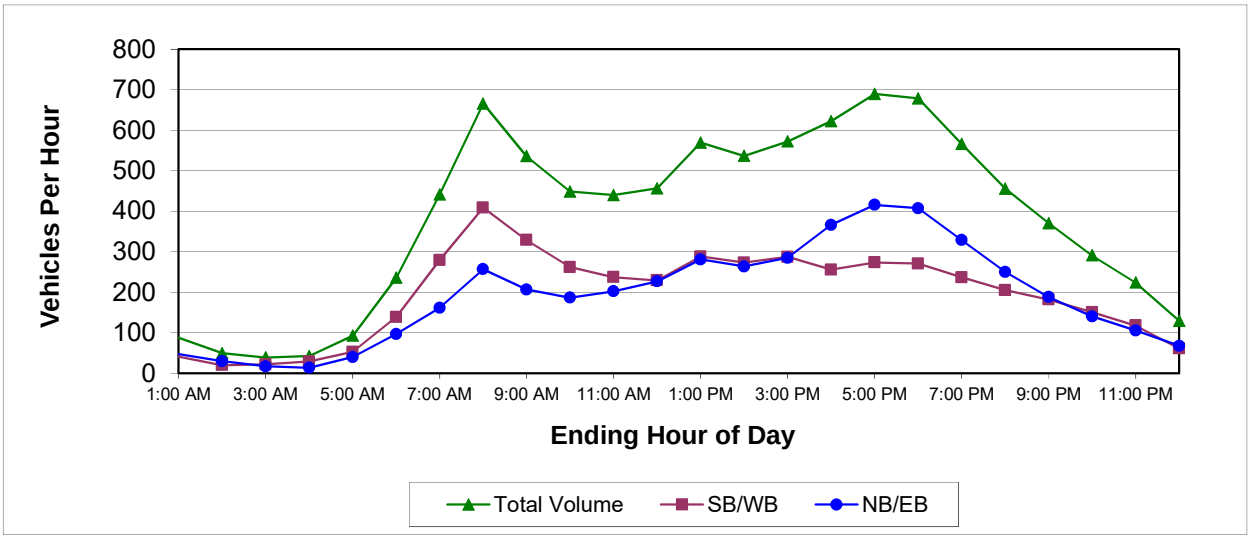
TRAVEL CHARACTERISTICS:

| K MEASURED | | D MEASURED | |
|---|---|---|---|
| K= | 7.6% | D= | 61.3% |
| T Max Hour | 33.3% | T daily | 20.5% |
| T med (max) | 23.8% | T med Daily | 13.0% |
| T heavy (max) | 9.4% | T heavy Daily | 7.5% |
| T Peak Hour | 20.8% | | |
| T med Peak Hour | 14.6% | Axle Factor | 0.95 |
| T heavy Peak Hour | 6.2% | | |

# HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62558.21
LOCATION CODE: 4
COUNT LOCATION: STATE ROAD 29 - South-east of COUNTY ROAD 846 Airport Road
EQUIPMENT ID: P84

| HOUR ENDING AT | HOURLY VOLUME DIRECTION (NB OR EB) | HOURLY VOLUME DIRECTION (SB OR WB) | TOTAL VOLUME BOTH DIRECTIONS | DISTRIBUTION PERCENT DIRECTION (NB OR EB) | DISTRIBUTION PERCENT DIRECTION (SB OR WB) | TOTAL PERCENT BOTH DIRECTIONS |
|---|---|---|---|---|---|---|
| 1:00 AM | 47 | 41 | 88 | 1.02% | 0.87% | 0.95% |
| 2:00 AM | 30 | 20 | 50 | 0.65% | 0.43% | 0.54% |
| 3:00 AM | 17 | 22 | 39 | 0.37% | 0.47% | 0.42% |
| 4:00 AM | 14 | 29 | 43 | 0.30% | 0.62% | 0.46% |
| 5:00 AM | 40 | 53 | 93 | 0.87% | 1.13% | 1.00% |
| 6:00 AM | 97 | 139 | 236 | 2.11% | 2.98% | 2.55% |
| 7:00 AM | 162 | 280 | 441 | 3.52% | 6.01% | 4.78% |
| 8:00 AM | 257 | 409 | 666 | 5.60% | 8.78% | 7.21% |
| 9:00 AM | 207 | 329 | 536 | 4.51% | 7.07% | 5.80% |
| 10:00 AM | 187 | 262 | 449 | 4.07% | 5.63% | 4.86% |
| 11:00 AM | 202 | 237 | 440 | 4.41% | 5.10% | 4.76% |
| 12:00 PM | 227 | 229 | 456 | 4.95% | 4.93% | 4.94% |
| 1:00 PM | 281 | 288 | 569 | 6.13% | 6.20% | 6.16% |
| 2:00 PM | 264 | 273 | 537 | 5.75% | 5.87% | 5.81% |
| 3:00 PM | 285 | 287 | 572 | 6.21% | 6.18% | 6.19% |
| 4:00 PM | 366 | 256 | 622 | 7.99% | 5.50% | 6.74% |
| 5:00 PM | 416 | 274 | 689 | 9.06% | 5.88% | 7.46% |
| 6:00 PM | 407 | 271 | 678 | 8.88% | 5.83% | 7.34% |
| 7:00 PM | 329 | 237 | 566 | 7.17% | 5.09% | 6.12% |
| 8:00 PM | 250 | 205 | 456 | 5.46% | 4.41% | 4.93% |
| 9:00 PM | 188 | 182 | 370 | 4.11% | 3.91% | 4.01% |
| 10:00 PM | 140 | 151 | 291 | 3.06% | 3.24% | 3.15% |
| 11:00 PM | 106 | 118 | 224 | 2.30% | 2.54% | 2.42% |
| 12:00 AM | 68 | 61 | 129 | 1.48% | 1.32% | 1.40% |
| TOTALS | 4,586 | 4,652 | 9,239 | 100.0% | 100.0% | 100.0% |



# ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62558.21
LOCATION CODE: 4
COUNT LOCATION: STATE ROAD 29 - South-east of COUNTY ROAD 846 Airport Road
EQUIPMENT ID: P84

| Vehicle Classification | Vehicle Type | Average Daily Statistics | |
|---|---|---|---|
| | | Volume | Percentage |
| Class 1 | Motorcycles | 103 | 1.11% |
| Class 2 | Cars | 5,538 | 59.94% |
| Class 3 | Pick-Ups & Vans | 1,705 | 18.45% |
| Class 4 | Buses | 319 | 3.45% |
| Class 5 | 2 Axle, Single Unit Trucks | 885 | 9.58% |
| Class 6 | 3 Axle, Single Unit Trucks | 112 | 1.21% |
| Class 7 | 4 Axle, Single Unit Trucks | 28 | 0.30% |
| Class 8 | 2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle | 88 | 0.95% |
| Class 9 | 3 Axle Tractor with 2 Axle Trailer | 421 | 4.56% |
| Class 10 | 3 Axle Tractor with 3 Axle Trailer | 23 | 0.25% |
| Class 11 | 5 Axle Multi Trailer | 2 | 0.02% |
| Class 12 | 6 Axle Multi Trailer | 13 | 0.14% |
| Class 13 | 7 or more Axles | 3 | 0.03% |
| Class 14 | Not Used | 0 | 0.00% |
| Class 15 | Other | 0 | 0.00% |
| **TOTALS** | | **9,240** | **100.00%** |

# Appendix E

## FDOT Counts and Seasonal & Axle Factors

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 0302 SR82 & 29, N OF I-75

MOCF: 0.93

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2016 - 01/02/2016 | 0.94 | 1.01 |
| 2 | 01/03/2016 - 01/09/2016 | 0.97 | 1.04 |
| 3 | 01/10/2016 - 01/16/2016 | 1.00 | 1.08 |
| 4 | 01/17/2016 - 01/23/2016 | 0.99 | 1.06 |
| 5 | 01/24/2016 - 01/30/2016 | 0.97 | 1.04 |
| 6 | 01/31/2016 - 02/06/2016 | 0.96 | 1.03 |
| * 7 | 02/07/2016 - 02/13/2016 | 0.94 | 1.01 |
| * 8 | 02/14/2016 - 02/20/2016 | 0.93 | 1.00 |
| * 9 | 02/21/2016 - 02/27/2016 | 0.93 | 1.00 |
| *10 | 02/28/2016 - 03/05/2016 | 0.92 | 0.99 |
| *11 | 03/06/2016 - 03/12/2016 | 0.92 | 0.99 |
| *12 | 03/13/2016 - 03/19/2016 | 0.91 | 0.98 |
| *13 | 03/20/2016 - 03/26/2016 | 0.92 | 0.99 |
| *14 | 03/27/2016 - 04/02/2016 | 0.93 | 1.00 |
| *15 | 04/03/2016 - 04/09/2016 | 0.93 | 1.00 |
| *16 | 04/10/2016 - 04/16/2016 | 0.94 | 1.01 |
| *17 | 04/17/2016 - 04/23/2016 | 0.95 | 1.02 |
| *18 | 04/24/2016 - 04/30/2016 | 0.96 | 1.03 |
| *19 | 05/01/2016 - 05/07/2016 | 0.96 | 1.03 |
| 20 | 05/08/2016 - 05/14/2016 | 0.97 | 1.04 |
| 21 | 05/15/2016 - 05/21/2016 | 0.98 | 1.05 |
| 22 | 05/22/2016 - 05/28/2016 | 1.01 | 1.09 |
| 23 | 05/29/2016 - 06/04/2016 | 1.04 | 1.12 |
| 24 | 06/05/2016 - 06/11/2016 | 1.06 | 1.14 |
| 25 | 06/12/2016 - 06/18/2016 | 1.09 | 1.17 |
| 26 | 06/19/2016 - 06/25/2016 | 1.10 | 1.18 |
| 27 | 06/26/2016 - 07/02/2016 | 1.12 | 1.20 |
| 28 | 07/03/2016 - 07/09/2016 | 1.13 | 1.22 |
| 29 | 07/10/2016 - 07/16/2016 | 1.14 | 1.23 |
| 30 | 07/17/2016 - 07/23/2016 | 1.12 | 1.20 |
| 31 | 07/24/2016 - 07/30/2016 | 1.10 | 1.18 |
| 32 | 07/31/2016 - 08/06/2016 | 1.07 | 1.15 |
| 33 | 08/07/2016 - 08/13/2016 | 1.05 | 1.13 |
| 34 | 08/14/2016 - 08/20/2016 | 1.03 | 1.11 |
| 35 | 08/21/2016 - 08/27/2016 | 1.04 | 1.12 |
| 36 | 08/28/2016 - 09/03/2016 | 1.04 | 1.12 |
| 37 | 09/04/2016 - 09/10/2016 | 1.05 | 1.13 |
| 38 | 09/11/2016 - 09/17/2016 | 1.05 | 1.13 |
| 39 | 09/18/2016 - 09/24/2016 | 1.05 | 1.13 |
| 40 | 09/25/2016 - 10/01/2016 | 1.05 | 1.13 |
| 41 | 10/02/2016 - 10/08/2016 | 1.04 | 1.12 |
| 42 | 10/09/2016 - 10/15/2016 | 1.04 | 1.12 |
| 43 | 10/16/2016 - 10/22/2016 | 1.03 | 1.11 |
| 44 | 10/23/2016 - 10/29/2016 | 1.01 | 1.09 |
| 45 | 10/30/2016 - 11/05/2016 | 1.00 | 1.08 |
| 46 | 11/06/2016 - 11/12/2016 | 0.98 | 1.05 |
| 47 | 11/13/2016 - 11/19/2016 | 0.97 | 1.04 |
| 48 | 11/20/2016 - 11/26/2016 | 0.96 | 1.03 |
| 49 | 11/27/2016 - 12/03/2016 | 0.96 | 1.03 |
| 50 | 12/04/2016 - 12/10/2016 | 0.95 | 1.02 |
| 51 | 12/11/2016 - 12/17/2016 | 0.94 | 1.01 |
| 52 | 12/18/2016 - 12/24/2016 | 0.97 | 1.04 |
| 53 | 12/25/2016 - 12/31/2016 | 1.00 | 1.08 |

* PEAK SEASON

21-FEB-2017 10:54:33 830UPD 1_0302_PKSEASON.TXT

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 03 - COLLIER

| WEEK | DATES | 0308 SR29,CR858-CR894 | 0309 US41 AT SR951 | 0311 CR31-CR896 NHS AND SIS | 0312 NORTH RD AIRPORT SIS |
|---|---|---|---|---|---|
| 1 | 01/01/2016 - 01/02/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 2 | 01/03/2016 - 01/09/2016 | 0.93 | 0.99 | 0.98 | 0.98 |
| 3 | 01/10/2016 - 01/16/2016 | 0.93 | 0.99 | 0.98 | 0.98 |
| 4 | 01/17/2016 - 01/23/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 5 | 01/24/2016 - 01/30/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 6 | 01/31/2016 - 02/06/2016 | 0.95 | 0.99 | 0.98 | 0.98 |
| 7 | 02/07/2016 - 02/13/2016 | 0.95 | 0.99 | 0.98 | 0.98 |
| 8 | 02/14/2016 - 02/20/2016 | 0.96 | 0.99 | 0.98 | 0.98 |
| 9 | 02/21/2016 - 02/27/2016 | 0.95 | 0.99 | 0.98 | 0.98 |
| 10 | 02/28/2016 - 03/05/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 11 | 03/06/2016 - 03/12/2016 | 0.93 | 0.99 | 0.98 | 0.98 |
| 12 | 03/13/2016 - 03/19/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 13 | 03/20/2016 - 03/26/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 14 | 03/27/2016 - 04/02/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 15 | 04/03/2016 - 04/09/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 16 | 04/10/2016 - 04/16/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 17 | 04/17/2016 - 04/23/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 18 | 04/24/2016 - 04/30/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 19 | 05/01/2016 - 05/07/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 20 | 05/08/2016 - 05/14/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 21 | 05/15/2016 - 05/21/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 22 | 05/22/2016 - 05/28/2016 | 0.93 | 0.99 | 0.98 | 0.98 |
| 23 | 05/29/2016 - 06/04/2016 | 0.93 | 0.99 | 0.98 | 0.98 |
| 24 | 06/05/2016 - 06/11/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 25 | 06/12/2016 - 06/18/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 26 | 06/19/2016 - 06/25/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 27 | 06/26/2016 - 07/02/2016 | 0.94 | 0.98 | 0.98 | 0.98 |
| 28 | 07/03/2016 - 07/09/2016 | 0.94 | 0.98 | 0.98 | 0.98 |
| 29 | 07/10/2016 - 07/16/2016 | 0.94 | 0.97 | 0.98 | 0.98 |
| 30 | 07/17/2016 - 07/23/2016 | 0.94 | 0.97 | 0.98 | 0.98 |
| 31 | 07/24/2016 - 07/30/2016 | 0.94 | 0.98 | 0.98 | 0.98 |
| 32 | 07/31/2016 - 08/06/2016 | 0.94 | 0.98 | 0.98 | 0.98 |
| 33 | 08/07/2016 - 08/13/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 34 | 08/14/2016 - 08/20/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 35 | 08/21/2016 - 08/27/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 36 | 08/28/2016 - 09/03/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 37 | 09/04/2016 - 09/10/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 38 | 09/11/2016 - 09/17/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 39 | 09/18/2016 - 09/24/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 40 | 09/25/2016 - 10/01/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 41 | 10/02/2016 - 10/08/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 42 | 10/09/2016 - 10/15/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 43 | 10/16/2016 - 10/22/2016 | 0.94 | 0.99 | 0.98 | 0.98 |
| 44 | 10/23/2016 - 10/29/2016 | 0.93 | 0.99 | 0.98 | 0.98 |
| 45 | 10/30/2016 - 11/05/2016 | 0.93 | 0.99 | 0.98 | 0.98 |
| 46 | 11/06/2016 - 11/12/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 47 | 11/13/2016 - 11/19/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 48 | 11/20/2016 - 11/26/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 49 | 11/27/2016 - 12/03/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 50 | 12/04/2016 - 12/10/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 51 | 12/11/2016 - 12/17/2016 | 0.92 | 0.99 | 0.98 | 0.98 |
| 52 | 12/18/2016 - 12/24/2016 | 0.93 | 0.99 | 0.98 | 0.98 |
| 53 | 12/25/2016 - 12/31/2016 | 0.93 | 0.99 | 0.98 | 0.98 |

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 03 - COLLIER

| WEEK | DATES | 0321 I75,SR29-BROWARD C/L | 0322 SR 29,I-75 TO CR858 | 0370 I-75 RAMPS AT SR29 | 0371 I-75 RAMPS SR951 - IMMOKA |
|---|---|---|---|---|---|
| 1 | 01/01/2016 - 01/02/2016 | 0.92 | 0.93 | 0.93 | 0.97 |
| 2 | 01/03/2016 - 01/09/2016 | 0.92 | 0.93 | 0.93 | 0.97 |
| 3 | 01/10/2016 - 01/16/2016 | 0.92 | 0.92 | 0.92 | 0.97 |
| 4 | 01/17/2016 - 01/23/2016 | 0.92 | 0.92 | 0.92 | 0.97 |
| 5 | 01/24/2016 - 01/30/2016 | 0.92 | 0.91 | 0.91 | 0.97 |
| 6 | 01/31/2016 - 02/06/2016 | 0.91 | 0.91 | 0.91 | 0.97 |
| 7 | 02/07/2016 - 02/13/2016 | 0.91 | 0.90 | 0.90 | 0.97 |
| 8 | 02/14/2016 - 02/20/2016 | 0.91 | 0.90 | 0.90 | 0.97 |
| 9 | 02/21/2016 - 02/27/2016 | 0.91 | 0.91 | 0.91 | 0.97 |
| 10 | 02/28/2016 - 03/05/2016 | 0.90 | 0.92 | 0.92 | 0.97 |
| 11 | 03/06/2016 - 03/12/2016 | 0.90 | 0.92 | 0.92 | 0.97 |
| 12 | 03/13/2016 - 03/19/2016 | 0.89 | 0.93 | 0.93 | 0.97 |
| 13 | 03/20/2016 - 03/26/2016 | 0.90 | 0.93 | 0.93 | 0.97 |
| 14 | 03/27/2016 - 04/02/2016 | 0.90 | 0.93 | 0.93 | 0.97 |
| 15 | 04/03/2016 - 04/09/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 16 | 04/10/2016 - 04/16/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 17 | 04/17/2016 - 04/23/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 18 | 04/24/2016 - 04/30/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 19 | 05/01/2016 - 05/07/2016 | 0.91 | 0.93 | 0.93 | 0.97 |
| 20 | 05/08/2016 - 05/14/2016 | 0.91 | 0.93 | 0.93 | 0.97 |
| 21 | 05/15/2016 - 05/21/2016 | 0.91 | 0.93 | 0.93 | 0.97 |
| 22 | 05/22/2016 - 05/28/2016 | 0.91 | 0.93 | 0.93 | 0.97 |
| 23 | 05/29/2016 - 06/04/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 24 | 06/05/2016 - 06/11/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 25 | 06/12/2016 - 06/18/2016 | 0.91 | 0.91 | 0.91 | 0.97 |
| 26 | 06/19/2016 - 06/25/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 27 | 06/26/2016 - 07/02/2016 | 0.92 | 0.92 | 0.92 | 0.97 |
| 28 | 07/03/2016 - 07/09/2016 | 0.92 | 0.93 | 0.93 | 0.97 |
| 29 | 07/10/2016 - 07/16/2016 | 0.92 | 0.93 | 0.93 | 0.97 |
| 30 | 07/17/2016 - 07/23/2016 | 0.92 | 0.93 | 0.93 | 0.97 |
| 31 | 07/24/2016 - 07/30/2016 | 0.92 | 0.93 | 0.93 | 0.97 |
| 32 | 07/31/2016 - 08/06/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 33 | 08/07/2016 - 08/13/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 34 | 08/14/2016 - 08/20/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 35 | 08/21/2016 - 08/27/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 36 | 08/28/2016 - 09/03/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 37 | 09/04/2016 - 09/10/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 38 | 09/11/2016 - 09/17/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 39 | 09/18/2016 - 09/24/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 40 | 09/25/2016 - 10/01/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 41 | 10/02/2016 - 10/08/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 42 | 10/09/2016 - 10/15/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 43 | 10/16/2016 - 10/22/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 44 | 10/23/2016 - 10/29/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 45 | 10/30/2016 - 11/05/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 46 | 11/06/2016 - 11/12/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 47 | 11/13/2016 - 11/19/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 48 | 11/20/2016 - 11/26/2016 | 0.91 | 0.92 | 0.92 | 0.97 |
| 49 | 11/27/2016 - 12/03/2016 | 0.92 | 0.93 | 0.93 | 0.97 |
| 50 | 12/04/2016 - 12/10/2016 | 0.92 | 0.93 | 0.93 | 0.97 |
| 51 | 12/11/2016 - 12/17/2016 | 0.92 | 0.93 | 0.93 | 0.97 |
| 52 | 12/18/2016 - 12/24/2016 | 0.92 | 0.93 | 0.93 | 0.97 |
| 53 | 12/25/2016 - 12/31/2016 | 0.92 | 0.92 | 0.92 | 0.97 |

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 0182 - SR 29, NORTH OF SR 93/I 75 COLLIER COUNTY

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2016 | 3200 F | N 1600 | S 1600 | 9.50 | 58.20 | 24.10 |
| 2015 | 3000 C | N 1500 | S 1500 | 9.50 | 58.10 | 24.10 |
| 2014 | 2700 F | N 1300 | S 1400 | 9.50 | 58.50 | 22.90 |
| 2013 | 2700 C | N 1300 | S 1400 | 9.50 | 58.40 | 22.90 |
| 2012 | 2200 C | N 1100 | S 1100 | 9.50 | 58.40 | 26.30 |
| 2011 | 2300 F | N 1100 | S 1200 | 9.50 | 58.50 | 23.40 |
| 2010 | 2300 C | N 1100 | S 1200 | 9.56 | 57.63 | 23.40 |
| 2009 | 2900 C | N 1400 | S 1500 | 9.93 | 60.69 | 22.10 |
| 2008 | 2600 C | N 1200 | S 1400 | 10.28 | 60.86 | 18.20 |
| 2007 | 2700 C | N 1300 | S 1400 | 10.43 | 59.58 | 28.70 |
| 2006 | 3000 C | N 1500 | S 1500 | 10.61 | 58.07 | 19.90 |
| 2005 | 2800 C | N 1300 | S 1500 | 10.20 | 53.00 | 26.00 |
| 2004 | 2600 C | N 1200 | S 1400 | 10.50 | 55.00 | 26.00 |
| 2003 | 1900 C | N 900 | S 1000 | 10.10 | 53.20 | 25.60 |
| 2002 | 2050 C | N 950 | S 1100 | 12.30 | 56.30 | 28.50 |
| 2001 | 1650 C | N 750 | S 900 | 10.00 | 57.70 | 26.50 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 0205 - SR 29, NORTH OF FARM WORKER'S VILLAGE CC665

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2016 | 6000 F | N 3000 | S 3000 | 9.00 | 58.20 | 17.10 |
| 2015 | 5600 C | N 2800 | S 2800 | 9.00 | 58.10 | 17.10 |
| 2014 | 4600 F | N 2200 | S 2400 | 9.00 | 58.50 | 14.80 |
| 2013 | 4400 C | N 2100 | S 2300 | 9.00 | 58.40 | 14.80 |
| 2012 | 5300 C | N 2600 | S 2700 | 9.00 | 58.40 | 18.10 |
| 2011 | 5200 F | N 2600 | S 2600 | 9.00 | 58.50 | 13.80 |
| 2010 | 5200 C | N 2600 | S 2600 | 9.56 | 57.63 | 13.80 |
| 2009 | 5900 C | N 2900 | S 3000 | 9.93 | 60.69 | 8.80 |
| 2008 | 6400 C | N 3100 | S 3300 | 10.28 | 60.86 | 11.90 |
| 2007 | 8300 C | N 4100 | S 4200 | 10.43 | 59.58 | 12.00 |
| 2006 | 8200 C | N 4300 | S 3900 | 9.70 | 54.49 | 9.50 |
| 2005 | 8800 C | N 4400 | S 4400 | 10.20 | 53.00 | 8.40 |
| 2004 | 8500 C | N 4200 | S 4300 | 10.50 | 55.00 | 6.80 |
| 2003 | 8600 C | N 4300 | S 4300 | 10.10 | 53.20 | 6.80 |
| 2002 | 8300 C | N 4200 | S 4100 | 10.20 | 57.20 | 6.80 |
| 2001 | 7800 C | N 3900 | S 3900 | 10.00 | 57.70 | 13.80 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 0002 - SR 29, SOUTHEAST OF CR 846/14TH STREET

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2016 | 7100 F | N 3500 | S 3600 | 9.00 | 58.20 | 18.30 |
| 2015 | 6700 C | N 3300 | S 3400 | 9.00 | 58.10 | 18.30 |
| 2014 | 5500 F | N 2700 | S 2800 | 9.00 | 58.50 | 13.00 |
| 2013 | 5300 C | N 2600 | S 2700 | 9.00 | 58.40 | 13.00 |
| 2012 | 5400 C | N 2600 | S 2800 | 9.00 | 58.40 | 14.60 |
| 2011 | 6000 F | N 3000 | S 3000 | 9.00 | 58.50 | 13.30 |
| 2010 | 6000 C | N 3000 | S 3000 | 9.56 | 57.63 | 13.30 |
| 2009 | 7200 C | N 3500 | S 3700 | 9.93 | 60.69 | 10.50 |
| 2008 | 7400 C | N 3500 | S 3900 | 10.28 | 60.86 | 11.70 |
| 2007 | 9900 C | N 5100 | S 4800 | 10.43 | 59.58 | 11.50 |
| 2006 | 8700 C | N 4500 | S 4200 | 9.70 | 54.49 | 9.80 |
| 2005 | 8900 C | N 4400 | S 4500 | 10.20 | 53.00 | 15.90 |
| 2004 | 9800 C | N 4800 | S 5000 | 10.50 | 55.00 | 15.90 |
| 2003 | 8600 C | N 4300 | S 4300 | 10.10 | 53.20 | 11.80 |
| 2002 | 8700 C | N 4400 | S 4300 | 10.20 | 57.20 | 8.60 |
| 2001 | 9600 C | N 4800 | S 4800 | 10.00 | 57.70 | 14.60 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 4176 - NEW MARKET RD E, 350 FT N OF SR-29/E MAIN ST

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2016 | 10300 S | N 5100 | S 5200 | 9.00 | 58.20 | 17.00 |
| 2015 | 9500 F | N 4700 | S 4800 | 9.00 | 57.20 | 17.00 |
| 2014 | 9100 C | N 4500 | S 4600 | 9.00 | 56.50 | 17.00 |
| 2013 | 3700 S | 0 | 0 | 9.00 | 56.00 | 9.00 |
| 2012 | 3700 F | 0 | 0 | 9.00 | 56.20 | 11.00 |
| 2011 | 3800 C | N 0 | S 0 | 9.00 | 56.50 | 11.70 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 0029 - SR 29, WEST OF CR 846/1ST STREET CC664

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2016 | 16000 C | W 7700 | E 8300 | 9.00 | 58.20 | 6.60 |
| 2015 | 14200 C | W 6500 | E 7700 | 9.00 | 58.10 | 6.30 |
| 2014 | 14600 F | W 7000 | E 7600 | 9.00 | 58.50 | 4.60 |
| 2013 | 14200 C | W 6800 | E 7400 | 9.00 | 58.40 | 4.60 |
| 2012 | 12600 C | W 6300 | E 6300 | 9.00 | 58.40 | 7.30 |
| 2011 | 11000 F | W 5400 | E 5600 | 9.00 | 58.50 | 6.00 |
| 2010 | 10800 C | W 5300 | E 5500 | 9.56 | 57.63 | 6.00 |
| 2009 | 11900 C | W 5800 | E 6100 | 9.93 | 60.69 | 6.60 |
| 2008 | 13300 C | W 6600 | E 6700 | 10.28 | 60.86 | 7.70 |
| 2007 | 12500 C | W 6600 | E 5900 | 10.43 | 59.58 | 9.70 |
| 2006 | 14300 C | W 6700 | E 7600 | 9.70 | 54.49 | 9.40 |
| 2005 | 13600 C | W 6700 | E 6900 | 10.20 | 53.00 | 8.40 |
| 2004 | 12500 C | W 6200 | E 6300 | 10.50 | 55.00 | 6.70 |
| 2003 | 12800 C | W 6700 | E 6100 | 10.10 | 53.20 | 6.70 |
| 2002 | 13700 C | W 6900 | E 6800 | 10.20 | 57.20 | 6.70 |
| 2001 | 13000 C | W 6800 | E 6200 | 10.00 | 57.70 | 12.10 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 0038 - SR29/15TH ST N, S OF CR890/LAKE TRAFFORD RD  CC683

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2016 | 15900 C | N 7800 | S 8100 | 9.00 | 58.20 | 6.20 |
| 2015 | 14400 C | N 6900 | S 7500 | 9.00 | 58.10 | 5.70 |
| 2014 | 14600 F | N 7100 | S 7500 | 9.00 | 58.50 | 4.70 |
| 2013 | 14200 C | N 6900 | S 7300 | 9.00 | 58.40 | 4.70 |
| 2012 | 14000 C | N 6900 | S 7100 | 9.00 | 58.40 | 5.90 |
| 2011 | 15100 F | N 7400 | S 7700 | 9.00 | 58.50 | 7.80 |
| 2010 | 14900 C | N 7300 | S 7600 | 9.56 | 57.63 | 7.80 |
| 2009 | 14100 C | N 6400 | S 7700 | 9.93 | 60.69 | 6.30 |
| 2008 | 14400 C | N 7000 | S 7400 | 10.28 | 60.86 | 6.90 |
| 2007 | 16100 C | N 7900 | S 8200 | 10.43 | 59.58 | 9.90 |
| 2006 | 17000 C | N 8300 | S 8700 | 9.70 | 54.49 | 8.00 |
| 2005 | 17600 C | N 8500 | S 9100 | 10.20 | 53.00 | 8.40 |
| 2004 | 15800 C | N 8000 | S 7800 | 10.50 | 55.00 | 15.00 |
| 2003 | 17200 C | N 7800 | S 9400 | 10.10 | 53.20 | 11.80 |
| 2002 | 16100 C | N 7900 | S 8200 | 11.10 | 55.40 | 6.70 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 0001 - SR 29, NORTH OF CR 890/LAKE TRAFFORD ROAD CC663

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2016 | 12600 C | N 6200 | S 6400 | 9.00 | 58.20 | 6.80 |
| 2015 | 11700 C | N 5500 | S 6200 | 9.00 | 58.10 | 6.50 |
| 2014 | 10500 F | N 5000 | S 5500 | 9.00 | 58.50 | 5.90 |
| 2013 | 10100 C | N 4800 | S 5300 | 9.00 | 58.40 | 5.90 |
| 2012 | 10200 C | N 5000 | S 5200 | 9.00 | 58.40 | 9.00 |
| 2011 | 11100 F | N 5400 | S 5700 | 9.00 | 58.50 | 9.70 |
| 2010 | 10900 C | N 5300 | S 5600 | 9.56 | 57.63 | 9.70 |
| 2009 | 10900 C | N 5400 | S 5500 | 9.93 | 60.69 | 7.30 |
| 2008 | 10500 C | N 5200 | S 5300 | 10.28 | 60.86 | 10.50 |
| 2007 | 11400 C | N 5600 | S 5800 | 10.43 | 59.58 | 10.10 |
| 2006 | 11900 C | N 5800 | S 6100 | 9.70 | 54.49 | 9.10 |
| 2005 | 11400 C | N 5900 | S 5500 | 10.20 | 53.00 | 8.40 |
| 2004 | 10300 C | N 5200 | S 5100 | 10.50 | 55.00 | 10.40 |
| 2003 | 10400 C | N 5600 | S 4800 | 10.10 | 53.20 | 10.40 |
| 2002 | 8600 C | N 4200 | S 4400 | 10.20 | 57.20 | 10.40 |
| 2001 | 9900 C | N 4900 | S 5000 | 10.00 | 57.70 | 14.70 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 0143 - SR 29,0.4 MI S OF SR-82,IMMOKALEE,COLLIER CO.

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2016 | 16450 C | N 8183 | S 8267 | 9.50 | 58.20 | 10.30 |
| 2015 | 15771 C | N 7870 | S 7901 | 9.50 | 59.30 | 10.50 |
| 2014 | 14678 C | N 7314 | S 7364 | 9.50 | 60.50 | 11.90 |
| 2013 | 14038 C | N 7002 | S 7036 | 9.50 | 59.90 | 11.00 |
| 2012 | 13722 C | N 6838 | S 6884 | 9.50 | 60.20 | 11.30 |
| 2011 | 13939 C | N 6939 | S 7000 | 9.50 | 61.10 | 11.70 |
| 2010 | 14270 C | N 7108 | S 7162 | 9.61 | 58.78 | 11.10 |
| 2009 | 14629 C | N 7294 | S 7335 | 9.93 | 60.69 | 11.80 |
| 2008 | 13952 C | N 6964 | S 6988 | 10.28 | 60.86 | 12.50 |
| 2007 | 15568 C | N 7774 | S 7794 | 10.43 | 59.58 | 13.00 |
| 2006 | 15372 C | N 7580 | S 7792 | 10.19 | 53.01 | 12.40 |
| 2005 | 14332 C | N 7207 | S 7125 | 10.20 | 53.00 | 13.80 |
| 2004 | 13336 C | N 6693 | S 6643 | 10.50 | 55.00 | 14.00 |
| 2003 | 12435 C | N 6230 | S 6205 | 10.10 | 53.20 | 11.10 |
| 2002 | 11926 C | N 5984 | S 5942 | 10.20 | 54.90 | 8.90 |
| 2001 | 11247 C | N 5666 | S 5581 | 10.60 | 55.00 | 5.10 |

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

2010 Peak Season Factor Category Report - Report Type: ALL
Category: 0302  SR82 & 29, N OF I-75

MOCF: 0.91

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2010 - 01/02/2010 | 1.00 | 1.10 |
| 2 | 01/03/2010 - 01/09/2010 | 0.98 | 1.07 |
| 3 | 01/10/2010 - 01/16/2010 | 0.97 | 1.06 |
| 4 | 01/17/2010 - 01/23/2010 | 0.95 | 1.04 |
| 5 | 01/24/2010 - 01/30/2010 | 0.94 | 1.03 |
| * 6 | 01/31/2010 - 02/06/2010 | 0.93 | 1.02 |
| * 7 | 02/07/2010 - 02/13/2010 | 0.91 | 1.00 |
| * 8 | 02/14/2010 - 02/20/2010 | 0.90 | 0.99 |
| * 9 | 02/21/2010 - 02/27/2010 | 0.90 | 0.99 |
| *10 | 02/28/2010 - 03/06/2010 | 0.90 | 0.99 |
| *11 | 03/07/2010 - 03/13/2010 | 0.90 | 0.99 |
| *12 | 03/14/2010 - 03/20/2010 | 0.89 | 0.98 |
| *13 | 03/21/2010 - 03/27/2010 | 0.90 | 0.99 |
| *14 | 03/28/2010 - 04/03/2010 | 0.91 | 1.00 |
| *15 | 04/04/2010 - 04/10/2010 | 0.92 | 1.01 |
| *16 | 04/11/2010 - 04/17/2010 | 0.93 | 1.02 |
| *17 | 04/18/2010 - 04/24/2010 | 0.93 | 1.02 |
| *18 | 04/25/2010 - 05/01/2010 | 0.94 | 1.03 |
| 19 | 05/02/2010 - 05/08/2010 | 0.95 | 1.04 |
| 20 | 05/09/2010 - 05/15/2010 | 0.96 | 1.05 |
| 21 | 05/16/2010 - 05/22/2010 | 0.98 | 1.07 |
| 22 | 05/23/2010 - 05/29/2010 | 1.00 | 1.10 |
| 23 | 05/30/2010 - 06/05/2010 | 1.02 | 1.12 |
| 24 | 06/06/2010 - 06/12/2010 | 1.04 | 1.14 |
| 25 | 06/13/2010 - 06/19/2010 | 1.06 | 1.16 |
| 26 | 06/20/2010 - 06/26/2010 | 1.08 | 1.18 |
| 27 | 06/27/2010 - 07/03/2010 | 1.10 | 1.21 |
| 28 | 07/04/2010 - 07/10/2010 | 1.12 | 1.23 |
| 29 | 07/11/2010 - 07/17/2010 | 1.13 | 1.24 |
| 30 | 07/18/2010 - 07/24/2010 | 1.13 | 1.24 |
| 31 | 07/25/2010 - 07/31/2010 | 1.12 | 1.23 |
| 32 | 08/01/2010 - 08/07/2010 | 1.12 | 1.23 |
| 33 | 08/08/2010 - 08/14/2010 | 1.11 | 1.22 |
| 34 | 08/15/2010 - 08/21/2010 | 1.11 | 1.22 |
| 35 | 08/22/2010 - 08/28/2010 | 1.11 | 1.22 |
| 36 | 08/29/2010 - 09/04/2010 | 1.11 | 1.22 |
| 37 | 09/05/2010 - 09/11/2010 | 1.11 | 1.22 |
| 38 | 09/12/2010 - 09/18/2010 | 1.11 | 1.22 |
| 39 | 09/19/2010 - 09/25/2010 | 1.10 | 1.21 |
| 40 | 09/26/2010 - 10/02/2010 | 1.09 | 1.19 |
| 41 | 10/03/2010 - 10/09/2010 | 1.07 | 1.17 |
| 42 | 10/10/2010 - 10/16/2010 | 1.06 | 1.16 |
| 43 | 10/17/2010 - 10/23/2010 | 1.05 | 1.15 |
| 44 | 10/24/2010 - 10/30/2010 | 1.03 | 1.13 |
| 45 | 10/31/2010 - 11/06/2010 | 1.02 | 1.12 |
| 46 | 11/07/2010 - 11/13/2010 | 1.01 | 1.11 |
| 47 | 11/14/2010 - 11/20/2010 | 1.00 | 1.10 |
| 48 | 11/21/2010 - 11/27/2010 | 1.00 | 1.10 |
| 49 | 11/28/2010 - 12/04/2010 | 1.00 | 1.10 |
| 50 | 12/05/2010 - 12/11/2010 | 1.00 | 1.10 |
| 51 | 12/12/2010 - 12/18/2010 | 1.00 | 1.10 |
| 52 | 12/19/2010 - 12/25/2010 | 0.98 | 1.07 |
| 53 | 12/26/2010 - 12/31/2010 | 0.97 | 1.06 |

* Peak Season

# Appendix F

## Existing Signal Timings & SYNCHRO Intersection Analysis Outputs

# Programmed EPAC Data

2/15/2017
3:15:35PM

**Intersection Name: SR29 @ Farm Worker Village** **Intersection Alias: SR29@FWV**

Access Code: 9999 Channel: 1 Address: 29 Revision: 3.32i

**Access Data**

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

## Phase Data

### Vehical Basic Timings

| Phase | Min_Grn | Passage | Max1 | Max2 | Yellow | All Red |
|---|---|---|---|---|---|---|
| 2 | 16 | 1.6 | 60 | 50 | 4.8 | 2.0 |
| 4 | 7 | 3.0 | 20 | 30 | 4.0 | 2.0 |
| 6 | 16 | 1.6 | 60 | 50 | 4.8 | 2.0 |
| 8 | 7 | 3.0 | 20 | 40 | 4.0 | 2.0 |

### Vehical Density Timings

| Added Initial | Max_Initial | Time B4 Reduction | Cars Before | Time To Reduce | 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 |

### Pedestrian Timing

| Phase | Walk | Ped Clear | Flashing Walk | Extended Ped Clear | Actuated Rest in Walk |
|---|---|---|---|---|---|
| 2 | 0 | 0 | No | 0 | No |
| 4 | 10 | 18 | No | 0 | No |
| 6 | 0 | 0 | No | 0 | No |
| 8 | 0 | 0 | No | 0 | No |

### General Control

| Initialize | Non-Act Response | Veh Recall | Ped Recall | Recall Delay |
|---|---|---|---|---|
| Green | NonActI | Min | None | 0 |
| Inactive | None | None | None | 0 |
| Green | NonActI | Min | None | 0 |
| Inactive | None | None | None | 0 |

### Miscellaneous

| Non Lock | Dual Entry | Last Car Passage | Conditional Service | No Simultaneous Gap Out |
|---|---|---|---|---|
| Yes | No | No | No | No |
| Yes | Yes | No | No | No |
| Yes | No | No | No | No |
| Yes | Yes | No | No | No |

### Special Sequence

**Default Data**

### Vehical Detector Phase Assignment

| | Assigned Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| Vehical Detector Channel :1 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :2 | 2 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :3 | 8 | Veh | 0 | 0.0 | 3 |
| Vehical Detector Channel :4 | 4 | Veh | 0 | 0.0 | 10 |
| Vehical Detector Channel :5 | 2 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :6 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :7 | 4 | Veh | 0 | 0.0 | 3 |
| Vehical Detector Channel :8 | 8 | Veh | 0 | 0.0 | 10 |
| Vehical Detector Channel :9 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :10 | 2 | Veh | 0 | 0.0 | 0 |

### Pedestrian Detector

**Default Data**

### Special Detector Phase Assignment

| | Assign Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| : | | | | | |

**Default Data**

## Unit Data

### General Control

Startup Time: 5sec Startup State: Flash Red Revert: 4sec

Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

| Ring | Input Respons | Output Selection |
|---|---|---|
| 1 | Ring 1 | Ring 1 |
| 2 | Ring 2 | Ring 2 |
| 3 | None | None |
| 4 | None | None |

### Remote Flash

Test A = Flash Yes

| Phase | Flash Entry Phase | Flash Exit Phase |
|---|---|---|
| 2 | No | Yes |
| 4 | Yes | No |
| 6 | No | Yes |
| 8 | Yes | No |

| Channel | Flash Color | Flash Alternat |
|---|---|---|
| 2 | Yellow | No |
| 4 | Red | Yes |
| 6 | Yellow | No |
| 8 | Red | Yes |

### Overlaps

Overlaps

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase(s) | | | | | | | | | | | | | | | | |

F-1

# Programmed EPAC Data

2/15/2017
3:27:50PM

**Intersection Name: SR29 @ 1st Street**

**Intersection Alias: SR29@1st**

Access Code: 9999 Channel: 46 Address: 235 Revision: 3.32g

**Access Data**

Port 2 Comm :9600 Baud

Port 3 Comm :9600 Baud

## Phase Data

Vehical Basic Timings

| Phase | Min_Grn | Passage | Max1 | Max2 | Yellow | All Red |
|---|---|---|---|---|---|---|
| 1 | 7 | 3.0 | 15 | 0 | 4.4 | 2.0 |
| 2 | 20 | 3.0 | 30 | 0 | 4.4 | 2.0 |
| 3 | 7 | 3.0 | 20 | 0 | 4.0 | 2.1 |
| 4 | 7 | 3.0 | 25 | 0 | 4.0 | 2.1 |
| 5 | 7 | 3.0 | 15 | 0 | 4.4 | 2.0 |
| 6 | 20 | 3.0 | 30 | 0 | 4.4 | 2.0 |
| 7 | 7 | 3.0 | 15 | 0 | 4.0 | 2.1 |
| 8 | 7 | 3.0 | 30 | 0 | 4.0 | 2.1 |

Vehical Density Timings

| Added Initial | Max_Initial | Time B4 Reduction | Cars Before | Time To Reduce | Min_Gap |
|---|---|---|---|---|---|
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 1.5 | 20 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 1.5 | 20 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |

Pedestrian Timing

| Phase | Walk | Ped Clear | Flashing Walk | Extended Ped Clear | Actuated Rest in Walk |
|---|---|---|---|---|---|
| 1 | 0 | 0 | No | 0 | No |
| 2 | 7 | 21 | No | 0 | No |
| 3 | 0 | 0 | No | 0 | No |
| 4 | 7 | 26 | No | 0 | No |
| 5 | 0 | 0 | No | 0 | No |
| 6 | 7 | 23 | No | 0 | No |
| 7 | 0 | 0 | No | 0 | No |
| 8 | 7 | 29 | No | 0 | No |

General Control

| Initialize | Non-Act Response | Veh Recall | Ped Recall | Recall Delay |
|---|---|---|---|---|
| Inactive | None | None | None | 0 |
| Green | NonActI | Min | None | 0 |
| Inactive | None | None | None | 0 |
| Inactive | NonActII | None | None | 0 |
| Inactive | None | None | None | 0 |
| Green | NonActI | Min | None | 0 |
| Inactive | None | None | None | 0 |
| Inactive | NonActII | None | None | 0 |

Miscellaneous

| Non Lock | Dual Entry | Last Car Passage | Conditional Service | No Simultaneous Gap Out |
|---|---|---|---|---|
| Yes | No | No | No | No |
| Yes | No | No | No | No |
| Yes | No | No | No | No |
| Yes | Yes | No | No | No |
| Yes | No | No | No | No |
| Yes | No | No | No | No |
| Yes | No | No | No | No |
| Yes | Yes | No | No | No |

Special Sequence

**Default Data**

Vehical Detector Phase Assignment

| | Assigned Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| Vehical Detector Channel :1 | 1 | Veh | 6 | 0.0 | 0 |
| Vehical Detector Channel :2 | 2 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :3 | 2 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :6 | 4 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :7 | 7 | Veh | 4 | 0.0 | 0 |
| Vehical Detector Channel :8 | 5 | Veh | 2 | 0.0 | 0 |
| Vehical Detector Channel :9 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :10 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :13 | 8 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :14 | 3 | Veh | 8 | 0.0 | 3 |

Pedestrian Detector

**Default Data**

Special Detector Phase Assignment

| | Assign Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| : | | | | | |

**Default Data**

## Unit Data

F-2

# Programmed EPAC Data

2/15/2017
3:25:27PM

**Intersection Name: SR29 @ 9th Street**

**Intersection Alias: SR29@9th**

Access Code: 9999 Channel: 46 Address: 240 Revision: 3.34g

**Access Data**

Port 2 Comm :19200 Baud

Port 3 Comm :19200 Baud

## Phase Data

### Vehical Basic Timings

| Phase | Min_Grn | Passage | Max1 | Max2 | Yellow | All Red |
|---|---|---|---|---|---|---|
| 2 | 20 | 3.0 | 25 | 0 | 4.4 | 2.0 |
| 4 | 7 | 3.0 | 25 | 0 | 4.0 | 2.2 |
| 6 | 20 | 3.0 | 25 | 0 | 4.4 | 2.0 |
| 7 | 7 | 3.0 | 15 | 0 | 4.0 | 2.2 |
| 8 | 7 | 3.0 | 15 | 0 | 4.0 | 2.2 |

### Vehical Density Timings

| Added Initial | Max_Initial | Time B4 Reduction | Cars Before | Time To Reduce | Min_Gap |
|---|---|---|---|---|---|
| 1.5 | 20 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 1.5 | 20 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |

### Pedestrian Timing

| Phase | Walk | Ped Clear | Flashing Walk | Extended Ped Clear | Actuated Rest in Walk |
|---|---|---|---|---|---|
| 2 | 10 | 27 | No | 0 | No |
| 4 | 10 | 30 | No | 0 | No |
| 6 | 10 | 18 | No | 0 | No |
| 7 | 0 | 0 | No | 0 | No |
| 8 | 10 | 26 | No | 0 | No |

### General Control

| Initialize | Non-Act Response | Veh Recall | Ped Recall | Recall Delay |
|---|---|---|---|---|
| Green | NonActI | Min | None | 0 |
| Inactive | NonActII | None | None | 0 |
| Green | NonActI | Min | None | 0 |
| Inactive | NonActII | None | None | 0 |
| Inactive | NonActII | None | None | 0 |

### Miscellaneous

| Non Lock | Dual Entry | Last Car Passage | Conditional Service | No Simultaneous Gap Out |
|---|---|---|---|---|
| Yes | No | No | No | No |
| Yes | Yes | No | No | No |
| Yes | No | No | No | No |
| Yes | No | No | No | No |
| Yes | Yes | No | No | No |

### Special Sequence

**Default Data**

### Vehical Detector Phase Assignment

| | Assigned Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| Vehical Detector Channel :1 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :2 | 2 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :4 | 4 | Veh | 0 | 0.0 | 8 |
| Vehical Detector Channel :5 | 2 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :6 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :7 | 7 | Veh | 4 | 0.0 | 3 |
| Vehical Detector Channel :8 | 8 | Veh | 0 | 0.0 | 8 |

### Pedestrian Detector

**Default Data**

### Special Detector Phase Assignment

| | Assign Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| : | | | | | |

**Default Data**

## Unit Data

### General Control

Startup Time: 5sec Startup State: Flash Red Revert: 4sec

Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

| Ring | Input Respons | Output Selection |
|---|---|---|
| 1 | Ring 1 | Ring 1 |
| 2 | Ring 2 | Ring 2 |
| 3 | None | None |
| 4 | None | None |

### Remote Flash

Test A = Flash No

| Phase | Flash Entry Phase | Flash Exit Phase |
|---|---|---|
| 2 | No | Yes |
| 4 | Yes | No |
| 6 | No | Yes |
| 8 | Yes | No |

| Channel | Flash Color | Flash Alternat |
|---|---|---|
| 2 | Yellow | No |
| 4 | Red | Yes |
| 6 | Yellow | No |
| 8 | Red | Yes |

### Overlaps

Overlaps

| Phase(s) | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

# Programmed EPAC Data

2/15/2017
3:12:29PM

**Intersection Name: SR29 @ Immokalee Dr** **Intersection Alias: SR29@Immok**

Access Code: 9999 Channel: 46 Address: 245 Revision: 3.33e

**Access Data**

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

## Phase Data

### Vehical Basic Timings

| Phase | Min_Grn | Passage | Max1 | Max2 | Yellow | All Red |
|---|---|---|---|---|---|---|
| 1 | 7 | 3.0 | 20 | 0 | 4.4 | 2.0 |
| 2 | 20 | 4.0 | 50 | 0 | 4.4 | 2.0 |
| 4 | 7 | 3.0 | 25 | 0 | 4.4 | 2.0 |
| 5 | 7 | 3.0 | 20 | 0 | 4.4 | 2.0 |
| 6 | 20 | 4.0 | 50 | 0 | 4.4 | 2.0 |
| 8 | 7 | 3.0 | 25 | 0 | 4.4 | 2.0 |

### Vehical Density Timings

| Added Initial | Max_Initial | Time B4 Reduction | Cars Before | Time To Reduce | 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 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |

### Pedestrian Timing

| Phase | Walk | Ped Clear | Flashing Walk | Extended Ped Clear | Actuated Rest in Walk |
|---|---|---|---|---|---|
| 1 | 0 | 0 | No | 0 | No |
| 2 | 10 | 18 | No | 0 | No |
| 4 | 10 | 28 | No | 0 | No |
| 5 | 0 | 0 | No | 0 | No |
| 6 | 10 | 18 | No | 0 | No |
| 8 | 10 | 28 | No | 0 | No |

### General Control

| Initialize | Non-Act Response | Veh Recall | Ped Recall | Recall Delay |
|---|---|---|---|---|
| Inactive | None | None | None | 0 |
| Green | None | Min | None | 0 |
| Inactive | None | None | None | 0 |
| Inactive | None | None | None | 0 |
| Green | NonActI | Min | None | 0 |
| Inactive | NonActII | None | None | 0 |

### Miscellaneous

| Non Lock | Dual Entry | Last Car Passage | Conditional Service | No Simultaneous Gap Out |
|---|---|---|---|---|
| Yes | No | No | No | No |
| Yes | No | No | No | No |
| Yes | Yes | No | No | No |
| Yes | No | No | No | No |
| Yes | No | No | No | No |
| Yes | Yes | No | No | No |

### Special Sequence

| Phase | Phase Omit | Minus Yellow Phase | Omit Call |
|---|---|---|---|
| 1 | 2 | 0 | 0 |
| 2 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 |
| 6 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |

### Vehical Detector Phase Assignment

| | Assigned Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| Vehical Detector Channel :1 | 1 | Veh | 6 | 0.0 | 2 |
| Vehical Detector Channel :2 | 2 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :4 | 4 | Veh | 0 | 0.0 | 8 |
| Vehical Detector Channel :5 | 5 | Veh | 2 | 0.0 | 2 |
| Vehical Detector Channel :6 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :8 | 8 | Veh | 0 | 0.0 | 8 |

### Pedestrian Detector

**Default Data**

### Special Detector Phase Assignment

| | Assign Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| : | | | | | |

**Default Data**

## Unit Data

### General Control

Startup Time: 5sec Startup State: Flash Red Revert: 4sec

Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

| Ring | Input Respons | Output Selection |
|---|---|---|
| 1 | Ring 1 | Ring 1 |
| 2 | Ring 2 | Ring 2 |
| 3 | None | None |
| 4 | None | None |

### Remote Flash

Test A = Flash No

| Phase | Flash Entry Phase | Flash Exit Phase |
|---|---|---|
| 2 | No | Yes |
| 4 | Yes | No |
| 6 | No | Yes |
| 8 | Yes | No |

| Channel | Flash Color | Flash Alternat |
|---|---|---|
| 1 | Red | No |
| 2 | Yellow | No |
| 4 | Red | Yes |
| 5 | Red | No |
| 6 | Yellow | No |
| 8 | Red | Yes |

### Overlaps

Overlaps

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase(s) | | | | | | | | | | | | | | | | |

# Programmed EPAC Data

2/16/2017
9:24:19AM

**Intersection Name: SR29 @ Lake Trafford Rd** **Intersection Alias: SR29@LkTrffd**

Access Code: 9999 Channel: 46 Address: 250 Revision: 3.34e

**Access Data**

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

## Phase Data

### Vehical Basic Timings

| Phase | Min_Grn | Passage | Max1 | Max2 | Yellow | All Red |
|---|---|---|---|---|---|---|
| 1 | 7 | 2.0 | 25 | 35 | 4.8 | 2.0 |
| 2 | 20 | 2.0 | 55 | 45 | 4.8 | 2.0 |
| 3 | 7 | 2.0 | 25 | 25 | 4.4 | 2.0 |
| 4 | 7 | 3.0 | 35 | 35 | 4.4 | 2.0 |
| 5 | 7 | 2.0 | 25 | 25 | 4.8 | 2.0 |
| 6 | 20 | 2.0 | 55 | 55 | 4.8 | 2.0 |
| 7 | 7 | 2.0 | 25 | 25 | 4.4 | 2.0 |
| 8 | 7 | 3.0 | 35 | 35 | 4.4 | 2.0 |

### Vehical Density Timings

| Added Initial | Max_Initial | Time B4 Reduction | Cars Before | Time To Reduce | 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 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |

### Pedestrian Timing

| Phase | Walk | Ped Clear | Flashing Walk | Extended Ped Clear | Actuated Rest in Walk |
|---|---|---|---|---|---|
| 1 | 0 | 0 | No | 0 | No |
| 2 | 10 | 24 | No | 0 | No |
| 3 | 0 | 0 | No | 0 | No |
| 4 | 10 | 24 | No | 0 | No |
| 5 | 0 | 0 | No | 0 | No |
| 6 | 10 | 24 | No | 0 | No |
| 7 | 0 | 0 | No | 0 | No |
| 8 | 10 | 24 | No | 0 | No |

### General Control

| Initialize | Non-Act Response | Veh Recall | Ped Recall | Recall Delay |
|---|---|---|---|---|
| Inactive | None | None | None | 0 |
| Green | NonActI | Min | None | 0 |
| Inactive | None | None | None | 0 |
| Inactive | NonActII | None | None | 0 |
| Inactive | None | None | None | 0 |
| Green | NonActI | Min | None | 0 |
| Inactive | None | None | None | 0 |
| Inactive | NonActII | None | None | 0 |

### Miscellaneous

| Non Lock | Dual Entry | Last Car Passage | Conditional Service | No Simultaneous Gap Out |
|---|---|---|---|---|
| Yes | No | No | No | No |
| Yes | No | No | No | No |
| No | No | No | No | No |
| Yes | Yes | No | No | No |
| No | No | No | No | No |
| Yes | No | No | No | No |
| No | No | No | No | No |
| Yes | Yes | No | No | No |

### Special Sequence

| Phase | Phase Omit | Minus Yellow Phase | Omit Call |
|---|---|---|---|
| 1 | 6 | 0 | 0 |
| 2 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |

### Vehical Detector Phase Assignment

| | Assigned Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| Vehical Detector Channel :1 | 1 | Veh | 0 | 0.0 | 3 |
| Vehical Detector Channel :2 | 2 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :3 | 3 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :4 | 4 | Veh | 0 | 0.0 | 3 |
| Vehical Detector Channel :5 | 5 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :6 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :7 | 7 | Veh | 0 | 0.0 | 3 |
| Vehical Detector Channel :8 | 8 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :11 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :12 | 8 | Veh | 0 | 0.0 | 10 |
| Vehical Detector Channel :13 | 2 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :14 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :33 | 0 | Veh | 0 | 3.0 | 10 |
| Vehical Detector Channel :34 | 0 | Veh | 0 | 6.0 | 25 |
| Vehical Detector Channel :36 | 0 | Veh | 0 | 4.0 | 15 |
| Vehical Detector Channel :38 | 0 | Veh | 0 | 6.0 | 25 |
| Vehical Detector Channel :40 | 0 | Veh | 0 | 4.0 | 15 |

### Pedestrian Detector

**Default Data**

### Special Detector Phase Assignment

| | Assign Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| : | | | | | |

**Default Data**

# Programmed EPAC Data

4/25/2017
9:33:08AM

**Intersection Name:** New Market @ Charlotte St **Intersection Alias:** NwMkt@Charlt

Access Code: 9999 Channel: 21 Address: 64 Revision: 3.32o

**Access Data**

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

## Phase Data

### Vehical Basic Timings

| Phase | Min_Grn | Passage | Max1 | Max2 | Yellow | All Red |
|---|---|---|---|---|---|---|
| 1 | 7 | 3.0 | 20 | 0 | 4.4 | 2.0 |
| 2 | 16 | 5.0 | 40 | 0 | 4.4 | 2.0 |
| 4 | 7 | 4.0 | 25 | 0 | 4.4 | 2.0 |
| 5 | 7 | 3.0 | 20 | 0 | 4.4 | 2.0 |
| 6 | 16 | 5.0 | 40 | 0 | 4.4 | 2.0 |
| 8 | 7 | 4.0 | 25 | 0 | 4.4 | 2.0 |

### Vehical Density Timings

| Added Initial | Max_Initial | Time B4 Reduction | Cars Before | Time To Reduce | 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 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |
| 0.0 | 0 | 0 | 0 | 0 | 0.0 |

### Pedestrian Timing

| Phase | Walk | Ped Clear | Flashing Walk | Extended Ped Clear | Actuated Rest in Walk |
|---|---|---|---|---|---|
| 1 | 0 | 0 | No | 0 | No |
| 2 | 7 | 18 | No | 0 | No |
| 4 | 7 | 15 | No | 0 | No |
| 5 | 0 | 0 | No | 0 | No |
| 6 | 7 | 16 | No | 0 | No |
| 8 | 7 | 18 | No | 0 | No |

### General Control

| Initialize | Non-Act Response | Veh Recall | Ped Recall | Recall Delay |
|---|---|---|---|---|
| Inactive | None | None | None | 0 |
| Green | NonActI | Min | None | 0 |
| Inactive | NonActII | None | None | 0 |
| Inactive | None | None | None | 0 |
| Green | NonActI | Min | None | 0 |
| Inactive | NonActII | None | None | 0 |

### Miscellaneous

| Non Lock | Dual Entry | Last Car Passage | Conditional Service | No Simultaneous Gap Out |
|---|---|---|---|---|
| Yes | No | No | No | No |
| Yes | No | No | No | No |
| Yes | Yes | No | No | No |
| Yes | No | No | No | No |
| Yes | No | No | No | No |
| Yes | Yes | No | No | No |

### Special Sequence

| Phase | Phase Omit | Minus Yellow Phase | Omit Call |
|---|---|---|---|
| 1 | 6 | 0 | 0 |
| 2 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 |
| 5 | 2 | 0 | 0 |
| 6 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |

### Vehical Detector Phase Assignment

| | Assigned Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| Vehical Detector Channel :1 | 1 | Veh | 6 | 0.0 | 2 |
| Vehical Detector Channel :2 | 2 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :4 | 4 | Veh | 0 | 0.0 | 8 |
| Vehical Detector Channel :5 | 5 | Veh | 2 | 0.0 | 2 |
| Vehical Detector Channel :6 | 6 | Veh | 0 | 0.0 | 0 |
| Vehical Detector Channel :8 | 8 | Veh | 0 | 0.0 | 8 |
| Vehical Detector Channel :9 | 4 | Veh | 0 | 0.0 | 10 |
| Vehical Detector Channel :10 | 6 | Veh | 0 | 0.0 | 0 |

### Pedestrian Detector

**Default Data**

### Special Detector Phase Assignment

| | Assign Phase | Mode | Switched Phase | Extend | Delay |
|---|---|---|---|---|---|
| : | | | | | |

**Default Data**

## Unit Data

### General Control

Startup Time: 5sec Startup State: Flash Red Revert: 4sec

Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

| Ring | Input Respons | Output Selection |
|---|---|---|
| 1 | Ring 1 | Ring 1 |
| 2 | Ring 2 | Ring 2 |
| 3 | None | None |
| 4 | None | None |

### Remote Flash

Test A = Flash Yes

| Phase | Flash Entry Phase | Flash Exit Phase |
|---|---|---|
| 2 | No | Yes |
| 4 | Yes | No |
| 6 | No | Yes |
| 8 | Yes | No |

| Channel | Flash Color | Flash Alternat |
|---|---|---|
| 1 | Red | No |
| 2 | Yellow | No |
| 4 | Red | Yes |
| 5 | Red | No |
| 6 | Yellow | No |
| 8 | Red | Yes |

### Overlaps

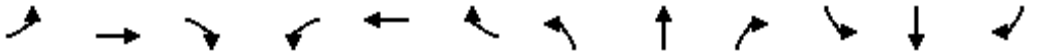
Overlaps

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase(s) | | | | | | | | | | | | | | | | |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 241 | 96 | 24 | 105 | 2 | 63 | 25 | 17 | 5 | 32 | 72 |
| Future Volume (veh/h) | 51 | 241 | 96 | 24 | 105 | 2 | 63 | 25 | 17 | 5 | 32 | 72 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1570 | 1863 | 1900 | 1727 | 1900 | 1845 | 1813 | 1900 | 1188 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 60 | 284 | 113 | 28 | 124 | 2 | 74 | 29 | 20 | 6 | 38 | 85 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 6 | 21 | 2 | 0 | 10 | 0 | 3 | 4 | 4 | 60 | 0 | 0 |
| Cap, veh/h | 693 | 704 | 710 | 529 | 774 | 724 | 365 | 194 | 133 | 347 | 101 | 226 |
| Arrive On Green | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1212 | 1570 | 1583 | 1003 | 1727 | 1615 | 1251 | 1001 | 690 | 861 | 523 | 1170 |
| Grp Volume(v), veh/h | 60 | 284 | 113 | 28 | 124 | 2 | 74 | 0 | 49 | 6 | 0 | 123 |
| Grp Sat Flow(s),veh/h/ln | 1212 | 1570 | 1583 | 1003 | 1727 | 1615 | 1251 | 0 | 1691 | 861 | 0 | 1693 |
| Q Serve(g_s), s | 1.1 | 4.4 | 1.5 | 0.7 | 1.5 | 0.0 | 2.0 | 0.0 | 0.9 | 0.2 | 0.0 | 2.3 |
| Cycle Q Clear(g_c), s | 2.6 | 4.4 | 1.5 | 5.0 | 1.5 | 0.0 | 4.2 | 0.0 | 0.9 | 1.1 | 0.0 | 2.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.41 | 1.00 | | 0.69 |
| Lane Grp Cap(c), veh/h | 693 | 704 | 710 | 529 | 774 | 724 | 365 | 0 | 327 | 347 | 0 | 328 |
| V/C Ratio(X) | 0.09 | 0.40 | 0.16 | 0.05 | 0.16 | 0.00 | 0.20 | 0.00 | 0.15 | 0.02 | 0.00 | 0.38 |
| Avail Cap(c_a), veh/h | 1616 | 1900 | 1916 | 1293 | 2090 | 1954 | 1139 | 0 | 1373 | 880 | 0 | 1375 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 6.6 | 6.6 | 5.9 | 8.3 | 5.9 | 5.4 | 14.4 | 0.0 | 12.0 | 12.4 | 0.0 | 12.5 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 1.8 | 0.7 | 0.2 | 0.7 | 0.0 | 0.7 | 0.0 | 0.4 | 0.1 | 0.0 | 1.1 |
| LnGrp Delay(d),s/veh | 6.7 | 6.8 | 5.9 | 8.4 | 5.9 | 5.4 | 14.6 | 0.0 | 12.2 | 12.4 | 0.0 | 13.2 |
| LnGrp LOS | A | A | A | A | A | A | B | | B | B | | B |
| Approach Vol, veh/h | | 457 | | | 154 | | | 123 | | | 129 | |
| Approach Delay, s/veh | | 6.5 | | | 6.3 | | | 13.6 | | | 13.2 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 22.8 | | 12.9 | | 22.8 | | 12.9 |
| Change Period (Y+Rc), s | | 6.8 | | 6.0 | | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | | 43.2 | | 29.0 | | 43.2 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | | 7.0 | | 6.2 | | 6.4 | | 4.3 |
| Green Ext Time (p_c), s | | 1.3 | | 1.3 | | 1.3 | | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.5 |
| HCM 2010 LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 52 | 267 | 157 | 65 | 96 | 19 | 113 | 250 | 65 | 82 | 278 | 11 |
| Future Volume (veh/h) | 52 | 267 | 157 | 65 | 96 | 19 | 113 | 250 | 65 | 82 | 278 | 11 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1792 | 1863 | 1545 | 1638 | 1810 | 1776 | 1810 | 1863 | 1583 | 1759 | 1900 |
| Adj Flow Rate, veh/h | 58 | 300 | 176 | 73 | 108 | 21 | 127 | 281 | 73 | 92 | 312 | 12 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 6 | 6 | 2 | 23 | 16 | 5 | 7 | 5 | 2 | 20 | 8 | 8 |
| Cap, veh/h | 502 | 897 | 417 | 347 | 843 | 417 | 318 | 463 | 405 | 317 | 419 | 16 |
| Arrive On Green | 0.07 | 0.26 | 0.26 | 0.07 | 0.27 | 0.27 | 0.09 | 0.26 | 0.26 | 0.08 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1707 | 3406 | 1583 | 1471 | 3112 | 1538 | 1691 | 1810 | 1583 | 1508 | 1683 | 65 |
| Grp Volume(v), veh/h | 58 | 300 | 176 | 73 | 108 | 21 | 127 | 281 | 73 | 92 | 0 | 324 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1703 | 1583 | 1471 | 1556 | 1538 | 1691 | 1810 | 1583 | 1508 | 0 | 1747 |
| Q Serve(g_s), s | 1.8 | 5.4 | 7.0 | 2.6 | 2.0 | 0.8 | 4.1 | 10.4 | 2.7 | 3.3 | 0.0 | 13.0 |
| Cycle Q Clear(g_c), s | 1.8 | 5.4 | 7.0 | 2.6 | 2.0 | 0.8 | 4.1 | 10.4 | 2.7 | 3.3 | 0.0 | 13.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 502 | 897 | 417 | 347 | 843 | 417 | 318 | 463 | 405 | 317 | 0 | 435 |
| V/C Ratio(X) | 0.12 | 0.33 | 0.42 | 0.21 | 0.13 | 0.05 | 0.40 | 0.61 | 0.18 | 0.29 | 0.00 | 0.74 |
| Avail Cap(c_a), veh/h | 561 | 1462 | 680 | 388 | 1336 | 660 | 349 | 880 | 770 | 355 | 0 | 849 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.7 | 22.6 | 23.2 | 17.8 | 20.9 | 20.5 | 19.4 | 24.9 | 22.0 | 19.0 | 0.0 | 26.3 |
| Incr Delay (d2), s/veh | 0.1 | 0.2 | 0.7 | 0.3 | 0.1 | 0.0 | 0.8 | 1.3 | 0.2 | 0.5 | 0.0 | 2.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 2.6 | 3.1 | 1.1 | 0.9 | 0.3 | 1.9 | 5.3 | 1.2 | 1.4 | 0.0 | 6.5 |
| LnGrp Delay(d),s/veh | 17.8 | 22.8 | 23.8 | 18.1 | 21.0 | 20.5 | 20.2 | 26.2 | 22.2 | 19.5 | 0.0 | 28.8 |
| LnGrp LOS | B | C | C | B | C | C | C | C | C | B | | C |
| Approach Vol, veh/h | | 534 | | | 202 | | | 481 | | | 416 | |
| Approach Delay, s/veh | | 22.6 | | | 19.9 | | | 24.0 | | | 26.8 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.3 | 27.0 | 12.1 | 25.5 | 11.9 | 26.4 | 12.6 | 25.0 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.6 | 32.6 | 7.9 | 36.9 | 7.6 | 32.6 | 7.9 | 36.9 |
| Max Q Clear Time (g_c+I1), s | 3.8 | 4.0 | 5.3 | 12.4 | 4.6 | 9.0 | 6.1 | 15.0 |
| Green Ext Time (p_c), s | 0.0 | 3.4 | 0.0 | 4.0 | 0.0 | 3.3 | 0.0 | 3.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.7 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 460 | 227 | 4 | 199 | 14 | 157 | 70 | 8 | 30 | 95 | 15 |
| Future Volume (veh/h) | 11 | 460 | 227 | 4 | 199 | 14 | 157 | 70 | 8 | 30 | 95 | 15 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1798 | 1900 | 1900 | 1723 | 1900 | 1810 | 1803 | 1900 | 1845 | 1835 | 1900 |
| Adj Flow Rate, veh/h | 12 | 500 | 247 | 4 | 216 | 15 | 171 | 76 | 9 | 33 | 103 | 16 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 7 | 7 | 0 | 10 | 10 | 5 | 6 | 6 | 3 | 3 | 3 |
| Cap, veh/h | 534 | 855 | 420 | 287 | 1196 | 82 | 435 | 590 | 70 | 307 | 202 | 31 |
| Arrive On Green | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | 0.12 | 0.37 | 0.37 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1168 | 2221 | 1092 | 725 | 3108 | 214 | 1723 | 1583 | 187 | 1295 | 1552 | 241 |
| Grp Volume(v), veh/h | 12 | 384 | 363 | 4 | 113 | 118 | 171 | 0 | 85 | 33 | 0 | 119 |
| Grp Sat Flow(s),veh/h/ln | 1168 | 1708 | 1605 | 725 | 1637 | 1685 | 1723 | 0 | 1770 | 1295 | 0 | 1793 |
| Q Serve(g_s), s | 0.4 | 9.3 | 9.3 | 0.2 | 2.4 | 2.4 | 4.1 | 0.0 | 1.6 | 1.2 | 0.0 | 3.2 |
| Cycle Q Clear(g_c), s | 2.8 | 9.3 | 9.3 | 9.6 | 2.4 | 2.4 | 4.1 | 0.0 | 1.6 | 1.2 | 0.0 | 3.2 |
| Prop In Lane | 1.00 | | 0.68 | 1.00 | | 0.13 | 1.00 | | 0.11 | 1.00 | | 0.13 |
| Lane Grp Cap(c), veh/h | 534 | 657 | 618 | 287 | 630 | 648 | 435 | 0 | 660 | 307 | 0 | 234 |
| V/C Ratio(X) | 0.02 | 0.58 | 0.59 | 0.01 | 0.18 | 0.18 | 0.39 | 0.00 | 0.13 | 0.11 | 0.00 | 0.51 |
| Avail Cap(c_a), veh/h | 1131 | 1531 | 1439 | 659 | 1468 | 1511 | 481 | 0 | 1730 | 1055 | 0 | 1269 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.5 | 12.7 | 12.7 | 16.5 | 10.6 | 10.6 | 14.8 | 0.0 | 10.7 | 20.2 | 0.0 | 21.1 |
| Incr Delay (d2), s/veh | 0.0 | 0.8 | 0.9 | 0.0 | 0.1 | 0.1 | 0.6 | 0.0 | 0.1 | 0.2 | 0.0 | 1.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 4.4 | 4.3 | 0.0 | 1.1 | 1.1 | 2.0 | 0.0 | 0.8 | 0.4 | 0.0 | 1.7 |
| LnGrp Delay(d),s/veh | 11.5 | 13.5 | 13.6 | 16.5 | 10.7 | 10.7 | 15.3 | 0.0 | 10.8 | 20.3 | 0.0 | 22.8 |
| LnGrp LOS | B | B | B | B | B | B | B | | B | C | | C |
| Approach Vol, veh/h | | 759 | | | 235 | | | 256 | | | 152 | |
| Approach Delay, s/veh | | 13.5 | | | 10.8 | | | 13.8 | | | 22.2 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 26.4 | | 25.6 | | 26.4 | 12.6 | 13.0 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 46.6 | | * 51 | | 46.6 | * 7.8 | * 37 |
| Max Q Clear Time (g_c+I1), s | | 11.6 | | 3.6 | | 11.3 | 6.1 | 5.2 |
| Green Ext Time (p_c), s | | 6.6 | | 1.4 | | 6.6 | 0.1 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.1 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 22 | 133 | 157 | 31 | 75 | 43 | 63 | 325 | 13 | 118 | 535 | 12 |
| Future Volume (veh/h) | 22 | 133 | 157 | 31 | 75 | 43 | 63 | 325 | 13 | 118 | 535 | 12 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1815 | 1900 | 1792 | 1810 | 1900 | 1712 | 1755 | 1900 | 1810 | 1743 | 1900 |
| Adj Flow Rate, veh/h | 22 | 136 | 160 | 32 | 77 | 44 | 64 | 332 | 13 | 120 | 546 | 12 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 6 | 5 | 5 | 11 | 8 | 8 | 5 | 9 | 9 |
| Cap, veh/h | 405 | 207 | 244 | 244 | 295 | 168 | 336 | 847 | 33 | 509 | 858 | 19 |
| Arrive On Green | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Sat Flow, veh/h | 1291 | 761 | 895 | 1038 | 1082 | 618 | 779 | 1678 | 66 | 1002 | 1700 | 37 |
| Grp Volume(v), veh/h | 22 | 0 | 296 | 32 | 0 | 121 | 64 | 0 | 345 | 120 | 0 | 558 |
| Grp Sat Flow(s),veh/h/ln | 1291 | 0 | 1657 | 1038 | 0 | 1700 | 779 | 0 | 1743 | 1002 | 0 | 1737 |
| Q Serve(g_s), s | 0.8 | 0.0 | 9.1 | 1.6 | 0.0 | 3.2 | 3.8 | 0.0 | 7.0 | 4.8 | 0.0 | 13.5 |
| Cycle Q Clear(g_c), s | 4.0 | 0.0 | 9.1 | 10.7 | 0.0 | 3.2 | 17.2 | 0.0 | 7.0 | 11.8 | 0.0 | 13.5 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.36 | 1.00 | | 0.04 | 1.00 | | 0.02 |
| Lane Grp Cap(c), veh/h | 405 | 0 | 451 | 244 | 0 | 463 | 336 | 0 | 880 | 509 | 0 | 876 |
| V/C Ratio(X) | 0.05 | 0.00 | 0.66 | 0.13 | 0.00 | 0.26 | 0.19 | 0.00 | 0.39 | 0.24 | 0.00 | 0.64 |
| Avail Cap(c_a), veh/h | 921 | 0 | 1114 | 659 | 0 | 1143 | 534 | 0 | 1324 | 764 | 0 | 1319 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.9 | 0.0 | 18.5 | 23.2 | 0.0 | 16.4 | 16.7 | 0.0 | 8.8 | 12.4 | 0.0 | 10.4 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.6 | 0.2 | 0.0 | 0.3 | 0.4 | 0.0 | 0.4 | 0.3 | 0.0 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 4.3 | 0.5 | 0.0 | 1.5 | 0.8 | 0.0 | 3.5 | 1.4 | 0.0 | 6.6 |
| LnGrp Delay(d),s/veh | 18.0 | 0.0 | 20.1 | 23.5 | 0.0 | 16.7 | 17.1 | 0.0 | 9.2 | 12.8 | 0.0 | 11.5 |
| LnGrp LOS | B | | C | C | | B | B | | A | B | | B |
| Approach Vol, veh/h | | 318 | | | 153 | | | 409 | | | 678 | |
| Approach Delay, s/veh | | 20.0 | | | 18.1 | | | 10.4 | | | 11.7 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 35.4 | | 22.0 | | 35.4 | | 22.0 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 43.6 | | 38.6 | | 43.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 19.2 | | 11.1 | | 15.5 | | 12.7 |
| Green Ext Time (p_c), s | | 9.8 | | 3.0 | | 10.4 | | 2.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.7 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 138 | 222 | 191 | 9 | 149 | 17 | 181 | 175 | 15 | 62 | 277 | 43 |
| Future Volume (veh/h) | 138 | 222 | 191 | 9 | 149 | 17 | 181 | 175 | 15 | 62 | 277 | 43 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1776 | 1900 | 1777 | 1900 | 1743 | 1845 | 1583 | 1863 | 1810 | 1638 |
| Adj Flow Rate, veh/h | 147 | 236 | 203 | 10 | 159 | 18 | 193 | 186 | 16 | 66 | 295 | 46 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 4 | 3 | 7 | 0 | 7 | 7 | 9 | 3 | 20 | 2 | 5 | 16 |
| Cap, veh/h | 347 | 519 | 425 | 281 | 442 | 50 | 450 | 951 | 694 | 472 | 556 | 428 |
| Arrive On Green | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.10 | 0.52 | 0.52 | 0.31 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1179 | 1845 | 1509 | 965 | 1568 | 178 | 1660 | 1845 | 1346 | 1175 | 1810 | 1392 |
| Grp Volume(v), veh/h | 147 | 236 | 203 | 10 | 0 | 177 | 193 | 186 | 16 | 66 | 295 | 46 |
| Grp Sat Flow(s),veh/h/ln | 1179 | 1845 | 1509 | 965 | 0 | 1746 | 1660 | 1845 | 1346 | 1175 | 1810 | 1392 |
| Q Serve(g_s), s | 7.4 | 6.9 | 7.3 | 0.6 | 0.0 | 5.3 | 4.8 | 3.5 | 0.4 | 2.7 | 8.8 | 1.5 |
| Cycle Q Clear(g_c), s | 12.7 | 6.9 | 7.3 | 7.4 | 0.0 | 5.3 | 4.8 | 3.5 | 0.4 | 2.7 | 8.8 | 1.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 347 | 519 | 425 | 281 | 0 | 492 | 450 | 951 | 694 | 472 | 556 | 428 |
| V/C Ratio(X) | 0.42 | 0.45 | 0.48 | 0.04 | 0.00 | 0.36 | 0.43 | 0.20 | 0.02 | 0.14 | 0.53 | 0.11 |
| Avail Cap(c_a), veh/h | 642 | 980 | 802 | 522 | 0 | 928 | 741 | 2045 | 1492 | 963 | 1312 | 1009 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.8 | 19.3 | 19.4 | 22.3 | 0.0 | 18.7 | 12.6 | 8.5 | 7.7 | 16.6 | 18.7 | 16.2 |
| Incr Delay (d2), s/veh | 0.8 | 0.6 | 0.8 | 0.1 | 0.0 | 0.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 3.6 | 3.1 | 0.2 | 0.0 | 2.6 | 2.2 | 1.8 | 0.1 | 0.9 | 4.4 | 0.6 |
| LnGrp Delay(d),s/veh | 24.6 | 19.9 | 20.3 | 22.4 | 0.0 | 19.1 | 12.8 | 8.5 | 7.7 | 16.6 | 19.0 | 16.2 |
| LnGrp LOS | C | B | C | C | | B | B | A | A | B | B | B |
| Approach Vol, veh/h | | 586 | | | 187 | | | 395 | | | 407 | |
| Approach Delay, s/veh | | 21.2 | | | 19.3 | | | 10.6 | | | 18.3 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 40.4 | | 24.7 | 13.6 | 26.8 | | 24.7 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 72.2 | | 34.6 | 18.2 | 47.2 | | 34.6 |
| Max Q Clear Time (g_c+I1), s | | 5.5 | | 14.7 | 6.8 | 10.8 | | 9.4 |
| Green Ext Time (p_c), s | | 1.8 | | 3.6 | 0.2 | 1.8 | | 3.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.6 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 303 | 217 | 37 | 143 | 3 | 122 | 19 | 51 | 2 | 23 | 0 |
| Future Volume (veh/h) | 7 | 303 | 217 | 37 | 143 | 3 | 122 | 19 | 51 | 2 | 23 | 0 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1712 | 1900 | 1759 | 1267 | 1828 | 1900 | 1900 | 1650 | 1900 | 1900 | 1667 | 1900 |
| Adj Flow Rate, veh/h | 8 | 329 | 236 | 40 | 155 | 3 | 133 | 21 | 55 | 2 | 25 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 11 | 0 | 8 | 50 | 4 | 4 | 10 | 10 | 0 | 14 | 14 | 14 |
| Cap, veh/h | 686 | 946 | 745 | 398 | 962 | 19 | 281 | 29 | 263 | 63 | 263 | 0 |
| Arrive On Green | 0.01 | 0.50 | 0.50 | 0.05 | 0.54 | 0.54 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.00 |
| Sat Flow, veh/h | 1630 | 1900 | 1495 | 1206 | 1788 | 35 | 1116 | 178 | 1615 | 34 | 1618 | 0 |
| Grp Volume(v), veh/h | 8 | 329 | 236 | 40 | 0 | 158 | 154 | 0 | 55 | 27 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1630 | 1900 | 1495 | 1206 | 0 | 1822 | 1294 | 0 | 1615 | 1653 | 0 | 0 |
| Q Serve(g_s), s | 0.2 | 7.1 | 6.3 | 1.0 | 0.0 | 3.0 | 6.6 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 7.1 | 6.3 | 1.0 | 0.0 | 3.0 | 7.6 | 0.0 | 2.0 | 0.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.02 | 0.86 | | 1.00 | 0.07 | | 0.00 |
| Lane Grp Cap(c), veh/h | 686 | 946 | 745 | 398 | 0 | 981 | 310 | 0 | 263 | 326 | 0 | 0 |
| V/C Ratio(X) | 0.01 | 0.35 | 0.32 | 0.10 | 0.00 | 0.16 | 0.50 | 0.00 | 0.21 | 0.08 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 991 | 946 | 745 | 575 | 0 | 981 | 641 | 0 | 685 | 749 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 8.1 | 10.3 | 10.1 | 7.4 | 0.0 | 7.9 | 26.7 | 0.0 | 24.5 | 24.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 1.1 | 0.1 | 0.0 | 0.4 | 1.8 | 0.0 | 0.6 | 0.2 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 3.9 | 2.9 | 0.3 | 0.0 | 1.6 | 2.8 | 0.0 | 0.9 | 0.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 8.1 | 11.3 | 11.2 | 7.5 | 0.0 | 8.2 | 28.5 | 0.0 | 25.0 | 24.2 | 0.0 | 0.0 |
| LnGrp LOS | A | B | B | A | | A | C | | C | C | | |
| Approach Vol, veh/h | | 573 | | | 198 | | | 209 | | | 27 | |
| Approach Delay, s/veh | | 11.2 | | | 8.1 | | | 27.6 | | | 24.2 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 7.4 | 42.7 | | 17.4 | 10.1 | 40.0 | | 17.4 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 13.6 | 33.6 | | 28.6 | 13.6 | 33.6 | | 28.6 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 5.0 | | 9.6 | 3.0 | 9.1 | | 2.9 |
| Green Ext Time (p_c), s | 0.0 | 8.3 | | 1.6 | 0.0 | 7.8 | | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.3 |
| HCM 2010 LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 4 | 15 | 58 | 18 | 8 | 7 | 14 | 42 | 10 | 52 | 107 | 5 |
| Future Vol, veh/h | 4 | 15 | 58 | 18 | 8 | 7 | 14 | 42 | 10 | 52 | 107 | 5 |
| 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 | - | - | - | - | - | 190 | - | - | 430 | - | - | 420 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 25 | 7 | 10 | 22 | 13 | 14 | 29 | 24 | 40 | 46 | 18 | 40 |
| Mvmt Flow | 4 | 17 | 65 | 20 | 9 | 8 | 16 | 47 | 11 | 58 | 120 | 6 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 320 | 316 | 120 | 357 | 316 | 47 | 120 | 0 | 0 | 47 | 0 | 0 |
| Stage 1 | 237 | 237 | - | 79 | 79 | - | - | - | - | - | - | - |
| Stage 2 | 83 | 79 | - | 278 | 237 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.35 | 6.57 | 6.3 | 7.32 | 6.63 | 6.34 | 4.39 | - | - | 4.56 | - | - |
| Critical Hdwy Stg 1 | 6.35 | 5.57 | - | 6.32 | 5.63 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.35 | 5.57 | - | 6.32 | 5.63 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.725 | 4.063 | 3.39 | 3.698 | 4.117 | 3.426 | 2.461 | - | - | 2.614 | - | - |
| Pot Cap-1 Maneuver | 591 | 592 | 910 | 563 | 582 | 989 | 1316 | - | - | 1320 | - | - |
| Stage 1 | 717 | 700 | - | 882 | 808 | - | - | - | - | - | - | - |
| Stage 2 | 871 | 820 | - | 687 | 689 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 553 | 557 | 910 | 488 | 547 | 989 | 1316 | - | - | 1320 | - | - |
| Mov Cap-2 Maneuver | 553 | 557 | - | 488 | 547 | - | - | - | - | - | - | - |
| Stage 1 | 708 | 667 | - | 871 | 797 | - | - | - | - | - | - | - |
| Stage 2 | 843 | 809 | - | 592 | 657 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.1 | 11.8 | 1.6 | 2.5 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1316 | - | - | 787 | 505 | 989 | 1320 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | - | 0.11 | 0.058 | 0.008 | 0.044 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | - | 10.1 | 12.6 | 8.7 | 7.9 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 0.2 | 0 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 212 | 406 | 236 | 14 | 23 | 70 |
| Future Vol, veh/h | 212 | 406 | 236 | 14 | 23 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 160 | - | - | 320 | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 19 | 18 | 14 | 0 | 17 | 17 |
| Mvmt Flow | 230 | 441 | 257 | 15 | 25 | 76 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 272 | 0 | - | 0 | 946 | 136 |
| Stage 1 | - | - | - | - | 264 | - |
| Stage 2 | - | - | - | - | 682 | - |
| Critical Hdwy | 4.48 | - | - | - | 7.14 | 7.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.14 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.14 | - |
| Follow-up Hdwy | 2.39 | - | - | - | 3.67 | 3.47 |
| Pot Cap-1 Maneuver | 1174 | - | - | - | 234 | 842 |
| Stage 1 | - | - | - | - | 713 | - |
| Stage 2 | - | - | - | - | 425 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1174 | - | - | - | 188 | 842 |
| Mov Cap-2 Maneuver | - | - | - | - | 280 | - |
| Stage 1 | - | - | - | - | 713 | - |
| Stage 2 | - | - | - | - | 342 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3 | 0 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1174 | - | - | - | 280 | 842 |
| HCM Lane V/C Ratio | 0.196 | - | - | - | 0.089 | 0.09 |
| HCM Control Delay (s) | 8.8 | - | - | - | 19.1 | 9.7 |
| HCM Lane LOS | A | - | - | - | C | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | 0.3 | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 384 | 182 | 109 | 245 | 4 |
| Future Vol, veh/h | 12 | 384 | 182 | 109 | 245 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 280 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 8 | 12 | 15 | 17 | 21 | 50 |
| Mvmt Flow | 13 | 431 | 204 | 122 | 275 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 327 | 0 | - | 0 | 509 | 163 |
| Stage 1 | - | - | - | - | 266 | - |
| Stage 2 | - | - | - | - | 243 | - |
| Critical Hdwy | 4.26 | - | - | - | 7.22 | 7.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.22 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.22 | - |
| Follow-up Hdwy | 2.28 | - | - | - | 3.71 | 3.8 |
| Pot Cap-1 Maneuver | 1187 | - | - | - | 449 | 721 |
| Stage 1 | - | - | - | - | 701 | - |
| Stage 2 | - | - | - | - | 721 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1187 | - | - | - | 444 | 721 |
| Mov Cap-2 Maneuver | - | - | - | - | 525 | - |
| Stage 1 | - | - | - | - | 701 | - |
| Stage 2 | - | - | - | - | 713 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 19.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1187 | - | - | - | 527 |
| HCM Lane V/C Ratio | 0.011 | - | - | - | 0.531 |
| HCM Control Delay (s) | 8.1 | - | - | - | 19.3 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 3.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 29 | 40 | 115 | 4 | 5 | 179 | 76 | 244 | 33 | 429 | 393 | 44 |
| Future Vol, veh/h | 29 | 40 | 115 | 4 | 5 | 179 | 76 | 244 | 33 | 429 | 393 | 44 |
| 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 | - | - | Yield | - | - | None | - | - | None |
| Storage Length | 315 | - | - | 80 | - | - | 230 | - | 180 | 200 | - | 190 |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 3 | 3 | 0 | 0 | 0 | 12 | 3 | 5 | 6 | 11 | 4 | 0 |
| Mvmt Flow | 30 | 41 | 117 | 4 | 5 | 183 | 78 | 249 | 34 | 438 | 401 | 45 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1684 | 1681 | 401 | 1760 | 1681 | 249 | 401 | 0 | 0 | 249 | 0 | 0 |
| Stage 1 | 1277 | 1277 | - | 404 | 404 | - | - | - | - | - | - | - |
| Stage 2 | 407 | 404 | - | 1356 | 1277 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.2 | 7.1 | 6.5 | 6.32 | 4.13 | - | - | 4.21 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.3 | 3.5 | 4 | 3.408 | 2.227 | - | - | 2.299 | - | - |
| Pot Cap-1 Maneuver | 74 | 94 | 653 | 67 | 96 | 766 | 1152 | - | - | 1266 | - | - |
| Stage 1 | 203 | 236 | - | 627 | 603 | - | - | - | - | - | - | - |
| Stage 2 | 619 | 597 | - | 186 | 239 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 37 | 57 | 653 | 25 | 59 | 766 | 1152 | - | - | 1266 | - | - |
| Mov Cap-2 Maneuver | ~ -16 | 87 | - | ~ -6 | 71 | - | - | - | - | - | - | - |
| Stage 1 | 189 | 154 | - | 585 | 562 | - | - | - | - | - | - | - |
| Stage 2 | 435 | 557 | - | 73 | 156 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | | 1.8 | 4.6 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1152 | - | - | + 244 | + | 805 | 1266 | - | - | |
| HCM Lane V/C Ratio | 0.067 | - | - | - 0.648 | - | 0.233 | 0.346 | - | - | |
| HCM Control Delay (s) | 8.3 | - | - | - 43.4 | - | 10.8 | 9.3 | - | - | |
| HCM Lane LOS | A | - | - | - E | - | B | A | - | - | |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - 4 | - | 0.9 | 1.6 | - | - | |

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

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 88 | 141 | 24 | 3 | 360 | 1 | 28 | 4 | 5 | 3 | 5 | 99 |
| Future Volume (veh/h) | 88 | 141 | 24 | 3 | 360 | 1 | 28 | 4 | 5 | 3 | 5 | 99 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1638 | 1681 | 1900 | 1681 | 1900 | 1776 | 1696 | 1900 | 1900 | 1847 | 1900 |
| Adj Flow Rate, veh/h | 98 | 157 | 27 | 3 | 400 | 1 | 31 | 4 | 6 | 3 | 6 | 110 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 16 | 13 | 0 | 13 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 504 | 765 | 667 | 710 | 785 | 754 | 323 | 98 | 147 | 430 | 13 | 240 |
| Arrive On Green | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 980 | 1638 | 1429 | 1219 | 1681 | 1615 | 1212 | 614 | 920 | 1427 | 82 | 1501 |
| Grp Volume(v), veh/h | 98 | 157 | 27 | 3 | 400 | 1 | 31 | 0 | 10 | 3 | 0 | 116 |
| Grp Sat Flow(s),veh/h/ln | 980 | 1638 | 1429 | 1219 | 1681 | 1615 | 1212 | 0 | 1534 | 1427 | 0 | 1583 |
| Q Serve(g_s), s | 2.7 | 1.9 | 0.4 | 0.0 | 5.7 | 0.0 | 0.8 | 0.0 | 0.2 | 0.1 | 0.0 | 2.3 |
| Cycle Q Clear(g_c), s | 8.4 | 1.9 | 0.4 | 2.0 | 5.7 | 0.0 | 3.1 | 0.0 | 0.2 | 0.3 | 0.0 | 2.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.60 | 1.00 | | 0.95 |
| Lane Grp Cap(c), veh/h | 504 | 765 | 667 | 710 | 785 | 754 | 323 | 0 | 245 | 430 | 0 | 253 |
| V/C Ratio(X) | 0.19 | 0.21 | 0.04 | 0.00 | 0.51 | 0.00 | 0.10 | 0.00 | 0.04 | 0.01 | 0.00 | 0.46 |
| Avail Cap(c_a), veh/h | 1282 | 2064 | 1801 | 1677 | 2119 | 2036 | 1155 | 0 | 1298 | 1410 | 0 | 1339 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.3 | 5.4 | 5.0 | 6.0 | 6.4 | 4.9 | 14.5 | 0.0 | 12.2 | 12.3 | 0.0 | 13.1 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 1.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.9 | 0.1 | 0.0 | 2.6 | 0.0 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 1.1 |
| LnGrp Delay(d),s/veh | 9.4 | 5.4 | 5.0 | 6.0 | 6.6 | 4.9 | 14.6 | 0.0 | 12.2 | 12.3 | 0.0 | 14.4 |
| LnGrp LOS | A | A | A | A | A | A | B | | B | B | | B |
| Approach Vol, veh/h | | 282 | | | 404 | | | 41 | | | 119 | |
| Approach Delay, s/veh | | 6.8 | | | 6.6 | | | 14.0 | | | 14.3 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 22.8 | | 11.5 | | 22.8 | | 11.5 |
| Change Period (Y+Rc), s | | 6.8 | | 6.0 | | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | | 43.2 | | 29.0 | | 43.2 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | | 7.7 | | 5.1 | | 10.4 | | 4.3 |
| Green Ext Time (p_c), s | | 1.7 | | 0.9 | | 1.7 | | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.1 |
| HCM 2010 LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 190 | 180 | 104 | 268 | 53 | 217 | 334 | 63 | 29 | 216 | 39 |
| Future Volume (veh/h) | 58 | 190 | 180 | 104 | 268 | 53 | 217 | 334 | 63 | 29 | 216 | 39 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1810 | 1900 | 1759 | 1712 | 1792 | 1863 | 1827 | 1712 | 1667 | 1800 | 1900 |
| Adj Flow Rate, veh/h | 63 | 207 | 196 | 113 | 291 | 58 | 236 | 363 | 68 | 32 | 235 | 42 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 5 | 0 | 8 | 11 | 6 | 2 | 4 | 11 | 14 | 6 | 6 |
| Cap, veh/h | 404 | 897 | 421 | 430 | 900 | 421 | 366 | 520 | 414 | 257 | 337 | 60 |
| Arrive On Green | 0.07 | 0.26 | 0.26 | 0.08 | 0.28 | 0.28 | 0.10 | 0.28 | 0.28 | 0.05 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1660 | 3438 | 1615 | 1675 | 3252 | 1524 | 1774 | 1827 | 1455 | 1587 | 1487 | 266 |
| Grp Volume(v), veh/h | 63 | 207 | 196 | 113 | 291 | 58 | 236 | 363 | 68 | 32 | 0 | 277 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1719 | 1615 | 1675 | 1626 | 1524 | 1774 | 1827 | 1455 | 1587 | 0 | 1753 |
| Q Serve(g_s), s | 2.0 | 3.6 | 7.8 | 3.6 | 5.4 | 2.2 | 7.8 | 13.6 | 2.7 | 1.1 | 0.0 | 11.1 |
| Cycle Q Clear(g_c), s | 2.0 | 3.6 | 7.8 | 3.6 | 5.4 | 2.2 | 7.8 | 13.6 | 2.7 | 1.1 | 0.0 | 11.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 404 | 897 | 421 | 430 | 900 | 421 | 366 | 520 | 414 | 257 | 0 | 397 |
| V/C Ratio(X) | 0.16 | 0.23 | 0.47 | 0.26 | 0.32 | 0.14 | 0.64 | 0.70 | 0.16 | 0.12 | 0.00 | 0.70 |
| Avail Cap(c_a), veh/h | 456 | 1462 | 687 | 457 | 1383 | 648 | 366 | 880 | 701 | 349 | 0 | 844 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.1 | 22.3 | 23.8 | 17.8 | 22.0 | 20.8 | 20.7 | 24.5 | 20.6 | 21.3 | 0.0 | 27.2 |
| Incr Delay (d2), s/veh | 0.2 | 0.1 | 0.8 | 0.3 | 0.2 | 0.1 | 3.8 | 1.7 | 0.2 | 0.2 | 0.0 | 2.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 1.7 | 3.6 | 1.7 | 2.5 | 0.9 | 4.1 | 7.1 | 1.1 | 0.5 | 0.0 | 5.6 |
| LnGrp Delay(d),s/veh | 18.3 | 22.4 | 24.6 | 18.1 | 22.2 | 21.0 | 24.5 | 26.2 | 20.8 | 21.5 | 0.0 | 29.4 |
| LnGrp LOS | B | C | C | B | C | C | C | C | C | C | | C |
| Approach Vol, veh/h | | 466 | | | 462 | | | 667 | | | 309 | |
| Approach Delay, s/veh | | 22.8 | | | 21.1 | | | 25.0 | | | 28.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.6 | 27.6 | 9.6 | 27.9 | 12.8 | 26.4 | 14.0 | 23.5 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.6 | 32.6 | 7.9 | 36.9 | 7.6 | 32.6 | 7.9 | 36.9 |
| Max Q Clear Time (g_c+I1), s | 4.0 | 7.4 | 3.1 | 15.6 | 5.6 | 9.8 | 9.8 | 13.1 |
| Green Ext Time (p_c), s | 0.0 | 4.2 | 0.0 | 4.1 | 0.0 | 4.1 | 0.0 | 4.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.1 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 14 | 423 | 162 | 18 | 490 | 39 | 278 | 117 | 21 | 31 | 70 | 26 |
| Future Volume (veh/h) | 14 | 423 | 162 | 18 | 490 | 39 | 278 | 117 | 21 | 31 | 70 | 26 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1842 | 1900 | 1900 | 1800 | 1900 | 1863 | 1868 | 1900 | 1900 | 1802 | 1900 |
| Adj Flow Rate, veh/h | 14 | 432 | 165 | 18 | 500 | 40 | 284 | 119 | 21 | 32 | 71 | 27 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 0 | 6 | 6 | 2 | 2 | 2 | 0 | 6 | 6 |
| Cap, veh/h | 362 | 929 | 352 | 335 | 1200 | 96 | 491 | 604 | 107 | 298 | 160 | 61 |
| Arrive On Green | 0.37 | 0.37 | 0.37 | 0.37 | 0.37 | 0.37 | 0.15 | 0.39 | 0.39 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 879 | 2485 | 940 | 834 | 3209 | 256 | 1774 | 1547 | 273 | 1269 | 1245 | 473 |
| Grp Volume(v), veh/h | 14 | 303 | 294 | 18 | 266 | 274 | 284 | 0 | 140 | 32 | 0 | 98 |
| Grp Sat Flow(s),veh/h/ln | 879 | 1750 | 1676 | 834 | 1710 | 1755 | 1774 | 0 | 1820 | 1269 | 0 | 1718 |
| Q Serve(g_s), s | 0.6 | 7.0 | 7.1 | 0.9 | 6.2 | 6.2 | 7.0 | 0.0 | 2.7 | 1.2 | 0.0 | 2.8 |
| Cycle Q Clear(g_c), s | 6.8 | 7.0 | 7.1 | 8.0 | 6.2 | 6.2 | 7.0 | 0.0 | 2.7 | 1.2 | 0.0 | 2.8 |
| Prop In Lane | 1.00 | | 0.56 | 1.00 | | 0.15 | 1.00 | | 0.15 | 1.00 | | 0.28 |
| Lane Grp Cap(c), veh/h | 362 | 654 | 627 | 335 | 640 | 656 | 491 | 0 | 710 | 298 | 0 | 221 |
| V/C Ratio(X) | 0.04 | 0.46 | 0.47 | 0.05 | 0.42 | 0.42 | 0.58 | 0.00 | 0.20 | 0.11 | 0.00 | 0.44 |
| Avail Cap(c_a), veh/h | 799 | 1525 | 1460 | 750 | 1490 | 1529 | 491 | 0 | 1729 | 1008 | 0 | 1183 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.0 | 12.7 | 12.7 | 15.8 | 12.4 | 12.4 | 15.4 | 0.0 | 10.8 | 20.8 | 0.0 | 21.5 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.5 | 0.1 | 0.4 | 0.4 | 1.7 | 0.0 | 0.1 | 0.2 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 3.5 | 3.4 | 0.2 | 3.0 | 3.0 | 3.6 | 0.0 | 1.4 | 0.4 | 0.0 | 1.4 |
| LnGrp Delay(d),s/veh | 15.0 | 13.2 | 13.3 | 15.8 | 12.8 | 12.8 | 17.0 | 0.0 | 10.9 | 21.0 | 0.0 | 22.9 |
| LnGrp LOS | B | B | B | B | B | B | B | | B | C | | C |
| Approach Vol, veh/h | | 611 | | | 558 | | | 424 | | | 130 | |
| Approach Delay, s/veh | | 13.3 | | | 12.9 | | | 15.0 | | | 22.5 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 26.4 | | 27.1 | | 26.4 | 14.0 | 13.1 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 46.6 | | * 51 | | 46.6 | * 7.8 | * 37 |
| Max Q Clear Time (g_c+I1), s | | 10.0 | | 4.7 | | 9.1 | 9.0 | 4.8 |
| Green Ext Time (p_c), s | | 8.1 | | 1.6 | | 8.2 | 0.0 | 1.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.3 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 33 | 95 | 113 | 21 | 163 | 87 | 129 | 630 | 14 | 56 | 537 | 23 |
| Future Volume (veh/h) | 33 | 95 | 113 | 21 | 163 | 87 | 129 | 630 | 14 | 56 | 537 | 23 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1866 | 1900 | 1900 | 1863 | 1900 | 1810 | 1846 | 1900 | 1863 | 1847 | 1900 |
| Adj Flow Rate, veh/h | 34 | 97 | 115 | 21 | 166 | 89 | 132 | 643 | 14 | 57 | 548 | 23 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 0 | 2 | 2 | 5 | 3 | 3 | 2 | 3 | 3 |
| Cap, veh/h | 242 | 187 | 222 | 272 | 275 | 147 | 403 | 1000 | 22 | 353 | 978 | 41 |
| Arrive On Green | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 |
| Sat Flow, veh/h | 1142 | 779 | 924 | 1188 | 1142 | 612 | 814 | 1800 | 39 | 773 | 1760 | 74 |
| Grp Volume(v), veh/h | 34 | 0 | 212 | 21 | 0 | 255 | 132 | 0 | 657 | 57 | 0 | 571 |
| Grp Sat Flow(s),veh/h/ln | 1142 | 0 | 1703 | 1188 | 0 | 1755 | 814 | 0 | 1839 | 773 | 0 | 1834 |
| Q Serve(g_s), s | 1.7 | 0.0 | 6.8 | 1.0 | 0.0 | 8.1 | 7.8 | 0.0 | 15.5 | 3.5 | 0.0 | 12.6 |
| Cycle Q Clear(g_c), s | 9.8 | 0.0 | 6.8 | 7.8 | 0.0 | 8.1 | 20.5 | 0.0 | 15.5 | 19.0 | 0.0 | 12.6 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.35 | 1.00 | | 0.02 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 242 | 0 | 410 | 272 | 0 | 422 | 403 | 0 | 1022 | 353 | 0 | 1019 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.52 | 0.08 | 0.00 | 0.60 | 0.33 | 0.00 | 0.64 | 0.16 | 0.00 | 0.56 |
| Avail Cap(c_a), veh/h | 669 | 0 | 1047 | 717 | 0 | 1078 | 516 | 0 | 1277 | 461 | 0 | 1273 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.6 | 0.0 | 20.7 | 24.1 | 0.0 | 21.2 | 15.6 | 0.0 | 9.6 | 16.2 | 0.0 | 9.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 1.0 | 0.1 | 0.0 | 1.4 | 0.7 | 0.0 | 1.0 | 0.3 | 0.0 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 | 3.3 | 0.3 | 0.0 | 4.1 | 1.8 | 0.0 | 8.1 | 0.8 | 0.0 | 6.5 |
| LnGrp Delay(d),s/veh | 25.8 | 0.0 | 21.7 | 24.2 | 0.0 | 22.6 | 16.3 | 0.0 | 10.7 | 16.5 | 0.0 | 9.7 |
| LnGrp LOS | C | | C | C | | C | B | | B | B | | A |
| Approach Vol, veh/h | | 246 | | | 276 | | | 789 | | | 628 | |
| Approach Delay, s/veh | | 22.3 | | | 22.7 | | | 11.6 | | | 10.3 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 41.3 | | 21.5 | | 41.3 | | 21.5 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 43.6 | | 38.6 | | 43.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 22.5 | | 11.8 | | 21.0 | | 10.1 |
| Green Ext Time (p_c), s | | 12.4 | | 3.3 | | 13.0 | | 3.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.1 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 149 | 142 | 257 | 19 | 252 | 21 | 287 | 374 | 32 | 26 | 348 | 164 |
| Future Volume (veh/h) | 149 | 142 | 257 | 19 | 252 | 21 | 287 | 374 | 32 | 26 | 348 | 164 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1900 | 1863 | 1900 | 1866 | 1900 | 1900 | 1827 | 1900 | 1900 | 1845 | 1863 |
| Adj Flow Rate, veh/h | 154 | 146 | 265 | 20 | 260 | 22 | 296 | 386 | 33 | 27 | 359 | 169 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 3 | 2 |
| Cap, veh/h | 319 | 623 | 519 | 365 | 557 | 47 | 429 | 907 | 802 | 357 | 490 | 421 |
| Arrive On Green | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.14 | 0.50 | 0.50 | 0.27 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1082 | 1900 | 1583 | 990 | 1697 | 144 | 1810 | 1827 | 1615 | 983 | 1845 | 1583 |
| Grp Volume(v), veh/h | 154 | 146 | 265 | 20 | 0 | 282 | 296 | 386 | 33 | 27 | 359 | 169 |
| Grp Sat Flow(s),veh/h/ln | 1082 | 1900 | 1583 | 990 | 0 | 1840 | 1810 | 1827 | 1615 | 983 | 1845 | 1583 |
| Q Serve(g_s), s | 9.9 | 4.2 | 10.2 | 1.1 | 0.0 | 9.2 | 8.4 | 10.2 | 0.8 | 1.6 | 13.4 | 6.6 |
| Cycle Q Clear(g_c), s | 19.1 | 4.2 | 10.2 | 5.3 | 0.0 | 9.2 | 8.4 | 10.2 | 0.8 | 1.6 | 13.4 | 6.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.08 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 319 | 623 | 519 | 365 | 0 | 604 | 429 | 907 | 802 | 357 | 490 | 421 |
| V/C Ratio(X) | 0.48 | 0.23 | 0.51 | 0.05 | 0.00 | 0.47 | 0.69 | 0.43 | 0.04 | 0.08 | 0.73 | 0.40 |
| Avail Cap(c_a), veh/h | 461 | 873 | 728 | 495 | 0 | 846 | 611 | 1752 | 1549 | 712 | 1156 | 992 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.6 | 18.4 | 20.4 | 20.4 | 0.0 | 20.1 | 16.8 | 12.1 | 9.7 | 20.9 | 25.2 | 22.7 |
| Incr Delay (d2), s/veh | 1.1 | 0.2 | 0.8 | 0.1 | 0.0 | 0.6 | 0.7 | 0.1 | 0.0 | 0.0 | 0.8 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 2.2 | 4.5 | 0.3 | 0.0 | 4.7 | 4.1 | 5.1 | 0.4 | 0.4 | 6.9 | 2.9 |
| LnGrp Delay(d),s/veh | 28.8 | 18.6 | 21.2 | 20.4 | 0.0 | 20.6 | 17.6 | 12.2 | 9.7 | 20.9 | 26.0 | 23.0 |
| LnGrp LOS | C | B | C | C | | C | B | B | A | C | C | C |
| Approach Vol, veh/h | | 565 | | | 302 | | | 715 | | | 555 | |
| Approach Delay, s/veh | | 22.6 | | | 20.6 | | | 14.3 | | | 24.8 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 44.2 | | 31.1 | 17.4 | 26.8 | | 31.1 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 72.2 | | 34.6 | 18.2 | 47.2 | | 34.6 |
| Max Q Clear Time (g_c+I1), s | | 12.2 | | 21.1 | 10.4 | 15.4 | | 11.2 |
| Green Ext Time (p_c), s | | 3.1 | | 3.6 | 0.3 | 3.0 | | 4.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.1 |
| HCM 2010 LOS | C |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 207 | 147 | 63 | 390 | 4 | 254 | 12 | 37 | 11 | 47 | 4 |
| Future Volume (veh/h) | 7 | 207 | 147 | 63 | 390 | 4 | 254 | 12 | 37 | 11 | 47 | 4 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1900 | 1900 | 1610 | 1900 | 1900 | 1900 | 1755 | 1520 | 1900 | 1582 | 1900 |
| Adj Flow Rate, veh/h | 7 | 218 | 155 | 66 | 411 | 4 | 267 | 13 | 39 | 12 | 49 | 4 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 6 | 0 | 0 | 18 | 0 | 0 | 13 | 13 | 25 | 19 | 19 | 19 |
| Cap, veh/h | 365 | 734 | 624 | 448 | 823 | 8 | 212 | 6 | 425 | 49 | 141 | 9 |
| Arrive On Green | 0.01 | 0.39 | 0.39 | 0.06 | 0.44 | 0.44 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Sat Flow, veh/h | 1707 | 1900 | 1615 | 1533 | 1878 | 18 | 399 | 19 | 1292 | 0 | 429 | 28 |
| Grp Volume(v), veh/h | 7 | 218 | 155 | 66 | 0 | 415 | 280 | 0 | 39 | 65 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1900 | 1615 | 1533 | 0 | 1897 | 419 | 0 | 1292 | 457 | 0 | 0 |
| Q Serve(g_s), s | 0.2 | 6.9 | 5.7 | 2.1 | 0.0 | 13.7 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 6.9 | 5.7 | 2.1 | 0.0 | 13.7 | 28.6 | 0.0 | 1.8 | 28.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.01 | 0.95 | | 1.00 | 0.18 | | 0.06 |
| Lane Grp Cap(c), veh/h | 365 | 734 | 624 | 448 | 0 | 831 | 219 | 0 | 425 | 199 | 0 | 0 |
| V/C Ratio(X) | 0.02 | 0.30 | 0.25 | 0.15 | 0.00 | 0.50 | 1.28 | 0.00 | 0.09 | 0.33 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 611 | 734 | 624 | 589 | 0 | 831 | 219 | 0 | 425 | 199 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 16.3 | 18.5 | 18.1 | 14.0 | 0.0 | 17.6 | 34.5 | 0.0 | 20.2 | 22.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 1.0 | 0.2 | 0.0 | 2.1 | 156.7 | 0.0 | 0.1 | 1.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 3.8 | 2.7 | 0.9 | 0.0 | 7.6 | 14.7 | 0.0 | 0.7 | 1.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 16.3 | 19.5 | 19.1 | 14.1 | 0.0 | 19.7 | 191.2 | 0.0 | 20.3 | 24.1 | 0.0 | 0.0 |
| LnGrp LOS | B | B | B | B | | B | F | | C | C | | |
| Approach Vol, veh/h | | 380 | | | 481 | | | 319 | | | 65 | |
| Approach Delay, s/veh | | 19.3 | | | 19.0 | | | 170.3 | | | 24.1 | |
| Approach LOS | | B | | | B | | | F | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 7.5 | 44.5 | | 35.0 | 12.0 | 40.0 | | 35.0 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 13.6 | 33.6 | | 28.6 | 13.6 | 33.6 | | 28.6 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 15.7 | | 30.6 | 4.1 | 8.9 | | 30.6 |
| Green Ext Time (p_c), s | 0.0 | 7.6 | | 0.0 | 0.1 | 9.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 58.1 |
| HCM 2010 LOS | E |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 9 | 37 | 14 | 13 | 39 | 118 | 263 | 9 | 14 | 87 | 4 |
| Future Vol, veh/h | 6 | 9 | 37 | 14 | 13 | 39 | 118 | 263 | 9 | 14 | 87 | 4 |
| 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 | - | - | - | - | - | 190 | - | - | 430 | - | - | 420 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| Heavy Vehicles, % | 17 | 11 | 3 | 21 | 15 | 23 | 3 | 15 | 11 | 36 | 30 | 25 |
| Mvmt Flow | 8 | 12 | 51 | 19 | 18 | 53 | 162 | 360 | 12 | 19 | 119 | 5 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 850 | 842 | 119 | 873 | 842 | 360 | 119 | 0 | 0 | 360 | 0 | 0 |
| Stage 1 | 158 | 158 | - | 684 | 684 | - | - | - | - | - | - | - |
| Stage 2 | 692 | 684 | - | 189 | 158 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.27 | 6.61 | 6.23 | 7.31 | 6.65 | 6.43 | 4.13 | - | - | 4.46 | - | - |
| Critical Hdwy Stg 1 | 6.27 | 5.61 | - | 6.31 | 5.65 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.27 | 5.61 | - | 6.31 | 5.65 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.653 | 4.099 | 3.327 | 3.689 | 4.135 | 3.507 | 2.227 | - | - | 2.524 | - | - |
| Pot Cap-1 Maneuver | 264 | 291 | 930 | 251 | 287 | 640 | 1463 | - | - | 1033 | - | - |
| Stage 1 | 810 | 750 | - | 409 | 430 | - | - | - | - | - | - | - |
| Stage 2 | 411 | 435 | - | 771 | 743 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 201 | 245 | 930 | 201 | 242 | 640 | 1463 | - | - | 1033 | - | - |
| Mov Cap-2 Maneuver | 201 | 245 | - | 201 | 242 | - | - | - | - | - | - | - |
| Stage 1 | 697 | 735 | - | 352 | 370 | - | - | - | - | - | - | - |
| Stage 2 | 308 | 374 | - | 702 | 728 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 13.6 | 16.7 | 2.3 | 1.1 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1463 | - | - | 489 | 219 | 640 | 1033 | - | - |
| HCM Lane V/C Ratio | 0.11 | - | - | 0.146 | 0.169 | 0.083 | 0.019 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | - | 13.6 | 24.7 | 11.1 | 8.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.5 | 0.6 | 0.3 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 120 | 291 | 514 | 22 | 18 | 252 |
| Future Vol, veh/h | 120 | 291 | 514 | 22 | 18 | 252 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 160 | - | - | 320 | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 22 | 13 | 11 | 41 | 28 | 18 |
| Mvmt Flow | 138 | 334 | 591 | 25 | 21 | 290 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 616 | 0 | - | 0 | 1046 | 308 |
| Stage 1 | - | - | - | - | 603 | - |
| Stage 2 | - | - | - | - | 443 | - |
| Critical Hdwy | 4.54 | - | - | - | 8.06 | 7.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 7.06 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 7.06 | - |
| Follow-up Hdwy | 2.42 | - | - | - | 3.78 | 3.48 |
| Pot Cap-1 Maneuver | 835 | - | - | - | 151 | 643 |
| Stage 1 | - | - | - | - | 394 | - |
| Stage 2 | - | - | - | - | 500 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 835 | - | - | - | 132 | 643 |
| Mov Cap-2 Maneuver | - | - | - | - | 227 | - |
| Stage 1 | - | - | - | - | 329 | - |
| Stage 2 | - | - | - | - | 417 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3 | 0 | 15.6 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 835 | - | - | - | 227 | 643 |
| HCM Lane V/C Ratio | 0.165 | - | - | - | 0.091 | 0.45 |
| HCM Control Delay (s) | 10.2 | - | - | - | 22.4 | 15.1 |
| HCM Lane LOS | B | - | - | - | C | C |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 0.3 | 2.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 42 | 232 | 415 | 361 | 153 | 17 |
| Future Vol, veh/h | 42 | 232 | 415 | 361 | 153 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 280 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 14 | 10 | 12 | 15 | 22 | 29 |
| Mvmt Flow | 48 | 267 | 477 | 415 | 176 | 20 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 892 | 0 | - | 0 | 914 | 446 |
| Stage 1 | - | - | - | - | 684 | - |
| Stage 2 | - | - | - | - | 230 | - |
| Critical Hdwy | 4.38 | - | - | - | 7.24 | 7.48 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.24 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.24 | - |
| Follow-up Hdwy | 2.34 | - | - | - | 3.72 | 3.59 |
| Pot Cap-1 Maneuver | 685 | - | - | - | 238 | 492 |
| Stage 1 | - | - | - | - | 412 | - |
| Stage 2 | - | - | - | - | 730 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 685 | - | - | - | 221 | 492 |
| Mov Cap-2 Maneuver | - | - | - | - | 325 | - |
| Stage 1 | - | - | - | - | 412 | - |
| Stage 2 | - | - | - | - | 679 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.6 | 0 | 29.6 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 685 | - | - | - | 336 |
| HCM Lane V/C Ratio | 0.07 | - | - | - | 0.582 |
| HCM Control Delay (s) | 10.7 | - | - | - | 29.6 |
| HCM Lane LOS | B | - | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 3.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 19.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 18 | 26 | 64 | 3 | 18 | 584 | 124 | 376 | 19 | 193 | 342 | 57 |
| Future Vol, veh/h | 18 | 26 | 64 | 3 | 18 | 584 | 124 | 376 | 19 | 193 | 342 | 57 |
| 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 | - | - | Yield | - | - | None | - | - | None |
| Storage Length | 315 | - | - | 80 | - | - | 230 | - | 180 | 200 | - | 190 |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 6 | 0 | 2 | 0 | 0 | 9 | 1 | 4 | 5 | 18 | 3 | 0 |
| Mvmt Flow | 19 | 28 | 68 | 3 | 19 | 621 | 132 | 400 | 20 | 205 | 364 | 61 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1447 | 1438 | 364 | 1486 | 1438 | 400 | 364 | 0 | 0 | 400 | 0 | 0 |
| Stage 1 | 774 | 774 | - | 664 | 664 | - | - | - | - | - | - | - |
| Stage 2 | 673 | 664 | - | 822 | 774 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.16 | 6.5 | 6.22 | 7.1 | 6.5 | 6.29 | 4.11 | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 6.16 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.16 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 4 | 3.318 | 3.5 | 4 | 3.381 | 2.209 | - | - | 2.362 | - | - |
| Pot Cap-1 Maneuver | 107 | 134 | 681 | 104 | 134 | 635 | 1200 | - | - | 1077 | - | - |
| Stage 1 | 385 | 411 | - | 453 | 461 | - | - | - | - | - | - | - |
| Stage 2 | 438 | 461 | - | 371 | 411 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 2 | 97 | 681 | 64 | 97 | 635 | 1200 | - | - | 1077 | - | - |
| Mov Cap-2 Maneuver | ~ -434 | 156 | - | 100 | 160 | - | - | - | - | - | - | - |
| Stage 1 | 343 | 333 | - | 403 | 410 | - | - | - | - | - | - | - |
| Stage 2 | ~ 8 | 410 | - | 248 | 333 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | 53.7 | 2 | 3 |
| HCM LOS | - | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1200 | - | - | + 345 | 100 | 658 | 1077 | - | - | |
| HCM Lane V/C Ratio | 0.11 | - | - | - 0.278 | 0.032 | 0.973 | 0.191 | - | - | |
| HCM Control Delay (s) | 8.4 | - | - | - 19.4 | 42.2 | 53.8 | 9.1 | - | - | |
| HCM Lane LOS | A | - | - | - C | E | F | A | - | - | |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - 1.1 | 0.1 | 14.4 | 0.7 | - | - | |

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

# Appendix G

# FDOT 2013 Quality/Level of Service Handbook Generalized LOS Tables

# TABLE 7

# Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

## 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

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 2 | 2,260 | 3,020 | 3,660 | 3,940 |
| 3 | 3,360 | 4,580 | 5,500 | 6,080 |
| 4 | 4,500 | 6,080 | 7,320 | 8,220 |
| 5 | 5,660 | 7,680 | 9,220 | 10,360 |
| 6 | 7,900 | 10,320 | 12,060 | 12,500 |

### Freeway Adjustments

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

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | 420 | 840 | 1,190 | 1,640 |
| 2 | Divided | 1,810 | 2,560 | 3,240 | 3,590 |
| 3 | Divided | 2,720 | 3,840 | 4,860 | 5,380 |

### Uninterrupted Flow Highway Adjustments

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

### BICYCLE MODE[2]

(Multiply motorized 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 motorized 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 |

[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 Highway Capacity Manual 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 motorized 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 Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# TABLE 8

# Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

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

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 710 | 800 | ** |
| 2 | Divided | * | 1,740 | 1,820 | ** |
| 3 | Divided | * | 2,670 | 2,740 | ** |

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

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 330 | 680 | 720 |
| 2 | Divided | * | 500 | 1,460 | 1,600 |
| 3 | Divided | * | 810 | 2,280 | 2,420 |

### 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% |
| 2 | 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

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 2 | 2,200 | 2,880 | 3,440 | 3,580 |
| 3 | 3,260 | 4,280 | 5,100 | 5,540 |
| 4 | 4,260 | 5,680 | 6,760 | 7,500 |
| 5 | 5,300 | 7,080 | 8,440 | 9,440 |

### Freeway Adjustments

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

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | 450 | 850 | 1,200 | 1,640 |
| 2 | Divided | 1,740 | 2,450 | 3,110 | 3,440 |
| 3 | Divided | 2,610 | 3,680 | 4,660 | 5,170 |

### Uninterrupted Flow Highway Adjustments

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

### BICYCLE MODE[2]

(Multiply motorized 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% | * | 140 | 320 | 1,000 |
| 50-84% | 100 | 280 | 940 | >1,000 |
| 85-100% | 380 | 1,000 | >1,000 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized 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 |

[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 Highway Capacity Manual 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 motorized 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 Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# TABLE 9

# Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 670 | 740 | ** |
| 2 | Divided | * | 1,530 | 1,580 | ** |
| 3 | Divided | * | 2,360 | 2,400 | ** |

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

**Rural Undeveloped**

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 70 | 110 | 170 |
| 50-84% | 60 | 120 | 180 | 580 |
| 85-100% | 140 | 210 | 1,000 | >1,000 |

**Developed Areas**

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 120 | 260 | 840 |
| 50-84% | 100 | 240 | 720 | 1,000 |
| 85-100% | 320 | 1,000 | >1,000 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized 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% | * | * | 120 | 460 |
| 50-84% | * | 80 | 430 | 770 |
| 85-100% | 180 | 520 | 860 | >1,000 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 2 | 1,680 | 2,500 | 3,040 | 3,500 |
| 3 | 2,500 | 3,720 | 4,560 | 5,400 |
| 4 | 3,360 | 4,980 | 6,080 | 7,200 |

### Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,000

### UNINTERRUPTED FLOW HIGHWAYS

**Rural Undeveloped**

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | 240 | 430 | 740 | 1,490 |
| 2 | Divided | 1,340 | 2,100 | 2,660 | 3,020 |
| 3 | Divided | 2,020 | 3,150 | 4,000 | 4,530 |

**Developed Areas**

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | 450 | 850 | 1,200 | 1,640 |
| 2 | Divided | 1,350 | 2,120 | 2,730 | 3,110 |
| 3 | Divided | 2,020 | 3,180 | 4,090 | 4,670 |

### Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

### 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 Highway Capacity Manual 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 motorized vehicles, not number of bicyclists or pedestrians using the facility.

* 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 Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# Appendix H

## Crash Data and Crash Rate

SR 29 - Collier County (Oil Well Road to SR 82)
January 1, 2012 to December 31, 2016

| # | HSMV Report Number | Crash Date | Crash Time | Crash Street | Intersecting Street | Crash Type | Vehicles | Fatalities | Injuries | Estimated Damages | Weather Condition | Light Condition | Crash Type Detailed | Crash Severity | Manner of Collision | Road Surf Cond | Bicyclists | Pedestrians |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 9728653 | 9/14/2012 | 12:00 PM | N 11TH ST EXTENSION | N 15TH ST | Head On | 2 | 0 | 0 | $0 | Clear | Daylight | Head On | Property Damage Only | Unknown | Dry | 0 | 0 |
| 2 | 10404739 | 8/11/2012 | 7:56 AM | STATE ROAD 29 | EXPERIMENTAL ROAD | Other | 1 | 0 | 0 | $10,000 | Cloudy | Daylight | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 3 | 10404743 | 7/23/2012 | 12:54 PM | WEST NEWMARKET ROAD | SR 29 | Rear End | 2 | 0 | 0 | $10,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 4 | 11478791 | 1/3/2012 | 3:15 PM | WEST MAIN STREET | SOUTH 1ST STREET | Sideswipe | 2 | 0 | 0 | $1,600 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 5 | 11478797 | 9/24/2012 | 5:45 AM | WEST MAIN STREET | SOUTH 3RD STREET | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 6 | 11482524 | 8/29/2012 | 8:35 AM | N 15TH ST | LAKE TRAFFORED RD | Rear End | 2 | 0 | 1 | $2,500 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 7 | 11482539 | 8/18/2012 | 4:10 AM | STATEROAD 29 | FARM WORKERS WAY | Rollover | 1 | 0 | 0 | $8,000 | Clear | Dark - Not Lighted | Rollover | Property Damage Only | Other | Dry | 0 | 0 |
| 8 | 11482845 | 2/11/2012 | 12:14 AM | SR29 SOUTH | NEW HARVEST | Unknown | 2 | 0 | 0 | $9,000 | Clear | Dark - Lighted | Unknown | Property Damage Only | Unknown | Dry | 0 | 0 |
| 9 | 11482847 | 2/12/2012 | 8:44 PM | IMMOKALEE DRIVE | FROM NORTH 15TH | Other | 2 | 0 | 0 | $1,000 | Clear | Dark - Lighted | Backed Into | Property Damage Only | Angle | Dry | 0 | 0 |
| 10 | 12042557 | 5/15/2012 | 9:10 PM | N15TH STREET | IMMOKALEE DRIVE | Bicycle | 1 | 0 | 0 | $50 | Clear | Dark - Lighted | Bicycle | Property Damage Only | Front to Rear | Dry | 1 | 0 |
| 11 | 12042597 | 3/10/2012 | 8:40 AM | 1025 WEST MAIN STREET IMMOKALEE FL | UK | Head On | 2 | 0 | 0 | $1,000 | Clear | Daylight | Head On | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 12 | 12042599 | 3/5/2012 | 1:20 PM | WEST MAIN STREET | NORTH 3 RD STREET | Rear End | 2 | 0 | 2 | $2,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 13 | 12042600 | 2/26/2012 | 6:32 PM | WEST MAIN STREET | SOUTH 3RD STREET | Angle | 2 | 0 | 0 | $2,000 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 14 | 12043011 | 8/19/2012 | 1:50 PM | WEST MAIN STREET | SOUTH 3RD STREET | Rear End | 2 | 0 | 0 | $3,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 15 | 12043042 | 6/6/2012 | 5:35 PM | WEST MAIN STREET - STATE ROAD 29 | SOUTH SIXTH STREET | Sideswipe | 2 | 0 | 0 | $1,000 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 16 | 12043108 | 7/10/2012 | 12:50 PM | STATE ROAD 29 | LAKE TRAFFORD ROAD | Other | 2 | 0 | 0 | $300 | Clear | Daylight | Backed Into | Property Damage Only | Unknown | Dry | 0 | 0 |
| 17 | 12043149 | 2/25/2012 | 2:00 AM | EAST MAIN STREET | SECOND STREET | Rear End | 2 | 0 | 0 | $5,000 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 18 | 12043185 | 9/14/2012 | 4:45 PM | STATE ROAD 29 | WESTCLOX ROAD | Head On | 2 | 0 | 0 | $0 | Clear | Daylight | Head On | Property Damage Only | Sideswipe, Opposite Direction | Wet | 0 | 0 |
| 19 | 80081832 | 2/22/2012 | 8:50 AM | SR 29 WEST MAIN STREET | SOUTH 7 TH STREET | Angle | 2 | 0 | 1 | $3,500 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 20 | 80081833 | 3/3/2012 | 9:20 AM | SR 29 | JOHNSON ROAD | Rear End | 3 | 0 | 0 | $4,500 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 21 | 80081834 | 4/9/2012 | 7:45 AM | SR 29 N | IMMOKALEE DRIVE | Rear End | 2 | 0 | 1 | $1,500 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 22 | 80081835 | 5/22/2012 | 9:45 AM | 700 BLOCK STATEROAD 29 | SOUTH 7TH STREET | Sideswipe | 2 | 0 | 1 | $1,000 | Clear | Daylight | Same Direction Sideswipe | Injury | Sideswipe, Same Direction | Dry | 0 | 0 |
| 23 | 80081838 | 9/20/2012 | 2:03 PM | JEROME DRIVE | EAST MAIN STREET | Angle | 2 | 0 | 0 | $500 | Clear | Daylight | Right Angle | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 24 | 80307400 | 2/13/2012 | 2:59 PM | STATE ROAD 29 | AGRICULTURE WAY | Rollover | 1 | 0 | 1 | $4,000 | Clear | Daylight | Rollover | Injury | Other | Dry | 0 | 0 |
| 25 | 80308686 | 1/12/2012 | 12:03 PM | EAST MAIN STREET | NEW MARKET ROAD EAST | Angle | 2 | 0 | 1 | $2,500 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 26 | 80308688 | 9/2/2012 | 9:40 AM | NEW MARKET ROAD WEST | | Rear End | 2 | 0 | 0 | $900 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 27 | 80308920 | 6/28/2012 | 10:20 PM | NORTH 15TH STREET | | Off Road | 1 | 0 | 0 | $1,000 | Clear | Dark - Lighted | Off Road | Property Damage Only | Other | Mud, Dirt, Gravel | 0 | 0 |
| 28 | 80309053 | 3/28/2012 | 7:00 AM | STATEROAD 29 | NEW MARKET ROAD WEST | Left Turn | 2 | 0 | 2 | $5,600 | Clear | Dark - Lighted | Left Entering | Injury | Front to Front | Dry | 0 | 0 |
| 29 | 80309056 | 8/11/2012 | 12:00 PM | STATE ROAD 29 | COUNTY ROAD 846 | Angle | 2 | 0 | 3 | $9,000 | Cloudy | Daylight | Right Angle | Injury | Front to Front | Dry | 0 | 0 |
| 30 | 80309428 | 3/21/2012 | 8:45 AM | STATEROAD 29TH SOUTH | NEWMARKET ROAD EAST | Rear End | 2 | 0 | 1 | $6,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 31 | 80309429 | 5/16/2012 | 7:25 AM | SR 29 | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $500 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 32 | 80309430 | 5/17/2012 | 2:18 PM | SR 29 | IMMOKALEE DRIVE | Off Road | 3 | 0 | 0 | $2,500 | Clear | Daylight | Off Road | Property Damage Only | Other | Dry | 0 | 0 |
| 33 | 80309950 | 2/10/2012 | 4:49 PM | N 4TH STREET | | Other | 1 | 0 | 1 | $0 | Clear | Daylight | Single Vehicle | Injury | Other | Dry | 1 | 0 |
| 34 | 80310114 | 3/5/2012 | 6:00 PM | SR 29 E MAIN STREET | N 1ST STREET | Sideswipe | 2 | 0 | 0 | $4,000 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 35 | 80310151 | 3/17/2012 | 8:23 PM | NORTH 9TH STREET | WEST MAIN STREET | Pedestrian | 1 | 0 | 1 | $400 | Clear | Dark - Lighted | Pedestrian | Injury | Other | Dry | 0 | 1 |
| 36 | 80310155 | 9/3/2012 | 6:05 PM | CHARLOTTE STREET | NEW MARKET | Rear End | 2 | 0 | 0 | $600 | Cloudy | Dusk | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 37 | 80310261 | 2/19/2012 | 1:55 PM | SR29 | LAKE TRAFFORD RD | Rear End | 4 | 0 | 1 | $5,003 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 38 | 80310313 | 5/23/2012 | 9:42 PM | NORTH 11TH STREET | WEST MAIN STREET | Off Road | 2 | 0 | 0 | $7,000 | Clear | Dark - Lighted | Off Road | Property Damage Only | Other | Dry | 0 | 0 |
| 39 | 80310432 | 9/15/2012 | 1:21 PM | N 1ST STREET | | Bicycle | 1 | 0 | 1 | $0 | Cloudy | Daylight | Bicycle | Injury | Angle | Dry | 1 | 0 |
| 40 | 80310501 | 7/3/2012 | 9:20 PM | SR 29 | LAKE TRAFFORD ROAD | Left Turn | 2 | 0 | 3 | $11,000 | Clear | Dark - Lighted | Left Rear | Injury | Angle | Dry | 0 | 0 |
| 41 | 80310971 | 7/26/2012 | 5:18 PM | STATEROAD 29 AND NEW MARKET ROAD WEST | AT STATEROAD 29 AND NEW MARKET ROAD WEST | Rear End | 2 | 0 | 0 | $2,600 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 42 | 81953454 | 11/19/2014 | 8:20 AM | LAKE TRAFFORD RD | NORTH 19TH ST | Left Turn | 2 | 0 | 1 | $20,000 | Cloudy | Daylight | Left Leaving | Injury | Angle | Dry | 0 | 0 |
| 43 | 81972235 | 1/15/2012 | 2:42 PM | SR-29 | CR-858 / OIL WELL RD | Angle | 2 | 0 | 3 | $25,000 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 44 | 82095233 | 2/4/2012 | 11:55 PM | SR 29 | CR 890 (LAKE TRAFFORD RD) | Rear End | 2 | 0 | 1 | $7,000 | Clear | Dark - Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 45 | 82255273 | 8/30/2014 | 3:20 PM | CR-858 / OIL WELL RD | SR-29 | Off Road | 1 | 0 | 0 | $2,800 | Clear | Daylight | Off Road | Property Damage Only | Other | Dry | 0 | 0 |
| 46 | 82273810 | 3/10/2013 | 9:35 AM | SR-29 | CR-858 (OIL WELL RD.) | Off Road | 1 | 0 | 2 | $5,000 | Clear | Daylight | Off Road | Injury | Other | Dry | 0 | 0 |
| 47 | 82275072 | 5/15/2012 | 12:21 PM | SR 29 (N 15TH ST) | CR 890 (LAKE TRAFFORD RD) | Angle | 2 | 0 | 1 | $10,000 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 48 | 82847457 | 12/25/2012 | 4:12 AM | STATE ROAD 29 | C.R. 858 (OIL WELL RD) | Off Road | 1 | 1 | 1 | $19,000 | Clear | Dark - Not Lighted | Off Road | Fatality | Other | Dry | 0 | 0 |
| 49 | 83124068 | 4/25/2012 | 10:30 AM | 4TH AVE. SOUTH | 4TH ST. SOUTH | Unknown | 2 | 0 | 0 | $2,000 | Clear | Daylight | Unknown | Property Damage Only | Angle | Dry | 0 | 0 |
| 50 | 83124250 | 6/14/2012 | 12:00 AM | 9TH ST. S. | 9TH AVE. S. | Unknown | 2 | 0 | 0 | $0 | | | Unknown | Property Damage Only | | | 0 | 0 |
| 51 | 83124288 | 6/20/2012 | 12:00 AM | 9TH ST. S. | 9TH AVE. S. | Unknown | 2 | 0 | 0 | $0 | | | Unknown | Property Damage Only | | | 0 | 0 |
| 52 | 83124295 | 6/29/2012 | 12:00 AM | 9TH AVE. S. | 9TH ST S | Unknown | 2 | 0 | 0 | $0 | | | Unknown | Property Damage Only | | | 0 | 0 |
| 53 | 83143618 | 5/13/2013 | 11:49 PM | SR 29 | CR 858 | Rollover | 1 | 0 | 2 | $5,000 | Clear | Dark - Not Lighted | Rollover | Injury | Other | Dry | 0 | 0 |
| 54 | 83143621 | 6/4/2013 | 6:23 AM | SR 29 | NEW MARKET RD | Angle | 2 | 0 | 1 | $17,500 | Cloudy | Dawn | Right Angle | Injury | Angle | Wet | 0 | 0 |
| 55 | 83143633 | 9/29/2013 | 1:06 AM | SR 29 / MAIN ST | CR 846 / N 1ST ST | Pedestrian | 1 | 1 | 0 | $1,500 | Clear | Dark - Lighted | Pedestrian | Fatality | Other | Dry | 0 | 1 |
| 56 | 83186180 | 3/23/2013 | 11:48 PM | SR 29 (N 15TH ST) | ROBERTS AVE W | Pedestrian | 1 | 0 | 1 | $500 | Clear | Dark - Lighted | Pedestrian | Injury | Other | Dry | 0 | 1 |
| 57 | 83200048 | 11/16/2013 | 10:55 AM | NEW MARKET RD | SR 29 | Rear End | 2 | 0 | 2 | $3,500 | Cloudy | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 58 | 83272141 | 10/21/2013 | 8:30 AM | ROBERTS AVENUE W | N 15TH ST | Bicycle | 1 | 0 | 1 | $200 | Clear | Daylight | Bicycle | Injury | Other | Dry | 0 | 1 |
| 59 | 83280436 | 1/12/2014 | 12:19 AM | MAIN ST | N 11TH STREET EXTENSION | Pedestrian | 1 | 0 | 1 | $100 | Cloudy | Dark - Lighted | Pedestrian | Injury | Other | Dry | 0 | 1 |
| 60 | 83303116 | 4/1/2013 | 4:20 AM | SR 29 (W MAIN STREET) | HANCOCK ST | Pedestrian | 1 | 0 | 1 | $100 | Clear | Dark - Not Lighted | Pedestrian | Injury | Unknown | Dry | 0 | 1 |
| 61 | 83325541 | 5/29/2014 | 1:25 PM | SR 29 (MAIN ST) | N 9TH ST | Rear End | 2 | 0 | 2 | $8,500 | Rain | Daylight | Rear End | Injury | Front to Rear | Wet | 0 | 0 |
| 62 | 83337415 | 10/5/2013 | 9:00 AM | SR-29 S (MAIN ST) | NEW HARVEST RD | Left Turn | 2 | 0 | 1 | $3,000 | Clear | Daylight | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 63 | 83341993 | 11/26/2014 | 9:32 AM | SR-29 | (CR-894) EXPERIMENTAL RD | Rear End | 3 | 0 | 2 | $4,000 | Rain | Daylight | Rear End | Injury | Front to Rear | Wet | 0 | 0 |
| 64 | 83567260 | 10/3/2012 | 10:47 AM | SR 29 | LAKE TRAFFORD RD | Unknown | 2 | 0 | 0 | $0 | Cloudy | Daylight | Unknown | Property Damage Only | Angle | Dry | 0 | 0 |
| 65 | 83567584 | 10/20/2012 | 1:15 PM | SR 29 | 9TH ST N | Sideswipe | 2 | 0 | 0 | $1,100 | Cloudy | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 66 | 83567589 | 10/20/2012 | 5:56 PM | MAIN ST | N 3RD ST | Rear End | 2 | 0 | 2 | $10,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 67 | 83567597 | 10/21/2012 | 1:50 PM | N. 15TH ST. | LAKE TRAFFORD RD. | Rear End | 3 | 0 | 1 | $7,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 68 | 83567737 | 10/29/2012 | 12:43 AM | WEST MAIN ST | S 2ND STREET | Unknown | 2 | 0 | 1 | $3,350 | Clear | Dark - Lighted | Unknown | Injury | Angle | Dry | 0 | 0 |
| 69 | 83567766 | 10/30/2012 | 12:50 PM | EAST MAIN STREET | EAST NEW MARKET RD | Left Turn | 2 | 0 | 1 | $0 | Clear | Daylight | Left Rear | Injury | Other | Dry | 0 | 0 |
| 70 | 83567783 | 10/31/2012 | 7:35 AM | NEW MARKET RD E | PINELLAS ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | | Dry | 0 | 0 |
| 71 | 83567806 | 10/31/2012 | 4:27 PM | NEW MARKET RD W | ESCAMBIA ST | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 72 | 83567893 | 10/27/2012 | 9:55 AM | N 1ST ST | W MAIN ST | Unknown | 2 | 0 | 0 | $0 | Clear | Daylight | Unknown | Property Damage Only | | Dry | 0 | 0 |
| 73 | 83567958 | 11/8/2012 | 9:27 AM | SR 29 | NEW MARKET RD | Angle | 2 | 0 | 0 | $16,000 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 74 | 83568067 | 11/14/2012 | 7:20 AM | SR 29 | SR 82 | Other | 2 | 0 | 0 | $0 | Clear | Daylight | Other | Property Damage Only | Angle | Dry | 0 | 0 |
| 75 | 83568165 | 11/19/2012 | 6:38 PM | MAIN ST | N 1ST ST | Head On | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Head On | Property Damage Only | | Dry | 0 | 0 |
| 76 | 83677066 | 12/2/2013 | 9:38 AM | SR 29 | HERITAGE BLVD | Head On | 2 | 0 | 2 | $15,000 | Cloudy | Daylight | Head On | Injury | Front to Front | Dry | 0 | 0 |
| 77 | 83677088 | 2/3/2014 | 5:33 PM | SR 29 (W MAIN ST) | NEW MARKET RD | Left Turn | 2 | 0 | 3 | $8,000 | Clear | Daylight | Left Leaving | Injury | Angle | Dry | 0 | 0 |
| 78 | 83677092 | 3/3/2014 | 7:13 PM | SR 29 | CR 858 (OIL WELL RD) | Angle | 2 | 0 | 1 | $45,000 | Clear | Dark - Not Lighted | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 79 | 83705750 | 3/3/2014 | 7:18 PM | SR 29 | OIL WELL ROAD | Rear End | 3 | 0 | 2 | $17,500 | Clear | Dark - Not Lighted | Rear End | Injury | Angle | Dry | 0 | 0 |
| 80 | 83706758 | 3/30/2015 | 3:15 PM | SR 29 (MAIN ST) | CR 846 (S 1ST ST) | Sideswipe | 2 | 0 | 0 | $200 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 81 | 83706761 | 5/1/2015 | 7:54 AM | SR 29 (MAIN ST) | EXPERIMENTAL RD | Rear End | 2 | 0 | 1 | $7,500 | Cloudy | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 82 | 83706772 | 7/11/2015 | 12:10 PM | SR 29 (N 15TH ST) | EXPERIMENTAL FARM RD | Rear End | 2 | 0 | 9 | $10,000 | Cloudy | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 83 | 83774891 | 1/20/2016 | 1:38 AM | SR 29 | CR 894 / EXPERIMENTAL RD | Rear End | 2 | 0 | 2 | $8,500 | Clear | Dark - Not Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 84 | 83831838 | 3/15/2015 | 8:33 AM | CR 29A (NEW MARKET RD) | NASSAU ST | Rear End | 2 | 0 | 2 | $10,000 | Cloudy | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 85 | 83839268 | 3/1/2015 | 3:20 PM | SR 29 | WILLIAMS LN | Left Turn | 2 | 0 | 3 | $5,500 | Clear | Daylight | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 86 | 83839863 | 1/9/2015 | 10:23 AM | STATE ROAD 29 (NORTH 15TH STREET) | 5TH AVENUE | Rear End | 3 | 0 | 3 | $16,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 87 | 83845013 | 11/21/2012 | 3:32 PM | NEW MARKET RD | SR 29 | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 88 | 83845050 | 11/24/2012 | 7:00 AM | NEW MARKET RD E | CHARLOTTE ST | Sideswipe | 2 | 0 | 1 | $3,300 | Clear | Daylight | Same Direction Sideswipe | Injury | Sideswipe, Same Direction | Dry | 0 | 0 |
| 89 | 83845147 | 11/27/2012 | 5:09 PM | 15TH ST N | ROBERTS AVE | Angle | 3 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 90 | 83845357 | 12/9/2012 | 1:13 PM | NEW MARKET RD W | SR 29 N | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 91 | 83845429 | 12/13/2012 | 1:19 PM | MAIN ST | S 1ST ST | Left Turn | 2 | 0 | 5 | $19,000 | Cloudy | Daylight | Left Rear | Injury | Angle | Dry | 0 | 0 |
| 92 | 83845475 | 12/16/2012 | 10:14 AM | SR 29 | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 93 | 83845570 | 12/21/2012 | 1:08 PM | W MAIN ST | 2ND ST S | Rear End | 2 | 0 | 0 | $900 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 94 | 83845571 | 12/21/2012 | 1:53 PM | N. 15TH ST | 5TH AVE | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 95 | 83845572 | 12/21/2012 | 2:54 PM | W MAIN ST | S 6TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 96 | 83845683 | 12/28/2012 | 7:05 PM | N 15TH ST | 6TH AVE | Rear End | 2 | 0 | 0 | $17,000 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |

SR 29 - Collier County (Oil Well Road to SR 82)
January 1, 2012 to December 31, 2016

| # | HSMV Report Number | Crash Date | Crash Time | Crash Street | Intersecting Street | Crash Type | Vehicles | Fatalities | Injuries | Estimated Damages | Weather Condition | Light Condition | Crash Type Detailed | Crash Severity | Manner of Collision | Road Surf Cond | Bicyclists | Pedestrians |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 97 | 83845716 | 12/31/2012 | 9:10 AM | SR 29 | CR 846 | Left Turn | 2 | 0 | 0 | $4,000 | Clear | Daylight | Left Rear | Property Damage Only | Angle | Dry | 0 | 0 |
| 98 | 83845723 | 12/31/2012 | 2:10 PM | N 1ST ST | W MAIN ST | Other | 2 | 0 | 0 | $0 | Clear | Daylight | Backed Into | Property Damage Only | Other | Dry | 0 | 0 |
| 99 | 83845816 | 1/4/2013 | 7:50 PM | N 15TH ST | IMMOKALEE DR | Sideswipe | 2 | 0 | 0 | $1,500 | Clear | Dark - Lighted | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 100 | 83845827 | 1/5/2013 | 11:15 AM | N 15TH ST | PALM AVE | Rear End | 3 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 101 | 83845834 | 1/5/2013 | 3:42 PM | N 15TH ST | 7TH AVE | Rear End | 2 | 0 | 2 | $2,500 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 102 | 83845866 | 1/7/2013 | 6:50 PM | SR 29 S | FARM WORKER WAY | Left Turn | 2 | 0 | 3 | $6,000 | Clear | Dark - Not Lighted | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 103 | 83845911 | 1/9/2013 | 9:35 PM | MAIN ST | N 5TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 104 | 83845960 | 1/11/2013 | 5:00 PM | S 1ST ST | S 1ST ST | Rear End | 2 | 0 | 0 | $4,050 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 105 | 83845988 | 1/13/2013 | 3:10 PM | S.R 29 N | 1441 HERITAGE BLVD. | Rear End | 2 | 0 | 0 | $3,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 106 | 83845991 | 1/12/2013 | 10:01 PM | LAKE TRAFFORD RD | N 15TH ST | Left Turn | 2 | 0 | 0 | $10,000 | Clear | Dark - Lighted | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 107 | 83845998 | 1/14/2013 | 11:00 AM | N 9TH ST | SR 29 | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 108 | 83880077 | 1/17/2013 | 5:15 PM | NEW MARKET RD W | SR 29 N | Rear End | 2 | 0 | 1 | $800 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 109 | 83880095 | 1/18/2013 | 4:44 PM | SR 29 | EXPERIMENTAL RD | Rear End | 2 | 0 | 1 | $3,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 110 | 83880128 | 1/20/2013 | 9:09 PM | IMMOKALEE DR | N 15TH ST | Rear End | 2 | 0 | 0 | $1,000 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 111 | 83880147 | 1/21/2013 | 7:55 PM | MAIN ST | 3RD ST S | Sideswipe | 3 | 0 | 0 | $5,500 | Cloudy | Dark - Lighted | Opposing Sideswipe | Property Damage Only | Angle | Dry | 0 | 0 |
| 112 | 83880173 | 1/23/2013 | 6:46 AM | S 1ST ST | MAIN ST | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Angle | Dry | 0 | 0 |
| 113 | 83880338 | 1/30/2013 | 4:00 PM | S.R. 29 | WEST NEW MARKET | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 114 | 83880449 | 2/4/2013 | 2:08 AM | S 2ND ST | W MAIN ST | Other | 2 | 0 | 1 | $900 | Clear | Dark - Not Lighted | Backed Into | Injury | Front to Rear | Dry | 0 | 0 |
| 115 | 83880554 | 2/8/2013 | 7:20 AM | N 15TH ST | N 15TH ST | Right Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Right/Through | Property Damage Only | Other | Dry | 0 | 0 |
| 116 | 83880582 | 2/8/2013 | 8:15 PM | NEW MARKET RD E | E MAIN ST | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 117 | 83880590 | 2/9/2013 | 10:37 AM | N 15TH ST | 5TH AVE | Angle | 2 | 0 | 0 | $4,000 | Clear | Daylight | Right Angle | Property Damage Only | Other | Dry | 0 | 0 |
| 118 | 83880607 | 2/10/2013 | 11:01 AM | NEW MARKET RD W | NASSAU ST | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 119 | 83880760 | 2/15/2013 | 11:54 AM | W MAIN ST | S 4TH ST | Other | 1 | 0 | 1 | $0 | Rain | Daylight | Single Vehicle | Injury | Other | Wet | 1 | 0 |
| 120 | 83880902 | 2/21/2013 | 12:07 PM | E MAIN ST | NEW MARKET RD E | Other | 2 | 0 | 1 | $2,000 | Cloudy | Daylight | Other | Injury | Other | Dry | 0 | 0 |
| 121 | 83880938 | 2/23/2013 | 8:46 AM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $5,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 122 | 83880967 | 2/24/2013 | 4:10 PM | N 15TH ST | SANTA ROSA AVE | Other | 1 | 0 | 1 | $0 | Clear | Daylight | Single Vehicle | Injury | Angle | Dry | 1 | 0 |
| 123 | 83880993 | 2/26/2013 | 7:20 AM | NEW MARKET RD W | ESCAMBIA ST | Angle | 2 | 0 | 1 | $10,000 | Cloudy | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 124 | 83934110 | 2/25/2013 | 1:40 PM | NEW MARKET RD W | SR 29 N | Angle | 2 | 0 | 1 | $1,000 | Cloudy | Daylight | Right Angle | Injury | Front to Rear | Dry | 0 | 0 |
| 125 | 83934239 | 3/8/2013 | 1:19 PM | 1ST ST N | MAIN ST | Unknown | 2 | 0 | 0 | $0 | Clear | Daylight | Unknown | Property Damage Only | Angle | Dry | 0 | 0 |
| 126 | 83934376 | 3/14/2013 | 7:05 PM | NEW MARKET RD W | ESCAMBIA ST | Angle | 2 | 0 | 1 | $7,000 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 127 | 83934405 | 3/16/2013 | 2:09 PM | SR 29 | LAKE TRAFFORD RD | Left Turn | 2 | 0 | 0 | $5,000 | Cloudy | Daylight | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 128 | 83934419 | 3/16/2013 | 6:57 PM | W MAIN ST | S 9TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 129 | 83934441 | 3/18/2013 | 7:00 PM | MAIN ST | N 9TH ST | Rear End | 3 | 0 | 0 | $5,300 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 130 | 83934451 | 3/18/2013 | 8:25 AM | MAIN ST | 7TH ST S | Other | 2 | 0 | 2 | $0 | Clear | Daylight | Backed Into | Injury | Front to Rear | Dry | 0 | 0 |
| 131 | 83934534 | 3/21/2013 | 6:56 AM | SR 29 | EXPERIMENTAL RD | Rear End | 2 | 0 | 0 | $0 | Cloudy | Dawn | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 132 | 83934546 | 3/21/2013 | 10:41 AM | N 15TH ST | WESTCLOX ST | Angle | 2 | 0 | 0 | $4,500 | Clear | Daylight | Right Angle | Property Damage Only | Other | Dry | 0 | 0 |
| 133 | 83934570 | 3/22/2013 | 10:10 AM | NEW MARKET RD E | EAST MAIN STREET | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 134 | 83934639 | 3/25/2013 | 3:50 AM | MAIN | S 9TH ST | Rear End | 2 | 0 | 1 | $1,500 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 135 | 83934647 | 3/26/2013 | 12:50 PM | N. 15TH ST | 7TH AVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 136 | 83934720 | 3/29/2013 | 11:55 AM | SR 29 | ROBERTS AVE | Angle | 2 | 0 | 1 | $7,000 | Clear | Daylight | Right Angle | Injury | Front to Front | Dry | 0 | 0 |
| 137 | 83934755 | 3/31/2013 | 12:50 PM | IMMOKALEE DR | SR 29 | Sideswipe | 2 | 0 | 0 | $500 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 138 | 83934765 | 3/28/2013 | 3:48 PM | S 1ST ST | W MAIN ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 139 | 83934797 | 4/2/2013 | 9:54 AM | N 15TH ST | N 15TH ST | Sideswipe | 2 | 0 | 0 | $1,600 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 140 | 83934855 | 4/4/2013 | 7:15 AM | SR 29 S | AGRICULTURAL WAY | Other | 1 | 0 | 0 | $4,000 | Cloudy | Dawn | Single Vehicle | Property Damage Only | Angle | Dry | 0 | 0 |
| 141 | 83934889 | 4/5/2013 | 7:06 AM | SR 29 | CR 846 | Other | 2 | 0 | 0 | $5,200 | Rain | Dawn | Other | Property Damage Only | Angle | Wet | 0 | 0 |
| 142 | 83934903 | 4/5/2013 | 1:33 PM | NEW MARKET RD | N 15TH ST | Rear End | 2 | 0 | 0 | $0 | Rain | Other | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 143 | 83934949 | 4/7/2013 | 9:00 PM | NEW MARKET RD W | JACKSON ST | Rear End | 2 | 0 | 0 | $7,000 | Clear | Dark - Not Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 144 | 83935101 | 4/12/2013 | 6:30 PM | MAIN ST | S 4TH ST | Rear End | 3 | 0 | 3 | $15,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 145 | 83935312 | 4/24/2013 | 5:00 PM | STATE ROAD 29 NORTH | JOHNSON RD | Rear End | 3 | 0 | 0 | $3,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 146 | 83935327 | 4/25/2013 | 1:00 PM | MAIN ST. | N 1ST ST. | Other | 2 | 0 | 0 | $7,000 | Clear | Daylight | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 147 | 83935508 | 5/6/2013 | 1:22 PM | S 1ST ST | SR 29 | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 148 | 83935517 | 5/6/2013 | 4:06 PM | SR 29 | NEW MARKET RD EAST | Left Turn | 2 | 0 | 0 | $6,000 | Cloudy | Daylight | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 149 | 83935545 | 5/8/2013 | 12:20 PM | MAIN ST | 9TH ST N | Angle | 2 | 0 | 0 | $4,000 | Clear | Daylight | Right Angle | Property Damage Only | Other | Dry | 0 | 0 |
| 150 | 83935710 | 5/16/2013 | 5:59 PM | W MAIN ST | N 5TH ST | Rear End | 2 | 0 | 0 | $1,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 151 | 83935753 | 5/19/2013 | 10:20 PM | SR 29 | MAIN ST | Other | 1 | 0 | 0 | $0 | Clear | Dark - Not Lighted | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 152 | 83935777 | 5/20/2013 | 9:00 AM | MAIN ST | 9TH ST S | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 153 | 83935788 | 5/21/2013 | 5:12 PM | N 15TH ST | LAKE TRAFFORD RD | Angle | 2 | 0 | 0 | $2,000 | Clear | Daylight | Right Angle | Property Damage Only | Other | Dry | 0 | 0 |
| 154 | 83935821 | 5/23/2013 | 3:25 PM | NEW MARKET RD W | CHARLOTTE ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 155 | 83935858 | 5/20/2013 | 5:45 AM | MAIN ST | FIRST ST | Bicycle | 1 | 0 | 1 | $0 | Clear | Dawn | Bicycle | Injury | Other | Dry | 1 | 0 |
| 156 | 83936000 | 6/2/2013 | 12:10 PM | 15TH ST N | ROBERTS AVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 157 | 84028143 | 4/16/2014 | 3:53 AM | 1195 SR 29 | 1195 | Off Road | 1 | 0 | 0 | $0 | Clear | Dark - Not Lighted | Off Road | Property Damage Only | Other | Dry | 0 | 0 |
| 158 | 84132009 | 6/4/2013 | 10:55 AM | N 15TH ST | 6TH AVE | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 159 | 84132107 | 6/8/2013 | 4:19 PM | W MAIN ST | N 3RD ST | Sideswipe | 2 | 0 | 0 | $1,000 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 160 | 84132114 | 6/8/2013 | 3:41 AM | SR 29 N | EXPERIMENTAL RD | Other | 1 | 0 | 1 | $10,000 | Clear | Dark - Not Lighted | Single Vehicle | Injury | Other | Wet | 0 | 0 |
| 161 | 84132199 | 6/14/2013 | 7:00 PM | NEW MARKET RD W | N 15TH ST | Sideswipe | 2 | 0 | 0 | $8,000 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 162 | 84132348 | 6/23/2013 | 11:50 AM | N 15TH ST | IMMOKALEE DR | Other | 2 | 0 | 0 | $8,000 | Clear | Daylight | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 163 | 84132504 | 7/3/2013 | 11:44 AM | MAIN ST | S 1ST ST | Unknown | 2 | 0 | 1 | $6,000 | Clear | Daylight | Unknown | Injury | Angle | Dry | 0 | 0 |
| 164 | 84132535 | 6/27/2013 | 4:46 PM | MAIN ST | N 9TH ST | Head On | 2 | 0 | 0 | $3,500 | Rain | Daylight | Head On | Property Damage Only | Front to Front | Wet | 0 | 0 |
| 165 | 84132562 | 7/7/2013 | 2:32 PM | N 15TH ST | LAKE TRAFFORD RD | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 166 | 84132925 | 8/2/2013 | 2:12 PM | 15TH ST N | ROBERTS AVE | Head On | 2 | 0 | 0 | $1,100 | Clear | Daylight | Head On | Property Damage Only | Other | Dry | 0 | 0 |
| 167 | 84132937 | 8/2/2013 | 1:35 PM | 15TH ST N | IMMOKALEE DR | Rear End | 3 | 0 | 0 | $2,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 168 | 84132955 | 8/4/2013 | 12:45 PM | SR 29 | S 9TH ST | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 169 | 84132986 | 8/6/2013 | 4:27 AM | N 15TH ST | IMMOKALEE DR | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 170 | 84132987 | 8/5/2013 | 3:45 PM | STATE ROAD 29 | LAKE TRAFFORD ROAD | Left Turn | 2 | 0 | 1 | $3,500 | Clear | Daylight | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 171 | 84133011 | 8/7/2013 | 5:56 PM | SR 29 N | HERITAGE BLVD | Other | 1 | 0 | 0 | $0 | Rain | Daylight | Single Vehicle | Property Damage Only | Other | Wet | 0 | 0 |
| 172 | 84133108 | 8/13/2013 | 2:15 PM | NEW MARKET RD E | CHARLOTTE ST | Rear End | 2 | 0 | 0 | $200 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 173 | 84133139 | 8/15/2013 | 1:00 PM | W MAIN ST | N 3RD ST | Rear End | 2 | 0 | 1 | $3,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 174 | 84133175 | 8/17/2013 | 3:30 PM | MAIN ST | 3RD ST S | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 175 | 84133362 | 8/26/2013 | 5:43 PM | NEWMARKET RD E | ESCAMBIA ST | Other | 1 | 0 | 1 | $25,000 | Rain | Daylight | Single Vehicle | Injury | Unknown | Wet | 0 | 0 |
| 176 | 84133374 | 8/27/2013 | 7:50 AM | SR 29 N | OQUINN RD | Rear End | 2 | 0 | 0 | $1,500 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 177 | 84133435 | 8/29/2013 | 3:50 PM | NEW MARKET RD E | NEW MARKET RD E | Other | 2 | 0 | 0 | $0 | Clear | Daylight | Backed Into | Property Damage Only | Rear to Side | Dry | 0 | 0 |
| 178 | 84133462 | 8/30/2013 | 8:53 PM | N 15TH ST | IMMOKALEE DR | Angle | 2 | 0 | 0 | $0 | Cloudy | Dark - Lighted | Right Angle | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 179 | 84133474 | 9/1/2013 | 12:15 AM | MAIN ST | N 1ST ST | Other | 1 | 0 | 0 | $0 | Clear | Dark - Lighted | Single Vehicle | Property Damage Only | Angle | Dry | 0 | 0 |
| 180 | 84133537 | 9/5/2013 | 10:49 AM | W MAIN ST (700 BLOCK) | HANCOCK ST | Rear End | 3 | 0 | 0 | $2,400 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 181 | 84133702 | 9/14/2013 | 3:18 PM | LAKE TRAFFORD RD | 15TH ST | Other | 2 | 0 | 0 | $0 | Clear | Daylight | Backed Into | Property Damage Only | Rear to Side | Dry | 0 | 0 |
| 182 | 84133728 | 9/16/2013 | 12:55 PM | SR 29 | SR 82 | Other | 2 | 0 | 0 | $30,000 | Rain | Daylight | Other | Property Damage Only | Angle | Wet | 0 | 0 |
| 183 | 84133939 | 9/26/2013 | 5:11 PM | SR 29 N | JOHNSON RD | Rear End | 2 | 0 | 0 | $3,500 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 184 | 84133941 | 9/26/2013 | 9:25 PM | MAIN ST W | 4TH ST S | Pedestrian | 1 | 0 | 1 | $500 | Clear | Dark - Lighted | Pedestrian | Injury | | Dry | 0 | 1 |
| 185 | 84133950 | 9/24/2013 | 7:20 AM | WESTCLOX EXTENSION | 15TH ST N | Off Road | 1 | 0 | 0 | $700 | Clear | Daylight | Off Road | Property Damage Only | Other | Dry | 0 | 0 |
| 186 | 84316572 | 9/30/2013 | 5:30 PM | 15TH ST N | LAKE TRAFFORD RD | Angle | 2 | 0 | 1 | $10,000 | Clear | Daylight | Right Angle | Injury | Other | Dry | 0 | 0 |
| 187 | 84316573 | 10/1/2013 | 8:44 PM | NEW MARKET RD | OKEECHOBEE ST | Other | 1 | 0 | 0 | $15,000 | Clear | Dark - Lighted | Single Vehicle | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 188 | 84316594 | 10/6/2013 | 11:33 AM | MAIN ST E | 1ST ST | Angle | 2 | 0 | 2 | $7,000 | Clear | Daylight | Right Angle | Injury | Other | Dry | 0 | 0 |
| 189 | 84316814 | 10/17/2013 | 6:22 PM | NANCY CT | N 9TH ST | Rear End | 2 | 0 | 1 | $3,500 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 190 | 84316863 | 10/20/2013 | 12:10 PM | MAIN ST | 9TH ST | Rear End | 2 | 0 | 3 | $3,500 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 191 | 84316915 | 10/22/2013 | 8:07 PM | SR 29 N | SR 82 | Left Turn | 2 | 0 | 1 | $20,000 | Clear | Dark - Lighted | Left Entering | Injury | Front to Front | Dry | 0 | 0 |
| 192 | 84316927 | 10/23/2013 | 6:30 PM | N 15TH STREET | LAKE TRAFFORD RD | Angle | 2 | 0 | 0 | $300 | Clear | Dusk | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |

SR 29 - Collier County (Oil Well Road to SR 82)
January 1, 2012 to December 31, 2016

| # | HSMV Report Number | Crash Date | Crash Time | Crash Street | Intersecting Street | Crash Type | Vehicles | Fatalities | Injuries | Estimated Damages | Weather Condition | Light Condition | Crash Type Detailed | Crash Severity | Manner of Collision | Road Surf Cond | Bicyclists | Pedestrians |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 193 | 84317035 | 10/28/2013 | 6:00 PM | LAKE TRAFFORD RD | 15TH ST N | Right Turn | 2 | 0 | 0 | $400 | Clear | Daylight | Right/Through | Property Damage Only | Angle | Dry | 0 | 0 |
| 194 | 84317083 | 10/30/2013 | 4:44 PM | 15TH ST N | IMMOKALEE DR | Rear End | 3 | 0 | 0 | $4,500 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 195 | 84317111 | 10/31/2013 | 7:21 PM | WEST MAIN STREET | SOUTH 7TH STREET | Rear End | 2 | 0 | 1 | $7,000 | Clear | Dark - Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 196 | 84317219 | 11/7/2013 | 6:35 AM | SR 29 | WESTCLOX ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 197 | 84317434 | 11/18/2013 | 4:15 PM | NEW MARKET RD E | JEROME DR | Left Turn | 2 | 0 | 2 | $5,000 | Clear | Daylight | Left Entering | Injury | Front to Front | Dry | 0 | 0 |
| 198 | 84317455 | 11/19/2013 | 5:46 PM | SR 29 | EXPERIMENTAL RD | Rear End | 2 | 0 | 2 | $6,500 | Rain | Dark - Not Lighted | Rear End | Injury | Front to Rear | Wet | 0 | 0 |
| 199 | 84317569 | 11/26/2013 | 7:43 AM | NEW MARKET RD W | SR 29 N | Rear End | 2 | 0 | 0 | $2,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 200 | 84317650 | 11/29/2013 | 6:21 PM | N. 15TH | ROBERTS AVE W | Left Turn | 2 | 0 | 0 | $6,000 | Clear | Dark - Lighted | Left Entering | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 201 | 84317662 | 11/30/2013 | 2:35 PM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 202 | 84317669 | 11/30/2013 | 6:10 PM | 15TH ST N | 8TH AVE N | Rear End | 3 | 0 | 2 | $2,700 | Clear | Dark - Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 203 | 84317681 | 12/1/2013 | 3:23 PM | NEW MARKET RD | FLAGLER ST | Sideswipe | 3 | 0 | 7 | $18,500 | Clear | Daylight | Opposing Sideswipe | Injury | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 204 | 84317758 | 12/5/2013 | 9:57 AM | NEW MARKET RD | CHARLOTTE ST | Angle | 2 | 0 | 0 | $4,500 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 205 | 84317930 | 12/13/2013 | 10:22 AM | MAIN ST W | 3RD ST S | Other | 1 | 0 | 1 | $0 | Clear | Daylight | Single Vehicle | Injury | Other | Dry | 0 | 1 |
| 206 | 84317941 | 12/13/2013 | 4:30 PM | NEW MARKET RD W | ESCAMBIA ST | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 207 | 84317947 | 12/13/2013 | 7:10 PM | N. 1ST STREET | WEST MAIN STREET | Rear End | 2 | 0 | 1 | $0 | Clear | Dark - Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 208 | 84317949 | 12/13/2013 | 6:31 PM | MAIN ST W | 2ND ST N | Other | 1 | 0 | 1 | $0 | Clear | Dark - Lighted | Single Vehicle | Injury | Other | Dry | 1 | 0 |
| 209 | 84317954 | 12/14/2013 | 11:49 AM | SR 29 | FARM WORKER WAY | Sideswipe | 2 | 0 | 0 | $13,500 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 210 | 84318119 | 12/21/2013 | 7:12 PM | 15TH ST N | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $5,200 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 211 | 84318121 | 12/22/2013 | 6:30 AM | OILWELL RD | SR 29 | Other | 1 | 0 | 0 | $0 | Clear | Dark - Not Lighted | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 212 | 84318222 | 12/25/2013 | 6:30 PM | SR 29 | OIL WELL RD | Angle | 2 | 0 | 1 | $9,000 | Clear | Dark - Not Lighted | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 213 | 84318234 | 12/27/2013 | 10:20 AM | NEW MARKET RD W | HENDRY ST | Head On | 2 | 0 | 0 | $12,500 | Clear | Daylight | Head On | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 214 | 84318324 | 12/30/2013 | 6:38 PM | NEW MARKET RD E | ALACHUA ST | Off Road | 1 | 0 | 0 | $0 | Clear | Dark - Lighted | Off Road | Property Damage Only | | Dry | 0 | 0 |
| 215 | 84318353 | 1/1/2014 | 6:50 PM | SR 29 | EXPERIMENTAL RD | Other | 1 | 0 | 1 | $10,000 | Rain | Dark - Not Lighted | Single Vehicle | Injury | Other | Wet | 0 | 0 |
| 216 | 84318417 | 1/4/2014 | 1:45 PM | NEW MARKET RD W | INDIAN RIVER ST | Other | 2 | 0 | 0 | $0 | Rain | Daylight | Backed Into | Property Damage Only | Rear to Side | Wet | 0 | 0 |
| 217 | 84318430 | 1/4/2014 | 7:02 PM | SR 29 S | FARM WORKER WAY | Sideswipe | 2 | 0 | 0 | $2,000 | Rain | Dark - Lighted | Opposing Sideswipe | Property Damage Only | Sideswipe, Opposite Direction | Wet | 0 | 0 |
| 218 | 84318451 | 1/3/2014 | 10:00 PM | S 1ST ST | MAIN ST | Rear End | 2 | 0 | 0 | $500 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 219 | 84318452 | 1/5/2014 | 6:58 PM | N. 1ST ST | MAIN ST | Rear End | 2 | 0 | 0 | $4,000 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 220 | 84318481 | 1/7/2014 | 10:24 AM | 1ST ST N | MAIN ST W | Rear End | 2 | 0 | 0 | $1,500 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 221 | 84318499 | 1/7/2014 | 6:24 PM | LAKE TRAFFORD RD | 15TH ST N | Pedestrian | 1 | 0 | 0 | $0 | Cloudy | Dark - Lighted | Pedestrian | Property Damage Only | | Dry | 1 | 0 |
| 222 | 84473560 | 4/25/2016 | 2:30 PM | NEW MARKET RD W | NASSAU ST | Angle | 2 | 0 | 5 | $10,000 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 223 | 84477060 | 3/27/2016 | 8:15 AM | SR 29 | CR 858 (OIL WELL RD) | Angle | 2 | 0 | 4 | $10,000 | Fog, Smog, Smoke | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 224 | 84555327 | 2/4/2015 | 7:11 PM | STATE ROAD-29 (WEST MAIN STREET) | NORTH 3RD STREET | Pedestrian | 1 | 0 | 1 | $2,000 | Clear | Dark - Lighted | Pedestrian | Injury | Other | Dry | 0 | 1 |
| 225 | 84562643 | 7/4/2016 | 4:03 AM | SR 29 / N 15TH ST | IMMOKALEE DR | Off Road | 1 | 0 | 1 | $9,500 | Clear | Dark - Lighted | Off Road | Injury | Other | Dry | 0 | 0 |
| 226 | 84602101 | 1/8/2014 | 1:20 PM | NEW MARKET RD W | CHARLOTTE ST | Left Turn | 2 | 0 | 0 | $0 | Rain | Daylight | Left Entering | Property Damage Only | Angle | Wet | 0 | 0 |
| 227 | 84602124 | 1/9/2014 | 7:48 AM | N 15TH ST | ROBERTS AVE | Other | 2 | 0 | 0 | $0 | Cloudy | Daylight | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 228 | 84602190 | 1/11/2014 | 7:05 PM | N. 15TH | IMMOKALEE DR | Rear End | 3 | 0 | 5 | $20,300 | Clear | Dark - Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 229 | 84602234 | 1/14/2014 | 7:10 AM | NEW MARKET RD W | SR 29 N | Rear End | 2 | 0 | 0 | $0 | Clear | Dawn | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 230 | 84602500 | 1/24/2014 | 12:34 PM | INDIAN RIVER ST | NEW MARKET RD W | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 231 | 84602510 | 1/24/2014 | 3:48 PM | SR 29 | LAKE TRAFFORD RD | Rear End | 3 | 0 | 0 | $11,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 232 | 84602574 | 1/27/2014 | 6:15 AM | SR 29 | SR 82 | Other | 2 | 0 | 0 | $0 | Clear | Dark - Not Lighted | Other | Property Damage Only | Rear to Side | Dry | 0 | 0 |
| 233 | 84602606 | 1/29/2014 | 5:45 AM | MAIN ST E | 1ST ST | Left Turn | 2 | 0 | 0 | $0 | Fog, Smog, Smoke | Dark - Lighted | Left Rear | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 234 | 84602807 | 2/5/2014 | 4:35 PM | CHARLOTTE ST | NEW MARKET RD | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 235 | 84603015 | 2/14/2014 | 1:10 PM | MAIN ST E | NEW MARKET RD | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 236 | 84603155 | 2/20/2014 | 8:48 AM | NEW MARKET RD W | FLAGLER ST | Left Turn | 2 | 0 | 0 | $14,000 | Clear | Daylight | Left Entering | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 237 | 84603216 | 2/22/2014 | 10:35 AM | 1ST ST N | SR 29 | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 238 | 84603257 | 2/23/2014 | 12:40 PM | S.R. 29 | LAKE TRAFFORD RD. | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 239 | 84603270 | 2/23/2014 | 10:31 PM | WEST MAIN STREET | N. 2ND STREET | Other | 1 | 0 | 1 | $2,000 | Clear | Dark - Lighted | Single Vehicle | Injury | Other | Dry | 0 | 1 |
| 240 | 84603308 | 2/25/2014 | 6:55 AM | OIL WELL RD | SR 29 S | Animal | 1 | 0 | 0 | $2,000 | Fog, Smog, Smoke | Dawn | Animal | Property Damage Only | | Dry | 0 | 0 |
| 241 | 84603320 | 2/25/2014 | 2:20 PM | SR 29 | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 242 | 84603370 | 2/26/2014 | 11:50 AM | SR 29 | 6TH AVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 243 | 84603460 | 3/1/2014 | 8:17 PM | NEW MARKET RD W | INDIAN RIVER ST | Sideswipe | 2 | 0 | 0 | $0 | Clear | Dark - Not Lighted | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 244 | 84603462 | 3/2/2014 | 5:17 PM | N. 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $6,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 245 | 84603504 | 3/4/2014 | 12:49 PM | SR 29 | IMMOKALEE DR | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 246 | 84603624 | 3/9/2014 | 8:00 PM | SR 29 NORTH | NEW MARKET RD W | Rear End | 3 | 0 | 1 | $1,500 | Clear | Dark - Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 247 | 84603917 | 3/21/2014 | 6:00 AM | SR 29 S | FARM WORKER WAY | Other | 2 | 0 | 0 | $1,000 | Clear | Dark - Lighted | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 248 | 84603926 | 3/21/2014 | 4:10 PM | 15TH ST N | ROBERTS AVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 249 | 84603955 | 3/23/2014 | 2:06 AM | SR-29 | CR-858 | Other | 1 | 0 | 0 | $3,000 | Clear | Dark - Not Lighted | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 250 | 84603962 | 3/23/2014 | 1:30 PM | WESTCLOX ST | 15TH ST | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 251 | 84714651 | 3/31/2014 | 3:05 PM | 1ST ST N | MAIN ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 252 | 84714666 | 4/1/2014 | 8:50 AM | SR 29 N | EXPERIMENTAL RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 253 | 84714741 | 4/4/2014 | 2:20 PM | SR 29 S | CR 858 | Rear End | 2 | 0 | 0 | $5,000 | Clear | Daylight | Rear End | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 254 | 84714767 | 4/5/2014 | 9:36 AM | 15TH ST N | 15TH ST N | Angle | 2 | 0 | 0 | $6,000 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 255 | 84714931 | 4/12/2014 | 9:20 AM | SR 29 S | CR 858 | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 256 | 84714935 | 4/12/2014 | 1:00 PM | SR 29 N | EXPERIMENTAL RD | Rear End | 2 | 0 | 1 | $6,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 257 | 84714961 | 4/13/2014 | 9:40 PM | STATE RD 29 | WESTCLOX RD | Left Turn | 3 | 0 | 1 | $8,500 | Clear | Dark - Lighted | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 258 | 84714965 | 4/14/2014 | 9:30 AM | SOUTH 1ST STREET | SR 29 | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 259 | 84715075 | 4/18/2014 | 3:45 PM | 15TH ST N | LAKE STRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 260 | 84715110 | 4/19/2014 | 10:50 AM | SR 29 | WESTCLOX ST | Rear End | 2 | 0 | 0 | $400 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 261 | 84715177 | 4/22/2014 | 4:05 PM | N. 1ST STREET | E. MAIN STREET | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Opposing Sideswipe | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 262 | 84715212 | 4/23/2014 | 5:44 PM | MAIN ST W | 6TH ST N | Rear End | 2 | 0 | 1 | $2,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 263 | 84715280 | 4/26/2014 | 3:18 PM | NEW MARKET RD W | SR 29 N | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 264 | 84715348 | 4/25/2014 | 5:45 PM | WEST MAIN STREET | SOUTH FIRST STREET | Right Turn | 2 | 0 | 0 | $2,050 | Clear | Daylight | Right/Through | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 265 | 84715371 | 4/29/2014 | 8:58 PM | SR 29 N | IMMOKALEE DR | Right Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Right/Through | Property Damage Only | Rear to Side | Dry | 0 | 0 |
| 266 | 84715454 | 5/4/2014 | 5:40 AM | SR 29 N | HERITAGE BLVD | Other | 1 | 0 | 0 | $0 | Clear | Dark - Lighted | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 267 | 84715467 | 5/4/2014 | 6:53 PM | SR 29 N | HERITAGE BLVD | Unknown | 2 | 0 | 1 | $1,000 | Clear | Daylight | Unknown | Injury | | Dry | 0 | 0 |
| 268 | 84715492 | 5/5/2014 | 2:43 PM | IMMOKALEE DR | 15TH ST N | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 269 | 84715597 | 5/9/2014 | 5:14 PM | N. 15TH ST | LAKE TRAFFORD RD | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 270 | 84715630 | 5/11/2014 | 9:23 PM | N. 15TH STREET | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 271 | 84715661 | 5/13/2014 | 5:14 PM | 15TH ST N | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $1,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 272 | 84715717 | 5/15/2014 | 11:55 AM | 15TH ST N | LAKE TRAFFORD RD | Head On | 2 | 0 | 0 | $0 | Clear | Daylight | Head On | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 273 | 84715727 | 5/16/2014 | 8:55 AM | NEW MARKET RD E | SR 29 | Other | 2 | 0 | 0 | $0 | Cloudy | Daylight | Backed Into | Property Damage Only | Rear to Side | Dry | 0 | 0 |
| 274 | 84715738 | 5/16/2014 | 5:25 PM | LAKE TRAFFORD RD | 15TH ST N | Rear End | 2 | 0 | 0 | $900 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 275 | 84715773 | 5/18/2014 | 9:00 PM | SR 29 NORTH | OIL WELL RD | Other | 1 | 0 | 0 | $3,000 | Clear | Dark - Not Lighted | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 276 | 84715827 | 5/21/2014 | 4:08 PM | SR 29 | LEE ST | Rear End | 2 | 0 | 0 | $2,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 277 | 84715848 | 5/22/2014 | 5:47 PM | 15TH ST N | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 278 | 84715850 | 5/23/2014 | 11:15 PM | SR 29 S | OIL WELL RD | Rear End | 2 | 0 | 0 | $10,000 | Clear | Dark - Not Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 279 | 84715870 | 5/23/2014 | 5:45 PM | MAIN ST W | 3RD ST N | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 280 | 84715918 | 5/26/2014 | 9:55 PM | NEW MARKET RD W | INDIAN RIVER ST | Other | 2 | 0 | 1 | $7,000 | Cloudy | Dark - Not Lighted | Other | Injury | Angle | Dry | 0 | 0 |
| 281 | 84715998 | 5/30/2014 | 7:05 PM | MAIN ST W | 3RD ST S | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 282 | 84716073 | 6/3/2014 | 7:04 PM | SR 29 N | WESTCLOX ST | Angle | 2 | 0 | 3 | $12,000 | Clear | Daylight | Right Angle | Injury | Other | Dry | 0 | 0 |
| 283 | 84716075 | 6/4/2014 | 7:49 AM | SR 29 | WESTCLOX ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 284 | 84716164 | 6/10/2014 | 10:50 AM | SR 29 S | CR 858 | Rollover | 1 | 0 | 0 | $300 | Cloudy | Daylight | Rollover | Property Damage Only | | Dry | 0 | 0 |
| 285 | 84716166 | 6/10/2014 | 10:39 AM | SR 29 | IMMOKALEE DR | Angle | 2 | 0 | 0 | $4,000 | Clear | Daylight | Right Angle | Property Damage Only | Other | Dry | 0 | 0 |
| 286 | 84716268 | 6/16/2014 | 11:35 AM | SR 29 N | OQUINN RD | Unknown | 2 | 0 | 0 | $1,500 | Clear | Daylight | Unknown | Property Damage Only | | Dry | 0 | 0 |
| 287 | 84716306 | 6/17/2014 | 1:30 PM | SR 29 N | HERITAGE BLVD | Left Turn | 2 | 0 | 0 | $6,000 | Rain | Daylight | Left Rear | Property Damage Only | Sideswipe, Same Direction | Wet | 0 | 0 |
| 288 | 84716378 | 6/21/2014 | 10:00 AM | LAKE TRAFFORD RD | 15TH ST N | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |

SR 29 - Collier County (Oil Well Road to SR 82)
January 1, 2012 to December 31, 2016

| # | HSMV Report Number | Crash Date | Crash Time | Crash Street | Intersecting Street | Crash Type | Vehicles | Fatalities | Injuries | Estimated Damages | Weather Condition | Light Condition | Crash Type Detailed | Crash Severity | Manner of Collision | Road Surf Cond | Bicyclists | Pedestrians |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 289 | 84716406 | 6/23/2014 | 5:20 PM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 290 | 84716542 | 6/29/2014 | 6:32 PM | 15TH ST N | 8TH AVE | Other | 2 | 0 | 0 | $0 | Rain | Daylight | Other | Property Damage Only | Other | Wet | 0 | 0 |
| 291 | 84936235 | 7/1/2014 | 3:45 PM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 292 | 84936252 | 7/7/2014 | 5:08 PM | LAKE TRAFFORD RD | N. 19TH STREET | Angle | 3 | 0 | 0 | $6,000 | Cloudy | Daylight | Right Angle | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 293 | 84936304 | 7/11/2014 | 12:32 PM | SR 29 | JOHNSON RD | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 294 | 84936356 | 7/14/2014 | 5:48 PM | NEW MARKET RD W | LEE ST | Rear End | 3 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 295 | 84936360 | 7/14/2014 | 6:44 PM | SR 29 N | JOHNSON RD | Other | 2 | 0 | 0 | $7,500 | Rain | Daylight | Other | Property Damage Only | Rear to Side | Wet | 0 | 0 |
| 296 | 84936361 | 7/6/2014 | 2:45 AM | LAKE TRAFFORD RD | 15TH ST N | Unknown | 2 | 0 | 0 | $0 | | | Unknown | Property Damage Only | | | 0 | 0 |
| 297 | 84936573 | 7/25/2014 | 5:00 PM | NEW MARKET RD W | SR 29 N | Rear End | 2 | 0 | 0 | $1,500 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 298 | 84936679 | 8/1/2014 | 2:00 PM | NEW MARKET RD W | HENDRY ST | Other | 2 | 0 | 0 | $0 | Cloudy | Daylight | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 299 | 84936692 | 8/1/2014 | 9:22 PM | LAKE TRAFFORD RD | 19TH ST N | Rear End | 2 | 0 | 1 | $7,500 | Rain | Dark - Not Lighted | Rear End | Injury | Front to Rear | Wet | 0 | 0 |
| 300 | 84936705 | 8/2/2014 | 1:40 PM | SR 29 | NEW MARKET RD W | Rear End | 3 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 301 | 84936716 | 8/3/2014 | 8:37 PM | MAIN ST | 9TH ST | Rear End | 2 | 0 | 1 | $1,500 | Clear | Dark - Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 302 | 84936719 | 8/4/2014 | 10:39 AM | NEW MARKET RD | ESCAMBIA ST | Rear End | 2 | 0 | 0 | $5,000 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 303 | 84936784 | 8/8/2014 | 7:44 AM | 3RD ST N | SR 29 S | Pedestrian | 1 | 0 | 1 | $0 | Clear | Daylight | Pedestrian | Injury | | Dry | 0 | 1 |
| 304 | 84936828 | 8/11/2014 | 3:40 PM | SR 29 | PALM AVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 305 | 84936849 | 8/12/2014 | 11:55 AM | 9TH ST N | SR 29 | Sideswipe | 2 | 0 | 0 | $1,000 | Clear | Daylight | Opposing Sideswipe | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 306 | 84937054 | 8/22/2014 | 5:49 AM | MAIN ST E | 9TH ST S | Right Turn | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Right/Through | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 307 | 84937060 | 8/21/2014 | 2:25 PM | NEW MARKET RD W | JACKSON ST | Angle | 2 | 0 | 5 | $4,500 | Clear | Daylight | Right Angle | Injury | Other | Dry | 0 | 0 |
| 308 | 84937097 | 8/22/2014 | 5:49 AM | MAIN ST E | 9TH ST S | Right Turn | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Right/Through | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 309 | 84937152 | 8/26/2014 | 5:15 PM | LAKE TRAFFORD RD | 19TH ST N | Left Turn | 2 | 0 | 1 | $3,000 | Clear | Daylight | Left Rear | Injury | Angle | Dry | 0 | 0 |
| 310 | 84937177 | 8/27/2014 | 10:20 PM | S.R. 29 | S.R. 82 | Other | 1 | 0 | 1 | $2,000 | Clear | Dark - Not Lighted | Single Vehicle | Injury | Other | Dry | 0 | 0 |
| 311 | 84937249 | 9/1/2014 | 5:50 PM | NEW MARKET RD W | PINELLAS ST | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 312 | 84937320 | 9/5/2014 | 7:05 AM | SR 29 | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 313 | 84937564 | 9/17/2014 | 1:25 PM | NEW MARKET RD W | GLADES ST | Sideswipe | 2 | 0 | 0 | $0 | Cloudy | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 314 | 84937591 | 9/18/2014 | 5:20 PM | CHARLOTTE ST | NEW MARKET RD W | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 315 | 84938012 | 10/9/2014 | 7:33 AM | N. 15TH ST. | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 316 | 84938098 | 10/12/2014 | 9:21 PM | 15TH ST N | ROBERTS AVE W | Rear End | 2 | 0 | 0 | $4,100 | Cloudy | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 317 | 84938144 | 10/14/2014 | 3:41 PM | 15TH ST N | 6TH AVE | Rear End | 2 | 0 | 1 | $2,000 | Rain | Daylight | Rear End | Injury | Front to Rear | Wet | 0 | 0 |
| 318 | 84938155 | 10/15/2014 | 6:45 AM | SR 29 | AGRICULTURAL WAY | Animal | 1 | 0 | 0 | $0 | Rain | Dark - Not Lighted | Animal | Property Damage Only | | Wet | 0 | 0 |
| 319 | 84938157 | 10/15/2014 | 6:45 AM | SR 29 | AGRICULTURAL WAY | Animal | 1 | 0 | 0 | $2,000 | Rain | Dark - Not Lighted | Animal | Property Damage Only | | Wet | 0 | 0 |
| 320 | 84938189 | 10/15/2014 | 8:40 PM | 7TH AVENUE SOUTH | MAIN ST | Right Turn | 2 | 0 | 2 | $1,500 | Clear | Dark - Lighted | Right/Through | Injury | Angle | Dry | 0 | 0 |
| 321 | 84938393 | 10/24/2014 | 6:06 PM | N. 1ST ST | MAIN ST E | Right Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Right/Through | Property Damage Only | Angle | Dry | 0 | 0 |
| 322 | 84938432 | 10/27/2014 | 6:53 AM | SR 29 S | FARM WORKER WAY | Other | 1 | 0 | 0 | $3,000 | Clear | Dawn | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 323 | 84938554 | 11/1/2014 | 7:40 AM | SR 29 N | SR 82 | Other | 1 | 0 | 0 | $1,000 | Clear | Dawn | Single Vehicle | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 324 | 84938643 | 11/5/2014 | 5:55 AM | IMMOKALEE DR | SR 29 | Left Turn | 2 | 0 | 0 | $0 | Clear | Dawn | Left Entering | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 325 | 84938716 | 11/7/2014 | 1:50 PM | WEST MAIN ST | S 4TH ST | Rear End | 2 | 0 | 0 | $6,200 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 326 | 84938728 | 11/8/2014 | 10:00 AM | FIRST ST | MAIN ST E | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Opposing Sideswipe | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 327 | 84938828 | 11/12/2014 | 11:24 AM | NEW MARKET RD W | MANATEE ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 328 | 84938842 | 11/12/2014 | 6:09 PM | SR 29 | WESTCLOX ST | Angle | 2 | 0 | 2 | $16,000 | Clear | Dark - Lighted | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 329 | 84938901 | 11/14/2014 | 6:36 PM | SR 29 (N.15TH STREET) | ROBERTS AVE W | Rear End | 2 | 0 | 1 | $1,100 | Clear | Dark - Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 330 | 84938927 | 11/15/2014 | 1:05 PM | SR 29 N | SEMINOLE CROSSING TRL | Other | 2 | 0 | 1 | $9,000 | Clear | Daylight | Other | Injury | Angle | Dry | 0 | 0 |
| 331 | 84938947 | 11/8/2014 | 12:15 AM | SR 29 | 2ND ST S | Pedestrian | 1 | 0 | 1 | $1,000 | Clear | Dark - Lighted | Pedestrian | Injury | | Dry | 0 | 1 |
| 332 | 84939039 | 11/20/2014 | 2:25 PM | N 15TH ST / LAKE TRAFFORD RD | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 333 | 84939153 | 11/25/2014 | 11:00 AM | NEW MARKET RD E | CHARLOTTE ST | Other | 2 | 0 | 0 | $13,000 | Clear | Daylight | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 334 | 84939174 | 11/26/2014 | 8:08 AM | 15TH ST N | 6TH AVE | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 335 | 84939218 | 11/28/2014 | 3:20 PM | SR 29 | LAKE TRAFFORD RD | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 336 | 84939220 | 11/28/2014 | 4:40 PM | SR 29 N | IMMOKALEE DR | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 337 | 84939241 | 11/29/2014 | 9:20 PM | SR 29 N | 2ND ST S | Pedestrian | 1 | 0 | 1 | $0 | Clear | Dark - Lighted | Pedestrian | Injury | | Dry | 0 | 1 |
| 338 | 84939283 | 12/1/2014 | 6:02 PM | SR 29 N | WESTCLOX ST | Head On | 2 | 0 | 0 | $7,000 | Cloudy | Dark - Not Lighted | Head On | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 339 | 84939508 | 12/10/2014 | 8:15 AM | NEW MARKET RD W | PINELLAS ST | Left Turn | 2 | 0 | 1 | $20,000 | Clear | Daylight | Left Entering | Injury | Front to Front | Dry | 0 | 0 |
| 340 | 84939520 | 12/10/2014 | 2:20 PM | NEW MARKET RD W | PINELLAS ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 341 | 84939549 | 12/11/2014 | 12:53 PM | MAIN ST W | 6TH ST N | Other | 2 | 0 | 0 | $2,500 | Clear | Daylight | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 342 | 84939587 | 12/12/2014 | 8:12 PM | 3RD ST N | MAIN ST W | Off Road | 1 | 0 | 0 | $1,000 | Clear | Dark - Unknown Lighting | Off Road | Property Damage Only | | Dry | 0 | 0 |
| 343 | 84939605 | 12/13/2014 | 8:28 PM | SR 29 | WESTCLOX ST | Angle | 2 | 0 | 2 | $10,000 | Clear | Dark - Lighted | Right Angle | Injury | Other | Dry | 0 | 0 |
| 344 | 84939612 | 12/12/2014 | 3:39 PM | SR 29 N | OQUINN RD | Other | 1 | 0 | 0 | $0 | Clear | Daylight | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 345 | 84939614 | 12/14/2014 | 12:24 PM | IMMOKALEE DR | 15TH ST N | Rear End | 2 | 0 | 0 | $4,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 346 | 84939620 | 12/14/2014 | 5:10 PM | MAIN ST W | 7TH ST S | Sideswipe | 2 | 0 | 0 | $200 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 347 | 84939627 | 12/15/2014 | 7:50 AM | WESTCLOX ST | 15TH ST N | Rear End | 2 | 0 | 0 | $2,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 348 | 84939715 | 12/17/2014 | 4:59 PM | NEW MARKET RD W | LEE ST | Rear End | 2 | 0 | 0 | $3,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 349 | 84939784 | 12/20/2014 | 11:22 AM | N 1ST ST | MAIN ST | Other | 1 | 0 | 1 | $0 | Clear | Daylight | Single Vehicle | Injury | Other | Dry | 0 | 1 |
| 350 | 84939910 | 12/24/2014 | 8:37 PM | STATE ROAD 29 | COUNTY ROAD 858 | Angle | 2 | 0 | 3 | $15,000 | Clear | Dark - Not Lighted | Right Angle | Injury | Angle | Wet | 0 | 0 |
| 351 | 84940005 | 12/30/2014 | 8:21 PM | NEW MARKET RD W | OKEECHOBEE ST | Other | 1 | 0 | 1 | $1,000 | Clear | Dark - Not Lighted | Single Vehicle | Injury | Angle | Dry | 1 | 0 |
| 352 | 84940013 | 12/31/2014 | 11:17 AM | 15TH ST N | ROBERTS AVE | Angle | 2 | 0 | 0 | $1,000 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 353 | 84940032 | 12/31/2014 | 10:43 PM | MAIN ST W | 3RD ST N | Pedestrian | 1 | 0 | 1 | $0 | Clear | Dark - Lighted | Pedestrian | Injury | | Dry | 0 | 1 |
| 354 | 84940073 | 1/2/2015 | 6:15 PM | 15TH ST N | 7TH AVE | Rear End | 2 | 0 | 0 | $2,000 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 355 | 84940120 | 1/5/2015 | 1:20 PM | PINELLAS ST | NEW MARKET RD | Left Turn | 2 | 0 | 2 | $18,000 | Cloudy | Daylight | Left Entering | Injury | Other | Dry | 0 | 0 |
| 356 | 84940182 | 1/8/2015 | 6:50 AM | NEW MARKET RD | CHARLOTTE ST | Other | 2 | 0 | 0 | $0 | Clear | Daylight | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 357 | 84940202 | 1/8/2015 | 4:30 PM | 2ND ST N | MAIN ST W | Other | 1 | 0 | 0 | $0 | Clear | Daylight | Single Vehicle | Property Damage Only | | Dry | 0 | 0 |
| 358 | 84940227 | 1/8/2015 | 7:20 PM | N. 15TH ST | NEW MARKET RD W | Rear End | 2 | 0 | 0 | $4,000 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 359 | 84940410 | 1/16/2015 | 7:15 AM | 1ST ST N | MAIN ST | Rear End | 3 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 360 | 84940425 | 1/16/2015 | 1:40 PM | 15TH ST N | ROBERTS AVE | Angle | 2 | 0 | 0 | $0 | Cloudy | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 361 | 84940515 | 1/19/2015 | 7:15 AM | NEW MARKET | N. 15TH | Rear End | 2 | 0 | 1 | $2,000 | Clear | Dark - Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 362 | 84940519 | 1/20/2015 | 6:45 AM | IMMOKALEE DR | 15TH ST N | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 363 | 84940522 | 1/20/2015 | 7:00 AM | STATE ROAD 29 SOUTH | AGRICULTURAL WAY | Other | 1 | 0 | 0 | $0 | Fog, Smog, Smoke | Dawn | Single Vehicle | Property Damage Only | Other | Wet | 0 | 0 |
| 364 | 84940548 | 1/20/2015 | 10:42 PM | SR 29 | OIL WELL RD | Other | 1 | 0 | 0 | $2,000 | Rain | Dark - Not Lighted | Single Vehicle | Property Damage Only | Other | Wet | 0 | 0 |
| 365 | 84940577 | 1/22/2015 | 8:58 AM | NEW MARKET RD W | INDIAN RIVER ST | Rear End | 3 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 366 | 84940578 | 1/21/2015 | 4:50 PM | SR 29 N | LAKE TRAFFORD RD | Head On | 2 | 0 | 0 | $4,000 | Clear | Daylight | Head On | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 367 | 84940679 | 1/26/2015 | 7:26 AM | MAIN ST E | NEW MARKET RD E | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 368 | 84940722 | 1/27/2015 | 12:47 PM | NEW MARKET RD W | LEE ST | Sideswipe | 3 | 0 | 0 | $5,000 | Clear | Daylight | Opposing Sideswipe | Property Damage Only | Other | Dry | 0 | 0 |
| 369 | 84940764 | 1/28/2015 | 5:00 PM | SR 29 | IMMOKALEE DR | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 370 | 84940828 | 1/31/2015 | 7:43 AM | SR 29 | NEW MARKET RD W | Rear End | 2 | 0 | 0 | $8,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 371 | 84940875 | 2/2/2015 | 1:07 AM | EAST MAIN STREET | NEW MARKET RD E | Other | 1 | 0 | 0 | $3,000 | Clear | Dark - Lighted | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 372 | 84940896 | 2/2/2015 | 1:59 PM | NEW MARKET RD E | ESCAMBIA ST | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 373 | 84940898 | 2/2/2015 | 2:15 PM | SR 29 | IMMOKALEE DR | Rear End | 3 | 0 | 1 | $13,000 | Rain | Daylight | Rear End | Injury | Front to Rear | Wet | 0 | 0 |
| 374 | 84940975 | 2/4/2015 | 7:11 PM | SR 29 N | NEW MARKET RD W | Rear End | 2 | 0 | 0 | $10,000 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 375 | 84941031 | 2/6/2015 | 2:30 PM | N. 15TH STREET | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 376 | 85011119 | 5/13/2015 | 6:54 PM | 9TH AVENUE S. | 9TH STREET S. | Angle | 2 | 0 | 0 | $5,500 | Rain | Daylight | Right Angle | Property Damage Only | Angle | Wet | 0 | 0 |
| 377 | 85013462 | 6/13/2016 | 10:20 AM | 9TH AVENUE SOUTH | 9TH STREET SOUTH | Other | 2 | 0 | 0 | $2,000 | Clear | Daylight | Backed Into | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 378 | 85013550 | 3/9/2016 | 2:12 PM | 3RD AVE SOUTH | 3RD ST SOUTH | Angle | 2 | 0 | 0 | $6,000 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 379 | 85013641 | 6/11/2016 | 3:58 PM | 9TH ST. S. | 9TH AVE. S. | Angle | 2 | 0 | 1 | $10,000 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 380 | 85124326 | 8/9/2015 | 6:45 AM | CR-29 ALT (NEW MARKET RD W) | LEE ST | Angle | 3 | 0 | 2 | $46,600 | Clear | Dawn | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 381 | 85124353 | 11/28/2015 | 10:30 AM | STATE ROAD 29 S | AGRICULTURE WAY | Rollover | 1 | 0 | 5 | $5,000 | Clear | Daylight | Rollover | Injury | Other | Dry | 0 | 0 |
| 382 | 85143385 | 10/3/2015 | 9:05 PM | SR-29 / E MAIN ST | NEW HARVEST RD | Left Turn | 2 | 0 | 3 | $17,500 | Clear | Dark - Not Lighted | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 383 | 85145442 | 10/10/2015 | 9:35 PM | STATE ROAD 29 | HERITAGE BOULEVARD | Pedestrian | 1 | 1 | 0 | $3,000 | Clear | Dark - Not Lighted | Pedestrian | Fatality | Other | Dry | 0 | 1 |
| 384 | 85145450 | 11/27/2015 | 6:23 PM | STATE ROAD 29 | 8TH AVENUE | Rear End | 2 | 0 | 1 | $12,000 | Clear | Dark - Lighted | Rear End | Injury | Front to Rear | Dry | 0 | 0 |

SR 29 - Collier County (Oil Well Road to SR 82)
January 1, 2012 to December 31, 2016

| # | HSMV Report Number | Crash Date | Crash Time | Crash Street | Intersecting Street | Crash Type | Vehicles | Fatalities | Injuries | Estimated Damages | Weather Condition | Light Condition | Crash Type Detailed | Crash Severity | Manner of Collision | Road Surf Cond | Bicyclists | Pedestrians |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 385 | 85145464 | 2/12/2016 | 2:29 PM | STATE ROAD 29 (N 15TH ST) | IMMOKALEE DRIVE | Rear End | 3 | 0 | 2 | $7,100 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 386 | 85146168 | 12/9/2015 | 7:50 AM | STATE ROAD 29 | AGRICULTURE WAY | Other | 2 | 0 | 0 | $1,500 | Clear | Daylight | Other | Property Damage Only | Angle | Dry | 0 | 0 |
| 387 | 85146183 | 3/12/2016 | 1:18 PM | STATE ROAD 29 (NORTH 15 STREET) | NORTH 11 STREET EXTENSION | Pedestrian | 1 | 0 | 1 | $1,000 | Clear | Daylight | Pedestrian | Injury | Other | Dry | 0 | 1 |
| 388 | 85146198 | 5/14/2016 | 2:20 PM | STATE ROAD 29 | COUNTY ROAD 890 (LAKE TRAFFORD ROAD) | Rear End | 4 | 0 | 9 | $17,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 389 | 85147107 | 1/27/2016 | 9:56 AM | SR 29 | IMMOKALEE DR | Angle | 2 | 0 | 4 | $3,500 | Rain | Daylight | Right Angle | Injury | Angle | Wet | 0 | 0 |
| 390 | 85147125 | 4/4/2016 | 3:20 PM | SR 29 | CR 858/OIL WELL RD | Other | 1 | 0 | 1 | $6,000 | Clear | Daylight | Single Vehicle | Injury | Other | Dry | 0 | 0 |
| 391 | 85184939 | 1/2/2016 | 5:00 PM | CR-846 | SR-29 | Off Road | 1 | 0 | 1 | $300 | Clear | Daylight | Off Road | Injury | Other | Dry | 0 | 0 |
| 392 | 85248852 | 8/18/2016 | 6:45 PM | SR 29 | NEW MARKET RD | Angle | 2 | 0 | 1 | $20,000 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 393 | 85290819 | 4/27/2016 | 5:05 PM | COUNTY ROAD 846 (S 1ST ST) | STATE ROAD 29 (E MAIN ST) | Right Turn | 2 | 0 | 1 | $5,000 | Clear | Daylight | Right/Through | Injury | Angle | Dry | 0 | 0 |
| 394 | 85290827 | 5/21/2016 | 10:43 AM | STATE ROAD 29 ( E MAIN ST) | S 1ST ST | Left Turn | 2 | 0 | 1 | $3,500 | Clear | Daylight | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 395 | 85290838 | 7/12/2016 | 6:06 PM | STATE ROAD 29 | OQUINN ROAD | Rear End | 2 | 0 | 2 | $9,000 | Rain | Daylight | Rear End | Injury | Front to Rear | Wet | 0 | 0 |
| 396 | 85304788 | 4/5/2016 | 1:10 PM | SR-29 (N 15TH ST) | WESTCLOX RD | Off Road | 1 | 0 | 1 | $500 | Clear | Daylight | Off Road | Injury | Other | Dry | 0 | 0 |
| 397 | 85304854 | 10/20/2016 | 11:12 PM | SR- 29 (N 15TH ST) | ROBERTS AVE W | Angle | 2 | 0 | 2 | $10,000 | Clear | Dark - Lighted | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 398 | 85317690 | 8/12/2016 | 8:10 AM | SR-29 | CR 858 (OIL WELL ROAD) | Angle | 2 | 0 | 7 | $19,500 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 399 | 85327447 | 11/8/2016 | 8:50 AM | STATE ROAD 29 | AGRICULTURE WAY | Head On | 2 | 2 | 1 | $10,000 | Clear | Daylight | Head On | Fatality | Angle | Dry | 0 | 0 |
| 400 | 85370746 | 10/2/2016 | 3:35 AM | SR-29 (N 15 TH STREET) | IMMOKALEE DRIVE | Head On | 2 | 0 | 3 | $20,000 | Clear | Dark - Not Lighted | Head On | Injury | Front to Front | Wet | 0 | 0 |
| 401 | 85403712 | 12/5/2016 | 6:37 PM | IMMOKALEE DR | SR-29 (N 15TH ST) | Pedestrian | 1 | 0 | 1 | $100 | Clear | Dusk | Pedestrian | Injury | Other | Dry | 0 | 2 |
| 402 | 85834861 | 2/16/2015 | 4:50 AM | STATE RD. 29 S. | COUNTY ROAD 846 | Sideswipe | 2 | 0 | 0 | $1,000 | Clear | Dark - Lighted | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 403 | 85834901 | 2/18/2015 | 4:35 AM | SR 29 | ROBERTS AVE | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 404 | 85834937 | 2/20/2015 | 7:25 AM | SR 29 | 3RD ST S | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 405 | 85834970 | 2/20/2015 | 7:47 PM | SR 29 | IMMOKALEE DR N | Rear End | 3 | 0 | 0 | $100 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 406 | 85834976 | 2/21/2015 | 5:50 AM | WEST MAIN STREET | NORTH 5TH STREET | Pedestrian | 1 | 0 | 1 | $150 | Clear | Dark - Lighted | Pedestrian | Injury | | Dry | 0 | 1 |
| 407 | 85835018 | 2/22/2015 | 3:03 PM | LAKE TRAFFORD ROAD | NORTH 15TH STREET | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 408 | 85835032 | 2/18/2015 | 2:50 PM | 15TH ST N | LAKE TRAFFORD RD | Other | 2 | 0 | 0 | $0 | Clear | Daylight | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 409 | 85835033 | 2/23/2015 | 8:23 AM | 15TH ST N | 7TH AVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 410 | 85835072 | 2/24/2015 | 3:10 PM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 411 | 85835174 | 2/27/2015 | 10:55 AM | 15TH ST N | LAKE TRAFFORD RD | Left Turn | 2 | 0 | 0 | $0 | Cloudy | Daylight | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 412 | 85835182 | 2/27/2015 | 6:18 PM | 15TH ST N | IMMOKALEE DR | Angle | 2 | 0 | 0 | $0 | Cloudy | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 413 | 85835190 | 2/28/2015 | 6:55 AM | MAIN ST E | N. 1ST STREET | Rear End | 2 | 0 | 0 | $0 | Clear | Dawn | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 414 | 85835202 | 2/28/2015 | 5:36 PM | SR 29 N | EXPERIMENTAL RD | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 415 | 85835227 | 2/28/2015 | 6:30 PM | MAIN ST W | N. 5TH ST. | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 416 | 85835320 | 3/4/2015 | 5:40 PM | SR 29 | WESTCLOX ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 417 | 85835423 | 3/8/2015 | 9:43 AM | SR 29 | 9TH ST S | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 418 | 85835505 | 3/11/2015 | 6:36 AM | 1ST ST N | MAIN ST W | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 419 | 85835547 | 3/12/2015 | 1:03 PM | SR 29 | NEW HARVEST RD | Other | 1 | 0 | 0 | $0 | Clear | Daylight | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 420 | 85835606 | 3/13/2015 | 7:53 PM | 15TH ST N | LAKE TRAFFORD RD | Other | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Other | Property Damage Only | Angle | Dry | 0 | 0 |
| 421 | 85835624 | 3/13/2015 | 5:20 PM | SR 29 N | SR 82 | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 422 | 85835645 | 3/15/2015 | 3:43 PM | NEW MARKET RD W | FLAGLER ST | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 423 | 85835712 | 3/17/2015 | 8:48 PM | W. MAIN | S. 6TH | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 424 | 85835713 | 3/17/2015 | 11:07 PM | SR 29 S | AGRICULTURE WAY | Other | 1 | 0 | 3 | $8,000 | Clear | Dark - Lighted | Single Vehicle | Injury | Other | Dry | 0 | 0 |
| 425 | 85835722 | 3/18/2015 | 10:34 AM | MAIN ST | 9TH ST N | Rear End | 2 | 0 | 0 | $3,500 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 426 | 85835735 | 3/18/2015 | 3:03 PM | SR 29 | OIL WELL RD | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 427 | 85835795 | 3/20/2015 | 10:08 PM | NEW MARKET RD E | CHARLOTTE ST | Angle | 2 | 0 | 0 | $2,000 | Clear | Dark - Not Lighted | Right Angle | Property Damage Only | Other | Dry | 0 | 0 |
| 428 | 85835804 | 3/21/2015 | 11:16 AM | NEW MARKET RD W | GLADES ST | Left Turn | 2 | 0 | 1 | $3,500 | Clear | Daylight | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 429 | 85835811 | 3/21/2015 | 3:55 PM | 15TH ST N | LAKE TRAFFORD RD | Angle | 2 | 0 | 0 | $2,000 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 430 | 85835910 | 3/24/2015 | 5:50 PM | SR 29 N | NEW MARKET RD W | Rear End | 2 | 0 | 1 | $6,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 431 | 85835925 | 3/25/2015 | 6:14 PM | NEW MARKET RD W | SR 29 NORTH | Rear End | 2 | 0 | 2 | $4,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 432 | 85836060 | 3/30/2015 | 3:55 PM | 15TH ST N | 5TH AVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 433 | 85836184 | 4/2/2015 | 8:10 PM | N. 15TH ST | LAKE TRAFFORD RD | Sideswipe | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 434 | 85836220 | 4/3/2015 | 4:55 PM | SR 29 N | EXPERIMENTAL RD | Rear End | 2 | 0 | 0 | $3,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 435 | 85836308 | 4/7/2015 | 8:16 AM | 15TH ST N | 15TH ST N | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 436 | 85836355 | 4/8/2015 | 11:20 AM | N 15TH ST | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 437 | 85836392 | 4/9/2015 | 6:17 PM | SR-29 | LAKE TRAFFORD RD | Left Turn | 2 | 0 | 2 | $4,000 | Clear | Daylight | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 438 | 85836430 | 4/10/2015 | 5:20 PM | 15TH AVE N | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 439 | 85836438 | 4/10/2015 | 7:45 AM | NEW MARKET RD W | INDIAN RIVER ST | Angle | 3 | 0 | 0 | $1,500 | Clear | Daylight | Right Angle | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 440 | 85836531 | 4/14/2015 | 11:13 AM | NEW MARKET RD E | MAIN ST E | Other | 2 | 0 | 0 | $1,500 | Clear | Daylight | Backed Into | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 441 | 85836563 | 4/15/2015 | 10:45 AM | 15TH ST N | 5TH AVE | Unknown | 2 | 0 | 0 | $0 | | | Unknown | Property Damage Only | | | 0 | 0 |
| 442 | 85836574 | 4/16/2015 | 8:02 AM | 15TH ST N | 5TH AVE | Rear End | 3 | 0 | 3 | $15,000 | Clear | Daylight | Rear End | Injury | Front to Front | Dry | 0 | 0 |
| 443 | 85836589 | 4/12/2015 | 7:14 PM | 15TH ST N | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 444 | 85938704 | 4/20/2015 | 5:15 PM | SR 29 | LEE ST | Angle | 2 | 0 | 1 | $10,000 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 445 | 85938721 | 4/22/2015 | 11:26 AM | MAIN ST E | NEW MARKET RD E | Angle | 2 | 0 | 0 | $5,000 | Cloudy | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 446 | 85938761 | 4/21/2015 | 5:18 PM | SR 29 | WESTCLOX ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 447 | 85938815 | 4/26/2015 | 1:30 PM | MAIN ST | 1ST ST | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Rear | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 448 | 85938828 | 4/27/2015 | 7:53 AM | SR 29 | CR 846 | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 449 | 85939016 | 5/3/2015 | 4:26 AM | STATE ROAD 29 | CR 858 | Rollover | 1 | 0 | 0 | $400 | Clear | Dark - Not Lighted | Rollover | Property Damage Only | | Dry | 0 | 0 |
| 450 | 85939029 | 5/3/2015 | 9:39 PM | LAKE TRAFFORD RD | NORTH 15TH STREET | Rear End | 2 | 0 | 0 | $1,500 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 451 | 85939070 | 5/5/2015 | 1:08 PM | 15TH ST N | ROBERTS AVE | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 452 | 85939102 | 5/6/2015 | 3:30 PM | 1ST ST S | MAIN ST W | Rear End | 2 | 0 | 0 | $400 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 453 | 85939122 | 5/7/2015 | 12:58 PM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 454 | 85939202 | 5/10/2015 | 7:57 AM | NEWMARKET RD W | INDIAN RIVER ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 455 | 85939240 | 5/12/2015 | 7:09 AM | SR 29 | NORTH 1ST STREET | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Leaving | Property Damage Only | Other | Dry | 0 | 0 |
| 456 | 85939282 | 5/13/2015 | 12:59 PM | SANTA ROSA AVE | 15TH ST N | Other | 1 | 0 | 0 | $0 | Clear | Daylight | Single Vehicle | Property Damage Only | Other | Dry | 1 | 0 |
| 457 | 85939291 | 5/13/2015 | 8:14 AM | NEW MARKET RD W | SR-29 | Rear End | 3 | 0 | 1 | $3,100 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 458 | 85939546 | 5/22/2015 | 11:40 AM | SR 29 N | EXPIRAMENTAL RD | Off Road | 1 | 0 | 0 | $500 | Clear | Daylight | Off Road | Property Damage Only | | Dry | 0 | 0 |
| 459 | 85939563 | 5/22/2015 | 3:50 PM | MAIN ST W | 3RD ST S | Sideswipe | 2 | 0 | 0 | $0 | Cloudy | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 460 | 85939605 | 5/22/2015 | 9:26 PM | 9TH ST S | WEST MAIN STREET | Sideswipe | 2 | 0 | 0 | $0 | Cloudy | Dark - Lighted | Opposing Sideswipe | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 461 | 85939786 | 6/1/2015 | 7:02 PM | MAIN ST W | 3RD ST N | Rear End | 2 | 0 | 0 | $0 | Clear | Dusk | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 462 | 85939824 | 6/3/2015 | 7:20 AM | SR 29 | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $3,200 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 463 | 85939949 | 6/9/2015 | 10:17 AM | SR 29 N | 5TH AVE | Rear End | 2 | 0 | 1 | $12,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 464 | 85939980 | 6/10/2015 | 1:15 PM | NEW MARKET RD W | PINELLAS ST | Rear End | 2 | 0 | 2 | $600 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 465 | 85939982 | 6/10/2015 | 7:56 AM | MAIN ST E | NEW MARKET RD E | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 466 | 85940311 | 6/26/2015 | 9:05 AM | N 15TH STREET | IMMOKALEE DR | Rear End | 3 | 0 | 2 | $14,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 467 | 85940315 | 6/26/2015 | 2:48 PM | 15TH ST N | LAKE TRAFFORD RD | Head On | 2 | 0 | 2 | $5,000 | Cloudy | Daylight | Head On | Injury | Front to Front | Dry | 0 | 0 |
| 468 | 85940327 | 6/26/2015 | 6:40 PM | NEW MARKET RD W | DADE ST | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 469 | 85940408 | 7/1/2015 | 3:00 AM | SR 29 | NEW MARKET RD | Left Turn | 2 | 0 | 0 | $9,000 | Cloudy | Dark - Lighted | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 470 | 85940412 | 7/1/2015 | 7:27 AM | NEW MARKET RD W | SR-29 | Rear End | 2 | 0 | 1 | $7,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 471 | 85940427 | 7/1/2015 | 1:20 PM | NORTH 15TH STREET | LAKE TRAFFORD ROAD | Head On | 2 | 0 | 0 | $0 | Clear | Daylight | Head On | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 472 | 85940446 | 7/2/2015 | 7:51 AM | 15TH ST N | ROBERTS AVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 473 | 85940600 | 7/10/2015 | 10:13 AM | MAIN ST W | 9TH ST S | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Mud, Dirt, Gravel | 0 | 0 |
| 474 | 85940617 | 7/10/2015 | 9:38 PM | 8TH AVE | 15TH ST N | Rear End | 2 | 0 | 0 | $1,200 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 475 | 86163311 | 7/18/2015 | 3:12 PM | SR 29 S | FARMWORKERS WAY | Other | 1 | 0 | 0 | $0 | Cloudy | Daylight | Single Vehicle | Property Damage Only | | Dry | 0 | 0 |
| 476 | 86163319 | 7/18/2015 | 9:37 PM | SR 29 N | SR-82 | Sideswipe | 3 | 0 | 0 | $17,500 | Clear | Dark - Not Lighted | Opposing Sideswipe | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 477 | 86163372 | 7/21/2015 | 9:38 AM | SR 29 N | LAKE TRAFFORD RD | Angle | 2 | 0 | 2 | $5,000 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 478 | 86163405 | 7/14/2015 | 10:45 AM | MAIN ST W | 3RD ST W | Left Turn | 2 | 0 | 1 | $10,000 | Clear | Daylight | Left Entering | Injury | Front to Front | Dry | 0 | 0 |
| 479 | 86163527 | 7/28/2015 | 5:33 PM | IMMOKALEE DR | N. 15TH ST | Unknown | 2 | 0 | 0 | $5,000 | Clear | Daylight | Unknown | Property Damage Only | Angle | Dry | 0 | 0 |
| 480 | 86163604 | 8/2/2015 | 1:32 AM | WEST MAIN ST. | N. 9TH ST | Other | 1 | 0 | 0 | $0 | Clear | Dark - Lighted | Single Vehicle | Property Damage Only | Other | Dry | 0 | 1 |

SR 29 - Collier County (Oil Well Road to SR 82)
January 1, 2012 to December 31, 2016

| # | HSMV Report Number | Crash Date | Crash Time | Crash Street | Intersecting Street | Crash Type | Vehicles | Fatalities | Injuries | Estimated Damages | Weather Condition | Light Condition | Crash Type Detailed | Crash Severity | Manner of Collision | Road Surf Cond | Bicyclists | Pedestrians |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 481 | 86163671 | 8/5/2015 | 4:25 PM | IMMOKALEE DR | N 15TH ST | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 482 | 86163741 | 8/2/2015 | 3:55 AM | 1ST ST N | MAIN ST | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 483 | 86163744 | 8/1/2015 | 9:05 PM | MAIN ST E | JEROME DR | Head On | 2 | 0 | 0 | $16,000 | Clear | Dark - Lighted | Head On | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 484 | 86163746 | 8/10/2015 | 4:50 PM | N 15TH ST | LAKE TRAFFORD RD | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 485 | 86163805 | 8/13/2015 | 3:51 PM | LAKE TRAFFORD RD | SR 29 N | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 486 | 86163833 | 8/14/2015 | 2:12 PM | 9TH ST | MAIN ST W | Rear End | 2 | 0 | 1 | $1,000 | Cloudy | Daylight | Rear End | Injury | Front to Rear | Wet | 0 | 0 |
| 487 | 86164006 | 8/21/2015 | 10:56 AM | MAIN ST W | HANCOCK ST | Left Turn | 2 | 0 | 0 | $3,000 | Clear | Daylight | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 488 | 86164137 | 8/27/2015 | 9:15 AM | IMMOKALEE DR | 15TH ST N | Head On | 3 | 0 | 0 | $5,500 | Clear | Daylight | Head On | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 489 | 86164186 | 8/29/2015 | 11:39 AM | 15TH ST N | LAKE TRAFFORD RD | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 490 | 86164240 | 8/31/2015 | 3:23 PM | MAIN ST E | NEW MARKET RD E | Other | 1 | 0 | 0 | $1,000 | Cloudy | Daylight | Single Vehicle | Property Damage Only | Other | Wet | 0 | 0 |
| 491 | 86164261 | 9/1/2015 | 2:10 PM | ROBERTS AVE W | 15TH ST N | Left Turn | 2 | 0 | 0 | $5,500 | Clear | Daylight | Left Entering | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 492 | 86164297 | 9/3/2015 | 10:45 AM | 8TH AVE | N 15TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 493 | 86164396 | 9/9/2015 | 12:13 PM | 15TH ST N | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 494 | 86164481 | 8/30/2015 | 7:35 PM | LAKE TRAFFORD RD | N 15TH ST | Left Turn | 2 | 0 | 0 | $3,000 | Cloudy | Dusk | Left Entering | Property Damage Only | Angle | Wet | 0 | 0 |
| 495 | 86164501 | 9/14/2015 | 9:00 PM | SR 29 N | OQUINN RD | Sideswipe | 2 | 0 | 1 | $3,000 | Cloudy | Dark - Not Lighted | Opposing Sideswipe | Injury | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 496 | 86164655 | 9/20/2015 | 11:10 PM | SR-29 | NEW HARVEST RD | Other | 1 | 0 | 0 | $0 | Cloudy | Dark - Not Lighted | Single Vehicle | Property Damage Only | Other | Wet | 0 | 0 |
| 497 | 86164757 | 9/25/2015 | 11:06 AM | IMMOKALEE DR | N 15TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 498 | 86164814 | 9/28/2015 | 7:54 AM | N 15TH ST | SANTA ROSA AVE | Rear End | 3 | 0 | 1 | $6,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 499 | 86164977 | 10/5/2015 | 5:57 PM | 1ST ST S | MAIN ST | Left Turn | 2 | 0 | 0 | $4,000 | Clear | Daylight | Left Entering | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 500 | 86165016 | 10/7/2015 | 7:40 AM | NORTH 1ST STREET | SR 29 | Rear End | 2 | 0 | 1 | $0 | Cloudy | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 501 | 86165214 | 10/14/2015 | 5:35 PM | SR 29 | AGRICULTURE WAY | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 502 | 86165274 | 10/16/2015 | 11:02 AM | W MAIN ST | S 9TH ST | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 503 | 86165301 | 10/15/2015 | 2:50 PM | SR 29 | OIL WELL RD | Sideswipe | 2 | 0 | 0 | $55,000 | Clear | Daylight | Opposing Sideswipe | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 504 | 86165353 | 10/22/2015 | 6:47 AM | SR 29 | 2ND ST S | Sideswipe | 2 | 0 | 0 | $100 | Clear | Dark - Lighted | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 505 | 86165396 | 10/23/2015 | 11:55 AM | N 15TH ST | JEFFERSON AVE W | Other | 2 | 0 | 0 | $10,000 | Cloudy | Daylight | Other | Property Damage Only | Angle | Dry | 0 | 0 |
| 506 | 86165435 | 10/26/2015 | 7:51 AM | SR 29 | WESTCLOX ST | Angle | 3 | 0 | 0 | $3,500 | Clear | Daylight | Right Angle | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 507 | 86165537 | 10/29/2015 | 11:40 AM | LAKE TRAFFORD RD | N 15TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 508 | 86165551 | 10/29/2015 | 8:05 PM | 8TH AVE | N 15TH ST | Angle | 2 | 0 | 1 | $5,000 | Clear | Dark - Lighted | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 509 | 86165652 | 11/3/2015 | 6:55 AM | NEW MARKET RD E | BROWARD ST | Left Turn | 2 | 0 | 0 | $5,000 | Clear | Daylight | Left Rear | Property Damage Only | Angle | Dry | 0 | 0 |
| 510 | 86165698 | 11/4/2015 | 6:20 PM | N 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 511 | 86165731 | 11/5/2015 | 7:26 PM | W MAIN ST | SR 29 | Other | 1 | 0 | 1 | $0 | Clear | Dark - Lighted | Single Vehicle | Injury | Other | Dry | 0 | 1 |
| 512 | 86165749 | 11/6/2015 | 5:45 AM | N 15TH ST | NEW MARKET RD W | Off Road | 1 | 0 | 0 | $0 | Clear | Dawn | Off Road | Property Damage Only | | Dry | 0 | 0 |
| 513 | 86165800 | 11/8/2015 | 2:32 AM | 4TH ST S | MAIN ST W | Other | 1 | 0 | 1 | $0 | Clear | Dark - Lighted | Single Vehicle | Injury | Other | Dry | 0 | 1 |
| 514 | 86165927 | 11/13/2015 | 6:27 PM | N 15TH | 5TH AVE | Sideswipe | 2 | 0 | 0 | $1,000 | Clear | Dark - Lighted | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 515 | 86166143 | 11/21/2015 | 3:25 PM | NEW MARKET RD W | CHARLOTTE ST | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 516 | 86166190 | 11/24/2015 | 10:40 AM | NEW MARKET RD W | ESCAMBIA ST | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 517 | 86166214 | 11/24/2015 | 7:50 AM | N 15TH ST | ROBERTS AVE W | Angle | 3 | 0 | 1 | $15,000 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 518 | 86166251 | 11/26/2015 | 1:50 PM | E MAIN ST | UNNAMED RD | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 519 | 86166334 | 11/29/2015 | 2:58 PM | SR 29 | WESTCLOX ST | Left Turn | 2 | 0 | 2 | $25,000 | Clear | Daylight | Left Entering | Injury | Front to Front | Dry | 0 | 0 |
| 520 | 86166536 | 12/5/2015 | 11:45 AM | W MAIN ST | N 9TH ST | Other | 1 | 0 | 1 | $0 | Rain | Daylight | Single Vehicle | Injury | Other | Wet | 0 | 1 |
| 521 | 86166552 | 12/7/2015 | 2:22 AM | W. MAIN ST. | N. 5TH ST | Other | 1 | 0 | 0 | $0 | Clear | Dark - Lighted | Single Vehicle | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 522 | 86166624 | 12/5/2015 | 6:10 PM | N 15TH ST | 5TH AVE | Sideswipe | 2 | 0 | 0 | $1,000 | Cloudy | Dark - Lighted | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 523 | 86166663 | 12/11/2015 | 4:27 PM | SR-29 | JOHNSON RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 524 | 86166706 | 12/13/2015 | 10:15 AM | S 9TH ST | SR-29 | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Leaving | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 525 | 86166760 | 12/15/2015 | 12:20 PM | W MAIN ST | N 7TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 526 | 86166791 | 12/16/2015 | 12:25 PM | NEW MARKET RD W | HENDRY ST | Rear End | 3 | 0 | 0 | $8,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 527 | 86166840 | 12/17/2015 | 6:32 PM | W MAIN ST | N 1ST ST | Sideswipe | 2 | 0 | 0 | $500 | Clear | Dark - Lighted | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 528 | 86166857 | 12/18/2015 | 1:00 PM | N 15TH ST | ROBERTS AVE W | Angle | 2 | 0 | 1 | $4,000 | Cloudy | Daylight | Right Angle | Injury | Sideswipe, Opposite Direction | Wet | 0 | 0 |
| 529 | 86166858 | 12/18/2015 | 12:06 PM | SR-29 | NEW HARVEST RD | Left Turn | 2 | 0 | 0 | $5,000 | Rain | Daylight | Left Entering | Property Damage Only | Front to Front | Wet | 0 | 0 |
| 530 | 86166860 | 12/18/2015 | 12:55 PM | SR 29 | 7TH AVE | Angle | 2 | 0 | 2 | $14,000 | Rain | Daylight | Right Angle | Injury | Angle | Wet | 0 | 0 |
| 531 | 86166963 | 12/22/2015 | 8:15 AM | SR 29 N | NEW MARKET RD E | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 532 | 86166967 | 12/22/2015 | 6:16 AM | MAIN STREET | SOUTH 1ST STREET | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Rear | Property Damage Only | Other | Dry | 0 | 0 |
| 533 | 86167060 | 12/25/2015 | 5:26 PM | NEW MARKET RD E | AIRPORT ACCESS | Other | 1 | 0 | 0 | $2,000 | Clear | Daylight | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 534 | 86167130 | 12/29/2015 | 6:10 AM | MAIN ST E | NEW MARKET RD E | Angle | 2 | 0 | 0 | $4,000 | Fog, Smog, Smoke | Dawn | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 535 | 86167137 | 12/29/2015 | 11:25 AM | S 1ST ST | SR-29 | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 536 | 86167346 | 1/3/2016 | 4:00 PM | NEW MARKET RD W | NASSAU ST | Rear End | 2 | 0 | 1 | $10,000 | Rain | Daylight | Rear End | Injury | Front to Rear | Wet | 0 | 0 |
| 537 | 86167421 | 1/8/2016 | 10:00 AM | PALM AVE | N 15TH ST | Other | 1 | 0 | 1 | $0 | Clear | Daylight | Single Vehicle | Injury | Other | Dry | 1 | 0 |
| 538 | 86167586 | 1/13/2016 | 7:59 AM | WESTCLOX ST | SR 29 | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 539 | 86167728 | 1/19/2016 | 7:35 AM | 15TH ST N | LAKE TRAFFORD RD | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 540 | 86167811 | 1/20/2016 | 4:00 PM | N 15TH ST | STAR MOBILE HOME PARK | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 541 | 86167856 | 1/22/2016 | 4:05 PM | LAKE TRAFFORD RD | 15TH ST N | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 542 | 86167861 | 1/22/2016 | 5:07 PM | N 15TH ST | LAKE TRAFFORD RD | Unknown | 2 | 0 | 0 | $0 | Cloudy | Daylight | Unknown | Property Damage Only | Angle | Wet | 0 | 0 |
| 543 | 86167921 | 1/25/2016 | 10:01 AM | N 1ST ST | SR-29 | Rear End | 2 | 0 | 0 | $103,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 544 | 86167983 | 1/27/2016 | 12:32 PM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 545 | 86168034 | 1/28/2016 | 6:48 PM | N 15TH ST | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $2,000 | Rain | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 546 | 86168040 | 1/29/2016 | 6:50 AM | W MAIN ST | S 3RD ST | Rear End | 2 | 0 | 0 | $0 | Cloudy | Dawn | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 547 | 86168053 | 1/29/2016 | 10:50 AM | S 2ND ST | SR-29 | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 548 | 86168054 | 1/29/2016 | 8:55 AM | MAIN ST W | N 9TH ST | Left Turn | 2 | 0 | 1 | $10,000 | Cloudy | Daylight | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 549 | 86168055 | 1/29/2016 | 12:06 PM | E NEW MARKET RD | BROWARD ST | Angle | 2 | 0 | 0 | $0 | Cloudy | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 550 | 86168064 | 1/29/2016 | 4:00 PM | E MAIN ST | 2ND ST | Sideswipe | 2 | 0 | 0 | $0 | Cloudy | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 551 | 86168092 | 1/30/2016 | 2:15 PM | SR 29 | WESTCLOX ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 552 | 86168135 | 2/1/2016 | 5:30 AM | SR-29 | HERITAGE BLVD | Other | 1 | 0 | 0 | $5,000 | Clear | Dark - Not Lighted | Single Vehicle | Property Damage Only | | Dry | 0 | 0 |
| 553 | 86468624 | 2/4/2016 | 4:40 PM | N 15TH ST | IMMOKALEE DR | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 554 | 86468718 | 1/31/2016 | 7:00 PM | N 15TH ST | ROBERTS AVE W | Other | 1 | 0 | 1 | $100 | Clear | Dark - Lighted | Single Vehicle | Injury | Other | Dry | 1 | 0 |
| 555 | 86468721 | 2/8/2016 | 4:15 PM | SR 29 | NEWMARKET RD W | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 556 | 86468802 | 2/10/2016 | 2:51 PM | NEW MARKET RD W | SR-29 | Rear End | 2 | 0 | 1 | $3,500 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 557 | 86468870 | 2/12/2016 | 7:42 PM | MAIN ST W | 7TH ST N | Angle | 2 | 0 | 1 | $5,000 | Clear | Dark - Lighted | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 558 | 86468989 | 2/17/2016 | 12:30 PM | N 15TH ST | SANTA ROSA AVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 559 | 86469074 | 2/19/2016 | 3:45 PM | W MAIN ST | S 4TH ST | Other | 1 | 0 | 1 | $0 | Clear | Daylight | Single Vehicle | Injury | Other | Dry | 0 | 1 |
| 560 | 86469094 | 2/20/2016 | 10:50 PM | S 1ST ST | SR-29 | Rear End | 3 | 0 | 0 | $4,300 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 561 | 86469113 | 2/18/2016 | 11:14 AM | MAIN ST W | S 1ST ST | Sideswipe | 2 | 0 | 0 | $3,000 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 562 | 86469155 | 2/23/2016 | 10:08 AM | CHARLOTTE ST | NEW MARKET RD E | Rear End | 2 | 0 | 0 | $700 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 563 | 86469165 | 2/23/2016 | 7:00 AM | N 7TH ST | SR-29 | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 564 | 86469266 | 2/26/2016 | 7:45 AM | N 15TH ST | ROBERTS AVE W | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 565 | 86469311 | 2/27/2016 | 2:45 PM | W MAIN ST | S 6TH ST | Pedestrian | 1 | 0 | 0 | $0 | Clear | Daylight | Pedestrian | Property Damage Only | | Dry | 0 | 1 |
| 566 | 86469335 | 2/29/2016 | 6:20 AM | ROBERTS AVE | 15TH ST N | Rear End | 2 | 0 | 0 | $100 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 567 | 86469396 | 3/1/2016 | 8:15 PM | N 15TH ST | SANTA ROSA | Left Turn | 3 | 0 | 2 | $7,000 | Clear | Dark - Lighted | Left Leaving | Injury | Other | Dry | 0 | 0 |
| 568 | 86469512 | 3/4/2016 | 6:50 PM | 15TH ST N | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $800 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 569 | 86469560 | 3/6/2016 | 9:09 PM | N. 15TH ST | IMMOKALEE DR | Left Turn | 2 | 0 | 0 | $4,000 | Clear | Dark - Lighted | Left Rear | Property Damage Only | Other | Dry | 0 | 0 |
| 570 | 86469684 | 3/9/2016 | 9:38 AM | W MAIN ST | N 1ST ST | Left Turn | 2 | 0 | 0 | $15,000 | Clear | Daylight | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 571 | 86469806 | 3/13/2016 | 11:40 AM | 6TH AVE | N 15TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 572 | 86469813 | 3/13/2016 | 1:37 AM | N 15TH ST | LEE ST | Left Turn | 2 | 0 | 2 | $20,000 | Clear | Dark - Lighted | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 573 | 86469850 | 3/15/2016 | 9:38 AM | SR 29 | 5TH AVE | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 574 | 86469947 | 3/18/2016 | 6:53 PM | N 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 1 | $1,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 575 | 86469955 | 3/15/2016 | 1:40 PM | SR-29 | EXPERIMENTAL RD | Unknown | 2 | 0 | 0 | $0 | Clear | Daylight | Unknown | Property Damage Only | | Dry | 0 | 0 |
| 576 | 86469970 | 3/19/2016 | 11:37 AM | PINELLAS ST | NEW MARKET RD W | Unknown | 2 | 0 | 0 | $10,000 | Cloudy | Daylight | Unknown | Property Damage Only | Angle | Wet | 0 | 0 |

SR 29 - Collier County (Oil Well Road to SR 82)
January 1, 2012 to December 31, 2016

| # | HSMV Report Number | Crash Date | Crash Time | Crash Street | Intersecting Street | Crash Type | Vehicles | Fatalities | Injuries | Estimated Damages | Weather Condition | Light Condition | Crash Type Detailed | Crash Severity | Manner of Collision | Road Surf Cond | Bicyclists | Pedestrians |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 577 | 86470019 | 3/21/2016 | 8:50 AM | 15TH ST N | IMMOKALEE DR | Pedestrian | 1 | 0 | 1 | $0 | Clear | Daylight | Pedestrian | Injury | | Dry | 0 | 1 |
| 578 | 86470022 | 3/21/2016 | 7:45 AM | W MAIN ST | S 1ST ST | Left Turn | 2 | 0 | 3 | $100 | Clear | Daylight | Left Entering | Injury | Sideswipe, Same Direction | Dry | 0 | 0 |
| 579 | 86470031 | 3/16/2016 | 6:42 PM | NEW MARKET RD W | FLAGLER ST | Sideswipe | 3 | 0 | 0 | $11,000 | Clear | Daylight | Opposing Sideswipe | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 580 | 86470044 | 3/22/2016 | 9:07 AM | NEW MARKET RD E | CHARLOTTE ST | Other | 2 | 0 | 0 | $2,000 | Clear | Daylight | Backed Into | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 581 | 86470049 | 3/21/2016 | 4:44 PM | LAKE TRAFFORD RD | N 15TH ST | Rear End | 2 | 0 | 0 | $4,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 582 | 86470138 | 3/24/2016 | 8:16 PM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Cloudy | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 583 | 86470196 | 3/26/2016 | 3:15 AM | MAIN ST | 9TH ST S | Angle | 2 | 0 | 0 | $7,000 | Cloudy | Dark - Lighted | Right Angle | Property Damage Only | Other | Dry | 0 | 0 |
| 584 | 86470223 | 3/25/2016 | 6:59 PM | W MAIN ST | N 3RD ST | Angle | 2 | 0 | 1 | $1,200 | Clear | Daylight | Right Angle | Injury | Front to Front | Dry | 0 | 0 |
| 585 | 86470264 | 3/29/2016 | 4:54 PM | SR 29 N | OQUINN RD | Sideswipe | 2 | 0 | 0 | $1,000 | Rain | Daylight | Opposing Sideswipe | Property Damage Only | Sideswipe, Opposite Direction | Wet | 0 | 0 |
| 586 | 86470280 | 3/29/2016 | 5:44 PM | 15TH ST N | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 587 | 86470329 | 3/31/2016 | 11:00 AM | NEW MARKET RD W | OKEECHOBEE ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 588 | 86470379 | 3/31/2016 | 4:30 PM | N 15TH ST | LAKE TRAFFORD RD | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 589 | 86470409 | 4/1/2016 | 4:02 PM | NEW MARKET RD W | N 15TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 590 | 86470430 | 4/3/2016 | 3:17 AM | SR-29 | SR-82 | Other | 1 | 0 | 0 | $5,000 | Clear | Dark - Not Lighted | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 591 | 86470517 | 4/6/2016 | 6:45 AM | SR 29 | IMMOKALEE RD | Sideswipe | 2 | 0 | 0 | $1,000 | Clear | Dark - Lighted | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 592 | 86470541 | 4/6/2016 | 8:36 PM | N 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $180 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 593 | 86470549 | 4/7/2016 | 11:20 AM | W MAIN ST | N 1ST ST | Left Turn | 2 | 0 | 1 | $5,500 | Clear | Daylight | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 594 | 86470643 | 4/9/2016 | 5:26 PM | W MAIN ST | N 3RD ST | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 595 | 86470665 | 4/10/2016 | 3:10 PM | N 15TH ST | LAKE TRAFFORD RD | Other | 2 | 0 | 0 | $2,000 | Clear | Daylight | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 596 | 86470693 | 4/11/2016 | 5:26 PM | HERITAGE BLVD | SR 29 N | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 597 | 86470713 | 4/12/2016 | 12:44 PM | N 15TH ST | IMMOKALEE DRIVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 598 | 86470743 | 4/10/2016 | 2:05 PM | N 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 599 | 86470774 | 4/8/2016 | 6:43 PM | NORTH 15TH STREET | 6TH AVENUE | Rear End | 2 | 0 | 0 | $2,500 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 600 | 86470787 | 4/14/2016 | 11:50 AM | E MAIN ST | N 1ST ST | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 601 | 86470828 | 4/15/2016 | 9:12 PM | SR-29 | OQUINN RD | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Not Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 602 | 86471018 | 4/22/2016 | 1:24 PM | N 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 603 | 86471183 | 4/26/2016 | 4:40 PM | SR-29 | NEW HARVEST RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 604 | 86471240 | 5/1/2016 | 2:35 PM | N 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $4,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 605 | 86471243 | 5/1/2016 | 6:55 PM | W MAIN ST | S 6TH ST | Unknown | 2 | 0 | 0 | $1,500 | Clear | Daylight | Unknown | Property Damage Only | Angle | Dry | 0 | 0 |
| 606 | 86471274 | 4/27/2016 | 6:33 PM | NEW MARKET RD E | E MAIN ST | Other | 2 | 0 | 0 | $0 | Clear | Daylight | Backed Into | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 607 | 86471290 | 5/3/2016 | 6:40 AM | N 15TH ST | ROBERTS AVE W | Angle | 2 | 0 | 0 | $5,000 | Clear | Daylight | Right Angle | Property Damage Only | Other | Dry | 0 | 0 |
| 608 | 86471374 | 5/5/2016 | 8:30 PM | NEW MARKET RD | N 10TH CT | Left Turn | 2 | 0 | 0 | $3,000 | Clear | Dark - Lighted | Left Rear | Property Damage Only | Other | Dry | 0 | 0 |
| 609 | 86471401 | 5/6/2016 | 8:49 PM | 15TH ST N | IMMOKALEE DR | Rear End | 3 | 0 | 0 | $8,000 | Cloudy | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 610 | 86471418 | 5/7/2016 | 2:41 PM | SR-29 | HERITAGE BLVD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 611 | 86471421 | 5/7/2016 | 12:00 PM | N 15TH ST | ROBERTS AVE W | Head On | 2 | 0 | 0 | $0 | Clear | Daylight | Head On | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 612 | 86471425 | 5/7/2016 | 6:26 PM | NEW MARKET RD W | SR 29 N | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 613 | 86471427 | 5/7/2016 | 9:30 PM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 3 | 0 | 0 | $1,500 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 614 | 86471435 | 5/8/2016 | 11:10 AM | N 15TH ST | ROBERTS AVE W | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Rear | Property Damage Only | Other | Dry | 0 | 0 |
| 615 | 86471556 | 5/12/2016 | 3:15 AM | E MAIN ST | 12TH ST | Other | 1 | 0 | 0 | $5,000 | Clear | Dark - Lighted | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 616 | 86471622 | 5/14/2016 | 6:45 PM | NEWMARKET RD | N 15TH ST | Left Turn | 2 | 0 | 0 | $7,500 | Clear | Daylight | Left Rear | Property Damage Only | Angle | Dry | 0 | 0 |
| 617 | 86471704 | 5/18/2016 | 11:38 AM | W MAIN ST | S 7TH ST | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 618 | 86471836 | 5/24/2016 | 7:31 AM | IMMOKALEE DR | N 15TH ST | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 619 | 86471914 | 5/26/2016 | 9:01 PM | MAIN ST E | NEW MARKET RD E | Other | 2 | 0 | 0 | $7,000 | Clear | Dark - Lighted | Other | Property Damage Only | Angle | Dry | 0 | 0 |
| 620 | 86471987 | 5/29/2016 | 7:00 PM | SR 29 S | AGRICULTURE WAY | Off Road | 1 | 0 | 1 | $3,500 | Rain | Daylight | Off Road | Injury | | Wet | 0 | 0 |
| 621 | 86472062 | 6/1/2016 | 6:45 PM | N 15TH ST | LAKE TRAFFORD RD | Left Turn | 2 | 0 | 0 | $2,000 | Rain | Dusk | Left Entering | Property Damage Only | Angle | Wet | 0 | 0 |
| 622 | 86472102 | 6/3/2016 | 1:17 PM | W MAIN ST | S 6TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 623 | 86472205 | 6/7/2016 | 11:58 AM | N 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 624 | 86472219 | 6/7/2016 | 5:37 PM | MAIN ST W | 5TH ST S | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 625 | 86472483 | 6/17/2016 | 5:50 PM | N. 15TH ST | 525 N. 15TH ST | Other | 1 | 0 | 0 | $0 | Clear | Daylight | Single Vehicle | Property Damage Only | Angle | Dry | 1 | 0 |
| 626 | 86472628 | 6/26/2016 | 7:21 PM | 15TH ST N | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 627 | 86472640 | 6/27/2016 | 1:10 PM | W MAIN ST | S 1ST ST | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 628 | 86472668 | 6/22/2016 | 3:45 PM | S 4TH ST | W MAIN ST | Other | 1 | 0 | 0 | $0 | Clear | Daylight | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 629 | 86472745 | 7/1/2016 | 10:38 AM | SR 29 N | LAKE TRAFFORD RD | Rear End | 3 | 0 | 0 | $1,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 630 | 86472922 | 7/9/2016 | 12:27 AM | SR 29 N | EXPERIMENTAL RD | Head On | 2 | 0 | 2 | $7,000 | Clear | Dark - Not Lighted | Head On | Injury | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 631 | 86472953 | 7/11/2016 | 8:00 AM | SR-29 | SR-82 | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 632 | 86473012 | 7/13/2016 | 3:24 PM | MAIN ST E | NORTH 1ST ST | Angle | 2 | 0 | 0 | $15,000 | Rain | Daylight | Right Angle | Property Damage Only | Other | Wet | 0 | 0 |
| 633 | 86473065 | 7/16/2016 | 5:15 PM | N 15TH ST | NEW MARKET RD W | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 634 | 86473120 | 7/19/2016 | 12:45 PM | SR 29 | 6TH AVE | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 635 | 86473218 | 7/24/2016 | 1:15 PM | N 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 636 | 86473338 | 7/29/2016 | 12:08 AM | WEST MAIN STREET | NORTH NINTH STREET | Sideswipe | 2 | 0 | 0 | $1,500 | Clear | Dark - Lighted | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 637 | 86473341 | 7/29/2016 | 12:09 PM | MAIN ST W | N 11TH ST EXT | Other | 2 | 0 | 0 | $1,000 | Clear | Dark - Lighted | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 638 | 86473355 | 7/30/2016 | 6:15 AM | 15TH ST N | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $10,000 | Clear | Dawn | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 639 | 86473522 | 8/6/2016 | 11:08 AM | INDIAN RIVER ST | NEW MARKET RD W | Other | 2 | 0 | 1 | $3,500 | Rain | Daylight | Other | Injury | Angle | Wet | 0 | 0 |
| 640 | 86473524 | 8/6/2016 | 11:08 AM | NEW MARKET RD W | INDIAN RIVER ST | Rear End | 3 | 0 | 0 | $13,000 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 641 | 86473717 | 8/14/2016 | 9:13 PM | N 15TH ST | ROBERTS AVE W | Left Turn | 2 | 0 | 0 | $30,000 | Clear | Dark - Lighted | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 642 | 86473749 | 8/15/2016 | 5:55 PM | E MAIN ST | N 1ST ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 643 | 86473794 | 8/17/2016 | 8:25 AM | NASSAU ST | NEW MARKET RD W | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 644 | 86473897 | 8/19/2016 | 5:45 PM | SR-29 | SR-82 | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 645 | 86473919 | 8/20/2016 | 7:40 PM | N 1ST ST | W MAIN ST | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 646 | 86473922 | 8/20/2016 | 5:41 PM | SR 29 | NEW MARKET RD W | Other | 2 | 0 | 3 | $6,000 | Clear | Daylight | Other | Injury | Angle | Dry | 0 | 0 |
| 647 | 86473924 | 8/20/2016 | 7:19 PM | INDIAN RIVER ST | NEW MARKET RD | Other | 2 | 0 | 0 | $0 | Clear | Dusk | Backed Into | Property Damage Only | Other | Dry | 0 | 0 |
| 648 | 86473959 | 8/16/2016 | 7:00 AM | LAKE TRAFFORD RD | 15TH ST N | Other | 1 | 0 | 1 | $0 | Clear | Daylight | Single Vehicle | Injury | Other | Dry | 1 | 0 |
| 649 | 86473995 | 8/24/2016 | 9:38 PM | 15TH ST N | IMMOKALEE DR | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 650 | 86474028 | 8/26/2016 | 6:49 AM | W MAIN ST | S 7TH ST | Rear End | 3 | 0 | 0 | $10,500 | Cloudy | Dawn | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 651 | 86474031 | 8/26/2016 | 8:50 AM | NEW MARKET RD W | PINELLAS ST | Rear End | 2 | 1 | 0 | $1,500 | Clear | Daylight | Rear End | Fatality | Front to Rear | Dry | 0 | 0 |
| 652 | 86474091 | 8/28/2016 | 3:10 PM | SR-29 | NEW HARVEST RD | Other | 2 | 0 | 0 | $0 | Clear | Daylight | Backed Into | Property Damage Only | Rear to Rear | Dry | 0 | 0 |
| 653 | 86474129 | 8/30/2016 | 7:13 AM | N 15TH ST | IMMOKALEE DR | Angle | 2 | 0 | 0 | $0 | Clear | Dusk | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 654 | 86474186 | 8/22/2016 | 6:12 AM | SR-29 | EXPERIMENATAL | Other | 1 | 0 | 0 | $0 | Clear | Dark - Not Lighted | Single Vehicle | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 655 | 86474221 | 9/2/2016 | 1:10 PM | CHARLOTTE ST | NEW MARKET RD W | Other | 2 | 0 | 0 | $0 | Clear | Daylight | Other | Property Damage Only | Other | Dry | 0 | 0 |
| 656 | 86474260 | 9/4/2016 | 9:53 AM | MAIN ST W | 9TH ST N | Bicycle | 1 | 0 | 0 | $0 | Clear | Daylight | Bicycle | Property Damage Only | | Dry | 1 | 0 |
| 657 | 86474270 | 9/4/2016 | 7:10 PM | NEW MARKET RD W | DADE ST | Left Turn | 2 | 0 | 1 | $6,000 | Clear | Daylight | Left Entering | Injury | Angle | Dry | 0 | 0 |
| 658 | 86474355 | 9/8/2016 | 3:45 PM | NEW MARKET RD E | SR 29 | Left Turn | 2 | 0 | 0 | $6,000 | Rain | Daylight | Left Rear | Property Damage Only | Other | Wet | 0 | 0 |
| 659 | 86474359 | 9/8/2016 | 4:27 PM | NEW MARKET RD W | SR 29 N | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 660 | 86474405 | 9/10/2016 | 8:00 AM | N 15TH ST | STAR MOBILE HOME PARK | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 661 | 86474469 | 9/9/2016 | 1:00 AM | NEW MARKET RD E | AIRPORT ACCESS | Other | 1 | 0 | 0 | $5,000 | Clear | Dark - Lighted | Single Vehicle | Property Damage Only | Other | Dry | 0 | 0 |
| 662 | 86474476 | 9/12/2016 | 4:45 AM | LAKE TRAFFORD RD | 15TH ST | Sideswipe | 2 | 0 | 0 | $1,000 | Clear | Daylight | Opposing Sideswipe | Property Damage Only | Sideswipe, Opposite Direction | Dry | 0 | 0 |
| 663 | 86474485 | 9/13/2016 | 2:29 PM | 5TH AVE | N 15TH ST | Left Turn | 2 | 0 | 0 | $0 | Cloudy | Daylight | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 664 | 86474502 | 9/14/2016 | 8:30 AM | N 15TH ST | LAKE TRAFFORD RD | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 665 | 86474556 | 9/16/2016 | 7:41 AM | N 15TH ST | IMMOKALEE DR | Left Turn | 2 | 0 | 0 | $0 | Clear | Daylight | Left Entering | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 666 | 86474598 | 9/16/2016 | 3:47 PM | NEW MARKET RD W | HENDRY ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 667 | 86474608 | 9/17/2016 | 5:08 PM | ROBERTS AVE | 15TH ST N | Other | 1 | 0 | 1 | $8,000 | Rain | Daylight | Single Vehicle | Injury | Other | Wet | 0 | 0 |
| 668 | 86474628 | 9/18/2016 | 4:15 PM | W MAIN ST | S 9TH ST | Left Turn | 2 | 0 | 1 | $5,000 | Cloudy | Daylight | Left Leaving | Injury | Angle | Wet | 0 | 0 |
| 669 | 86474704 | 9/21/2016 | 1:30 PM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 3 | 0 | 0 | $7,500 | Cloudy | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 670 | 86474756 | 9/23/2016 | 12:48 PM | N 15TH ST | 8TH AVE | Rear End | 3 | 0 | 1 | $9,000 | Clear | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 671 | 86474787 | 9/25/2016 | 9:00 AM | LAKE TRAFFORD RD | N 15TH ST | Left Turn | 2 | 0 | 0 | $6,000 | Clear | Daylight | Left Entering | Property Damage Only | Other | Dry | 0 | 0 |
| 672 | 86474809 | 9/26/2016 | 6:55 AM | SR 29 | LEE ST | Left Turn | 2 | 0 | 0 | $10,000 | Clear | Dawn | Left Rear | Property Damage Only | Other | Dry | 0 | 0 |

SR 29 - Collier County (Oil Well Road to SR 82)
January 1, 2012 to December 31, 2016

| # | HSMV Report Number | Crash Date | Crash Time | Crash Street | Intersecting Street | Crash Type | Vehicles | Fatalities | Injuries | Estimated Damages | Weather Condition | Light Condition | Crash Type Detailed | Crash Severity | Manner of Collision | Road Surf Cond | Bicyclists | Pedestrians |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 673 | 86474837 | 9/12/2016 | 1:20 PM | LAKE TRAFFORD RD | N 15TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 674 | 86475006 | 10/4/2016 | 12:40 PM | 15TH ST N | LAKE TRAFFORD RD | Rear End | 2 | 0 | 1 | $10,000 | Cloudy | Daylight | Rear End | Injury | Front to Rear | Dry | 0 | 0 |
| 675 | 86475108 | 10/8/2016 | 8:00 AM | SR-29 | EXPERIMENTAL RD | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 676 | 86475126 | 10/8/2016 | 11:52 AM | 15TH ST N | ROBERTS AVE W | Angle | 2 | 0 | 2 | $10,000 | Clear | Daylight | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 677 | 86475223 | 10/13/2016 | 5:39 PM | SR 29 N | NEW MARKET RD W | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 678 | 86475456 | 10/24/2016 | 5:20 PM | NEW MARKET RD W | ESCAMBIA ST | Rear End | 2 | 0 | 0 | $3,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 679 | 86475506 | 10/21/2016 | 4:25 PM | SR-29 | SR-82 | Rear End | 3 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 680 | 86475526 | 10/26/2016 | 3:50 PM | S 1ST ST | W MAIN ST | Rear End | 2 | 0 | 0 | $500 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 681 | 86475572 | 10/28/2016 | 7:10 PM | 15TH ST N | 5TH AVE | Rear End | 2 | 0 | 0 | $1,000 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 682 | 86475635 | 11/1/2016 | 7:00 AM | N 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $1,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 683 | 86475704 | 11/2/2016 | 2:51 PM | SR 29 N | OQUINN RD | Rear End | 4 | 0 | 0 | $11,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 684 | 86475739 | 11/4/2016 | 7:15 AM | SR-29 | JOHNSON RD | Rear End | 2 | 0 | 0 | $400 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 685 | 86475824 | 11/7/2016 | 8:57 AM | MAIN ST W | S 9TH ST | Rear End | 2 | 0 | 0 | $10,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 686 | 86476039 | 11/14/2016 | 10:25 AM | 6TH AVE | N 15TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 687 | 86476081 | 11/15/2016 | 5:24 PM | MAIN ST E | E MAIN ST | Angle | 2 | 0 | 3 | $105,000 | Clear | Dusk | Right Angle | Injury | Front to Front | Dry | 0 | 0 |
| 688 | 86476264 | 11/22/2016 | 4:16 PM | SR 29 | 3RD ST S | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 689 | 86476349 | 11/25/2016 | 10:29 AM | LAKE TRAFFORD RD | N 15TH ST | Other | 1 | 0 | 1 | $0 | Clear | Daylight | Single Vehicle | Injury | Other | Dry | 1 | 0 |
| 690 | 86476388 | 11/26/2016 | 9:00 PM | N 15TH ST | ROBERTS AVE W | Left Turn | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Left Entering | Property Damage Only | Angle | Dry | 0 | 0 |
| 691 | 86476391 | 11/27/2016 | 11:35 PM | NEW MARKET RD W | JACKSON ST | Angle | 2 | 0 | 1 | $9,000 | Clear | Dark - Not Lighted | Right Angle | Injury | Angle | Dry | 0 | 0 |
| 692 | 86476402 | 11/27/2016 | 12:36 PM | N 15TH ST | N 11TH ST EXT | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 693 | 86476548 | 11/14/2016 | 4:15 AM | NORTH 15TH STREET | WESTCLOX ST | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 694 | 86476549 | 12/2/2016 | 9:15 AM | E MAIN ST | 2ND ST | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 695 | 86476562 | 12/2/2016 | 8:25 AM | N 15TH ST | ROBERTS AVE W | Angle | 2 | 0 | 0 | $0 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |
| 696 | 86476565 | 12/2/2016 | 9:01 AM | WEST MAIN STREET | ROBERTS AVE W | Other | 2 | 0 | 1 | $4,000 | Clear | Daylight | Other | Injury | Other | Dry | 0 | 0 |
| 697 | 86476654 | 12/5/2016 | 6:35 PM | NEW MARKET RD W | CHARLOTTE ST | Left Turn | 2 | 0 | 0 | $6,000 | Clear | Dark - Lighted | Left Entering | Property Damage Only | Front to Front | Dry | 0 | 0 |
| 698 | 86476689 | 12/6/2016 | 6:34 PM | E MAIN ST | N 1ST ST | Rear End | 2 | 0 | 0 | $0 | Rain | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 699 | 86476742 | 12/7/2016 | 8:32 PM | CHARLOTTE ST | NEW MARKET RD W | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 700 | 86476751 | 12/8/2016 | 9:00 AM | N 15TH ST | 5TH AVE | Rear End | 2 | 0 | 0 | $0 | Rain | Daylight | Rear End | Property Damage Only | Front to Rear | Wet | 0 | 0 |
| 701 | 86476783 | 12/9/2016 | 10:00 AM | N 15TH ST | LAKE TRAFFORD RD | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 702 | 86476841 | 12/11/2016 | 7:23 PM | SR 29 | ROBERTS AVE | Other | 1 | 0 | 0 | $10,000 | Rain | Dark - Not Lighted | Single Vehicle | Property Damage Only | Other | Wet | 0 | 0 |
| 703 | 86476856 | 12/12/2016 | 10:40 AM | MAIN ST W | 7TH ST S | Sideswipe | 2 | 0 | 0 | $0 | Clear | Daylight | Same Direction Sideswipe | Property Damage Only | Sideswipe, Same Direction | Dry | 0 | 0 |
| 704 | 86476907 | 12/14/2016 | 12:08 PM | MAIN ST E | 2ND ST | Other | 1 | 0 | 0 | $50 | Clear | Daylight | Single Vehicle | Property Damage Only | Other | Dry | 1 | 0 |
| 705 | 86476955 | 12/15/2016 | 6:35 PM | N 15TH ST | LEE ST | Left Turn | 2 | 0 | 4 | $10,000 | Clear | Dark - Lighted | Left Entering | Injury | Other | Dry | 0 | 0 |
| 706 | 86477000 | 12/17/2016 | 3:25 PM | N 15TH ST | PALM AVE | Rear End | 2 | 0 | 0 | $0 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 707 | 86477019 | 12/18/2016 | 11:52 AM | W MAIN ST | N 3RD ST | Other | 1 | 0 | 1 | $500 | Clear | Dark - Lighted | Single Vehicle | Injury | Other | Dry | 0 | 1 |
| 708 | 86477043 | 12/15/2016 | 4:45 PM | NEW MARKET RD W | SR 29 S | Rear End | 2 | 0 | 0 | $22,000 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 709 | 86477119 | 12/21/2016 | 8:45 AM | NEW MARKET RD E | E MAIN ST | Angle | 2 | 0 | 0 | $4,500 | Cloudy | Daylight | Right Angle | Property Damage Only | Other | Dry | 0 | 0 |
| 710 | 86477210 | 12/23/2016 | 6:50 PM | W MAIN ST | N 5TH ST | Rear End | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 711 | 86477214 | 12/23/2016 | 4:10 PM | NEW MARKET RD W | SR 29 N | Off Road | 1 | 0 | 1 | $4,000 | Clear | Daylight | Off Road | Injury | | Dry | 0 | 0 |
| 712 | 86477218 | 12/23/2016 | 7:25 PM | W MAIN ST | W MAIN STREET | Off Road | 2 | 0 | 0 | $0 | Clear | Dark - Lighted | Off Road | Property Damage Only | | Dry | 0 | 0 |
| 713 | 86477223 | 12/24/2016 | 2:05 PM | NEW MARKET RD W | N 15TH ST | Rear End | 2 | 0 | 0 | $500 | Clear | Daylight | Rear End | Property Damage Only | Front to Rear | Dry | 0 | 0 |
| 714 | 86477352 | 12/29/2016 | 3:55 PM | N 15TH ST | LEE ST | Angle | 2 | 0 | 0 | $7,000 | Clear | Daylight | Right Angle | Property Damage Only | Angle | Dry | 0 | 0 |

| Crash Type | 2012 | 2013 | 2014 | 2015 | 2016 | 2012-2016 | Average per Year | Percent |
|---|---|---|---|---|---|---|---|---|
| **Intersection 1: SR 29 at Oil Well Park Rd (Unsignalized)** | | | | | | | | |
| **Angle** | 1 | 1 | 2 | 0 | 2 | **6** | **2.00** | **25.00%** |
| **Rear End** | 0 | 0 | 4 | 0 | 0 | **4** | **1.33** | **16.67%** |
| **Head On** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Left Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Sideswipe** | 0 | 0 | 0 | 2 | 0 | **2** | **0.67** | **8.33%** |
| **Pedestrian** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Right Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Other** | 1 | 3 | 5 | 2 | 1 | **12** | **4.00** | **50.00%** |
| ***Total*** | ***2*** | ***4*** | ***11*** | ***4*** | ***3*** | ***24*** | ***-*** | ***100.00%*** |
| **Intersection 2: SR 29 at Farm Worker Way (Signalized)** | | | | | | | | |
| **Angle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Rear End** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Head On** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Left Turn** | 0 | 1 | 0 | 0 | 0 | **1** | **0.33** | **14.29%** |
| **Sideswipe** | 0 | 1 | 1 | 0 | 0 | **2** | **0.67** | **28.57%** |
| **Pedestrian** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Right Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Other** | 1 | 0 | 2 | 1 | 0 | **4** | **1.33** | **57.14%** |
| ***Total*** | ***1*** | ***2*** | ***3*** | ***1*** | ***0*** | ***7*** | ***-*** | ***100.00%*** |
| **Intersection 3: SR 29 at CR 846 (Unsignalized)** | | | | | | | | |
| **Angle** | 1 | 0 | 0 | 0 | 0 | **1** | **0.33** | **33.33%** |
| **Rear End** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Head On** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Left Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Sideswipe** | 0 | 0 | 0 | 1 | 0 | **1** | **0.33** | **33.33%** |
| **Pedestrian** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Right Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Other** | 0 | 0 | 0 | 0 | 1 | **1** | **0.33** | **33.33%** |
| ***Total*** | ***1*** | ***0*** | ***0*** | ***1*** | ***1*** | ***3*** | ***-*** | ***100.00%*** |

| Crash Type | 2012 | 2013 | 2014 | 2015 | 2016 | 2012-2016 | Average per Year | Percent |
|---|---|---|---|---|---|---|---|---|
| **Intersection 4: SR 29 at CR 29a/New Market Rd (Unsignalized)** | | | | | | | | |
| **Angle** | 1 | 1 | 0 | 2 | 2 | **6** | **2.00** | **27.27%** |
| **Rear End** | 1 | 2 | 0 | 1 | 1 | **5** | **1.67** | **22.73%** |
| **Head On** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Left Turn** | 1 | 1 | 1 | 2 | 0 | **5** | **1.67** | **22.73%** |
| **Sideswipe** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Pedestrian** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Right Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Other** | 1 | 1 | 0 | 2 | 2 | **6** | **2.00** | **27.27%** |
| ***Total*** | ***4*** | ***5*** | ***1*** | ***7*** | ***5*** | ***22*** | ***-*** | ***100.00%*** |
| **Intersection 5: SR 29 at 1st St (CR 846) (Signalized)** | | | | | | | | |
| **Angle** | 0 | 2 | 0 | 0 | 1 | **3** | **1.00** | **4.84%** |
| **Rear End** | 0 | 3 | 5 | 7 | 6 | **21** | **7.00** | **33.87%** |
| **Head On** | 1 | 0 | 0 | 0 | 0 | **1** | **0.33** | **1.61%** |
| **Left Turn** | 2 | 0 | 1 | 4 | 4 | **11** | **3.67** | **17.74%** |
| **Sideswipe** | 2 | 1 | 2 | 4 | 4 | **13** | **4.33** | **20.97%** |
| **Pedestrian** | 0 | 1 | 0 | 0 | 0 | **1** | **0.33** | **1.61%** |
| **Right Turn** | 0 | 0 | 1 | 0 | 1 | **2** | **0.67** | **3.23%** |
| **Bicycle** | 1 | 0 | 0 | 0 | 0 | **1** | **0.33** | **1.61%** |
| **Other** | 2 | 5 | 1 | 0 | 1 | **9** | **3.00** | **14.52%** |
| ***Total*** | ***8*** | ***12*** | ***10*** | ***15*** | ***17*** | ***62*** | ***-*** | ***100.00%*** |
| **Intersection 6: SR 29 at 9th St (Signalized)** | | | | | | | | |
| **Angle** | 0 | 2 | 0 | 3 | 2 | **7** | **2.33** | **18.92%** |
| **Rear End** | 0 | 6 | 2 | 3 | 1 | **12** | **4.00** | **32.43%** |
| **Head On** | 0 | 1 | 0 | 0 | 0 | **1** | **0.33** | **2.70%** |
| **Left Turn** | 0 | 0 | 0 | 1 | 2 | **3** | **1.00** | **8.11%** |
| **Sideswipe** | 1 | 1 | 1 | 1 | 0 | **4** | **1.33** | **10.81%** |
| **Pedestrian** | 1 | 0 | 0 | 0 | 0 | **1** | **0.33** | **2.70%** |
| **Right Turn** | 0 | 0 | 2 | 0 | 0 | **2** | **0.67** | **5.41%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 1 | **1** | **0.33** | **2.70%** |
| **Other** | 3 | 0 | 0 | 2 | 1 | **6** | **2.00** | **16.22%** |
| ***Total*** | ***5*** | ***10*** | ***5*** | ***10*** | ***7*** | ***37*** | ***-*** | ***100.00%*** |

| Crash Type | 2012 | 2013 | 2014 | 2015 | 2016 | 2012-2016 | Average per Year | Percent |
|---|---|---|---|---|---|---|---|---|
| **Intersection 7: SR 29 at Immokalee Dr (Signalized)** | | | | | | | | |
| **Angle** | 0 | 1 | 1 | 3 | 2 | **7** | **2.33** | **11.67%** |
| **Rear End** | 2 | 4 | 8 | 8 | 9 | **31** | **10.33** | **51.67%** |
| **Head On** | 1 | 0 | 0 | 1 | 1 | **3** | **1.00** | **5.00%** |
| **Left Turn** | 0 | 1 | 2 | 0 | 3 | **6** | **2.00** | **10.00%** |
| **Sideswipe** | 0 | 2 | 1 | 0 | 1 | **4** | **1.33** | **6.67%** |
| **Pedestrian** | 0 | 0 | 0 | 0 | 2 | **2** | **0.67** | **3.33%** |
| **Right Turn** | 0 | 0 | 1 | 0 | 0 | **1** | **0.33** | **1.67%** |
| **Bicycle** | 1 | 0 | 0 | 0 | 0 | **1** | **0.33** | **1.67%** |
| **Other** | 2 | 1 | 0 | 1 | 1 | **5** | **1.67** | **8.33%** |
| ***Total*** | ***6*** | ***9*** | ***13*** | ***13*** | ***19*** | ***60*** | ***-*** | ***100.00%*** |
| **Intersection 8: SR 29 at CR 890(Lk Trafford) (Signalized)** | | | | | | | | |
| **Angle** | 1 | 3 | 2 | 4 | 1 | **11** | **3.67** | **12.09%** |
| **Rear End** | 5 | 2 | 10 | 9 | 19 | **45** | **15.00** | **49.45%** |
| **Head On** | 0 | 0 | 1 | 3 | 0 | **4** | **1.33** | **4.40%** |
| **Left Turn** | 1 | 4 | 3 | 4 | 2 | **14** | **4.67** | **15.38%** |
| **Sideswipe** | 0 | 0 | 1 | 1 | 3 | **5** | **1.67** | **5.49%** |
| **Pedestrian** | 0 | 0 | 1 | 0 | 0 | **1** | **0.33** | **1.10%** |
| **Right Turn** | 0 | 1 | 0 | 0 | 0 | **1** | **0.33** | **1.10%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Other** | 2 | 1 | 1 | 2 | 4 | **10** | **3.33** | **10.99%** |
| ***Total*** | ***9*** | ***11*** | ***19*** | ***23*** | ***29*** | ***91*** | ***-*** | ***100.00%*** |
| **Intersection 9: SR 29 at New Market Rd/Westclox Rd (Unsignalized)** | | | | | | | | |
| **Angle** | 1 | 2 | 4 | 1 | 1 | **9** | **3.00** | **13.85%** |
| **Rear End** | 4 | 6 | 8 | 12 | 11 | **41** | **13.67** | **63.08%** |
| **Head On** | 1 | 0 | 1 | 0 | 0 | **2** | **0.67** | **3.08%** |
| **Left Turn** | 1 | 0 | 2 | 2 | 2 | **7** | **2.33** | **10.77%** |
| **Sideswipe** | 0 | 1 | 0 | 0 | 0 | **1** | **0.33** | **1.54%** |
| **Pedestrian** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Right Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Other** | 0 | 1 | 0 | 1 | 3 | **5** | **1.67** | **7.69%** |
| ***Total*** | ***7*** | ***10*** | ***15*** | ***16*** | ***17*** | ***65*** | ***-*** | ***100.00%*** |

| Crash Type | 2012 | 2013 | 2014 | 2015 | 2016 | 2012-2016 | Average per Year | Percent |
|---|---|---|---|---|---|---|---|---|
| **Intersection 10: New Market Rd at Charlotte St (Signalized)** | | | | | | | | |
| **Angle** | 0 | 1 | 1 | 1 | 0 | **3** | **1.00** | **17.65%** |
| **Rear End** | 1 | 2 | 1 | 1 | 2 | **7** | **2.33** | **41.18%** |
| **Head On** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Left Turn** | 0 | 0 | 1 | 0 | 1 | **2** | **0.67** | **11.76%** |
| **Sideswipe** | 1 | 0 | 0 | 0 | 0 | **1** | **0.33** | **5.88%** |
| **Pedestrian** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Right Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Other** | 0 | 0 | 1 | 1 | 2 | **4** | **1.33** | **23.53%** |
| ***Total*** | ***2*** | ***3*** | ***4*** | ***3*** | ***5*** | ***17*** | **-** | ***100.00%*** |
| **Segment 1: SR 29 from Oil Well Park Rd to Farm Worker Way** | | | | | | | | |
| **Angle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Rear End** | 0 | 1 | 0 | 1 | 0 | **2** | **0.67** | **16.67%** |
| **Head On** | 0 | 0 | 0 | 0 | 1 | **1** | **0.33** | **8.33%** |
| **Left Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Sideswipe** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Pedestrian** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Right Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Other** | 1 | 1 | 2 | 4 | 1 | **9** | **3.00** | **75.00%** |
| ***Total*** | ***1*** | ***2*** | ***2*** | ***5*** | ***2*** | ***12*** | **-** | ***100.00%*** |
| **Segment 2: SR 29 from Farm Worker Way to New Market Rd/Westclox Rd** | | | | | | | | |
| **Angle** | 4 | 3 | 2 | 7 | 10 | **26** | **8.67** | **13.33%** |
| **Rear End** | 8 | 12 | 10 | 18 | 20 | **68** | **22.67** | **34.87%** |
| **Head On** | 1 | 1 | 0 | 1 | 1 | **4** | **1.33** | **2.05%** |
| **Left Turn** | 1 | 2 | 1 | 5 | 9 | **18** | **6.00** | **9.23%** |
| **Sideswipe** | 2 | 3 | 3 | 5 | 7 | **20** | **6.67** | **10.26%** |
| **Pedestrian** | 0 | 3 | 5 | 2 | 2 | **12** | **4.00** | **6.15%** |
| **Right Turn** | 0 | 1 | 2 | 0 | 0 | **3** | **1.00** | **1.54%** |
| **Bicycle** | 0 | 2 | 0 | 0 | 0 | **2** | **0.67** | **1.03%** |
| **Other** | 5 | 7 | 7 | 10 | 13 | **42** | **14.00** | **21.54%** |
| ***Total*** | ***21*** | ***34*** | ***30*** | ***48*** | ***62*** | ***195*** | **-** | ***100.00%*** |

| Crash Type | 2012 | 2013 | 2014 | 2015 | 2016 | 2012-2016 | Average per Year | Percent |
|---|---|---|---|---|---|---|---|---|
| **Segment 3: SR 29 from New Market Rd/Westclox Rd to South of SR 82** | | | | | | | | |
| **Angle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Rear End** | 1 | 6 | 4 | 5 | 8 | **24** | **8.00** | **44.44%** |
| **Head On** | 0 | 1 | 0 | 0 | 1 | **2** | **0.67** | **3.70%** |
| **Left Turn** | 0 | 1 | 1 | 0 | 0 | **2** | **0.67** | **3.70%** |
| **Sideswipe** | 0 | 0 | 0 | 1 | 4 | **5** | **1.67** | **9.26%** |
| **Pedestrian** | 0 | 0 | 0 | 1 | 0 | **1** | **0.33** | **1.85%** |
| **Right Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Other** | 2 | 3 | 9 | 1 | 5 | **20** | **6.67** | **37.04%** |
| ***Total*** | ***3*** | ***11*** | ***14*** | ***8*** | ***18*** | ***54*** | ***-*** | ***100.00%*** |
| **Segment 4: New Market Rd from SR 29/Main St to SR 29/N 15th St** | | | | | | | | |
| **Angle** | 1 | 3 | 1 | 3 | 3 | **11** | **3.67** | **16.92%** |
| **Rear End** | 2 | 1 | 7 | 6 | 7 | **23** | **7.67** | **35.38%** |
| **Head On** | 0 | 1 | 0 | 0 | 0 | **1** | **0.33** | **1.54%** |
| **Left Turn** | 0 | 1 | 2 | 3 | 2 | **8** | **2.67** | **12.31%** |
| **Sideswipe** | 0 | 2 | 2 | 3 | 1 | **8** | **2.67** | **12.31%** |
| **Pedestrian** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Right Turn** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Bicycle** | 0 | 0 | 0 | 0 | 0 | **0** | **0.00** | **0.00%** |
| **Other** | 0 | 4 | 5 | 1 | 4 | **14** | **4.67** | **21.54%** |
| ***Total*** | ***3*** | ***12*** | ***17*** | ***16*** | ***17*** | ***65*** | ***-*** | ***100.00%*** |

| Year | Total Number of Crashes | Number of Injury Crashes | Total Injuries | Number of Fatal Crashes | Total Fatalities | Number of Night Crashes | Number of Wet Crashes |
|---|---|---|---|---|---|---|---|
| **Intersection 1: SR 29 at Oil Well Park Rd (Unsignalized)** | | | | | | | |
| 2012 | 2 | 2 | 4 | 1 | 1 | 1 | 0 |
| 2013 | 4 | 3 | 5 | 0 | 0 | 3 | 0 |
| 2014 | 11 | 3 | 6 | 0 | 0 | 7 | 1 |
| 2015 | 4 | 0 | 0 | 0 | 0 | 2 | 1 |
| 2016 | 3 | 3 | 12 | 0 | 0 | 0 | 0 |
| **2012-2016** | **24** | **11** | **27** | **1** | **1** | **13** | **2** |
| ***Average*** | ***4.80*** | ***2.20*** | ***5.40*** | ***0.20*** | ***0.20*** | ***2.60*** | ***0.40*** |
| ***Percent*** | ***-*** | ***45.83%*** | ***-*** | ***4.17%*** | ***-*** | ***54.17%*** | ***8.33%*** |
| **Intersection 2: SR 29 at Farm Worker Way (Signalized)** | | | | | | | |
| 2012 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2013 | 2 | 1 | 3 | 0 | 0 | 1 | 0 |
| 2014 | 3 | 0 | 0 | 0 | 0 | 3 | 1 |
| 2015 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2012-2016** | **7** | **1** | **3** | **0** | **0** | **5** | **1** |
| ***Average*** | ***1.40*** | ***0.20*** | ***0.60*** | ***0.00*** | ***0.00*** | ***1.00*** | ***0.20*** |
| ***Percent*** | ***-*** | ***14.29%*** | ***-*** | ***0.00%*** | ***-*** | ***71.43%*** | ***14.29%*** |
| **Intersection 3: SR 29 at CR 846 (Unsignalized)** | | | | | | | |
| 2012 | 1 | 1 | 3 | 0 | 0 | 0 | 0 |
| 2013 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2014 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| **2012-2016** | **3** | **1** | **3** | **0** | **0** | **1** | **0** |
| ***Average*** | ***0.60*** | ***0.20*** | ***0.60*** | ***0.00*** | ***0.00*** | ***0.20*** | ***0.00*** |
| ***Percent*** | ***-*** | ***33.33%*** | ***-*** | ***0.00%*** | ***-*** | ***33.33%*** | ***0.00%*** |

| Year | Total Number of Crashes | Number of Injury Crashes | Total Injuries | Number of Fatal Crashes | Total Fatalities | Number of Night Crashes | Number of Wet Crashes |
|---|---|---|---|---|---|---|---|
| **Intersection 4: SR 29 at CR 29a/New Market Rd (Unsignalized)** | | | | | | | |
| 2012 | 4 | 3 | 3 | 0 | 0 | 1 | 0 |
| 2013 | 5 | 2 | 2 | 0 | 0 | 2 | 1 |
| 2014 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015 | 7 | 1 | 3 | 0 | 0 | 2 | 2 |
| 2016 | 5 | 1 | 3 | 0 | 0 | 2 | 0 |
| **2012-2016** | **22** | **7** | **11** | **0** | **0** | **7** | **3** |
| ***Average*** | ***4.40*** | ***1.40*** | ***2.20*** | ***0.00*** | ***0.00*** | ***1.40*** | ***0.60*** |
| ***Percent*** | ***-*** | ***31.82%*** | ***-*** | ***0.00%*** | ***-*** | ***31.82%*** | ***13.64%*** |
| **Intersection 5: SR 29 at 1st St (CR 846) (Signalized)** | | | | | | | |
| 2012 | 8 | 2 | 6 | 0 | 0 | 1 | 0 |
| 2013 | 12 | 3 | 4 | 1 | 1 | 4 | 1 |
| 2014 | 10 | 1 | 1 | 0 | 0 | 3 | 0 |
| 2015 | 15 | 1 | 1 | 0 | 0 | 5 | 1 |
| 2016 | 17 | 5 | 7 | 0 | 0 | 4 | 2 |
| **2012-2016** | **62** | **12** | **19** | **1** | **1** | **17** | **4** |
| ***Average*** | ***12.40*** | ***2.40*** | ***3.80*** | ***0.20*** | ***0.20*** | ***3.40*** | ***0.80*** |
| ***Percent*** | ***-*** | ***19.35%*** | ***-*** | ***1.61%*** | ***-*** | ***27.42%*** | ***6.45%*** |
| **Intersection 6: SR 29 at 9th St (Signalized)** | | | | | | | |
| 2012 | 5 | 1 | 1 | 0 | 0 | 1 | 0 |
| 2013 | 10 | 3 | 5 | 0 | 0 | 0 | 1 |
| 2014 | 5 | 2 | 3 | 0 | 0 | 3 | 1 |
| 2015 | 10 | 2 | 2 | 0 | 0 | 2 | 3 |
| 2016 | 7 | 3 | 3 | 0 | 0 | 1 | 1 |
| **2012-2016** | **37** | **11** | **14** | **0** | **0** | **7** | **6** |
| ***Average*** | ***7.40*** | ***2.20*** | ***2.80*** | ***0.00*** | ***0.00*** | ***1.40*** | ***1.20*** |
| ***Percent*** | ***-*** | ***29.73%*** | ***-*** | ***0.00%*** | ***-*** | ***18.92%*** | ***16.22%*** |

| Year | Total Number of Crashes | Number of Injury Crashes | Total Injuries | Number of Fatal Crashes | Total Fatalities | Number of Night Crashes | Number of Wet Crashes |
|---|---|---|---|---|---|---|---|
| **Intersection 7: SR 29 at Immokalee Dr (Signalized)** | | | | | | | |
| 2012 | 6 | 1 | 1 | 0 | 0 | 2 | 1 |
| 2013 | 9 | 0 | 0 | 0 | 0 | 4 | 0 |
| 2014 | 13 | 1 | 5 | 0 | 0 | 3 | 0 |
| 2015 | 13 | 2 | 3 | 0 | 0 | 2 | 1 |
| 2016 | 19 | 6 | 12 | 0 | 0 | 10 | 5 |
| **2012-2016** | **60** | **10** | **21** | **0** | **0** | **21** | **7** |
| ***Average*** | ***12.00*** | ***2.00*** | ***4.20*** | ***0.00*** | ***0.00*** | ***4.20*** | ***1.40*** |
| ***Percent*** | ***-*** | ***16.67%*** | ***-*** | ***0.00%*** | ***-*** | ***35.00%*** | ***11.67%*** |
| **Intersection 8: SR 29 at CR 890(Lk Trafford) (Signalized)** | | | | | | | |
| 2012 | 9 | 6 | 8 | 0 | 0 | 2 | 0 |
| 2013 | 11 | 2 | 2 | 0 | 0 | 2 | 0 |
| 2014 | 19 | 3 | 3 | 0 | 0 | 2 | 3 |
| 2015 | 23 | 3 | 6 | 0 | 0 | 5 | 2 |
| 2016 | 29 | 5 | 13 | 0 | 0 | 4 | 4 |
| **2012-2016** | **91** | **19** | **32** | **0** | **0** | **15** | **9** |
| ***Average*** | ***18.20*** | ***3.80*** | ***6.40*** | ***0.00*** | ***0.00*** | ***3.00*** | ***1.80*** |
| ***Percent*** | ***-*** | ***20.88%*** | ***-*** | ***0.00%*** | ***-*** | ***16.48%*** | ***9.89%*** |
| **Intersection 9: SR 29 at New Market Rd/Westclox Rd (Unsignalized)** | | | | | | | |
| 2012 | 7 | 1 | 2 | 0 | 0 | 1 | 1 |
| 2013 | 10 | 3 | 4 | 0 | 0 | 0 | 2 |
| 2014 | 15 | 6 | 12 | 0 | 0 | 6 | 1 |
| 2015 | 16 | 6 | 8 | 0 | 0 | 5 | 0 |
| 2016 | 17 | 4 | 6 | 0 | 0 | 0 | 2 |
| **2012-2016** | **65** | **20** | **32** | **0** | **0** | **12** | **6** |
| ***Average*** | ***13.00*** | ***4.00*** | ***6.40*** | ***0.00*** | ***0.00*** | ***2.40*** | ***1.20*** |
| ***Percent*** | ***-*** | ***30.77%*** | ***-*** | ***0.00%*** | ***-*** | ***18.46%*** | ***9.23%*** |

| Year | Total Number of Crashes | Number of Injury Crashes | Total Injuries | Number of Fatal Crashes | Total Fatalities | Number of Night Crashes | Number of Wet Crashes |
|---|---|---|---|---|---|---|---|
| **Intersection 10: New Market Rd at Charlotte St (Signalized)** | | | | | | | |
| 2012 | 2 | 1 | 1 | 0 | 0 | 1 | 0 |
| 2013 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2014 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2015 | 3 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2016 | 5 | 0 | 0 | 0 | 0 | 2 | 1 |
| **2012-2016** | **17** | **1** | **1** | **0** | **0** | **4** | **4** |
| ***Average*** | ***3.40*** | ***0.20*** | ***0.20*** | ***0.00*** | ***0.00*** | ***0.80*** | ***0.80*** |
| ***Percent*** | ***-*** | ***5.88%*** | ***-*** | ***0.00%*** | ***-*** | ***23.53%*** | ***23.53%*** |
| **Segment 1: SR 29 from Oil Well Park Rd to Farm Worker Way** | | | | | | | |
| 2012 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 2013 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2014 | 2 | 0 | 0 | 0 | 0 | 2 | 2 |
| 2015 | 5 | 2 | 8 | 0 | 0 | 2 | 1 |
| 2016 | 2 | 2 | 2 | 1 | 2 | 0 | 1 |
| **2012-2016** | **12** | **5** | **11** | **1** | **2** | **5** | **4** |
| ***Average*** | ***2.40*** | ***1.00*** | ***2.20*** | ***0.20*** | ***0.40*** | ***1.00*** | ***0.80*** |
| ***Percent*** | ***-*** | ***41.67%*** | ***-*** | ***8.33%*** | ***-*** | ***41.67%*** | ***33.33%*** |
| **Segment 2: SR 29 from Farm Worker Way to New Market Rd/Westclox Rd** | | | | | | | |
| 2012 | 21 | 6 | 8 | 0 | 0 | 6 | 0 |
| 2013 | 34 | 18 | 23 | 0 | 0 | 12 | 2 |
| 2014 | 30 | 11 | 12 | 0 | 0 | 10 | 4 |
| 2015 | 48 | 17 | 32 | 0 | 0 | 19 | 5 |
| 2016 | 62 | 15 | 22 | 0 | 0 | 20 | 4 |
| **2012-2016** | **195** | **67** | **97** | **0** | **0** | **67** | **15** |
| ***Average*** | ***39.00*** | ***13.40*** | ***19.40*** | ***0.00*** | ***0.00*** | ***13.40*** | ***3.00*** |
| ***Percent*** | ***-*** | ***34.36%*** | ***-*** | ***0.00%*** | ***-*** | ***34.36%*** | ***7.69%*** |

| Year | Total Number of Crashes | Number of Injury Crashes | Total Injuries | Number of Fatal Crashes | Total Fatalities | Number of Night Crashes | Number of Wet Crashes |
|---|---|---|---|---|---|---|---|
| **Segment 3: SR 29 from New Market Rd/Westclox Rd to South of SR 82** | | | | | | | |
| 2012 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2013 | 11 | 5 | 7 | 0 | 0 | 4 | 4 |
| 2014 | 14 | 5 | 6 | 0 | 0 | 5 | 5 |
| 2015 | 8 | 2 | 2 | 1 | 1 | 2 | 1 |
| 2016 | 18 | 4 | 7 | 0 | 0 | 6 | 2 |
| **2012-2016** | **54** | **16** | **22** | **1** | **1** | **17** | **12** |
| ***Average*** | ***10.80*** | ***3.20*** | ***4.40*** | ***0.20*** | ***0.20*** | ***3.40*** | ***2.40*** |
| ***Percent*** | ***-*** | ***29.63%*** | ***-*** | ***1.85%*** | ***-*** | ***31.48%*** | ***22.22%*** |
| **Segment 4: New Market Rd from SR 29/Main St to SR 29/N 15th St** | | | | | | | |
| 2012 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2013 | 12 | 5 | 12 | 0 | 0 | 3 | 1 |
| 2014 | 17 | 4 | 8 | 0 | 0 | 3 | 3 |
| 2015 | 16 | 5 | 9 | 0 | 0 | 1 | 1 |
| 2016 | 17 | 5 | 9 | 1 | 1 | 4 | 4 |
| **2012-2016** | **65** | **19** | **38** | **1** | **1** | **11** | **9** |
| ***Average*** | ***13.00*** | ***3.80*** | ***7.60*** | ***0.20*** | ***0.20*** | ***2.20*** | ***1.80*** |
| ***Percent*** | ***-*** | ***29.23%*** | ***-*** | ***1.54%*** | ***-*** | ***16.92%*** | ***13.85%*** |

| County | Crash Rate Category | Average Crash Rate |
|---|---|---|
| Collier | Interstate Urban | 0.37827 |
| Collier | Interstate Rural | 0.31683 |
| Collier | Toll Road Urban | 0 |
| Collier | Toll Road Rural | 0 |
| Collier | Urban Other Limited Access | 0 |
| Collier | Rural Other Limited Access | 0 |
| Collier | Ramp Urban | 0 |
| Collier | Ramp Rural | 0 |
| Collier | Urban 2-3Ln 2Wy Divd Rasd | 3.44342 |
| Collier | Urban 2-3Ln 2Wy Divd Pavd | 0.5955 |
| Collier | Urban 2-3Ln 2Wy Undivd | 0 |
| Collier | Suburban 2-3Ln 2Wy Divd Rasd | 1.35808 |
| Collier | Suburban 2-3Ln 2Wy Divd Pavd | 2.21704 |
| Collier | Suburban 2-3Ln 2Wy Undivd | 0.25342 |
| Collier | Rural 2-3Ln 2Wy Divd Rasd | 2.40867 |
| Collier | Rural 2-3Ln 2Wy Divd Pavd | 1.66717 |
| Collier | Rural 2-3Ln 2Wy Undivd | 0.56304 |
| Collier | Urban 4-5Ln 2Wy Divd Rasd | 0.53533 |
| Collier | Urban 4-5Ln 2Wy Divd Pavd | 0 |
| Collier | Urban 4-5Ln 2Wy Undivd | 0 |
| Collier | Suburban 4-5Ln 2Wy Divd Rasd | 0.43171 |
| Collier | Suburban 4-5Ln 2Wy Divd Pavd | 0.49193 |
| Collier | Suburban 4-5Ln 2Wy Undivd | 0 |
| Collier | Rural 4-5Ln 2Wy Divd Rasd | 0.10377 |
| Collier | Rural 4-5Ln 2Wy Divd Pavd | 0 |
| Collier | Rural 4-5Ln 2Wy Undivd | 0 |
| Collier | Urban 6+Ln 2Wy Divd Rasd | 1.27551 |
| Collier | Urban 6+Ln 2Wy Divd Pavd | 0 |
| Collier | Urban 6+Ln 2Wy Undivd | 0 |
| Collier | Suburban 6+Ln 2Wy Divd Rasd | 1.16384 |
| Collier | Suburban 6+Ln 2Wy Divd Pavd | 0 |
| Collier | Suburban 6+Ln 2Wy Undivd | 0 |
| Collier | Rural 6+Ln 2Wy Divd Rasd | 0 |
| Collier | Rural 6+Ln 2Wy Divd Pavd | 0 |
| Collier | Rural 6+Ln 2Wy Undivd | 0 |
| Collier | Urban One Way | 0 |
| Collier | Suburban One Way | 0 |
| Collier | Rural One Way | 0 |
| Collier | Undefined | 0 |
| Collier | Not Coded | 0.67538 |

| County | Crash Rate Category | Average Crash Rate |
|---|---|---|
| Statewide | Interstate Urban | 0.85032 |
| Statewide | Interstate Rural | 0.41236 |
| Statewide | Toll Road Urban | 0.69578 |
| Statewide | Toll Road Rural | 0.38492 |
| Statewide | Urban Other Limited Access | 1.79949 |
| Statewide | Rural Other Limited Access | 0.54547 |
| Statewide | Ramp Urban | 0 |
| Statewide | Ramp Rural | 0 |
| Statewide | Urban 2-3Ln 2Wy Divd Rasd | 5.84928 |
| Statewide | Urban 2-3Ln 2Wy Divd Pavd | 4.70177 |
| Statewide | Urban 2-3Ln 2Wy Undivd | 2.99386 |
| Statewide | Suburban 2-3Ln 2Wy Divd Rasd | 2.88974 |
| Statewide | Suburban 2-3Ln 2Wy Divd Pavd | 2.39736 |
| Statewide | Suburban 2-3Ln 2Wy Undivd | 1.01942 |
| Statewide | Rural 2-3Ln 2Wy Divd Rasd | 1.01246 |
| Statewide | Rural 2-3Ln 2Wy Divd Pavd | 1.80801 |
| Statewide | Rural 2-3Ln 2Wy Undivd | 0.68746 |
| Statewide | Urban 4-5Ln 2Wy Divd Rasd | 3.12475 |
| Statewide | Urban 4-5Ln 2Wy Divd Pavd | 5.14599 |
| Statewide | Urban 4-5Ln 2Wy Undivd | 5.68323 |
| Statewide | Suburban 4-5Ln 2Wy Divd Rasd | 1.56296 |
| Statewide | Suburban 4-5Ln 2Wy Divd Pavd | 2.09563 |
| Statewide | Suburban 4-5Ln 2Wy Undivd | 1.4244 |
| Statewide | Rural 4-5Ln 2Wy Divd Rasd | 0.64131 |
| Statewide | Rural 4-5Ln 2Wy Divd Pavd | 0.49266 |
| Statewide | Rural 4-5Ln 2Wy Undivd | 0 |
| Statewide | Urban 6+Ln 2Wy Divd Rasd | 4.06614 |
| Statewide | Urban 6+Ln 2Wy Divd Pavd | 4.59176 |
| Statewide | Urban 6+Ln 2Wy Undivd | 58.32076 |
| Statewide | Suburban 6+Ln 2Wy Divd Rasd | 2.40332 |
| Statewide | Suburban 6+Ln 2Wy Divd Pavd | 1.09153 |
| Statewide | Suburban 6+Ln 2Wy Undivd | 0 |
| Statewide | Rural 6+Ln 2Wy Divd Rasd | 1.05492 |
| Statewide | Rural 6+Ln 2Wy Divd Pavd | 0.09392 |
| Statewide | Rural 6+Ln 2Wy Undivd | 0 |
| Statewide | Urban One Way | 9.39946 |
| Statewide | Suburban One Way | 2.30687 |
| Statewide | Rural One Way | 4.94633 |
| Statewide | Undefined | 0 |
| Statewide | Not Coded | 1.72598 |

# Appendix I

## Build Alternatives Maps

END PROJECT

Johnson Rd

Experimental Rd

Westclox St

New Market Rd

Madison Ave

Jefferson Ave

Flagler St

Lake Trafford Rd

Gopher Ridge Rd

Airport Access

New Harvest Rd

Seminole Crossing Trail

Farm Workers Way

Agriculture Way

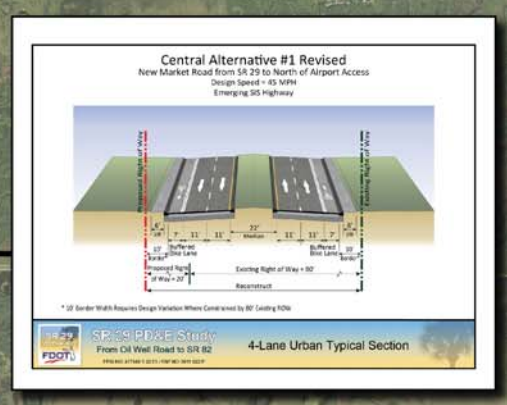
Kaicasa Entrance

Oil Well Rd

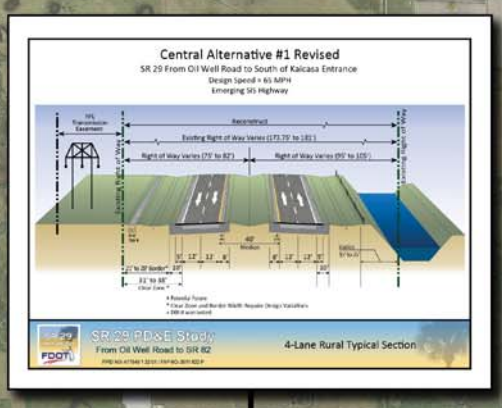
BEGIN PROJECT

COLLIER 846 COUNTY

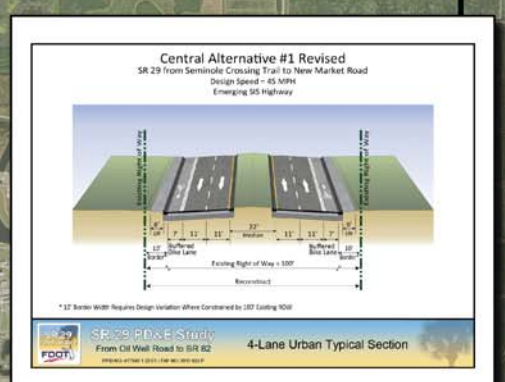


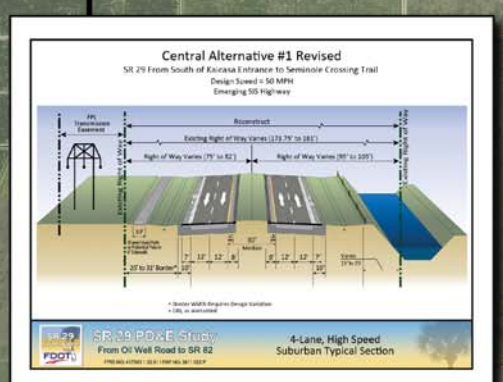










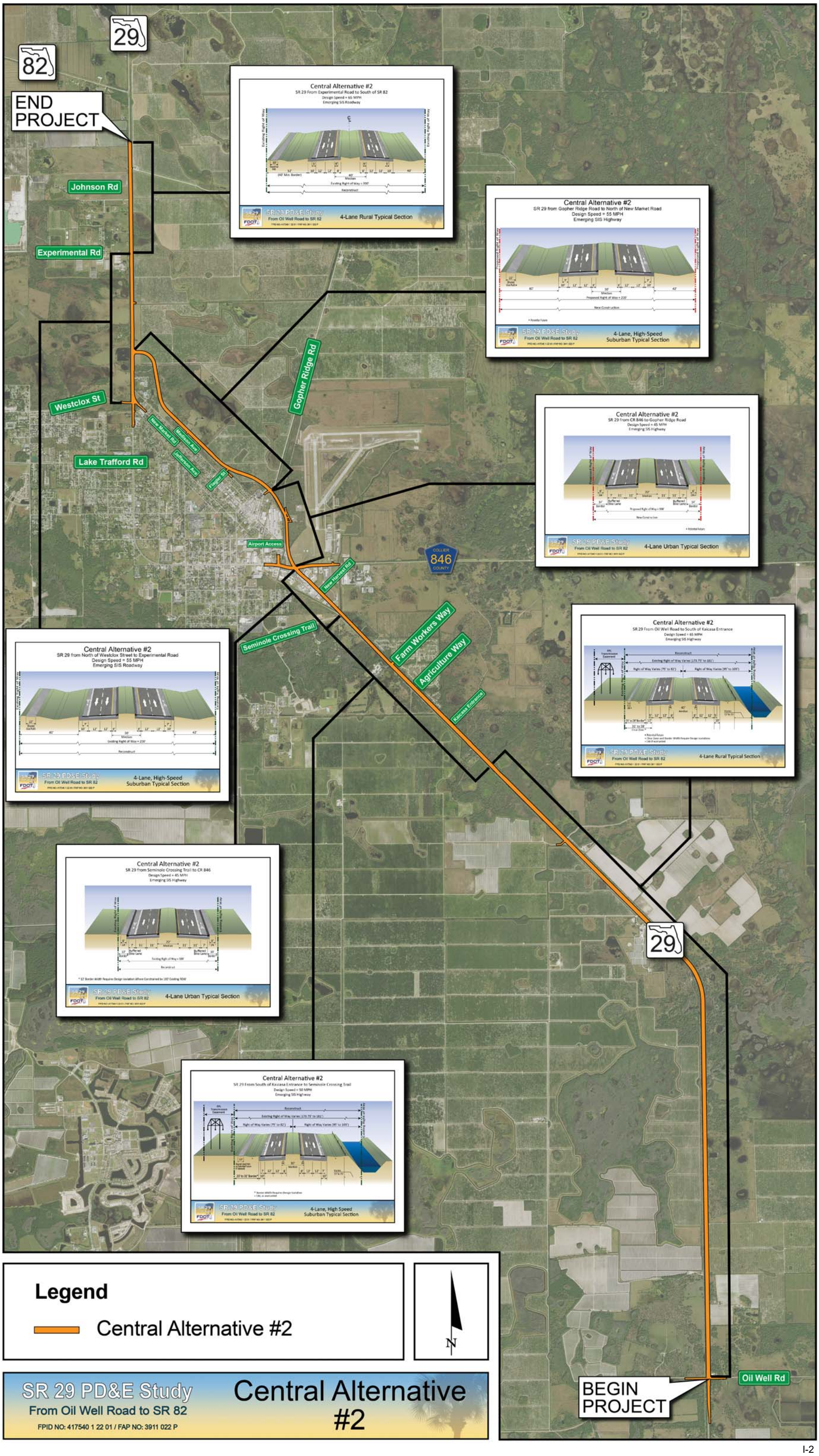

**Legend**

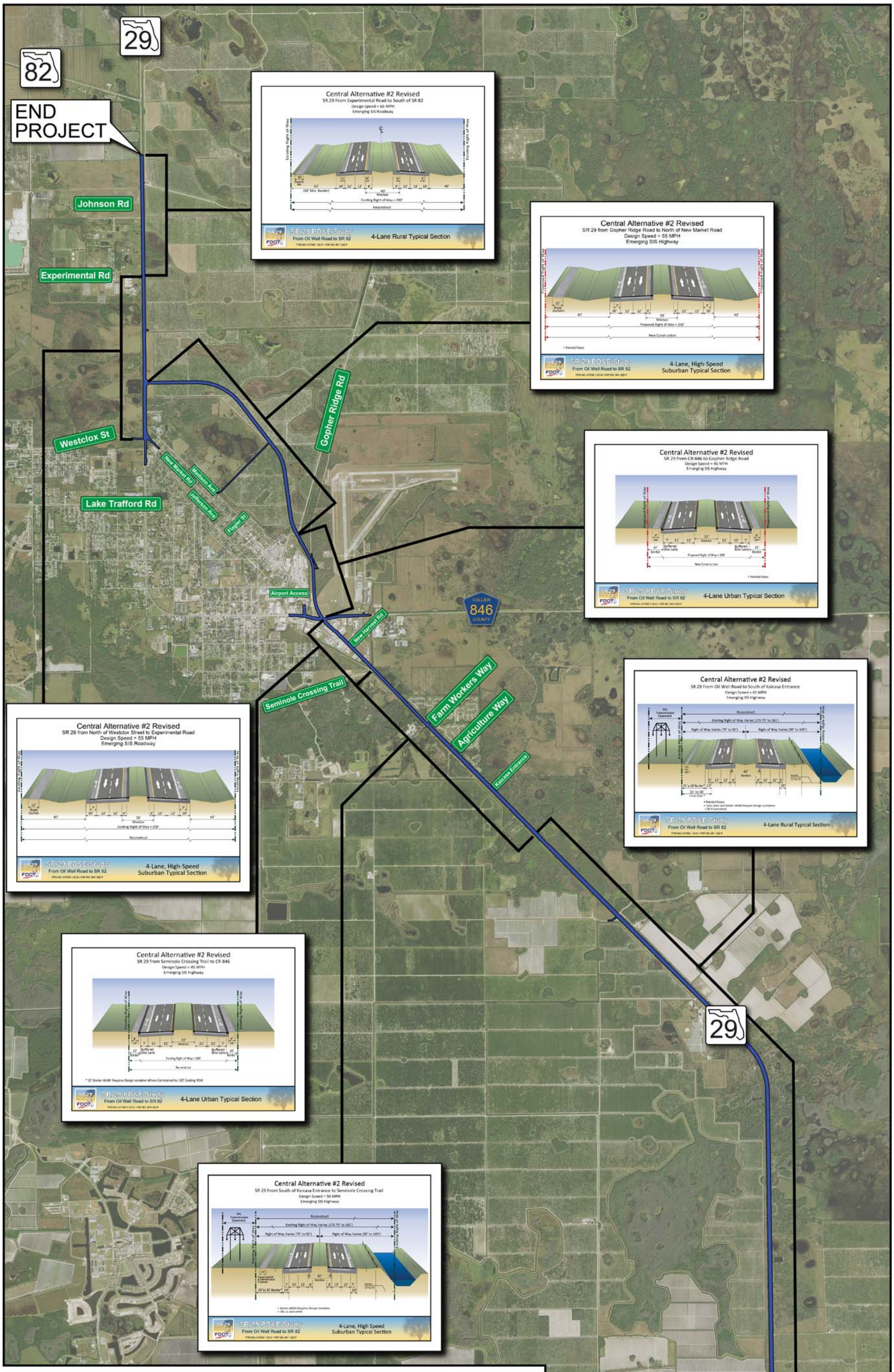
Central Alternative #1 Revised

N

SR 29 PD&E Study
From Oil Well Road to SR 82
FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P

Central Alternative #1 Revised


29
82
END PROJECT
Johnson Rd
Experimental Rd
Westclox St
Lake Trafford Rd
New Market Rd
Madison Ave
Jefferson Ave
Flagler St
Gopher Ridge Rd
Airport Access
COLLIER 846 COUNTY
New Harvest Rd
Seminole Crossing Trail
Farm Workers Way
Agriculture Way
Kaicasa Entrance
Oil Well Rd
BEGIN PROJECT
Central Alternative #2
SR 29 From Experimental Road to South of SR 82
Design Speed = 65 MPH
Emerging SIS Roadway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane Rural Typical Section
Central Alternative #2
SR 29 from Gopher Ridge Road to North of New Market Road
Design Speed = 55 MPH
Emerging SIS Highway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane, High-Speed
Suburban Typical Section
Central Alternative #2
SR 29 from CR 846 to Gopher Ridge Road
Design Speed = 45 MPH
Emerging SIS Highway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane Urban Typical Section
Central Alternative #2
SR 29 from North of Westclox Street to Experimental Road
Design Speed = 55 MPH
Emerging SIS Roadway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane, High-Speed
Suburban Typical Section
Central Alternative #2
SR 29 From Oil Well Road to South of Kaicasa Entrance
Design Speed = 65 MPH
Emerging SIS Highway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane Rural Typical Section
Central Alternative #2
SR 29 from Seminole Crossing Trail to CR 846
Design Speed = 45 MPH
Emerging SIS Highway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane Urban Typical Section
Central Alternative #2
SR 29 From South of Kaicasa Entrance to Seminole Crossing Trail
Design Speed = 50 MPH
Emerging SIS Highway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane, High Speed
Suburban Typical Section
Legend
Central Alternative #2
N
SR 29 PD&E Study
From Oil Well Road to SR 82
FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P
Central Alternative #2


29
82
END PROJECT
Johnson Rd
Experimental Rd
Westclox St
New Market Rd
Madison Ave
Jefferson Ave
Flagler St
Lake Trafford Rd
Gopher Ridge Rd
Airport Access
COLLIER 846 COUNTY
New Harvest Rd
Seminole Crossing Trail
Farm Workers Way
Agriculture Way
Kaicasa Entrance
Oil Well Rd
BEGIN PROJECT
Central Alternative #2 Revised
SR 29 From Experimental Road to South of SR 82
Design Speed = 65 MPH
Emerging SIS Roadway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane Rural Typical Section
Central Alternative #2 Revised
SR 29 from Gopher Ridge Road to North of New Market Road
Design Speed = 55 MPH
Emerging SIS Highway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane, High-Speed
Suburban Typical Section
Central Alternative #2 Revised
SR 29 from CR 846 to Gopher Ridge Road
Design Speed = 45 MPH
Emerging SIS Highway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane Urban Typical Section
Central Alternative #2 Revised
SR 29 From Oil Well Road to South of Kaicasa Entrance
Design Speed = 65 MPH
Emerging SIS Highway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane Rural Typical Section
Central Alternative #2 Revised
SR 29 from North of Westclox Street to Experimental Road
Design Speed = 55 MPH
Emerging SIS Roadway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane, High-Speed
Suburban Typical Section
Central Alternative #2 Revised
SR 29 from Seminole Crossing Trail to CR 846
Design Speed = 45 MPH
Emerging SIS Highway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane Urban Typical Section
Central Alternative #2 Revised
SR 29 From South of Kaicasa Entrance to Seminole Crossing Trail
Design Speed = 50 MPH
Emerging SIS Highway
SR 29 PD&E Study
From Oil Well Road to SR 82
4-Lane, High Speed
Suburban Typical Section
Legend
Central Alternative #2 Revised
N
SR 29 PD&E Study
From Oil Well Road to SR 82
FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P
Central Alternative #2 Revised

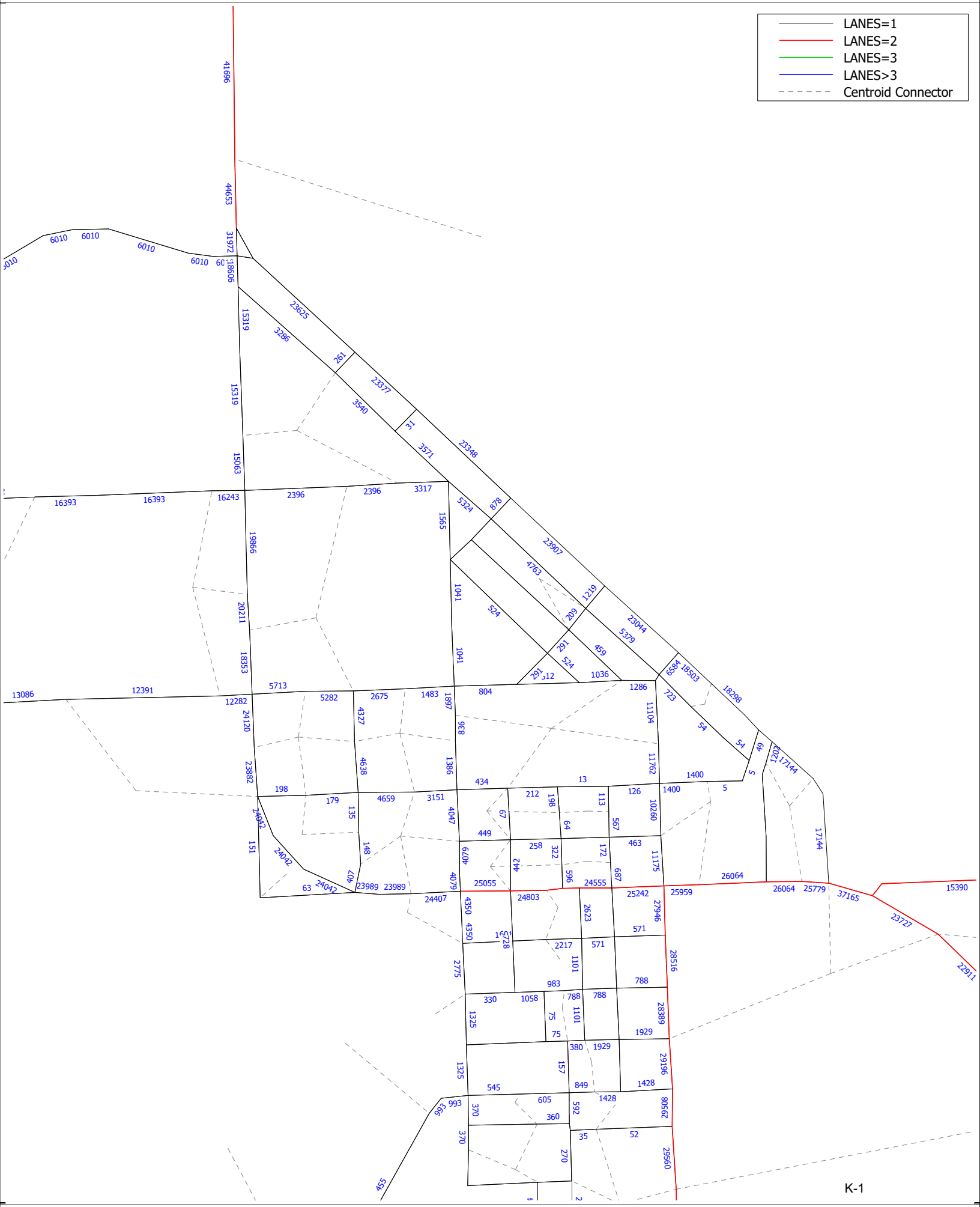
# Appendix J

# Travel Demand Modeling Technical Memorandum

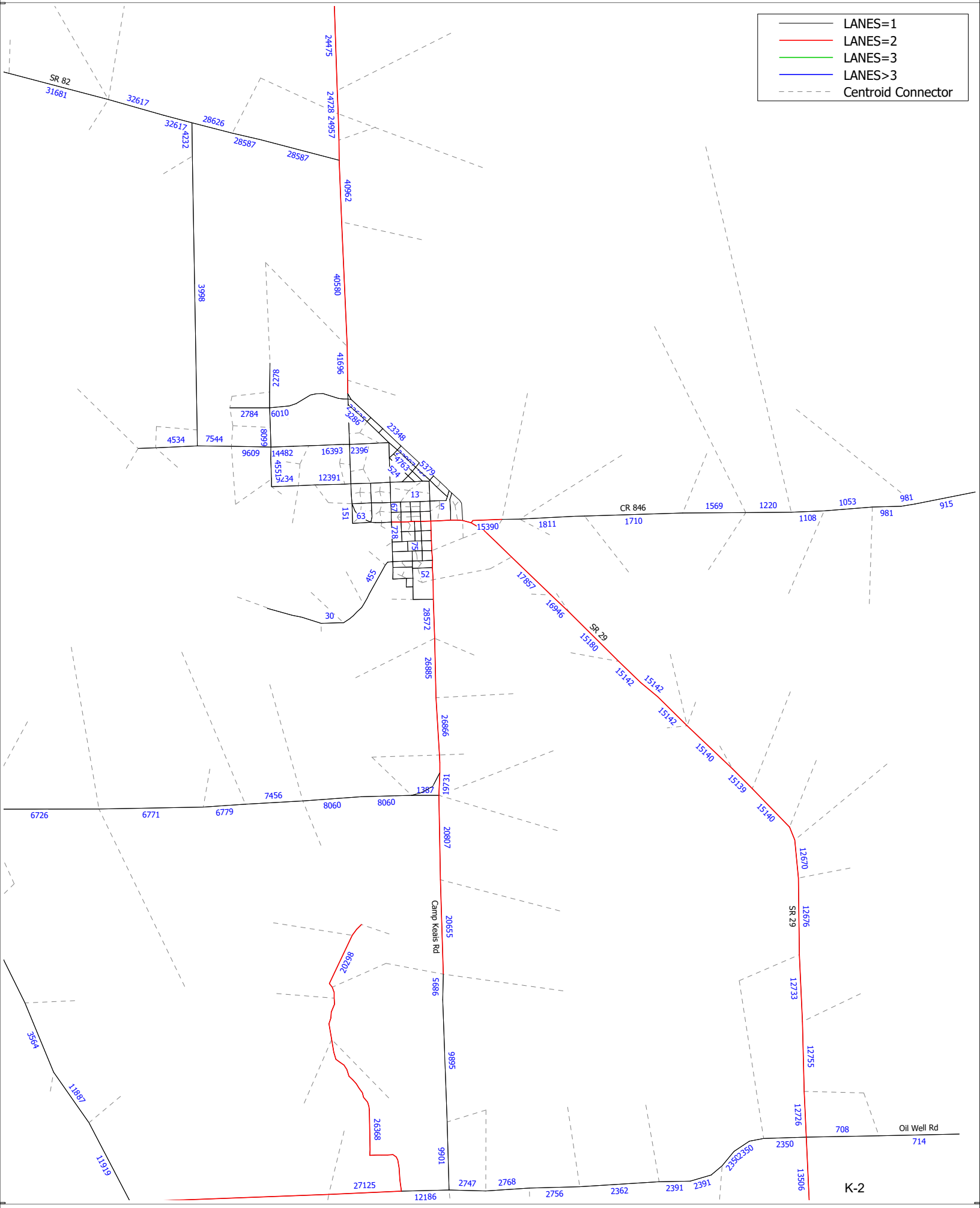
# Appendix K

# 2045 Model Plots (Number of Lanes and Volumes)

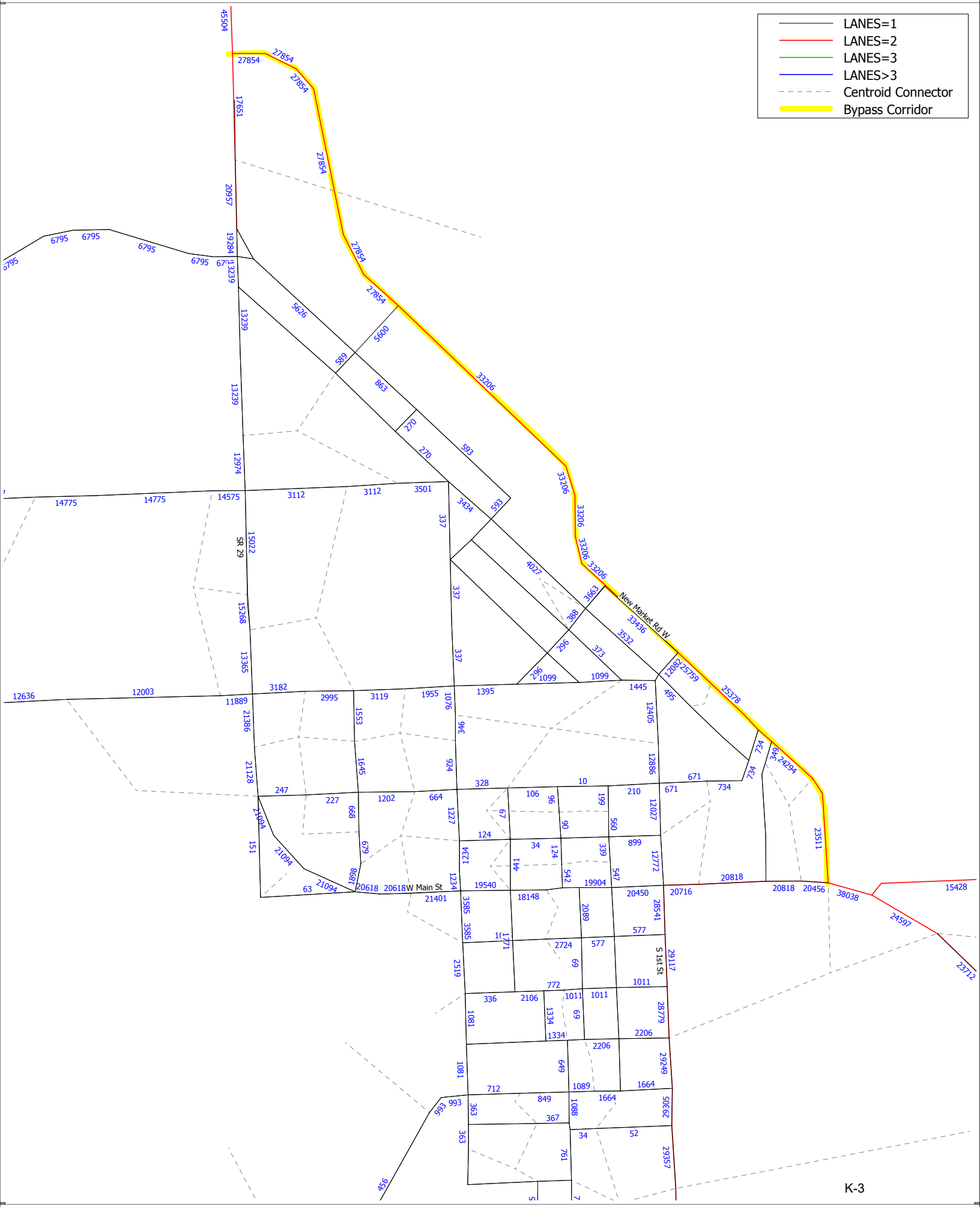
# D1RPM 2040 PSWT Volumes SR 29 No Build



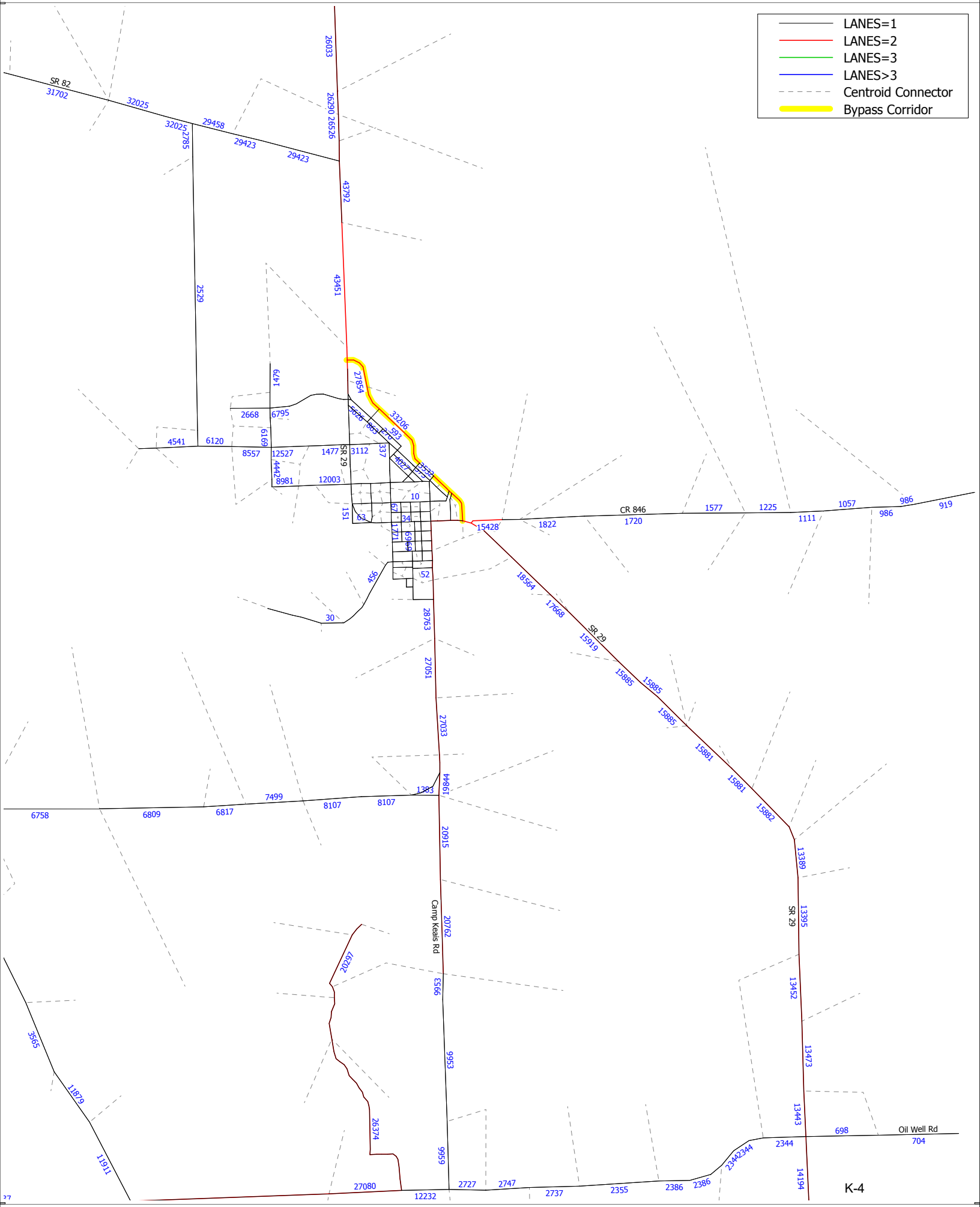
# D1RPM 2040 PSWT Volumes SR 29 No Build



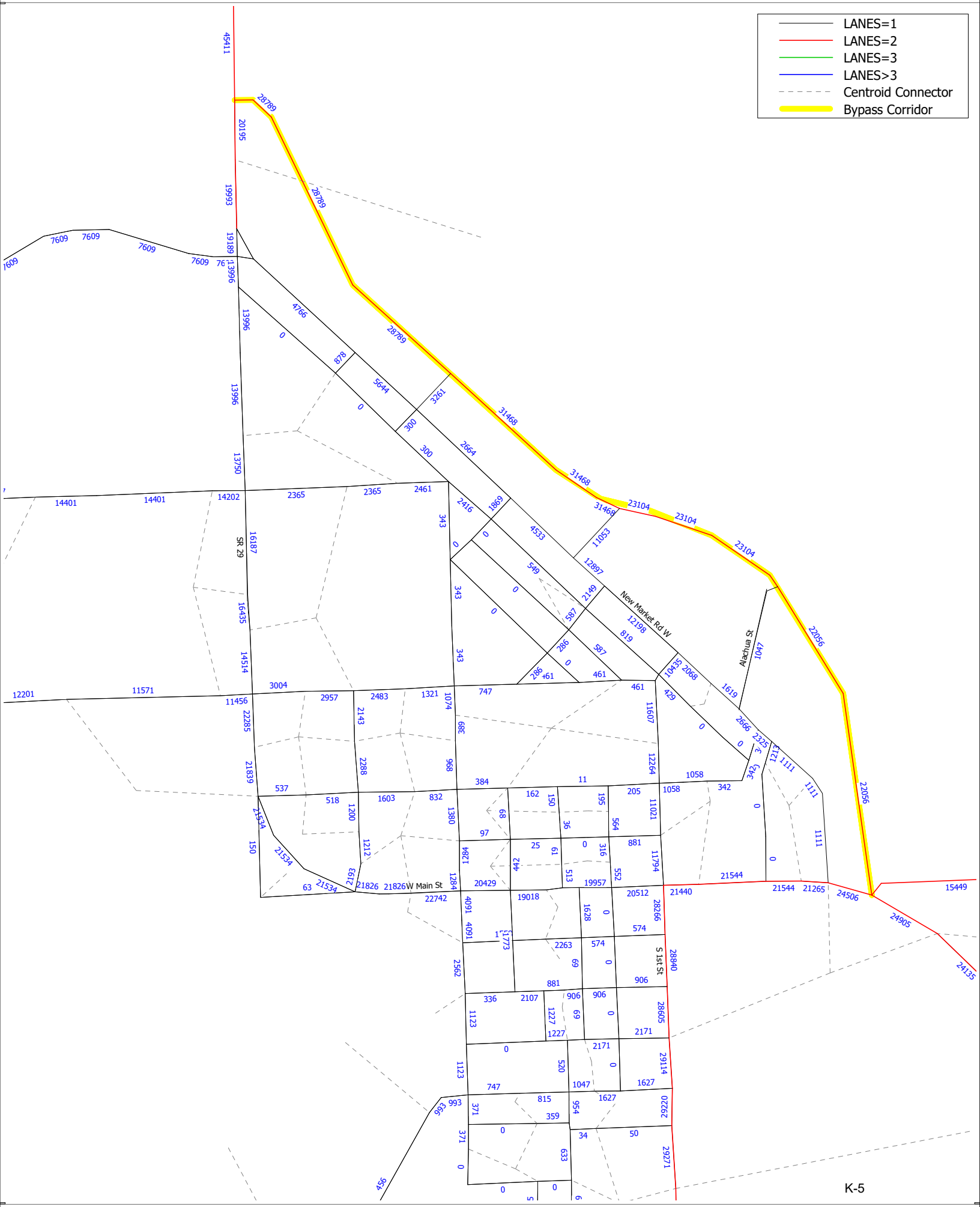
# D1RPM 2040 PSWT Volumes SR 29 Alternate 1 - 9/13/17



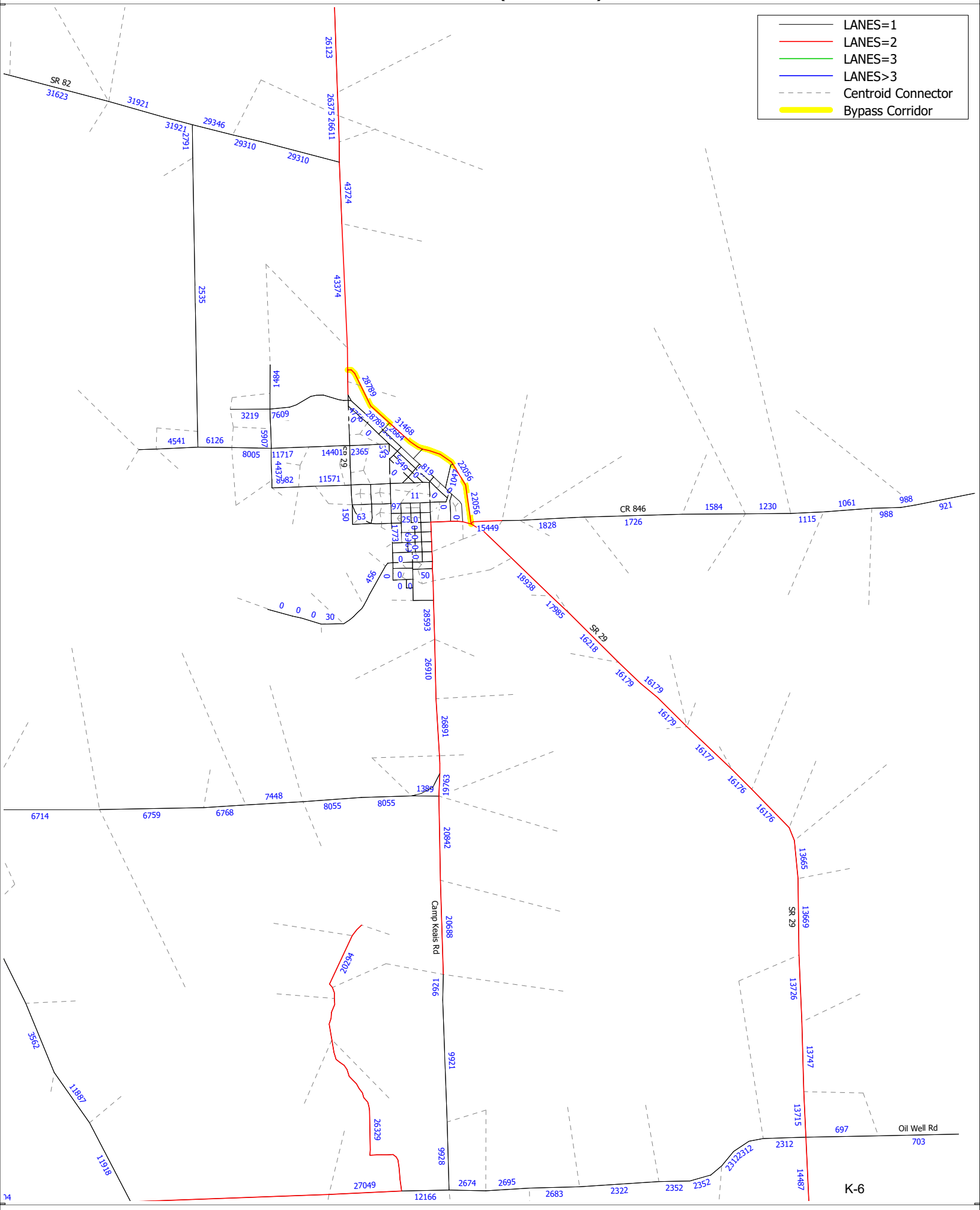
# D1RPM 2040 PSWT Volumes SR 29 Alternate 1 - 9/13/17



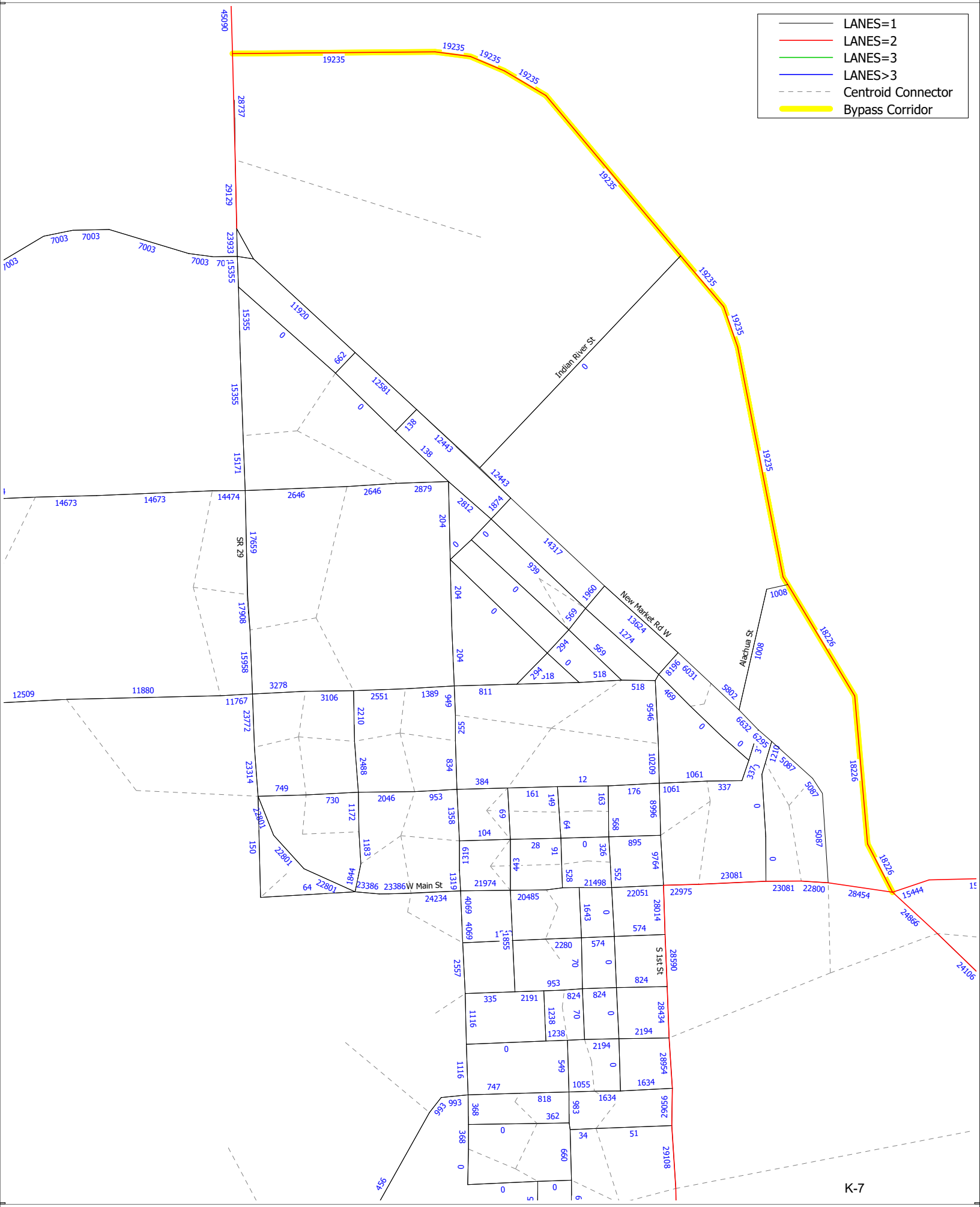
# D1RPM 2040 PSWT Volumes - SR 29 Alternate 2 (10/10/17)



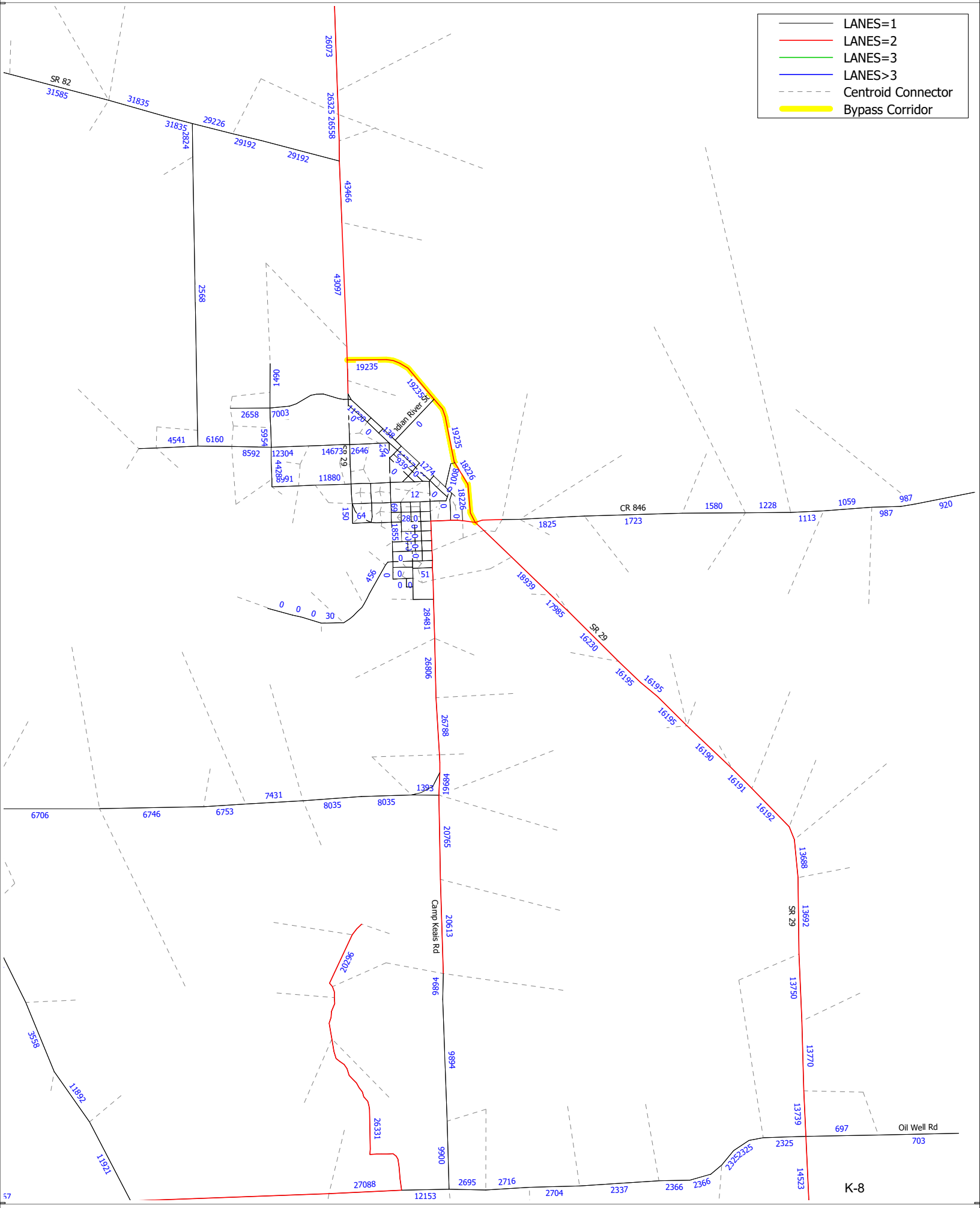
# D1RPM 2040 PSWT Volumes - SR 29 Alternate 2 (10/10/17)



# D1RPM 2040 PSWT Volumes - SR 29 Alternate 2 Revised (10/10/17)



# D1RPM 2040 PSWT Volumes - SR 29 Alternate 2 Revised (10/10/17)



# Appendix L

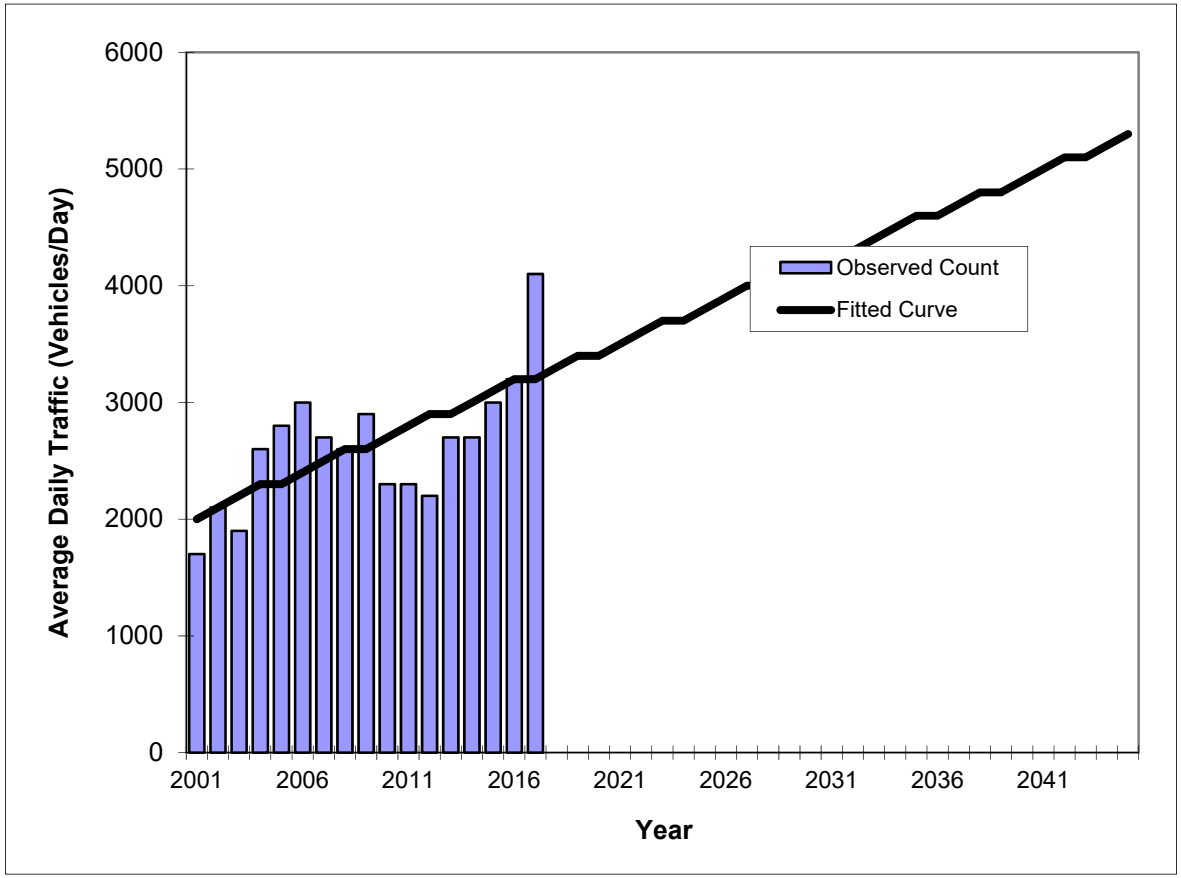
## Trends Output Sheets

# Traffic Trends - V3.0

## SR 29 -- North of SR 93/I 75

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 0182 |
| **Highway:** | SR 29 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2001 | 1700 | 2000 |
| 2002 | 2100 | 2100 |
| 2003 | 1900 | 2200 |
| 2004 | 2600 | 2300 |
| 2005 | 2800 | 2300 |
| 2006 | 3000 | 2400 |
| 2007 | 2700 | 2500 |
| 2008 | 2600 | 2600 |
| 2009 | 2900 | 2600 |
| 2010 | 2300 | 2700 |
| 2011 | 2300 | 2800 |
| 2012 | 2200 | 2900 |
| 2013 | 2700 | 2900 |
| 2014 | 2700 | 3000 |
| 2015 | 3000 | 3100 |
| 2016 | 3200 | 3200 |
| 2017 | 4100 | 3200 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 3800 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 4600 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 5300 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| ** Annual Trend Increase: | 74 |
| Trend R-squared: | 44.78% |
| Trend Annual Historic Growth Rate: | 3.75% |
| Trend Growth Rate (2017 to Design Year): | 2.34% |
| Printed: | 16-Nov-17 |

**Straight Line Growth Option**

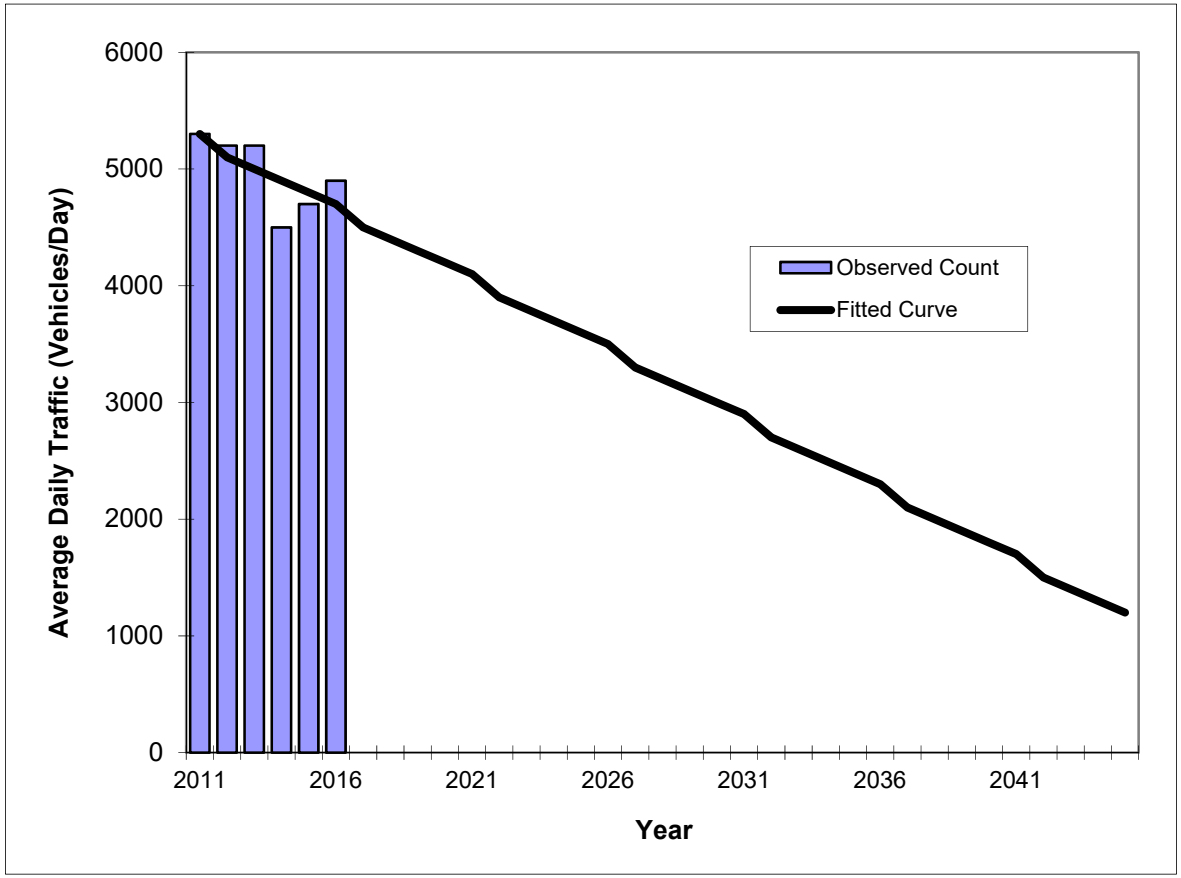
*Axle-Adjusted

# Traffic Trends - V3.0

## OIL WELL Rd -- 1500 ft E of CR 858

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 4187 |
| **Highway:** | OIL WELL Rd |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2011 | 5300 | 5300 |
| 2012 | 5200 | 5100 |
| 2013 | 5200 | 5000 |
| 2014 | 4500 | 4900 |
| 2015 | 4700 | 4800 |
| 2016 | 4900 | 4700 |
| **2025 Opening Year Trend** | | |
| 2025 | N/A | 3600 |
| **2035 Mid-Year Trend** | | |
| 2035 | N/A | 2400 |
| **2045 Design Year Trend** | | |
| 2045 | N/A | 1200 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| ** Annual Trend Increase: | -120 |
| Trend R-squared: | 49.09% |
| Trend Annual Historic Growth Rate: | -2.26% |
| Trend Growth Rate (2016 to Design Year): | -2.57% |
| Printed: | 16-Nov-17 |

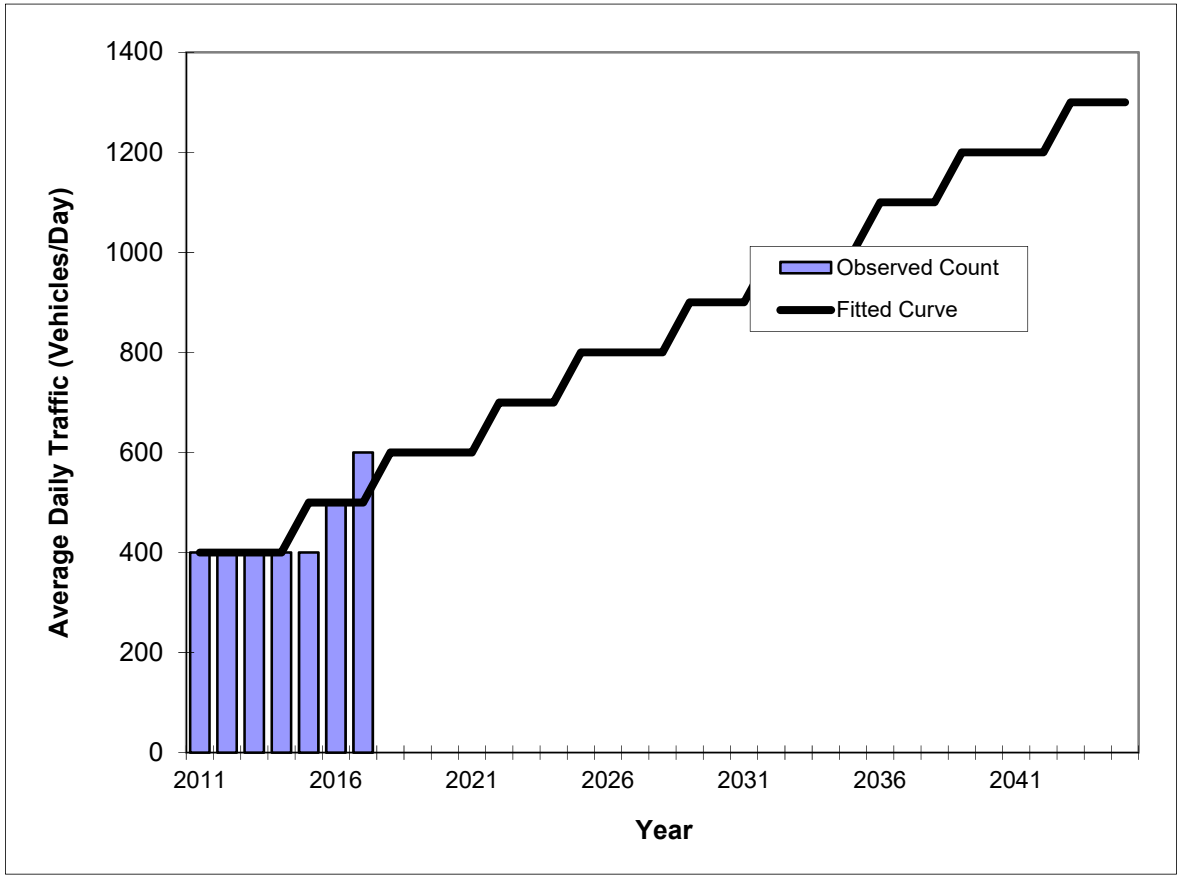
**Straight Line Growth Option**

# Traffic Trends - V3.0

## OIL WELL Rd -- 600 ft east of SR 29

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 4172 |
| **Highway:** | OIL WELL Rd |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2011 | 400 | 400 |
| 2012 | 400 | 400 |
| 2013 | 400 | 400 |
| 2014 | 400 | 400 |
| 2015 | 400 | 500 |
| 2016 | 500 | 500 |
| 2017 | 600 | 500 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 800 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 1000 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 1300 |
| TRANPLAN Forecasts/Trends | | |

*Axle-Adjusted

| | |
|---|---|
| ** Annual Trend Increase: | 29 |
| Trend R-squared: | 61.54% |
| Trend Annual Historic Growth Rate: | 4.17% |
| Trend Growth Rate (2017 to Design Year): | 5.71% |
| Printed: | 16-Nov-17 |

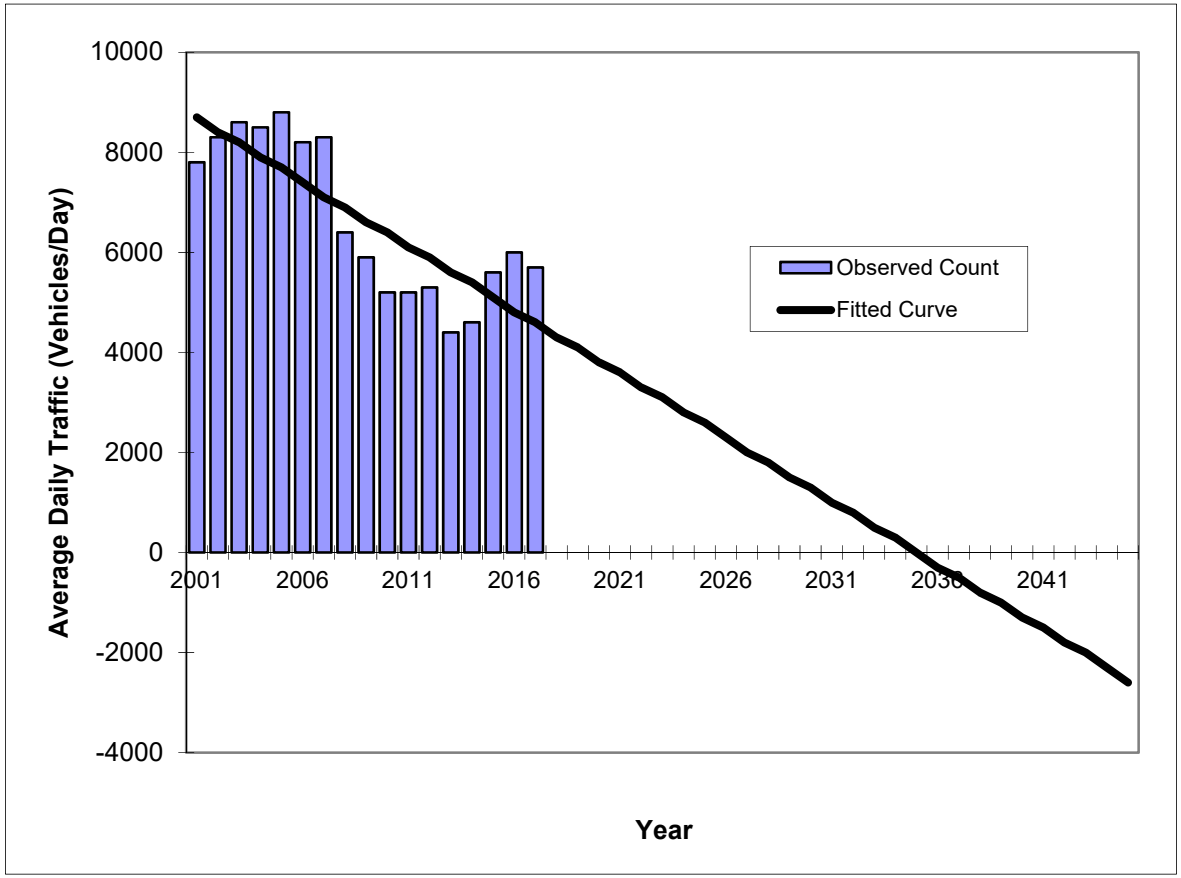
**Straight Line Growth Option**

# Traffic Trends - V3.0

## SR 29 -- North of Farm Worker's Village

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 0205 |
| **Highway:** | SR 29 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2001 | 7800 | 8700 |
| 2002 | 8300 | 8400 |
| 2003 | 8600 | 8200 |
| 2004 | 8500 | 7900 |
| 2005 | 8800 | 7700 |
| 2006 | 8200 | 7400 |
| 2007 | 8300 | 7100 |
| 2008 | 6400 | 6900 |
| 2009 | 5900 | 6600 |
| 2010 | 5200 | 6400 |
| 2011 | 5200 | 6100 |
| 2012 | 5300 | 5900 |
| 2013 | 4400 | 5600 |
| 2014 | 4600 | 5400 |
| 2015 | 5600 | 5100 |
| 2016 | 6000 | 4800 |
| 2017 | 5700 | 4600 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 2600 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 0 |
| 2045 Design Year Trend | | |
| 2045 | N/A | -2600 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| ** Annual Trend Increase: | -255 |
| Trend R-squared: | 67.48% |
| Trend Annual Historic Growth Rate: | -2.95% |
| Trend Growth Rate (2017 to Design Year): | -5.59% |
| Printed: | 16-Nov-17 |

**Straight Line Growth Option**

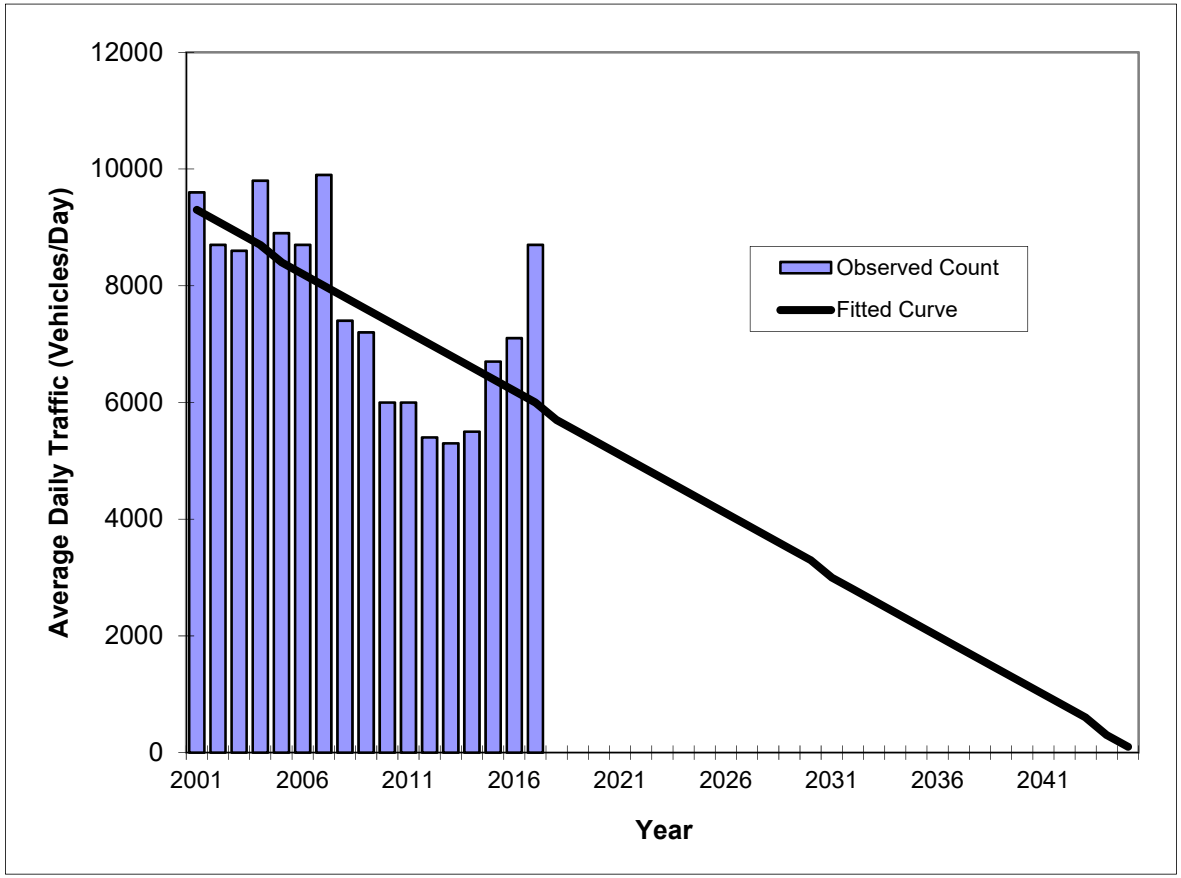
*Axle-Adjusted

# Traffic Trends - V3.0

## SR 29 -- Southeast of CR 846/14th Street

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 0002 |
| **Highway:** | SR 29 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2001 | 9600 | 9300 |
| 2002 | 8700 | 9100 |
| 2003 | 8600 | 8900 |
| 2004 | 9800 | 8700 |
| 2005 | 8900 | 8400 |
| 2006 | 8700 | 8200 |
| 2007 | 9900 | 8000 |
| 2008 | 7400 | 7800 |
| 2009 | 7200 | 7600 |
| 2010 | 6000 | 7400 |
| 2011 | 6000 | 7200 |
| 2012 | 5400 | 7000 |
| 2013 | 5300 | 6800 |
| 2014 | 5500 | 6600 |
| 2015 | 6700 | 6400 |
| 2016 | 7100 | 6200 |
| 2017 | 8700 | 6000 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 4300 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 2200 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 100 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| ** Annual Trend Increase: | -208 |
| Trend R-squared: | 42.61% |
| Trend Annual Historic Growth Rate: | -2.22% |
| Trend Growth Rate (2017 to Design Year): | -3.51% |
| Printed: | 16-Nov-17 |

**Straight Line Growth Option**

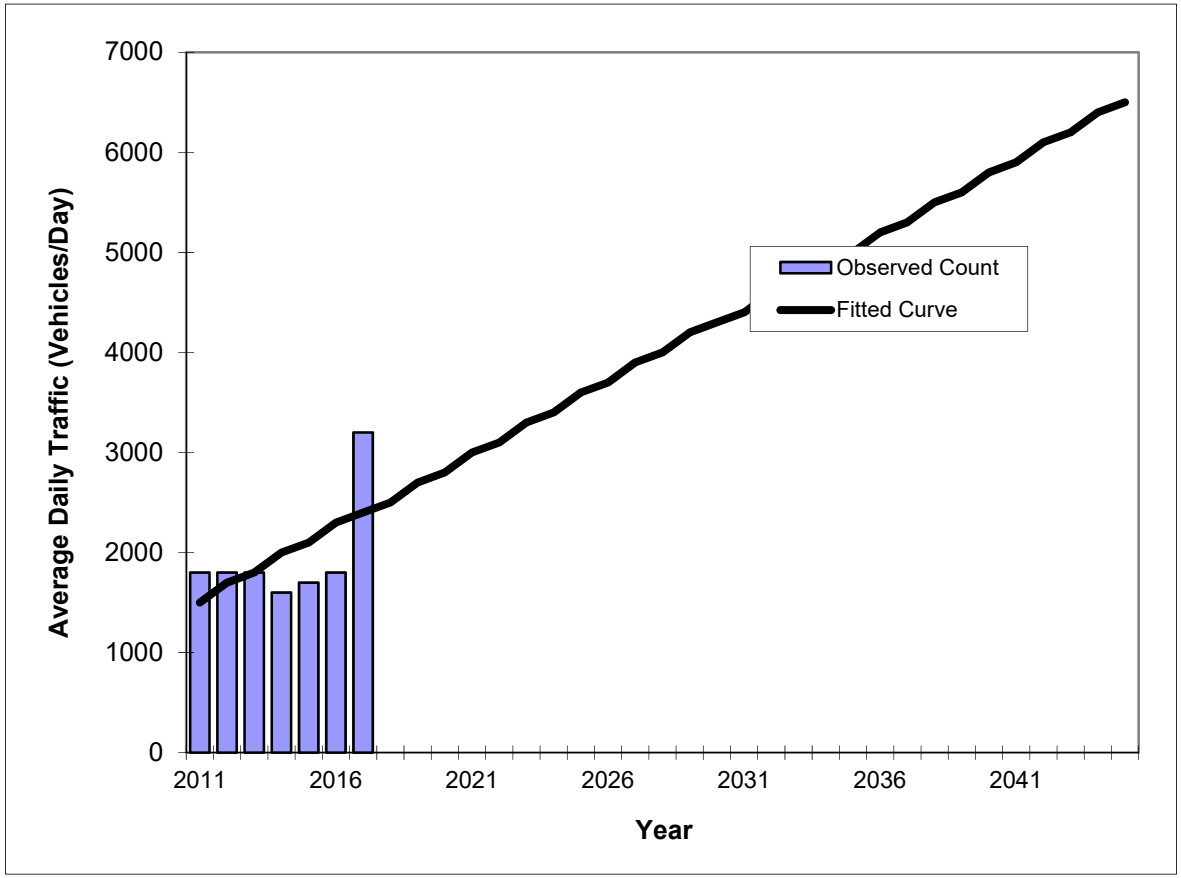
*Axle-Adjusted

# Traffic Trends - V3.0

## CR 846 -- 0.5 MI East of SR 29

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 4129 |
| **Highway:** | CR 846 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2011 | 1800 | 1500 |
| 2012 | 1800 | 1700 |
| 2013 | 1800 | 1800 |
| 2014 | 1600 | 2000 |
| 2015 | 1700 | 2100 |
| 2016 | 1800 | 2300 |
| 2017 | 3200 | 2400 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 3600 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 5000 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 6500 |
| TRANPLAN Forecasts/Trends | | |

*Axle-Adjusted

| | |
|---|---|
| ** Annual Trend Increase: | 146 |
| Trend R-squared: | 32.68% |
| Trend Annual Historic Growth Rate: | 10.00% |
| Trend Growth Rate (2017 to Design Year): | 6.10% |
| Printed: | 16-Nov-17 |

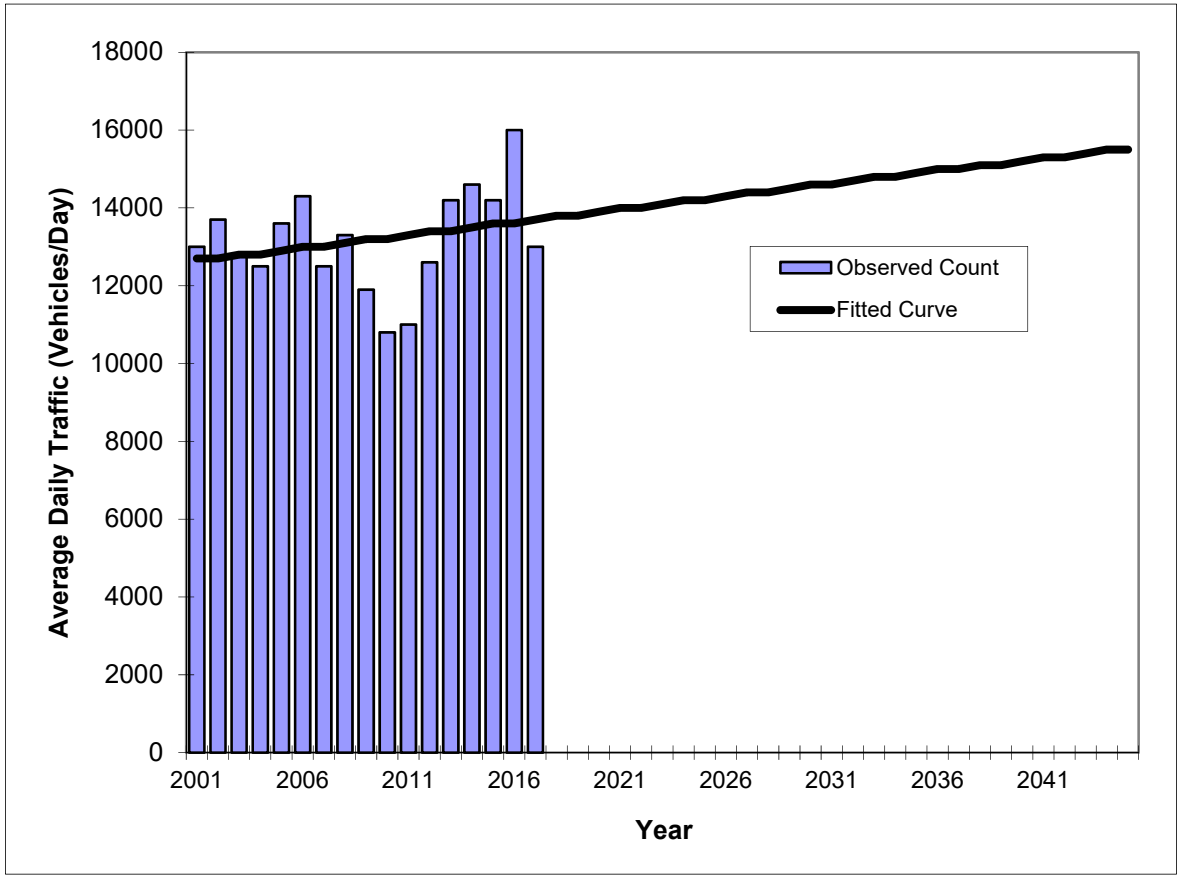
**Straight Line Growth Option**

# Traffic Trends - V3.0

## SR 29 -- West of CR 846/1st Street

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 0029 |
| **Highway:** | SR 29 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2001 | 13000 | 12700 |
| 2002 | 13700 | 12700 |
| 2003 | 12800 | 12800 |
| 2004 | 12500 | 12800 |
| 2005 | 13600 | 12900 |
| 2006 | 14300 | 13000 |
| 2007 | 12500 | 13000 |
| 2008 | 13300 | 13100 |
| 2009 | 11900 | 13200 |
| 2010 | 10800 | 13200 |
| 2011 | 11000 | 13300 |
| 2012 | 12600 | 13400 |
| 2013 | 14200 | 13400 |
| 2014 | 14600 | 13500 |
| 2015 | 14200 | 13600 |
| 2016 | 16000 | 13600 |
| 2017 | 13000 | 13700 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 14200 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 14900 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 15500 |
| TRANPLAN Forecasts/Trends | | |

*Axle-Adjusted

| | |
|---|---|
| ** Annual Trend Increase: | 66 |
| Trend R-squared: | 6.45% |
| Trend Annual Historic Growth Rate: | 0.49% |
| Trend Growth Rate (2017 to Design Year): | 0.47% |
| Printed: | 16-Nov-17 |

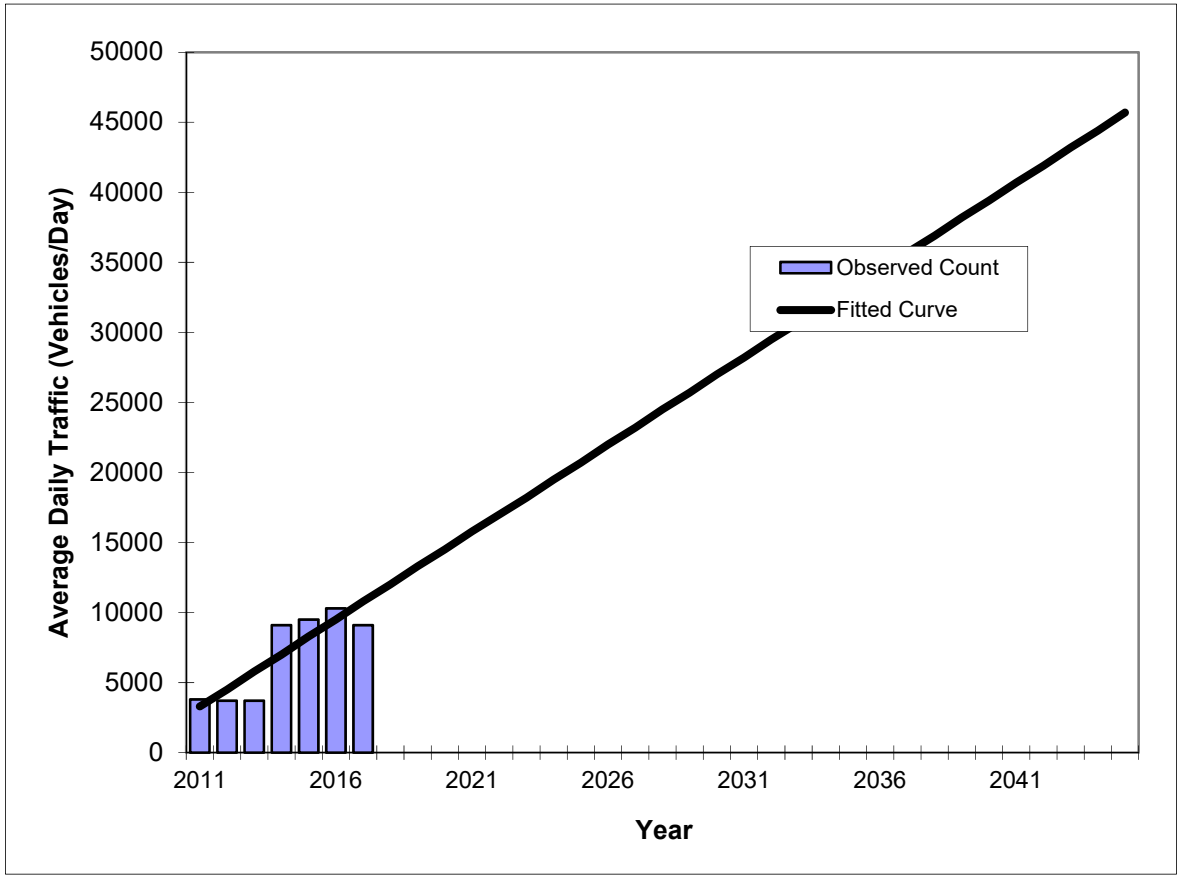
**Straight Line Growth Option**

# Traffic Trends - V3.0

## NEW MARKET RD -- 350 ft North of SR 29/E Main St

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 4176 |
| **Highway:** | NEW MARKET RD |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2011 | 3800 | 3300 |
| 2012 | 3700 | 4500 |
| 2013 | 3700 | 5800 |
| 2014 | 9100 | 7000 |
| 2015 | 9500 | 8300 |
| 2016 | 10300 | 9500 |
| 2017 | 9100 | 10800 |
| **2025 Opening Year Trend** | | |
| 2025 | N/A | 20700 |
| **2035 Mid-Year Trend** | | |
| 2035 | N/A | 33200 |
| **2045 Design Year Trend** | | |
| 2045 | N/A | 45700 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| ** Annual Trend Increase: | 1,246 |
| Trend R-squared: | 75.03% |
| Trend Annual Historic Growth Rate: | 37.88% |
| Trend Growth Rate (2017 to Design Year): | 11.54% |
| Printed: | 16-Nov-17 |

**Straight Line Growth Option**

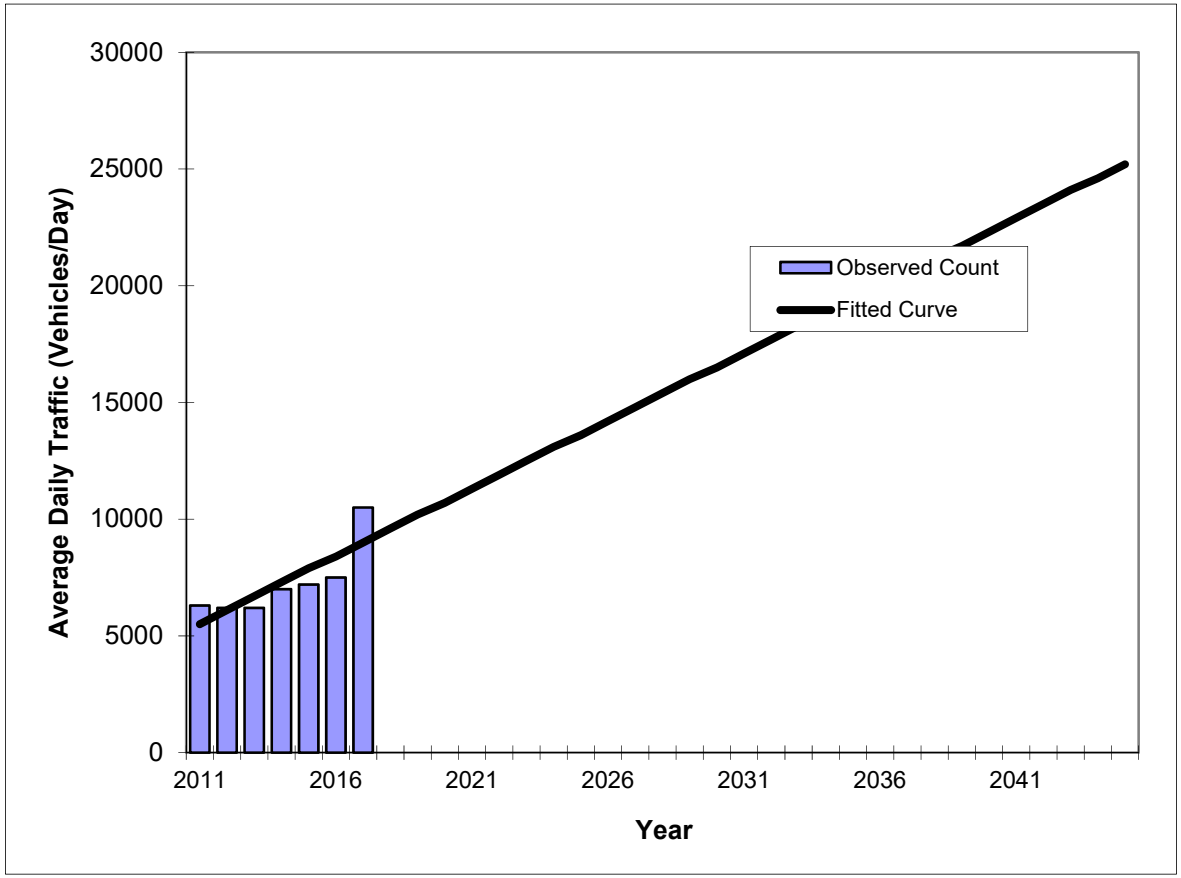
*Axle-Adjusted

# Traffic Trends - V3.0

## NORTH 1ST STREET -- 150 ft North of SR 29/Main Street

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 4122 |
| **Highway:** | NORTH 1ST STREET |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2011 | 6300 | 5500 |
| 2012 | 6200 | 6100 |
| 2013 | 6200 | 6700 |
| 2014 | 7000 | 7300 |
| 2015 | 7200 | 7900 |
| 2016 | 7500 | 8400 |
| 2017 | 10500 | 9000 |
| **2025 Opening Year Trend** | | |
| 2025 | N/A | 13600 |
| **2035 Mid-Year Trend** | | |
| 2035 | N/A | 19400 |
| **2045 Design Year Trend** | | |
| 2045 | N/A | 25200 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| ** Annual Trend Increase: | 579 |
| Trend R-squared: | 67.95% |
| Trend Annual Historic Growth Rate: | 10.61% |
| Trend Growth Rate (2017 to Design Year): | 6.43% |
| Printed: | 16-Nov-17 |

**Straight Line Growth Option**

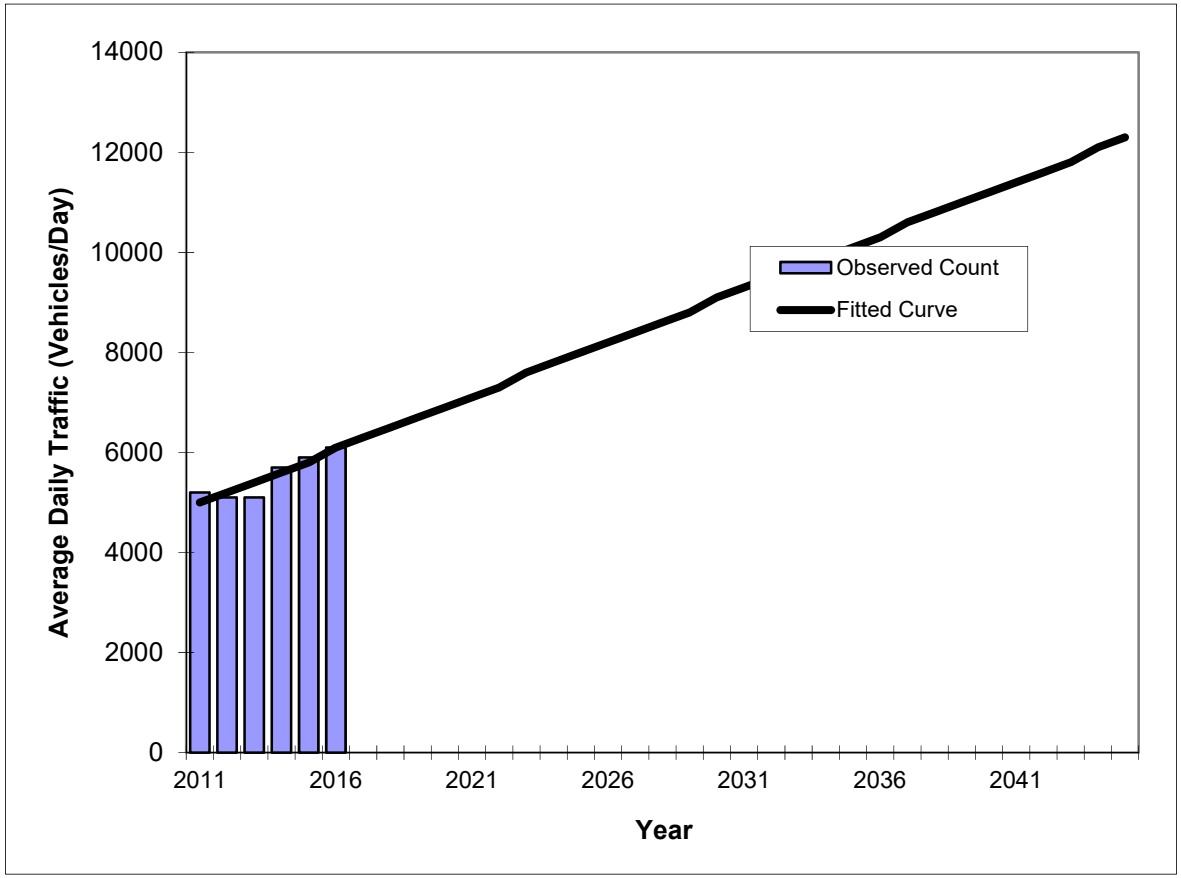
*Axle-Adjusted

# Traffic Trends - V3.0

## CHARLOTTE STREET -- 150 ft Northeast of Immokalee Drive

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 4121 |
| **Highway:** | CHARLOTTE STREET |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2011 | 5200 | 5000 |
| 2012 | 5100 | 5200 |
| 2013 | 5100 | 5400 |
| 2014 | 5700 | 5600 |
| 2015 | 5900 | 5800 |
| 2016 | 6100 | 6100 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 8000 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 10100 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 12300 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| ** Annual Trend Increase: | 214 |
| Trend R-squared: | 82.99% |
| Trend Annual Historic Growth Rate: | 4.40% |
| Trend Growth Rate (2016 to Design Year): | 3.50% |
| Printed: | 16-Nov-17 |

**Straight Line Growth Option**

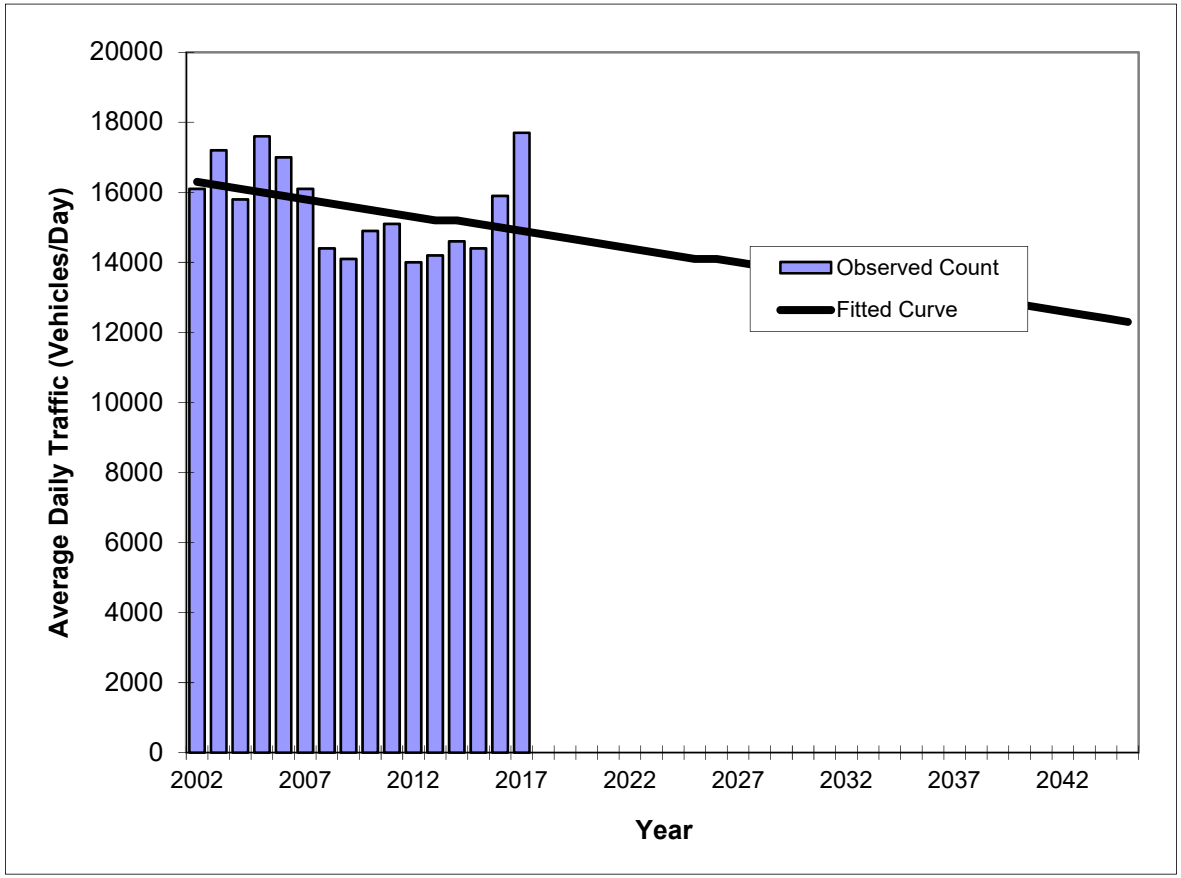
*Axle-Adjusted

# Traffic Trends - V3.0

## SR 29 -- South of CR 890/Lake Trafford Rd

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 0038 |
| **Highway:** | SR 29 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2002 | 16100 | 16300 |
| 2003 | 17200 | 16200 |
| 2004 | 15800 | 16100 |
| 2005 | 17600 | 16000 |
| 2006 | 17000 | 15900 |
| 2007 | 16100 | 15800 |
| 2008 | 14400 | 15700 |
| 2009 | 14100 | 15600 |
| 2010 | 14900 | 15500 |
| 2011 | 15100 | 15400 |
| 2012 | 14000 | 15300 |
| 2013 | 14200 | 15200 |
| 2014 | 14600 | 15200 |
| 2015 | 14400 | 15100 |
| 2016 | 15900 | 15000 |
| 2017 | 17700 | 14900 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 14100 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 13200 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 12300 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|---|---|
| ** Annual Trend Increase: | -92 |
| Trend R-squared: | 11.52% |
| Trend Annual Historic Growth Rate: | -0.57% |
| Trend Growth Rate (2017 to Design Year): | -0.62% |
| Printed: | 16-Nov-17 |

**Straight Line Growth Option**

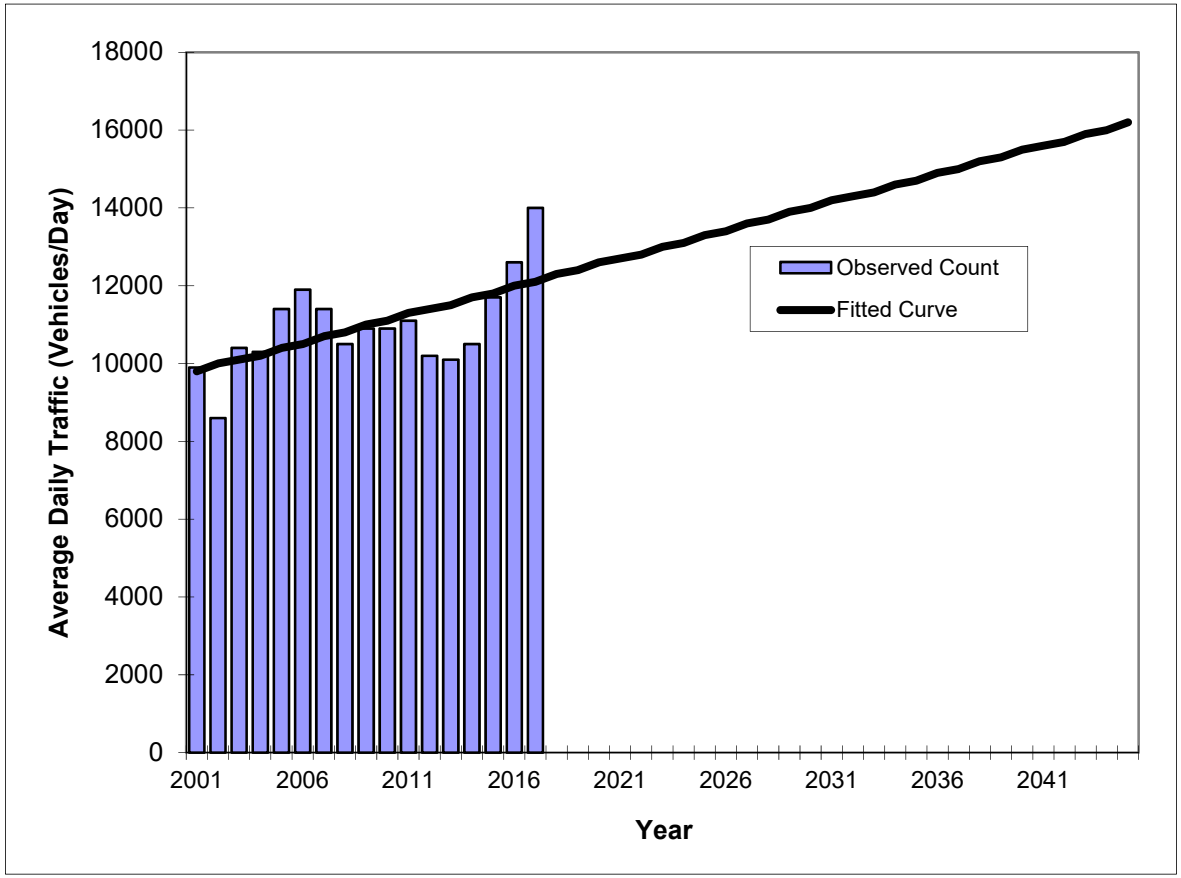
*Axle-Adjusted

# Traffic Trends - V3.0

## SR 29 -- North of CR 890/Lake Trafford Road

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 0001 |
| **Highway:** | SR 29 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2001 | 9900 | 9800 |
| 2002 | 8600 | 10000 |
| 2003 | 10400 | 10100 |
| 2004 | 10300 | 10200 |
| 2005 | 11400 | 10400 |
| 2006 | 11900 | 10500 |
| 2007 | 11400 | 10700 |
| 2008 | 10500 | 10800 |
| 2009 | 10900 | 11000 |
| 2010 | 10900 | 11100 |
| 2011 | 11100 | 11300 |
| 2012 | 10200 | 11400 |
| 2013 | 10100 | 11500 |
| 2014 | 10500 | 11700 |
| 2015 | 11700 | 11800 |
| 2016 | 12600 | 12000 |
| 2017 | 14000 | 12100 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 13300 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 14700 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 16200 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| ** Annual Trend Increase: | 145 |
| Trend R-squared: | 37.29% |
| Trend Annual Historic Growth Rate: | 1.47% |
| Trend Growth Rate (2017 to Design Year): | 1.21% |
| Printed: | 16-Nov-17 |

**Straight Line Growth Option**

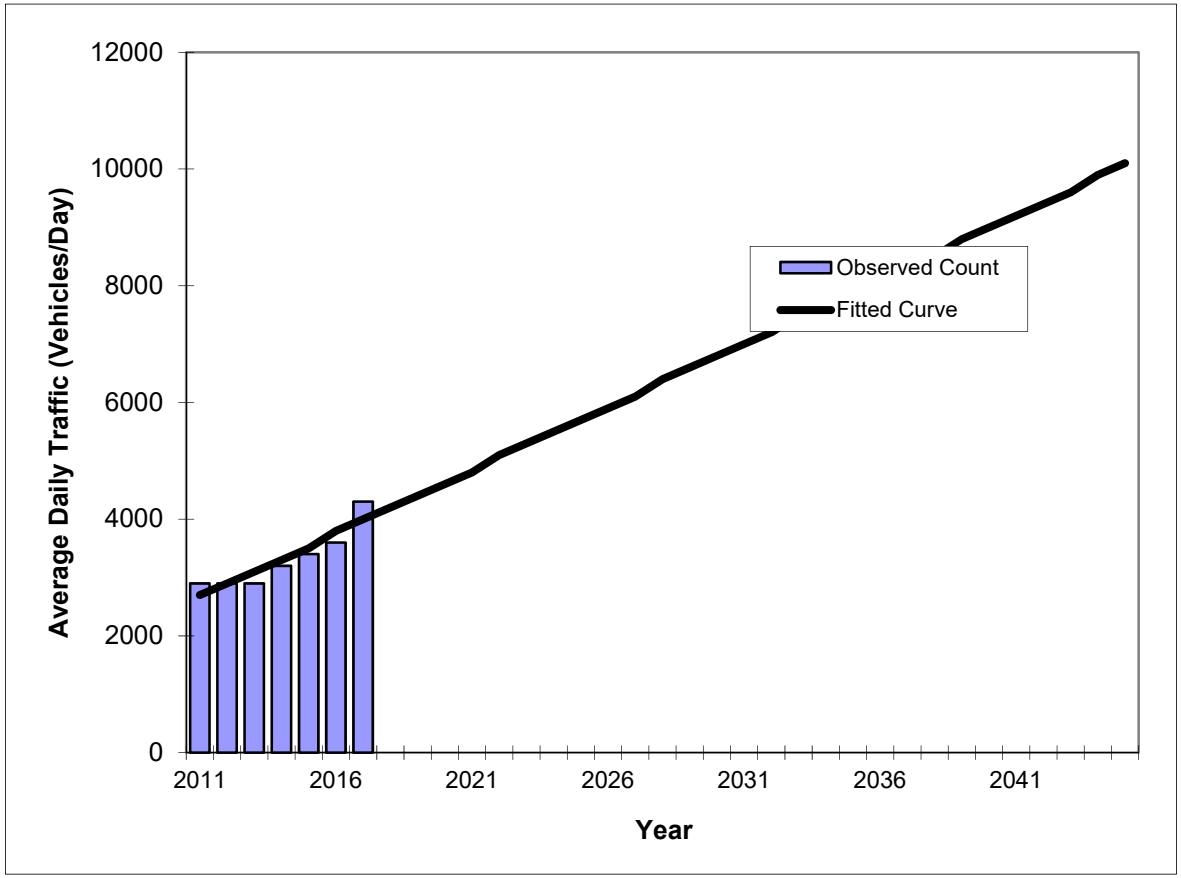
*Axle-Adjusted

# Traffic Trends - V3.0

## WESTCLOX ROAD -- 300 ft East of Carson Road

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 4117 |
| **Highway:** | WESTCLOX ROAD |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2011 | 2900 | 2700 |
| 2012 | 2900 | 2900 |
| 2013 | 2900 | 3100 |
| 2014 | 3200 | 3300 |
| 2015 | 3400 | 3500 |
| 2016 | 3600 | 3800 |
| 2017 | 4300 | 4000 |
| **2025 Opening Year Trend** | | |
| 2025 | N/A | 5700 |
| **2035 Mid-Year Trend** | | |
| 2035 | N/A | 7900 |
| **2045 Design Year Trend** | | |
| 2045 | N/A | 10100 |
| **TRANPLAN Forecasts/Trends** | | |

*Axle-Adjusted

| | |
|---|---|
| ** Annual Trend Increase: | 218 |
| Trend R-squared: | 83.66% |
| Trend Annual Historic Growth Rate: | 8.02% |
| Trend Growth Rate (2017 to Design Year): | 5.45% |
| Printed: | 16-Nov-17 |

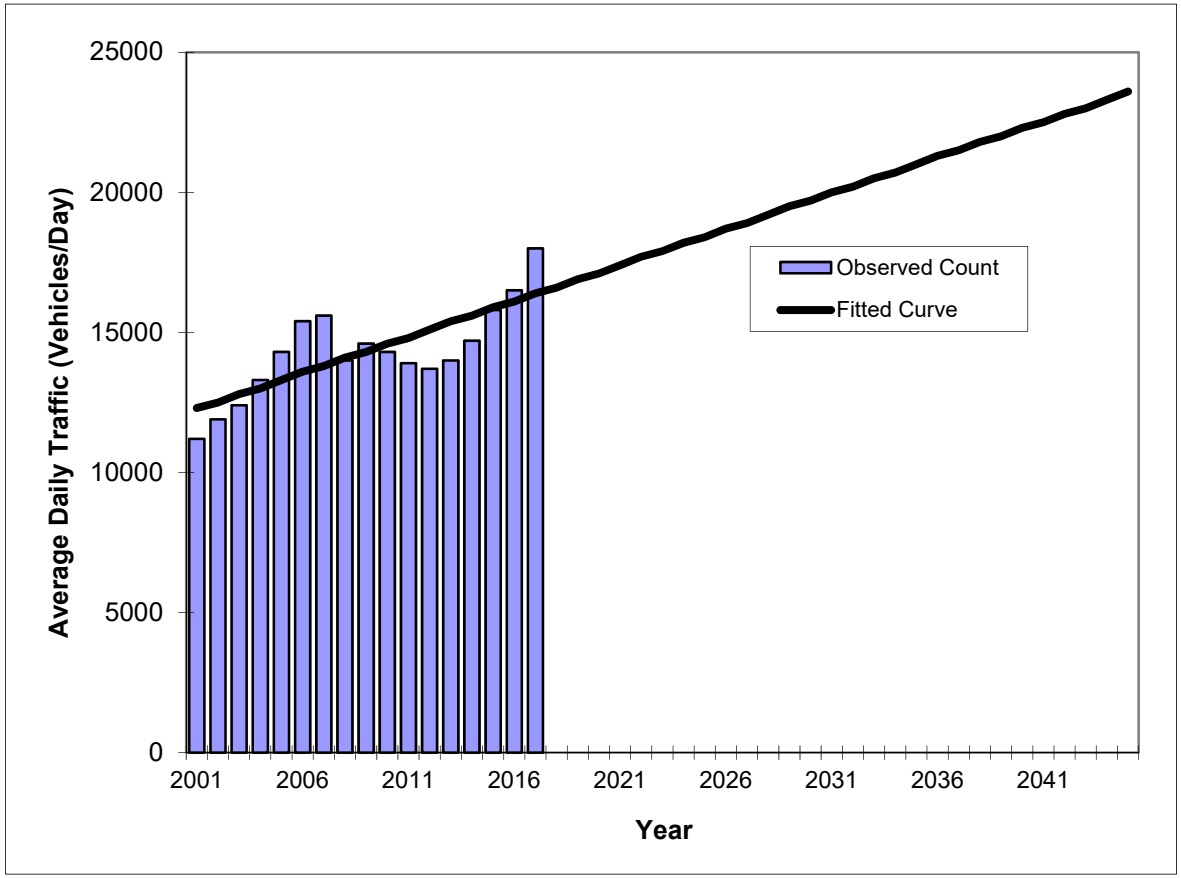
**Straight Line Growth Option**

# Traffic Trends - V3.0

## SR 29 -- 0.4 MI South of SR 82

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 0143 |
| **Highway:** | SR 29 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2001 | 11200 | 12300 |
| 2002 | 11900 | 12500 |
| 2003 | 12400 | 12800 |
| 2004 | 13300 | 13000 |
| 2005 | 14300 | 13300 |
| 2006 | 15400 | 13600 |
| 2007 | 15600 | 13800 |
| 2008 | 14000 | 14100 |
| 2009 | 14600 | 14300 |
| 2010 | 14300 | 14600 |
| 2011 | 13900 | 14800 |
| 2012 | 13700 | 15100 |
| 2013 | 14000 | 15400 |
| 2014 | 14700 | 15600 |
| 2015 | 15800 | 15900 |
| 2016 | 16500 | 16100 |
| 2017 | 18000 | 16400 |
| **2025 Opening Year Trend** | | |
| 2025 | N/A | 18400 |
| **2035 Mid-Year Trend** | | |
| 2035 | N/A | 21000 |
| **2045 Design Year Trend** | | |
| 2045 | N/A | 23600 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| ** Annual Trend Increase: | 256 |
| Trend R-squared: | 60.13% |
| Trend Annual Historic Growth Rate: | 2.08% |
| Trend Growth Rate (2017 to Design Year): | 1.57% |
| Printed: | 16-Nov-17 |

**Straight Line Growth Option**

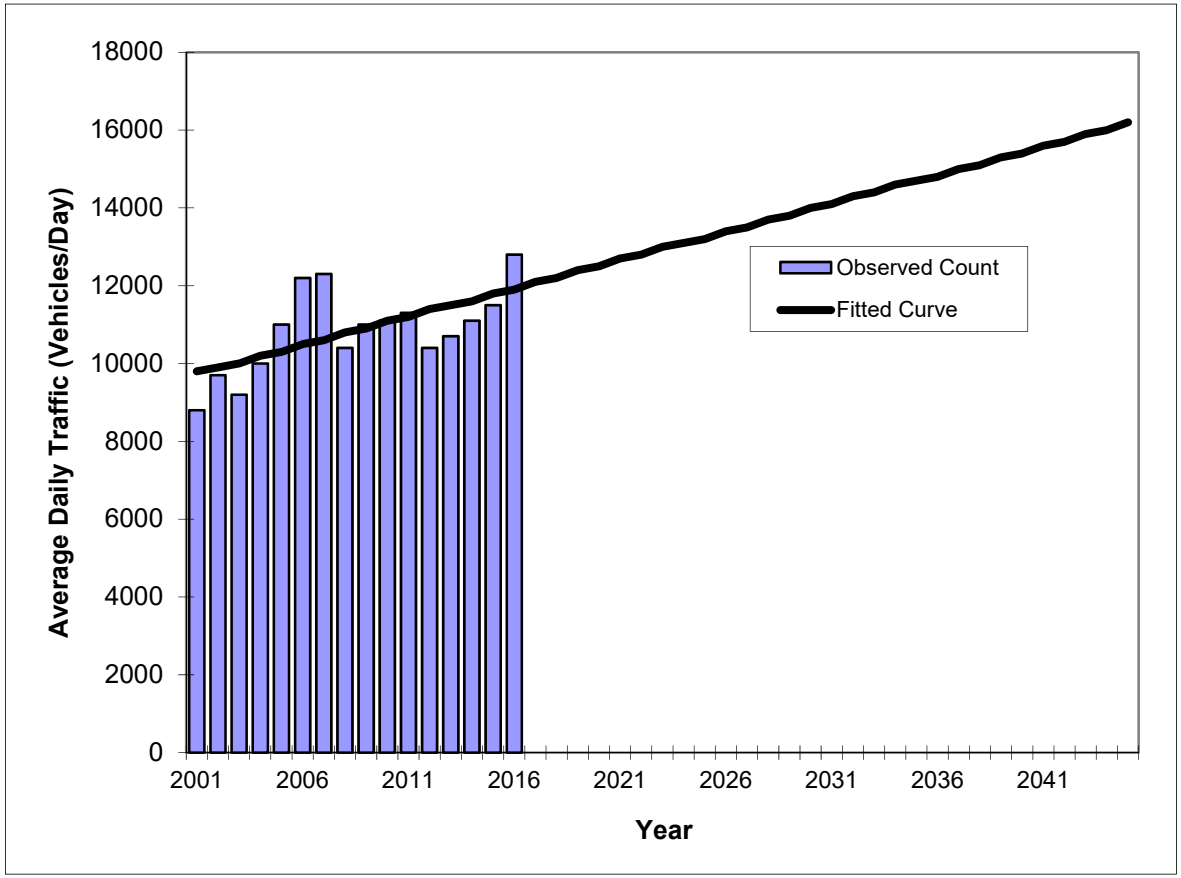
*Axle-Adjusted

# Traffic Trends - V3.0

## SR 82 -- West of SR 29

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 0200 |
| **Highway:** | SR 82 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2001 | 8800 | 9800 |
| 2002 | 9700 | 9900 |
| 2003 | 9200 | 10000 |
| 2004 | 10000 | 10200 |
| 2005 | 11000 | 10300 |
| 2006 | 12200 | 10500 |
| 2007 | 12300 | 10600 |
| 2008 | 10400 | 10800 |
| 2009 | 11000 | 10900 |
| 2010 | 11100 | 11100 |
| 2011 | 11300 | 11200 |
| 2012 | 10400 | 11400 |
| 2013 | 10700 | 11500 |
| 2014 | 11100 | 11600 |
| 2015 | 11500 | 11800 |
| 2016 | 12800 | 11900 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 13200 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 14700 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 16200 |
| TRANPLAN Forecasts/Trends | | |

*Axle-Adjusted

| | |
|---|---|
| ** Annual Trend Increase: | 145 |
| Trend R-squared: | 40.14% |
| Trend Annual Historic Growth Rate: | 1.43% |
| Trend Growth Rate (2016 to Design Year): | 1.25% |
| Printed: | 16-Nov-17 |

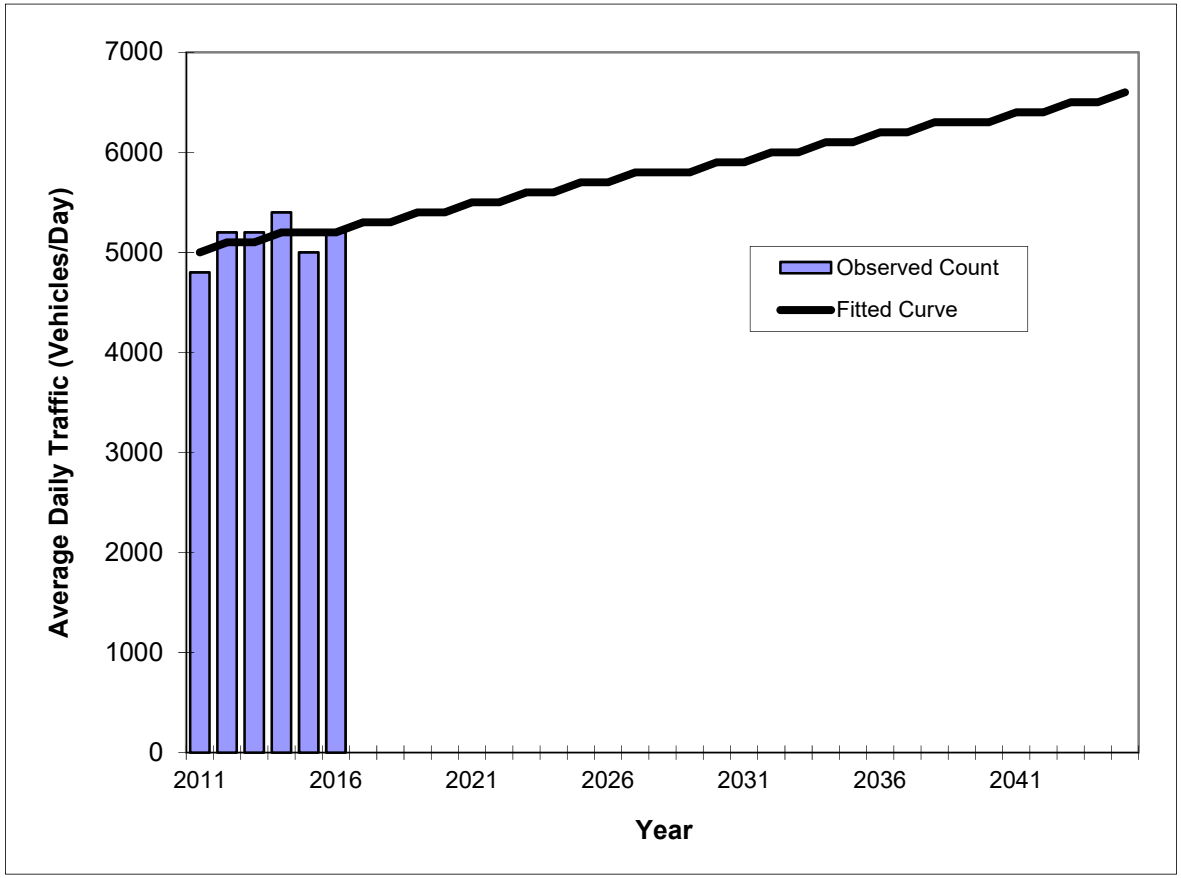
**Straight Line Growth Option**

# Traffic Trends - V3.0

## SR 29 -- North of SR 82

| | |
|---|---|
| FIN# | 0 |
| Location | 1 |

| | |
|---|---|
| **County:** | Collier (03) |
| **Station #:** | 0184 |
| **Highway:** | SR 29 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2011 | 4800 | 5000 |
| 2012 | 5200 | 5100 |
| 2013 | 5200 | 5100 |
| 2014 | 5400 | 5200 |
| 2015 | 5000 | 5200 |
| 2016 | 5200 | 5200 |
| **2025 Opening Year Trend** | | |
| 2025 | N/A | 5700 |
| **2035 Mid-Year Trend** | | |
| 2035 | N/A | 6100 |
| **2045 Design Year Trend** | | |
| 2045 | N/A | 6600 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| ** Annual Trend Increase: | 46 |
| Trend R-squared: | 17.14% |
| Trend Annual Historic Growth Rate: | 0.80% |
| Trend Growth Rate (2016 to Design Year): | 0.93% |
| Printed: | 16-Nov-17 |

**Straight Line Growth Option**

*Axle-Adjusted

# Appendix M

## Population Projection Data (BEBR)

# Projections of Florida Population by County, 2020–2045, with Estimates for 2016

| County and State | Estimates April 1, 2016 | Projections, April 1 | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2020 | 2025 | 2030 | 2035 | 2040 | 2045 |
| ALACHUA | 257,062 | | | | | | |
| Low | | 252,800 | 252,500 | 252,100 | 250,800 | 248,900 | 246,400 |
| Medium | | 265,500 | 275,200 | 283,100 | 290,300 | 296,700 | 302,700 |
| High | | 278,000 | 295,400 | 312,100 | 328,900 | 345,700 | 362,700 |
| BAKER | 26,965 | | | | | | |
| Low | | 26,200 | 26,000 | 25,800 | 25,400 | 25,000 | 24,500 |
| Medium | | 27,800 | 28,700 | 29,500 | 30,100 | 30,600 | 31,100 |
| High | | 29,400 | 31,300 | 33,200 | 35,000 | 36,800 | 38,500 |
| BAY | 176,016 | | | | | | |
| Low | | 173,800 | 175,300 | 176,200 | 175,600 | 174,000 | 172,100 |
| Medium | | 184,700 | 194,600 | 202,700 | 209,400 | 215,100 | 220,700 |
| High | | 194,900 | 211,300 | 227,200 | 242,300 | 257,100 | 272,600 |
| BRADFORD | 27,440 | | | | | | |
| Low | | 27,200 | 26,600 | 25,900 | 25,200 | 24,400 | 23,700 |
| Medium | | 28,800 | 29,300 | 29,500 | 29,700 | 29,900 | 30,100 |
| High | | 30,500 | 32,000 | 33,300 | 34,600 | 35,900 | 37,200 |
| BREVARD | 568,919 | | | | | | |
| Low | | 572,500 | 583,500 | 592,900 | 596,300 | 597,700 | 598,200 |
| Medium | | 595,700 | 625,500 | 649,200 | 666,300 | 681,700 | 696,100 |
| High | | 616,900 | 661,800 | 704,000 | 741,200 | 777,800 | 815,100 |
| BROWARD | 1,854,513 | | | | | | |
| Low | | 1,865,100 | 1,901,700 | 1,933,400 | 1,952,400 | 1,962,300 | 1,969,800 |
| Medium | | 1,940,700 | 2,038,400 | 2,117,200 | 2,182,300 | 2,237,900 | 2,290,800 |
| High | | 2,010,100 | 2,156,800 | 2,295,600 | 2,426,900 | 2,553,700 | 2,684,000 |
| CALHOUN | 14,580 | | | | | | |
| Low | | 14,000 | 13,800 | 13,500 | 13,200 | 12,800 | 12,500 |
| Medium | | 14,900 | 15,200 | 15,400 | 15,600 | 15,700 | 15,900 |
| High | | 15,700 | 16,600 | 17,400 | 18,100 | 18,900 | 19,600 |
| CHARLOTTE | 170,450 | | | | | | |
| Low | | 169,300 | 171,900 | 174,000 | 174,700 | 174,400 | 173,400 |
| Medium | | 180,100 | 191,000 | 200,400 | 208,400 | 215,600 | 222,100 |
| High | | 190,000 | 207,300 | 224,300 | 241,000 | 257,700 | 274,700 |
| CITRUS | 143,054 | | | | | | |
| Low | | 141,300 | 142,000 | 142,700 | 142,500 | 141,500 | 140,000 |
| Medium | | 148,400 | 154,500 | 159,600 | 163,800 | 167,100 | 170,000 |
| High | | 155,300 | 166,000 | 176,400 | 186,300 | 195,700 | 204,900 |
| CLAY | 205,321 | | | | | | |
| Low | | 209,500 | 218,700 | 226,400 | 232,300 | 236,900 | 240,100 |
| Medium | | 223,400 | 244,200 | 262,100 | 278,700 | 294,100 | 308,300 |
| High | | 235,000 | 263,600 | 291,800 | 320,500 | 350,100 | 380,400 |
| COLLIER | 350,202 | | | | | | |
| Low | | 359,600 | 376,600 | 391,500 | 404,300 | 414,600 | 422,400 |
| Medium | | 379,200 | 413,000 | 442,000 | 469,200 | 493,800 | 516,000 |
| High | | 395,400 | 440,500 | 484,800 | 530,100 | 575,900 | 621,900 |
| COLUMBIA | 68,566 | | | | | | |
| Low | | 67,700 | 67,800 | 67,800 | 67,500 | 66,900 | 66,000 |
| Medium | | 71,100 | 73,700 | 75,800 | 77,600 | 79,100 | 80,300 |
| High | | 74,500 | 79,300 | 83,900 | 88,300 | 92,600 | 96,600 |
| DESOTO | 35,141 | | | | | | |
| Low | | 34,200 | 33,800 | 33,600 | 33,200 | 32,700 | 32,200 |
| Medium | | 35,900 | 36,700 | 37,500 | 38,200 | 38,700 | 39,200 |
| High | | 37,600 | 39,500 | 41,500 | 43,400 | 45,300 | 47,200 |
| DIXIE | 16,773 | | | | | | |
| Low | | 16,200 | 16,000 | 15,800 | 15,600 | 15,200 | 14,900 |
| Medium | | 17,200 | 17,700 | 18,100 | 18,400 | 18,700 | 18,900 |
| High | | 18,200 | 19,300 | 20,400 | 21,400 | 22,400 | 23,400 |

# Appendix N

## 2025 and 2045 Volume Development

Summary of 2045 No Build Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ New Market Road/Westclox Road | NB SR 29 | L | 76 | 21.53% | 554 | 119 | | 119 | 124 | 23.89% | 797 | 190 | | 190 |
| | | T | 244 | 69.12% | | 383 | 291 | 674 | 376 | 72.45% | | 577 | 406 | 983 |
| | | R | 33 | 9.35% | | 52 | | 52 | 19 | 3.66% | | 29 | | 29 |
| | SB SR 29 | L | 429 | 49.54% | 2,230 | 1,105 | -62 | 1,043 | 193 | 32.60% | 1,550 | 505 | 235 | 740 |
| | | T | 393 | 45.38% | | 1,012 | 62 | 1,074 | 342 | 57.77% | | 895 | -235 | 660 |
| | | R | 44 | 5.08% | | 113 | | 113 | 57 | 9.63% | | 149 | | 149 |
| | EB New Market St | L | 29 | 15.76% | 337 | 53 | 50 | 103 | 18 | 16.67% | 176 | 29 | 100 | 129 |
| | | T | 40 | 21.74% | | 73 | | 73 | 26 | 24.07% | | 42 | | 42 |
| | | R | 115 | 62.50% | | 211 | -50 | 161 | 64 | 59.26% | | 104 | | 104 |
| | WB Westclox | L | 4 | 2.13% | 812 | 17 | | 17 | 3 | 0.50% | 1,168 | 6 | 10 | 16 |
| | | T | 5 | 2.66% | | 22 | | 22 | 18 | 2.98% | | 35 | | 35 |
| | | R | 179 | 95.21% | | 773 | | 773 | 584 | 96.53% | | 1,128 | -10 | 1,118 |
| SR 29 @ CR 890 (Lake Trafford Road) | NB SR 29 | L | 181 | 48.79% | 701 | 342 | -50 | 292 | 287 | 41.41% | 1,009 | 418 | -100 | 318 |
| | | T | 175 | 47.17% | | 331 | 340 | 671 | 374 | 53.97% | | 544 | 400 | 944 |
| | | R | 15 | 4.04% | | 28 | | 28 | 32 | 4.62% | | 47 | | 47 |
| | SB SR 29 | L | 62 | 16.23% | 797 | 129 | | 129 | 26 | 4.83% | 554 | 27 | 10 | 37 |
| | | T | 277 | 72.51% | | 578 | 350 | 928 | 348 | 64.68% | | 358 | 300 | 658 |
| | | R | 43 | 11.26% | | 90 | | 90 | 164 | 30.48% | | 169 | 10 | 179 |
| | EB Lake Trafford Rd | L | 138 | 25.05% | 760 | 190 | | 190 | 149 | 27.19% | 590 | 160 | | 160 |
| | | T | 222 | 40.29% | | 306 | | 306 | 142 | 25.91% | | 153 | | 153 |
| | | R | 191 | 34.66% | | 264 | | 264 | 257 | 46.90% | | 277 | | 277 |
| | WB Lake Trafford Rd | L | 9 | 5.14% | 297 | 15 | 5 | 20 | 19 | 6.51% | 396 | 26 | 10 | 36 |
| | | T | 149 | 85.14% | | 253 | | 253 | 252 | 86.30% | | 341 | | 341 |
| | | R | 17 | 9.71% | | 29 | | 29 | 21 | 7.19% | | 28 | 10 | 38 |
| SR 29 @ Immokalee Drive | NB SR 29 | L | 63 | 15.71% | 849 | 133 | | 133 | 129 | 16.69% | 1,221 | 204 | | 204 |
| | | T | 325 | 81.05% | | 688 | 100 | 788 | 630 | 81.50% | | 995 | 30 | 1,025 |
| | | R | 13 | 3.24% | | 28 | | 28 | 14 | 1.81% | | 22 | 10 | 32 |
| | SB SR 29 | L | 118 | 17.74% | 1,009 | 179 | | 179 | 56 | 9.09% | 701 | 64 | 10 | 74 |
| | | T | 535 | 80.45% | | 812 | 100 | 912 | 537 | 87.18% | | 611 | 170 | 781 |
| | | R | 12 | 1.80% | | 18 | 5 | 23 | 23 | 3.73% | | 26 | 10 | 36 |
| | EB Immokalee Dr | L | 22 | 7.05% | 597 | 42 | | 42 | 33 | 13.69% | 483 | 66 | | 66 |
| | | T | 133 | 42.63% | | 254 | | 254 | 95 | 39.42% | | 191 | | 191 |
| | | R | 157 | 50.32% | | 300 | | 300 | 113 | 46.89% | | 227 | | 227 |
| | WB Immokalee Dr | L | 31 | 20.81% | 281 | 58 | | 58 | 21 | 7.75% | 403 | 31 | | 31 |
| | | T | 75 | 50.34% | | 141 | | 141 | 163 | 60.15% | | 242 | | 242 |
| | | R | 43 | 28.86% | | 81 | | 81 | 87 | 32.10% | | 129 | | 129 |
| SR 29 @ 9th Street | WB SR 29 | L | 4 | 1.84% | 886 | 16 | | 16 | 18 | 3.29% | 1,274 | 42 | 40 | 82 |
| | | T | 199 | 91.71% | | 812 | -80 | 732 | 490 | 89.58% | | 1,142 | -150 | 992 |
| | | R | 14 | 6.45% | | 57 | | 57 | 39 | 7.13% | | 91 | | 91 |
| | EB SR 29 | L | 11 | 1.58% | 1,221 | 19 | | 19 | 14 | 2.34% | 849 | 20 | 10 | 30 |
| | | T | 460 | 65.90% | | 805 | 240 | 1,045 | 423 | 70.62% | | 599 | 150 | 749 |
| | | R | 227 | 32.52% | | 397 | -100 | 297 | 162 | 27.05% | | 230 | | 230 |
| | NB 9th St | L | 157 | 66.81% | 391 | 261 | -50 | 211 | 278 | 66.83% | 509 | 340 | | 340 |
| | | T | 70 | 29.79% | | 116 | | 116 | 117 | 28.13% | | 143 | | 143 |
| | | R | 8 | 3.40% | | 13 | 50 | 63 | 21 | 5.05% | | 26 | 10 | 36 |
| | SB 9th St | L | 30 | 21.43% | 232 | 50 | 30 | 80 | 31 | 24.41% | 137 | 34 | 20 | 54 |
| | | T | 95 | 67.86% | | 157 | | 157 | 70 | 55.12% | | 76 | 30 | 106 |
| | | R | 15 | 10.71% | | 25 | | 25 | 26 | 20.47% | | 28 | 10 | 38 |
| SR 29 @ 1st Street | WB SR 29 | L | 65 | 36.11% | 923 | 333 | | 333 | 104 | 24.47% | 1,328 | 325 | | 325 |
| | | T | 96 | 53.33% | | 492 | 0 | 492 | 268 | 63.06% | | 837 | 0 | 837 |
| | | R | 19 | 10.56% | | 97 | | 97 | 53 | 12.47% | | 166 | -50 | 116 |
| | EB SR 29 | L | 52 | 10.92% | 1,274 | 139 | -50 | 89 | 58 | 13.55% | 886 | 120 | -30 | 90 |
| | | T | 267 | 56.09% | | 715 | 50 | 765 | 190 | 44.39% | | 393 | 120 | 513 |
| | | R | 157 | 32.98% | | 420 | | 420 | 180 | 42.06% | | 372 | -100 | 272 |
| | NB 1st St | L | 113 | 26.40% | 1,042 | 275 | | 275 | 217 | 35.34% | 1,388 | 490 | -150 | 340 |
| | | T | 250 | 58.41% | | 609 | -250 | 359 | 334 | 54.40% | | 755 | -200 | 555 |
| | | R | 65 | 15.19% | | 158 | 250 | 408 | 63 | 10.26% | | 142 | 150 | 292 |
| | SB 1st St | L | 82 | 22.10% | 584 | 129 | | 129 | 29 | 10.21% | 406 | 41 | | 41 |
| | | T | 278 | 74.93% | | 438 | | 438 | 216 | 76.06% | | 309 | | 309 |
| | | R | 11 | 2.96% | | 17 | 40 | 57 | 39 | 13.73% | | 56 | | 56 |
| SR 29 @ CR 29A/New Market Road | WB SR 29 | T | 182 | 62.54% | 1,292 | 808 | -15 | 793 | 415 | 53.48% | 1,859 | 994 | 120 | 1,114 |
| | | R | 109 | 37.46% | | 484 | 15 | 499 | 361 | 46.52% | | 865 | -120 | 745 |
| | EB SR 29 | L | 12 | 3.03% | 1,328 | 40 | 50 | 90 | 42 | 15.33% | 923 | 141 | -36 | 105 |
| | | T | 384 | 96.97% | | 1,287 | -150 | 1,137 | 232 | 84.67% | | 781 | 15 | 796 |
| | SB New Market Rd | L | 245 | 98.39% | 850 | 836 | -100 | 736 | 153 | 90.00% | 590 | 531 | -50 | 481 |
| | | R | 4 | 1.61% | | 14 | 100 | 114 | 17 | 10.00% | | 59 | 50 | 109 |

Summary of 2045 No Build Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ CR 846/Airport Road | WB SR 29 | T | 236 | 94.40% | 812 | 766 | 191 | 957 | 514 | 95.90% | 1,168 | 1,120 | 28 | 1,148 |
| | | R | 14 | 5.60% | | 45 | 150 | 195 | 22 | 4.10% | | 48 | 50 | 98 |
| | EB SR 29 | L | 212 | 34.30% | 1,859 | 638 | 70 | 708 | 120 | 29.20% | 1,292 | 377 | -30 | 347 |
| | | T | 406 | 65.70% | | 1,221 | -70 | 1,151 | 291 | 70.80% | | 914 | 30 | 944 |
| | SB CR 846 | L | 23 | 24.73% | 444 | 110 | | 110 | 18 | 6.67% | 906 | 60 | 135 | 195 |
| | | R | 70 | 75.27% | | 334 | | 334 | 252 | 93.33% | | 845 | -135 | 710 |
| SR 29 @ Farm Worker Way | NB SR 29 | L | 24 | 18.32% | 545 | 100 | 0 | 100 | 3 | 0.82% | 785 | 6 | 10 | 16 |
| | | T | 105 | 80.15% | | 437 | 220 | 657 | 360 | 98.90% | | 776 | 0 | 776 |
| | | R | 2 | 1.53% | | 8 | 10 | 18 | 1 | 0.27% | | 2 | 10 | 12 |
| | SB SR 29 | L | 51 | 13.14% | 1,168 | 154 | -50 | 104 | 88 | 34.78% | 812 | 282 | -150 | 132 |
| | | T | 241 | 62.11% | | 726 | 50 | 776 | 141 | 55.73% | | 452 | 220 | 672 |
| | | R | 96 | 24.74% | | 289 | -100 | 189 | 24 | 9.49% | | 77 | | 77 |
| | EB Farm Worker Way | L | 63 | 60.00% | 36 | 21 | 70 | 91 | 28 | 75.68% | 54 | 41 | 80 | 121 |
| | | T | 25 | 23.81% | | 9 | 30 | 39 | 4 | 10.81% | | 6 | 10 | 16 |
| | | R | 17 | 16.19% | | 6 | 20 | 26 | 5 | 13.51% | | 7 | 50 | 57 |
| | WB Farm Worker Way | L | 5 | 4.59% | 138 | 6 | 10 | 16 | 3 | 2.80% | 150 | 4 | 10 | 14 |
| | | T | 32 | 29.36% | | 41 | | 41 | 5 | 4.67% | | 7 | 10 | 17 |
| | | R | 72 | 66.06% | | 91 | | 91 | 99 | 92.52% | | 139 | | 139 |
| SR 29 @ Oil Well Road | NB SR 29 | L | 14 | 21.21% | 506 | 107 | | 107 | 118 | 30.26% | 729 | 220 | -50 | 170 |
| | | T | 42 | 63.64% | | 322 | 150 | 472 | 263 | 67.44% | | 491 | 100 | 591 |
| | | R | 10 | 15.15% | | 77 | | 77 | 9 | 2.31% | | 17 | 5 | 22 |
| | SB SR 29 | L | 52 | 31.71% | 785 | 249 | -160 | 89 | 14 | 13.33% | 545 | 73 | | 73 |
| | | T | 107 | 65.24% | | 512 | 81 | 593 | 87 | 82.86% | | 452 | 70 | 522 |
| | | R | 5 | 3.05% | | 24 | | 24 | 4 | 3.81% | | 21 | | 21 |
| | EB Oil Well Rd | L | 4 | 5.19% | 146 | 8 | 50 | 58 | 6 | 11.54% | 63 | 7 | 10 | 17 |
| | | T | 15 | 19.48% | | 28 | | 28 | 9 | 17.31% | | 11 | 10 | 21 |
| | | R | 58 | 75.32% | | 110 | | 110 | 37 | 71.15% | | 45 | 10 | 55 |
| | WB Oil Well Rd | L | 18 | 54.55% | 14 | 8 | 20 | 28 | 14 | 21.21% | 49 | 10 | 15 | 25 |
| | | T | 8 | 24.24% | | 3 | 15 | 18 | 13 | 19.70% | | 10 | 15 | 25 |
| | | R | 7 | 21.21% | | 3 | 50 | 53 | 39 | 59.09% | | 29 | 30 | 59 |
| New Market Road @ Charlotte Street | NB New Market Rd | L | 37 | 20.22% | 590 | 119 | | 119 | 63 | 13.79% | 850 | 117 | | 117 |
| | | T | 143 | 78.14% | | 461 | 50 | 511 | 390 | 85.34% | | 725 | 40 | 765 |
| | | R | 3 | 1.64% | | 10 | 5 | 15 | 4 | 0.88% | | 7 | 10 | 17 |
| | SB New Market Rd | L | 7 | 1.33% | 1,168 | 16 | | 16 | 7 | 1.94% | 812 | 16 | 10 | 26 |
| | | T | 303 | 57.50% | | 672 | 20 | 692 | 207 | 57.34% | | 465 | 20 | 485 |
| | | R | 217 | 41.18% | | 481 | | 481 | 147 | 40.72% | | 331 | | 331 |
| | EB Charlotte St | L | 122 | 63.54% | 260 | 165 | 60 | 225 | 254 | 83.83% | 307 | 257 | 15 | 272 |
| | | T | 19 | 9.90% | | 26 | | 26 | 12 | 3.96% | | 12 | 10 | 22 |
| | | R | 51 | 26.56% | | 69 | 60 | 129 | 37 | 12.21% | | 37 | 10 | 47 |
| | WB Charlotte St | L | 2 | 8.00% | 38 | 3 | 12 | 15 | 11 | 17.74% | 79 | 14 | 10 | 24 |
| | | T | 23 | 92.00% | | 35 | | 35 | 47 | 75.81% | | 60 | | 60 |
| | | R | 0 | 0.00% | | 0 | 10 | 10 | 4 | 6.45% | | 5 | 10 | 15 |

Summary of 2045 Central Alternative #1 Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ SR 29 Bypass | NB SR 29 | T | | 98.00% | 738 | 723 | -6 | 717 | | 98.00% | 1,062 | 1,041 | -9 | 1,032 |
| | | R | | 2.00% | | 15 | | 15 | | 2.00% | | 21 | | 21 |
| | SB SR 29 | L | | 52.00% | 2,177 | 1,132 | 21 | 1,153 | | 52.00% | 1,513 | 787 | 4 | 791 |
| | | T | | 48.00% | | 1,045 | -21 | 1,024 | | 48.00% | | 726 | -4 | 722 |
| | WB SR 29 Bypass | L | | 2.00% | 812 | 16 | | 16 | | 2.00% | 1,168 | 23 | | 23 |
| | | R | | 98.00% | | 796 | | 796 | | 98.00% | | 1,145 | | 1,145 |
| SR 29 @ New Market Road/Westclox Road | NB SR 29 | L | 76 | 21.53% | 480 | 103 | | 103 | 124 | 23.89% | 690 | 165 | | 165 |
| | | T | 244 | 69.12% | | 332 | 85 | 417 | 376 | 72.45% | | 500 | 190 | 690 |
| | | R | 33 | 9.35% | | 45 | | 45 | 19 | 3.66% | | 25 | | 25 |
| | SB SR 29 | L | 429 | 49.54% | 1,062 | 526 | -357 | 169 | 193 | 32.60% | 738 | 241 | -109 | 132 |
| | | T | 393 | 45.38% | | 482 | 280 | 762 | 342 | 57.77% | | 426 | | 426 |
| | | R | 44 | 5.08% | | 54 | | 54 | 57 | 9.63% | | 71 | 50 | 121 |
| | EB New Market St | L | 29 | 15.76% | 337 | 53 | 50 | 103 | 18 | 16.67% | 176 | 29 | 100 | 129 |
| | | T | 40 | 21.74% | | 73 | | 73 | 26 | 24.07% | | 42 | | 42 |
| | | R | 115 | 62.50% | | 211 | -50 | 161 | 64 | 59.26% | | 104 | | 104 |
| | WB Westclox | L | 4 | 2.13% | 199 | 4 | 15 | 19 | 3 | 0.50% | 287 | 1 | 40 | 41 |
| | | T | 5 | 2.66% | | 5 | 15 | 20 | 18 | 2.98% | | 9 | 60 | 69 |
| | | R | 179 | 95.21% | | 190 | -30 | 160 | 584 | 96.53% | | 277 | -100 | 177 |
| SR 29 @ CR 890 (Lake Trafford Road) | NB SR 29 | L | 181 | 48.79% | 517 | 252 | 30 | 282 | 287 | 41.41% | 743 | 308 | | 308 |
| | | T | 175 | 47.17% | | 244 | 170 | 414 | 374 | 53.97% | | 401 | 200 | 601 |
| | | R | 15 | 4.04% | | 21 | 5 | 26 | 32 | 4.62% | | 34 | | 34 |
| | SB SR 29 | L | 62 | 16.23% | 690 | 112 | | 112 | 26 | 4.83% | 480 | 23 | 15 | 38 |
| | | T | 277 | 72.51% | | 501 | 180 | 681 | 348 | 64.68% | | 310 | -20 | 290 |
| | | R | 43 | 11.26% | | 78 | | 78 | 164 | 30.48% | | 146 | 30 | 176 |
| | EB Lake Trafford Rd | L | 138 | 25.05% | 710 | 178 | | 178 | 149 | 27.19% | 550 | 150 | 30 | 180 |
| | | T | 222 | 40.29% | | 286 | | 286 | 142 | 25.91% | | 143 | 25 | 168 |
| | | R | 191 | 34.66% | | 246 | | 246 | 257 | 46.90% | | 258 | 35 | 293 |
| | WB Lake Trafford Rd | L | 9 | 5.14% | 297 | 15 | 5 | 20 | 19 | 6.51% | 396 | 26 | 10 | 36 |
| | | T | 149 | 85.14% | | 253 | | 253 | 252 | 86.30% | | 341 | | 341 |
| | | R | 17 | 9.71% | | 29 | | 29 | 21 | 7.19% | | 28 | 10 | 38 |
| SR 29 @ Immokalee Drive | NB SR 29 | L | 63 | 15.71% | 738 | 116 | | 116 | 129 | 16.69% | 1,062 | 177 | | 177 |
| | | T | 325 | 81.05% | | 598 | 50 | 648 | 630 | 81.50% | | 866 | -50 | 816 |
| | | R | 13 | 3.24% | | 24 | | 24 | 14 | 1.81% | | 19 | 20 | 39 |
| | SB SR 29 | L | 118 | 17.74% | 743 | 132 | | 132 | 56 | 9.09% | 517 | 47 | 20 | 67 |
| | | T | 535 | 80.45% | | 598 | 160 | 758 | 537 | 87.18% | | 450 | 50 | 500 |
| | | R | 12 | 1.80% | | 13 | 10 | 23 | 23 | 3.73% | | 19 | 20 | 39 |
| | EB Immokalee Dr | L | 22 | 7.05% | 547 | 39 | | 39 | 33 | 13.69% | 443 | 61 | | 61 |
| | | T | 133 | 42.63% | | 233 | | 233 | 95 | 39.42% | | 175 | | 175 |
| | | R | 157 | 50.32% | | 275 | | 275 | 113 | 46.89% | | 208 | | 208 |
| | WB Immokalee Dr | L | 31 | 20.81% | 281 | 58 | | 58 | 21 | 7.75% | 403 | 31 | | 31 |
| | | T | 75 | 50.34% | | 141 | | 141 | 163 | 60.15% | | 242 | | 242 |
| | | R | 43 | 28.86% | | 81 | | 81 | 87 | 32.10% | | 129 | | 129 |
| SR 29 @ 9th Street | WB SR 29 | L | 4 | 1.84% | 701 | 13 | 5 | 18 | 18 | 3.29% | 1,009 | 33 | 50 | 83 |
| | | T | 199 | 91.71% | | 643 | -50 | 593 | 490 | 89.58% | | 904 | -180 | 724 |
| | | R | 14 | 6.45% | | 45 | | 45 | 39 | 7.13% | | 72 | 20 | 92 |
| | EB SR 29 | L | 11 | 1.58% | 1,062 | 17 | | 17 | 14 | 2.34% | 738 | 17 | 10 | 27 |
| | | T | 460 | 65.90% | | 700 | 40 | 740 | 423 | 70.62% | | 521 | 80 | 601 |
| | | R | 227 | 32.52% | | 345 | -50 | 295 | 162 | 27.05% | | 200 | | 200 |
| | NB 9th St | L | 157 | 66.81% | 391 | 261 | -50 | 211 | 278 | 66.83% | 509 | 340 | | 340 |
| | | T | 70 | 29.79% | | 116 | | 116 | 117 | 28.13% | | 143 | | 143 |
| | | R | 8 | 3.40% | | 13 | 50 | 63 | 21 | 5.05% | | 26 | 10 | 36 |
| | SB 9th St | L | 30 | 21.43% | 232 | 50 | 30 | 80 | 31 | 24.41% | 137 | 34 | 20 | 54 |
| | | T | 95 | 67.86% | | 157 | | 157 | 70 | 55.12% | | 76 | 30 | 106 |
| | | R | 15 | 10.71% | | 25 | | 25 | 26 | 20.47% | | 28 | 10 | 38 |
| SR 29 @ 1st Street | WB SR 29 | L | 65 | 36.11% | 738 | 267 | 50 | 317 | 104 | 24.47% | 1,062 | 260 | 50 | 310 |
| | | T | 96 | 53.33% | | 394 | -20 | 374 | 268 | 63.06% | | 670 | -130 | 540 |
| | | R | 19 | 10.56% | | 78 | | 78 | 53 | 12.47% | | 132 | | 132 |
| | EB SR 29 | L | 52 | 10.92% | 1,009 | 110 | -30 | 80 | 58 | 13.55% | 701 | 95 | | 95 |
| | | T | 267 | 56.09% | | 566 | -100 | 466 | 190 | 44.39% | | 311 | 60 | 371 |
| | | R | 157 | 32.98% | | 333 | 60 | 393 | 180 | 42.06% | | 295 | | 295 |
| | NB 1st St | L | 113 | 26.40% | 1,042 | 275 | | 275 | 217 | 35.34% | 1,388 | 490 | -150 | 340 |
| | | T | 250 | 58.41% | | 609 | -300 | 309 | 334 | 54.40% | | 755 | -200 | 555 |
| | | R | 65 | 15.19% | | 158 | 250 | 408 | 63 | 10.26% | | 142 | 150 | 292 |
| | SB 1st St | L | 82 | 22.10% | 637 | 141 | | 141 | 29 | 10.21% | 443 | 45 | | 45 |
| | | T | 278 | 74.93% | | 477 | | 477 | 216 | 76.06% | | 337 | | 337 |
| | | R | 11 | 2.96% | | 19 | 40 | 59 | 39 | 13.73% | | 61 | | 61 |
| SR 29 @ CR 29A/New Market Road | WB SR 29 | T | 182 | 62.54% | 1,328 | 831 | -185 | 646 | 415 | 53.48% | 1,912 | 1,022 | -150 | 872 |
| | | R | 109 | 37.46% | | 498 | 185 | 683 | 361 | 46.52% | | 889 | 150 | 1,039 |
| | EB SR 29 | L | 12 | 3.03% | 1,062 | 32 | 130 | 162 | 42 | 15.33% | 738 | 113 | 70 | 183 |
| | | T | 384 | 96.97% | | 1,030 | -185 | 845 | 232 | 84.67% | | 625 | 0 | 625 |
| | SB New Market Rd | L | 245 | 98.39% | 1,221 | 1,202 | -150 | 1,052 | 153 | 90.00% | 849 | 764 | -80 | 684 |
| | | R | 4 | 1.61% | | 20 | 150 | 170 | 17 | 10.00% | | 85 | 80 | 165 |

Summary of 2045 Central Alternative #1 Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ CR 846/Airport Road/13th Street | WB SR 29 | L | 0 | 0.00% | 849 | 0 | 10 | 10 | 0 | 0.00% | 1,221 | 0 | 10 | 10 |
| | | T | 236 | 94.40% | | 801 | 174 | 975 | 514 | 95.90% | | 1,171 | 28 | 1,199 |
| | | R | 14 | 5.60% | | 48 | 150 | 198 | 22 | 4.10% | | 50 | 60 | 110 |
| | EB SR 29 | L | 212 | 33.87% | 1,912 | 647 | 50 | 697 | 120 | 29.13% | 1,328 | 387 | -50 | 337 |
| | | T | 406 | 64.86% | | 1,240 | -50 | 1,190 | 291 | 70.63% | | 938 | 40 | 978 |
| | | R | 8 | 1.28% | | 24 | | 24 | 1 | 0.24% | | 3 | 10 | 13 |
| | NB 13th St | L | 6 | 75.00% | 12 | 9 | 10 | 19 | 12 | 100.00% | 17 | 17 | | 17 |
| | | T | 0 | 0.00% | | 0 | 10 | 10 | 0 | 0.00% | | 0 | 10 | 10 |
| | | R | 2 | 25.00% | | 3 | 10 | 13 | 0 | 0.00% | | 0 | 10 | 10 |
| | SB CR 846 | L | 23 | 24.73% | 444 | 110 | | 110 | 18 | 6.67% | 906 | 60 | 130 | 190 |
| | | T | 0 | 0.00% | | 0 | 10 | 10 | 0 | 0.00% | | 0 | 10 | 10 |
| | | R | 70 | 75.27% | | 334 | | 334 | 252 | 93.33% | | 845 | -150 | 695 |
| SR 29 @ Farm Worker Way | NB SR 29 | L | 24 | 18.32% | 584 | 107 | | 107 | 3 | 0.82% | 841 | 7 | 10 | 17 |
| | | T | 105 | 80.15% | | 468 | 200 | 668 | 360 | 98.90% | | 832 | -50 | 782 |
| | | R | 2 | 1.53% | | 9 | 10 | 19 | 1 | 0.27% | | 2 | 10 | 12 |
| | SB SR 29 | L | 51 | 13.14% | 1,221 | 161 | -50 | 111 | 88 | 34.78% | 849 | 295 | -150 | 145 |
| | | T | 241 | 62.11% | | 759 | 50 | 809 | 141 | 55.73% | | 473 | 220 | 693 |
| | | R | 96 | 24.74% | | 302 | -100 | 202 | 24 | 9.49% | | 81 | | 81 |
| | EB Farm Worker Way | L | 63 | 60.00% | 36 | 21 | 70 | 91 | 28 | 75.68% | 54 | 41 | 80 | 121 |
| | | T | 25 | 23.81% | | 9 | 30 | 39 | 4 | 10.81% | | 6 | 10 | 16 |
| | | R | 17 | 16.19% | | 6 | 20 | 26 | 5 | 13.51% | | 7 | 50 | 57 |
| | WB Farm Worker Way | L | 5 | 4.59% | 138 | 6 | 10 | 16 | 3 | 2.80% | 150 | 4 | 10 | 14 |
| | | T | 32 | 29.36% | | 41 | | 41 | 5 | 4.67% | | 7 | 10 | 17 |
| | | R | 72 | 66.06% | | 91 | | 91 | 99 | 92.52% | | 139 | | 139 |
| SR 29 @ Oil Well Road | NB SR 29 | L | 14 | 21.21% | 506 | 107 | | 107 | 118 | 30.26% | 729 | 220 | -50 | 170 |
| | | T | 42 | 63.64% | | 322 | 150 | 472 | 263 | 67.44% | | 491 | 100 | 591 |
| | | R | 10 | 15.15% | | 77 | | 77 | 9 | 2.31% | | 17 | 5 | 22 |
| | SB SR 29 | L | 52 | 31.71% | 841 | 267 | -180 | 87 | 14 | 13.33% | 584 | 78 | | 78 |
| | | T | 107 | 65.24% | | 549 | 44 | 593 | 87 | 82.86% | | 484 | 50 | 534 |
| | | R | 5 | 3.05% | | 26 | | 26 | 4 | 3.81% | | 22 | | 22 |
| | EB Oil Well Rd | L | 4 | 5.19% | 146 | 8 | 50 | 58 | 6 | 11.54% | 63 | 7 | 10 | 17 |
| | | T | 15 | 19.48% | | 28 | | 28 | 9 | 17.31% | | 11 | 10 | 21 |
| | | R | 58 | 75.32% | | 110 | | 110 | 37 | 71.15% | | 45 | 10 | 55 |
| | WB Oil Well Rd | L | 18 | 54.55% | 14 | 8 | 20 | 28 | 14 | 21.21% | 49 | 10 | 15 | 25 |
| | | T | 8 | 24.24% | | 3 | 15 | 18 | 13 | 19.70% | | 10 | 15 | 25 |
| | | R | 7 | 21.21% | | 3 | 30 | 33 | 39 | 59.09% | | 29 | 30 | 59 |
| New Market Road @ Charlotte Street | NB New Market Rd | L | 37 | 20.22% | 849 | 172 | -50 | 122 | 63 | 13.79% | 1,221 | 168 | -50 | 118 |
| | | T | 143 | 78.14% | | 663 | 100 | 763 | 390 | 85.34% | | 1,042 | 120 | 1,162 |
| | | R | 3 | 1.64% | | 14 | | 14 | 4 | 0.88% | | 11 | 10 | 21 |
| | SB New Market Rd | L | 7 | 1.33% | 1,487 | 20 | | 20 | 7 | 1.94% | 1,033 | 20 | | 20 |
| | | T | 303 | 57.50% | | 855 | 150 | 1,005 | 207 | 57.34% | | 592 | 120 | 712 |
| | | R | 217 | 41.18% | | 612 | -200 | 412 | 147 | 40.72% | | 421 | -150 | 271 |
| | EB Charlotte St | L | 122 | 63.54% | 454 | 289 | | 289 | 254 | 83.83% | 536 | 449 | | 449 |
| | | T | 19 | 9.90% | | 45 | | 45 | 12 | 3.96% | | 21 | 10 | 31 |
| | | R | 51 | 26.56% | | 121 | | 121 | 37 | 12.21% | | 65 | | 65 |
| | WB Charlotte St | L | 2 | 8.00% | 38 | 3 | | 3 | 11 | 17.74% | 79 | 14 | 10 | 24 |
| | | T | 23 | 92.00% | | 35 | | 35 | 47 | 75.81% | | 60 | | 60 |
| | | R | 0 | 0.00% | | 0 | 10 | 10 | 4 | 6.45% | | 5 | 10 | 15 |

Summary of 2045 Central Alternative #2 Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ SR 29 Bypass | NB SR 29 | T | | 98.00% | 701 | 687 | -6 | 681 | | 98.00% | 1,009 | 989 | -9 | 980 |
| | | R | | 2.00% | | 14 | | 14 | | 2.00% | | 20 | | 20 |
| | SB SR 29 | L | | 52.00% | 2,177 | 1,132 | 75 | 1,207 | | 52.00% | 1,513 | 787 | 42 | 829 |
| | | T | | 48.00% | | 1,045 | -75 | 970 | | 48.00% | | 726 | -42 | 684 |
| | WB SR 29 Bypass | L | | 2.00% | 849 | 17 | | 17 | | 2.00% | 1,221 | 24 | | 24 |
| | | R | | 98.00% | | 832 | | 832 | | 98.00% | | 1,197 | | 1,197 |
| SR 29 @ New Market Road/Westclox Road | NB SR 29 | L | 76 | 21.53% | 480 | 103 | | 103 | 124 | 23.89% | 690 | 165 | | 165 |
| | | T | 244 | 69.12% | | 332 | 85 | 417 | 376 | 72.45% | | 500 | 180 | 680 |
| | | R | 33 | 9.35% | | 45 | | 45 | 19 | 3.66% | | 25 | | 25 |
| | SB SR 29 | L | 429 | 49.54% | 1,009 | 500 | -379 | 121 | 193 | 32.60% | 701 | 229 | -130 | 99 |
| | | T | 393 | 45.38% | | 458 | 300 | 758 | 342 | 57.77% | | 405 | 30 | 435 |
| | | R | 44 | 5.08% | | 51 | | 51 | 57 | 9.63% | | 68 | 50 | 118 |
| | EB New Market St | L | 29 | 15.76% | 337 | 53 | 50 | 103 | 18 | 16.67% | 176 | 29 | 100 | 129 |
| | | T | 40 | 21.74% | | 73 | | 73 | 26 | 24.07% | | 42 | | 42 |
| | | R | 115 | 62.50% | | 211 | -50 | 161 | 64 | 59.26% | | 104 | | 104 |
| | WB Westclox | L | 4 | 2.13% | 166 | 4 | 15 | 19 | 3 | 0.50% | 239 | 1 | 40 | 41 |
| | | T | 5 | 2.66% | | 4 | 15 | 19 | 18 | 2.98% | | 7 | 60 | 67 |
| | | R | 179 | 95.21% | | 158 | -30 | 128 | 584 | 96.53% | | 231 | -100 | 131 |
| SR 29 @ CR 890 (Lake Trafford Road) | NB SR 29 | L | 181 | 48.79% | 554 | 270 | 15 | 285 | 287 | 41.41% | 797 | 330 | | 330 |
| | | T | 175 | 47.17% | | 261 | 150 | 411 | 374 | 53.97% | | 430 | 180 | 610 |
| | | R | 15 | 4.04% | | 22 | 5 | 27 | 32 | 4.62% | | 37 | | 37 |
| | SB SR 29 | L | 62 | 16.23% | 690 | 112 | | 112 | 26 | 4.83% | 480 | 23 | 15 | 38 |
| | | T | 277 | 72.51% | | 501 | 190 | 691 | 348 | 64.68% | | 310 | 0 | 310 |
| | | R | 43 | 11.26% | | 78 | | 78 | 164 | 30.48% | | 146 | 30 | 176 |
| | EB Lake Trafford Rd | L | 138 | 25.05% | 710 | 178 | | 178 | 149 | 27.19% | 550 | 150 | 30 | 180 |
| | | T | 222 | 40.29% | | 286 | | 286 | 142 | 25.91% | | 143 | 25 | 168 |
| | | R | 191 | 34.66% | | 246 | | 246 | 257 | 46.90% | | 258 | 35 | 293 |
| | WB Lake Trafford Rd | L | 9 | 5.14% | 297 | 15 | 5 | 20 | 19 | 6.51% | 396 | 26 | 10 | 36 |
| | | T | 149 | 85.14% | | 253 | | 253 | 252 | 86.30% | | 341 | | 341 |
| | | R | 17 | 9.71% | | 29 | | 29 | 21 | 7.19% | | 28 | 10 | 38 |
| SR 29 @ Immokalee Drive | NB SR 29 | L | 63 | 15.71% | 738 | 116 | | 116 | 129 | 16.69% | 1,062 | 177 | | 177 |
| | | T | 325 | 81.05% | | 598 | 50 | 648 | 630 | 81.50% | | 866 | -10 | 856 |
| | | R | 13 | 3.24% | | 24 | | 24 | 14 | 1.81% | | 19 | 20 | 39 |
| | SB SR 29 | L | 118 | 17.74% | 797 | 141 | | 141 | 56 | 9.09% | 554 | 50 | 20 | 70 |
| | | T | 535 | 80.45% | | 641 | 100 | 741 | 537 | 87.18% | | 483 | 30 | 513 |
| | | R | 12 | 1.80% | | 14 | 10 | 24 | 23 | 3.73% | | 21 | 20 | 41 |
| | EB Immokalee Dr | L | 22 | 7.05% | 547 | 39 | | 39 | 33 | 13.69% | 443 | 61 | | 61 |
| | | T | 133 | 42.63% | | 233 | | 233 | 95 | 39.42% | | 175 | | 175 |
| | | R | 157 | 50.32% | | 275 | | 275 | 113 | 46.89% | | 208 | | 208 |
| | WB Immokalee Dr | L | 31 | 20.81% | 281 | 58 | | 58 | 21 | 7.75% | 403 | 31 | | 31 |
| | | T | 75 | 50.34% | | 141 | | 141 | 163 | 60.15% | | 242 | | 242 |
| | | R | 43 | 28.86% | | 81 | | 81 | 87 | 32.10% | | 129 | | 129 |
| SR 29 @ 9th Street | WB SR 29 | L | 4 | 1.84% | 701 | 13 | 5 | 18 | 18 | 3.29% | 1,009 | 33 | 50 | 83 |
| | | T | 199 | 91.71% | | 643 | -50 | 593 | 490 | 89.58% | | 904 | -130 | 774 |
| | | R | 14 | 6.45% | | 45 | | 45 | 39 | 7.13% | | 72 | 20 | 92 |
| | EB SR 29 | L | 11 | 1.58% | 1,062 | 17 | | 17 | 14 | 2.34% | 738 | 17 | 10 | 27 |
| | | T | 460 | 65.90% | | 700 | 120 | 820 | 423 | 70.62% | | 521 | 80 | 601 |
| | | R | 227 | 32.52% | | 345 | -50 | 295 | 162 | 27.05% | | 200 | | 200 |
| | NB 9th St | L | 157 | 66.81% | 391 | 261 | -50 | 211 | 278 | 66.83% | 509 | 340 | | 340 |
| | | T | 70 | 29.79% | | 116 | | 116 | 117 | 28.13% | | 143 | | 143 |
| | | R | 8 | 3.40% | | 13 | 50 | 63 | 21 | 5.05% | | 26 | 10 | 36 |
| | SB 9th St | L | 30 | 21.43% | 232 | 50 | 30 | 80 | 31 | 24.41% | 137 | 34 | 20 | 54 |
| | | T | 95 | 67.86% | | 157 | | 157 | 70 | 55.12% | | 76 | 30 | 106 |
| | | R | 15 | 10.71% | | 25 | | 25 | 26 | 20.47% | | 28 | 10 | 38 |
| SR 29 @ 1st Street | WB SR 29 | L | 65 | 36.11% | 738 | 267 | 50 | 317 | 104 | 24.47% | 1,062 | 260 | 50 | 310 |
| | | T | 96 | 53.33% | | 394 | -20 | 374 | 268 | 63.06% | | 670 | -50 | 620 |
| | | R | 19 | 10.56% | | 78 | | 78 | 53 | 12.47% | | 132 | | 132 |
| | EB SR 29 | L | 52 | 10.92% | 1,009 | 110 | -30 | 80 | 58 | 13.55% | 701 | 95 | | 95 |
| | | T | 267 | 56.09% | | 566 | -10 | 556 | 190 | 44.39% | | 311 | 60 | 371 |
| | | R | 157 | 32.98% | | 333 | 60 | 393 | 180 | 42.06% | | 295 | | 295 |
| | NB 1st St | L | 113 | 26.40% | 1,042 | 275 | | 275 | 217 | 35.34% | 1,388 | 490 | -150 | 340 |
| | | T | 250 | 58.41% | | 609 | -300 | 309 | 334 | 54.40% | | 755 | -200 | 555 |
| | | R | 65 | 15.19% | | 158 | 250 | 408 | 63 | 10.26% | | 142 | 150 | 292 |
| | SB 1st St | L | 82 | 22.10% | 584 | 129 | | 129 | 29 | 10.21% | 406 | 41 | | 41 |
| | | T | 278 | 74.93% | | 438 | | 438 | 216 | 76.06% | | 309 | | 309 |
| | | R | 11 | 2.96% | | 17 | 40 | 57 | 39 | 13.73% | | 56 | | 56 |

Summary of 2045 Central Alternative #2 Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ CR 29A/New Market Road | WB SR 29 | T | 182 | 62.54% | 849 | 531 | 276 | 807 | 415 | 53.48% | 1,221 | 653 | 449 | 1,102 |
| | | R | 109 | 37.46% | | 318 | -289 | 29 | 361 | 46.52% | | 568 | -520 | 48 |
| | EB SR 29 | L | 12 | 3.03% | 1,062 | 32 | -20 | 12 | 42 | 15.33% | 738 | 113 | -100 | 13 |
| | | T | 384 | 96.97% | | 1,030 | 120 | 1,150 | 232 | 84.67% | | 625 | 180 | 805 |
| | SB New Market Rd | L | 245 | 98.39% | 58 | 57 | -10 | 47 | 153 | 90.00% | 41 | 37 | -10 | 27 |
| | | R | 4 | 1.61% | | 1 | 10 | 11 | 17 | 10.00% | | 4 | 10 | 14 |
| SR 29 @ SR 29 Bypass/Airport Road | NB SR 29 | L | | 38.00% | 849 | 323 | 140 | 463 | | 38.00% | 1,221 | 464 | 60 | 524 |
| | | T | | 37.00% | | 314 | 170 | 484 | | 37.00% | | 452 | 241 | 693 |
| | | R | | 25.00% | | 212 | -20 | 192 | | 25.00% | | 305 | -205 | 100 |
| | SB SR 29 Bypass | L | | 24.00% | 1,168 | 280 | 10 | 290 | | 24.00% | 812 | 195 | -33 | 162 |
| | | T | | 39.00% | | 456 | 205 | 661 | | 39.00% | | 317 | 123 | 440 |
| | | R | | 37.00% | | 432 | -240 | 192 | | 37.00% | | 300 | -90 | 210 |
| | EB SR 29 | L | | 36.00% | 1,221 | 440 | -260 | 180 | | 36.00% | 849 | 306 | -120 | 186 |
| | | T | | 25.00% | | 305 | 135 | 440 | | 25.00% | | 212 | -30 | 182 |
| | | R | | 39.00% | | 476 | 65 | 541 | | 39.00% | | 331 | 150 | 481 |
| | WB CR 846 | L | | 35.00% | 444 | 155 | -40 | 115 | | 35.00% | 906 | 317 | -110 | 207 |
| | | T | | 33.00% | | 147 | 34 | 181 | | 33.00% | | 299 | 117 | 416 |
| | | R | | 32.00% | | 142 | 20 | 162 | | 32.00% | | 290 | | 290 |
| SR 29 @ Farm Worker Way | NB SR 29 | L | 24 | 18.32% | 584 | 107 | | 107 | 3 | 0.82% | 841 | 7 | 10 | 17 |
| | | T | 105 | 80.15% | | 468 | 200 | 668 | 360 | 98.90% | | 832 | -50 | 782 |
| | | R | 2 | 1.53% | | 9 | 10 | 19 | 1 | 0.27% | | 2 | 10 | 12 |
| | SB SR 29 | L | 51 | 13.14% | 1,221 | 161 | -50 | 111 | 88 | 34.78% | 849 | 295 | -150 | 145 |
| | | T | 241 | 62.11% | | 759 | 50 | 809 | 141 | 55.73% | | 473 | 220 | 693 |
| | | R | 96 | 24.74% | | 302 | -110 | 192 | 24 | 9.49% | | 81 | | 81 |
| | EB Farm Worker Way | L | 63 | 60.00% | 36 | 21 | 70 | 91 | 28 | 75.68% | 54 | 41 | 80 | 121 |
| | | T | 25 | 23.81% | | 9 | 30 | 39 | 4 | 10.81% | | 6 | 10 | 16 |
| | | R | 17 | 16.19% | | 6 | 20 | 26 | 5 | 13.51% | | 7 | 50 | 57 |
| | WB Farm Worker Way | L | 5 | 4.59% | 138 | 6 | 10 | 16 | 3 | 2.80% | 150 | 4 | 10 | 14 |
| | | T | 32 | 29.36% | | 41 | | 41 | 5 | 4.67% | | 7 | 10 | 17 |
| | | R | 72 | 66.06% | | 91 | | 91 | 99 | 92.52% | | 139 | | 139 |
| SR 29 @ Oil Well Road | NB SR 29 | L | 14 | 21.21% | 545 | 116 | | 116 | 118 | 30.26% | 785 | 237 | -50 | 187 |
| | | T | 42 | 63.64% | | 347 | 150 | 497 | 263 | 67.44% | | 529 | 100 | 629 |
| | | R | 10 | 15.15% | | 83 | | 83 | 9 | 2.31% | | 18 | 5 | 23 |
| | SB SR 29 | L | 52 | 31.71% | 841 | 267 | -180 | 87 | 14 | 13.33% | 584 | 78 | | 78 |
| | | T | 107 | 65.24% | | 549 | 100 | 649 | 87 | 82.86% | | 484 | 50 | 534 |
| | | R | 5 | 3.05% | | 26 | | 26 | 4 | 3.81% | | 22 | | 22 |
| | EB Oil Well Rd | L | 4 | 5.19% | 146 | 8 | 50 | 58 | 6 | 11.54% | 63 | 7 | 10 | 17 |
| | | T | 15 | 19.48% | | 28 | | 28 | 9 | 17.31% | | 11 | 10 | 21 |
| | | R | 58 | 75.32% | | 110 | | 110 | 37 | 71.15% | | 45 | 10 | 55 |
| | WB Oil Well Rd | L | 18 | 54.55% | 14 | 8 | 20 | 28 | 14 | 21.21% | 49 | 10 | 15 | 25 |
| | | T | 8 | 24.24% | | 3 | 15 | 18 | 13 | 19.70% | | 10 | 15 | 25 |
| | | R | 7 | 21.21% | | 3 | 30 | 33 | 39 | 59.09% | | 29 | 30 | 59 |
| New Market Road @ Charlotte Street | NB New Market Rd | L | 37 | 20.22% | 41 | 8 | 10 | 18 | 63 | 13.79% | 58 | 8 | 10 | 18 |
| | | T | 143 | 78.14% | | 32 | | 32 | 390 | 85.34% | | 50 | | 50 |
| | | R | 3 | 1.64% | | 1 | 10 | 11 | 4 | 0.88% | | 1 | 10 | 11 |
| | SB New Market Rd | L | 7 | 1.33% | 239 | 3 | 50 | 53 | 7 | 1.94% | 166 | 3 | 10 | 13 |
| | | T | 303 | 57.50% | | 137 | -80 | 57 | 207 | 57.34% | | 95 | -60 | 35 |
| | | R | 217 | 41.18% | | 98 | 250 | 348 | 147 | 40.72% | | 68 | 270 | 338 |
| | EB Charlotte St | L | 122 | 63.54% | 409 | 260 | 100 | 360 | 254 | 83.83% | 482 | 404 | | 404 |
| | | T | 19 | 9.90% | | 40 | | 40 | 12 | 3.96% | | 19 | | 19 |
| | | R | 51 | 26.56% | | 109 | -90 | 19 | 37 | 12.21% | | 59 | -40 | 19 |
| | WB Charlotte St | L | 2 | 8.00% | 38 | 3 | 10 | 13 | 11 | 17.74% | 79 | 14 | | 14 |
| | | T | 23 | 92.00% | | 35 | | 35 | 47 | 75.81% | | 60 | | 60 |
| | | R | 0 | 0.00% | | 0 | 10 | 10 | 4 | 6.45% | | 5 | 10 | 15 |

Summary of 2045 Central Alternative #2 Revised Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ SR 29 Bypass | NB SR 29 | T | | 98.00% | 1,033 | 1,013 | -6 | 1,007 | | 98.00% | 1,487 | 1,457 | -9 | 1,448 |
| | | R | | 2.00% | | 21 | | 21 | | 2.00% | | 30 | | 30 |
| | SB SR 29 | L | | 52.00% | 2,177 | 1,132 | -410 | 722 | | 52.00% | 1,513 | 787 | -300 | 487 |
| | | T | | 48.00% | | 1,045 | 410 | 1,455 | | 48.00% | | 726 | 300 | 1,026 |
| | WB SR 29 Bypass | L | | 2.00% | 517 | 10 | | 10 | | 2.00% | 743 | 15 | | 15 |
| | | R | | 98.00% | | 506 | | 506 | | 98.00% | | 729 | | 729 |
| SR 29 @ New Market Road/Westclox Road | NB SR 29 | L | 76 | 21.53% | 554 | 119 | | 119 | 124 | 23.89% | 797 | 190 | | 190 |
| | | T | 244 | 69.12% | | 383 | 130 | 513 | 376 | 72.45% | | 577 | 240 | 817 |
| | | R | 33 | 9.35% | | 52 | | 52 | 19 | 3.66% | | 29 | | 29 |
| | SB SR 29 | L | 429 | 49.54% | 1,487 | 737 | -278 | 459 | 193 | 32.60% | 1,033 | 337 | -2 | 335 |
| | | T | 393 | 45.38% | | 675 | 200 | 875 | 342 | 57.77% | | 597 | 60 | 657 |
| | | R | 44 | 5.08% | | 76 | | 76 | 57 | 9.63% | | 99 | | 99 |
| | EB New Market St | L | 29 | 15.76% | 337 | 53 | 50 | 103 | 18 | 16.67% | 176 | 29 | 100 | 129 |
| | | T | 40 | 21.74% | | 73 | | 73 | 26 | 24.07% | | 42 | | 42 |
| | | R | 115 | 62.50% | | 211 | -50 | 161 | 64 | 59.26% | | 104 | | 104 |
| | WB Westclox | L | 4 | 2.13% | 406 | 9 | 15 | 24 | 3 | 0.50% | 584 | 3 | 40 | 43 |
| | | T | 5 | 2.66% | | 11 | 15 | 26 | 18 | 2.98% | | 17 | 50 | 67 |
| | | R | 179 | 95.21% | | 386 | -30 | 356 | 584 | 96.53% | | 564 | -90 | 474 |
| SR 29 @ CR 890 (Lake Trafford Road) | NB SR 29 | L | 181 | 48.79% | 627 | 306 | -15 | 291 | 287 | 41.41% | 903 | 374 | | 374 |
| | | T | 175 | 47.17% | | 296 | 135 | 431 | 374 | 53.97% | | 487 | 260 | 747 |
| | | R | 15 | 4.04% | | 25 | 5 | 30 | 32 | 4.62% | | 42 | | 42 |
| | SB SR 29 | L | 62 | 16.23% | 797 | 129 | | 129 | 26 | 4.83% | 554 | 27 | 10 | 37 |
| | | T | 277 | 72.51% | | 578 | 200 | 778 | 348 | 64.68% | | 358 | 180 | 538 |
| | | R | 43 | 11.26% | | 90 | | 90 | 164 | 30.48% | | 169 | 5 | 174 |
| | EB Lake Trafford Rd | L | 138 | 25.05% | 710 | 178 | | 178 | 149 | 27.19% | 550 | 150 | 30 | 180 |
| | | T | 222 | 40.29% | | 286 | | 286 | 142 | 25.91% | | 143 | 25 | 168 |
| | | R | 191 | 34.66% | | 246 | | 246 | 257 | 46.90% | | 258 | 35 | 293 |
| | WB Lake Trafford Rd | L | 9 | 5.14% | 297 | 15 | 5 | 20 | 19 | 6.51% | 396 | 26 | 10 | 36 |
| | | T | 149 | 85.14% | | 253 | | 253 | 252 | 86.30% | | 341 | | 341 |
| | | R | 17 | 9.71% | | 29 | | 29 | 21 | 7.19% | | 28 | 10 | 38 |
| SR 29 @ Immokalee Drive | NB SR 29 | L | 63 | 15.71% | 812 | 128 | | 128 | 129 | 16.69% | 1,168 | 195 | | 195 |
| | | T | 325 | 81.05% | | 658 | 0 | 658 | 630 | 81.50% | | 952 | -50 | 902 |
| | | R | 13 | 3.24% | | 26 | | 26 | 14 | 1.81% | | 21 | 20 | 41 |
| | SB SR 29 | L | 118 | 17.74% | 903 | 160 | | 160 | 56 | 9.09% | 627 | 57 | 20 | 77 |
| | | T | 535 | 80.45% | | 726 | 80 | 806 | 537 | 87.18% | | 547 | 150 | 697 |
| | | R | 12 | 1.80% | | 16 | 10 | 26 | 23 | 3.73% | | 23 | 20 | 43 |
| | EB Immokalee Dr | L | 22 | 7.05% | 547 | 39 | | 39 | 33 | 13.69% | 443 | 61 | | 61 |
| | | T | 133 | 42.63% | | 233 | | 233 | 95 | 39.42% | | 175 | | 175 |
| | | R | 157 | 50.32% | | 275 | | 275 | 113 | 46.89% | | 208 | | 208 |
| | WB Immokalee Dr | L | 31 | 20.81% | 281 | 58 | | 58 | 21 | 7.75% | 403 | 31 | | 31 |
| | | T | 75 | 50.34% | | 141 | | 141 | 163 | 60.15% | | 242 | | 242 |
| | | R | 43 | 28.86% | | 81 | | 81 | 87 | 32.10% | | 129 | | 129 |
| SR 29 @ 9th Street | WB SR 29 | L | 4 | 1.84% | 775 | 14 | 5 | 19 | 18 | 3.29% | 1,115 | 37 | 50 | 87 |
| | | T | 199 | 91.71% | | 711 | -100 | 611 | 490 | 89.58% | | 999 | -180 | 819 |
| | | R | 14 | 6.45% | | 50 | | 50 | 39 | 7.13% | | 80 | 20 | 100 |
| | EB SR 29 | L | 11 | 1.58% | 1,168 | 18 | | 18 | 14 | 2.34% | 812 | 19 | 10 | 29 |
| | | T | 460 | 65.90% | | 770 | 100 | 870 | 423 | 70.62% | | 573 | 90 | 663 |
| | | R | 227 | 32.52% | | 380 | -50 | 330 | 162 | 27.05% | | 220 | | 220 |
| | NB 9th St | L | 157 | 66.81% | 391 | 261 | -50 | 211 | 278 | 66.83% | 509 | 340 | | 340 |
| | | T | 70 | 29.79% | | 116 | | 116 | 117 | 28.13% | | 143 | | 143 |
| | | R | 8 | 3.40% | | 13 | 50 | 63 | 21 | 5.05% | | 26 | 10 | 36 |
| | SB 9th St | L | 30 | 21.43% | 232 | 50 | 30 | 80 | 31 | 24.41% | 137 | 34 | 20 | 54 |
| | | T | 95 | 67.86% | | 157 | | 157 | 70 | 55.12% | | 76 | 30 | 106 |
| | | R | 15 | 10.71% | | 25 | | 25 | 26 | 20.47% | | 28 | 10 | 38 |
| SR 29 @ 1st Street | WB SR 29 | L | 65 | 36.11% | 812 | 293 | 50 | 343 | 104 | 24.47% | 1,168 | 286 | 50 | 336 |
| | | T | 96 | 53.33% | | 433 | -60 | 373 | 268 | 63.06% | | 737 | -60 | 677 |
| | | R | 19 | 10.56% | | 86 | | 86 | 53 | 12.47% | | 146 | | 146 |
| | EB SR 29 | L | 52 | 10.92% | 1,115 | 122 | -30 | 92 | 58 | 13.55% | 775 | 105 | | 105 |
| | | T | 267 | 56.09% | | 625 | -50 | 575 | 190 | 44.39% | | 344 | 60 | 404 |
| | | R | 157 | 32.98% | | 368 | 60 | 428 | 180 | 42.06% | | 326 | | 326 |
| | NB 1st St | L | 113 | 26.40% | 1,042 | 275 | | 275 | 217 | 35.34% | 1,388 | 490 | -150 | 340 |
| | | T | 250 | 58.41% | | 609 | -300 | 309 | 334 | 54.40% | | 755 | -200 | 555 |
| | | R | 65 | 15.19% | | 158 | 250 | 408 | 63 | 10.26% | | 142 | 150 | 292 |
| | SB 1st St | L | 82 | 22.10% | 494 | 109 | | 109 | 29 | 10.21% | 343 | 35 | | 35 |
| | | T | 278 | 74.93% | | 370 | | 370 | 216 | 76.06% | | 261 | | 261 |
| | | R | 11 | 2.96% | | 15 | 40 | 55 | 39 | 13.73% | | 47 | | 47 |

Summary of 2045 Central Alternative #2 Revised Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ CR 29A/New Market Road | WB SR 29 | T | 182 | 62.54% | 996 | 623 | 162 | 785 | 415 | 53.48% | 1,434 | 767 | 381 | 1,148 |
| | | R | 109 | 37.46% | | 373 | -262 | 111 | 361 | 46.52% | | 667 | -470 | 197 |
| | EB SR 29 | L | 12 | 3.03% | 1,168 | 35 | 30 | 65 | 42 | 15.33% | 812 | 124 | -66 | 58 |
| | | T | 384 | 96.97% | | 1,133 | -30 | 1,103 | 232 | 84.67% | | 687 | 60 | 747 |
| | SB New Market Rd | L | 245 | 98.39% | 255 | 251 | -50 | 201 | 153 | 90.00% | 177 | 159 | -50 | 109 |
| | | R | 4 | 1.61% | | 4 | 50 | 54 | 17 | 10.00% | | 18 | 50 | 68 |
| SR 29 @ SR 29 Bypass/Airport Road | NB SR 29 | L | | 38.00% | 849 | 323 | 203 | 526 | | 38.00% | 1,221 | 464 | 275 | 739 |
| | | T | | 37.00% | | 314 | 80 | 394 | | 37.00% | | 452 | 75 | 527 |
| | | R | | 25.00% | | 212 | -20 | 192 | | 25.00% | | 305 | -200 | 105 |
| | SB SR 29 Bypass | L | | 24.00% | 903 | 217 | 13 | 230 | | 24.00% | 627 | 151 | -42 | 109 |
| | | T | | 39.00% | | 352 | 172 | 524 | | 39.00% | | 245 | 145 | 390 |
| | | R | | 37.00% | | 334 | -185 | 149 | | 37.00% | | 232 | -105 | 127 |
| | EB SR 29 | L | | 36.00% | 1,434 | 516 | -390 | 126 | | 36.00% | 996 | 359 | -215 | 144 |
| | | T | | 25.00% | | 358 | 125 | 483 | | 25.00% | | 249 | -20 | 229 |
| | | R | | 39.00% | | 559 | 165 | 724 | | 39.00% | | 389 | 135 | 524 |
| | WB CR 846 | L | | 35.00% | 444 | 155 | -40 | 115 | | 35.00% | 906 | 317 | -120 | 197 |
| | | T | | 33.00% | | 147 | 75 | 222 | | 33.00% | | 299 | 180 | 479 |
| | | R | | 32.00% | | 142 | -35 | 107 | | 32.00% | | 290 | -60 | 230 |
| SR 29 @ Farm Worker Way | NB SR 29 | L | 24 | 18.32% | 584 | 107 | | 107 | 3 | 0.82% | 841 | 7 | 10 | 17 |
| | | T | 105 | 80.15% | | 468 | 200 | 668 | 360 | 98.90% | | 832 | 40 | 872 |
| | | R | 2 | 1.53% | | 9 | 10 | 19 | 1 | 0.27% | | 2 | 10 | 12 |
| | SB SR 29 | L | 51 | 13.14% | 1,221 | 161 | -50 | 111 | 88 | 34.78% | 849 | 295 | -150 | 145 |
| | | T | 241 | 62.11% | | 759 | 50 | 809 | 141 | 55.73% | | 473 | 200 | 673 |
| | | R | 96 | 24.74% | | 302 | -110 | 192 | 24 | 9.49% | | 81 | | 81 |
| | EB Farm Worker Way | L | 63 | 60.00% | 36 | 21 | 70 | 91 | 28 | 75.68% | 54 | 41 | 80 | 121 |
| | | T | 25 | 23.81% | | 9 | 30 | 39 | 4 | 10.81% | | 6 | 10 | 16 |
| | | R | 17 | 16.19% | | 6 | 20 | 26 | 5 | 13.51% | | 7 | 50 | 57 |
| | WB Farm Worker Way | L | 5 | 4.59% | 138 | 6 | 10 | 16 | 3 | 2.80% | 150 | 4 | 10 | 14 |
| | | T | 32 | 29.36% | | 41 | | 41 | 5 | 4.67% | | 7 | 10 | 17 |
| | | R | 72 | 66.06% | | 91 | | 91 | 99 | 92.52% | | 139 | | 139 |
| SR 29 @ Oil Well Road | NB SR 29 | L | 14 | 21.21% | 545 | 116 | | 116 | 118 | 30.26% | 785 | 237 | -50 | 187 |
| | | T | 42 | 63.64% | | 347 | 150 | 497 | 263 | 67.44% | | 529 | 100 | 629 |
| | | R | 10 | 15.15% | | 83 | | 83 | 9 | 2.31% | | 18 | 5 | 23 |
| | SB SR 29 | L | 52 | 31.71% | 841 | 267 | -180 | 87 | 14 | 13.33% | 584 | 78 | | 78 |
| | | T | 107 | 65.24% | | 549 | 100 | 649 | 87 | 82.86% | | 484 | 50 | 534 |
| | | R | 5 | 3.05% | | 26 | | 26 | 4 | 3.81% | | 22 | | 22 |
| | EB Oil Well Rd | L | 4 | 5.19% | 146 | 8 | 50 | 58 | 6 | 11.54% | 63 | 7 | 10 | 17 |
| | | T | 15 | 19.48% | | 28 | | 28 | 9 | 17.31% | | 11 | 10 | 21 |
| | | R | 58 | 75.32% | | 110 | | 110 | 37 | 71.15% | | 45 | 10 | 55 |
| | WB Oil Well Rd | L | 18 | 54.55% | 14 | 8 | 20 | 28 | 14 | 21.21% | 49 | 10 | 15 | 25 |
| | | T | 8 | 24.24% | | 3 | 15 | 18 | 13 | 19.70% | | 10 | 15 | 25 |
| | | R | 7 | 21.21% | | 3 | 30 | 33 | 39 | 59.09% | | 29 | 30 | 59 |
| New Market Road @ Charlotte Street | NB New Market Rd | L | 37 | 20.22% | 177 | 36 | 20 | 56 | 63 | 13.79% | 255 | 35 | 10 | 45 |
| | | T | 143 | 78.14% | | 138 | | 138 | 390 | 85.34% | | 218 | | 218 |
| | | R | 3 | 1.64% | | 3 | 10 | 13 | 4 | 0.88% | | 2 | 15 | 17 |
| | SB New Market Rd | L | 7 | 1.33% | 584 | 8 | 30 | 38 | 7 | 1.94% | 406 | 8 | 10 | 18 |
| | | T | 303 | 57.50% | | 336 | -100 | 236 | 207 | 57.34% | | 233 | -90 | 143 |
| | | R | 217 | 41.18% | | 241 | 50 | 291 | 147 | 40.72% | | 165 | 70 | 235 |
| | EB Charlotte St | L | 122 | 63.54% | 322 | 205 | 50 | 255 | 254 | 83.83% | 380 | 318 | -20 | 298 |
| | | T | 19 | 9.90% | | 32 | | 32 | 12 | 3.96% | | 15 | 10 | 25 |
| | | R | 51 | 26.56% | | 86 | -20 | 66 | 37 | 12.21% | | 46 | 10 | 56 |
| | WB Charlotte St | L | 2 | 8.00% | 38 | 3 | 10 | 13 | 11 | 17.74% | 79 | 14 | 10 | 24 |
| | | T | 23 | 92.00% | | 35 | | 35 | 47 | 75.81% | | 60 | | 60 |
| | | R | 0 | 0.00% | | 0 | 10 | 10 | 4 | 6.45% | | 5 | 10 | 15 |

Summary of 2025 No Build Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour Existing TMC | AM Movement % | AM DDHV Approach | AM Movement Volume Unbalanced | AM Balancing Adjustments | AM Movement Volume Balanced | PM Peak Hour Existing TMC | PM Movement % | PM DDHV Approach | PM Movement Volume Unbalanced | PM Balancing Adjustments | PM Movement Volume Balanced |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 29 @ New Marke | NB SR 29 | L | 76 | 21.53% | 480 | 103 | | 103 | 124 | 23.89% | 690 | 165 | | 165 |
| | | T | 244 | 69.12% | | 332 | 118 | 450 | 376 | 72.45% | | 500 | 184 | 684 |
| | | R | 33 | 9.35% | | 45 | | 45 | 19 | 3.66% | | 25 | | 25 |
| | SB SR 29 | L | 429 | 49.54% | 1,381 | 684 | -97 | 587 | 193 | 32.60% | 959 | 313 | 109 | 422 |
| | | T | 393 | 45.38% | | 627 | 97 | 724 | 342 | 57.77% | | 554 | -109 | 445 |
| | | R | 44 | 5.08% | | 70 | | 70 | 57 | 9.63% | | 92 | | 92 |
| | EB New Market St | L | 29 | 15.76% | 266 | 42 | 10 | 52 | 18 | 16.67% | 139 | 23 | | 23 |
| | | T | 40 | 21.74% | | 58 | | 58 | 26 | 24.07% | | 33 | | 33 |
| | | R | 115 | 62.50% | | 166 | -35 | 131 | 64 | 59.26% | | 82 | | 82 |
| | WB Westclox | L | 4 | 2.13% | 480 | 10 | | 10 | 3 | 0.50% | 480 | 2 | 5 | 7 |
| | | T | 5 | 2.66% | | 13 | | 13 | 18 | 2.98% | | 14 | 10 | 24 |
| | | R | 179 | 95.21% | | 457 | | 457 | 584 | 96.53% | | 463 | 211 | 674 |
| SR 29 @ CR 890 (Lake Trafford Road) | NB SR 29 | L | 181 | 48.79% | 627 | 306 | -90 | 216 | 287 | 41.41% | 903 | 374 | -80 | 294 |
| | | T | 175 | 47.17% | | 296 | 100 | 396 | 374 | 53.97% | | 487 | 160 | 647 |
| | | R | 15 | 4.04% | | 25 | | 25 | 32 | 4.62% | | 42 | | 42 |
| | SB SR 29 | L | 62 | 16.23% | 690 | 112 | | 112 | 26 | 4.83% | 480 | 23 | 10 | 33 |
| | | T | 277 | 72.51% | | 501 | 140 | 641 | 348 | 64.68% | | 310 | 70 | 380 |
| | | R | 43 | 11.26% | | 78 | | 78 | 164 | 30.48% | | 146 | 20 | 166 |
| | EB Lake Trafford Rd | L | 138 | 25.05% | 710 | 178 | -25 | 153 | 149 | 27.19% | 550 | 150 | | 150 |
| | | T | 222 | 40.29% | | 286 | | 286 | 142 | 25.91% | | 143 | | 143 |
| | | R | 191 | 34.66% | | 246 | | 246 | 257 | 46.90% | | 258 | | 258 |
| | WB Lake Trafford Rd | L | 9 | 5.14% | 232 | 12 | 5 | 17 | 19 | 6.51% | 308 | 20 | 5 | 25 |
| | | T | 149 | 85.14% | | 197 | 40 | 237 | 252 | 86.30% | | 266 | 15 | 281 |
| | | R | 17 | 9.71% | | 23 | 5 | 28 | 21 | 7.19% | | 22 | 5 | 27 |
| SR 29 @ Immokalee Drive | NB SR 29 | L | 63 | 15.71% | 701 | 110 | | 110 | 129 | 16.69% | 1,009 | 168 | | 168 |
| | | T | 325 | 81.05% | | 568 | 0 | 568 | 630 | 81.50% | | 822 | -30 | 792 |
| | | R | 13 | 3.24% | | 23 | | 23 | 14 | 1.81% | | 18 | | 18 |
| | SB SR 29 | L | 118 | 17.74% | 903 | 160 | | 160 | 56 | 9.09% | 627 | 57 | 5 | 62 |
| | | T | 535 | 80.45% | | 726 | 35 | 761 | 537 | 87.18% | | 547 | -20 | 527 |
| | | R | 12 | 1.80% | | 16 | | 16 | 23 | 3.73% | | 23 | 5 | 28 |
| | EB Immokalee Dr | L | 22 | 7.05% | 393 | 28 | | 28 | 33 | 13.69% | 318 | 44 | | 44 |
| | | T | 133 | 42.63% | | 167 | | 167 | 95 | 39.42% | | 125 | | 125 |
| | | R | 157 | 50.32% | | 198 | | 198 | 113 | 46.89% | | 149 | | 149 |
| | WB Immokalee Dr | L | 31 | 20.81% | 218 | 45 | | 45 | 21 | 7.75% | 313 | 24 | | 24 |
| | | T | 75 | 50.34% | | 110 | | 110 | 163 | 60.15% | | 188 | | 188 |
| | | R | 43 | 28.86% | | 63 | | 63 | 87 | 32.10% | | 100 | | 100 |
| SR 29 @ 9th Street | WB SR 29 | L | 4 | 1.84% | 590 | 11 | | 11 | 18 | 3.29% | 850 | 28 | | 28 |
| | | T | 199 | 91.71% | | 541 | -70 | 471 | 490 | 89.58% | | 761 | -60 | 701 |
| | | R | 14 | 6.45% | | 38 | | 38 | 39 | 7.13% | | 61 | | 61 |
| | EB SR 29 | L | 11 | 1.58% | 1,009 | 16 | | 16 | 14 | 2.34% | 701 | 16 | 5 | 21 |
| | | T | 460 | 65.90% | | 665 | 100 | 765 | 423 | 70.62% | | 495 | 30 | 525 |
| | | R | 227 | 32.52% | | 328 | -80 | 248 | 162 | 27.05% | | 190 | | 190 |
| | NB 9th St | L | 157 | 66.81% | 312 | 209 | -40 | 169 | 278 | 66.83% | 408 | 272 | 25 | 297 |
| | | T | 70 | 29.79% | | 93 | | 93 | 117 | 28.13% | | 115 | 10 | 125 |
| | | R | 8 | 3.40% | | 11 | 15 | 26 | 21 | 5.05% | | 21 | 5 | 26 |
| | SB 9th St | L | 30 | 21.43% | 181 | 39 | 10 | 49 | 31 | 24.41% | 107 | 26 | 15 | 41 |
| | | T | 95 | 67.86% | | 123 | | 123 | 70 | 55.12% | | 59 | 20 | 79 |
| | | R | 15 | 10.71% | | 19 | | 19 | 26 | 20.47% | | 22 | 10 | 32 |
| SR 29 @ 1st Street | WB SR 29 | L | 65 | 36.11% | 517 | 187 | | 187 | 104 | 24.47% | 743 | 182 | | 182 |
| | | T | 96 | 53.33% | | 276 | 0 | 276 | 268 | 63.06% | | 469 | -50 | 419 |
| | | R | 19 | 10.56% | | 55 | | 55 | 53 | 12.47% | | 93 | | 93 |
| | EB SR 29 | L | 52 | 10.92% | 850 | 93 | -30 | 63 | 58 | 13.55% | 590 | 80 | -10 | 70 |
| | | T | 267 | 56.09% | | 477 | -30 | 447 | 190 | 44.39% | | 262 | 30 | 292 |
| | | R | 157 | 32.98% | | 280 | | 280 | 180 | 42.06% | | 248 | -40 | 208 |
| | NB 1st St | L | 113 | 26.40% | 734 | 194 | | 194 | 217 | 35.34% | 976 | 345 | -90 | 255 |
| | | T | 250 | 58.41% | | 428 | -120 | 308 | 334 | 54.40% | | 531 | -130 | 401 |
| | | R | 65 | 15.19% | | 111 | 50 | 161 | 63 | 10.26% | | 100 | 30 | 130 |
| | SB 1st St | L | 82 | 22.10% | 526 | 116 | | 116 | 29 | 10.21% | 365 | 37 | | 37 |
| | | T | 278 | 74.93% | | 394 | | 394 | 216 | 76.06% | | 278 | | 278 |
| | | R | 11 | 2.96% | | 16 | | 16 | 39 | 13.73% | | 50 | | 50 |
| SR 29 @ CR 29A/New Market Road | WB SR 29 | T | 182 | 62.54% | 738 | 462 | -51 | 411 | 415 | 53.48% | 1,062 | 568 | 27 | 595 |
| | | R | 109 | 37.46% | | 276 | 51 | 327 | 361 | 46.52% | | 494 | -27 | 467 |
| | EB SR 29 | L | 12 | 3.03% | 743 | 23 | 15 | 38 | 42 | 15.33% | 517 | 79 | -20 | 59 |
| | | T | 384 | 96.97% | | 721 | -90 | 631 | 232 | 84.67% | | 437 | -10 | 427 |
| | SB New Market Rd | L | 245 | 98.39% | 526 | 517 | -50 | 467 | 153 | 90.00% | 365 | 329 | | 329 |
| | | R | 4 | 1.61% | | 8 | 51 | 59 | 17 | 10.00% | | 37 | | 37 |
| SR 29 @ CR 846/Airport Road | WB SR 29 | T | 236 | 94.40% | 480 | 453 | 133 | 586 | 514 | 95.90% | 690 | 662 | 32 | 694 |
| | | R | 14 | 5.60% | | 27 | 20 | 47 | 22 | 4.10% | | 28 | 10 | 38 |
| | EB SR 29 | L | 212 | 34.30% | 1,062 | 364 | | 364 | 120 | 29.20% | 738 | 215 | -52 | 163 |
| | | T | 406 | 65.70% | | 698 | | 698 | 291 | 70.80% | | 523 | 52 | 575 |
| | SB CR 846 | L | 23 | 24.73% | 201 | 50 | | 50 | 18 | 6.67% | 411 | 27 | 16 | 43 |
| | | R | 70 | 75.27% | | 152 | | 152 | 252 | 93.33% | | 383 | -15 | 368 |
| SR 29 @ Farm Worker Way | NB SR 29 | L | 24 | 18.32% | 319 | 59 | | 59 | 3 | 0.82% | 460 | 4 | 5 | 9 |
| | | T | 105 | 80.15% | | 256 | | 256 | 360 | 98.90% | | 455 | | 455 |
| | | R | 2 | 1.53% | | 5 | 5 | 10 | 1 | 0.27% | | 1 | 5 | 6 |
| | SB SR 29 | L | 51 | 13.14% | 690 | 91 | -25 | 66 | 88 | 34.78% | 480 | 167 | -65 | 102 |
| | | T | 241 | 62.11% | | 429 | | 429 | 141 | 55.73% | | 267 | 50 | 317 |
| | | R | 96 | 24.74% | | 171 | -50 | 121 | 24 | 9.49% | | 46 | | 46 |
| | EB Farm Worker Way | L | 63 | 60.00% | 29 | 17 | 55 | 72 | 28 | 75.68% | 43 | 33 | | 33 |
| | | T | 25 | 23.81% | | 7 | 25 | 32 | 4 | 10.81% | | 5 | 5 | 10 |
| | | R | 17 | 16.19% | | 5 | 15 | 20 | 5 | 13.51% | | 6 | 15 | 21 |
| | WB Farm Worker Way | L | 5 | 4.59% | 108 | 5 | 5 | 10 | 3 | 2.80% | 117 | 3 | 5 | 8 |
| | | T | 32 | 29.36% | | 32 | 5 | 37 | 5 | 4.67% | | 5 | 5 | 10 |
| | | R | 72 | 66.06% | | 71 | 10 | 81 | 99 | 92.52% | | 108 | | 108 |

Summary of 2025 No Build Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume Balanced | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume Balanced |
| SR 29 @ Oil Well Road | NB SR 29 | L | 14 | 21.21% | 265 | 56 | | 56 | 118 | 30.26% | 381 | 115 | 15 | 130 |
| | | T | 42 | 63.64% | | 169 | | 169 | 263 | 67.44% | | 257 | 50 | 307 |
| | | R | 10 | 15.15% | | 40 | | 40 | 9 | 2.31% | | 9 | 5 | 14 |
| | SB SR 29 | L | 52 | 31.71% | 460 | 146 | -80 | 66 | 14 | 13.33% | 319 | 43 | | 43 |
| | | T | 107 | 65.24% | | 300 | -31 | 269 | 87 | 82.86% | | 265 | -57 | 208 |
| | | R | 5 | 3.05% | | 14 | | 14 | 4 | 3.81% | | 12 | | 12 |
| | EB Oil Well Rd | L | 4 | 5.19% | 119 | 6 | 10 | 16 | 6 | 11.54% | 52 | 6 | 5 | 11 |
| | | T | 15 | 19.48% | | 23 | | 23 | 9 | 17.31% | | 9 | 5 | 14 |
| | | R | 58 | 75.32% | | 90 | | 90 | 37 | 71.15% | | 37 | 5 | 42 |
| | WB Oil Well Rd | L | 18 | 54.55% | 13 | 7 | 15 | 22 | 14 | 21.21% | 46 | 10 | 5 | 15 |
| | | T | 8 | 24.24% | | 3 | 15 | 18 | 13 | 19.70% | | 9 | 5 | 14 |
| | | R | 7 | 21.21% | | 3 | 20 | 23 | 39 | 59.09% | | 27 | 20 | 47 |
| New Market Road @ Charlotte Street | NB New Market Rd | L | 37 | 20.22% | 365 | 74 | -20 | 54 | 63 | 13.79% | 526 | 72 | | 72 |
| | | T | 143 | 78.14% | | 285 | 15 | 300 | 390 | 85.34% | | 449 | | 449 |
| | | R | 3 | 1.64% | | 6 | 5 | 11 | 4 | 0.88% | | 5 | 5 | 10 |
| | SB New Market Rd | L | 7 | 1.33% | 690 | 9 | | 9 | 7 | 1.94% | 480 | 9 | 5 | 14 |
| | | T | 303 | 57.50% | | 397 | 40 | 437 | 207 | 57.34% | | 275 | | 275 |
| | | R | 217 | 41.18% | | 284 | -40 | 244 | 147 | 40.72% | | 195 | | 195 |
| | EB Charlotte St | L | 122 | 63.54% | 244 | 155 | | 155 | 254 | 83.83% | 287 | 241 | -10 | 231 |
| | | T | 19 | 9.90% | | 24 | -5 | 19 | 12 | 3.96% | | 11 | 5 | 16 |
| | | R | 51 | 26.56% | | 65 | | 65 | 37 | 12.21% | | 35 | | 35 |
| | WB Charlotte St | L | 2 | 8.00% | 30 | 2 | 5 | 7 | 11 | 17.74% | 60 | 11 | 5 | 16 |
| | | T | 23 | 92.00% | | 27 | | 27 | 47 | 75.81% | | 46 | 5 | 51 |
| | | R | 0 | 0.00% | | 0 | 5 | 5 | 4 | 6.45% | | 4 | 5 | 9 |

Summary of 2025 Central Alternative #1 Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour Existing TMC | AM Peak Hour Movement % | AM Peak Hour DDHV Approach | AM Peak Hour Movement Volume Unbalanced | AM Peak Hour Balancing Adjustments | AM Peak Hour Movement Volume | PM Peak Hour Existing TMC | PM Peak Hour Movement % | PM Peak Hour DDHV Approach | PM Peak Hour Movement Volume Unbalanced | PM Peak Hour Balancing Adjustments | PM Peak Hour Movement Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 29 @ SR 29 Bypass | NB | T | | 98.00% | 443 | 434 | -17 | 417 | | 98.00% | 637 | 624 | -25 | 599 |
| | SR 29 | R | | 2.00% | | 9 | | 9 | | 2.00% | | 13 | | 13 |
| | SB | L | | 52.00% | 1,328 | 690 | 44 | 734 | | 52.00% | 923 | 480 | 24 | 504 |
| | SR 29 | T | | 48.00% | | 637 | -43 | 594 | | 48.00% | | 443 | -24 | 419 |
| | WB | L | | 2.00% | 517 | 10 | | 10 | | 2.00% | 743 | 15 | | 15 |
| | SR 29 Bypass | R | | 98.00% | | 506 | | 506 | | 98.00% | | 729 | | 729 |
| SR 29 @ New Market Road/Westclox Road | NB | L | 76 | 21.53% | 288 | 62 | 15 | 77 | 124 | 23.89% | 414 | 99 | 50 | 149 |
| | SR 29 | T | 244 | 69.12% | | 199 | 40 | 239 | 376 | 72.45% | | 300 | 80 | 380 |
| | | R | 33 | 9.35% | | 27 | 10 | 37 | 19 | 3.66% | | 15 | 10 | 25 |
| | SB | L | 429 | 49.54% | 637 | 316 | -236 | 80 | 193 | 32.60% | 443 | 144 | -80 | 64 |
| | SR 29 | T | 393 | 45.38% | | 289 | 130 | 419 | 342 | 57.77% | | 256 | -10 | 246 |
| | | R | 44 | 5.08% | | 32 | 15 | 47 | 57 | 9.63% | | 43 | 30 | 73 |
| | EB | L | 29 | 15.76% | 266 | 42 | 10 | 52 | 18 | 16.67% | 139 | 23 | | 23 |
| | New Market St | T | 40 | 21.74% | | 58 | | 58 | 26 | 24.07% | | 33 | | 33 |
| | | R | 115 | 62.50% | | 166 | -35 | 131 | 64 | 59.26% | | 82 | | 82 |
| | WB | L | 4 | 2.13% | 175 | 4 | 5 | 9 | 3 | 0.50% | 175 | 1 | 5 | 6 |
| | Westclox | T | 5 | 2.66% | | 5 | 5 | 10 | 18 | 2.98% | | 5 | 20 | 25 |
| | | R | 179 | 95.21% | | 167 | -64 | 103 | 584 | 96.53% | | 169 | -25 | 144 |
| SR 29 @ CR 890 (Lake Trafford Road) | NB | L | 181 | 48.79% | 325 | 158 | 50 | 208 | 287 | 41.41% | 467 | 194 | 100 | 294 |
| | SR 29 | T | 175 | 47.17% | | 153 | 0 | 153 | 374 | 53.97% | | 252 | 70 | 322 |
| | | R | 15 | 4.04% | | 13 | 10 | 23 | 32 | 4.62% | | 22 | 10 | 32 |
| | SB | L | 62 | 16.23% | 414 | 67 | 30 | 97 | 26 | 4.83% | 288 | 14 | 15 | 29 |
| | SR 29 | T | 277 | 72.51% | | 300 | 50 | 350 | 348 | 64.68% | | 186 | -95 | 91 |
| | | R | 43 | 11.26% | | 47 | 20 | 67 | 164 | 30.48% | | 88 | 80 | 168 |
| | EB | L | 138 | 25.05% | 659 | 165 | -10 | 155 | 149 | 27.19% | 511 | 139 | 15 | 154 |
| | Lake Trafford | T | 222 | 40.29% | | 265 | -20 | 245 | 142 | 25.91% | | 132 | 10 | 142 |
| | Rd | R | 191 | 34.66% | | 228 | | 228 | 257 | 46.90% | | 240 | 20 | 260 |
| | WB | L | 9 | 5.14% | 232 | 12 | 5 | 17 | 19 | 6.51% | 308 | 20 | | 20 |
| | Lake Trafford | T | 149 | 85.14% | | 197 | 40 | 237 | 252 | 86.30% | | 266 | | 266 |
| | Rd | R | 17 | 9.71% | | 23 | 5 | 28 | 21 | 7.19% | | 22 | | 22 |
| SR 29 @ Immokalee Drive | NB | L | 63 | 15.71% | 406 | 64 | 40 | 104 | 129 | 16.69% | 584 | 97 | 50 | 147 |
| | SR 29 | T | 325 | 81.05% | | 329 | 10 | 339 | 630 | 81.50% | | 476 | 80 | 556 |
| | | R | 13 | 3.24% | | 13 | 10 | 23 | 14 | 1.81% | | 11 | 15 | 26 |
| | SB | L | 118 | 17.74% | 467 | 83 | 45 | 128 | 56 | 9.09% | 325 | 30 | 30 | 60 |
| | SR 29 | T | 535 | 80.45% | | 376 | 60 | 436 | 537 | 87.18% | | 283 | 40 | 323 |
| | | R | 12 | 1.80% | | 8 | 10 | 18 | 23 | 3.73% | | 12 | 20 | 32 |
| | EB | L | 22 | 7.05% | 388 | 27 | | 27 | 33 | 13.69% | 314 | 43 | | 43 |
| | Immokalee Dr | T | 133 | 42.63% | | 165 | | 165 | 95 | 39.42% | | 124 | | 124 |
| | | R | 157 | 50.32% | | 195 | | 195 | 113 | 46.89% | | 147 | | 147 |
| | WB | L | 31 | 20.81% | 218 | 45 | | 45 | 21 | 7.75% | 313 | 24 | | 24 |
| | Immokalee Dr | T | 75 | 50.34% | | 110 | | 110 | 163 | 60.15% | | 188 | | 188 |
| | | R | 43 | 28.86% | | 63 | | 63 | 87 | 32.10% | | 100 | | 100 |
| SR 29 @ 9th Street | WB | L | 4 | 1.84% | 406 | 7 | 5 | 12 | 18 | 3.29% | 584 | 19 | | 19 |
| | SR 29 | T | 199 | 91.71% | | 372 | -50 | 322 | 490 | 89.58% | | 523 | -70 | 453 |
| | | R | 14 | 6.45% | | 26 | 5 | 31 | 39 | 7.13% | | 42 | | 42 |
| | EB | L | 11 | 1.58% | 584 | 9 | 5 | 14 | 14 | 2.34% | 406 | 9 | 10 | 19 |
| | SR 29 | T | 460 | 65.90% | | 385 | 80 | 465 | 423 | 70.62% | | 287 | 50 | 337 |
| | | R | 227 | 32.52% | | 190 | 50 | 240 | 162 | 27.05% | | 110 | 70 | 180 |
| | NB | L | 157 | 66.81% | 312 | 209 | -40 | 169 | 278 | 66.83% | 408 | 272 | 25 | 297 |
| | 9th St | T | 70 | 29.79% | | 93 | | 93 | 117 | 28.13% | | 115 | 10 | 125 |
| | | R | 8 | 3.40% | | 11 | 15 | 26 | 21 | 5.05% | | 21 | 5 | 26 |
| | SB | L | 30 | 21.43% | 181 | 39 | 10 | 49 | 31 | 24.41% | 107 | 26 | 15 | 41 |
| | 9th St | T | 95 | 67.86% | | 123 | | 123 | 70 | 55.12% | | 59 | 20 | 79 |
| | | R | 15 | 10.71% | | 19 | | 19 | 26 | 20.47% | | 22 | 10 | 32 |
| SR 29 @ 1st Street | WB | L | 65 | 36.11% | 406 | 147 | 40 | 187 | 104 | 24.47% | 584 | 143 | 40 | 183 |
| | SR 29 | T | 96 | 53.33% | | 216 | -40 | 176 | 268 | 63.06% | | 368 | -110 | 258 |
| | | R | 19 | 10.56% | | 43 | 10 | 53 | 53 | 12.47% | | 73 | 20 | 93 |
| | EB | L | 52 | 10.92% | 584 | 64 | | 64 | 58 | 13.55% | 406 | 55 | 15 | 70 |
| | SR 29 | T | 267 | 56.09% | | 328 | -70 | 258 | 190 | 44.39% | | 180 | | 180 |
| | | R | 157 | 32.98% | | 193 | 80 | 273 | 180 | 42.06% | | 171 | 30 | 201 |
| | NB | L | 113 | 26.40% | 734 | 194 | | 194 | 217 | 35.34% | 976 | 345 | -90 | 255 |
| | 1st St | T | 250 | 58.41% | | 428 | -150 | 278 | 334 | 54.40% | | 531 | -130 | 401 |
| | | R | 65 | 15.19% | | 111 | 50 | 161 | 63 | 10.26% | | 100 | 30 | 130 |
| | SB | L | 82 | 22.10% | 531 | 117 | | 117 | 29 | 10.21% | 369 | 38 | | 38 |
| | 1st St | T | 278 | 74.93% | | 398 | | 398 | 216 | 76.06% | | 281 | | 281 |
| | | R | 11 | 2.96% | | 16 | | 16 | 39 | 13.73% | | 51 | | 51 |
| SR 29 @ CR 29A/New Market Road | WB | T | 182 | 62.54% | 775 | 485 | -122 | 363 | 415 | 53.48% | 1,115 | 596 | -90 | 506 |
| | SR 29 | R | 109 | 37.46% | | 290 | 122 | 412 | 361 | 46.52% | | 519 | 90 | 609 |
| | EB | L | 12 | 3.03% | 584 | 18 | 50 | 68 | 42 | 15.33% | 406 | 62 | 19 | 81 |
| | SR 29 | T | 384 | 96.97% | | 566 | -50 | 516 | 232 | 84.67% | | 344 | -30 | 314 |
| | SB | L | 245 | 98.39% | 690 | 679 | -70 | 609 | 153 | 90.00% | 480 | 432 | -20 | 412 |
| | New Market Rd | R | 4 | 1.61% | | 11 | 70 | 81 | 17 | 10.00% | | 48 | 20 | 68 |

Summary of 2025 Central Alternative #1 Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour Existing TMC | AM Peak Hour Movement % | AM Peak Hour DDHV Approach | AM Peak Hour Movement Volume Unbalanced | AM Peak Hour Balancing Adjustments | AM Peak Hour Movement Volume | PM Peak Hour Existing TMC | PM Peak Hour Movement % | PM Peak Hour DDHV Approach | PM Peak Hour Movement Volume Unbalanced | PM Peak Hour Balancing Adjustments | PM Peak Hour Movement Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 29 @ CR 846/Airport Road/13th Street | WB SR 29 | L | 0 | 0.00% | 480 | 0 | 5 | 5 | 0 | 0.00% | 690 | 0 | 5 | 5 |
| | | T | 236 | 94.40% | | 453 | 158 | 611 | 514 | 95.90% | | 662 | 75 | 737 |
| | | R | 14 | 5.60% | | 27 | 16 | 43 | 22 | 4.10% | | 28 | 20 | 48 |
| | EB SR 29 | L | 212 | 33.87% | 1,115 | 378 | -15 | 363 | 120 | 29.13% | 775 | 226 | -78 | 148 |
| | | T | 406 | 64.86% | | 723 | 70 | 793 | 291 | 70.63% | | 547 | 73 | 620 |
| | | R | 8 | 1.28% | | 14 | | 14 | 1 | 0.24% | | 2 | 5 | 7 |
| | NB13th St | L | 6 | 75.00% | 9 | 7 | 5 | 12 | 12 | 100.00% | 14 | 14 | | 14 |
| | | T | 0 | 0.00% | | 0 | 5 | 5 | 0 | 0.00% | | 0 | 5 | 5 |
| | | R | 2 | 25.00% | | 2 | 5 | 7 | 0 | 0.00% | | 0 | 5 | 5 |
| | SB CR 846 | L | 23 | 24.73% | 201 | 50 | | 50 | 18 | 6.67% | 411 | 27 | 15 | 42 |
| | | T | 0 | 0.00% | | 0 | 5 | 5 | 0 | 0.00% | | 0 | 5 | 5 |
| | | R | 70 | 75.27% | | 152 | | 152 | 252 | 93.33% | | 383 | -19 | 364 |
| SR 29 @ Farm Worker Way | NB SR 29 | L | 24 | 18.32% | 327 | 60 | | 60 | 3 | 0.82% | 471 | 4 | 5 | 9 |
| | | T | 105 | 80.15% | | 262 | | 262 | 360 | 98.90% | | 466 | 0 | 466 |
| | | R | 2 | 1.53% | | 5 | 5 | 10 | 1 | 0.27% | | 1 | 5 | 6 |
| | SBSR 29 | L | 51 | 13.14% | 690 | 91 | -25 | 66 | 88 | 34.78% | 480 | 167 | -65 | 102 |
| | | T | 241 | 62.11% | | 429 | | 429 | 141 | 55.73% | | 267 | 50 | 317 |
| | | R | 96 | 24.74% | | 171 | -50 | 121 | 24 | 9.49% | | 46 | | 46 |
| | EB Farm Worker Way | L | 63 | 60.00% | 29 | 17 | 55 | 72 | 28 | 75.68% | 43 | 33 | | 33 |
| | | T | 25 | 23.81% | | 7 | 25 | 32 | 4 | 10.81% | | 5 | 5 | 10 |
| | | R | 17 | 16.19% | | 5 | 15 | 20 | 5 | 13.51% | | 6 | 15 | 21 |
| | WB Farm Worker Way | L | 5 | 4.59% | 108 | 5 | 5 | 10 | 3 | 2.80% | 117 | 3 | 5 | 8 |
| | | T | 32 | 29.36% | | 32 | 5 | 37 | 5 | 4.67% | | 5 | 5 | 10 |
| | | R | 72 | 66.06% | | 71 | 10 | 81 | 99 | 92.52% | | 108 | | 108 |
| SR 29 @ Oil Well Road | NB SR 29 | L | 14 | 21.21% | 273 | 58 | | 58 | 118 | 30.26% | 392 | 119 | 10 | 129 |
| | | T | 42 | 63.64% | | 174 | | 174 | 263 | 67.44% | | 265 | 50 | 315 |
| | | R | 10 | 15.15% | | 41 | | 41 | 9 | 2.31% | | 9 | 5 | 14 |
| | SB SR 29 | L | 52 | 31.71% | 471 | 149 | -80 | 69 | 14 | 13.33% | 327 | 44 | | 44 |
| | | T | 107 | 65.24% | | 307 | -27 | 280 | 87 | 82.86% | | 271 | -55 | 216 |
| | | R | 5 | 3.05% | | 14 | | 14 | 4 | 3.81% | | 12 | | 12 |
| | EB Oil Well Rd | L | 4 | 5.19% | 119 | 6 | 10 | 16 | 6 | 11.54% | 52 | 6 | 5 | 11 |
| | | T | 15 | 19.48% | | 23 | | 23 | 9 | 17.31% | | 9 | 5 | 14 |
| | | R | 58 | 75.32% | | 90 | | 90 | 37 | 71.15% | | 37 | 5 | 42 |
| | WB Oil Well Rd | L | 18 | 54.55% | 13 | 7 | 15 | 22 | 14 | 21.21% | 46 | 10 | 5 | 15 |
| | | T | 8 | 24.24% | | 3 | 15 | 18 | 13 | 19.70% | | 9 | 5 | 14 |
| | | R | 7 | 21.21% | | 3 | 20 | 23 | 39 | 59.09% | | 27 | 20 | 47 |
| New Market Road @ Charlotte Street | NB New Market Rd | L | 37 | 20.22% | 480 | 97 | -30 | 67 | 63 | 13.79% | 690 | 95 | -15 | 80 |
| | | T | 143 | 78.14% | | 375 | 75 | 450 | 390 | 85.34% | | 589 | 40 | 629 |
| | | R | 3 | 1.64% | | 8 | | 8 | 4 | 0.88% | | 6 | | 6 |
| | SB New Market Rd | L | 7 | 1.33% | 903 | 12 | | 12 | 7 | 1.94% | 627 | 12 | | 12 |
| | | T | 303 | 57.50% | | 519 | 50 | 569 | 207 | 57.34% | | 360 | 50 | 410 |
| | | R | 217 | 41.18% | | 372 | -100 | 272 | 147 | 40.72% | | 255 | -70 | 185 |
| | EB Charlotte St | L | 122 | 63.54% | 314 | 199 | | 199 | 254 | 83.83% | 370 | 310 | | 310 |
| | | T | 19 | 9.90% | | 31 | | 31 | 12 | 3.96% | | 15 | | 15 |
| | | R | 51 | 26.56% | | 83 | | 83 | 37 | 12.21% | | 45 | 20 | 65 |
| | WB Charlotte St | L | 2 | 8.00% | 30 | 2 | | 2 | 11 | 17.74% | 60 | 11 | | 11 |
| | | T | 23 | 92.00% | | 27 | | 27 | 47 | 75.81% | | 46 | 5 | 51 |
| | | R | 0 | 0.00% | | 0 | 5 | 5 | 4 | 6.45% | | 4 | 5 | 9 |

Summary of 2025 Central Alternative #2 Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ SR 29 Bypass | NB SR 29 | T | | 98.00% | 443 | 434 | -17 | 417 | | 98.00% | 637 | 624 | -25 | 599 |
| | | R | | 2.00% | | 9 | | 9 | | 2.00% | | 13 | | 13 |
| | SB SR 29 | L | | 52.00% | 1,328 | 690 | 44 | 734 | | 52.00% | 923 | 480 | 24 | 504 |
| | | T | | 48.00% | | 637 | -43 | 594 | | 48.00% | | 443 | -24 | 419 |
| | WB SR 29 Bypass | L | | 2.00% | 517 | 10 | | 10 | | 2.00% | 743 | 15 | | 15 |
| | | R | | 98.00% | | 506 | | 506 | | 98.00% | | 729 | | 729 |
| SR 29 @ New Market Road/Westclox Road | NB SR 29 | L | 76 | 21.53% | 303 | 65 | 15 | 80 | 124 | 23.89% | 435 | 104 | 40 | 144 |
| | | T | 244 | 69.12% | | 209 | 30 | 239 | 376 | 72.45% | | 315 | 100 | 415 |
| | | R | 33 | 9.35% | | 28 | 10 | 38 | 19 | 3.66% | | 16 | 5 | 21 |
| | SB SR 29 | L | 429 | 49.54% | 637 | 316 | -263 | 53 | 193 | 32.60% | 443 | 144 | -95 | 49 |
| | | T | 393 | 45.38% | | 289 | 150 | 439 | 342 | 57.77% | | 256 | 10 | 266 |
| | | R | 44 | 5.08% | | 32 | 15 | 47 | 57 | 9.63% | | 43 | 30 | 73 |
| | EB New Market St | L | 29 | 15.76% | 266 | 42 | 10 | 52 | 18 | 16.67% | 139 | 23 | | 23 |
| | | T | 40 | 21.74% | | 58 | | 58 | 26 | 24.07% | | 33 | | 33 |
| | | R | 115 | 62.50% | | 166 | -35 | 131 | 64 | 59.26% | | 82 | | 82 |
| | WB Westclox | L | 4 | 2.13% | 103 | 2 | 5 | 7 | 3 | 0.50% | 149 | 1 | 5 | 6 |
| | | T | 5 | 2.66% | | 3 | 5 | 8 | 18 | 2.98% | | 4 | 20 | 24 |
| | | R | 179 | 95.21% | | 98 | -10 | 88 | 584 | 96.53% | | 144 | -25 | 119 |
| SR 29 @ CR 890 (Lake Trafford Road) | NB SR 29 | L | 181 | 48.79% | 351 | 171 | 35 | 206 | 287 | 41.41% | 504 | 209 | 80 | 289 |
| | | T | 175 | 47.17% | | 165 | 30 | 195 | 374 | 53.97% | | 272 | 70 | 342 |
| | | R | 15 | 4.04% | | 14 | 10 | 24 | 32 | 4.62% | | 23 | 10 | 33 |
| | SB SR 29 | L | 62 | 16.23% | 435 | 71 | 25 | 96 | 26 | 4.83% | 303 | 15 | 15 | 30 |
| | | T | 277 | 72.51% | | 316 | 30 | 346 | 348 | 64.68% | | 196 | -30 | 166 |
| | | R | 43 | 11.26% | | 49 | 20 | 69 | 164 | 30.48% | | 92 | 80 | 172 |
| | EB Lake Trafford Rd | L | 138 | 25.05% | 659 | 165 | -10 | 155 | 149 | 27.19% | 511 | 139 | 15 | 154 |
| | | T | 222 | 40.29% | | 265 | -20 | 245 | 142 | 25.91% | | 132 | 10 | 142 |
| | | R | 191 | 34.66% | | 228 | | 228 | 257 | 46.90% | | 240 | 20 | 260 |
| | WB Lake Trafford Rd | L | 9 | 5.14% | 232 | 12 | 5 | 17 | 19 | 6.51% | 308 | 20 | | 20 |
| | | T | 149 | 85.14% | | 197 | 40 | 237 | 252 | 86.30% | | 266 | | 266 |
| | | R | 17 | 9.71% | | 23 | 5 | 28 | 21 | 7.19% | | 22 | | 22 |
| SR 29 @ Immokalee Drive | NB SR 29 | L | 63 | 15.71% | 480 | 75 | 30 | 105 | 129 | 16.69% | 690 | 115 | 30 | 145 |
| | | T | 325 | 81.05% | | 389 | -20 | 369 | 630 | 81.50% | | 563 | -10 | 553 |
| | | R | 13 | 3.24% | | 16 | 5 | 21 | 14 | 1.81% | | 13 | 10 | 23 |
| | SB SR 29 | L | 118 | 17.74% | 504 | 90 | 35 | 125 | 56 | 9.09% | 351 | 32 | 30 | 62 |
| | | T | 535 | 80.45% | | 406 | 90 | 496 | 537 | 87.18% | | 306 | | 306 |
| | | R | 12 | 1.80% | | 9 | 10 | 19 | 23 | 3.73% | | 13 | 20 | 33 |
| | EB Immokalee Dr | L | 22 | 7.05% | 383 | 27 | | 27 | 33 | 13.69% | 310 | 42 | | 42 |
| | | T | 133 | 42.63% | | 163 | | 163 | 95 | 39.42% | | 122 | | 122 |
| | | R | 157 | 50.32% | | 193 | | 193 | 113 | 46.89% | | 145 | | 145 |
| | WB Immokalee Dr | L | 31 | 20.81% | 218 | 45 | | 45 | 21 | 7.75% | 313 | 24 | | 24 |
| | | T | 75 | 50.34% | | 110 | | 110 | 163 | 60.15% | | 188 | | 188 |
| | | R | 43 | 28.86% | | 63 | | 63 | 87 | 32.10% | | 100 | | 100 |
| SR 29 @ 9th Street | WB SR 29 | L | 4 | 1.84% | 406 | 7 | 5 | 12 | 18 | 3.29% | 584 | 19 | | 19 |
| | | T | 199 | 91.71% | | 372 | -20 | 352 | 490 | 89.58% | | 523 | -60 | 463 |
| | | R | 14 | 6.45% | | 26 | 5 | 31 | 39 | 7.13% | | 42 | | 42 |
| | EB SR 29 | L | 11 | 1.58% | 690 | 11 | 5 | 16 | 14 | 2.34% | 480 | 11 | 10 | 21 |
| | | T | 460 | 65.90% | | 455 | 70 | 525 | 423 | 70.62% | | 339 | | 339 |
| | | R | 227 | 32.52% | | 224 | 15 | 239 | 162 | 27.05% | | 130 | 50 | 180 |
| | NB 9th St | L | 157 | 66.81% | 312 | 209 | -40 | 169 | 278 | 66.83% | 408 | 272 | 25 | 297 |
| | | T | 70 | 29.79% | | 93 | | 93 | 117 | 28.13% | | 115 | 10 | 125 |
| | | R | 8 | 3.40% | | 11 | 15 | 26 | 21 | 5.05% | | 21 | 5 | 26 |
| | SB 9th St | L | 30 | 21.43% | 181 | 39 | 10 | 49 | 31 | 24.41% | 107 | 26 | 15 | 41 |
| | | T | 95 | 67.86% | | 123 | | 123 | 70 | 55.12% | | 59 | 20 | 79 |
| | | R | 15 | 10.71% | | 19 | | 19 | 26 | 20.47% | | 22 | 10 | 32 |
| SR 29 @ 1st Street | WB SR 29 | L | 65 | 36.11% | 443 | 160 | 30 | 190 | 104 | 24.47% | 637 | 156 | 30 | 186 |
| | | T | 96 | 53.33% | | 236 | -20 | 216 | 268 | 63.06% | | 402 | -100 | 302 |
| | | R | 19 | 10.56% | | 47 | 5 | 52 | 53 | 12.47% | | 79 | 15 | 94 |
| | EB SR 29 | L | 52 | 10.92% | 584 | 64 | | 64 | 58 | 13.55% | 406 | 55 | 15 | 70 |
| | | T | 267 | 56.09% | | 328 | -20 | 308 | 190 | 44.39% | | 180 | | 180 |
| | | R | 157 | 32.98% | | 193 | 80 | 273 | 180 | 42.06% | | 171 | 30 | 201 |
| | NB 1st St | L | 113 | 26.40% | 734 | 194 | | 194 | 217 | 35.34% | 976 | 345 | -90 | 255 |
| | | T | 250 | 58.41% | | 428 | -150 | 278 | 334 | 54.40% | | 531 | -130 | 401 |
| | | R | 65 | 15.19% | | 111 | 50 | 161 | 63 | 10.26% | | 100 | 30 | 130 |
| | SB 1st St | L | 82 | 22.10% | 531 | 117 | | 117 | 29 | 10.21% | 369 | 38 | | 38 |
| | | T | 278 | 74.93% | | 398 | | 398 | 216 | 76.06% | | 281 | | 281 |
| | | R | 11 | 2.96% | | 16 | | 16 | 39 | 13.73% | | 51 | | 51 |

Summary of 2025 Central Alternative #2 Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ CR 29A/New Market Road | WB SR 29 | T | 182 | 62.54% | 517 | 323 | 96 | 419 | 415 | 53.48% | 743 | 398 | 244 | 642 |
| | | R | 109 | 37.46% | | 194 | -180 | 14 | 361 | 46.52% | | 346 | -322 | 24 |
| | EB SR 29 | L | 12 | 3.03% | 637 | 19 | -10 | 9 | 42 | 15.33% | 443 | 68 | -60 | 8 |
| | | T | 384 | 96.97% | | 618 | | 618 | 232 | 84.67% | | 375 | 10 | 385 |
| | SB New Market Rd | L | 245 | 98.39% | 32 | 32 | -6 | 26 | 153 | 90.00% | 23 | 20 | -4 | 16 |
| | | R | 4 | 1.61% | | 1 | 5 | 6 | 17 | 10.00% | | 2 | 5 | 7 |
| SR 29 @ SR 29 Bypass/Airport Road | NB SR 29 | L | | 38.00% | 480 | 182 | 45 | 227 | | 38.00% | 690 | 262 | 50 | 312 |
| | | T | | 37.00% | | 177 | 111 | 288 | | 37.00% | | 255 | 170 | 425 |
| | | R | 14 | 25.00% | | 120 | -65 | 55 | | 25.00% | | 173 | -120 | 53 |
| | SB SR 29 Bypass | L | | 24.00% | 690 | 166 | -20 | 146 | | 24.00% | 480 | 115 | -40 | 75 |
| | | T | | 39.00% | | 269 | 150 | 419 | | 39.00% | | 187 | 100 | 287 |
| | | R | | 37.00% | | 255 | -140 | 115 | | 37.00% | | 177 | -59 | 118 |
| | EB SR 29 | L | 12 | 36.00% | 743 | 268 | -150 | 118 | | 36.00% | 517 | 186 | -67 | 119 |
| | | T | | 25.00% | | 186 | 50 | 236 | | 25.00% | | 129 | -40 | 89 |
| | | R | | 39.00% | | 290 | 30 | 320 | | 39.00% | | 201 | 25 | 226 |
| | WB CR 846 | L | 23 | 35.00% | 201 | 70 | -20 | 50 | | 35.00% | 411 | 144 | -90 | 54 |
| | | T | | 33.00% | | 66 | 25 | 91 | | 33.00% | | 136 | 100 | 236 |
| | | R | | 32.00% | | 64 | 10 | 74 | | 32.00% | | 131 | 15 | 146 |
| SR 29 @ Farm Worker Way | NB SR 29 | L | 24 | 18.32% | 331 | 61 | | 61 | 3 | 0.82% | 476 | 4 | 5 | 9 |
| | | T | 105 | 80.15% | | 265 | -30 | 235 | 360 | 98.90% | | 471 | -50 | 421 |
| | | R | 2 | 1.53% | | 5 | 5 | 10 | 1 | 0.27% | | 1 | 5 | 6 |
| | SB SR 29 | L | 51 | 13.14% | 690 | 91 | -25 | 66 | 88 | 34.78% | 480 | 167 | -65 | 102 |
| | | T | 241 | 62.11% | | 429 | | 429 | 141 | 55.73% | | 267 | 30 | 297 |
| | | R | 96 | 24.74% | | 171 | -50 | 121 | 24 | 9.49% | | 46 | | 46 |
| | EB Farm Worker Way | L | 63 | 60.00% | 29 | 17 | 55 | 72 | 28 | 75.68% | 43 | 33 | | 33 |
| | | T | 25 | 23.81% | | 7 | 25 | 32 | 4 | 10.81% | | 5 | 5 | 10 |
| | | R | 17 | 16.19% | | 5 | 15 | 20 | 5 | 13.51% | | 6 | 15 | 21 |
| | WB Farm Worker Way | L | 5 | 4.59% | 108 | 5 | 5 | 10 | 3 | 2.80% | 117 | 3 | 5 | 8 |
| | | T | 32 | 29.36% | | 32 | 5 | 37 | 5 | 4.67% | | 5 | 5 | 10 |
| | | R | 72 | 66.06% | | 71 | 10 | 81 | 99 | 92.52% | | 108 | | 108 |
| SR 29 @ Oil Well Road | NB SR 29 | L | 14 | 21.21% | 277 | 59 | | 59 | 118 | 30.26% | 398 | 120 | 10 | 130 |
| | | T | 42 | 63.64% | | 176 | | 176 | 263 | 67.44% | | 268 | 50 | 318 |
| | | R | 10 | 15.15% | | 42 | | 42 | 9 | 2.31% | | 9 | 5 | 14 |
| | SB SR 29 | L | 52 | 31.71% | 476 | 151 | -80 | 71 | 14 | 13.33% | 331 | 44 | | 44 |
| | | T | 107 | 65.24% | | 311 | -25 | 286 | 87 | 82.86% | | 274 | -55 | 219 |
| | | R | 5 | 3.05% | | 15 | | 15 | 4 | 3.81% | | 13 | | 13 |
| | EB Oil Well Rd | L | 4 | 5.19% | 119 | 6 | 10 | 16 | 6 | 11.54% | 52 | 6 | 5 | 11 |
| | | T | 15 | 19.48% | | 23 | | 23 | 9 | 17.31% | | 9 | 5 | 14 |
| | | R | 58 | 75.32% | | 90 | | 90 | 37 | 71.15% | | 37 | 5 | 42 |
| | WB Oil Well Rd | L | 18 | 54.55% | 13 | 7 | 15 | 22 | 14 | 21.21% | 46 | 10 | 5 | 15 |
| | | T | 8 | 24.24% | | 3 | 15 | 18 | 13 | 19.70% | | 9 | 5 | 14 |
| | | R | 7 | 21.21% | | 3 | 20 | 23 | 39 | 59.09% | | 27 | 20 | 47 |
| New Market Road @ Charlotte Street | NB New Market Rd | L | 37 | 20.22% | 23 | 5 | 5 | 10 | 63 | 13.79% | 32 | 4 | | 4 |
| | | T | 143 | 78.14% | | 18 | 5 | 23 | 390 | 85.34% | | 28 | 20 | 48 |
| | | R | 3 | 1.64% | | 0 | 5 | 5 | 4 | 0.88% | | 0 | | 0 |
| | SB New Market Rd | L | 7 | 1.33% | 149 | 2 | 5 | 7 | 7 | 1.94% | 103 | 2 | | 2 |
| | | T | 303 | 57.50% | | 85 | -40 | 45 | 207 | 57.34% | | 59 | -35 | 24 |
| | | R | 217 | 41.18% | | 61 | 200 | 261 | 147 | 40.72% | | 42 | 210 | 252 |
| | EB Charlotte St | L | 122 | 63.54% | 293 | 186 | 70 | 256 | 254 | 83.83% | 346 | 290 | | 290 |
| | | T | 19 | 9.90% | | 29 | | 29 | 12 | 3.96% | | 14 | 5 | 19 |
| | | R | 51 | 26.56% | | 78 | -70 | 8 | 37 | 12.21% | | 42 | -20 | 22 |
| | WB Charlotte St | L | 2 | 8.00% | 30 | 2 | 5 | 7 | 11 | 17.74% | 60 | 11 | | 11 |
| | | T | 23 | 92.00% | | 27 | | 27 | 47 | 75.81% | | 46 | 10 | 56 |
| | | R | 0 | 0.00% | | 0 | 5 | 5 | 4 | 6.45% | | 4 | 5 | 9 |

Summary of 2025 Central Alternative #2 Revised Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ SR 29 Bypass | NB SR 29 | T | | 98.00% | 627 | 615 | -21 | 594 | | 98.00% | 903 | 885 | -31 | 854 |
| | | R | | 2.00% | | 13 | | 13 | | 2.00% | | 18 | | 18 |
| | SB SR 29 | L | | 52.00% | 1,328 | 690 | -220 | 470 | | 52.00% | 923 | 480 | -162 | 318 |
| | | T | | 48.00% | | 637 | 221 | 858 | | 48.00% | | 443 | 162 | 605 |
| | WB SR 29 Bypass | L | | 2.00% | 336 | 7 | | 7 | | 2.00% | 483 | 10 | | 10 |
| | | R | | 98.00% | | 329 | | 329 | | 98.00% | | 474 | | 474 |
| SR 29 @ New Market Road/Westclox Road | NB SR 29 | L | 76 | 21.53% | 332 | 72 | 10 | 82 | 124 | 23.89% | 478 | 114 | 30 | 144 |
| | | T | 244 | 69.12% | | 230 | 60 | 290 | 376 | 72.45% | | 346 | 130 | 476 |
| | | R | 33 | 9.35% | | 31 | 10 | 41 | 19 | 3.66% | | 17 | 5 | 22 |
| | SB SR 29 | L | 429 | 49.54% | 903 | 447 | -174 | 273 | 193 | 32.60% | 627 | 205 | -2 | 203 |
| | | T | 393 | 45.38% | | 410 | 90 | 500 | 342 | 57.77% | | 362 | -80 | 282 |
| | | R | 44 | 5.08% | | 46 | | 46 | 57 | 9.63% | | 60 | 15 | 75 |
| | EB New Market St | L | 29 | 15.76% | 266 | 42 | 10 | 52 | 18 | 16.67% | 139 | 23 | | 23 |
| | | T | 40 | 21.74% | | 58 | | 58 | 26 | 24.07% | | 33 | | 33 |
| | | R | 115 | 62.50% | | 166 | -35 | 131 | 64 | 59.26% | | 82 | | 82 |
| | WB Westclox | L | 4 | 2.13% | 258 | 5 | 5 | 10 | 3 | 0.50% | 372 | 2 | 5 | 7 |
| | | T | 5 | 2.66% | | 7 | 5 | 12 | 18 | 2.98% | | 11 | 15 | 26 |
| | | R | 179 | 95.21% | | 246 | -10 | 236 | 584 | 96.53% | | 359 | -20 | 339 |
| SR 29 @ CR 890 (Lake Trafford Road) | NB SR 29 | L | 181 | 48.79% | 369 | 180 | 25 | 205 | 287 | 41.41% | 531 | 220 | 70 | 290 |
| | | T | 175 | 47.17% | | 174 | 90 | 264 | 374 | 53.97% | | 287 | 150 | 437 |
| | | R | 15 | 4.04% | | 15 | 10 | 25 | 32 | 4.62% | | 25 | 10 | 35 |
| | SB SR 29 | L | 62 | 16.23% | 478 | 78 | 20 | 98 | 26 | 4.83% | 332 | 16 | 15 | 31 |
| | | T | 277 | 72.51% | | 347 | 100 | 447 | 348 | 64.68% | | 215 | -30 | 185 |
| | | R | 43 | 11.26% | | 54 | 15 | 69 | 164 | 30.48% | | 101 | 3 | 104 |
| | EB Lake Trafford Rd | L | 138 | 25.05% | 659 | 165 | -10 | 155 | 149 | 27.19% | 511 | 139 | 15 | 154 |
| | | T | 222 | 40.29% | | 265 | -20 | 245 | 142 | 25.91% | | 132 | 10 | 142 |
| | | R | 191 | 34.66% | | 228 | | 228 | 257 | 46.90% | | 240 | 20 | 260 |
| | WB Lake Trafford Rd | L | 9 | 5.14% | 232 | 12 | 5 | 17 | 19 | 6.51% | 308 | 20 | | 20 |
| | | T | 149 | 85.14% | | 197 | 40 | 237 | 252 | 86.30% | | 266 | | 266 |
| | | R | 17 | 9.71% | | 23 | 5 | 28 | 21 | 7.19% | | 22 | | 22 |
| SR 29 @ Immokalee Drive | NB SR 29 | L | 63 | 15.71% | 480 | 75 | 30 | 105 | 129 | 16.69% | 690 | 115 | 30 | 145 |
| | | T | 325 | 81.05% | | 389 | 50 | 439 | 630 | 81.50% | | 563 | 100 | 663 |
| | | R | 13 | 3.24% | | 16 | 5 | 21 | 14 | 1.81% | | 13 | 10 | 23 |
| | SB SR 29 | L | 118 | 17.74% | 531 | 94 | 30 | 124 | 56 | 9.09% | 369 | 34 | 25 | 59 |
| | | T | 535 | 80.45% | | 427 | 100 | 527 | 537 | 87.18% | | 322 | 20 | 342 |
| | | R | 12 | 1.80% | | 10 | 10 | 20 | 23 | 3.73% | | 14 | 20 | 34 |
| | EB Immokalee Dr | L | 22 | 7.05% | 388 | 27 | | 27 | 33 | 13.69% | 314 | 43 | | 43 |
| | | T | 133 | 42.63% | | 165 | | 165 | 95 | 39.42% | | 124 | | 124 |
| | | R | 157 | 50.32% | | 195 | | 195 | 113 | 46.89% | | 147 | | 147 |
| | WB Immokalee Dr | L | 31 | 20.81% | 218 | 45 | | 45 | 21 | 7.75% | 313 | 24 | | 24 |
| | | T | 75 | 50.34% | | 110 | | 110 | 163 | 60.15% | | 188 | | 188 |
| | | R | 43 | 28.86% | | 63 | | 63 | 87 | 32.10% | | 100 | | 100 |
| SR 29 @ 9th Street | WB SR 29 | L | 4 | 1.84% | 443 | 8 | 5 | 13 | 18 | 3.29% | 637 | 21 | | 21 |
| | | T | 199 | 91.71% | | 406 | | 406 | 490 | 89.58% | | 571 | -20 | 551 |
| | | R | 14 | 6.45% | | 29 | | 29 | 39 | 7.13% | | 45 | | 45 |
| | EB SR 29 | L | 11 | 1.58% | 690 | 11 | 5 | 16 | 14 | 2.34% | 480 | 11 | 10 | 21 |
| | | T | 460 | 65.90% | | 455 | 110 | 565 | 423 | 70.62% | | 339 | 30 | 369 |
| | | R | 227 | 32.52% | | 224 | 15 | 239 | 162 | 27.05% | | 130 | 50 | 180 |
| | NB 9th St | L | 157 | 66.81% | 312 | 209 | -40 | 169 | 278 | 66.83% | 408 | 272 | 25 | 297 |
| | | T | 70 | 29.79% | | 93 | | 93 | 117 | 28.13% | | 115 | 10 | 125 |
| | | R | 8 | 3.40% | | 11 | 15 | 26 | 21 | 5.05% | | 21 | 5 | 26 |
| | SB 9th St | L | 30 | 21.43% | 181 | 39 | 10 | 49 | 31 | 24.41% | 107 | 26 | 15 | 41 |
| | | T | 95 | 67.86% | | 123 | | 123 | 70 | 55.12% | | 59 | 20 | 79 |
| | | R | 15 | 10.71% | | 19 | | 19 | 26 | 20.47% | | 22 | 10 | 32 |
| SR 29 @ 1st Street | WB SR 29 | L | 65 | 36.11% | 480 | 173 | 30 | 203 | 104 | 24.47% | 690 | 169 | 20 | 189 |
| | | T | 96 | 53.33% | | 256 | -35 | 221 | 268 | 63.06% | | 435 | -70 | 365 |
| | | R | 19 | 10.56% | | 51 | 5 | 56 | 53 | 12.47% | | 86 | 10 | 96 |
| | EB SR 29 | L | 52 | 10.92% | 637 | 70 | | 70 | 58 | 13.55% | 443 | 60 | 10 | 70 |
| | | T | 267 | 56.09% | | 357 | -30 | 327 | 190 | 44.39% | | 197 | 30 | 227 |
| | | R | 157 | 32.98% | | 210 | 80 | 290 | 180 | 42.06% | | 186 | 15 | 201 |
| | NB 1st St | L | 113 | 26.40% | 734 | 194 | | 194 | 217 | 35.34% | 976 | 345 | -90 | 255 |
| | | T | 250 | 58.41% | | 428 | -150 | 278 | 334 | 54.40% | | 531 | -130 | 401 |
| | | R | 65 | 15.19% | | 111 | 50 | 161 | 63 | 10.26% | | 100 | 30 | 130 |
| | SB 1st St | L | 82 | 22.10% | 499 | 110 | -15 | 95 | 29 | 10.21% | 347 | 35 | | 35 |
| | | T | 278 | 74.93% | | 374 | -30 | 344 | 216 | 76.06% | | 264 | -20 | 244 |
| | | R | 11 | 2.96% | | 15 | 5 | 20 | 39 | 13.73% | | 48 | -5 | 43 |

Summary of 2025 Central Alternative #2 Revised Design Hour Volume Calculations

| Intersection | Lane Group | | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume | Existing TMC | Movement % | DDHV Approach | Movement Volume Unbalanced | Balancing Adjustments | Movement Volume |
| SR 29 @ CR 29A/New Market Road | WB SR 29 | T | 182 | 62.54% | 590 | 369 | 60 | 429 | 415 | 53.48% | 850 | 454 | 211 | 665 |
| | | R | 109 | 37.46% | | 221 | -139 | 82 | 361 | 46.52% | | 395 | -280 | 115 |
| | EB SR 29 | L | 12 | 3.03% | 690 | 21 | | 21 | 42 | 15.33% | 480 | 74 | -40 | 34 |
| | | T | 384 | 96.97% | | 669 | -60 | 609 | 232 | 84.67% | | 406 | | 406 |
| | SB New Market Rd | L | 245 | 98.39% | 149 | 146 | -19 | 127 | 153 | 90.00% | 103 | 93 | -20 | 73 |
| | | R | 4 | 1.61% | | 2 | 20 | 22 | 17 | 10.00% | | 10 | 20 | 30 |
| SR 29 @ SR 29 Bypass/Airport Road | NB SR 29 | L | | 38.00% | 480 | 182 | 135 | 317 | | 38.00% | 690 | 262 | 170 | 432 |
| | | T | | 37.00% | | 177 | 42 | 219 | | 37.00% | | 255 | 70 | 325 |
| | | R | 14 | 25.00% | | 120 | -65 | 55 | | 25.00% | | 173 | -120 | 53 |
| | SB SR 29 Bypass | L | | 24.00% | 531 | 127 | -20 | 107 | | 24.00% | 369 | 89 | -25 | 64 |
| | | T | | 39.00% | | 207 | 120 | 327 | | 39.00% | | 144 | 75 | 219 |
| | | R | | 37.00% | | 196 | -99 | 97 | | 37.00% | | 137 | -50 | 87 |
| | EB SR 29 | L | 12 | 36.00% | 850 | 306 | -220 | 86 | | 36.00% | 590 | 213 | -115 | 98 |
| | | T | | 25.00% | | 212 | 50 | 262 | | 25.00% | | 148 | -50 | 98 |
| | | R | | 39.00% | | 331 | 100 | 431 | | 39.00% | | 230 | 85 | 315 |
| | WB CR 846 | L | 23 | 35.00% | 201 | 70 | -20 | 50 | | 35.00% | 411 | 144 | -85 | 59 |
| | | T | | 33.00% | | 66 | 31 | 97 | | 33.00% | | 136 | 125 | 261 |
| | | R | | 32.00% | | 64 | | 64 | | 32.00% | | 131 | -25 | 106 |
| SR 29 @ Farm Worker Way | NB SR 29 | L | 24 | 18.32% | 331 | 61 | | 61 | 3 | 0.82% | 476 | 4 | 5 | 9 |
| | | T | 105 | 80.15% | | 265 | -30 | 235 | 360 | 98.90% | | 471 | -50 | 421 |
| | | R | 2 | 1.53% | | 5 | 5 | 10 | 1 | 0.27% | | 1 | 5 | 6 |
| | SB SR 29 | L | 51 | 13.14% | 690 | 91 | -25 | 66 | 88 | 34.78% | 480 | 167 | -65 | 102 |
| | | T | 241 | 62.11% | | 429 | | 429 | 141 | 55.73% | | 267 | 30 | 297 |
| | | R | 96 | 24.74% | | 171 | -50 | 121 | 24 | 9.49% | | 46 | | 46 |
| | EB Farm Worker Way | L | 63 | 60.00% | 29 | 17 | 55 | 72 | 28 | 75.68% | 43 | 33 | | 33 |
| | | T | 25 | 23.81% | | 7 | 25 | 32 | 4 | 10.81% | | 5 | 5 | 10 |
| | | R | 17 | 16.19% | | 5 | 15 | 20 | 5 | 13.51% | | 6 | 15 | 21 |
| | WB Farm Worker Way | L | 5 | 4.59% | 108 | 5 | 5 | 10 | 3 | 2.80% | 117 | 3 | 5 | 8 |
| | | T | 32 | 29.36% | | 32 | 5 | 37 | 5 | 4.67% | | 5 | 5 | 10 |
| | | R | 72 | 66.06% | | 71 | 10 | 81 | 99 | 92.52% | | 108 | | 108 |
| SR 29 @ Oil Well Road | NB SR 29 | L | 14 | 21.21% | 277 | 59 | | 59 | 118 | 30.26% | 398 | 120 | 10 | 130 |
| | | T | 42 | 63.64% | | 176 | | 176 | 263 | 67.44% | | 268 | 50 | 318 |
| | | R | 10 | 15.15% | | 42 | | 42 | 9 | 2.31% | | 9 | 5 | 14 |
| | SB SR 29 | L | 52 | 31.71% | 476 | 151 | -80 | 71 | 14 | 13.33% | 331 | 44 | | 44 |
| | | T | 107 | 65.24% | | 311 | -25 | 286 | 87 | 82.86% | | 274 | -55 | 219 |
| | | R | 5 | 3.05% | | 15 | | 15 | 4 | 3.81% | | 13 | | 13 |
| | EB Oil Well Rd | L | 4 | 5.19% | 119 | 6 | 10 | 16 | 6 | 11.54% | 52 | 6 | 5 | 11 |
| | | T | 15 | 19.48% | | 23 | | 23 | 9 | 17.31% | | 9 | 5 | 14 |
| | | R | 58 | 75.32% | | 90 | | 90 | 37 | 71.15% | | 37 | 5 | 42 |
| | WB Oil Well Rd | L | 18 | 54.55% | 13 | 7 | 15 | 22 | 14 | 21.21% | 46 | 10 | 5 | 15 |
| | | T | 8 | 24.24% | | 3 | 15 | 18 | 13 | 19.70% | | 9 | 5 | 14 |
| | | R | 7 | 21.21% | | 3 | 20 | 23 | 39 | 59.09% | | 27 | 20 | 47 |
| New Market Road @ Charlotte Street | NB New Market Rd | L | 37 | 20.22% | 103 | 21 | 15 | 36 | 63 | 13.79% | 149 | 20 | | 20 |
| | | T | 143 | 78.14% | | 81 | -15 | 66 | 390 | 85.34% | | 127 | -5 | 122 |
| | | R | 3 | 1.64% | | 2 | 5 | 7 | 4 | 0.88% | | 1 | 5 | 6 |
| | SB New Market Rd | L | 7 | 1.33% | 372 | 5 | 5 | 10 | 7 | 1.94% | 258 | 5 | 10 | 15 |
| | | T | 303 | 57.50% | | 214 | -80 | 134 | 207 | 57.34% | | 148 | -95 | 53 |
| | | R | 217 | 41.18% | | 153 | 100 | 253 | 147 | 40.72% | | 105 | 85 | 190 |
| | EB Charlotte St | L | 122 | 63.54% | 264 | 168 | 50 | 218 | 254 | 83.83% | 312 | 261 | 0 | 261 |
| | | T | 19 | 9.90% | | 26 | | 26 | 12 | 3.96% | | 12 | 5 | 17 |
| | | R | 51 | 26.56% | | 70 | -50 | 20 | 37 | 12.21% | | 38 | -5 | 33 |
| | WB Charlotte St | L | 2 | 8.00% | 30 | 2 | 5 | 7 | 11 | 17.74% | 60 | 11 | 5 | 16 |
| | | T | 23 | 92.00% | | 27 | | 27 | 47 | 75.81% | | 46 | 10 | 56 |
| | | R | 0 | 0.00% | | 0 | 5 | 5 | 4 | 6.45% | | 4 | 5 | 9 |

# Appendix O

## Synchro Intersections Output Sheets- No Build

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 429 | 121 | 59 | 256 | 10 | 72 | 32 | 20 | 10 | 37 | 81 |
| Future Volume (veh/h) | 66 | 429 | 121 | 59 | 256 | 10 | 72 | 32 | 20 | 10 | 37 | 81 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1759 | 1863 | 1900 | 1759 | 1900 | 1845 | 1813 | 1900 | 1188 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 72 | 466 | 132 | 64 | 278 | 11 | 78 | 35 | 22 | 11 | 40 | 88 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 8 | 2 | 0 | 8 | 0 | 3 | 4 | 4 | 60 | 0 | 0 |
| Cap, veh/h | 552 | 778 | 700 | 400 | 778 | 714 | 372 | 213 | 134 | 350 | 108 | 238 |
| Arrive On Green | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 |
| Sat Flow, veh/h | 1045 | 1759 | 1583 | 833 | 1759 | 1615 | 1245 | 1043 | 655 | 855 | 530 | 1165 |
| Grp Volume(v), veh/h | 72 | 466 | 132 | 64 | 278 | 11 | 78 | 0 | 57 | 11 | 0 | 128 |
| Grp Sat Flow(s),veh/h/ln | 1045 | 1759 | 1583 | 833 | 1759 | 1615 | 1245 | 0 | 1698 | 855 | 0 | 1694 |
| Q Serve(g_s), s | 1.8 | 7.3 | 1.8 | 2.3 | 3.8 | 0.1 | 2.1 | 0.0 | 1.0 | 0.4 | 0.0 | 2.4 |
| Cycle Q Clear(g_c), s | 5.6 | 7.3 | 1.8 | 9.6 | 3.8 | 0.1 | 4.4 | 0.0 | 1.0 | 1.4 | 0.0 | 2.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.39 | 1.00 | | 0.69 |
| Lane Grp Cap(c), veh/h | 552 | 778 | 700 | 400 | 778 | 714 | 372 | 0 | 346 | 350 | 0 | 346 |
| V/C Ratio(X) | 0.13 | 0.60 | 0.19 | 0.16 | 0.36 | 0.02 | 0.21 | 0.00 | 0.16 | 0.03 | 0.00 | 0.37 |
| Avail Cap(c_a), veh/h | 1337 | 2100 | 1890 | 1026 | 2100 | 1928 | 1116 | 0 | 1361 | 860 | 0 | 1358 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.5 | 7.7 | 6.1 | 11.3 | 6.7 | 5.7 | 14.3 | 0.0 | 11.9 | 12.4 | 0.0 | 12.4 |
| Incr Delay (d2), s/veh | 0.0 | 0.3 | 0.0 | 0.1 | 0.1 | 0.0 | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 3.6 | 0.8 | 0.5 | 1.8 | 0.1 | 0.7 | 0.0 | 0.5 | 0.1 | 0.0 | 1.2 |
| LnGrp Delay(d),s/veh | 8.6 | 7.9 | 6.2 | 11.4 | 6.8 | 5.7 | 14.6 | 0.0 | 12.1 | 12.5 | 0.0 | 13.1 |
| LnGrp LOS | A | A | A | B | A | A | B | | B | B | | B |
| Approach Vol, veh/h | | 670 | | | 353 | | | 135 | | | 139 | |
| Approach Delay, s/veh | | 7.7 | | | 7.6 | | | 13.5 | | | 13.0 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 22.8 | | 13.4 | | 22.8 | | 13.4 |
| Change Period (Y+Rc), s | | 6.8 | | 6.0 | | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | | 43.2 | | 29.0 | | 43.2 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | | 11.6 | | 6.4 | | 9.3 | | 4.4 |
| Green Ext Time (p_c), s | | 2.6 | | 1.4 | | 2.6 | | 1.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.8 |
| HCM 2010 LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 63 | 447 | 280 | 187 | 276 | 55 | 194 | 308 | 161 | 116 | 394 | 16 |
| Future Volume (veh/h) | 63 | 447 | 280 | 187 | 276 | 55 | 194 | 308 | 161 | 116 | 394 | 16 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1810 | 1863 | 1545 | 1810 | 1810 | 1776 | 1810 | 1863 | 1583 | 1759 | 1900 |
| Adj Flow Rate, veh/h | 68 | 486 | 304 | 203 | 300 | 60 | 211 | 335 | 175 | 126 | 428 | 17 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 5 | 2 | 23 | 5 | 5 | 7 | 5 | 2 | 20 | 8 | 8 |
| Cap, veh/h | 387 | 885 | 407 | 274 | 952 | 426 | 284 | 574 | 502 | 312 | 516 | 20 |
| Arrive On Green | 0.06 | 0.26 | 0.26 | 0.08 | 0.28 | 0.28 | 0.08 | 0.32 | 0.32 | 0.08 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1707 | 3438 | 1583 | 1471 | 3438 | 1538 | 1691 | 1810 | 1583 | 1508 | 1680 | 67 |
| Grp Volume(v), veh/h | 68 | 486 | 304 | 203 | 300 | 60 | 211 | 335 | 175 | 126 | 0 | 445 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1719 | 1583 | 1471 | 1719 | 1538 | 1691 | 1810 | 1583 | 1508 | 0 | 1747 |
| Q Serve(g_s), s | 2.6 | 11.4 | 16.4 | 7.6 | 6.4 | 2.7 | 7.9 | 14.4 | 7.9 | 5.2 | 0.0 | 22.0 |
| Cycle Q Clear(g_c), s | 2.6 | 11.4 | 16.4 | 7.6 | 6.4 | 2.7 | 7.9 | 14.4 | 7.9 | 5.2 | 0.0 | 22.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 387 | 885 | 407 | 274 | 952 | 426 | 284 | 574 | 502 | 312 | 0 | 536 |
| V/C Ratio(X) | 0.18 | 0.55 | 0.75 | 0.74 | 0.32 | 0.14 | 0.74 | 0.58 | 0.35 | 0.40 | 0.00 | 0.83 |
| Avail Cap(c_a), veh/h | 420 | 1206 | 555 | 274 | 1206 | 539 | 284 | 718 | 628 | 327 | 0 | 693 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.5 | 29.9 | 31.7 | 27.7 | 26.6 | 25.3 | 23.4 | 26.6 | 24.4 | 20.5 | 0.0 | 30.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.5 | 3.7 | 10.2 | 0.2 | 0.1 | 10.0 | 0.9 | 0.4 | 0.8 | 0.0 | 6.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 5.5 | 7.6 | 2.9 | 3.1 | 1.2 | 2.5 | 7.3 | 3.5 | 2.2 | 0.0 | 11.6 |
| LnGrp Delay(d),s/veh | 22.7 | 30.4 | 35.4 | 37.9 | 26.8 | 25.4 | 33.4 | 27.6 | 24.8 | 21.4 | 0.0 | 36.6 |
| LnGrp LOS | C | C | D | D | C | C | C | C | C | C | | D |
| Approach Vol, veh/h | | 858 | | | 563 | | | 721 | | | 571 | |
| Approach Delay, s/veh | | 31.6 | | | 30.7 | | | 28.6 | | | 33.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.2 | 32.1 | 13.1 | 35.6 | 14.0 | 30.3 | 14.0 | 34.6 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.6 | 32.6 | 7.9 | 36.9 | 7.6 | 32.6 | 7.9 | 36.9 |
| Max Q Clear Time (g_c+I1), s | 4.6 | 8.4 | 7.2 | 16.4 | 9.6 | 18.4 | 9.9 | 24.0 |
| Green Ext Time (p_c), s | 0.0 | 6.9 | 0.0 | 5.5 | 0.0 | 5.5 | 0.0 | 4.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 30.9 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 765 | 248 | 11 | 471 | 38 | 169 | 93 | 26 | 49 | 123 | 19 |
| Future Volume (veh/h) | 16 | 765 | 248 | 11 | 471 | 38 | 169 | 93 | 26 | 49 | 123 | 19 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1818 | 1900 | 1900 | 1798 | 1900 | 1810 | 1815 | 1900 | 1845 | 1835 | 1900 |
| Adj Flow Rate, veh/h | 17 | 832 | 270 | 12 | 512 | 41 | 184 | 101 | 28 | 53 | 134 | 21 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 5 | 6 | 6 | 3 | 3 | 3 |
| Cap, veh/h | 432 | 1222 | 396 | 222 | 1526 | 122 | 365 | 466 | 129 | 277 | 214 | 34 |
| Arrive On Green | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | 0.11 | 0.34 | 0.34 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 869 | 2566 | 832 | 520 | 3205 | 256 | 1723 | 1368 | 379 | 1244 | 1549 | 243 |
| Grp Volume(v), veh/h | 17 | 560 | 542 | 12 | 272 | 281 | 184 | 0 | 129 | 53 | 0 | 155 |
| Grp Sat Flow(s),veh/h/ln | 869 | 1727 | 1671 | 520 | 1708 | 1753 | 1723 | 0 | 1748 | 1244 | 0 | 1792 |
| Q Serve(g_s), s | 0.9 | 17.2 | 17.3 | 1.3 | 6.8 | 6.9 | 5.9 | 0.0 | 3.6 | 2.6 | 0.0 | 5.6 |
| Cycle Q Clear(g_c), s | 7.7 | 17.2 | 17.3 | 18.5 | 6.8 | 6.9 | 5.9 | 0.0 | 3.6 | 2.6 | 0.0 | 5.6 |
| Prop In Lane | 1.00 | | 0.50 | 1.00 | | 0.15 | 1.00 | | 0.22 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 432 | 822 | 796 | 222 | 813 | 835 | 365 | 0 | 595 | 277 | 0 | 248 |
| V/C Ratio(X) | 0.04 | 0.68 | 0.68 | 0.05 | 0.33 | 0.34 | 0.50 | 0.00 | 0.22 | 0.19 | 0.00 | 0.63 |
| Avail Cap(c_a), veh/h | 608 | 1172 | 1134 | 327 | 1159 | 1189 | 368 | 0 | 1293 | 771 | 0 | 960 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.6 | 13.9 | 13.9 | 21.1 | 11.2 | 11.2 | 20.5 | 0.0 | 16.1 | 26.6 | 0.0 | 27.9 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 1.0 | 0.1 | 0.2 | 0.2 | 1.1 | 0.0 | 0.2 | 0.3 | 0.0 | 2.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 8.3 | 8.1 | 0.2 | 3.2 | 3.3 | 2.9 | 0.0 | 1.7 | 0.9 | 0.0 | 2.9 |
| LnGrp Delay(d),s/veh | 13.7 | 14.9 | 15.0 | 21.2 | 11.4 | 11.5 | 21.5 | 0.0 | 16.3 | 27.0 | 0.0 | 30.5 |
| LnGrp LOS | B | B | B | C | B | B | C | | B | C | | C |
| Approach Vol, veh/h | | 1119 | | | 565 | | | 313 | | | 208 | |
| Approach Delay, s/veh | | 14.9 | | | 11.7 | | | 19.4 | | | 29.6 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 39.1 | | 29.6 | | 39.1 | 13.9 | 15.7 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 46.6 | | * 51 | | 46.6 | * 7.8 | * 37 |
| Max Q Clear Time (g_c+I1), s | | 20.5 | | 5.6 | | 19.3 | 7.9 | 7.6 |
| Green Ext Time (p_c), s | | 12.2 | | 2.0 | | 12.4 | 0.0 | 1.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.1 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 28 | 167 | 198 | 45 | 110 | 63 | 110 | 568 | 23 | 160 | 761 | 16 |
| Future Volume (veh/h) | 28 | 167 | 198 | 45 | 110 | 63 | 110 | 568 | 23 | 160 | 761 | 16 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1814 | 1900 | 1792 | 1810 | 1900 | 1712 | 1803 | 1900 | 1810 | 1808 | 1900 |
| Adj Flow Rate, veh/h | 29 | 170 | 202 | 46 | 112 | 64 | 112 | 580 | 23 | 163 | 777 | 16 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 6 | 5 | 5 | 11 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 373 | 236 | 280 | 197 | 337 | 193 | 191 | 917 | 36 | 321 | 940 | 19 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1228 | 757 | 899 | 968 | 1082 | 618 | 626 | 1723 | 68 | 790 | 1766 | 36 |
| Grp Volume(v), veh/h | 29 | 0 | 372 | 46 | 0 | 176 | 112 | 0 | 603 | 163 | 0 | 793 |
| Grp Sat Flow(s),veh/h/ln | 1228 | 0 | 1656 | 968 | 0 | 1700 | 626 | 0 | 1791 | 790 | 0 | 1802 |
| Q Serve(g_s), s | 1.5 | 0.0 | 16.3 | 3.6 | 0.0 | 6.5 | 13.5 | 0.0 | 19.5 | 15.0 | 0.0 | 30.1 |
| Cycle Q Clear(g_c), s | 8.0 | 0.0 | 16.3 | 20.0 | 0.0 | 6.5 | 43.6 | 0.0 | 19.5 | 34.5 | 0.0 | 30.1 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.36 | 1.00 | | 0.04 | 1.00 | | 0.02 |
| Lane Grp Cap(c), veh/h | 373 | 0 | 516 | 197 | 0 | 530 | 191 | 0 | 953 | 321 | 0 | 959 |
| V/C Ratio(X) | 0.08 | 0.00 | 0.72 | 0.23 | 0.00 | 0.33 | 0.59 | 0.00 | 0.63 | 0.51 | 0.00 | 0.83 |
| Avail Cap(c_a), veh/h | 569 | 0 | 780 | 351 | 0 | 801 | 191 | 0 | 953 | 321 | 0 | 959 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.7 | 0.0 | 25.0 | 33.9 | 0.0 | 21.7 | 34.8 | 0.0 | 13.5 | 25.7 | 0.0 | 16.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.9 | 0.6 | 0.0 | 0.4 | 5.6 | 0.0 | 1.6 | 1.8 | 0.0 | 6.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 7.7 | 1.0 | 0.0 | 3.1 | 2.8 | 0.0 | 10.0 | 3.4 | 0.0 | 16.4 |
| LnGrp Delay(d),s/veh | 24.8 | 0.0 | 27.0 | 34.5 | 0.0 | 22.0 | 40.4 | 0.0 | 15.1 | 27.5 | 0.0 | 22.3 |
| LnGrp LOS | C | | C | C | | C | D | | B | C | | C |
| Approach Vol, veh/h | | 401 | | | 222 | | | 715 | | | 956 | |
| Approach Delay, s/veh | | 26.8 | | | 24.6 | | | 19.1 | | | 23.2 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 50.0 | | 31.9 | | 50.0 | | 31.9 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 43.6 | | 38.6 | | 43.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 45.6 | | 18.3 | | 36.5 | | 22.0 |
| Green Ext Time (p_c), s | | 0.0 | | 3.8 | | 6.0 | | 3.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.7 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 153 | 286 | 246 | 17 | 237 | 28 | 216 | 396 | 25 | 112 | 641 | 78 |
| Future Volume (veh/h) | 153 | 286 | 246 | 17 | 237 | 28 | 216 | 396 | 25 | 112 | 641 | 78 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1776 | 1900 | 1777 | 1900 | 1743 | 1810 | 1583 | 1863 | 1810 | 1638 |
| Adj Flow Rate, veh/h | 163 | 304 | 262 | 18 | 252 | 30 | 230 | 421 | 27 | 119 | 682 | 83 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 4 | 3 | 7 | 0 | 7 | 7 | 9 | 5 | 20 | 2 | 5 | 16 |
| Cap, veh/h | 258 | 574 | 470 | 217 | 485 | 58 | 259 | 1024 | 762 | 447 | 733 | 564 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.10 | 0.57 | 0.57 | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1072 | 1845 | 1509 | 858 | 1559 | 186 | 1660 | 1810 | 1346 | 938 | 1810 | 1392 |
| Grp Volume(v), veh/h | 163 | 304 | 262 | 18 | 0 | 282 | 230 | 421 | 27 | 119 | 682 | 83 |
| Grp Sat Flow(s),veh/h/ln | 1072 | 1845 | 1509 | 858 | 0 | 1745 | 1660 | 1810 | 1346 | 938 | 1810 | 1392 |
| Q Serve(g_s), s | 15.8 | 14.6 | 15.6 | 1.9 | 0.0 | 14.3 | 8.4 | 14.1 | 1.0 | 9.3 | 38.7 | 4.1 |
| Cycle Q Clear(g_c), s | 30.1 | 14.6 | 15.6 | 16.5 | 0.0 | 14.3 | 8.4 | 14.1 | 1.0 | 9.3 | 38.7 | 4.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 258 | 574 | 470 | 217 | 0 | 543 | 259 | 1024 | 762 | 447 | 733 | 564 |
| V/C Ratio(X) | 0.63 | 0.53 | 0.56 | 0.08 | 0.00 | 0.52 | 0.89 | 0.41 | 0.04 | 0.27 | 0.93 | 0.15 |
| Avail Cap(c_a), veh/h | 270 | 594 | 486 | 227 | 0 | 562 | 377 | 1215 | 904 | 479 | 794 | 611 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.8 | 30.5 | 30.9 | 37.4 | 0.0 | 30.4 | 23.9 | 13.2 | 10.3 | 21.8 | 30.6 | 20.2 |
| Incr Delay (d2), s/veh | 4.4 | 0.8 | 1.3 | 0.2 | 0.0 | 0.8 | 12.4 | 0.1 | 0.0 | 0.1 | 16.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.0 | 7.6 | 6.7 | 0.5 | 0.0 | 7.0 | 7.6 | 7.0 | 0.4 | 2.4 | 22.6 | 1.6 |
| LnGrp Delay(d),s/veh | 47.2 | 31.4 | 32.2 | 37.5 | 0.0 | 31.2 | 36.3 | 13.3 | 10.3 | 21.9 | 46.7 | 20.3 |
| LnGrp LOS | D | C | C | D | | C | D | B | B | C | D | C |
| Approach Vol, veh/h | | 729 | | | 300 | | | 678 | | | 884 | |
| Approach Delay, s/veh | | 35.2 | | | 31.6 | | | 21.0 | | | 40.9 | |
| Approach LOS | | D | | | C | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 67.7 | | 39.8 | 17.3 | 50.3 | | 39.8 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 72.2 | | 34.6 | 18.2 | 47.2 | | 34.6 |
| Max Q Clear Time (g_c+I1), s | | 16.1 | | 32.1 | 10.4 | 40.7 | | 18.5 |
| Green Ext Time (p_c), s | | 5.3 | | 1.3 | 0.2 | 2.8 | | 4.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 33.0 |
| HCM 2010 LOS | C |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 9 | 437 | 244 | 54 | 300 | 11 | 155 | 19 | 65 | 7 | 27 | 5 |
| Future Volume (veh/h) | 9 | 437 | 244 | 54 | 300 | 11 | 155 | 19 | 65 | 7 | 27 | 5 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1759 | 1759 | 1638 | 1764 | 1900 | 1900 | 1717 | 1759 | 1900 | 1692 | 1900 |
| Adj Flow Rate, veh/h | 10 | 475 | 265 | 59 | 326 | 12 | 168 | 21 | 71 | 8 | 29 | 5 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 8 | 8 | 16 | 8 | 8 | 0 | 0 | 8 | 4 | 4 | 4 |
| Cap, veh/h | 385 | 682 | 579 | 280 | 729 | 27 | 207 | 21 | 493 | 49 | 136 | 18 |
| Arrive On Green | 0.02 | 0.39 | 0.39 | 0.06 | 0.43 | 0.43 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Sat Flow, veh/h | 1587 | 1759 | 1495 | 1560 | 1691 | 62 | 388 | 64 | 1495 | 0 | 413 | 56 |
| Grp Volume(v), veh/h | 10 | 475 | 265 | 59 | 0 | 338 | 189 | 0 | 71 | 42 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1759 | 1495 | 1560 | 0 | 1753 | 452 | 0 | 1495 | 469 | 0 | 0 |
| Q Serve(g_s), s | 0.3 | 19.6 | 11.4 | 1.9 | 0.0 | 11.8 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.3 | 19.6 | 11.4 | 1.9 | 0.0 | 11.8 | 28.6 | 0.0 | 2.9 | 28.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.04 | 0.89 | | 1.00 | 0.19 | | 0.12 |
| Lane Grp Cap(c), veh/h | 385 | 682 | 579 | 280 | 0 | 756 | 228 | 0 | 493 | 204 | 0 | 0 |
| V/C Ratio(X) | 0.03 | 0.70 | 0.46 | 0.21 | 0.00 | 0.45 | 0.83 | 0.00 | 0.14 | 0.21 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 607 | 682 | 579 | 429 | 0 | 756 | 228 | 0 | 493 | 204 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 15.8 | 22.3 | 19.8 | 16.1 | 0.0 | 17.4 | 31.8 | 0.0 | 20.4 | 22.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 5.8 | 2.6 | 0.4 | 0.0 | 1.9 | 22.9 | 0.0 | 0.2 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 10.6 | 5.1 | 0.8 | 0.0 | 6.0 | 5.9 | 0.0 | 1.2 | 0.7 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 15.9 | 28.1 | 22.4 | 16.5 | 0.0 | 19.3 | 54.7 | 0.0 | 20.6 | 23.1 | 0.0 | 0.0 |
| LnGrp LOS | B | C | C | B | | B | D | | C | C | | |
| Approach Vol, veh/h | | 750 | | | 397 | | | 260 | | | 42 | |
| Approach Delay, s/veh | | 25.9 | | | 18.9 | | | 45.4 | | | 23.1 | |
| Approach LOS | | C | | | B | | | D | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 7.9 | 43.8 | | 35.0 | 11.7 | 40.0 | | 35.0 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 13.6 | 33.6 | | 28.6 | 13.6 | 33.6 | | 28.6 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 13.8 | | 30.6 | 3.9 | 21.6 | | 30.6 |
| Green Ext Time (p_c), s | 0.0 | 11.0 | | 0.0 | 0.1 | 7.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.4 |
| HCM 2010 LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 23 | 90 | 22 | 18 | 23 | 56 | 169 | 40 | 66 | 269 | 14 |
| Future Vol, veh/h | 16 | 23 | 90 | 22 | 18 | 23 | 56 | 169 | 40 | 66 | 269 | 14 |
| 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 | - | - | - | - | - | 190 | - | - | 430 | - | - | 420 |
| 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 |
| Heavy Vehicles, % | 25 | 7 | 10 | 22 | 13 | 14 | 29 | 8 | 40 | 46 | 8 | 40 |
| Mvmt Flow | 17 | 25 | 98 | 24 | 20 | 25 | 61 | 184 | 43 | 72 | 292 | 15 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 751 | 741 | 292 | 802 | 741 | 184 | 292 | 0 | 0 | 184 | 0 | 0 |
| Stage 1 | 436 | 436 | - | 305 | 305 | - | - | - | - | - | - | - |
| Stage 2 | 315 | 305 | - | 497 | 436 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.35 | 6.57 | 6.3 | 7.32 | 6.63 | 6.34 | 4.39 | - | - | 4.56 | - | - |
| Critical Hdwy Stg 1 | 6.35 | 5.57 | - | 6.32 | 5.63 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.35 | 5.57 | - | 6.32 | 5.63 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.725 | 4.063 | 3.39 | 3.698 | 4.117 | 3.426 | 2.461 | - | - | 2.614 | - | - |
| Pot Cap-1 Maneuver | 300 | 338 | 729 | 280 | 331 | 828 | 1130 | - | - | 1165 | - | - |
| Stage 1 | 557 | 571 | - | 664 | 643 | - | - | - | - | - | - | - |
| Stage 2 | 650 | 653 | - | 519 | 562 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 248 | 293 | 729 | 204 | 287 | 828 | 1130 | - | - | 1165 | - | - |
| Mov Cap-2 Maneuver | 248 | 293 | - | 204 | 287 | - | - | - | - | - | - | - |
| Stage 1 | 522 | 528 | - | 623 | 603 | - | - | - | - | - | - | - |
| Stage 2 | 572 | 613 | - | 396 | 520 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 15.4 | 18.6 | 1.8 | 1.6 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1130 | - | - | 484 | 235 | 828 | 1165 | - | - |
| HCM Lane V/C Ratio | 0.054 | - | - | 0.29 | 0.185 | 0.03 | 0.062 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | - | 15.4 | 23.8 | 9.5 | 8.3 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 1.2 | 0.7 | 0.1 | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 364 | 698 | 586 | 47 | 50 | 152 |
| Future Vol, veh/h | 364 | 698 | 586 | 47 | 50 | 152 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 160 | - | - | 320 | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 19 | 8 | 8 | 17 | 17 | 17 |
| Mvmt Flow | 396 | 759 | 637 | 51 | 54 | 165 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 688 | 0 | - | 0 | 1834 | 344 |
| Stage 1 | - | - | - | - | 663 | - |
| Stage 2 | - | - | - | - | 1171 | - |
| Critical Hdwy | 4.48 | - | - | - | 7.14 | 7.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.14 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.14 | - |
| Follow-up Hdwy | 2.39 | - | - | - | 3.67 | 3.47 |
| Pot Cap-1 Maneuver | 797 | - | - | - | 57 | 610 |
| Stage 1 | - | - | - | - | 436 | - |
| Stage 2 | - | - | - | - | 228 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 797 | - | - | - | ~ 29 | 610 |
| Mov Cap-2 Maneuver | - | - | - | - | 91 | - |
| Stage 1 | - | - | - | - | 436 | - |
| Stage 2 | - | - | - | - | 115 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.8 | 0 | 32.4 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 797 | - | - | - | 91 | 610 |
| HCM Lane V/C Ratio | 0.496 | - | - | - | 0.597 | 0.271 |
| HCM Control Delay (s) | 13.9 | - | - | - | 91.2 | 13.1 |
| HCM Lane LOS | B | - | - | - | F | B |
| HCM 95th %tile Q(veh) | 2.8 | - | - | - | 2.8 | 1.1 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 93.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 38 | 631 | 411 | 327 | 467 | 59 |
| Future Vol, veh/h | 38 | 631 | 411 | 327 | 467 | 59 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 280 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 12 | 15 | 8 | 8 | 50 |
| Mvmt Flow | 41 | 686 | 447 | 355 | 508 | 64 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 802 | 0 | - | 0 | 1050 | 401 |
| Stage 1 | - | - | - | - | 624 | - |
| Stage 2 | - | - | - | - | 426 | - |
| Critical Hdwy | 4.26 | - | - | - | 6.96 | 7.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.96 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.96 | - |
| Follow-up Hdwy | 2.28 | - | - | - | 3.58 | 3.8 |
| Pot Cap-1 Maneuver | 780 | - | - | - | ~ 213 | 482 |
| Stage 1 | - | - | - | - | ~ 480 | - |
| Stage 2 | - | - | - | - | 609 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 780 | - | - | - | ~ 202 | 482 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 330 | - |
| Stage 1 | - | - | - | - | ~ 480 | - |
| Stage 2 | - | - | - | - | 577 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0 | $ 342.1 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 780 | - | - | - | 342 |
| HCM Lane V/C Ratio | 0.053 | - | - | - | 1.672 |
| HCM Control Delay (s) | 9.9 | - | - | - | -$ 342.1 |
| HCM Lane LOS | A | - | - | - | F |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 34.9 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 26.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 52 | 58 | 131 | 10 | 13 | 457 | 103 | 450 | 45 | 587 | 724 | 70 |
| Future Vol, veh/h | 52 | 58 | 131 | 10 | 13 | 457 | 103 | 450 | 45 | 587 | 724 | 70 |
| 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 | - | - | Yield | - | - | None | - | - | None |
| Storage Length | 315 | - | - | 80 | - | - | 230 | - | 180 | 200 | - | 190 |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 3 | 3 | 0 | 0 | 0 | 12 | 3 | 5 | 6 | 11 | 5 | 0 |
| Mvmt Flow | 53 | 59 | 134 | 10 | 13 | 466 | 105 | 459 | 46 | 599 | 739 | 71 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2613 | 2606 | 739 | 2702 | 2606 | 459 | 739 | 0 | 0 | 459 | 0 | 0 |
| Stage 1 | 1937 | 1937 | - | 669 | 669 | - | - | - | - | - | - | - |
| Stage 2 | 676 | 669 | - | 2033 | 1937 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.2 | 7.1 | 6.5 | 6.32 | 4.13 | - | - | 4.21 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.3 | 3.5 | 4 | 3.408 | 2.227 | - | - | 2.299 | - | - |
| Pot Cap-1 Maneuver | ~ 16 | ~ 24 | 421 | 14 | 25 | 582 | 863 | - | - | 1056 | - | - |
| Stage 1 | 84 | 112 | - | 450 | 459 | - | - | - | - | - | - | - |
| Stage 2 | 441 | 454 | - | 75 | 114 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 2 | ~ 9 | 421 | - | ~ 10 | 582 | 863 | - | - | 1056 | - | - |
| Mov Cap-2 Maneuver | 78 | ~ 52 | - | ~ -131 | ~ -63 | - | - | - | - | - | - | - |
| Stage 1 | 74 | ~ 48 | - | 395 | 403 | - | - | - | - | - | - | - |
| Stage 2 | 74 | 399 | - | - | 49 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 265 | | 1.7 | 5.4 |
| HCM LOS | F | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 863 | - | - | 78 | 132 | - | 611 | 1056 | - | - |
| HCM Lane V/C Ratio | 0.122 | - | - | 0.68 | 1.461 | - | 0.785 | 0.567 | - | - |
| HCM Control Delay (s) | 9.7 | - | - | 118.2 | $ 305.4 | - | 29 | 12.8 | - | - |
| HCM Lane LOS | A | - | - | F | F | - | D | B | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 3.2 | 13.1 | - | 7.5 | 3.7 | - | - |

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

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 102 | 317 | 46 | 9 | 455 | 6 | 33 | 10 | 21 | 8 | 10 | 108 |
| Future Volume (veh/h) | 102 | 317 | 46 | 9 | 455 | 6 | 33 | 10 | 21 | 8 | 10 | 108 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1759 | 1696 | 1900 | 1759 | 1900 | 1776 | 1674 | 1900 | 1900 | 1849 | 1900 |
| Adj Flow Rate, veh/h | 111 | 345 | 50 | 10 | 495 | 7 | 36 | 11 | 23 | 9 | 11 | 117 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 8 | 12 | 0 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 427 | 808 | 662 | 535 | 808 | 741 | 328 | 84 | 176 | 422 | 24 | 253 |
| Arrive On Green | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 893 | 1759 | 1442 | 1005 | 1759 | 1615 | 1199 | 484 | 1011 | 1396 | 137 | 1456 |
| Grp Volume(v), veh/h | 111 | 345 | 50 | 10 | 495 | 7 | 36 | 0 | 34 | 9 | 0 | 128 |
| Grp Sat Flow(s),veh/h/ln | 893 | 1759 | 1442 | 1005 | 1759 | 1615 | 1199 | 0 | 1495 | 1396 | 0 | 1592 |
| Q Serve(g_s), s | 3.7 | 4.6 | 0.7 | 0.2 | 7.4 | 0.1 | 1.0 | 0.0 | 0.7 | 0.2 | 0.0 | 2.5 |
| Cycle Q Clear(g_c), s | 11.1 | 4.6 | 0.7 | 4.8 | 7.4 | 0.1 | 3.5 | 0.0 | 0.7 | 0.9 | 0.0 | 2.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.68 | 1.00 | | 0.91 |
| Lane Grp Cap(c), veh/h | 427 | 808 | 662 | 535 | 808 | 741 | 328 | 0 | 260 | 422 | 0 | 277 |
| V/C Ratio(X) | 0.26 | 0.43 | 0.08 | 0.02 | 0.61 | 0.01 | 0.11 | 0.00 | 0.13 | 0.02 | 0.00 | 0.46 |
| Avail Cap(c_a), veh/h | 1124 | 2180 | 1787 | 1319 | 2180 | 2002 | 1117 | 0 | 1244 | 1342 | 0 | 1325 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.3 | 6.3 | 5.3 | 8.0 | 7.1 | 5.1 | 14.5 | 0.0 | 12.2 | 12.5 | 0.0 | 12.9 |
| Incr Delay (d2), s/veh | 0.1 | 0.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.1 | 0.0 | 0.2 | 0.0 | 0.0 | 1.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 2.2 | 0.3 | 0.1 | 3.5 | 0.0 | 0.3 | 0.0 | 0.3 | 0.1 | 0.0 | 1.2 |
| LnGrp Delay(d),s/veh | 11.4 | 6.5 | 5.3 | 8.0 | 7.4 | 5.1 | 14.7 | 0.0 | 12.4 | 12.6 | 0.0 | 14.1 |
| LnGrp LOS | B | A | A | A | A | A | B | | B | B | | B |
| Approach Vol, veh/h | | 506 | | | 512 | | | 70 | | | 137 | |
| Approach Delay, s/veh | | 7.4 | | | 7.4 | | | 13.6 | | | 14.0 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 22.8 | | 12.1 | | 22.8 | | 12.1 |
| Change Period (Y+Rc), s | | 6.8 | | 6.0 | | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | | 43.2 | | 29.0 | | 43.2 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | | 9.4 | | 5.5 | | 13.1 | | 4.5 |
| Green Ext Time (p_c), s | | 2.8 | | 1.1 | | 2.8 | | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.5 |
| HCM 2010 LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 70 | 292 | 208 | 182 | 419 | 93 | 255 | 401 | 130 | 37 | 278 | 50 |
| Future Volume (veh/h) | 70 | 292 | 208 | 182 | 419 | 93 | 255 | 401 | 130 | 37 | 278 | 50 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1810 | 1900 | 1759 | 1810 | 1792 | 1863 | 1827 | 1712 | 1667 | 1800 | 1900 |
| Adj Flow Rate, veh/h | 76 | 317 | 226 | 198 | 455 | 101 | 277 | 436 | 141 | 40 | 302 | 54 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 5 | 0 | 8 | 5 | 6 | 2 | 4 | 11 | 14 | 6 | 6 |
| Cap, veh/h | 320 | 825 | 388 | 372 | 900 | 399 | 345 | 581 | 462 | 244 | 407 | 73 |
| Arrive On Green | 0.07 | 0.24 | 0.24 | 0.09 | 0.26 | 0.26 | 0.09 | 0.32 | 0.32 | 0.05 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1660 | 3438 | 1615 | 1675 | 3438 | 1524 | 1774 | 1827 | 1455 | 1587 | 1487 | 266 |
| Grp Volume(v), veh/h | 76 | 317 | 226 | 198 | 455 | 101 | 277 | 436 | 141 | 40 | 0 | 356 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1719 | 1615 | 1675 | 1719 | 1524 | 1774 | 1827 | 1455 | 1587 | 0 | 1753 |
| Q Serve(g_s), s | 2.8 | 6.4 | 10.3 | 7.5 | 9.4 | 4.4 | 7.9 | 17.8 | 6.1 | 1.5 | 0.0 | 15.4 |
| Cycle Q Clear(g_c), s | 2.8 | 6.4 | 10.3 | 7.5 | 9.4 | 4.4 | 7.9 | 17.8 | 6.1 | 1.5 | 0.0 | 15.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 320 | 825 | 388 | 372 | 900 | 399 | 345 | 581 | 462 | 244 | 0 | 480 |
| V/C Ratio(X) | 0.24 | 0.38 | 0.58 | 0.53 | 0.51 | 0.25 | 0.80 | 0.75 | 0.30 | 0.16 | 0.00 | 0.74 |
| Avail Cap(c_a), veh/h | 356 | 1346 | 632 | 372 | 1346 | 596 | 345 | 809 | 645 | 314 | 0 | 777 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.2 | 26.5 | 28.0 | 21.4 | 26.2 | 24.3 | 24.2 | 25.5 | 21.5 | 20.8 | 0.0 | 27.6 |
| Incr Delay (d2), s/veh | 0.4 | 0.3 | 1.4 | 1.5 | 0.4 | 0.3 | 12.8 | 2.5 | 0.4 | 0.3 | 0.0 | 2.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 3.1 | 4.8 | 3.5 | 4.5 | 1.9 | 3.7 | 9.4 | 2.5 | 0.7 | 0.0 | 7.7 |
| LnGrp Delay(d),s/veh | 21.6 | 26.8 | 29.4 | 22.9 | 26.6 | 24.6 | 37.0 | 28.0 | 21.8 | 21.1 | 0.0 | 29.9 |
| LnGrp LOS | C | C | C | C | C | C | D | C | C | C | | C |
| Approach Vol, veh/h | | 619 | | | 754 | | | 854 | | | 396 | |
| Approach Delay, s/veh | | 27.1 | | | 25.4 | | | 29.9 | | | 29.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.2 | 28.2 | 10.3 | 32.6 | 14.0 | 26.4 | 14.0 | 28.9 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.6 | 32.6 | 7.9 | 36.9 | 7.6 | 32.6 | 7.9 | 36.9 |
| Max Q Clear Time (g_c+I1), s | 4.8 | 11.4 | 3.5 | 19.8 | 9.5 | 12.3 | 9.9 | 17.4 |
| Green Ext Time (p_c), s | 0.0 | 6.3 | 0.0 | 5.1 | 0.0 | 6.2 | 0.0 | 5.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.8 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 525 | 190 | 28 | 701 | 61 | 297 | 125 | 26 | 41 | 79 | 32 |
| Future Volume (veh/h) | 21 | 525 | 190 | 28 | 701 | 61 | 297 | 125 | 26 | 41 | 79 | 32 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1828 | 1900 | 1900 | 1816 | 1900 | 1863 | 1869 | 1900 | 1900 | 1802 | 1900 |
| Adj Flow Rate, veh/h | 21 | 536 | 194 | 29 | 715 | 62 | 303 | 128 | 27 | 42 | 81 | 33 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 2 | 2 | 2 | 0 | 6 | 6 |
| Cap, veh/h | 305 | 1063 | 383 | 319 | 1365 | 118 | 436 | 543 | 114 | 279 | 153 | 62 |
| Arrive On Green | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.13 | 0.36 | 0.36 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 705 | 2503 | 902 | 737 | 3214 | 279 | 1774 | 1498 | 316 | 1251 | 1218 | 496 |
| Grp Volume(v), veh/h | 21 | 371 | 359 | 29 | 384 | 393 | 303 | 0 | 155 | 42 | 0 | 114 |
| Grp Sat Flow(s),veh/h/ln | 705 | 1737 | 1669 | 737 | 1726 | 1767 | 1774 | 0 | 1813 | 1251 | 0 | 1715 |
| Q Serve(g_s), s | 1.3 | 9.3 | 9.3 | 1.8 | 9.7 | 9.7 | 7.8 | 0.0 | 3.5 | 1.8 | 0.0 | 3.7 |
| Cycle Q Clear(g_c), s | 11.1 | 9.3 | 9.3 | 11.1 | 9.7 | 9.7 | 7.8 | 0.0 | 3.5 | 1.8 | 0.0 | 3.7 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.16 | 1.00 | | 0.17 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 305 | 738 | 709 | 319 | 733 | 751 | 436 | 0 | 657 | 279 | 0 | 215 |
| V/C Ratio(X) | 0.07 | 0.50 | 0.51 | 0.09 | 0.52 | 0.52 | 0.69 | 0.00 | 0.24 | 0.15 | 0.00 | 0.53 |
| Avail Cap(c_a), veh/h | 561 | 1368 | 1315 | 586 | 1360 | 1392 | 436 | 0 | 1558 | 900 | 0 | 1067 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.7 | 12.4 | 12.5 | 16.5 | 12.6 | 12.6 | 18.8 | 0.0 | 13.2 | 23.4 | 0.0 | 24.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.5 | 0.6 | 0.1 | 0.6 | 0.6 | 4.7 | 0.0 | 0.2 | 0.2 | 0.0 | 2.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 4.5 | 4.4 | 0.4 | 4.7 | 4.8 | 4.6 | 0.0 | 1.8 | 0.6 | 0.0 | 1.9 |
| LnGrp Delay(d),s/veh | 16.8 | 13.0 | 13.0 | 16.7 | 13.2 | 13.2 | 23.5 | 0.0 | 13.3 | 23.6 | 0.0 | 26.2 |
| LnGrp LOS | B | B | B | B | B | B | C | | B | C | | C |
| Approach Vol, veh/h | | 751 | | | 806 | | | 458 | | | 156 | |
| Approach Delay, s/veh | | 13.1 | | | 13.3 | | | 20.1 | | | 25.5 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 31.5 | | 27.6 | | 31.5 | 14.0 | 13.6 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 46.6 | | * 51 | | 46.6 | * 7.8 | * 37 |
| Max Q Clear Time (g_c+I1), s | | 13.1 | | 5.5 | | 13.1 | 9.8 | 5.7 |
| Green Ext Time (p_c), s | | 12.0 | | 1.9 | | 12.0 | 0.0 | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.5 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 44 | 125 | 149 | 24 | 188 | 100 | 168 | 792 | 18 | 62 | 527 | 28 |
| Future Volume (veh/h) | 44 | 125 | 149 | 24 | 188 | 100 | 168 | 792 | 18 | 62 | 527 | 28 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1866 | 1900 | 1863 | 1876 | 1900 | 1810 | 1811 | 1900 | 1863 | 1814 | 1900 |
| Adj Flow Rate, veh/h | 45 | 128 | 152 | 24 | 192 | 102 | 171 | 808 | 18 | 63 | 538 | 29 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 5 | 5 |
| Cap, veh/h | 227 | 206 | 245 | 228 | 306 | 163 | 393 | 995 | 22 | 226 | 962 | 52 |
| Arrive On Green | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 |
| Sat Flow, veh/h | 1102 | 778 | 924 | 1095 | 1154 | 613 | 817 | 1765 | 39 | 661 | 1706 | 92 |
| Grp Volume(v), veh/h | 45 | 0 | 280 | 24 | 0 | 294 | 171 | 0 | 826 | 63 | 0 | 567 |
| Grp Sat Flow(s),veh/h/ln | 1102 | 0 | 1703 | 1095 | 0 | 1767 | 817 | 0 | 1804 | 661 | 0 | 1798 |
| Q Serve(g_s), s | 2.8 | 0.0 | 10.8 | 1.5 | 0.0 | 11.0 | 12.6 | 0.0 | 27.6 | 6.3 | 0.0 | 15.0 |
| Cycle Q Clear(g_c), s | 13.8 | 0.0 | 10.8 | 12.3 | 0.0 | 11.0 | 27.7 | 0.0 | 27.6 | 33.9 | 0.0 | 15.0 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.35 | 1.00 | | 0.02 | 1.00 | | 0.05 |
| Lane Grp Cap(c), veh/h | 227 | 0 | 451 | 228 | 0 | 468 | 393 | 0 | 1018 | 226 | 0 | 1014 |
| V/C Ratio(X) | 0.20 | 0.00 | 0.62 | 0.11 | 0.00 | 0.63 | 0.44 | 0.00 | 0.81 | 0.28 | 0.00 | 0.56 |
| Avail Cap(c_a), veh/h | 503 | 0 | 878 | 502 | 0 | 911 | 408 | 0 | 1051 | 238 | 0 | 1047 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.3 | 0.0 | 24.2 | 29.6 | 0.0 | 24.2 | 19.2 | 0.0 | 13.1 | 26.8 | 0.0 | 10.4 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 1.4 | 0.2 | 0.0 | 1.4 | 1.1 | 0.0 | 5.1 | 0.9 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 0.0 | 5.2 | 0.5 | 0.0 | 5.5 | 3.0 | 0.0 | 15.0 | 1.2 | 0.0 | 7.6 |
| LnGrp Delay(d),s/veh | 30.7 | 0.0 | 25.6 | 29.8 | 0.0 | 25.6 | 20.3 | 0.0 | 18.2 | 27.7 | 0.0 | 11.2 |
| LnGrp LOS | C | | C | C | | C | C | | B | C | | B |
| Approach Vol, veh/h | | 325 | | | 318 | | | 997 | | | 630 | |
| Approach Delay, s/veh | | 26.3 | | | 25.9 | | | 18.5 | | | 12.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 48.6 | | 26.2 | | 48.6 | | 26.2 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 43.6 | | 38.6 | | 43.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 29.7 | | 15.8 | | 35.9 | | 14.3 |
| Green Ext Time (p_c), s | | 10.5 | | 4.1 | | 6.3 | | 4.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.1 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 150 | 143 | 258 | 25 | 281 | 27 | 294 | 647 | 42 | 33 | 380 | 166 |
| Future Volume (veh/h) | 150 | 143 | 258 | 25 | 281 | 27 | 294 | 647 | 42 | 33 | 380 | 166 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1900 | 1863 | 1900 | 1866 | 1900 | 1900 | 1810 | 1900 | 1900 | 1810 | 1863 |
| Adj Flow Rate, veh/h | 155 | 147 | 266 | 26 | 290 | 28 | 303 | 667 | 43 | 34 | 392 | 171 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 5 | 2 |
| Cap, veh/h | 298 | 646 | 538 | 368 | 570 | 55 | 408 | 907 | 810 | 244 | 508 | 444 |
| Arrive On Green | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.14 | 0.50 | 0.50 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1047 | 1900 | 1583 | 988 | 1676 | 162 | 1810 | 1810 | 1615 | 751 | 1810 | 1583 |
| Grp Volume(v), veh/h | 155 | 147 | 266 | 26 | 0 | 318 | 303 | 667 | 43 | 34 | 392 | 171 |
| Grp Sat Flow(s),veh/h/ln | 1047 | 1900 | 1583 | 988 | 0 | 1837 | 1810 | 1810 | 1615 | 751 | 1810 | 1583 |
| Q Serve(g_s), s | 11.5 | 4.6 | 11.1 | 1.6 | 0.0 | 11.5 | 9.3 | 24.2 | 1.1 | 3.1 | 16.5 | 7.2 |
| Cycle Q Clear(g_c), s | 23.0 | 4.6 | 11.1 | 6.2 | 0.0 | 11.5 | 9.3 | 24.2 | 1.1 | 9.0 | 16.5 | 7.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.09 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 298 | 646 | 538 | 368 | 0 | 625 | 408 | 907 | 810 | 244 | 508 | 444 |
| V/C Ratio(X) | 0.52 | 0.23 | 0.49 | 0.07 | 0.00 | 0.51 | 0.74 | 0.74 | 0.05 | 0.14 | 0.77 | 0.38 |
| Avail Cap(c_a), veh/h | 377 | 790 | 659 | 443 | 0 | 764 | 553 | 1571 | 1402 | 460 | 1027 | 898 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.1 | 19.6 | 21.8 | 21.9 | 0.0 | 21.9 | 18.5 | 16.4 | 10.6 | 27.2 | 27.5 | 24.1 |
| Incr Delay (d2), s/veh | 1.4 | 0.2 | 0.7 | 0.1 | 0.0 | 0.6 | 2.1 | 0.4 | 0.0 | 0.1 | 1.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.4 | 2.4 | 4.9 | 0.4 | 0.0 | 5.9 | 4.8 | 12.2 | 0.5 | 0.6 | 8.4 | 3.2 |
| LnGrp Delay(d),s/veh | 32.5 | 19.8 | 22.5 | 21.9 | 0.0 | 22.5 | 20.6 | 16.8 | 10.6 | 27.3 | 28.4 | 24.3 |
| LnGrp LOS | C | B | C | C | | C | C | B | B | C | C | C |
| Approach Vol, veh/h | | 568 | | | 344 | | | 1013 | | | 597 | |
| Approach Delay, s/veh | | 24.5 | | | 22.5 | | | 17.7 | | | 27.2 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 48.5 | | 34.7 | 18.4 | 30.1 | | 34.7 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 72.2 | | 34.6 | 18.2 | 47.2 | | 34.6 |
| Max Q Clear Time (g_c+I1), s | | 26.2 | | 25.0 | 11.3 | 18.5 | | 13.5 |
| Green Ext Time (p_c), s | | 4.9 | | 3.3 | 0.3 | 4.8 | | 4.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.1 |
| HCM 2010 LOS | C |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 14 | 275 | 195 | 72 | 449 | 10 | 231 | 16 | 35 | 16 | 51 | 9 |
| Future Volume (veh/h) | 14 | 275 | 195 | 72 | 449 | 10 | 231 | 16 | 35 | 16 | 51 | 9 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1473 | 1759 | 1759 | 1759 | 1753 | 1900 | 1900 | 1799 | 1900 | 1900 | 1830 | 1900 |
| Adj Flow Rate, veh/h | 15 | 289 | 205 | 76 | 473 | 11 | 243 | 17 | 37 | 17 | 54 | 9 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 29 | 8 | 8 | 8 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 266 | 677 | 576 | 420 | 730 | 17 | 225 | 10 | 529 | 50 | 131 | 17 |
| Arrive On Green | 0.02 | 0.38 | 0.38 | 0.07 | 0.43 | 0.43 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Sat Flow, veh/h | 1403 | 1759 | 1495 | 1675 | 1706 | 40 | 442 | 31 | 1615 | 0 | 399 | 51 |
| Grp Volume(v), veh/h | 15 | 289 | 205 | 76 | 0 | 484 | 260 | 0 | 37 | 80 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1403 | 1759 | 1495 | 1675 | 0 | 1746 | 473 | 0 | 1615 | 450 | 0 | 0 |
| Q Serve(g_s), s | 0.6 | 10.6 | 8.5 | 2.3 | 0.0 | 19.2 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.6 | 10.6 | 8.5 | 2.3 | 0.0 | 19.2 | 28.6 | 0.0 | 1.4 | 28.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.02 | 0.93 | | 1.00 | 0.21 | | 0.11 |
| Lane Grp Cap(c), veh/h | 266 | 677 | 576 | 420 | 0 | 747 | 235 | 0 | 529 | 197 | 0 | 0 |
| V/C Ratio(X) | 0.06 | 0.43 | 0.36 | 0.18 | 0.00 | 0.65 | 1.11 | 0.00 | 0.07 | 0.41 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 451 | 677 | 576 | 568 | 0 | 747 | 235 | 0 | 529 | 197 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 16.8 | 19.8 | 19.1 | 14.4 | 0.0 | 19.8 | 34.2 | 0.0 | 20.2 | 23.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 2.0 | 1.7 | 0.2 | 0.0 | 4.3 | 90.6 | 0.0 | 0.1 | 1.9 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 5.5 | 3.8 | 1.1 | 0.0 | 10.0 | 11.5 | 0.0 | 0.6 | 1.5 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 16.9 | 21.7 | 20.9 | 14.6 | 0.0 | 24.1 | 124.8 | 0.0 | 20.3 | 25.2 | 0.0 | 0.0 |
| LnGrp LOS | B | C | C | B | | C | F | | C | C | | |
| Approach Vol, veh/h | | 509 | | | 560 | | | 297 | | | 80 | |
| Approach Delay, s/veh | | 21.2 | | | 22.8 | | | 111.8 | | | 25.2 | |
| Approach LOS | | C | | | C | | | F | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.5 | 43.8 | | 35.0 | 12.3 | 40.0 | | 35.0 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 13.6 | 33.6 | | 28.6 | 13.6 | 33.6 | | 28.6 |
| Max Q Clear Time (g_c+I1), s | 2.6 | 21.2 | | 30.6 | 4.3 | 12.6 | | 30.6 |
| Green Ext Time (p_c), s | 0.0 | 7.4 | | 0.0 | 0.1 | 10.5 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 40.7 |
| HCM 2010 LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 14 | 42 | 15 | 14 | 47 | 130 | 307 | 14 | 43 | 208 | 12 |
| Future Vol, veh/h | 11 | 14 | 42 | 15 | 14 | 47 | 130 | 307 | 14 | 43 | 208 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 190 | - | - | 430 | - | - | 420 |
| 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 |
| Heavy Vehicles, % | 17 | 11 | 3 | 21 | 15 | 23 | 3 | 8 | 11 | 36 | 8 | 25 |
| Mvmt Flow | 12 | 15 | 46 | 16 | 15 | 51 | 141 | 334 | 15 | 47 | 226 | 13 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 944 | 936 | 226 | 966 | 936 | 334 | 226 | 0 | 0 | 334 | 0 | 0 |
| Stage 1 | 320 | 320 | - | 616 | 616 | - | - | - | - | - | - | - |
| Stage 2 | 624 | 616 | - | 350 | 320 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.27 | 6.61 | 6.23 | 7.31 | 6.65 | 6.43 | 4.13 | - | - | 4.46 | - | - |
| Critical Hdwy Stg 1 | 6.27 | 5.61 | - | 6.31 | 5.65 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.27 | 5.61 | - | 6.31 | 5.65 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.653 | 4.099 | 3.327 | 3.689 | 4.135 | 3.507 | 2.227 | - | - | 2.524 | - | - |
| Pot Cap-1 Maneuver | 228 | 256 | 811 | 216 | 252 | 662 | 1337 | - | - | 1058 | - | - |
| Stage 1 | 661 | 636 | - | 447 | 462 | - | - | - | - | - | - | - |
| Stage 2 | 449 | 468 | - | 629 | 630 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 172 | 211 | 811 | 167 | 208 | 662 | 1337 | - | - | 1058 | - | - |
| Mov Cap-2 Maneuver | 172 | 211 | - | 167 | 208 | - | - | - | - | - | - | - |
| Stage 1 | 574 | 604 | - | 388 | 401 | - | - | - | - | - | - | - |
| Stage 2 | 346 | 407 | - | 549 | 598 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 17.2 | 17.6 | 2.3 | 1.4 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1337 | - | - | 368 | 185 | 662 | 1058 | - | - |
| HCM Lane V/C Ratio | 0.106 | - | - | 0.198 | 0.17 | 0.077 | 0.044 | - | - |
| HCM Control Delay (s) | 8 | 0 | - | 17.2 | 28.4 | 10.9 | 8.6 | 0 | - |
| HCM Lane LOS | A | A | - | C | D | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.7 | 0.6 | 0.2 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 163 | 575 | 694 | 38 | 43 | 368 |
| Future Vol, veh/h | 163 | 575 | 694 | 38 | 43 | 368 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 160 | - | - | 320 | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 22 | 8 | 8 | 41 | 28 | 18 |
| Mvmt Flow | 177 | 625 | 754 | 41 | 47 | 400 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 796 | 0 | - | 0 | 1442 | 398 |
| Stage 1 | - | - | - | - | 775 | - |
| Stage 2 | - | - | - | - | 667 | - |
| Critical Hdwy | 4.54 | - | - | - | 7.36 | 7.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.36 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.36 | - |
| Follow-up Hdwy | 2.42 | - | - | - | 3.78 | 3.48 |
| Pot Cap-1 Maneuver | 704 | - | - | - | 97 | 558 |
| Stage 1 | - | - | - | - | 354 | - |
| Stage 2 | - | - | - | - | 408 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 704 | - | - | - | 73 | 558 |
| Mov Cap-2 Maneuver | - | - | - | - | 183 | - |
| Stage 1 | - | - | - | - | 354 | - |
| Stage 2 | - | - | - | - | 305 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 2.6 | 0 | 26.6 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 704 | - | - | - | 183 | 558 |
| HCM Lane V/C Ratio | 0.252 | - | - | - | 0.255 | 0.717 |
| HCM Control Delay (s) | 11.8 | - | - | - | 31.3 | 26.1 |
| HCM Lane LOS | B | - | - | - | D | D |
| HCM 95th %tile Q(veh) | 1 | - | - | - | 1 | 5.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 66.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 59 | 427 | 595 | 467 | 329 | 37 |
| Future Vol, veh/h | 59 | 427 | 595 | 467 | 329 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 280 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 10 | 12 | 8 | 22 | 29 |
| Mvmt Flow | 64 | 464 | 647 | 508 | 358 | 40 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1154 | 0 | - | 0 | 1261 | 577 |
| Stage 1 | - | - | - | - | 901 | - |
| Stage 2 | - | - | - | - | 360 | - |
| Critical Hdwy | 4.26 | - | - | - | 7.24 | 7.48 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.24 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.24 | - |
| Follow-up Hdwy | 2.28 | - | - | - | 3.72 | 3.59 |
| Pot Cap-1 Maneuver | 568 | - | - | - | ~ 137 | 398 |
| Stage 1 | - | - | - | - | ~ 312 | - |
| Stage 2 | - | - | - | - | 621 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 568 | - | - | - | ~ 122 | 398 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 232 | - |
| Stage 1 | - | - | - | - | ~ 312 | - |
| Stage 2 | - | - | - | - | 551 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.5 | 0 | $ 343.6 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 568 | - | - | - | 242 |
| HCM Lane V/C Ratio | 0.113 | - | - | - | 1.644 |
| HCM Control Delay (s) | 12.1 | - | - | - | -$ 343.6 |
| HCM Lane LOS | B | - | - | - | F |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 25.4 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 23 | 33 | 82 | 7 | 24 | 674 | 165 | 684 | 25 | 422 | 445 | 92 |
| Future Vol, veh/h | 23 | 33 | 82 | 7 | 24 | 674 | 165 | 684 | 25 | 422 | 445 | 92 |
| 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 | - | - | Yield | - | - | None | - | - | None |
| Storage Length | 315 | - | - | 80 | - | - | 230 | - | 180 | 200 | - | 190 |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 6 | 0 | 2 | 0 | 0 | 9 | 1 | 5 | 5 | 18 | 5 | 0 |
| Mvmt Flow | 24 | 35 | 87 | 7 | 26 | 717 | 176 | 728 | 27 | 449 | 473 | 98 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2462 | 2450 | 473 | 2511 | 2450 | 728 | 473 | 0 | 0 | 728 | 0 | 0 |
| Stage 1 | 1371 | 1371 | - | 1079 | 1079 | - | - | - | - | - | - | - |
| Stage 2 | 1091 | 1079 | - | 1432 | 1371 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.16 | 6.5 | 6.22 | 7.1 | 6.5 | 6.29 | 4.11 | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 6.16 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.16 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 4 | 3.318 | 3.5 | 4 | 3.381 | 2.209 | - | - | 2.362 | - | - |
| Pot Cap-1 Maneuver | ~ 20 | ~ 31 | 591 | 19 | 31 | ~ 412 | 1094 | - | - | 807 | - | - |
| Stage 1 | 177 | 216 | - | 267 | 297 | - | - | - | - | - | - | - |
| Stage 2 | 256 | 297 | - | 168 | 216 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 12 | 591 | ~ 7 | ~ 12 | ~ 412 | 1094 | - | - | 807 | - | - |
| Mov Cap-2 Maneuver | 205 | 138 | - | ~ -376 | ~ -126 | - | - | - | - | - | - | - |
| Stage 1 | 149 | 96 | - | 224 | 249 | - | - | - | - | - | - | - |
| Stage 2 | - | 249 | - | 40 | 96 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | | 1.7 | 6.6 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1094 | - | - | - | 304 | + | 475 | 807 | - | - |
| HCM Lane V/C Ratio | 0.16 | - | - | - | 0.402 | - | 1.563 | 0.556 | - | - |
| HCM Control Delay (s) | 8.9 | - | - | - | 24.6 | - | 285.6 | 14.9 | - | - |
| HCM Lane LOS | A | - | - | - | C | - | F | B | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 1.9 | - | 40.3 | 3.5 | - | - |

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

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 104 | 776 | 189 | 100 | 657 | 18 | 91 | 39 | 26 | 16 | 41 | 91 |
| Future Volume (veh/h) | 104 | 776 | 189 | 100 | 657 | 18 | 91 | 39 | 26 | 16 | 41 | 91 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1759 | 1863 | 1900 | 1759 | 1900 | 1845 | 1813 | 1900 | 1188 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 113 | 843 | 205 | 109 | 714 | 20 | 99 | 42 | 28 | 17 | 45 | 99 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 8 | 2 | 0 | 8 | 0 | 3 | 4 | 4 | 60 | 0 | 0 |
| Cap, veh/h | 344 | 1074 | 967 | 243 | 1074 | 986 | 263 | 206 | 137 | 247 | 107 | 236 |
| Arrive On Green | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 |
| Sat Flow, veh/h | 693 | 1759 | 1583 | 547 | 1759 | 1615 | 1227 | 1016 | 677 | 845 | 530 | 1165 |
| Grp Volume(v), veh/h | 113 | 843 | 205 | 109 | 714 | 20 | 99 | 0 | 70 | 17 | 0 | 144 |
| Grp Sat Flow(s),veh/h/ln | 693 | 1759 | 1583 | 547 | 1759 | 1615 | 1227 | 0 | 1693 | 845 | 0 | 1694 |
| Q Serve(g_s), s | 8.8 | 24.6 | 4.0 | 12.8 | 18.2 | 0.3 | 5.2 | 0.0 | 2.4 | 1.2 | 0.0 | 5.1 |
| Cycle Q Clear(g_c), s | 27.0 | 24.6 | 4.0 | 37.3 | 18.2 | 0.3 | 10.3 | 0.0 | 2.4 | 3.5 | 0.0 | 5.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 | 1.00 | | 0.69 |
| Lane Grp Cap(c), veh/h | 344 | 1074 | 967 | 243 | 1074 | 986 | 263 | 0 | 343 | 247 | 0 | 344 |
| V/C Ratio(X) | 0.33 | 0.78 | 0.21 | 0.45 | 0.66 | 0.02 | 0.38 | 0.00 | 0.20 | 0.07 | 0.00 | 0.42 |
| Avail Cap(c_a), veh/h | 357 | 1108 | 997 | 254 | 1108 | 1017 | 533 | 0 | 716 | 433 | 0 | 716 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.6 | 10.0 | 6.0 | 23.9 | 8.8 | 5.3 | 28.3 | 0.0 | 22.7 | 24.2 | 0.0 | 23.8 |
| Incr Delay (d2), s/veh | 0.2 | 3.3 | 0.0 | 0.5 | 1.1 | 0.0 | 0.9 | 0.0 | 0.3 | 0.1 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 12.7 | 1.7 | 1.9 | 9.1 | 0.2 | 1.8 | 0.0 | 1.1 | 0.3 | 0.0 | 2.4 |
| LnGrp Delay(d),s/veh | 17.8 | 13.3 | 6.0 | 24.4 | 9.9 | 5.3 | 29.2 | 0.0 | 23.0 | 24.3 | 0.0 | 24.6 |
| LnGrp LOS | B | B | A | C | A | A | C | | C | C | | C |
| Approach Vol, veh/h | | 1161 | | | 843 | | | 169 | | | 161 | |
| Approach Delay, s/veh | | 12.4 | | | 11.7 | | | 26.7 | | | 24.6 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 48.7 | | 19.9 | | 48.7 | | 19.9 |
| Change Period (Y+Rc), s | | 6.8 | | 6.0 | | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | | 43.2 | | 29.0 | | 43.2 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | | 39.3 | | 12.3 | | 29.0 | | 7.1 |
| Green Ext Time (p_c), s | | 2.5 | | 1.6 | | 6.2 | | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.0 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 89 | 765 | 420 | 333 | 492 | 97 | 275 | 359 | 408 | 129 | 438 | 57 |
| Future Volume (veh/h) | 89 | 765 | 420 | 333 | 492 | 97 | 275 | 359 | 408 | 129 | 438 | 57 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1810 | 1863 | 1545 | 1810 | 1810 | 1776 | 1810 | 1863 | 1583 | 1757 | 1900 |
| Adj Flow Rate, veh/h | 97 | 832 | 457 | 362 | 535 | 105 | 299 | 390 | 443 | 140 | 476 | 62 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 5 | 2 | 23 | 5 | 5 | 7 | 5 | 2 | 20 | 8 | 8 |
| Cap, veh/h | 304 | 1024 | 471 | 194 | 1054 | 471 | 212 | 602 | 526 | 258 | 507 | 66 |
| Arrive On Green | 0.06 | 0.30 | 0.30 | 0.07 | 0.31 | 0.31 | 0.07 | 0.33 | 0.33 | 0.07 | 0.33 | 0.33 |
| Sat Flow, veh/h | 1707 | 3438 | 1583 | 1471 | 3438 | 1538 | 1691 | 1810 | 1583 | 1508 | 1524 | 198 |
| Grp Volume(v), veh/h | 97 | 832 | 457 | 362 | 535 | 105 | 299 | 390 | 443 | 140 | 0 | 538 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1719 | 1583 | 1471 | 1719 | 1538 | 1691 | 1810 | 1583 | 1508 | 0 | 1722 |
| Q Serve(g_s), s | 4.2 | 24.6 | 31.2 | 7.6 | 14.0 | 5.6 | 7.9 | 20.1 | 28.4 | 6.7 | 0.0 | 33.2 |
| Cycle Q Clear(g_c), s | 4.2 | 24.6 | 31.2 | 7.6 | 14.0 | 5.6 | 7.9 | 20.1 | 28.4 | 6.7 | 0.0 | 33.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 304 | 1024 | 471 | 194 | 1054 | 471 | 212 | 602 | 526 | 258 | 0 | 573 |
| V/C Ratio(X) | 0.32 | 0.81 | 0.97 | 1.87 | 0.51 | 0.22 | 1.41 | 0.65 | 0.84 | 0.54 | 0.00 | 0.94 |
| Avail Cap(c_a), veh/h | 319 | 1024 | 471 | 194 | 1054 | 471 | 212 | 610 | 534 | 258 | 0 | 580 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.8 | 35.6 | 38.0 | 35.0 | 31.2 | 28.3 | 31.3 | 31.1 | 33.9 | 23.9 | 0.0 | 35.5 |
| Incr Delay (d2), s/veh | 0.6 | 5.1 | 33.5 | 409.3 | 0.4 | 0.2 | 210.9 | 2.4 | 11.5 | 2.3 | 0.0 | 23.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 12.4 | 18.0 | 24.8 | 6.7 | 2.4 | 15.1 | 10.4 | 14.1 | 2.9 | 0.0 | 19.4 |
| LnGrp Delay(d),s/veh | 25.4 | 40.7 | 71.5 | 444.4 | 31.6 | 28.5 | 242.3 | 33.5 | 45.4 | 26.2 | 0.0 | 58.8 |
| LnGrp LOS | C | D | E | F | C | C | F | C | D | C | | E |
| Approach Vol, veh/h | | 1386 | | | 1002 | | | 1132 | | | 678 | |
| Approach Delay, s/veh | | 49.8 | | | 180.4 | | | 93.3 | | | 52.1 | |
| Approach LOS | | D | | | F | | | F | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 40.0 | 14.0 | 42.5 | 14.0 | 39.0 | 14.0 | 42.5 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.6 | 32.6 | 7.9 | 36.9 | 7.6 | 32.6 | 7.9 | 36.9 |
| Max Q Clear Time (g_c+I1), s | 6.2 | 16.0 | 8.7 | 30.4 | 9.6 | 33.2 | 9.9 | 35.2 |
| Green Ext Time (p_c), s | 0.0 | 10.3 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 93.1 |
| HCM 2010 LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 19 | 1045 | 297 | 16 | 732 | 57 | 211 | 116 | 63 | 80 | 157 | 25 |
| Future Volume (veh/h) | 19 | 1045 | 297 | 16 | 732 | 57 | 211 | 116 | 63 | 80 | 157 | 25 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1817 | 1900 | 1900 | 1798 | 1900 | 1810 | 1829 | 1900 | 1845 | 1835 | 1900 |
| Adj Flow Rate, veh/h | 21 | 1136 | 323 | 17 | 796 | 62 | 229 | 126 | 68 | 87 | 171 | 27 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 5 | 6 | 6 | 3 | 3 | 3 |
| Cap, veh/h | 327 | 1403 | 394 | 147 | 1693 | 132 | 307 | 364 | 196 | 273 | 248 | 39 |
| Arrive On Green | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.09 | 0.33 | 0.33 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 654 | 2663 | 748 | 370 | 3213 | 250 | 1723 | 1119 | 604 | 1173 | 1547 | 244 |
| Grp Volume(v), veh/h | 21 | 732 | 727 | 17 | 423 | 435 | 229 | 0 | 194 | 87 | 0 | 198 |
| Grp Sat Flow(s),veh/h/ln | 654 | 1726 | 1685 | 370 | 1708 | 1754 | 1723 | 0 | 1722 | 1173 | 0 | 1792 |
| Q Serve(g_s), s | 1.8 | 29.6 | 30.6 | 3.4 | 13.3 | 13.3 | 7.8 | 0.0 | 7.3 | 5.7 | 0.0 | 8.9 |
| Cycle Q Clear(g_c), s | 15.0 | 29.6 | 30.6 | 34.0 | 13.3 | 13.3 | 7.8 | 0.0 | 7.3 | 5.7 | 0.0 | 8.9 |
| Prop In Lane | 1.00 | | 0.44 | 1.00 | | 0.14 | 1.00 | | 0.35 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 327 | 910 | 888 | 147 | 900 | 924 | 307 | 0 | 560 | 273 | 0 | 288 |
| V/C Ratio(X) | 0.06 | 0.80 | 0.82 | 0.12 | 0.47 | 0.47 | 0.75 | 0.00 | 0.35 | 0.32 | 0.00 | 0.69 |
| Avail Cap(c_a), veh/h | 341 | 946 | 923 | 154 | 936 | 961 | 307 | 0 | 1028 | 592 | 0 | 775 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.4 | 16.5 | 16.8 | 30.9 | 12.7 | 12.7 | 28.4 | 0.0 | 21.8 | 32.4 | 0.0 | 33.7 |
| Incr Delay (d2), s/veh | 0.1 | 5.0 | 5.7 | 0.3 | 0.4 | 0.4 | 9.6 | 0.0 | 0.4 | 0.7 | 0.0 | 2.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 15.3 | 15.6 | 0.4 | 6.3 | 6.5 | 5.1 | 0.0 | 3.5 | 1.9 | 0.0 | 4.6 |
| LnGrp Delay(d),s/veh | 17.5 | 21.5 | 22.5 | 31.2 | 13.0 | 13.0 | 37.9 | 0.0 | 22.2 | 33.1 | 0.0 | 36.6 |
| LnGrp LOS | B | C | C | C | B | B | D | | C | C | | D |
| Approach Vol, veh/h | | 1480 | | | 875 | | | 423 | | | 285 | |
| Approach Delay, s/veh | | 21.9 | | | 13.4 | | | 30.7 | | | 35.5 | |
| Approach LOS | | C | | | B | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 51.2 | | 33.9 | | 51.2 | 14.0 | 19.9 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 46.6 | | * 51 | | 46.6 | * 7.8 | * 37 |
| Max Q Clear Time (g_c+I1), s | | 36.0 | | 9.3 | | 32.6 | 9.8 | 10.9 |
| Green Ext Time (p_c), s | | 8.8 | | 2.9 | | 11.2 | 0.0 | 2.8 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 22.0 |
| HCM 2010 LOS | | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 42 | 254 | 300 | 58 | 141 | 81 | 133 | 788 | 28 | 179 | 912 | 23 |
| Future Volume (veh/h) | 42 | 254 | 300 | 58 | 141 | 81 | 133 | 788 | 28 | 179 | 912 | 23 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1815 | 1900 | 1792 | 1810 | 1900 | 1712 | 1804 | 1900 | 1810 | 1808 | 1900 |
| Adj Flow Rate, veh/h | 43 | 259 | 306 | 59 | 144 | 83 | 136 | 804 | 29 | 183 | 931 | 23 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 6 | 5 | 5 | 11 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 443 | 307 | 363 | 154 | 436 | 251 | 76 | 796 | 29 | 76 | 809 | 20 |
| Arrive On Green | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1172 | 759 | 897 | 811 | 1078 | 622 | 538 | 1730 | 62 | 638 | 1757 | 43 |
| Grp Volume(v), veh/h | 43 | 0 | 565 | 59 | 0 | 227 | 136 | 0 | 833 | 183 | 0 | 954 |
| Grp Sat Flow(s),veh/h/ln | 1172 | 0 | 1656 | 811 | 0 | 1700 | 538 | 0 | 1793 | 638 | 0 | 1801 |
| Q Serve(g_s), s | 2.5 | 0.0 | 29.2 | 6.7 | 0.0 | 8.7 | 0.0 | 0.0 | 43.6 | 0.0 | 0.0 | 43.6 |
| Cycle Q Clear(g_c), s | 11.2 | 0.0 | 29.2 | 35.9 | 0.0 | 8.7 | 43.6 | 0.0 | 43.6 | 43.6 | 0.0 | 43.6 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.37 | 1.00 | | 0.03 | 1.00 | | 0.02 |
| Lane Grp Cap(c), veh/h | 443 | 0 | 670 | 154 | 0 | 688 | 76 | 0 | 825 | 76 | 0 | 829 |
| V/C Ratio(X) | 0.10 | 0.00 | 0.84 | 0.38 | 0.00 | 0.33 | 1.79 | 0.00 | 1.01 | 2.41 | 0.00 | 1.15 |
| Avail Cap(c_a), veh/h | 446 | 0 | 675 | 156 | 0 | 693 | 76 | 0 | 825 | 76 | 0 | 829 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.2 | 0.0 | 25.5 | 41.7 | 0.0 | 19.4 | 47.4 | 0.0 | 25.6 | 47.4 | 0.0 | 25.6 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 9.5 | 1.6 | 0.0 | 0.3 | 402.5 | 0.0 | 33.7 | 671.6 | 0.0 | 81.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.0 | 15.1 | 1.6 | 0.0 | 4.1 | 10.5 | 0.0 | 29.0 | 16.1 | 0.0 | 40.2 |
| LnGrp Delay(d),s/veh | 23.3 | 0.0 | 35.0 | 43.3 | 0.0 | 19.7 | 449.9 | 0.0 | 59.3 | 719.0 | 0.0 | 107.3 |
| LnGrp LOS | C | | C | D | | B | F | | F | F | | F |
| Approach Vol, veh/h | | 608 | | | 286 | | | 969 | | | 1137 | |
| Approach Delay, s/veh | | 34.1 | | | 24.5 | | | 114.1 | | | 205.8 | |
| Approach LOS | | C | | | C | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 50.0 | | 44.7 | | 50.0 | | 44.7 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 43.6 | | 38.6 | | 43.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 45.6 | | 31.2 | | 45.6 | | 37.9 |
| Green Ext Time (p_c), s | | 0.0 | | 3.4 | | 0.0 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 124.1 |
| HCM 2010 LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 190 | 306 | 264 | 20 | 253 | 29 | 292 | 671 | 28 | 129 | 928 | 90 |
| Future Volume (veh/h) | 190 | 306 | 264 | 20 | 253 | 29 | 292 | 671 | 28 | 129 | 928 | 90 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1776 | 1900 | 1777 | 1900 | 1743 | 1810 | 1583 | 1863 | 1810 | 1638 |
| Adj Flow Rate, veh/h | 202 | 326 | 281 | 21 | 269 | 31 | 311 | 714 | 30 | 137 | 987 | 96 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 4 | 3 | 7 | 0 | 7 | 7 | 9 | 5 | 20 | 2 | 5 | 16 |
| Cap, veh/h | 208 | 532 | 435 | 172 | 451 | 52 | 312 | 1089 | 810 | 304 | 712 | 548 |
| Arrive On Green | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.15 | 0.60 | 0.60 | 0.39 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1054 | 1845 | 1509 | 826 | 1565 | 180 | 1660 | 1810 | 1346 | 713 | 1810 | 1392 |
| Grp Volume(v), veh/h | 202 | 326 | 281 | 21 | 0 | 300 | 311 | 714 | 30 | 137 | 987 | 96 |
| Grp Sat Flow(s),veh/h/ln | 1054 | 1845 | 1509 | 826 | 0 | 1746 | 1660 | 1810 | 1346 | 713 | 1810 | 1392 |
| Q Serve(g_s), s | 16.9 | 18.3 | 19.5 | 2.7 | 0.0 | 17.7 | 18.1 | 31.2 | 1.1 | 18.8 | 47.2 | 5.4 |
| Cycle Q Clear(g_c), s | 34.6 | 18.3 | 19.5 | 21.0 | 0.0 | 17.7 | 18.1 | 31.2 | 1.1 | 24.9 | 47.2 | 5.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 208 | 532 | 435 | 172 | 0 | 503 | 312 | 1089 | 810 | 304 | 712 | 548 |
| V/C Ratio(X) | 0.97 | 0.61 | 0.65 | 0.12 | 0.00 | 0.60 | 1.00 | 0.66 | 0.04 | 0.45 | 1.39 | 0.18 |
| Avail Cap(c_a), veh/h | 208 | 532 | 435 | 172 | 0 | 503 | 312 | 1089 | 810 | 304 | 712 | 548 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 53.8 | 36.9 | 37.3 | 46.0 | 0.0 | 36.7 | 39.0 | 15.7 | 9.7 | 32.1 | 36.4 | 23.7 |
| Incr Delay (d2), s/veh | 53.6 | 2.1 | 3.3 | 0.3 | 0.0 | 1.9 | 50.2 | 1.1 | 0.0 | 0.4 | 182.7 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 9.8 | 9.6 | 8.5 | 0.6 | 0.0 | 8.8 | 14.6 | 15.8 | 0.4 | 3.7 | 59.6 | 2.1 |
| LnGrp Delay(d),s/veh | 107.4 | 39.0 | 40.6 | 46.3 | 0.0 | 38.6 | 89.2 | 16.9 | 9.7 | 32.5 | 219.1 | 23.8 |
| LnGrp LOS | F | D | D | D | | D | F | B | A | C | F | C |
| Approach Vol, veh/h | | 809 | | | 321 | | | 1055 | | | 1220 | |
| Approach Delay, s/veh | | 56.6 | | | 39.1 | | | 38.0 | | | 182.8 | |
| Approach LOS | | E | | | D | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 79.0 | | 41.0 | 25.0 | 54.0 | | 41.0 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 72.2 | | 34.6 | 18.2 | 47.2 | | 34.6 |
| Max Q Clear Time (g_c+I1), s | | 33.2 | | 36.6 | 20.1 | 49.2 | | 23.0 |
| Green Ext Time (p_c), s | | 11.2 | | 0.0 | 0.0 | 0.0 | | 4.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 94.4 |
| HCM 2010 LOS | F |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 692 | 481 | 119 | 511 | 15 | 225 | 26 | 129 | 15 | 35 | 10 |
| Future Volume (veh/h) | 16 | 692 | 481 | 119 | 511 | 15 | 225 | 26 | 129 | 15 | 35 | 10 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1759 | 1759 | 1638 | 1763 | 1900 | 1900 | 1715 | 1759 | 1900 | 1657 | 1900 |
| Adj Flow Rate, veh/h | 17 | 752 | 523 | 129 | 555 | 16 | 245 | 28 | 140 | 16 | 38 | 11 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 8 | 8 | 16 | 8 | 8 | 0 | 0 | 8 | 4 | 4 | 4 |
| Cap, veh/h | 241 | 671 | 570 | 200 | 734 | 21 | 226 | 17 | 485 | 51 | 91 | 19 |
| Arrive On Green | 0.03 | 0.38 | 0.38 | 0.08 | 0.43 | 0.43 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1587 | 1759 | 1495 | 1560 | 1705 | 49 | 458 | 52 | 1495 | 0 | 281 | 57 |
| Grp Volume(v), veh/h | 17 | 752 | 523 | 129 | 0 | 571 | 273 | 0 | 140 | 65 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1759 | 1495 | 1560 | 0 | 1754 | 510 | 0 | 1495 | 339 | 0 | 0 |
| Q Serve(g_s), s | 0.6 | 33.6 | 29.3 | 4.3 | 0.0 | 24.2 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.6 | 33.6 | 29.3 | 4.3 | 0.0 | 24.2 | 28.6 | 0.0 | 6.1 | 28.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.03 | 0.90 | | 1.00 | 0.25 | | 0.17 |
| Lane Grp Cap(c), veh/h | 241 | 671 | 570 | 200 | 0 | 755 | 243 | 0 | 485 | 161 | 0 | 0 |
| V/C Ratio(X) | 0.07 | 1.12 | 0.92 | 0.64 | 0.00 | 0.76 | 1.12 | 0.00 | 0.29 | 0.40 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 443 | 671 | 570 | 323 | 0 | 755 | 243 | 0 | 485 | 161 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.9 | 27.3 | 25.9 | 20.5 | 0.0 | 21.2 | 34.3 | 0.0 | 22.2 | 23.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 72.9 | 22.0 | 3.4 | 0.0 | 7.0 | 94.7 | 0.0 | 0.5 | 2.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 29.8 | 15.5 | 2.0 | 0.0 | 13.0 | 12.3 | 0.0 | 2.6 | 1.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 18.0 | 100.2 | 47.9 | 24.0 | 0.0 | 28.1 | 129.0 | 0.0 | 22.6 | 26.2 | 0.0 | 0.0 |
| LnGrp LOS | B | F | D | C | | C | F | | C | C | | |
| Approach Vol, veh/h | | 1292 | | | 700 | | | 413 | | | 65 | |
| Approach Delay, s/veh | | 77.9 | | | 27.4 | | | 93.0 | | | 26.2 | |
| Approach LOS | | E | | | C | | | F | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.8 | 44.3 | | 35.0 | 13.1 | 40.0 | | 35.0 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 13.6 | 33.6 | | 28.6 | 13.6 | 33.6 | | 28.6 |
| Max Q Clear Time (g_c+I1), s | 2.6 | 26.2 | | 30.6 | 6.3 | 35.6 | | 30.6 |
| Green Ext Time (p_c), s | 0.0 | 6.8 | | 0.0 | 0.2 | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 64.8 |
| HCM 2010 LOS | E |

| Intersection | |
|---|---|
| Int Delay, s/veh | 98.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 58 | 28 | 110 | 28 | 18 | 53 | 107 | 472 | 77 | 89 | 593 | 24 |
| Future Vol, veh/h | 58 | 28 | 110 | 28 | 18 | 53 | 107 | 472 | 77 | 89 | 593 | 24 |
| 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 | - | - | - | - | - | 190 | - | - | 430 | - | - | 420 |
| 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 |
| Heavy Vehicles, % | 25 | 7 | 10 | 22 | 13 | 14 | 29 | 8 | 40 | 46 | 8 | 40 |
| Mvmt Flow | 63 | 30 | 120 | 30 | 20 | 58 | 116 | 513 | 84 | 97 | 645 | 26 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1593 | 1584 | 645 | 1659 | 1584 | 513 | 645 | 0 | 0 | 513 | 0 | 0 |
| Stage 1 | 838 | 838 | - | 746 | 746 | - | - | - | - | - | - | - |
| Stage 2 | 755 | 746 | - | 913 | 838 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.35 | 6.57 | 6.3 | 7.32 | 6.63 | 6.34 | 4.39 | - | - | 4.56 | - | - |
| Critical Hdwy Stg 1 | 6.35 | 5.57 | - | 6.32 | 5.63 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.35 | 5.57 | - | 6.32 | 5.63 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.725 | 4.063 | 3.39 | 3.698 | 4.117 | 3.426 | 2.461 | - | - | 2.614 | - | - |
| Pot Cap-1 Maneuver | 76 | 106 | 458 | 70 | 102 | 538 | 824 | - | - | 861 | - | - |
| Stage 1 | 330 | 375 | - | 376 | 405 | - | - | - | - | - | - | - |
| Stage 2 | 368 | 413 | - | 302 | 367 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 39 | 68 | 458 | ~ 25 | 66 | 538 | 824 | - | - | 861 | - | - |
| Mov Cap-2 Maneuver | ~ 39 | 68 | - | ~ 25 | 66 | - | - | - | - | - | - | - |
| Stage 1 | 259 | 308 | - | 296 | 318 | - | - | - | - | - | - | - |
| Stage 2 | 242 | 325 | - | 165 | 301 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | $ 698.5 | 251.2 | 1.6 | 1.2 |
| HCM LOS | F | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 824 | - | - | 92 | 33 | 538 | 861 | - | - |
| HCM Lane V/C Ratio | 0.141 | - | - | 2.316 | 1.515 | 0.107 | 0.112 | - | - |
| HCM Control Delay (s) | 10.1 | 0 | - | $ 698.5 | $ 526.3 | 12.5 | 9.7 | 0 | - |
| HCM Lane LOS | B | A | - | F | F | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 19.3 | 5.5 | 0.4 | 0.4 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 66.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 708 | 1151 | 957 | 195 | 110 | 334 |
| Future Vol, veh/h | 708 | 1151 | 957 | 195 | 110 | 334 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 160 | - | - | 320 | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 19 | 8 | 8 | 17 | 17 | 17 |
| Mvmt Flow | 770 | 1251 | 1040 | 212 | 120 | 363 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1252 | 0 | - | 0 | 3311 | 626 |
| Stage 1 | - | - | - | - | 1146 | - |
| Stage 2 | - | - | - | - | 2165 | - |
| Critical Hdwy | 4.48 | - | - | - | 7.14 | 7.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.14 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.14 | - |
| Follow-up Hdwy | 2.39 | - | - | - | 3.67 | 3.47 |
| Pot Cap-1 Maneuver | ~ 467 | - | - | - | ~ 5 | 392 |
| Stage 1 | - | - | - | - | 236 | - |
| Stage 2 | - | - | - | - | ~ 61 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | ~ 467 | - | - | - | 0 | 392 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | 236 | - |
| Stage 2 | - | - | - | - | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 122.9 | 0 | |
| HCM LOS | | | - |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | ~ 467 | - | - | - | - | 392 |
| HCM Lane V/C Ratio | 1.648 | - | - | - | - | 0.926 |
| HCM Control Delay (s) | $ 322.7 | - | - | - | - | 61.6 |
| HCM Lane LOS | F | - | - | - | - | F |
| HCM 95th %tile Q(veh) | 44.3 | - | - | - | - | 10 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 577.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 90 | 1137 | 793 | 499 | 736 | 114 |
| Future Vol, veh/h | 90 | 1137 | 793 | 499 | 736 | 114 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 280 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 12 | 15 | 8 | 8 | 50 |
| Mvmt Flow | 98 | 1236 | 862 | 542 | 800 | 124 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1404 | 0 | - | 0 | 1947 | 702 |
| Stage 1 | - | - | - | - | 1133 | - |
| Stage 2 | - | - | - | - | 814 | - |
| Critical Hdwy | 4.26 | - | - | - | 6.96 | 7.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.96 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.96 | - |
| Follow-up Hdwy | 2.28 | - | - | - | 3.58 | 3.8 |
| Pot Cap-1 Maneuver | 453 | - | - | - | ~ 53 | 287 |
| Stage 1 | - | - | - | - | ~ 257 | - |
| Stage 2 | - | - | - | - | ~ 381 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 453 | - | - | - | ~ 42 | 287 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 145 | - |
| Stage 1 | - | - | - | - | ~ 257 | - |
| Stage 2 | - | - | - | - | ~ 299 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.1 | 0 | $ 2288.1 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 453 | - | - | - | 155 |
| HCM Lane V/C Ratio | 0.216 | - | - | - | 5.961 |
| HCM Control Delay (s) | 15.1 | - | - | - | $ 2288.1 |
| HCM Lane LOS | C | - | - | - | F |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - | 99.6 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 32.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 103 | 73 | 161 | 17 | 22 | 773 | 119 | 674 | 52 | 1043 | 1074 | 113 |
| Future Vol, veh/h | 103 | 73 | 161 | 17 | 22 | 773 | 119 | 674 | 52 | 1043 | 1074 | 113 |
| 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 | - | - | Yield | - | - | None | - | - | None |
| Storage Length | 315 | - | - | 80 | - | - | 230 | - | 180 | 200 | - | 190 |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 3 | 3 | 0 | 0 | 0 | 12 | 3 | 5 | 6 | 11 | 5 | 0 |
| Mvmt Flow | 105 | 74 | 164 | 17 | 22 | 789 | 121 | 688 | 53 | 1064 | 1096 | 115 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 4166 | 4155 | 1096 | 4275 | 4155 | 688 | 1096 | 0 | 0 | 688 | 0 | 0 |
| Stage 1 | 3224 | 3224 | - | 931 | 931 | - | - | - | - | - | - | - |
| Stage 2 | 942 | 931 | - | 3344 | 3224 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.2 | 7.1 | 6.5 | 6.32 | 4.13 | - | - | 4.21 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.3 | 3.5 | 4 | 3.408 | 2.227 | - | - | 2.299 | - | - |
| Pot Cap-1 Maneuver | ~ 1 | ~ 2 | 262 | ~ 1 | ~ 2 | ~ 430 | 633 | - | - | ~ 865 | - | - |
| Stage 1 | ~ 14 | ~ 23 | - | 323 | 348 | - | - | - | - | - | - | - |
| Stage 2 | 314 | 344 | - | ~ 12 | 24 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | 0 | 262 | - | 0 | ~ 430 | 633 | - | - | ~ 865 | - | - |
| Mov Cap-2 Maneuver | ~ 10 | 0 | - | ~ -206 | ~ -194 | - | - | - | - | - | - | - |
| Stage 1 | ~ 11 | 0 | - | 261 | 281 | - | - | - | - | - | - | - |
| Stage 2 | - | 278 | - | - | 0 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | | 1.7 | 61.6 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 633 | - | - | - | 262 | - | 469 | ~ 865 | - | - |
| HCM Lane V/C Ratio | 0.192 | - | - | - | 0.911 | - | 1.73 | 1.23 | - | - |
| HCM Control Delay (s) | 12 | - | - | - | 76.5 | - | $ 358.3 | 131.6 | - | - |
| HCM Lane LOS | B | - | - | - | F | - | F | F | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | 8.1 | - | 49 | 36 | - | - |

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

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 132 | 672 | 77 | 16 | 716 | 12 | 121 | 16 | 57 | 14 | 17 | 139 |
| Future Volume (veh/h) | 132 | 672 | 77 | 16 | 716 | 12 | 121 | 16 | 57 | 14 | 17 | 139 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1759 | 1696 | 1900 | 1759 | 1900 | 1776 | 1642 | 1900 | 1900 | 1850 | 1900 |
| Adj Flow Rate, veh/h | 143 | 730 | 84 | 17 | 778 | 13 | 132 | 17 | 62 | 15 | 18 | 151 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 8 | 12 | 0 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 264 | 1017 | 834 | 288 | 1017 | 934 | 282 | 77 | 281 | 372 | 42 | 354 |
| Arrive On Green | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 683 | 1759 | 1442 | 681 | 1759 | 1615 | 1155 | 310 | 1132 | 1341 | 170 | 1428 |
| Grp Volume(v), veh/h | 143 | 730 | 84 | 17 | 778 | 13 | 132 | 0 | 79 | 15 | 0 | 169 |
| Grp Sat Flow(s),veh/h/ln | 683 | 1759 | 1442 | 681 | 1759 | 1615 | 1155 | 0 | 1442 | 1341 | 0 | 1598 |
| Q Serve(g_s), s | 14.8 | 22.0 | 1.9 | 1.4 | 24.6 | 0.3 | 8.0 | 0.0 | 3.2 | 0.7 | 0.0 | 6.5 |
| Cycle Q Clear(g_c), s | 39.4 | 22.0 | 1.9 | 23.4 | 24.6 | 0.3 | 14.5 | 0.0 | 3.2 | 3.9 | 0.0 | 6.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.78 | 1.00 | | 0.89 |
| Lane Grp Cap(c), veh/h | 264 | 1017 | 834 | 288 | 1017 | 934 | 282 | 0 | 358 | 372 | 0 | 397 |
| V/C Ratio(X) | 0.54 | 0.72 | 0.10 | 0.06 | 0.76 | 0.01 | 0.47 | 0.00 | 0.22 | 0.04 | 0.00 | 0.43 |
| Avail Cap(c_a), veh/h | 270 | 1032 | 846 | 293 | 1032 | 947 | 450 | 0 | 568 | 567 | 0 | 629 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.7 | 11.2 | 7.0 | 19.6 | 11.8 | 6.6 | 29.4 | 0.0 | 22.0 | 23.6 | 0.0 | 23.3 |
| Incr Delay (d2), s/veh | 1.1 | 2.0 | 0.0 | 0.0 | 3.1 | 0.0 | 1.2 | 0.0 | 0.3 | 0.0 | 0.0 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.9 | 11.1 | 0.8 | 0.3 | 12.5 | 0.1 | 2.6 | 0.0 | 1.3 | 0.3 | 0.0 | 2.9 |
| LnGrp Delay(d),s/veh | 27.7 | 13.3 | 7.0 | 19.7 | 14.8 | 6.6 | 30.6 | 0.0 | 22.3 | 23.6 | 0.0 | 24.0 |
| LnGrp LOS | C | B | A | B | B | A | C | | C | C | | C |
| Approach Vol, veh/h | | 957 | | | 808 | | | 211 | | | 184 | |
| Approach Delay, s/veh | | 14.9 | | | 14.8 | | | 27.5 | | | 24.0 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 49.4 | | 24.3 | | 49.4 | | 24.3 |
| Change Period (Y+Rc), s | | 6.8 | | 6.0 | | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | | 43.2 | | 29.0 | | 43.2 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | | 26.6 | | 16.5 | | 41.4 | | 8.5 |
| Green Ext Time (p_c), s | | 5.7 | | 1.7 | | 1.2 | | 2.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.8 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 90 | 563 | 272 | 325 | 717 | 166 | 490 | 605 | 292 | 41 | 309 | 56 |
| Future Volume (veh/h) | 90 | 563 | 272 | 325 | 717 | 166 | 490 | 605 | 292 | 41 | 309 | 56 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1810 | 1900 | 1759 | 1810 | 1792 | 1863 | 1827 | 1712 | 1667 | 1800 | 1900 |
| Adj Flow Rate, veh/h | 98 | 612 | 296 | 353 | 779 | 180 | 533 | 658 | 317 | 45 | 336 | 61 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 5 | 0 | 8 | 5 | 6 | 2 | 4 | 11 | 14 | 6 | 6 |
| Cap, veh/h | 220 | 962 | 452 | 264 | 996 | 441 | 335 | 651 | 518 | 147 | 488 | 89 |
| Arrive On Green | 0.06 | 0.28 | 0.28 | 0.07 | 0.29 | 0.29 | 0.08 | 0.36 | 0.36 | 0.05 | 0.33 | 0.33 |
| Sat Flow, veh/h | 1660 | 3438 | 1615 | 1675 | 3438 | 1524 | 1774 | 1827 | 1455 | 1587 | 1483 | 269 |
| Grp Volume(v), veh/h | 98 | 612 | 296 | 353 | 779 | 180 | 533 | 658 | 317 | 45 | 0 | 397 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1719 | 1615 | 1675 | 1719 | 1524 | 1774 | 1827 | 1455 | 1587 | 0 | 1753 |
| Q Serve(g_s), s | 4.3 | 16.2 | 16.7 | 7.6 | 21.6 | 9.9 | 7.9 | 36.9 | 18.6 | 1.9 | 0.0 | 20.3 |
| Cycle Q Clear(g_c), s | 4.3 | 16.2 | 16.7 | 7.6 | 21.6 | 9.9 | 7.9 | 36.9 | 18.6 | 1.9 | 0.0 | 20.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 220 | 962 | 452 | 264 | 996 | 441 | 335 | 651 | 518 | 147 | 0 | 577 |
| V/C Ratio(X) | 0.45 | 0.64 | 0.66 | 1.34 | 0.78 | 0.41 | 1.59 | 1.01 | 0.61 | 0.31 | 0.00 | 0.69 |
| Avail Cap(c_a), veh/h | 236 | 1082 | 508 | 264 | 1082 | 480 | 335 | 651 | 518 | 191 | 0 | 625 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.2 | 32.7 | 32.9 | 34.8 | 33.8 | 29.6 | 33.8 | 33.3 | 27.4 | 26.2 | 0.0 | 30.1 |
| Incr Delay (d2), s/veh | 1.4 | 1.0 | 2.6 | 175.0 | 3.5 | 0.6 | 279.1 | 38.0 | 2.1 | 1.2 | 0.0 | 2.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 7.8 | 7.8 | 12.8 | 10.7 | 4.2 | 26.0 | 25.3 | 7.8 | 0.9 | 0.0 | 10.3 |
| LnGrp Delay(d),s/veh | 27.6 | 33.7 | 35.5 | 209.8 | 37.3 | 30.2 | 312.8 | 71.3 | 29.5 | 27.4 | 0.0 | 33.0 |
| LnGrp LOS | C | C | D | F | D | C | F | F | C | C | | C |
| Approach Vol, veh/h | | 1006 | | | 1312 | | | 1508 | | | 442 | |
| Approach Delay, s/veh | | 33.6 | | | 82.7 | | | 147.9 | | | 32.4 | |
| Approach LOS | | C | | | F | | | F | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 36.4 | 11.2 | 43.0 | 14.0 | 35.4 | 14.0 | 40.2 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.6 | 32.6 | 7.9 | 36.9 | 7.6 | 32.6 | 7.9 | 36.9 |
| Max Q Clear Time (g_c+I1), s | 6.3 | 23.6 | 3.9 | 38.9 | 9.6 | 18.7 | 9.9 | 22.3 |
| Green Ext Time (p_c), s | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 8.9 | 0.0 | 7.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 89.0 |
| HCM 2010 LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 824 | 230 | 82 | 1076 | 91 | 340 | 143 | 36 | 45 | 102 | 38 |
| Future Volume (veh/h) | 30 | 824 | 230 | 82 | 1076 | 91 | 340 | 143 | 36 | 45 | 102 | 38 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1825 | 1900 | 1900 | 1816 | 1900 | 1863 | 1870 | 1900 | 1900 | 1802 | 1900 |
| Adj Flow Rate, veh/h | 31 | 841 | 235 | 84 | 1098 | 93 | 347 | 146 | 37 | 46 | 104 | 39 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 2 | 2 | 2 | 0 | 6 | 6 |
| Cap, veh/h | 231 | 1434 | 401 | 262 | 1725 | 146 | 328 | 442 | 112 | 250 | 164 | 61 |
| Arrive On Green | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 | 0.10 | 0.31 | 0.31 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 478 | 2678 | 748 | 533 | 3221 | 273 | 1774 | 1441 | 365 | 1220 | 1250 | 469 |
| Grp Volume(v), veh/h | 31 | 544 | 532 | 84 | 588 | 603 | 347 | 0 | 183 | 46 | 0 | 143 |
| Grp Sat Flow(s),veh/h/ln | 478 | 1733 | 1693 | 533 | 1725 | 1768 | 1774 | 0 | 1806 | 1220 | 0 | 1719 |
| Q Serve(g_s), s | 3.9 | 17.0 | 17.0 | 10.1 | 19.2 | 19.2 | 7.8 | 0.0 | 6.2 | 2.7 | 0.0 | 6.3 |
| Cycle Q Clear(g_c), s | 23.1 | 17.0 | 17.0 | 27.1 | 19.2 | 19.2 | 7.8 | 0.0 | 6.2 | 2.7 | 0.0 | 6.3 |
| Prop In Lane | 1.00 | | 0.44 | 1.00 | | 0.15 | 1.00 | | 0.20 | 1.00 | | 0.27 |
| Lane Grp Cap(c), veh/h | 231 | 928 | 907 | 262 | 924 | 947 | 328 | 0 | 554 | 250 | 0 | 225 |
| V/C Ratio(X) | 0.13 | 0.59 | 0.59 | 0.32 | 0.64 | 0.64 | 1.06 | 0.00 | 0.33 | 0.18 | 0.00 | 0.63 |
| Avail Cap(c_a), veh/h | 254 | 1012 | 988 | 288 | 1007 | 1032 | 328 | 0 | 1149 | 653 | 0 | 793 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.2 | 12.5 | 12.5 | 21.7 | 13.1 | 13.1 | 30.9 | 0.0 | 21.4 | 31.3 | 0.0 | 32.9 |
| Incr Delay (d2), s/veh | 0.3 | 0.8 | 0.8 | 0.7 | 1.2 | 1.2 | 65.3 | 0.0 | 0.3 | 0.3 | 0.0 | 2.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 8.2 | 8.0 | 1.5 | 9.3 | 9.5 | 12.0 | 0.0 | 3.2 | 0.9 | 0.0 | 3.2 |
| LnGrp Delay(d),s/veh | 21.5 | 13.3 | 13.3 | 22.4 | 14.2 | 14.2 | 96.2 | 0.0 | 21.7 | 31.7 | 0.0 | 35.8 |
| LnGrp LOS | C | B | B | C | B | B | F | | C | C | | D |
| Approach Vol, veh/h | | 1107 | | | 1275 | | | 530 | | | 189 | |
| Approach Delay, s/veh | | 13.5 | | | 14.8 | | | 70.5 | | | 34.8 | |
| Approach LOS | | B | | | B | | | E | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 49.1 | | 30.7 | | 49.1 | 14.0 | 16.7 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 46.6 | | * 51 | | 46.6 | * 7.8 | * 37 |
| Max Q Clear Time (g_c+I1), s | | 29.1 | | 8.2 | | 25.1 | 9.8 | 8.3 |
| Green Ext Time (p_c), s | | 13.6 | | 2.3 | | 16.1 | 0.0 | 2.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.1 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 191 | 227 | 31 | 242 | 129 | 204 | 1202 | 32 | 74 | 807 | 36 |
| Future Volume (veh/h) | 66 | 191 | 227 | 31 | 242 | 129 | 204 | 1202 | 32 | 74 | 807 | 36 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1866 | 1900 | 1863 | 1876 | 1900 | 1810 | 1812 | 1900 | 1863 | 1813 | 1900 |
| Adj Flow Rate, veh/h | 67 | 195 | 232 | 32 | 247 | 132 | 208 | 1227 | 33 | 76 | 823 | 37 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 5 | 5 |
| Cap, veh/h | 244 | 262 | 312 | 195 | 388 | 208 | 126 | 900 | 24 | 85 | 882 | 40 |
| Arrive On Green | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 |
| Sat Flow, veh/h | 1020 | 778 | 925 | 957 | 1152 | 615 | 622 | 1756 | 47 | 439 | 1722 | 77 |
| Grp Volume(v), veh/h | 67 | 0 | 427 | 32 | 0 | 379 | 208 | 0 | 1260 | 76 | 0 | 860 |
| Grp Sat Flow(s),veh/h/ln | 1020 | 0 | 1703 | 957 | 0 | 1767 | 622 | 0 | 1803 | 439 | 0 | 1800 |
| Q Serve(g_s), s | 5.0 | 0.0 | 18.9 | 2.6 | 0.0 | 15.4 | 5.6 | 0.0 | 43.6 | 0.0 | 0.0 | 38.0 |
| Cycle Q Clear(g_c), s | 20.4 | 0.0 | 18.9 | 21.5 | 0.0 | 15.4 | 43.6 | 0.0 | 43.6 | 43.6 | 0.0 | 38.0 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.35 | 1.00 | | 0.03 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 244 | 0 | 574 | 195 | 0 | 596 | 126 | 0 | 924 | 85 | 0 | 922 |
| V/C Ratio(X) | 0.27 | 0.00 | 0.74 | 0.16 | 0.00 | 0.64 | 1.66 | 0.00 | 1.36 | 0.90 | 0.00 | 0.93 |
| Avail Cap(c_a), veh/h | 363 | 0 | 772 | 306 | 0 | 802 | 126 | 0 | 924 | 85 | 0 | 922 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.4 | 0.0 | 24.9 | 34.5 | 0.0 | 23.8 | 41.6 | 0.0 | 20.7 | 42.5 | 0.0 | 19.4 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 2.7 | 0.4 | 0.0 | 1.1 | 327.4 | 0.0 | 170.6 | 66.0 | 0.0 | 16.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 0.0 | 9.2 | 0.7 | 0.0 | 7.7 | 14.4 | 0.0 | 65.4 | 3.3 | 0.0 | 22.7 |
| LnGrp Delay(d),s/veh | 33.0 | 0.0 | 27.6 | 34.8 | 0.0 | 24.9 | 369.0 | 0.0 | 191.4 | 108.6 | 0.0 | 35.4 |
| LnGrp LOS | C | | C | C | | C | F | | F | F | | D |
| Approach Vol, veh/h | | 494 | | | 411 | | | 1468 | | | 936 | |
| Approach Delay, s/veh | | 28.3 | | | 25.7 | | | 216.5 | | | 41.4 | |
| Approach LOS | | C | | | C | | | F | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 50.0 | | 35.1 | | 50.0 | | 35.1 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 43.6 | | 38.6 | | 43.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 45.6 | | 22.4 | | 45.6 | | 23.5 |
| Green Ext Time (p_c), s | | 0.0 | | 5.4 | | 0.0 | | 5.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 115.2 |
| HCM 2010 LOS | | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 160 | 153 | 277 | 36 | 341 | 38 | 318 | 1018 | 47 | 37 | 585 | 179 |
| Future Volume (veh/h) | 160 | 153 | 277 | 36 | 341 | 38 | 318 | 1018 | 47 | 37 | 585 | 179 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1900 | 1863 | 1900 | 1866 | 1900 | 1900 | 1810 | 1900 | 1900 | 1810 | 1863 |
| Adj Flow Rate, veh/h | 165 | 158 | 286 | 37 | 352 | 39 | 328 | 1049 | 48 | 38 | 603 | 185 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 5 | 2 |
| Cap, veh/h | 162 | 559 | 466 | 282 | 486 | 54 | 363 | 1074 | 958 | 78 | 756 | 661 |
| Arrive On Green | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.12 | 0.59 | 0.59 | 0.42 | 0.42 | 0.42 |
| Sat Flow, veh/h | 979 | 1900 | 1583 | 961 | 1651 | 183 | 1810 | 1810 | 1615 | 522 | 1810 | 1583 |
| Grp Volume(v), veh/h | 165 | 158 | 286 | 37 | 0 | 391 | 328 | 1049 | 48 | 38 | 603 | 185 |
| Grp Sat Flow(s),veh/h/ln | 979 | 1900 | 1583 | 961 | 0 | 1834 | 1810 | 1810 | 1615 | 522 | 1810 | 1583 |
| Q Serve(g_s), s | 12.1 | 7.5 | 18.3 | 3.6 | 0.0 | 22.5 | 11.6 | 65.9 | 1.5 | 3.8 | 34.2 | 9.1 |
| Cycle Q Clear(g_c), s | 34.6 | 7.5 | 18.3 | 11.2 | 0.0 | 22.5 | 11.6 | 65.9 | 1.5 | 49.1 | 34.2 | 9.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 162 | 559 | 466 | 282 | 0 | 540 | 363 | 1074 | 958 | 78 | 756 | 661 |
| V/C Ratio(X) | 1.02 | 0.28 | 0.61 | 0.13 | 0.00 | 0.72 | 0.90 | 0.98 | 0.05 | 0.49 | 0.80 | 0.28 |
| Avail Cap(c_a), veh/h | 162 | 559 | 466 | 282 | 0 | 540 | 430 | 1111 | 992 | 78 | 756 | 661 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.0 | 31.9 | 35.7 | 36.2 | 0.0 | 37.2 | 23.5 | 23.1 | 10.0 | 57.9 | 29.9 | 22.6 |
| Incr Delay (d2), s/veh | 75.3 | 0.3 | 2.4 | 0.2 | 0.0 | 4.8 | 18.4 | 21.0 | 0.0 | 1.7 | 5.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.6 | 4.0 | 8.3 | 1.0 | 0.0 | 12.1 | 7.6 | 38.9 | 0.7 | 1.3 | 18.3 | 4.0 |
| LnGrp Delay(d),s/veh | 130.5 | 32.2 | 38.1 | 36.4 | 0.0 | 42.0 | 41.9 | 44.1 | 10.0 | 59.7 | 35.5 | 22.7 |
| LnGrp LOS | F | C | D | D | | D | D | D | B | E | D | C |
| Approach Vol, veh/h | | 609 | | | 428 | | | 1425 | | | 826 | |
| Approach Delay, s/veh | | 61.6 | | | 41.5 | | | 42.5 | | | 33.7 | |
| Approach LOS | | E | | | D | | | D | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 76.6 | | 41.0 | 20.7 | 55.9 | | 41.0 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 72.2 | | 34.6 | 18.2 | 47.2 | | 34.6 |
| Max Q Clear Time (g_c+I1), s | | 67.9 | | 36.6 | 13.6 | 51.1 | | 24.5 |
| Green Ext Time (p_c), s | | 1.8 | | 0.0 | 0.2 | 0.0 | | 4.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 43.7 |
| HCM 2010 LOS | D |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 26 | 485 | 331 | 117 | 765 | 17 | 272 | 22 | 47 | 24 | 60 | 15 |
| Future Volume (veh/h) | 26 | 485 | 331 | 117 | 765 | 17 | 272 | 22 | 47 | 24 | 60 | 15 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1473 | 1759 | 1759 | 1759 | 1753 | 1900 | 1900 | 1800 | 1900 | 1900 | 1821 | 1900 |
| Adj Flow Rate, veh/h | 27 | 511 | 348 | 123 | 805 | 18 | 286 | 23 | 49 | 25 | 63 | 16 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 29 | 8 | 8 | 8 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 136 | 671 | 571 | 286 | 715 | 16 | 234 | 12 | 525 | 51 | 106 | 19 |
| Arrive On Green | 0.04 | 0.38 | 0.38 | 0.08 | 0.42 | 0.42 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1403 | 1759 | 1495 | 1675 | 1708 | 38 | 477 | 38 | 1615 | 0 | 325 | 59 |
| Grp Volume(v), veh/h | 27 | 511 | 348 | 123 | 0 | 823 | 309 | 0 | 49 | 104 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1403 | 1759 | 1495 | 1675 | 0 | 1746 | 516 | 0 | 1615 | 384 | 0 | 0 |
| Q Serve(g_s), s | 1.0 | 22.3 | 16.5 | 3.8 | 0.0 | 36.9 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.0 | 22.3 | 16.5 | 3.8 | 0.0 | 36.9 | 28.6 | 0.0 | 1.9 | 28.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.02 | 0.93 | | 1.00 | 0.24 | | 0.15 |
| Lane Grp Cap(c), veh/h | 136 | 671 | 571 | 286 | 0 | 731 | 246 | 0 | 525 | 175 | 0 | 0 |
| V/C Ratio(X) | 0.20 | 0.76 | 0.61 | 0.43 | 0.00 | 1.13 | 1.26 | 0.00 | 0.09 | 0.59 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 298 | 671 | 571 | 418 | 0 | 731 | 246 | 0 | 525 | 175 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 21.5 | 23.7 | 21.9 | 17.5 | 0.0 | 25.6 | 34.3 | 0.0 | 20.7 | 24.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.7 | 8.0 | 4.8 | 1.0 | 0.0 | 73.4 | 143.6 | 0.0 | 0.1 | 6.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 12.3 | 7.5 | 1.8 | 0.0 | 32.6 | 15.8 | 0.0 | 0.8 | 2.1 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 22.2 | 31.7 | 26.7 | 18.6 | 0.0 | 99.0 | 177.9 | 0.0 | 20.8 | 30.5 | 0.0 | 0.0 |
| LnGrp LOS | C | C | C | B | | F | F | | C | C | | |
| Approach Vol, veh/h | | 886 | | | 946 | | | 358 | | | 104 | |
| Approach Delay, s/veh | | 29.5 | | | 88.5 | | | 156.4 | | | 30.5 | |
| Approach LOS | | C | | | F | | | F | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.8 | 43.3 | | 35.0 | 13.1 | 40.0 | | 35.0 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 13.6 | 33.6 | | 28.6 | 13.6 | 33.6 | | 28.6 |
| Max Q Clear Time (g_c+I1), s | 3.0 | 38.9 | | 30.6 | 5.8 | 24.3 | | 30.6 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.2 | 8.3 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 73.7 |
| HCM 2010 LOS | E |

| Intersection | |
|---|---|
| Int Delay, s/veh | 43.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 17 | 21 | 55 | 25 | 25 | 59 | 170 | 591 | 22 | 73 | 522 | 21 |
| Future Vol, veh/h | 17 | 21 | 55 | 25 | 25 | 59 | 170 | 591 | 22 | 73 | 522 | 21 |
| 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 | - | - | - | - | - | 190 | - | - | 430 | - | - | 420 |
| 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 |
| Heavy Vehicles, % | 17 | 11 | 3 | 21 | 15 | 23 | 3 | 8 | 11 | 36 | 8 | 25 |
| Mvmt Flow | 18 | 23 | 60 | 27 | 27 | 64 | 185 | 642 | 24 | 79 | 567 | 23 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1752 | 1738 | 567 | 1779 | 1738 | 642 | 567 | 0 | 0 | 642 | 0 | 0 |
| Stage 1 | 726 | 726 | - | 1012 | 1012 | - | - | - | - | - | - | - |
| Stage 2 | 1026 | 1012 | - | 767 | 726 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.27 | 6.61 | 6.23 | 7.31 | 6.65 | 6.43 | 4.13 | - | - | 4.46 | - | - |
| Critical Hdwy Stg 1 | 6.27 | 5.61 | - | 6.31 | 5.65 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.27 | 5.61 | - | 6.31 | 5.65 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.653 | 4.099 | 3.327 | 3.689 | 4.135 | 3.507 | 2.227 | - | - | 2.524 | - | - |
| Pot Cap-1 Maneuver | 61 | 83 | 521 | 57 | 81 | 439 | 1000 | - | - | 800 | - | - |
| Stage 1 | 393 | 416 | - | 266 | 301 | - | - | - | - | - | - | - |
| Stage 2 | 266 | 306 | - | 367 | 411 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 21 | 50 | 521 | ~ 23 | 49 | 439 | 1000 | - | - | 800 | - | - |
| Mov Cap-2 Maneuver | 21 | 50 | - | ~ 23 | 49 | - | - | - | - | - | - | - |
| Stage 1 | 277 | 355 | - | 188 | 212 | - | - | - | - | - | - | - |
| Stage 2 | 140 | 216 | - | 259 | 351 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | $ 364.7 | $ 300.3 | 2 | 1.2 |
| HCM LOS | F | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1000 | - | - | 70 | 31 | 439 | 800 | - | - |
| HCM Lane V/C Ratio | 0.185 | - | - | 1.444 | 1.753 | 0.146 | 0.099 | - | - |
| HCM Control Delay (s) | 9.4 | 0 | - | $ 364.7 | $ 637.5 | 14.6 | 10 | 0 | - |
| HCM Lane LOS | A | A | - | F | F | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 8.4 | 6.2 | 0.5 | 0.3 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 541 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 347 | 944 | 1148 | 98 | 195 | 710 |
| Future Vol, veh/h | 347 | 944 | 1148 | 98 | 195 | 710 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 160 | - | - | 320 | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 22 | 8 | 8 | 41 | 28 | 18 |
| Mvmt Flow | 377 | 1026 | 1248 | 107 | 212 | 772 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1354 | 0 | - | 0 | 2568 | 677 |
| Stage 1 | - | - | - | - | 1301 | - |
| Stage 2 | - | - | - | - | 1267 | - |
| Critical Hdwy | 4.54 | - | - | - | 7.36 | 7.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.36 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.36 | - |
| Follow-up Hdwy | 2.42 | - | - | - | 3.78 | 3.48 |
| Pot Cap-1 Maneuver | 411 | - | - | - | ~ 14 | ~ 360 |
| Stage 1 | - | - | - | - | ~ 175 | - |
| Stage 2 | - | - | - | - | ~ 184 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 411 | - | - | - | ~ 1 | ~ 360 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 13 | - |
| Stage 1 | - | - | - | - | ~ 175 | - |
| Stage 2 | - | - | - | - | ~ 15 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.6 | 0 | $ 2035.5 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 411 | - | - | - | 13 | 360 |
| HCM Lane V/C Ratio | 0.918 | - | - | - | 16.304 | 2.144 |
| HCM Control Delay (s) | 58.2 | - | - | - | $ 7452.2 | $ 547.8 |
| HCM Lane LOS | F | - | - | - | F | F |
| HCM 95th %tile Q(veh) | 10 | - | - | - | 27.7 | 56.6 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 513.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 105 | 811 | 1114 | 745 | 481 | 109 |
| Future Vol, veh/h | 105 | 811 | 1114 | 745 | 481 | 109 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 280 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 8 | 10 | 12 | 8 | 22 | 29 |
| Mvmt Flow | 114 | 882 | 1211 | 810 | 523 | 118 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2021 | 0 | - | 0 | 2285 | 1010 |
| Stage 1 | - | - | - | - | 1616 | - |
| Stage 2 | - | - | - | - | 669 | - |
| Critical Hdwy | 4.26 | - | - | - | 7.24 | 7.48 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.24 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.24 | - |
| Follow-up Hdwy | 2.28 | - | - | - | 3.72 | 3.59 |
| Pot Cap-1 Maneuver | 256 | - | - | - | ~ 25 | 195 |
| Stage 1 | - | - | - | - | ~ 121 | - |
| Stage 2 | - | - | - | - | ~ 420 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 256 | - | - | - | ~ 14 | 195 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 78 | - |
| Stage 1 | - | - | - | - | ~ 121 | - |
| Stage 2 | - | - | - | - | ~ 233 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3.4 | 0 | $ 2922 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 256 | - | - | - | 88 |
| HCM Lane V/C Ratio | 0.446 | - | - | - | 7.288 |
| HCM Control Delay (s) | 29.9 | - | - | - | $ 2922 |
| HCM Lane LOS | D | - | - | - | F |
| HCM 95th %tile Q(veh) | 2.2 | - | - | - | 72.5 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 29.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 129 | 42 | 104 | 16 | 35 | 1118 | 190 | 983 | 29 | 740 | 660 | 149 |
| Future Vol, veh/h | 129 | 42 | 104 | 16 | 35 | 1118 | 190 | 983 | 29 | 740 | 660 | 149 |
| 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 | - | - | Yield | - | - | None | - | - | None |
| Storage Length | 315 | - | - | 80 | - | - | 230 | - | 180 | 200 | - | 190 |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 6 | 0 | 2 | 0 | 0 | 9 | 1 | 5 | 5 | 18 | 5 | 0 |
| Mvmt Flow | 137 | 45 | 111 | 17 | 37 | 1189 | 202 | 1046 | 31 | 787 | 702 | 159 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 3746 | 3727 | 702 | 3804 | 3727 | 1046 | 702 | 0 | 0 | 1046 | 0 | 0 |
| Stage 1 | 2277 | 2277 | - | 1450 | 1450 | - | - | - | - | - | - | - |
| Stage 2 | 1469 | 1450 | - | 2354 | 2277 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.16 | 6.5 | 6.22 | 7.1 | 6.5 | 6.29 | 4.11 | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 6.16 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.16 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 4 | 3.318 | 3.5 | 4 | 3.381 | 2.209 | - | - | 2.362 | - | - |
| Pot Cap-1 Maneuver | ~ 2 | ~ 5 | 438 | ~ 2 | ~ 5 | ~ 269 | 900 | - | - | ~ 607 | - | - |
| Stage 1 | ~ 52 | 76 | - | 164 | 198 | - | - | - | - | - | - | - |
| Stage 2 | 155 | 198 | - | 49 | 76 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | 0 | 438 | - | 0 | ~ 269 | 900 | - | - | ~ 607 | - | - |
| Mov Cap-2 Maneuver | ~ 39 | 0 | - | 318 | 592 | - | - | - | - | - | - | - |
| Stage 1 | ~ 40 | 0 | - | 127 | 154 | - | - | - | - | - | - | - |
| Stage 2 | - | 154 | - | - | 0 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | | 1.6 | 79.7 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 900 | - | - | - | 438 | - | 274 | ~ 607 | - | - |
| HCM Lane V/C Ratio | 0.225 | - | - | - | 0.355 | - | 4.477 | 1.297 | - | - |
| HCM Control Delay (s) | 10.2 | - | - | - | 17.7 | - | $ 1599.4 | 166.8 | - | - |
| HCM Lane LOS | B | - | - | - | C | - | F | F | - | - |
| HCM 95th %tile Q(veh) | 0.9 | - | - | - | 1.6 | - | 122.8 | 31.8 | - | - |

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

# Appendix P

## Synchro Arterial LOS Analysis Summary Output Sheet-No Build

## Arterial Level of Service: SE SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Lake Trafford Rd | II | 45 | 67.9 | 212.3 | 280.2 | 0.85 | 10.9 | F |
| Immokalee Dr | II | 45 | 44.7 | 73.0 | 117.7 | 0.51 | 15.5 | E |
| 9th St | II | 45 | 68.6 | 21.9 | 90.5 | 0.86 | 34.1 | B |
| 1st St | II | 35 | 51.4 | 44.3 | 95.7 | 0.50 | 18.8 | D |
| Farm Worker Way | II | 42 | 161.7 | 13.7 | 175.4 | 1.89 | 38.7 | A |
| Total | II | | 394.3 | 365.2 | 759.5 | 4.60 | 21.8 | D |

## Arterial Level of Service: WB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| 1st St | II | 42 | 161.7 | 32.4 | 194.1 | 1.89 | 35.0 | B |
| 9th St | II | 35 | 51.4 | 14.4 | 65.8 | 0.50 | 27.3 | C |
| Immokalee Dr | II | 45 | 68.6 | 41.1 | 109.7 | 0.86 | 28.2 | B |
| Lake Trafford Rd | II | 45 | 44.7 | 19.2 | 63.9 | 0.51 | 28.6 | B |
| Total | II | | 326.4 | 107.1 | 433.5 | 3.75 | 31.2 | B |

## Arterial Level of Service: SE SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Lake Trafford Rd | II | 45 | 67.9 | 44.6 | 112.5 | 0.85 | 27.2 | C |
| Immokalee Dr | II | 45 | 44.7 | 28.1 | 72.8 | 0.51 | 25.1 | C |
| 9th St | II | 45 | 68.6 | 15.8 | 84.4 | 0.86 | 36.6 | A |
| 1st St | II | 35 | 51.4 | 34.9 | 86.3 | 0.50 | 20.8 | D |
| Farm Worker Way | II | 42 | 161.7 | 13.3 | 175.0 | 1.89 | 38.8 | A |
| Total | II | | 394.3 | 136.7 | 531.0 | 4.60 | 31.2 | B |

## Arterial Level of Service: WB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| 1st St | II | 42 | 161.7 | 36.2 | 197.9 | 1.89 | 34.3 | B |
| 9th St | II | 35 | 51.4 | 17.7 | 69.1 | 0.50 | 26.0 | C |
| Immokalee Dr | II | 45 | 68.6 | 145.7 | 214.3 | 0.86 | 14.4 | E |
| Lake Trafford Rd | II | 45 | 44.7 | 46.8 | 91.5 | 0.51 | 20.0 | D |
| Total | II | | 326.4 | 246.4 | 572.8 | 3.75 | 23.6 | C |

# Appendix Q

## Synchro Intersections Output Sheets- Build Central Alternative #1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 23 | 90 | 22 | 18 | 23 | 58 | 174 | 41 | 69 | 280 | 14 |
| Future Volume (veh/h) | 16 | 23 | 90 | 22 | 18 | 23 | 58 | 174 | 41 | 69 | 280 | 14 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1520 | 1737 | 1900 | 1557 | 1673 | 1900 | 1473 | 1759 | 1357 | 1301 | 1759 | 1357 |
| Adj Flow Rate, veh/h | 17 | 25 | 98 | 24 | 20 | 25 | 63 | 189 | 45 | 75 | 304 | 15 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 25 | 7 | 7 | 22 | 13 | 13 | 29 | 8 | 40 | 46 | 8 | 40 |
| Cap, veh/h | 346 | 44 | 172 | 293 | 103 | 129 | 374 | 603 | 208 | 385 | 637 | 220 |
| Arrive On Green | 0.03 | 0.14 | 0.14 | 0.04 | 0.15 | 0.15 | 0.09 | 0.18 | 0.18 | 0.10 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1448 | 310 | 1213 | 1483 | 677 | 847 | 1403 | 3343 | 1154 | 1239 | 3343 | 1154 |
| Grp Volume(v), veh/h | 17 | 0 | 123 | 24 | 0 | 45 | 63 | 189 | 45 | 75 | 304 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1448 | 0 | 1523 | 1483 | 0 | 1524 | 1403 | 1671 | 1154 | 1239 | 1671 | 1154 |
| Q Serve(g_s), s | 0.4 | 0.0 | 3.3 | 0.6 | 0.0 | 1.1 | 1.5 | 2.2 | 1.5 | 2.1 | 3.6 | 0.5 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 3.3 | 0.6 | 0.0 | 1.1 | 1.5 | 2.2 | 1.5 | 2.1 | 3.6 | 0.5 |
| Prop In Lane | 1.00 | | 0.80 | 1.00 | | 0.56 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 346 | 0 | 216 | 293 | 0 | 232 | 374 | 603 | 208 | 385 | 637 | 220 |
| V/C Ratio(X) | 0.05 | 0.00 | 0.57 | 0.08 | 0.00 | 0.19 | 0.17 | 0.31 | 0.22 | 0.19 | 0.48 | 0.07 |
| Avail Cap(c_a), veh/h | 532 | 0 | 619 | 467 | 0 | 619 | 698 | 2491 | 860 | 491 | 2038 | 703 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.4 | 0.0 | 17.7 | 15.2 | 0.0 | 16.4 | 12.6 | 15.8 | 15.5 | 12.4 | 16.0 | 14.7 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 2.4 | 0.1 | 0.0 | 0.4 | 0.2 | 0.3 | 0.5 | 0.2 | 0.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 1.5 | 0.2 | 0.0 | 0.5 | 0.6 | 1.0 | 0.5 | 0.7 | 1.7 | 0.2 |
| LnGrp Delay(d),s/veh | 15.4 | 0.0 | 20.1 | 15.3 | 0.0 | 16.8 | 12.8 | 16.1 | 16.0 | 12.7 | 16.5 | 14.8 |
| LnGrp LOS | B | | C | B | | B | B | B | B | B | B | B |
| Approach Vol, veh/h | | 140 | | | 69 | | | 297 | | | 394 | |
| Approach Delay, s/veh | | 19.5 | | | 16.3 | | | 15.4 | | | 15.7 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 10.2 | 14.0 | 7.8 | 12.3 | 9.8 | 14.4 | 7.3 | 12.7 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 33.0 | 7.0 | 18.0 | 14.0 | 27.0 | 7.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 4.2 | 2.6 | 5.3 | 3.5 | 5.6 | 2.4 | 3.1 |
| Green Ext Time (p_c), s | 0.0 | 3.0 | 0.0 | 0.6 | 0.1 | 2.8 | 0.0 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.2 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 429 | 121 | 60 | 262 | 10 | 72 | 32 | 20 | 10 | 37 | 81 |
| Future Volume (veh/h) | 66 | 429 | 121 | 60 | 262 | 10 | 72 | 32 | 20 | 10 | 37 | 81 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1759 | 1863 | 1900 | 1759 | 1900 | 1845 | 1813 | 1900 | 1900 | 1682 | 1900 |
| Adj Flow Rate, veh/h | 72 | 466 | 132 | 65 | 285 | 11 | 78 | 35 | 22 | 11 | 40 | 88 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 6 | 8 | 2 | 0 | 8 | 0 | 3 | 4 | 4 | 0 | 0 | 0 |
| Cap, veh/h | 526 | 809 | 383 | 453 | 787 | 380 | 373 | 181 | 114 | 142 | 254 | 280 |
| Arrive On Green | 0.10 | 0.24 | 0.24 | 0.09 | 0.24 | 0.24 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1707 | 3343 | 1583 | 1810 | 3343 | 1615 | 1245 | 1043 | 655 | 159 | 1462 | 1615 |
| Grp Volume(v), veh/h | 72 | 466 | 132 | 65 | 285 | 11 | 78 | 0 | 57 | 51 | 0 | 88 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1671 | 1583 | 1810 | 1671 | 1615 | 1245 | 0 | 1698 | 1620 | 0 | 1615 |
| Q Serve(g_s), s | 1.1 | 4.7 | 2.6 | 1.0 | 2.7 | 0.2 | 2.2 | 0.0 | 1.1 | 0.0 | 0.0 | 1.8 |
| Cycle Q Clear(g_c), s | 1.1 | 4.7 | 2.6 | 1.0 | 2.7 | 0.2 | 3.2 | 0.0 | 1.1 | 1.0 | 0.0 | 1.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.39 | 0.22 | | 1.00 |
| Lane Grp Cap(c), veh/h | 526 | 809 | 383 | 453 | 787 | 380 | 373 | 0 | 295 | 396 | 0 | 280 |
| V/C Ratio(X) | 0.14 | 0.58 | 0.34 | 0.14 | 0.36 | 0.03 | 0.21 | 0.00 | 0.19 | 0.13 | 0.00 | 0.31 |
| Avail Cap(c_a), veh/h | 762 | 3174 | 1503 | 620 | 2999 | 1449 | 1071 | 0 | 1247 | 1267 | 0 | 1186 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.9 | 12.7 | 11.9 | 9.2 | 12.2 | 11.2 | 14.8 | 0.0 | 13.5 | 13.4 | 0.0 | 13.8 |
| Incr Delay (d2), s/veh | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | 0.0 | 0.3 | 0.0 | 0.3 | 0.1 | 0.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 2.2 | 1.2 | 0.5 | 1.2 | 0.1 | 0.8 | 0.0 | 0.5 | 0.5 | 0.0 | 0.8 |
| LnGrp Delay(d),s/veh | 9.1 | 13.0 | 12.1 | 9.4 | 12.3 | 11.2 | 15.0 | 0.0 | 13.8 | 13.6 | 0.0 | 14.4 |
| LnGrp LOS | A | B | B | A | B | B | B | | B | B | | B |
| Approach Vol, veh/h | | 670 | | | 361 | | | 135 | | | 139 | |
| Approach Delay, s/veh | | 12.4 | | | 11.7 | | | 14.5 | | | 14.1 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.7 | 15.8 | | 12.6 | 9.5 | 16.0 | | 12.6 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 4.7 | | 5.2 | 3.0 | 6.7 | | 3.8 |
| Green Ext Time (p_c), s | 0.1 | 2.5 | | 1.2 | 0.0 | 2.5 | | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.6 |
| HCM 2010 LOS | B |

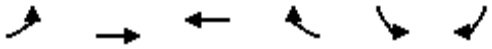
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 363 | 793 | 14 | 5 | 611 | 43 | 12 | 5 | 7 | 50 | 5 | 152 |
| Future Volume (veh/h) | 363 | 793 | 14 | 5 | 611 | 43 | 12 | 5 | 7 | 50 | 5 | 152 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1597 | 1757 | 1900 | 1218 | 1759 | 1624 | 1900 | 1725 | 1900 | 1900 | 1644 | 1624 |
| Adj Flow Rate, veh/h | 395 | 862 | 15 | 5 | 664 | 47 | 13 | 5 | 8 | 54 | 5 | 165 |
| Adj No. of Lanes | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 19 | 8 | 8 | 56 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| Cap, veh/h | 1403 | 966 | 17 | 497 | 806 | 413 | 27 | 10 | 16 | 84 | 8 | 1296 |
| Arrive On Green | 0.95 | 0.58 | 0.58 | 0.43 | 0.24 | 0.24 | 0.03 | 0.03 | 0.03 | 0.06 | 0.06 | 0.06 |
| Sat Flow, veh/h | 2950 | 3357 | 58 | 1160 | 3343 | 1380 | 799 | 307 | 492 | 1439 | 133 | 2429 |
| Grp Volume(v), veh/h | 395 | 429 | 448 | 5 | 664 | 47 | 26 | 0 | 0 | 59 | 0 | 165 |
| Grp Sat Flow(s),veh/h/ln | 1475 | 1669 | 1746 | 1160 | 1671 | 1380 | 1598 | 0 | 0 | 1572 | 0 | 1215 |
| Q Serve(g_s), s | 1.1 | 28.0 | 28.0 | 0.3 | 23.5 | 3.1 | 2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.1 | 28.0 | 28.0 | 0.3 | 23.5 | 3.1 | 2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 1.00 | 0.50 | | 0.31 | 0.92 | | 1.00 |
| Lane Grp Cap(c), veh/h | 1403 | 480 | 503 | 497 | 806 | 413 | 53 | 0 | 0 | 91 | 0 | 1296 |
| V/C Ratio(X) | 0.28 | 0.89 | 0.89 | 0.01 | 0.82 | 0.11 | 0.49 | 0.00 | 0.00 | 0.65 | 0.00 | 0.13 |
| Avail Cap(c_a), veh/h | 1403 | 881 | 922 | 497 | 1337 | 632 | 102 | 0 | 0 | 239 | 0 | 1524 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.82 | 0.82 | 0.82 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.6 | 24.8 | 24.8 | 20.5 | 44.9 | 31.8 | 59.4 | 0.0 | 0.0 | 57.6 | 0.0 | 14.6 |
| Incr Delay (d2), s/veh | 0.1 | 18.5 | 17.9 | 0.0 | 9.3 | 0.6 | 6.8 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 15.2 | 15.8 | 0.1 | 11.9 | 1.3 | 1.0 | 0.0 | 0.0 | 2.2 | 0.0 | 1.4 |
| LnGrp Delay(d),s/veh | 1.7 | 43.3 | 42.7 | 20.5 | 54.3 | 32.3 | 66.2 | 0.0 | 0.0 | 65.0 | 0.0 | 14.6 |
| LnGrp LOS | A | D | D | C | D | C | E | | | E | | B |
| Approach Vol, veh/h | | 1272 | | | 716 | | | 26 | | | 224 | |
| Approach Delay, s/veh | | 30.2 | | | 52.6 | | | 66.2 | | | 27.9 | |
| Approach LOS | | C | | | D | | | E | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 65.4 | 36.1 | | 13.3 | 59.6 | 42.0 | | 10.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 24.0 | 50.0 | | 19.0 | 8.0 | 66.0 | | 8.0 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 25.5 | | 6.6 | 2.3 | 30.0 | | 4.0 |
| Green Ext Time (p_c), s | 1.4 | 4.6 | | 0.7 | 0.7 | 6.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 37.5 |
| HCM 2010 LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 68 | 516 | 363 | 412 | 609 | 81 |
| Future Volume (veh/h) | 68 | 516 | 363 | 412 | 609 | 81 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1759 | 1696 | 1652 | 1759 | 1759 | 1267 |
| Adj Flow Rate, veh/h | 74 | 561 | 395 | 448 | 662 | 88 |
| Adj No. of Lanes | 2 | 2 | 2 | 2 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 8 | 12 | 15 | 8 | 8 | 50 |
| Cap, veh/h | 168 | 2157 | 1787 | 2117 | 763 | 309 |
| Arrive On Green | 0.10 | 1.00 | 0.95 | 0.95 | 0.23 | 0.23 |
| Sat Flow, veh/h | 3250 | 3308 | 3222 | 2632 | 3250 | 1077 |
| Grp Volume(v), veh/h | 74 | 561 | 395 | 448 | 662 | 88 |
| Grp Sat Flow(s),veh/h/ln | 1625 | 1612 | 1570 | 1316 | 1625 | 1077 |
| Q Serve(g_s), s | 2.7 | 0.0 | 1.0 | 0.7 | 24.5 | 7.9 |
| Cycle Q Clear(g_c), s | 2.7 | 0.0 | 1.0 | 0.7 | 24.5 | 7.9 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 168 | 2157 | 1787 | 2117 | 763 | 309 |
| V/C Ratio(X) | 0.44 | 0.26 | 0.22 | 0.21 | 0.87 | 0.29 |
| Avail Cap(c_a), veh/h | 390 | 2157 | 1787 | 2117 | 1378 | 512 |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.67 | 1.67 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.96 | 0.96 | 0.95 | 0.95 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.3 | 0.0 | 1.3 | 0.3 | 45.9 | 34.6 |
| Incr Delay (d2), s/veh | 1.7 | 0.3 | 0.3 | 0.2 | 3.2 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 0.1 | 0.4 | 0.5 | 11.3 | 5.3 |
| LnGrp Delay(d),s/veh | 56.1 | 0.3 | 1.6 | 0.5 | 49.1 | 35.1 |
| LnGrp LOS | E | A | A | A | D | D |
| Approach Vol, veh/h | | 635 | 843 | | 750 | |
| Approach Delay, s/veh | | 6.8 | 1.0 | | 47.5 | |
| Approach LOS | | A | A | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 12.5 | 77.2 | | 35.4 | | 89.6 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 15.0 | 39.0 | | 53.0 | | 60.0 | | |
| Max Q Clear Time (g_c+I1), s | 4.7 | 3.0 | | 26.5 | | 2.0 | | |
| Green Ext Time (p_c), s | 0.1 | 10.3 | | 2.9 | | 11.1 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.3 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 64 | 258 | 273 | 187 | 176 | 53 | 194 | 278 | 161 | 117 | 398 | 16 |
| Future Volume (veh/h) | 64 | 258 | 273 | 187 | 176 | 53 | 194 | 278 | 161 | 117 | 398 | 16 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1810 | 1863 | 1545 | 1810 | 1810 | 1776 | 1810 | 1863 | 1583 | 1759 | 1900 |
| Adj Flow Rate, veh/h | 70 | 280 | 297 | 203 | 191 | 58 | 211 | 302 | 175 | 127 | 433 | 17 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 5 | 2 | 23 | 5 | 5 | 7 | 5 | 2 | 20 | 8 | 8 |
| Cap, veh/h | 474 | 1044 | 481 | 377 | 1247 | 558 | 263 | 584 | 511 | 298 | 475 | 19 |
| Arrive On Green | 0.02 | 0.10 | 0.10 | 0.18 | 0.61 | 0.61 | 0.10 | 0.32 | 0.32 | 0.06 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1707 | 3438 | 1583 | 1471 | 3438 | 1538 | 1691 | 1810 | 1583 | 1508 | 1681 | 66 |
| Grp Volume(v), veh/h | 70 | 280 | 297 | 203 | 191 | 58 | 211 | 302 | 175 | 127 | 0 | 450 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1719 | 1583 | 1471 | 1719 | 1538 | 1691 | 1810 | 1583 | 1508 | 0 | 1747 |
| Q Serve(g_s), s | 3.5 | 9.4 | 22.5 | 11.7 | 3.0 | 2.0 | 10.8 | 17.0 | 10.5 | 7.5 | 0.0 | 31.1 |
| Cycle Q Clear(g_c), s | 3.5 | 9.4 | 22.5 | 11.7 | 3.0 | 2.0 | 10.8 | 17.0 | 10.5 | 7.5 | 0.0 | 31.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 474 | 1044 | 481 | 377 | 1247 | 558 | 263 | 584 | 511 | 298 | 0 | 494 |
| V/C Ratio(X) | 0.15 | 0.27 | 0.62 | 0.54 | 0.15 | 0.10 | 0.80 | 0.52 | 0.34 | 0.43 | 0.00 | 0.91 |
| Avail Cap(c_a), veh/h | 491 | 1044 | 481 | 387 | 1247 | 558 | 290 | 650 | 569 | 298 | 0 | 530 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.92 | 0.92 | 0.92 | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.1 | 43.4 | 49.3 | 22.4 | 16.3 | 16.1 | 31.2 | 34.4 | 32.2 | 29.9 | 0.0 | 43.3 |
| Incr Delay (d2), s/veh | 0.1 | 0.6 | 5.4 | 1.4 | 0.3 | 0.4 | 13.9 | 0.7 | 0.4 | 1.0 | 0.0 | 19.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 4.6 | 10.6 | 4.8 | 1.5 | 0.9 | 6.0 | 8.6 | 4.7 | 3.2 | 0.0 | 17.6 |
| LnGrp Delay(d),s/veh | 28.2 | 44.0 | 54.7 | 23.7 | 16.6 | 16.5 | 45.1 | 35.1 | 32.6 | 30.8 | 0.0 | 62.5 |
| LnGrp LOS | C | D | D | C | B | B | D | D | C | C | | E |
| Approach Vol, veh/h | | 647 | | | 452 | | | 688 | | | 577 | |
| Approach Delay, s/veh | | 47.2 | | | 19.8 | | | 37.5 | | | 55.5 | |
| Approach LOS | | D | | | B | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 51.7 | 14.0 | 46.5 | 20.2 | 44.4 | 19.0 | 41.5 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.6 | 39.6 | 7.9 | 44.9 | 14.6 | 32.6 | 14.9 | 37.9 |
| Max Q Clear Time (g_c+I1), s | 5.5 | 5.0 | 9.5 | 19.0 | 13.7 | 24.5 | 12.8 | 33.1 |
| Green Ext Time (p_c), s | 0.0 | 4.6 | 0.0 | 5.7 | 0.1 | 2.7 | 0.1 | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 41.2 |
| HCM 2010 LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 14 | 465 | 240 | 12 | 322 | 31 | 169 | 93 | 26 | 49 | 123 | 19 |
| Future Volume (veh/h) | 14 | 465 | 240 | 12 | 322 | 31 | 169 | 93 | 26 | 49 | 123 | 19 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1821 | 1900 | 1900 | 1796 | 1900 | 1810 | 1815 | 1900 | 1845 | 1835 | 1900 |
| Adj Flow Rate, veh/h | 15 | 505 | 261 | 13 | 350 | 34 | 184 | 101 | 28 | 53 | 134 | 21 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 5 | 6 | 6 | 3 | 3 | 3 |
| Cap, veh/h | 695 | 1388 | 715 | 426 | 1974 | 191 | 279 | 372 | 103 | 200 | 177 | 28 |
| Arrive On Green | 0.63 | 0.63 | 0.63 | 1.00 | 1.00 | 1.00 | 0.11 | 0.27 | 0.27 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 1015 | 2212 | 1139 | 713 | 3145 | 304 | 1723 | 1368 | 379 | 1244 | 1549 | 243 |
| Grp Volume(v), veh/h | 15 | 395 | 371 | 13 | 189 | 195 | 184 | 0 | 129 | 53 | 0 | 155 |
| Grp Sat Flow(s),veh/h/ln | 1015 | 1730 | 1620 | 713 | 1706 | 1742 | 1723 | 0 | 1748 | 1244 | 0 | 1792 |
| Q Serve(g_s), s | 0.7 | 13.7 | 13.8 | 0.4 | 0.0 | 0.0 | 11.4 | 0.0 | 7.3 | 4.9 | 0.0 | 10.5 |
| Cycle Q Clear(g_c), s | 0.7 | 13.7 | 13.8 | 14.3 | 0.0 | 0.0 | 11.4 | 0.0 | 7.3 | 4.9 | 0.0 | 10.5 |
| Prop In Lane | 1.00 | | 0.70 | 1.00 | | 0.17 | 1.00 | | 0.22 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 695 | 1086 | 1017 | 426 | 1071 | 1094 | 279 | 0 | 475 | 200 | 0 | 205 |
| V/C Ratio(X) | 0.02 | 0.36 | 0.37 | 0.03 | 0.18 | 0.18 | 0.66 | 0.00 | 0.27 | 0.27 | 0.00 | 0.76 |
| Avail Cap(c_a), veh/h | 695 | 1086 | 1017 | 426 | 1071 | 1094 | 298 | 0 | 800 | 418 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.8 | 11.2 | 11.2 | 1.3 | 0.0 | 0.0 | 41.4 | 0.0 | 35.8 | 51.2 | 0.0 | 53.7 |
| Incr Delay (d2), s/veh | 0.1 | 0.9 | 1.0 | 0.1 | 0.3 | 0.3 | 4.8 | 0.0 | 0.3 | 0.7 | 0.0 | 5.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 6.9 | 6.5 | 0.1 | 0.1 | 0.1 | 5.7 | 0.0 | 3.6 | 1.7 | 0.0 | 5.5 |
| LnGrp Delay(d),s/veh | 8.8 | 12.2 | 12.3 | 1.4 | 0.3 | 0.3 | 46.2 | 0.0 | 36.1 | 51.9 | 0.0 | 59.2 |
| LnGrp LOS | A | B | B | A | A | A | D | | D | D | | E |
| Approach Vol, veh/h | | 781 | | | 397 | | | 313 | | | 208 | |
| Approach Delay, s/veh | | 12.1 | | | 0.4 | | | 42.0 | | | 57.4 | |
| Approach LOS | | B | | | A | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 84.9 | | 40.1 | | 84.9 | 19.6 | 20.5 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 55.2 | | * 57 | | 55.2 | * 15 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 16.3 | | 9.3 | | 15.8 | 13.4 | 12.5 |
| Green Ext Time (p_c), s | | 8.8 | | 2.0 | | 8.8 | 0.1 | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.4 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 27 | 165 | 195 | 45 | 110 | 63 | 104 | 339 | 23 | 128 | 436 | 18 |
| Future Volume (veh/h) | 27 | 165 | 195 | 45 | 110 | 63 | 104 | 339 | 23 | 128 | 436 | 18 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1815 | 1900 | 1792 | 1810 | 1900 | 1712 | 1799 | 1900 | 1810 | 1808 | 1900 |
| Adj Flow Rate, veh/h | 28 | 168 | 199 | 46 | 112 | 64 | 106 | 346 | 23 | 131 | 445 | 18 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 6 | 5 | 5 | 11 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 414 | 247 | 292 | 240 | 352 | 201 | 363 | 798 | 53 | 446 | 826 | 33 |
| Arrive On Green | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 |
| Sat Flow, veh/h | 1228 | 758 | 898 | 973 | 1082 | 618 | 850 | 1668 | 111 | 980 | 1725 | 70 |
| Grp Volume(v), veh/h | 28 | 0 | 367 | 46 | 0 | 176 | 106 | 0 | 369 | 131 | 0 | 463 |
| Grp Sat Flow(s),veh/h/ln | 1228 | 0 | 1656 | 973 | 0 | 1700 | 850 | 0 | 1779 | 980 | 0 | 1795 |
| Q Serve(g_s), s | 1.1 | 0.0 | 12.5 | 2.8 | 0.0 | 5.1 | 6.5 | 0.0 | 8.9 | 6.6 | 0.0 | 11.8 |
| Cycle Q Clear(g_c), s | 6.2 | 0.0 | 12.5 | 15.3 | 0.0 | 5.1 | 18.4 | 0.0 | 8.9 | 15.5 | 0.0 | 11.8 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.36 | 1.00 | | 0.06 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 414 | 0 | 539 | 240 | 0 | 553 | 363 | 0 | 851 | 446 | 0 | 859 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.68 | 0.19 | 0.00 | 0.32 | 0.29 | 0.00 | 0.43 | 0.29 | 0.00 | 0.54 |
| Avail Cap(c_a), veh/h | 759 | 0 | 1004 | 513 | 0 | 1031 | 706 | 0 | 1570 | 841 | 0 | 1584 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.9 | 0.0 | 19.1 | 25.7 | 0.0 | 16.6 | 18.4 | 0.0 | 11.2 | 16.3 | 0.0 | 12.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.5 | 0.4 | 0.0 | 0.3 | 0.6 | 0.0 | 0.5 | 0.5 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 5.9 | 0.8 | 0.0 | 2.4 | 1.6 | 0.0 | 4.4 | 1.8 | 0.0 | 6.0 |
| LnGrp Delay(d),s/veh | 19.0 | 0.0 | 20.6 | 26.1 | 0.0 | 16.9 | 19.0 | 0.0 | 11.7 | 16.8 | 0.0 | 12.7 |
| LnGrp LOS | B | | C | C | | B | B | | B | B | | B |
| Approach Vol, veh/h | | 395 | | | 222 | | | 475 | | | 594 | |
| Approach Delay, s/veh | | 20.5 | | | 18.8 | | | 13.3 | | | 13.6 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 37.6 | | 27.6 | | 37.6 | | 27.6 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 57.6 | | 39.6 | | 57.6 | | 39.6 |
| Max Q Clear Time (g_c+I1), s | | 20.4 | | 14.5 | | 17.5 | | 17.3 |
| Green Ext Time (p_c), s | | 10.9 | | 4.0 | | 11.1 | | 3.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.8 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 155 | 245 | 228 | 17 | 237 | 28 | 208 | 153 | 23 | 97 | 350 | 67 |
| Future Volume (veh/h) | 155 | 245 | 228 | 17 | 237 | 28 | 208 | 153 | 23 | 97 | 350 | 67 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1776 | 1900 | 1777 | 1900 | 1743 | 1810 | 1583 | 1863 | 1810 | 1638 |
| Adj Flow Rate, veh/h | 165 | 261 | 243 | 18 | 252 | 30 | 221 | 163 | 24 | 103 | 372 | 71 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 4 | 3 | 7 | 0 | 7 | 7 | 9 | 5 | 20 | 2 | 5 | 16 |
| Cap, veh/h | 342 | 647 | 530 | 321 | 547 | 65 | 351 | 844 | 627 | 399 | 454 | 350 |
| Arrive On Green | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.12 | 0.47 | 0.47 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1072 | 1845 | 1509 | 909 | 1559 | 186 | 1660 | 1810 | 1346 | 1192 | 1810 | 1392 |
| Grp Volume(v), veh/h | 165 | 261 | 243 | 18 | 0 | 282 | 221 | 163 | 24 | 103 | 372 | 71 |
| Grp Sat Flow(s),veh/h/ln | 1072 | 1845 | 1509 | 909 | 0 | 1745 | 1660 | 1810 | 1346 | 1192 | 1810 | 1392 |
| Q Serve(g_s), s | 10.2 | 7.7 | 9.0 | 1.1 | 0.0 | 9.0 | 6.7 | 3.8 | 0.7 | 5.1 | 14.0 | 2.9 |
| Cycle Q Clear(g_c), s | 19.2 | 7.7 | 9.0 | 8.8 | 0.0 | 9.0 | 6.7 | 3.8 | 0.7 | 5.1 | 14.0 | 2.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 342 | 647 | 530 | 321 | 0 | 612 | 351 | 844 | 627 | 399 | 454 | 350 |
| V/C Ratio(X) | 0.48 | 0.40 | 0.46 | 0.06 | 0.00 | 0.46 | 0.63 | 0.19 | 0.04 | 0.26 | 0.82 | 0.20 |
| Avail Cap(c_a), veh/h | 471 | 869 | 711 | 431 | 0 | 822 | 505 | 1575 | 1171 | 770 | 1018 | 783 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.6 | 17.7 | 18.1 | 21.0 | 0.0 | 18.1 | 17.3 | 11.3 | 10.5 | 22.2 | 25.5 | 21.3 |
| Incr Delay (d2), s/veh | 1.1 | 0.4 | 0.6 | 0.1 | 0.0 | 0.5 | 0.7 | 0.0 | 0.0 | 0.1 | 1.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 4.0 | 3.8 | 0.3 | 0.0 | 4.4 | 3.0 | 1.9 | 0.3 | 1.7 | 7.1 | 1.1 |
| LnGrp Delay(d),s/veh | 26.6 | 18.1 | 18.7 | 21.1 | 0.0 | 18.7 | 18.0 | 11.3 | 10.5 | 22.3 | 26.9 | 21.4 |
| LnGrp LOS | C | B | B | C | | B | B | B | B | C | C | C |
| Approach Vol, veh/h | | 669 | | | 300 | | | 408 | | | 546 | |
| Approach Delay, s/veh | | 20.4 | | | 18.8 | | | 14.9 | | | 25.3 | |
| Approach LOS | | C | | | B | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 40.4 | | 31.7 | 15.5 | 24.9 | | 31.7 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 62.8 | | 34.0 | 15.4 | 40.6 | | 34.0 |
| Max Q Clear Time (g_c+I1), s | | 5.8 | | 21.2 | 8.7 | 16.0 | | 11.0 |
| Green Ext Time (p_c), s | | 2.2 | | 4.1 | 0.2 | 2.1 | | 5.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.4 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 52 | 58 | 131 | 9 | 10 | 103 | 77 | 239 | 37 | 80 | 419 | 47 |
| Future Volume (veh/h) | 52 | 58 | 131 | 9 | 10 | 103 | 77 | 239 | 37 | 80 | 419 | 47 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1883 | 1900 | 1900 | 1712 | 1900 | 1845 | 1810 | 1792 | 1712 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 53 | 59 | 134 | 9 | 10 | 0 | 79 | 244 | 38 | 82 | 428 | 48 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 0 | 0 | 0 | 3 | 5 | 6 | 11 | 5 | 0 |
| Cap, veh/h | 472 | 98 | 223 | 318 | 328 | 0 | 470 | 819 | 690 | 582 | 819 | 731 |
| Arrive On Green | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1385 | 513 | 1165 | 1209 | 1712 | 0 | 906 | 1810 | 1524 | 1004 | 1810 | 1615 |
| Grp Volume(v), veh/h | 53 | 0 | 193 | 9 | 10 | 0 | 79 | 244 | 38 | 82 | 428 | 48 |
| Grp Sat Flow(s),veh/h/ln | 1385 | 0 | 1677 | 1209 | 1712 | 0 | 906 | 1810 | 1524 | 1004 | 1810 | 1615 |
| Q Serve(g_s), s | 1.1 | 0.0 | 3.5 | 0.2 | 0.2 | 0.0 | 2.3 | 2.9 | 0.5 | 1.9 | 5.7 | 0.6 |
| Cycle Q Clear(g_c), s | 1.3 | 0.0 | 3.5 | 3.8 | 0.2 | 0.0 | 8.0 | 2.9 | 0.5 | 4.8 | 5.7 | 0.6 |
| Prop In Lane | 1.00 | | 0.69 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 472 | 0 | 321 | 318 | 328 | 0 | 470 | 819 | 690 | 582 | 819 | 731 |
| V/C Ratio(X) | 0.11 | 0.00 | 0.60 | 0.03 | 0.03 | 0.00 | 0.17 | 0.30 | 0.06 | 0.14 | 0.52 | 0.07 |
| Avail Cap(c_a), veh/h | 1522 | 0 | 1592 | 1234 | 1625 | 0 | 1564 | 3006 | 2531 | 1796 | 3006 | 2683 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.6 | 0.0 | 12.5 | 14.2 | 11.1 | 0.0 | 9.5 | 5.8 | 5.2 | 7.3 | 6.6 | 5.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.0 | 0.1 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 1.8 | 0.1 | 0.1 | 0.0 | 0.6 | 1.5 | 0.2 | 0.5 | 2.9 | 0.3 |
| LnGrp Delay(d),s/veh | 11.7 | 0.0 | 14.3 | 14.2 | 11.1 | 0.0 | 9.7 | 6.0 | 5.2 | 7.5 | 7.1 | 5.2 |
| LnGrp LOS | B | | B | B | B | | A | A | A | A | A | A |
| Approach Vol, veh/h | | 246 | | | 19 | | | 361 | | | 558 | |
| Approach Delay, s/veh | | 13.7 | | | 12.6 | | | 6.7 | | | 7.0 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 21.3 | | 12.5 | | 21.3 | | 12.5 |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 56.0 | | 32.0 | | 56.0 | | 32.0 |
| Max Q Clear Time (g_c+I1), s | | 10.0 | | 5.5 | | 7.7 | | 5.8 |
| Green Ext Time (p_c), s | | 5.2 | | 1.3 | | 5.2 | | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.4 |
| HCM 2010 LOS | A |

HCM 2010 analysis cannot be performed with phasing conflicts.

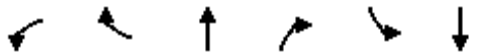
| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 569 | 272 | 67 | 450 | 8 | 199 | 31 | 83 | 2 | 27 | 5 |
| Future Volume (veh/h) | 12 | 569 | 272 | 67 | 450 | 8 | 199 | 31 | 83 | 2 | 27 | 5 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1759 | 1759 | 1638 | 1762 | 1900 | 1696 | 1770 | 1900 | 1900 | 1792 | 1900 |
| Adj Flow Rate, veh/h | 13 | 618 | 296 | 73 | 489 | 9 | 170 | 98 | 90 | 2 | 29 | 5 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 8 | 8 | 16 | 8 | 8 | 12 | 0 | 0 | 4 | 4 | 4 |
| Cap, veh/h | 461 | 1612 | 945 | 365 | 1757 | 32 | 242 | 127 | 117 | 4 | 63 | 11 |
| Arrive On Green | 0.02 | 0.48 | 0.48 | 0.06 | 0.52 | 0.52 | 0.15 | 0.15 | 0.15 | 0.04 | 0.04 | 0.04 |
| Sat Flow, veh/h | 1587 | 3343 | 1495 | 1560 | 3362 | 62 | 1616 | 851 | 781 | 97 | 1406 | 242 |
| Grp Volume(v), veh/h | 13 | 618 | 296 | 73 | 243 | 255 | 170 | 0 | 188 | 36 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1671 | 1495 | 1560 | 1674 | 1751 | 1616 | 0 | 1632 | 1745 | 0 | 0 |
| Q Serve(g_s), s | 0.4 | 11.5 | 8.9 | 2.2 | 7.9 | 8.0 | 9.8 | 0.0 | 10.8 | 2.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 11.5 | 8.9 | 2.2 | 7.9 | 8.0 | 9.8 | 0.0 | 10.8 | 2.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.04 | 1.00 | | 0.48 | 0.06 | | 0.14 |
| Lane Grp Cap(c), veh/h | 461 | 1612 | 945 | 365 | 875 | 915 | 242 | 0 | 245 | 78 | 0 | 0 |
| V/C Ratio(X) | 0.03 | 0.38 | 0.31 | 0.20 | 0.28 | 0.28 | 0.70 | 0.00 | 0.77 | 0.46 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 541 | 1612 | 945 | 383 | 875 | 915 | 413 | 0 | 417 | 446 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 12.2 | 16.1 | 8.3 | 11.5 | 13.0 | 13.0 | 39.5 | 0.0 | 40.0 | 45.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.7 | 0.9 | 0.3 | 0.8 | 0.8 | 5.2 | 0.0 | 7.1 | 6.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 5.4 | 5.3 | 1.0 | 3.8 | 4.0 | 4.7 | 0.0 | 5.4 | 1.1 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 12.3 | 16.8 | 9.1 | 11.7 | 13.8 | 13.8 | 44.7 | 0.0 | 47.0 | 51.6 | 0.0 | 0.0 |
| LnGrp LOS | B | B | A | B | B | B | D | | D | D | | |
| Approach Vol, veh/h | | 927 | | | 571 | | | 358 | | | 36 | |
| Approach Delay, s/veh | | 14.3 | | | 13.6 | | | 45.9 | | | 51.6 | |
| Approach LOS | | B | | | B | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.5 | 57.6 | | 21.1 | 12.4 | 53.6 | | 10.8 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 47.4 | | 25.0 | 7.2 | 47.2 | | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.4 | 10.0 | | 12.8 | 4.2 | 13.5 | | 4.0 |
| Green Ext Time (p_c), s | 0.0 | 20.0 | | 1.8 | 0.0 | 18.9 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.8 |
| HCM 2010 LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 506 | 417 | 9 | 734 | 594 |
| Future Volume (vph) | 10 | 506 | 417 | 9 | 734 | 594 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 11 | 550 | 453 | 10 | 798 | 646 |
| RTOR Reduction (vph) | 0 | 48 | 0 | 7 | 0 | 0 |
| Lane Group Flow (vph) | 11 | 502 | 453 | 3 | 798 | 646 |
| Heavy Vehicles (%) | 8% | 8% | 5% | 8% | 8% | 4% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 11.1 | 53.9 | 22.3 | 22.3 | 36.8 | 88.2 |
| Effective Green, g (s) | 11.1 | 53.9 | 22.3 | 22.3 | 36.8 | 88.2 |
| Actuated g/C Ratio | 0.13 | 0.61 | 0.25 | 0.25 | 0.42 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 210 | 1608 | 869 | 377 | 1352 | 1827 |
| v/s Ratio Prot | 0.01 | 0.19 | c0.13 | | c0.25 | c0.35 |
| v/s Ratio Perm | | | | 0.00 | | |
| v/c Ratio | 0.05 | 0.31 | 0.52 | 0.01 | 0.59 | 0.35 |
| Uniform Delay, d1 | 33.9 | 8.2 | 28.4 | 24.7 | 19.9 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.1 | 2.2 | 0.0 | 0.7 | 0.1 |
| Delay (s) | 34.0 | 8.4 | 30.6 | 24.7 | 20.6 | 0.1 |
| Level of Service | C | A | C | C | C | A |
| Approach Delay (s) | 8.9 | | 30.5 | | | 11.4 |
| Approach LOS | A | | C | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 14.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.56 | | |
| Actuated Cycle Length (s) | 88.2 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 53.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.
c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 14 | 42 | 15 | 14 | 47 | 129 | 315 | 14 | 44 | 216 | 12 |
| Future Volume (veh/h) | 11 | 14 | 42 | 15 | 14 | 47 | 129 | 315 | 14 | 44 | 216 | 12 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1624 | 1810 | 1900 | 1570 | 1568 | 1900 | 1845 | 1759 | 1712 | 1397 | 1759 | 1520 |
| Adj Flow Rate, veh/h | 12 | 15 | 46 | 16 | 15 | 51 | 140 | 342 | 15 | 48 | 235 | 13 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 17 | 11 | 11 | 21 | 15 | 15 | 3 | 8 | 11 | 36 | 8 | 25 |
| Cap, veh/h | 300 | 50 | 155 | 308 | 42 | 144 | 519 | 800 | 348 | 370 | 604 | 234 |
| Arrive On Green | 0.02 | 0.13 | 0.13 | 0.03 | 0.13 | 0.13 | 0.13 | 0.24 | 0.24 | 0.07 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1547 | 393 | 1205 | 1495 | 314 | 1066 | 1757 | 3343 | 1455 | 1331 | 3343 | 1292 |
| Grp Volume(v), veh/h | 12 | 0 | 61 | 16 | 0 | 66 | 140 | 342 | 15 | 48 | 235 | 13 |
| Grp Sat Flow(s),veh/h/ln | 1547 | 0 | 1597 | 1495 | 0 | 1380 | 1757 | 1671 | 1455 | 1331 | 1671 | 1292 |
| Q Serve(g_s), s | 0.3 | 0.0 | 1.6 | 0.4 | 0.0 | 2.0 | 2.7 | 3.9 | 0.4 | 1.3 | 2.8 | 0.4 |
| Cycle Q Clear(g_c), s | 0.3 | 0.0 | 1.6 | 0.4 | 0.0 | 2.0 | 2.7 | 3.9 | 0.4 | 1.3 | 2.8 | 0.4 |
| Prop In Lane | 1.00 | | 0.75 | 1.00 | | 0.77 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 300 | 0 | 205 | 308 | 0 | 186 | 519 | 800 | 348 | 370 | 604 | 234 |
| V/C Ratio(X) | 0.04 | 0.00 | 0.30 | 0.05 | 0.00 | 0.35 | 0.27 | 0.43 | 0.04 | 0.13 | 0.39 | 0.06 |
| Avail Cap(c_a), veh/h | 541 | 0 | 533 | 532 | 0 | 461 | 840 | 2603 | 1133 | 514 | 2157 | 834 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.4 | 0.0 | 17.8 | 16.2 | 0.0 | 17.7 | 11.7 | 14.5 | 13.1 | 13.1 | 16.2 | 15.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.8 | 0.1 | 0.0 | 1.1 | 0.3 | 0.4 | 0.1 | 0.2 | 0.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.7 | 0.2 | 0.0 | 0.8 | 1.3 | 1.8 | 0.1 | 0.5 | 1.3 | 0.1 |
| LnGrp Delay(d),s/veh | 16.4 | 0.0 | 18.6 | 16.3 | 0.0 | 18.8 | 12.0 | 14.8 | 13.2 | 13.3 | 16.6 | 15.3 |
| LnGrp LOS | B | | B | B | | B | B | B | B | B | B | B |
| Approach Vol, veh/h | | 73 | | | 82 | | | 497 | | | 296 | |
| Approach Delay, s/veh | | 18.2 | | | 18.3 | | | 14.0 | | | 16.0 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 9.2 | 16.8 | 7.3 | 11.8 | 11.8 | 14.1 | 7.0 | 12.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 35.0 | 8.0 | 15.0 | 14.0 | 29.0 | 8.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 5.9 | 2.4 | 3.6 | 4.7 | 4.8 | 2.3 | 4.0 |
| Green Ext Time (p_c), s | 0.0 | 3.5 | 0.0 | 0.4 | 0.2 | 3.3 | 0.0 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.3 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 102 | 317 | 46 | 9 | 466 | 6 | 33 | 10 | 21 | 8 | 10 | 108 |
| Future Volume (veh/h) | 102 | 317 | 46 | 9 | 466 | 6 | 33 | 10 | 21 | 8 | 10 | 108 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1759 | 1696 | 1900 | 1759 | 1900 | 1776 | 1674 | 1900 | 1900 | 1900 | 1845 |
| Adj Flow Rate, veh/h | 111 | 345 | 50 | 10 | 507 | 7 | 36 | 11 | 23 | 9 | 11 | 117 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 2 | 8 | 12 | 0 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 3 |
| Cap, veh/h | 504 | 1198 | 517 | 466 | 847 | 409 | 356 | 76 | 158 | 207 | 192 | 246 |
| Arrive On Green | 0.12 | 0.36 | 0.36 | 0.02 | 0.25 | 0.25 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1774 | 3343 | 1442 | 1810 | 3343 | 1615 | 1199 | 484 | 1011 | 494 | 1228 | 1568 |
| Grp Volume(v), veh/h | 111 | 345 | 50 | 10 | 507 | 7 | 36 | 0 | 34 | 20 | 0 | 117 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1671 | 1442 | 1810 | 1671 | 1615 | 1199 | 0 | 1495 | 1722 | 0 | 1568 |
| Q Serve(g_s), s | 1.7 | 3.0 | 0.9 | 0.2 | 5.4 | 0.1 | 1.1 | 0.0 | 0.8 | 0.0 | 0.0 | 2.7 |
| Cycle Q Clear(g_c), s | 1.7 | 3.0 | 0.9 | 0.2 | 5.4 | 0.1 | 1.4 | 0.0 | 0.8 | 0.4 | 0.0 | 2.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.68 | 0.45 | | 1.00 |
| Lane Grp Cap(c), veh/h | 504 | 1198 | 517 | 466 | 847 | 409 | 356 | 0 | 234 | 399 | 0 | 246 |
| V/C Ratio(X) | 0.22 | 0.29 | 0.10 | 0.02 | 0.60 | 0.02 | 0.10 | 0.00 | 0.15 | 0.05 | 0.00 | 0.48 |
| Avail Cap(c_a), veh/h | 681 | 3003 | 1295 | 748 | 2837 | 1371 | 1001 | 0 | 1039 | 1279 | 0 | 1090 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.6 | 9.2 | 8.6 | 10.7 | 13.2 | 11.3 | 15.1 | 0.0 | 14.7 | 14.5 | 0.0 | 15.5 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.1 | 0.0 | 0.3 | 0.1 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 1.3 | 0.4 | 0.1 | 2.5 | 0.1 | 0.4 | 0.0 | 0.3 | 0.2 | 0.0 | 1.3 |
| LnGrp Delay(d),s/veh | 8.9 | 9.3 | 8.6 | 10.8 | 13.5 | 11.3 | 15.2 | 0.0 | 14.9 | 14.5 | 0.0 | 16.9 |
| LnGrp LOS | A | A | A | B | B | B | B | | B | B | | B |
| Approach Vol, veh/h | | 506 | | | 524 | | | 70 | | | 137 | |
| Approach Delay, s/veh | | 9.1 | | | 13.4 | | | 15.1 | | | 16.6 | |
| Approach LOS | | A | | | B | | | B | | | B | |

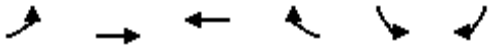
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.0 | 17.0 | | 12.3 | 6.7 | 21.2 | | 12.3 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 7.4 | | 3.4 | 2.2 | 5.0 | | 4.7 |
| Green Ext Time (p_c), s | 0.1 | 2.8 | | 0.8 | 0.0 | 2.9 | | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.1 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 148 | 620 | 7 | 5 | 737 | 48 | 14 | 5 | 5 | 42 | 5 | 364 |
| Future Volume (veh/h) | 148 | 620 | 7 | 5 | 737 | 48 | 14 | 5 | 5 | 42 | 5 | 364 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1557 | 1758 | 1900 | 1900 | 1759 | 1348 | 1900 | 1900 | 1900 | 1900 | 1517 | 1610 |
| Adj Flow Rate, veh/h | 161 | 674 | 8 | 5 | 801 | 52 | 15 | 5 | 5 | 46 | 5 | 396 |
| Adj No. of Lanes | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 22 | 8 | 8 | 0 | 8 | 41 | 0 | 0 | 0 | 0 | 0 | 18 |
| Cap, veh/h | 212 | 804 | 10 | 649 | 1748 | 794 | 35 | 12 | 12 | 223 | 24 | 588 |
| Arrive On Green | 0.10 | 0.32 | 0.32 | 0.36 | 0.52 | 0.52 | 0.03 | 0.03 | 0.03 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 2877 | 3380 | 40 | 1810 | 3343 | 1145 | 1070 | 357 | 357 | 1309 | 142 | 2409 |
| Grp Volume(v), veh/h | 161 | 333 | 349 | 5 | 801 | 52 | 25 | 0 | 0 | 51 | 0 | 396 |
| Grp Sat Flow(s),veh/h/ln | 1439 | 1670 | 1750 | 1810 | 1671 | 1145 | 1784 | 0 | 0 | 1451 | 0 | 1204 |
| Q Serve(g_s), s | 6.5 | 22.3 | 22.3 | 0.2 | 18.0 | 1.8 | 1.6 | 0.0 | 0.0 | 3.6 | 0.0 | 17.8 |
| Cycle Q Clear(g_c), s | 6.5 | 22.3 | 22.3 | 0.2 | 18.0 | 1.8 | 1.6 | 0.0 | 0.0 | 3.6 | 0.0 | 17.8 |
| Prop In Lane | 1.00 | | 0.02 | 1.00 | | 1.00 | 0.60 | | 0.20 | 0.90 | | 1.00 |
| Lane Grp Cap(c), veh/h | 212 | 397 | 416 | 649 | 1748 | 794 | 59 | 0 | 0 | 247 | 0 | 588 |
| V/C Ratio(X) | 0.76 | 0.84 | 0.84 | 0.01 | 0.46 | 0.07 | 0.42 | 0.00 | 0.00 | 0.21 | 0.00 | 0.67 |
| Avail Cap(c_a), veh/h | 408 | 821 | 861 | 649 | 1748 | 794 | 104 | 0 | 0 | 278 | 0 | 639 |
| HCM Platoon Ratio | 1.33 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.88 | 0.88 | 0.88 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 53.1 | 38.9 | 38.9 | 24.7 | 18.0 | 5.9 | 56.9 | 0.0 | 0.0 | 42.8 | 0.0 | 41.0 |
| Incr Delay (d2), s/veh | 4.9 | 16.8 | 16.2 | 0.0 | 0.9 | 0.2 | 4.8 | 0.0 | 0.0 | 0.4 | 0.0 | 2.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.7 | 12.1 | 12.6 | 0.1 | 8.6 | 0.9 | 0.9 | 0.0 | 0.0 | 1.5 | 0.0 | 6.1 |
| LnGrp Delay(d),s/veh | 58.0 | 55.7 | 55.0 | 24.8 | 18.8 | 6.1 | 61.7 | 0.0 | 0.0 | 43.2 | 0.0 | 43.5 |
| LnGrp LOS | E | E | E | C | B | A | E | | | D | | D |
| Approach Vol, veh/h | | 843 | | | 858 | | | 25 | | | 447 | |
| Approach Delay, s/veh | | 55.9 | | | 18.1 | | | 61.7 | | | 43.5 | |
| Approach LOS | | E | | | B | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 14.8 | 68.8 | | 26.5 | 49.0 | 34.6 | | 10.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 17.0 | 49.0 | | 23.0 | 7.0 | 59.0 | | 7.0 |
| Max Q Clear Time (g_c+I1), s | 8.5 | 20.0 | | 19.8 | 2.2 | 24.3 | | 3.6 |
| Green Ext Time (p_c), s | 0.3 | 6.1 | | 0.6 | 2.2 | 4.3 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 38.5 |
| HCM 2010 LOS | | D |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 81 | 314 | 506 | 609 | 412 | 68 |
| Future Volume (veh/h) | 81 | 314 | 506 | 609 | 412 | 68 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1759 | 1727 | 1696 | 1759 | 1759 | 1473 |
| Adj Flow Rate, veh/h | 88 | 341 | 550 | 662 | 448 | 74 |
| Adj No. of Lanes | 2 | 2 | 2 | 2 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 8 | 10 | 12 | 8 | 8 | 29 |
| Cap, veh/h | 180 | 2412 | 2030 | 2092 | 537 | 276 |
| Arrive On Green | 0.11 | 1.00 | 1.00 | 1.00 | 0.17 | 0.17 |
| Sat Flow, veh/h | 3250 | 3368 | 3308 | 2632 | 3250 | 1252 |
| Grp Volume(v), veh/h | 88 | 341 | 550 | 662 | 448 | 74 |
| Grp Sat Flow(s),veh/h/ln | 1625 | 1641 | 1612 | 1316 | 1625 | 1252 |
| Q Serve(g_s), s | 3.1 | 0.0 | 0.0 | 0.0 | 16.0 | 5.9 |
| Cycle Q Clear(g_c), s | 3.1 | 0.0 | 0.0 | 0.0 | 16.0 | 5.9 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 180 | 2412 | 2030 | 2092 | 537 | 276 |
| V/C Ratio(X) | 0.49 | 0.14 | 0.27 | 0.32 | 0.83 | 0.27 |
| Avail Cap(c_a), veh/h | 352 | 2412 | 2030 | 2092 | 1002 | 455 |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.67 | 1.67 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.99 | 0.99 | 0.89 | 0.89 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.8 | 0.0 | 0.0 | 0.0 | 48.5 | 38.8 |
| Incr Delay (d2), s/veh | 2.0 | 0.1 | 0.3 | 0.4 | 3.5 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 0.0 | 0.1 | 0.1 | 7.5 | 4.4 |
| LnGrp Delay(d),s/veh | 53.8 | 0.1 | 0.3 | 0.4 | 52.0 | 39.3 |
| LnGrp LOS | D | A | A | A | D | D |
| Approach Vol, veh/h | | 429 | 1212 | | 522 | |
| Approach Delay, s/veh | | 11.1 | 0.3 | | 50.2 | |
| Approach LOS | | B | A | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 12.6 | 81.6 | | 25.8 | | 94.2 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 13.0 | 52.0 | | 37.0 | | 71.0 | | |
| Max Q Clear Time (g_c+I1), s | 5.1 | 2.0 | | 18.0 | | 2.0 | | |
| Green Ext Time (p_c), s | 0.1 | 12.0 | | 1.8 | | 12.4 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.5 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 70 | 180 | 201 | 183 | 258 | 93 | 255 | 401 | 130 | 38 | 281 | 51 |
| Future Volume (veh/h) | 70 | 180 | 201 | 183 | 258 | 93 | 255 | 401 | 130 | 38 | 281 | 51 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1810 | 1900 | 1759 | 1810 | 1792 | 1863 | 1827 | 1712 | 1667 | 1800 | 1900 |
| Adj Flow Rate, veh/h | 76 | 196 | 218 | 199 | 280 | 101 | 277 | 436 | 141 | 41 | 305 | 55 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 5 | 0 | 8 | 5 | 6 | 2 | 4 | 11 | 14 | 6 | 6 |
| Cap, veh/h | 441 | 1159 | 544 | 478 | 1296 | 574 | 317 | 580 | 462 | 206 | 364 | 66 |
| Arrive On Green | 0.02 | 0.11 | 0.11 | 0.06 | 0.25 | 0.25 | 0.12 | 0.32 | 0.32 | 0.04 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1660 | 3438 | 1615 | 1675 | 3438 | 1524 | 1774 | 1827 | 1455 | 1587 | 1485 | 268 |
| Grp Volume(v), veh/h | 76 | 196 | 218 | 199 | 280 | 101 | 277 | 436 | 141 | 41 | 0 | 360 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1719 | 1615 | 1675 | 1719 | 1524 | 1774 | 1827 | 1455 | 1587 | 0 | 1753 |
| Q Serve(g_s), s | 3.5 | 6.2 | 15.1 | 9.1 | 7.7 | 6.2 | 13.8 | 25.7 | 8.8 | 2.3 | 0.0 | 23.4 |
| Cycle Q Clear(g_c), s | 3.5 | 6.2 | 15.1 | 9.1 | 7.7 | 6.2 | 13.8 | 25.7 | 8.8 | 2.3 | 0.0 | 23.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 441 | 1159 | 544 | 478 | 1296 | 574 | 317 | 580 | 462 | 206 | 0 | 430 |
| V/C Ratio(X) | 0.17 | 0.17 | 0.40 | 0.42 | 0.22 | 0.18 | 0.87 | 0.75 | 0.31 | 0.20 | 0.00 | 0.84 |
| Avail Cap(c_a), veh/h | 479 | 1159 | 544 | 525 | 1296 | 574 | 317 | 653 | 520 | 230 | 0 | 526 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.96 | 0.96 | 0.96 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.3 | 38.1 | 42.1 | 22.8 | 30.8 | 30.3 | 31.1 | 36.7 | 30.9 | 32.4 | 0.0 | 43.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.3 | 2.1 | 0.6 | 0.4 | 0.6 | 22.8 | 4.3 | 0.4 | 0.5 | 0.0 | 9.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 3.0 | 7.1 | 4.3 | 3.7 | 2.7 | 8.7 | 13.7 | 3.6 | 1.0 | 0.0 | 12.4 |
| LnGrp Delay(d),s/veh | 24.5 | 38.4 | 44.2 | 23.4 | 31.2 | 30.9 | 53.8 | 41.0 | 31.3 | 32.9 | 0.0 | 52.6 |
| LnGrp LOS | C | D | D | C | C | C | D | D | C | C | | D |
| Approach Vol, veh/h | | 490 | | | 580 | | | 854 | | | 401 | |
| Approach Delay, s/veh | | 38.8 | | | 28.5 | | | 43.6 | | | 50.6 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 51.6 | 11.3 | 44.2 | 17.6 | 46.8 | 20.0 | 35.5 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 9.2 | 35.9 | 7.0 | 42.9 | 14.6 | 30.5 | 13.9 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 5.5 | 9.7 | 4.3 | 27.7 | 11.1 | 17.1 | 15.8 | 25.4 |
| Green Ext Time (p_c), s | 0.0 | 4.3 | 0.0 | 4.9 | 0.2 | 3.5 | 0.0 | 4.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 40.0 |
| HCM 2010 LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 19 | 337 | 180 | 19 | 453 | 42 | 297 | 125 | 26 | 41 | 79 | 32 |
| Future Volume (veh/h) | 19 | 337 | 180 | 19 | 453 | 42 | 297 | 125 | 26 | 41 | 79 | 32 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1834 | 1900 | 1900 | 1817 | 1900 | 1863 | 1869 | 1900 | 1900 | 1802 | 1900 |
| Adj Flow Rate, veh/h | 19 | 344 | 184 | 19 | 462 | 43 | 303 | 128 | 27 | 42 | 81 | 33 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 2 | 2 | 2 | 0 | 6 | 6 |
| Cap, veh/h | 604 | 1325 | 696 | 526 | 1915 | 178 | 363 | 443 | 93 | 180 | 116 | 47 |
| Arrive On Green | 0.60 | 0.60 | 0.60 | 1.00 | 1.00 | 1.00 | 0.15 | 0.30 | 0.30 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 908 | 2211 | 1161 | 889 | 3194 | 296 | 1774 | 1498 | 316 | 1251 | 1218 | 496 |
| Grp Volume(v), veh/h | 19 | 270 | 258 | 19 | 249 | 256 | 303 | 0 | 155 | 42 | 0 | 114 |
| Grp Sat Flow(s),veh/h/ln | 908 | 1742 | 1629 | 889 | 1726 | 1765 | 1774 | 0 | 1813 | 1251 | 0 | 1715 |
| Q Serve(g_s), s | 1.0 | 8.8 | 9.1 | 0.3 | 0.0 | 0.0 | 17.8 | 0.0 | 7.9 | 3.8 | 0.0 | 7.7 |
| Cycle Q Clear(g_c), s | 1.0 | 8.8 | 9.1 | 9.4 | 0.0 | 0.0 | 17.8 | 0.0 | 7.9 | 3.8 | 0.0 | 7.7 |
| Prop In Lane | 1.00 | | 0.71 | 1.00 | | 0.17 | 1.00 | | 0.17 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 604 | 1044 | 977 | 526 | 1035 | 1058 | 363 | 0 | 536 | 180 | 0 | 164 |
| V/C Ratio(X) | 0.03 | 0.26 | 0.26 | 0.04 | 0.24 | 0.24 | 0.84 | 0.00 | 0.29 | 0.23 | 0.00 | 0.70 |
| Avail Cap(c_a), veh/h | 604 | 1044 | 977 | 526 | 1035 | 1058 | 363 | 0 | 907 | 435 | 0 | 514 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.88 | 0.88 | 0.88 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.8 | 11.4 | 11.4 | 0.6 | 0.0 | 0.0 | 40.3 | 0.0 | 32.6 | 50.8 | 0.0 | 52.6 |
| Incr Delay (d2), s/veh | 0.1 | 0.6 | 0.7 | 0.1 | 0.5 | 0.5 | 15.4 | 0.0 | 0.3 | 0.7 | 0.0 | 5.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 4.4 | 4.2 | 0.1 | 0.1 | 0.1 | 10.4 | 0.0 | 4.0 | 1.3 | 0.0 | 3.9 |
| LnGrp Delay(d),s/veh | 9.9 | 12.0 | 12.1 | 0.7 | 0.5 | 0.5 | 55.8 | 0.0 | 32.9 | 51.5 | 0.0 | 57.8 |
| LnGrp LOS | A | B | B | A | A | A | E | | C | D | | E |
| Approach Vol, veh/h | | 547 | | | 524 | | | 458 | | | 156 | |
| Approach Delay, s/veh | | 12.0 | | | 0.5 | | | 48.0 | | | 56.1 | |
| Approach LOS | | B | | | A | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 78.3 | | 41.7 | | 78.3 | 24.0 | 17.7 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 47.4 | | * 60 | | 47.4 | * 18 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 11.4 | | 9.9 | | 11.1 | 19.8 | 9.7 |
| Green Ext Time (p_c), s | | 7.4 | | 1.9 | | 7.4 | 0.0 | 1.7 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 22.3 |
| HCM 2010 LOS | | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 43 | 124 | 147 | 24 | 188 | 100 | 147 | 556 | 26 | 60 | 323 | 32 |
| Future Volume (veh/h) | 43 | 124 | 147 | 24 | 188 | 100 | 147 | 556 | 26 | 60 | 323 | 32 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1866 | 1900 | 1863 | 1876 | 1900 | 1810 | 1813 | 1900 | 1863 | 1817 | 1900 |
| Adj Flow Rate, veh/h | 44 | 127 | 150 | 24 | 192 | 102 | 150 | 567 | 27 | 61 | 330 | 33 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 5 | 5 |
| Cap, veh/h | 259 | 216 | 255 | 263 | 319 | 170 | 508 | 897 | 43 | 348 | 849 | 85 |
| Arrive On Green | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1102 | 781 | 922 | 1098 | 1154 | 613 | 986 | 1717 | 82 | 820 | 1626 | 163 |
| Grp Volume(v), veh/h | 44 | 0 | 277 | 24 | 0 | 294 | 150 | 0 | 594 | 61 | 0 | 363 |
| Grp Sat Flow(s),veh/h/ln | 1102 | 0 | 1703 | 1098 | 0 | 1767 | 986 | 0 | 1799 | 820 | 0 | 1789 |
| Q Serve(g_s), s | 2.3 | 0.0 | 8.9 | 1.2 | 0.0 | 9.2 | 6.8 | 0.0 | 15.0 | 3.6 | 0.0 | 7.7 |
| Cycle Q Clear(g_c), s | 11.5 | 0.0 | 8.9 | 10.2 | 0.0 | 9.2 | 14.6 | 0.0 | 15.0 | 18.6 | 0.0 | 7.7 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.35 | 1.00 | | 0.05 | 1.00 | | 0.09 |
| Lane Grp Cap(c), veh/h | 259 | 0 | 471 | 263 | 0 | 489 | 508 | 0 | 940 | 348 | 0 | 934 |
| V/C Ratio(X) | 0.17 | 0.00 | 0.59 | 0.09 | 0.00 | 0.60 | 0.30 | 0.00 | 0.63 | 0.18 | 0.00 | 0.39 |
| Avail Cap(c_a), veh/h | 622 | 0 | 1033 | 625 | 0 | 1072 | 901 | 0 | 1656 | 675 | 0 | 1647 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.0 | 0.0 | 19.9 | 24.3 | 0.0 | 20.0 | 13.5 | 0.0 | 10.8 | 17.5 | 0.0 | 9.1 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 1.2 | 0.1 | 0.0 | 1.2 | 0.5 | 0.0 | 1.0 | 0.3 | 0.0 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 4.3 | 0.4 | 0.0 | 4.7 | 1.9 | 0.0 | 7.7 | 0.8 | 0.0 | 3.9 |
| LnGrp Delay(d),s/veh | 25.3 | 0.0 | 21.1 | 24.4 | 0.0 | 21.2 | 13.9 | 0.0 | 11.9 | 17.8 | 0.0 | 9.5 |
| LnGrp LOS | C | | C | C | | C | B | | B | B | | A |
| Approach Vol, veh/h | | 321 | | | 318 | | | 744 | | | 424 | |
| Approach Delay, s/veh | | 21.6 | | | 21.4 | | | 12.3 | | | 10.7 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 39.6 | | 24.0 | | 39.6 | | 24.0 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 58.6 | | 38.6 | | 58.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 17.0 | | 13.5 | | 20.6 | | 12.2 |
| Green Ext Time (p_c), s | | 12.9 | | 4.1 | | 12.6 | | 4.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.2 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 154 | 142 | 260 | 20 | 266 | 22 | 294 | 322 | 32 | 29 | 91 | 168 |
| Future Volume (veh/h) | 154 | 142 | 260 | 20 | 266 | 22 | 294 | 322 | 32 | 29 | 91 | 168 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1900 | 1863 | 1900 | 1866 | 1900 | 1900 | 1810 | 1900 | 1900 | 1810 | 1863 |
| Adj Flow Rate, veh/h | 159 | 146 | 268 | 21 | 274 | 23 | 303 | 332 | 33 | 30 | 94 | 173 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 5 | 2 |
| Cap, veh/h | 365 | 681 | 568 | 415 | 609 | 51 | 541 | 784 | 700 | 282 | 296 | 259 |
| Arrive On Green | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.16 | 0.43 | 0.43 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1067 | 1900 | 1583 | 988 | 1698 | 143 | 1810 | 1810 | 1615 | 1033 | 1810 | 1583 |
| Grp Volume(v), veh/h | 159 | 146 | 268 | 21 | 0 | 297 | 303 | 332 | 33 | 30 | 94 | 173 |
| Grp Sat Flow(s),veh/h/ln | 1067 | 1900 | 1583 | 988 | 0 | 1840 | 1810 | 1810 | 1615 | 1033 | 1810 | 1583 |
| Q Serve(g_s), s | 8.5 | 3.4 | 8.3 | 1.0 | 0.0 | 7.8 | 8.2 | 8.1 | 0.7 | 1.6 | 2.9 | 6.5 |
| Cycle Q Clear(g_c), s | 16.3 | 3.4 | 8.3 | 4.3 | 0.0 | 7.8 | 8.2 | 8.1 | 0.7 | 1.6 | 2.9 | 6.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.08 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 365 | 681 | 568 | 415 | 0 | 660 | 541 | 784 | 700 | 282 | 296 | 259 |
| V/C Ratio(X) | 0.44 | 0.21 | 0.47 | 0.05 | 0.00 | 0.45 | 0.56 | 0.42 | 0.05 | 0.11 | 0.32 | 0.67 |
| Avail Cap(c_a), veh/h | 648 | 1186 | 988 | 677 | 0 | 1149 | 651 | 1631 | 1456 | 703 | 1033 | 903 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.8 | 14.1 | 15.7 | 15.6 | 0.0 | 15.6 | 16.0 | 12.5 | 10.4 | 22.9 | 23.4 | 24.9 |
| Incr Delay (d2), s/veh | 0.8 | 0.2 | 0.6 | 0.0 | 0.0 | 0.5 | 0.3 | 0.1 | 0.0 | 0.1 | 0.2 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 1.8 | 3.7 | 0.3 | 0.0 | 4.0 | 4.1 | 4.0 | 0.3 | 0.5 | 1.5 | 2.9 |
| LnGrp Delay(d),s/veh | 22.6 | 14.3 | 16.3 | 15.7 | 0.0 | 16.0 | 16.3 | 12.6 | 10.4 | 22.9 | 23.7 | 26.1 |
| LnGrp LOS | C | B | B | B | | B | B | B | B | C | C | C |
| Approach Vol, veh/h | | 573 | | | 318 | | | 668 | | | 297 | |
| Approach Delay, s/veh | | 17.6 | | | 16.0 | | | 14.2 | | | 25.0 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 34.3 | | 29.2 | 17.1 | 17.2 | | 29.2 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 57.2 | | 39.6 | 14.2 | 36.2 | | 39.6 |
| Max Q Clear Time (g_c+I1), s | | 10.1 | | 18.3 | 10.2 | 8.5 | | 9.8 |
| Green Ext Time (p_c), s | | 1.9 | | 4.4 | 0.2 | 1.8 | | 4.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.3 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 23 | 33 | 82 | 6 | 25 | 144 | 149 | 380 | 25 | 64 | 246 | 73 |
| Future Volume (veh/h) | 23 | 33 | 82 | 6 | 25 | 144 | 149 | 380 | 25 | 64 | 246 | 73 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1873 | 1900 | 1900 | 1765 | 1900 | 1881 | 1810 | 1810 | 1610 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 24 | 35 | 87 | 6 | 27 | 0 | 159 | 404 | 27 | 68 | 262 | 78 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 18 | 5 | 0 |
| Cap, veh/h | 433 | 82 | 205 | 360 | 305 | 0 | 605 | 829 | 704 | 471 | 829 | 740 |
| Arrive On Green | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.00 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1326 | 477 | 1187 | 1289 | 1765 | 0 | 1046 | 1810 | 1538 | 824 | 1810 | 1615 |
| Grp Volume(v), veh/h | 24 | 0 | 122 | 6 | 27 | 0 | 159 | 404 | 27 | 68 | 262 | 78 |
| Grp Sat Flow(s),veh/h/ln | 1326 | 0 | 1664 | 1289 | 1765 | 0 | 1046 | 1810 | 1538 | 824 | 1810 | 1615 |
| Q Serve(g_s), s | 0.5 | 0.0 | 2.1 | 0.1 | 0.4 | 0.0 | 3.7 | 5.1 | 0.3 | 2.0 | 3.0 | 0.9 |
| Cycle Q Clear(g_c), s | 0.9 | 0.0 | 2.1 | 2.3 | 0.4 | 0.0 | 6.7 | 5.1 | 0.3 | 7.1 | 3.0 | 0.9 |
| Prop In Lane | 1.00 | | 0.71 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 433 | 0 | 287 | 360 | 305 | 0 | 605 | 829 | 704 | 471 | 829 | 740 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.42 | 0.02 | 0.09 | 0.00 | 0.26 | 0.49 | 0.04 | 0.14 | 0.32 | 0.11 |
| Avail Cap(c_a), veh/h | 1511 | 0 | 1639 | 1407 | 1739 | 0 | 1930 | 3120 | 2652 | 1514 | 3120 | 2784 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.7 | 0.0 | 12.0 | 13.0 | 11.3 | 0.0 | 7.7 | 6.1 | 4.9 | 8.6 | 5.6 | 5.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.0 | 0.0 | 0.1 | 0.0 | 0.2 | 0.4 | 0.0 | 0.1 | 0.2 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 1.0 | 0.1 | 0.2 | 0.0 | 1.1 | 2.6 | 0.1 | 0.5 | 1.5 | 0.4 |
| LnGrp Delay(d),s/veh | 11.7 | 0.0 | 13.0 | 13.0 | 11.4 | 0.0 | 7.9 | 6.6 | 4.9 | 8.8 | 5.8 | 5.1 |
| LnGrp LOS | B | | B | B | B | | A | A | A | A | A | A |
| Approach Vol, veh/h | | 146 | | | 33 | | | 590 | | | 408 | |
| Approach Delay, s/veh | | 12.8 | | | 11.7 | | | 6.9 | | | 6.2 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 20.9 | | 11.6 | | 20.9 | | 11.6 |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 56.0 | | 32.0 | | 56.0 | | 32.0 |
| Max Q Clear Time (g_c+I1), s | | 8.7 | | 4.1 | | 9.1 | | 4.3 |
| Green Ext Time (p_c), s | | 5.8 | | 0.8 | | 5.8 | | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 7.5 |
| HCM 2010 LOS | A |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 410 | 185 | 80 | 629 | 6 | 310 | 15 | 65 | 11 | 51 | 9 |
| Future Volume (veh/h) | 12 | 410 | 185 | 80 | 629 | 6 | 310 | 15 | 65 | 11 | 51 | 9 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1473 | 1759 | 1759 | 1759 | 1757 | 1900 | 1792 | 1836 | 1900 | 1900 | 1847 | 1900 |
| Adj Flow Rate, veh/h | 13 | 432 | 195 | 84 | 662 | 6 | 205 | 185 | 68 | 12 | 54 | 9 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 29 | 8 | 8 | 8 | 8 | 8 | 6 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 325 | 1521 | 945 | 453 | 1679 | 15 | 302 | 227 | 83 | 17 | 77 | 13 |
| Arrive On Green | 0.02 | 0.45 | 0.45 | 0.06 | 0.50 | 0.50 | 0.18 | 0.18 | 0.18 | 0.06 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1403 | 3343 | 1495 | 1675 | 3390 | 31 | 1707 | 1282 | 471 | 287 | 1292 | 215 |
| Grp Volume(v), veh/h | 13 | 432 | 195 | 84 | 326 | 342 | 205 | 0 | 253 | 75 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1403 | 1671 | 1495 | 1675 | 1669 | 1751 | 1707 | 0 | 1753 | 1794 | 0 | 0 |
| Q Serve(g_s), s | 0.5 | 8.4 | 5.7 | 2.6 | 12.7 | 12.7 | 11.7 | 0.0 | 14.4 | 4.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.5 | 8.4 | 5.7 | 2.6 | 12.7 | 12.7 | 11.7 | 0.0 | 14.4 | 4.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.02 | 1.00 | | 0.27 | 0.16 | | 0.12 |
| Lane Grp Cap(c), veh/h | 325 | 1521 | 945 | 453 | 827 | 867 | 302 | 0 | 310 | 107 | 0 | 0 |
| V/C Ratio(X) | 0.04 | 0.28 | 0.21 | 0.19 | 0.39 | 0.39 | 0.68 | 0.00 | 0.81 | 0.70 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 390 | 1521 | 945 | 467 | 827 | 867 | 411 | 0 | 422 | 432 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 14.7 | 17.7 | 8.1 | 13.2 | 16.4 | 16.4 | 39.9 | 0.0 | 41.0 | 47.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.5 | 0.2 | 1.4 | 1.3 | 3.8 | 0.0 | 10.1 | 11.2 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 3.9 | 3.6 | 1.2 | 6.1 | 6.4 | 5.8 | 0.0 | 7.8 | 2.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 14.8 | 18.2 | 8.6 | 13.3 | 17.8 | 17.8 | 43.7 | 0.0 | 51.2 | 59.0 | 0.0 | 0.0 |
| LnGrp LOS | B | B | A | B | B | B | D | | D | E | | |
| Approach Vol, veh/h | | 640 | | | 752 | | | 458 | | | 75 | |
| Approach Delay, s/veh | | 15.2 | | | 17.3 | | | 47.8 | | | 59.0 | |
| Approach LOS | | B | | | B | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.6 | 57.8 | | 24.8 | 12.8 | 53.6 | | 12.6 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 47.4 | | 25.0 | 7.2 | 47.2 | | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.5 | 14.7 | | 16.4 | 4.6 | 10.4 | | 6.3 |
| Green Ext Time (p_c), s | 0.0 | 17.1 | | 2.0 | 0.0 | 18.2 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.5 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 15 | 729 | 599 | 13 | 504 | 419 |
| Future Volume (vph) | 15 | 729 | 599 | 13 | 504 | 419 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 16 | 792 | 651 | 14 | 548 | 455 |
| RTOR Reduction (vph) | 0 | 73 | 0 | 9 | 0 | 0 |
| Lane Group Flow (vph) | 16 | 719 | 651 | 5 | 548 | 455 |
| Heavy Vehicles (%) | 8% | 8% | 4% | 8% | 8% | 3% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 16.0 | 49.7 | 34.1 | 34.1 | 27.7 | 95.8 |
| Effective Green, g (s) | 16.0 | 49.7 | 34.1 | 34.1 | 27.7 | 95.8 |
| Actuated g/C Ratio | 0.17 | 0.52 | 0.36 | 0.36 | 0.29 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 279 | 1365 | 1235 | 532 | 937 | 1845 |
| v/s Ratio Prot | 0.01 | c0.27 | c0.19 | | c0.17 | 0.25 |
| v/s Ratio Perm | | | | 0.00 | | |
| v/c Ratio | 0.06 | 0.53 | 0.53 | 0.01 | 0.58 | 0.25 |
| Uniform Delay, d1 | 33.6 | 15.3 | 24.5 | 19.9 | 29.1 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.4 | 1.6 | 0.0 | 0.9 | 0.1 |
| Delay (s) | 33.6 | 15.6 | 26.1 | 20.0 | 30.1 | 0.1 |
| Level of Service | C | B | C | B | C | A |
| Approach Delay (s) | 16.0 | | 25.9 | | | 16.5 |
| Approach LOS | B | | C | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 95.8 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 52.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 28 | 110 | 28 | 18 | 33 | 107 | 472 | 77 | 87 | 593 | 26 |
| Future Volume (veh/h) | 58 | 28 | 110 | 28 | 18 | 33 | 107 | 472 | 77 | 87 | 593 | 26 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1520 | 1737 | 1900 | 1557 | 1672 | 1900 | 1473 | 1759 | 1357 | 1301 | 1759 | 1357 |
| Adj Flow Rate, veh/h | 63 | 30 | 120 | 30 | 20 | 36 | 116 | 513 | 84 | 95 | 645 | 28 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 25 | 7 | 7 | 22 | 13 | 13 | 29 | 8 | 40 | 46 | 8 | 40 |
| Cap, veh/h | 319 | 44 | 177 | 242 | 62 | 111 | 346 | 1046 | 361 | 344 | 1023 | 353 |
| Arrive On Green | 0.08 | 0.15 | 0.15 | 0.05 | 0.12 | 0.12 | 0.10 | 0.31 | 0.31 | 0.09 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1448 | 304 | 1218 | 1483 | 536 | 965 | 1403 | 3343 | 1154 | 1239 | 3343 | 1154 |
| Grp Volume(v), veh/h | 63 | 0 | 150 | 30 | 0 | 56 | 116 | 513 | 84 | 95 | 645 | 28 |
| Grp Sat Flow(s),veh/h/ln | 1448 | 0 | 1522 | 1483 | 0 | 1502 | 1403 | 1671 | 1154 | 1239 | 1671 | 1154 |
| Q Serve(g_s), s | 2.2 | 0.0 | 5.6 | 1.0 | 0.0 | 2.0 | 3.2 | 7.4 | 3.2 | 3.0 | 9.9 | 1.0 |
| Cycle Q Clear(g_c), s | 2.2 | 0.0 | 5.6 | 1.0 | 0.0 | 2.0 | 3.2 | 7.4 | 3.2 | 3.0 | 9.9 | 1.0 |
| Prop In Lane | 1.00 | | 0.80 | 1.00 | | 0.64 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 319 | 0 | 221 | 242 | 0 | 173 | 346 | 1046 | 361 | 344 | 1023 | 353 |
| V/C Ratio(X) | 0.20 | 0.00 | 0.68 | 0.12 | 0.00 | 0.32 | 0.34 | 0.49 | 0.23 | 0.28 | 0.63 | 0.08 |
| Avail Cap(c_a), veh/h | 379 | 0 | 460 | 348 | 0 | 454 | 535 | 1851 | 639 | 395 | 1514 | 523 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.4 | 0.0 | 24.2 | 21.5 | 0.0 | 24.2 | 12.5 | 16.6 | 15.2 | 12.1 | 17.8 | 14.7 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 3.6 | 0.2 | 0.0 | 1.1 | 0.6 | 0.4 | 0.3 | 0.4 | 0.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 0.0 | 2.6 | 0.4 | 0.0 | 0.9 | 1.2 | 3.5 | 1.1 | 1.0 | 4.7 | 0.3 |
| LnGrp Delay(d),s/veh | 20.7 | 0.0 | 27.8 | 21.8 | 0.0 | 25.3 | 13.0 | 17.0 | 15.5 | 12.6 | 18.4 | 14.8 |
| LnGrp LOS | C | | C | C | | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 213 | | | 86 | | | 713 | | | 768 | |
| Approach Delay, s/veh | | 25.7 | | | 24.1 | | | 16.2 | | | 17.6 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.5 | 24.7 | 8.7 | 14.7 | 12.0 | 24.2 | 10.5 | 12.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 33.0 | 7.0 | 18.0 | 14.0 | 27.0 | 7.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.0 | 9.4 | 3.0 | 7.6 | 5.2 | 11.9 | 4.2 | 4.0 |
| Green Ext Time (p_c), s | 0.0 | 7.7 | 0.0 | 0.7 | 0.2 | 6.3 | 0.0 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.3 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 111 | 809 | 202 | 107 | 668 | 19 | 91 | 39 | 26 | 16 | 41 | 91 |
| Future Volume (veh/h) | 111 | 809 | 202 | 107 | 668 | 19 | 91 | 39 | 26 | 16 | 41 | 91 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1759 | 1863 | 1900 | 1759 | 1900 | 1845 | 1813 | 1900 | 1900 | 1632 | 1900 |
| Adj Flow Rate, veh/h | 121 | 879 | 220 | 116 | 726 | 21 | 99 | 42 | 28 | 17 | 45 | 99 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 6 | 8 | 2 | 0 | 8 | 0 | 3 | 4 | 4 | 0 | 0 | 0 |
| Cap, veh/h | 455 | 1255 | 595 | 406 | 1250 | 604 | 302 | 173 | 115 | 123 | 224 | 274 |
| Arrive On Green | 0.11 | 0.38 | 0.38 | 0.11 | 0.37 | 0.37 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1707 | 3343 | 1583 | 1810 | 3343 | 1615 | 1227 | 1016 | 677 | 224 | 1317 | 1615 |
| Grp Volume(v), veh/h | 121 | 879 | 220 | 116 | 726 | 21 | 99 | 0 | 70 | 62 | 0 | 99 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1671 | 1583 | 1810 | 1671 | 1615 | 1227 | 0 | 1693 | 1541 | 0 | 1615 |
| Q Serve(g_s), s | 2.1 | 12.0 | 5.4 | 1.9 | 9.4 | 0.4 | 4.1 | 0.0 | 1.9 | 0.0 | 0.0 | 2.9 |
| Cycle Q Clear(g_c), s | 2.1 | 12.0 | 5.4 | 1.9 | 9.4 | 0.4 | 5.9 | 0.0 | 1.9 | 1.8 | 0.0 | 2.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 | 0.27 | | 1.00 |
| Lane Grp Cap(c), veh/h | 455 | 1255 | 595 | 406 | 1250 | 604 | 302 | 0 | 288 | 347 | 0 | 274 |
| V/C Ratio(X) | 0.27 | 0.70 | 0.37 | 0.29 | 0.58 | 0.03 | 0.33 | 0.00 | 0.24 | 0.18 | 0.00 | 0.36 |
| Avail Cap(c_a), veh/h | 554 | 2238 | 1060 | 447 | 2114 | 1022 | 728 | 0 | 877 | 858 | 0 | 836 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.8 | 14.3 | 12.2 | 9.5 | 13.5 | 10.7 | 21.9 | 0.0 | 19.4 | 19.4 | 0.0 | 19.8 |
| Incr Delay (d2), s/veh | 0.3 | 0.3 | 0.1 | 0.4 | 0.2 | 0.0 | 0.6 | 0.0 | 0.4 | 0.2 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 5.5 | 2.4 | 1.0 | 4.4 | 0.2 | 1.4 | 0.0 | 0.9 | 0.8 | 0.0 | 1.3 |
| LnGrp Delay(d),s/veh | 9.1 | 14.6 | 12.4 | 9.9 | 13.7 | 10.7 | 22.5 | 0.0 | 19.9 | 19.6 | 0.0 | 20.6 |
| LnGrp LOS | A | B | B | A | B | B | C | | B | B | | C |
| Approach Vol, veh/h | | 1220 | | | 863 | | | 169 | | | 161 | |
| Approach Delay, s/veh | | 13.6 | | | 13.1 | | | 21.4 | | | 20.2 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.9 | 27.0 | | 15.2 | 11.8 | 27.1 | | 15.2 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 11.4 | | 7.9 | 3.9 | 14.0 | | 4.9 |
| Green Ext Time (p_c), s | 0.1 | 6.3 | | 1.4 | 0.1 | 6.3 | | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.4 |
| HCM 2010 LOS | B |

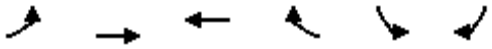
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 697 | 1190 | 24 | 10 | 975 | 198 | 19 | 10 | 13 | 110 | 10 | 334 |
| Future Volume (veh/h) | 697 | 1190 | 24 | 10 | 975 | 198 | 19 | 10 | 13 | 110 | 10 | 334 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1597 | 1756 | 1900 | 1218 | 1759 | 1624 | 1900 | 1727 | 1900 | 1900 | 1644 | 1624 |
| Adj Flow Rate, veh/h | 758 | 1293 | 26 | 11 | 1060 | 215 | 21 | 11 | 14 | 120 | 11 | 363 |
| Adj No. of Lanes | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 19 | 8 | 8 | 56 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| Cap, veh/h | 876 | 1528 | 31 | 232 | 1200 | 644 | 33 | 17 | 22 | 154 | 14 | 982 |
| Arrive On Green | 0.10 | 0.15 | 0.15 | 0.20 | 0.36 | 0.36 | 0.04 | 0.04 | 0.04 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 2950 | 3346 | 67 | 1160 | 3343 | 1380 | 732 | 384 | 488 | 1440 | 132 | 2429 |
| Grp Volume(v), veh/h | 758 | 645 | 674 | 11 | 1060 | 215 | 46 | 0 | 0 | 131 | 0 | 363 |
| Grp Sat Flow(s),veh/h/ln | 1475 | 1669 | 1745 | 1160 | 1671 | 1380 | 1604 | 0 | 0 | 1572 | 0 | 1215 |
| Q Serve(g_s), s | 31.7 | 47.0 | 47.0 | 1.0 | 37.2 | 12.3 | 3.5 | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 31.7 | 47.0 | 47.0 | 1.0 | 37.2 | 12.3 | 3.5 | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 1.00 | 0.46 | | 0.30 | 0.92 | | 1.00 |
| Lane Grp Cap(c), veh/h | 876 | 762 | 796 | 232 | 1200 | 644 | 72 | 0 | 0 | 168 | 0 | 982 |
| V/C Ratio(X) | 0.87 | 0.85 | 0.85 | 0.05 | 0.88 | 0.33 | 0.64 | 0.00 | 0.00 | 0.78 | 0.00 | 0.37 |
| Avail Cap(c_a), veh/h | 876 | 881 | 921 | 232 | 1337 | 700 | 103 | 0 | 0 | 239 | 0 | 1091 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.60 | 0.60 | 0.60 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 53.9 | 48.8 | 48.8 | 40.4 | 37.6 | 21.1 | 58.7 | 0.0 | 0.0 | 54.4 | 0.0 | 26.1 |
| Incr Delay (d2), s/veh | 5.7 | 7.0 | 6.8 | 0.1 | 9.6 | 1.4 | 9.2 | 0.0 | 0.0 | 9.9 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 13.6 | 23.2 | 24.3 | 0.3 | 18.7 | 5.9 | 1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 4.4 |
| LnGrp Delay(d),s/veh | 59.6 | 55.8 | 55.6 | 40.5 | 47.2 | 22.5 | 67.9 | 0.0 | 0.0 | 64.3 | 0.0 | 26.3 |
| LnGrp LOS | E | E | E | D | D | C | E | | | E | | C |
| Approach Vol, veh/h | | 2077 | | | 1286 | | | 46 | | | 494 | |
| Approach Delay, s/veh | | 57.1 | | | 43.0 | | | 67.9 | | | 36.4 | |
| Approach LOS | | E | | | D | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 43.1 | 50.9 | | 19.4 | 31.0 | 63.1 | | 11.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 24.0 | 50.0 | | 19.0 | 8.0 | 66.0 | | 8.0 |
| Max Q Clear Time (g_c+I1), s | 33.7 | 39.2 | | 12.1 | 3.0 | 49.0 | | 5.5 |
| Green Ext Time (p_c), s | 0.0 | 5.7 | | 1.3 | 1.5 | 8.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 50.0 |
| HCM 2010 LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 162 | 845 | 646 | 683 | 1052 | 170 |
| Future Volume (veh/h) | 162 | 845 | 646 | 683 | 1052 | 170 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1759 | 1696 | 1652 | 1759 | 1759 | 1267 |
| Adj Flow Rate, veh/h | 176 | 918 | 702 | 742 | 1143 | 185 |
| Adj No. of Lanes | 2 | 2 | 2 | 2 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 8 | 12 | 15 | 8 | 8 | 50 |
| Cap, veh/h | 231 | 1682 | 1264 | 2065 | 1242 | 488 |
| Arrive On Green | 0.07 | 0.52 | 0.13 | 0.13 | 0.38 | 0.38 |
| Sat Flow, veh/h | 3250 | 3308 | 3222 | 2632 | 3250 | 1077 |
| Grp Volume(v), veh/h | 176 | 918 | 702 | 742 | 1143 | 185 |
| Grp Sat Flow(s),veh/h/ln | 1625 | 1612 | 1570 | 1316 | 1625 | 1077 |
| Q Serve(g_s), s | 6.6 | 23.8 | 26.2 | 12.1 | 41.9 | 14.2 |
| Cycle Q Clear(g_c), s | 6.6 | 23.8 | 26.2 | 12.1 | 41.9 | 14.2 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 231 | 1682 | 1264 | 2065 | 1242 | 488 |
| V/C Ratio(X) | 0.76 | 0.55 | 0.56 | 0.36 | 0.92 | 0.38 |
| Avail Cap(c_a), veh/h | 390 | 1682 | 1264 | 2065 | 1378 | 533 |
| HCM Platoon Ratio | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.77 | 0.77 | 0.69 | 0.69 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 57.0 | 20.0 | 43.7 | 6.1 | 36.8 | 22.5 |
| Incr Delay (d2), s/veh | 4.0 | 1.0 | 1.2 | 0.3 | 9.6 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 10.8 | 11.6 | 12.4 | 20.4 | 9.9 |
| LnGrp Delay(d),s/veh | 61.0 | 21.0 | 44.9 | 6.4 | 46.4 | 23.0 |
| LnGrp LOS | E | C | D | A | D | C |
| Approach Vol, veh/h | | 1094 | 1444 | | 1328 | |
| Approach Delay, s/veh | | 27.4 | 25.2 | | 43.2 | |
| Approach LOS | | C | C | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 14.9 | 56.3 | | 53.8 | | 71.2 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 15.0 | 39.0 | | 53.0 | | 60.0 | | |
| Max Q Clear Time (g_c+I1), s | 8.6 | 28.2 | | 43.9 | | 25.8 | | |
| Green Ext Time (p_c), s | 0.3 | 8.7 | | 3.9 | | 20.6 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 32.0 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 80 | 466 | 393 | 317 | 374 | 78 | 275 | 309 | 408 | 141 | 477 | 59 |
| Future Volume (veh/h) | 80 | 466 | 393 | 317 | 374 | 78 | 275 | 309 | 408 | 141 | 477 | 59 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1810 | 1863 | 1545 | 1810 | 1810 | 1776 | 1810 | 1863 | 1583 | 1757 | 1900 |
| Adj Flow Rate, veh/h | 87 | 507 | 427 | 345 | 407 | 85 | 299 | 336 | 443 | 153 | 518 | 64 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 5 | 2 | 23 | 5 | 5 | 7 | 5 | 2 | 20 | 8 | 8 |
| Cap, veh/h | 371 | 897 | 413 | 304 | 1115 | 499 | 259 | 650 | 569 | 278 | 465 | 57 |
| Arrive On Green | 0.09 | 0.44 | 0.44 | 0.20 | 0.54 | 0.54 | 0.12 | 0.36 | 0.36 | 0.06 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1707 | 3438 | 1583 | 1471 | 3438 | 1538 | 1691 | 1810 | 1583 | 1508 | 1534 | 190 |
| Grp Volume(v), veh/h | 87 | 507 | 427 | 345 | 407 | 85 | 299 | 336 | 443 | 153 | 0 | 582 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1719 | 1583 | 1471 | 1719 | 1538 | 1691 | 1810 | 1583 | 1508 | 0 | 1724 |
| Q Serve(g_s), s | 4.6 | 13.8 | 32.6 | 14.6 | 8.5 | 3.5 | 14.9 | 18.3 | 31.1 | 7.9 | 0.0 | 37.9 |
| Cycle Q Clear(g_c), s | 4.6 | 13.8 | 32.6 | 14.6 | 8.5 | 3.5 | 14.9 | 18.3 | 31.1 | 7.9 | 0.0 | 37.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 371 | 897 | 413 | 304 | 1115 | 499 | 259 | 650 | 569 | 278 | 0 | 523 |
| V/C Ratio(X) | 0.23 | 0.57 | 1.03 | 1.14 | 0.36 | 0.17 | 1.15 | 0.52 | 0.78 | 0.55 | 0.00 | 1.11 |
| Avail Cap(c_a), veh/h | 384 | 897 | 413 | 304 | 1115 | 499 | 259 | 650 | 569 | 278 | 0 | 523 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.67 | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.76 | 0.76 | 0.76 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.8 | 30.0 | 35.3 | 34.7 | 21.3 | 20.2 | 37.8 | 31.5 | 35.6 | 29.8 | 0.0 | 43.6 |
| Incr Delay (d2), s/veh | 0.2 | 2.0 | 47.6 | 88.5 | 0.7 | 0.6 | 103.8 | 0.7 | 6.8 | 2.3 | 0.0 | 74.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 6.7 | 19.5 | 12.0 | 4.1 | 1.6 | 16.4 | 9.3 | 14.6 | 1.3 | 0.0 | 28.8 |
| LnGrp Delay(d),s/veh | 30.1 | 31.9 | 82.9 | 123.2 | 22.0 | 20.8 | 141.6 | 32.2 | 42.5 | 32.1 | 0.0 | 117.8 |
| LnGrp LOS | C | C | F | F | C | C | F | C | D | C | | F |
| Approach Vol, veh/h | | 1021 | | | 837 | | | 1078 | | | 735 | |
| Approach Delay, s/veh | | 53.1 | | | 63.6 | | | 66.8 | | | 100.0 | |
| Approach LOS | | D | | | E | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.1 | 46.9 | 14.0 | 51.0 | 21.0 | 39.0 | 21.0 | 44.0 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.6 | 39.6 | 7.9 | 44.9 | 14.6 | 32.6 | 14.9 | 37.9 |
| Max Q Clear Time (g_c+I1), s | 6.6 | 10.5 | 9.9 | 33.1 | 16.6 | 34.6 | 16.9 | 39.9 |
| Green Ext Time (p_c), s | 0.0 | 9.2 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 68.9 |
| HCM 2010 LOS | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 740 | 295 | 18 | 593 | 45 | 211 | 116 | 63 | 80 | 157 | 25 |
| Future Volume (veh/h) | 17 | 740 | 295 | 18 | 593 | 45 | 211 | 116 | 63 | 80 | 157 | 25 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1819 | 1900 | 1900 | 1799 | 1900 | 1810 | 1829 | 1900 | 1845 | 1835 | 1900 |
| Adj Flow Rate, veh/h | 18 | 804 | 321 | 20 | 645 | 49 | 229 | 126 | 68 | 87 | 171 | 27 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 5 | 6 | 6 | 3 | 3 | 3 |
| Cap, veh/h | 374 | 1419 | 566 | 252 | 1892 | 144 | 304 | 348 | 188 | 226 | 222 | 35 |
| Arrive On Green | 0.59 | 0.59 | 0.59 | 0.19 | 0.19 | 0.19 | 0.12 | 0.31 | 0.31 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 762 | 2415 | 963 | 509 | 3220 | 244 | 1723 | 1119 | 604 | 1173 | 1547 | 244 |
| Grp Volume(v), veh/h | 18 | 575 | 550 | 20 | 342 | 352 | 229 | 0 | 194 | 87 | 0 | 198 |
| Grp Sat Flow(s),veh/h/ln | 762 | 1728 | 1650 | 509 | 1709 | 1756 | 1723 | 0 | 1722 | 1173 | 0 | 1792 |
| Q Serve(g_s), s | 1.8 | 25.7 | 25.8 | 4.4 | 21.6 | 21.6 | 13.8 | 0.0 | 10.9 | 8.6 | 0.0 | 13.3 |
| Cycle Q Clear(g_c), s | 23.4 | 25.7 | 25.8 | 30.1 | 21.6 | 21.6 | 13.8 | 0.0 | 10.9 | 8.6 | 0.0 | 13.3 |
| Prop In Lane | 1.00 | | 0.58 | 1.00 | | 0.14 | 1.00 | | 0.35 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 374 | 1016 | 969 | 252 | 1004 | 1032 | 304 | 0 | 536 | 226 | 0 | 257 |
| V/C Ratio(X) | 0.05 | 0.57 | 0.57 | 0.08 | 0.34 | 0.34 | 0.75 | 0.00 | 0.36 | 0.39 | 0.00 | 0.77 |
| Avail Cap(c_a), veh/h | 374 | 1016 | 969 | 252 | 1004 | 1032 | 304 | 0 | 788 | 397 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.74 | 0.74 | 0.74 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.9 | 15.9 | 15.9 | 44.3 | 29.5 | 29.5 | 38.8 | 0.0 | 33.4 | 49.5 | 0.0 | 51.5 |
| Incr Delay (d2), s/veh | 0.2 | 2.3 | 2.4 | 0.5 | 0.7 | 0.7 | 10.1 | 0.0 | 0.4 | 1.1 | 0.0 | 4.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 12.8 | 12.3 | 0.6 | 10.4 | 10.7 | 7.3 | 0.0 | 5.2 | 2.8 | 0.0 | 6.9 |
| LnGrp Delay(d),s/veh | 22.2 | 18.2 | 18.3 | 44.8 | 30.2 | 30.2 | 48.9 | 0.0 | 33.8 | 50.6 | 0.0 | 56.4 |
| LnGrp LOS | C | B | B | D | C | C | D | | C | D | | E |
| Approach Vol, veh/h | | 1143 | | | 714 | | | 423 | | | 285 | |
| Approach Delay, s/veh | | 18.3 | | | 30.6 | | | 42.0 | | | 54.6 | |
| Approach LOS | | B | | | C | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 79.9 | | 45.1 | | 79.9 | 21.0 | 24.1 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 55.2 | | * 57 | | 55.2 | * 15 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 32.1 | | 12.9 | | 27.8 | 15.8 | 15.3 |
| Green Ext Time (p_c), s | | 13.3 | | 3.0 | | 14.6 | 0.0 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 29.7 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 233 | 275 | 58 | 141 | 81 | 116 | 648 | 24 | 132 | 758 | 23 |
| Future Volume (veh/h) | 39 | 233 | 275 | 58 | 141 | 81 | 116 | 648 | 24 | 132 | 758 | 23 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1815 | 1900 | 1792 | 1810 | 1900 | 1712 | 1804 | 1900 | 1810 | 1808 | 1900 |
| Adj Flow Rate, veh/h | 40 | 238 | 281 | 59 | 144 | 83 | 118 | 661 | 24 | 135 | 773 | 23 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 6 | 5 | 5 | 11 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 372 | 273 | 323 | 123 | 388 | 224 | 156 | 906 | 33 | 233 | 915 | 27 |
| Arrive On Green | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1172 | 760 | 897 | 846 | 1078 | 622 | 624 | 1730 | 63 | 732 | 1747 | 52 |
| Grp Volume(v), veh/h | 40 | 0 | 519 | 59 | 0 | 227 | 118 | 0 | 685 | 135 | 0 | 796 |
| Grp Sat Flow(s),veh/h/ln | 1172 | 0 | 1656 | 846 | 0 | 1700 | 624 | 0 | 1792 | 732 | 0 | 1799 |
| Q Serve(g_s), s | 2.9 | 0.0 | 32.1 | 7.5 | 0.0 | 10.9 | 16.0 | 0.0 | 32.4 | 19.2 | 0.0 | 41.6 |
| Cycle Q Clear(g_c), s | 13.7 | 0.0 | 32.1 | 39.6 | 0.0 | 10.9 | 57.6 | 0.0 | 32.4 | 51.6 | 0.0 | 41.6 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.37 | 1.00 | | 0.04 | 1.00 | | 0.03 |
| Lane Grp Cap(c), veh/h | 372 | 0 | 596 | 123 | 0 | 612 | 156 | 0 | 939 | 233 | 0 | 942 |
| V/C Ratio(X) | 0.11 | 0.00 | 0.87 | 0.48 | 0.00 | 0.37 | 0.75 | 0.00 | 0.73 | 0.58 | 0.00 | 0.85 |
| Avail Cap(c_a), veh/h | 372 | 0 | 596 | 123 | 0 | 612 | 156 | 0 | 939 | 233 | 0 | 942 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.1 | 0.0 | 32.8 | 51.4 | 0.0 | 26.0 | 48.8 | 0.0 | 20.2 | 40.1 | 0.0 | 22.4 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 13.2 | 2.9 | 0.0 | 0.4 | 19.9 | 0.0 | 3.2 | 4.3 | 0.0 | 7.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 0.0 | 16.9 | 1.9 | 0.0 | 5.2 | 4.4 | 0.0 | 16.8 | 4.1 | 0.0 | 22.5 |
| LnGrp Delay(d),s/veh | 31.2 | 0.0 | 46.0 | 54.2 | 0.0 | 26.4 | 68.7 | 0.0 | 23.4 | 44.4 | 0.0 | 29.8 |
| LnGrp LOS | C | | D | D | | C | E | | C | D | | C |
| Approach Vol, veh/h | | 559 | | | 286 | | | 803 | | | 931 | |
| Approach Delay, s/veh | | 44.9 | | | 32.1 | | | 30.0 | | | 31.9 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 64.0 | | 46.0 | | 64.0 | | 46.0 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 57.6 | | 39.6 | | 57.6 | | 39.6 |
| Max Q Clear Time (g_c+I1), s | | 59.6 | | 34.1 | | 53.6 | | 41.6 |
| Green Ext Time (p_c), s | | 0.0 | | 2.5 | | 3.6 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 34.2 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 178 | 286 | 246 | 20 | 253 | 29 | 282 | 414 | 26 | 112 | 681 | 78 |
| Future Volume (veh/h) | 178 | 286 | 246 | 20 | 253 | 29 | 282 | 414 | 26 | 112 | 681 | 78 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1776 | 1900 | 1777 | 1900 | 1743 | 1810 | 1583 | 1863 | 1810 | 1638 |
| Adj Flow Rate, veh/h | 189 | 304 | 262 | 21 | 269 | 31 | 300 | 440 | 28 | 119 | 724 | 83 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 4 | 3 | 7 | 0 | 7 | 7 | 9 | 5 | 20 | 2 | 5 | 16 |
| Cap, veh/h | 240 | 570 | 467 | 214 | 484 | 56 | 298 | 1033 | 768 | 405 | 668 | 514 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.14 | 0.57 | 0.57 | 0.37 | 0.37 | 0.37 |
| Sat Flow, veh/h | 1054 | 1845 | 1509 | 858 | 1565 | 180 | 1660 | 1810 | 1346 | 921 | 1810 | 1392 |
| Grp Volume(v), veh/h | 189 | 304 | 262 | 21 | 0 | 300 | 300 | 440 | 28 | 119 | 724 | 83 |
| Grp Sat Flow(s),veh/h/ln | 1054 | 1845 | 1509 | 858 | 0 | 1746 | 1660 | 1810 | 1346 | 921 | 1810 | 1392 |
| Q Serve(g_s), s | 18.2 | 15.0 | 16.0 | 2.3 | 0.0 | 15.8 | 15.4 | 15.2 | 1.0 | 10.3 | 40.6 | 4.4 |
| Cycle Q Clear(g_c), s | 34.0 | 15.0 | 16.0 | 17.3 | 0.0 | 15.8 | 15.4 | 15.2 | 1.0 | 10.3 | 40.6 | 4.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 240 | 570 | 467 | 214 | 0 | 540 | 298 | 1033 | 768 | 405 | 668 | 514 |
| V/C Ratio(X) | 0.79 | 0.53 | 0.56 | 0.10 | 0.00 | 0.56 | 1.01 | 0.43 | 0.04 | 0.29 | 1.08 | 0.16 |
| Avail Cap(c_a), veh/h | 240 | 570 | 467 | 214 | 0 | 540 | 298 | 1033 | 768 | 405 | 668 | 514 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.6 | 31.4 | 31.8 | 38.6 | 0.0 | 31.7 | 34.2 | 13.4 | 10.3 | 25.1 | 34.7 | 23.3 |
| Incr Delay (d2), s/veh | 15.8 | 1.0 | 1.5 | 0.2 | 0.0 | 1.3 | 54.0 | 0.1 | 0.0 | 0.1 | 59.8 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.8 | 7.8 | 6.8 | 0.6 | 0.0 | 7.8 | 13.5 | 7.6 | 0.4 | 2.6 | 31.3 | 1.7 |
| LnGrp Delay(d),s/veh | 62.4 | 32.4 | 33.3 | 38.8 | 0.0 | 33.0 | 88.2 | 13.5 | 10.3 | 25.3 | 94.5 | 23.3 |
| LnGrp LOS | E | C | C | D | | C | F | B | B | C | F | C |
| Approach Vol, veh/h | | 755 | | | 321 | | | 768 | | | 926 | |
| Approach Delay, s/veh | | 40.2 | | | 33.3 | | | 42.5 | | | 79.2 | |
| Approach LOS | | D | | | C | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 69.6 | | 40.4 | 22.2 | 47.4 | | 40.4 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 62.8 | | 34.0 | 15.4 | 40.6 | | 34.0 |
| Max Q Clear Time (g_c+I1), s | | 17.2 | | 36.0 | 17.4 | 42.6 | | 19.3 |
| Green Ext Time (p_c), s | | 5.9 | | 0.0 | 0.0 | 0.0 | | 5.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 53.1 |
| HCM 2010 LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 103 | 73 | 161 | 19 | 20 | 160 | 103 | 417 | 45 | 169 | 762 | 54 |
| Future Volume (veh/h) | 103 | 73 | 161 | 19 | 20 | 160 | 103 | 417 | 45 | 169 | 762 | 54 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1882 | 1900 | 1900 | 1717 | 1900 | 1845 | 1810 | 1792 | 1712 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 105 | 74 | 164 | 19 | 20 | 0 | 105 | 426 | 46 | 172 | 778 | 55 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 0 | 0 | 0 | 3 | 5 | 6 | 11 | 5 | 0 |
| Cap, veh/h | 374 | 106 | 234 | 191 | 348 | 0 | 321 | 1116 | 939 | 529 | 1116 | 996 |
| Arrive On Green | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.00 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 |
| Sat Flow, veh/h | 1373 | 522 | 1157 | 1160 | 1717 | 0 | 650 | 1810 | 1524 | 843 | 1810 | 1615 |
| Grp Volume(v), veh/h | 105 | 0 | 238 | 19 | 20 | 0 | 105 | 426 | 46 | 172 | 778 | 55 |
| Grp Sat Flow(s),veh/h/ln | 1373 | 0 | 1678 | 1160 | 1717 | 0 | 650 | 1810 | 1524 | 843 | 1810 | 1615 |
| Q Serve(g_s), s | 4.4 | 0.0 | 8.7 | 1.0 | 0.6 | 0.0 | 8.6 | 7.8 | 0.8 | 8.5 | 19.2 | 0.9 |
| Cycle Q Clear(g_c), s | 5.1 | 0.0 | 8.7 | 9.8 | 0.6 | 0.0 | 27.8 | 7.8 | 0.8 | 16.4 | 19.2 | 0.9 |
| Prop In Lane | 1.00 | | 0.69 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 374 | 0 | 340 | 191 | 348 | 0 | 321 | 1116 | 939 | 529 | 1116 | 996 |
| V/C Ratio(X) | 0.28 | 0.00 | 0.70 | 0.10 | 0.06 | 0.00 | 0.33 | 0.38 | 0.05 | 0.33 | 0.70 | 0.06 |
| Avail Cap(c_a), veh/h | 757 | 0 | 809 | 515 | 827 | 0 | 469 | 1526 | 1285 | 720 | 1526 | 1362 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.4 | 0.0 | 24.6 | 29.1 | 21.4 | 0.0 | 17.9 | 6.4 | 5.0 | 10.5 | 8.6 | 5.1 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 2.6 | 0.2 | 0.1 | 0.0 | 0.6 | 0.2 | 0.0 | 0.4 | 0.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.0 | 4.3 | 0.3 | 0.3 | 0.0 | 1.6 | 4.0 | 0.3 | 2.0 | 9.6 | 0.4 |
| LnGrp Delay(d),s/veh | 23.8 | 0.0 | 27.2 | 29.4 | 21.4 | 0.0 | 18.5 | 6.6 | 5.1 | 10.8 | 9.4 | 5.1 |
| LnGrp LOS | C | | C | C | C | | B | A | A | B | A | A |
| Approach Vol, veh/h | | 343 | | | 39 | | | 577 | | | 1005 | |
| Approach Delay, s/veh | | 26.2 | | | 25.3 | | | 8.6 | | | 9.4 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 46.9 | | 19.5 | | 46.9 | | 19.5 |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 56.0 | | 32.0 | | 56.0 | | 32.0 |
| Max Q Clear Time (g_c+I1), s | | 29.8 | | 10.7 | | 21.2 | | 11.8 |
| Green Ext Time (p_c), s | | 11.1 | | 1.7 | | 12.4 | | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.4 |
| HCM 2010 LOS | B |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 20 | 1005 | 412 | 122 | 763 | 14 | 289 | 45 | 121 | 3 | 35 | 10 |
| Future Volume (veh/h) | 20 | 1005 | 412 | 122 | 763 | 14 | 289 | 45 | 121 | 3 | 35 | 10 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1759 | 1759 | 1638 | 1762 | 1900 | 1696 | 1770 | 1900 | 1900 | 1796 | 1900 |
| Adj Flow Rate, veh/h | 22 | 1092 | 448 | 133 | 829 | 15 | 248 | 142 | 132 | 3 | 38 | 11 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 8 | 8 | 16 | 8 | 8 | 12 | 0 | 0 | 4 | 4 | 4 |
| Cap, veh/h | 297 | 1487 | 960 | 221 | 1608 | 29 | 319 | 167 | 155 | 5 | 65 | 19 |
| Arrive On Green | 0.03 | 0.44 | 0.44 | 0.06 | 0.48 | 0.48 | 0.20 | 0.20 | 0.20 | 0.05 | 0.05 | 0.05 |
| Sat Flow, veh/h | 1587 | 3343 | 1495 | 1560 | 3363 | 61 | 1616 | 845 | 786 | 100 | 1262 | 365 |
| Grp Volume(v), veh/h | 22 | 1092 | 448 | 133 | 412 | 432 | 248 | 0 | 274 | 52 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1671 | 1495 | 1560 | 1673 | 1751 | 1616 | 0 | 1631 | 1726 | 0 | 0 |
| Q Serve(g_s), s | 0.8 | 28.6 | 16.2 | 4.8 | 18.1 | 18.1 | 15.4 | 0.0 | 17.2 | 3.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.8 | 28.6 | 16.2 | 4.8 | 18.1 | 18.1 | 15.4 | 0.0 | 17.2 | 3.1 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.03 | 1.00 | | 0.48 | 0.06 | | 0.21 |
| Lane Grp Cap(c), veh/h | 297 | 1487 | 960 | 221 | 800 | 837 | 319 | 0 | 322 | 89 | 0 | 0 |
| V/C Ratio(X) | 0.07 | 0.73 | 0.47 | 0.60 | 0.52 | 0.52 | 0.78 | 0.00 | 0.85 | 0.58 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 351 | 1487 | 960 | 226 | 800 | 837 | 381 | 0 | 384 | 407 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 15.8 | 24.3 | 9.7 | 20.8 | 19.2 | 19.2 | 40.4 | 0.0 | 41.1 | 49.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 3.3 | 1.6 | 4.3 | 2.4 | 2.3 | 9.4 | 0.0 | 15.7 | 8.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 13.7 | 10.8 | 2.3 | 8.9 | 9.3 | 7.7 | 0.0 | 9.2 | 1.7 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 15.9 | 27.5 | 11.3 | 25.1 | 21.5 | 21.4 | 49.7 | 0.0 | 56.7 | 57.5 | 0.0 | 0.0 |
| LnGrp LOS | B | C | B | C | C | C | D | | E | E | | |
| Approach Vol, veh/h | | 1562 | | | 977 | | | 522 | | | 52 | |
| Approach Delay, s/veh | | 22.7 | | | 22.0 | | | 53.4 | | | 57.5 | |
| Approach LOS | | C | | | C | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.7 | 57.1 | | 27.3 | 13.3 | 53.6 | | 11.9 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 47.4 | | 25.0 | 7.2 | 47.2 | | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.8 | 20.1 | | 19.2 | 6.8 | 30.6 | | 5.1 |
| Green Ext Time (p_c), s | 0.0 | 24.5 | | 1.7 | 0.0 | 15.5 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 28.2 |
| HCM 2010 LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 796 | 717 | 15 | 1153 | 1024 |
| Future Volume (vph) | 16 | 796 | 717 | 15 | 1153 | 1024 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 17 | 865 | 779 | 16 | 1253 | 1113 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 12 | 0 | 0 |
| Lane Group Flow (vph) | 17 | 853 | 779 | 4 | 1253 | 1113 |
| Heavy Vehicles (%) | 8% | 8% | 5% | 8% | 8% | 4% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 11.0 | 62.0 | 26.0 | 26.0 | 45.0 | 100.0 |
| Effective Green, g (s) | 11.0 | 62.0 | 26.0 | 26.0 | 45.0 | 100.0 |
| Actuated g/C Ratio | 0.11 | 0.62 | 0.26 | 0.26 | 0.45 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 183 | 1631 | 893 | 388 | 1458 | 1827 |
| v/s Ratio Prot | 0.01 | 0.32 | c0.23 | | c0.39 | c0.61 |
| v/s Ratio Perm | | | | 0.00 | | |
| v/c Ratio | 0.09 | 0.52 | 0.87 | 0.01 | 0.86 | 0.61 |
| Uniform Delay, d1 | 40.0 | 10.7 | 35.4 | 27.5 | 24.7 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.3 | 11.5 | 0.1 | 5.3 | 0.6 |
| Delay (s) | 40.2 | 11.0 | 46.9 | 27.5 | 30.0 | 0.6 |
| Level of Service | D | B | D | C | C | A |
| Approach Delay (s) | 11.6 | | 46.5 | | | 16.1 |
| Approach LOS | B | | D | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 21.1 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.87 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 73.5% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.
c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 21 | 55 | 25 | 25 | 59 | 170 | 591 | 22 | 78 | 534 | 22 |
| Future Volume (veh/h) | 17 | 21 | 55 | 25 | 25 | 59 | 170 | 591 | 22 | 78 | 534 | 22 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1624 | 1806 | 1900 | 1570 | 1575 | 1900 | 1845 | 1759 | 1712 | 1397 | 1759 | 1520 |
| Adj Flow Rate, veh/h | 18 | 23 | 60 | 27 | 27 | 64 | 185 | 642 | 24 | 85 | 580 | 24 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 17 | 11 | 11 | 21 | 15 | 15 | 3 | 8 | 11 | 36 | 8 | 25 |
| Cap, veh/h | 250 | 52 | 135 | 264 | 53 | 127 | 459 | 1110 | 483 | 346 | 1026 | 397 |
| Arrive On Green | 0.03 | 0.12 | 0.12 | 0.04 | 0.13 | 0.13 | 0.12 | 0.33 | 0.33 | 0.09 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1547 | 444 | 1158 | 1495 | 416 | 985 | 1757 | 3343 | 1455 | 1331 | 3343 | 1292 |
| Grp Volume(v), veh/h | 18 | 0 | 83 | 27 | 0 | 91 | 185 | 642 | 24 | 85 | 580 | 24 |
| Grp Sat Flow(s),veh/h/ln | 1547 | 0 | 1601 | 1495 | 0 | 1401 | 1757 | 1671 | 1455 | 1331 | 1671 | 1292 |
| Q Serve(g_s), s | 0.6 | 0.0 | 2.8 | 0.9 | 0.0 | 3.5 | 3.9 | 9.1 | 0.6 | 2.4 | 8.3 | 0.8 |
| Cycle Q Clear(g_c), s | 0.6 | 0.0 | 2.8 | 0.9 | 0.0 | 3.5 | 3.9 | 9.1 | 0.6 | 2.4 | 8.3 | 0.8 |
| Prop In Lane | 1.00 | | 0.72 | 1.00 | | 0.70 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 250 | 0 | 186 | 264 | 0 | 180 | 459 | 1110 | 483 | 346 | 1026 | 397 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.45 | 0.10 | 0.00 | 0.51 | 0.40 | 0.58 | 0.05 | 0.25 | 0.57 | 0.06 |
| Avail Cap(c_a), veh/h | 418 | 0 | 419 | 409 | 0 | 366 | 684 | 2039 | 888 | 411 | 1690 | 653 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.2 | 0.0 | 23.6 | 20.7 | 0.0 | 23.3 | 11.5 | 15.8 | 13.0 | 11.7 | 16.7 | 14.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.7 | 0.2 | 0.0 | 2.2 | 0.6 | 0.5 | 0.0 | 0.4 | 0.5 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 1.3 | 0.4 | 0.0 | 1.4 | 1.9 | 4.3 | 0.3 | 0.9 | 3.9 | 0.3 |
| LnGrp Delay(d),s/veh | 21.3 | 0.0 | 25.3 | 20.9 | 0.0 | 25.5 | 12.0 | 16.3 | 13.1 | 12.1 | 17.2 | 14.1 |
| LnGrp LOS | C | | C | C | | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 101 | | | 118 | | | 851 | | | 689 | |
| Approach Delay, s/veh | | 24.6 | | | 24.4 | | | 15.3 | | | 16.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.2 | 25.1 | 8.4 | 12.7 | 12.6 | 23.6 | 7.7 | 13.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 35.0 | 8.0 | 15.0 | 14.0 | 29.0 | 8.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 11.1 | 2.9 | 4.8 | 5.9 | 10.3 | 2.6 | 5.5 |
| Green Ext Time (p_c), s | 0.0 | 7.9 | 0.0 | 0.6 | 0.3 | 7.2 | 0.0 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.9 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 145 | 693 | 81 | 17 | 782 | 12 | 121 | 16 | 57 | 14 | 17 | 139 |
| Future Volume (veh/h) | 145 | 693 | 81 | 17 | 782 | 12 | 121 | 16 | 57 | 14 | 17 | 139 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1759 | 1696 | 1900 | 1759 | 1900 | 1776 | 1642 | 1900 | 1900 | 1900 | 1845 |
| Adj Flow Rate, veh/h | 158 | 753 | 88 | 18 | 850 | 13 | 132 | 17 | 62 | 15 | 18 | 151 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 2 | 8 | 12 | 0 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 3 |
| Cap, veh/h | 404 | 1450 | 626 | 357 | 1182 | 571 | 318 | 67 | 243 | 212 | 224 | 337 |
| Arrive On Green | 0.11 | 0.43 | 0.43 | 0.03 | 0.35 | 0.35 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1774 | 3343 | 1442 | 1810 | 3343 | 1615 | 1155 | 310 | 1132 | 572 | 1041 | 1568 |
| Grp Volume(v), veh/h | 158 | 753 | 88 | 18 | 850 | 13 | 132 | 0 | 79 | 33 | 0 | 151 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1671 | 1442 | 1810 | 1671 | 1615 | 1155 | 0 | 1442 | 1613 | 0 | 1568 |
| Q Serve(g_s), s | 3.0 | 9.6 | 2.2 | 0.4 | 12.9 | 0.3 | 6.3 | 0.0 | 2.7 | 0.0 | 0.0 | 4.9 |
| Cycle Q Clear(g_c), s | 3.0 | 9.6 | 2.2 | 0.4 | 12.9 | 0.3 | 9.0 | 0.0 | 2.7 | 2.7 | 0.0 | 4.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.78 | 0.45 | | 1.00 |
| Lane Grp Cap(c), veh/h | 404 | 1450 | 626 | 357 | 1182 | 571 | 318 | 0 | 310 | 436 | 0 | 337 |
| V/C Ratio(X) | 0.39 | 0.52 | 0.14 | 0.05 | 0.72 | 0.02 | 0.42 | 0.00 | 0.25 | 0.08 | 0.00 | 0.45 |
| Avail Cap(c_a), veh/h | 481 | 2066 | 891 | 518 | 1952 | 943 | 622 | 0 | 690 | 857 | 0 | 750 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.9 | 12.1 | 10.0 | 11.4 | 16.4 | 12.3 | 22.8 | 0.0 | 19.1 | 18.4 | 0.0 | 20.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.1 | 0.0 | 0.1 | 0.3 | 0.0 | 0.9 | 0.0 | 0.4 | 0.1 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 4.4 | 0.9 | 0.2 | 6.0 | 0.1 | 2.1 | 0.0 | 1.1 | 0.4 | 0.0 | 2.2 |
| LnGrp Delay(d),s/veh | 11.5 | 12.2 | 10.0 | 11.5 | 16.7 | 12.3 | 23.7 | 0.0 | 19.5 | 18.4 | 0.0 | 20.9 |
| LnGrp LOS | B | B | B | B | B | B | C | | B | B | | C |
| Approach Vol, veh/h | | 999 | | | 881 | | | 211 | | | 184 | |
| Approach Delay, s/veh | | 11.9 | | | 16.5 | | | 22.1 | | | 20.5 | |
| Approach LOS | | B | | | B | | | C | | | C | |

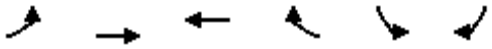
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.5 | 27.5 | | 18.6 | 7.8 | 32.2 | | 18.6 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 5.0 | 14.9 | | 11.0 | 2.4 | 11.6 | | 6.9 |
| Green Ext Time (p_c), s | 0.1 | 5.8 | | 1.6 | 0.0 | 6.2 | | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.3 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 337 | 978 | 13 | 10 | 1199 | 110 | 17 | 10 | 10 | 190 | 10 | 695 |
| Future Volume (veh/h) | 337 | 978 | 13 | 10 | 1199 | 110 | 17 | 10 | 10 | 190 | 10 | 695 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1557 | 1757 | 1900 | 1900 | 1759 | 1348 | 1900 | 1900 | 1900 | 1900 | 1501 | 1610 |
| Adj Flow Rate, veh/h | 366 | 1063 | 14 | 11 | 1303 | 120 | 18 | 11 | 11 | 207 | 11 | 755 |
| Adj No. of Lanes | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 22 | 8 | 8 | 0 | 8 | 41 | 0 | 0 | 0 | 0 | 0 | 18 |
| Cap, veh/h | 402 | 1160 | 15 | 401 | 1422 | 707 | 34 | 21 | 21 | 261 | 14 | 799 |
| Arrive On Green | 0.28 | 0.69 | 0.69 | 0.22 | 0.43 | 0.43 | 0.04 | 0.04 | 0.04 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 2877 | 3375 | 44 | 1810 | 3343 | 1145 | 798 | 488 | 488 | 1361 | 72 | 2409 |
| Grp Volume(v), veh/h | 366 | 526 | 551 | 11 | 1303 | 120 | 40 | 0 | 0 | 218 | 0 | 755 |
| Grp Sat Flow(s),veh/h/ln | 1439 | 1669 | 1750 | 1810 | 1671 | 1145 | 1774 | 0 | 0 | 1433 | 0 | 1204 |
| Q Serve(g_s), s | 14.7 | 31.9 | 31.9 | 0.6 | 44.0 | 5.4 | 2.6 | 0.0 | 0.0 | 17.4 | 0.0 | 23.0 |
| Cycle Q Clear(g_c), s | 14.7 | 31.9 | 31.9 | 0.6 | 44.0 | 5.4 | 2.6 | 0.0 | 0.0 | 17.4 | 0.0 | 23.0 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 1.00 | 0.45 | | 0.27 | 0.95 | | 1.00 |
| Lane Grp Cap(c), veh/h | 402 | 574 | 601 | 401 | 1422 | 707 | 76 | 0 | 0 | 275 | 0 | 799 |
| V/C Ratio(X) | 0.91 | 0.92 | 0.92 | 0.03 | 0.92 | 0.17 | 0.52 | 0.00 | 0.00 | 0.79 | 0.00 | 0.95 |
| Avail Cap(c_a), veh/h | 408 | 821 | 860 | 401 | 1422 | 707 | 103 | 0 | 0 | 275 | 0 | 799 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.79 | 0.79 | 0.79 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.5 | 17.3 | 17.3 | 36.6 | 32.5 | 9.8 | 56.2 | 0.0 | 0.0 | 46.2 | 0.0 | 39.0 |
| Incr Delay (d2), s/veh | 20.0 | 18.3 | 17.7 | 0.0 | 10.8 | 0.5 | 5.5 | 0.0 | 0.0 | 14.7 | 0.0 | 19.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.9 | 17.2 | 17.9 | 0.3 | 22.4 | 2.6 | 1.4 | 0.0 | 0.0 | 8.0 | 0.0 | 14.4 |
| LnGrp Delay(d),s/veh | 62.5 | 35.6 | 35.0 | 36.6 | 43.2 | 10.3 | 61.7 | 0.0 | 0.0 | 61.0 | 0.0 | 58.8 |
| LnGrp LOS | E | D | C | D | D | B | E | | | E | | E |
| Approach Vol, veh/h | | 1443 | | | 1434 | | | 40 | | | 973 | |
| Approach Delay, s/veh | | 42.2 | | | 40.4 | | | 61.7 | | | 59.3 | |
| Approach LOS | | D | | | D | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 22.8 | 57.1 | | 29.0 | 32.6 | 47.2 | | 11.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 17.0 | 49.0 | | 23.0 | 7.0 | 59.0 | | 7.0 |
| Max Q Clear Time (g_c+I1), s | 16.7 | 46.0 | | 25.0 | 2.6 | 33.9 | | 4.6 |
| Green Ext Time (p_c), s | 0.0 | 2.2 | | 0.0 | 3.2 | 7.3 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 46.0 |
| HCM 2010 LOS | | D |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 183 | 625 | 872 | 1039 | 684 | 165 |
| Future Volume (veh/h) | 183 | 625 | 872 | 1039 | 684 | 165 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1759 | 1727 | 1696 | 1759 | 1759 | 1473 |
| Adj Flow Rate, veh/h | 199 | 679 | 948 | 1129 | 743 | 179 |
| Adj No. of Lanes | 2 | 2 | 2 | 2 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 8 | 10 | 12 | 8 | 8 | 29 |
| Cap, veh/h | 257 | 2109 | 1655 | 2029 | 837 | 422 |
| Arrive On Green | 0.03 | 0.21 | 0.86 | 0.86 | 0.26 | 0.26 |
| Sat Flow, veh/h | 3250 | 3368 | 3308 | 2632 | 3250 | 1252 |
| Grp Volume(v), veh/h | 199 | 679 | 948 | 1129 | 743 | 179 |
| Grp Sat Flow(s),veh/h/ln | 1625 | 1641 | 1612 | 1316 | 1625 | 1252 |
| Q Serve(g_s), s | 7.3 | 21.0 | 9.9 | 12.2 | 26.4 | 13.3 |
| Cycle Q Clear(g_c), s | 7.3 | 21.0 | 9.9 | 12.2 | 26.4 | 13.3 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 257 | 2109 | 1655 | 2029 | 837 | 422 |
| V/C Ratio(X) | 0.77 | 0.32 | 0.57 | 0.56 | 0.89 | 0.42 |
| Avail Cap(c_a), veh/h | 352 | 2109 | 1655 | 2029 | 1002 | 485 |
| HCM Platoon Ratio | 0.33 | 0.33 | 1.67 | 1.67 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.85 | 0.85 | 0.40 | 0.40 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 57.4 | 25.2 | 4.9 | 1.3 | 42.9 | 30.8 |
| Incr Delay (d2), s/veh | 6.1 | 0.3 | 0.6 | 0.4 | 8.6 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.5 | 9.7 | 4.3 | 8.7 | 12.9 | 10.0 |
| LnGrp Delay(d),s/veh | 63.4 | 25.5 | 5.5 | 1.8 | 51.5 | 31.5 |
| LnGrp LOS | E | C | A | A | D | C |
| Approach Vol, veh/h | | 878 | 2077 | | 922 | |
| Approach Delay, s/veh | | 34.1 | 3.5 | | 47.6 | |
| Approach LOS | | C | A | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 15.5 | 67.6 | | 36.9 | | 83.1 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 13.0 | 52.0 | | 37.0 | | 71.0 | | |
| Max Q Clear Time (g_c+I1), s | 9.3 | 14.2 | | 28.4 | | 23.0 | | |
| Green Ext Time (p_c), s | 0.2 | 25.4 | | 2.5 | | 29.5 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.9 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 95 | 371 | 295 | 310 | 540 | 132 | 340 | 555 | 292 | 45 | 337 | 61 |
| Future Volume (veh/h) | 95 | 371 | 295 | 310 | 540 | 132 | 340 | 555 | 292 | 45 | 337 | 61 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1810 | 1900 | 1759 | 1810 | 1792 | 1863 | 1827 | 1712 | 1667 | 1800 | 1900 |
| Adj Flow Rate, veh/h | 103 | 403 | 321 | 337 | 587 | 143 | 370 | 603 | 317 | 49 | 366 | 66 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 5 | 0 | 8 | 5 | 6 | 2 | 4 | 11 | 14 | 6 | 6 |
| Cap, veh/h | 310 | 937 | 440 | 368 | 1095 | 485 | 340 | 671 | 534 | 165 | 418 | 75 |
| Arrive On Green | 0.10 | 0.46 | 0.46 | 0.21 | 0.64 | 0.64 | 0.13 | 0.37 | 0.37 | 0.05 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1660 | 3438 | 1615 | 1675 | 3438 | 1524 | 1774 | 1827 | 1455 | 1587 | 1485 | 268 |
| Grp Volume(v), veh/h | 103 | 403 | 321 | 337 | 587 | 143 | 370 | 603 | 317 | 49 | 0 | 432 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1719 | 1615 | 1675 | 1719 | 1524 | 1774 | 1827 | 1455 | 1587 | 0 | 1753 |
| Q Serve(g_s), s | 5.3 | 9.5 | 19.5 | 12.6 | 11.3 | 5.0 | 15.9 | 37.4 | 21.2 | 2.6 | 0.0 | 28.2 |
| Cycle Q Clear(g_c), s | 5.3 | 9.5 | 19.5 | 12.6 | 11.3 | 5.0 | 15.9 | 37.4 | 21.2 | 2.6 | 0.0 | 28.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 310 | 937 | 440 | 368 | 1095 | 485 | 340 | 671 | 534 | 165 | 0 | 494 |
| V/C Ratio(X) | 0.33 | 0.43 | 0.73 | 0.91 | 0.54 | 0.29 | 1.09 | 0.90 | 0.59 | 0.30 | 0.00 | 0.87 |
| Avail Cap(c_a), veh/h | 310 | 937 | 440 | 368 | 1095 | 485 | 340 | 684 | 544 | 183 | 0 | 526 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.67 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.87 | 0.87 | 0.87 | 0.79 | 0.79 | 0.79 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.5 | 26.4 | 29.1 | 32.2 | 16.9 | 15.8 | 29.3 | 35.9 | 30.7 | 31.3 | 0.0 | 41.1 |
| Incr Delay (d2), s/veh | 0.5 | 1.3 | 8.9 | 22.5 | 1.5 | 1.2 | 75.0 | 14.7 | 1.7 | 1.0 | 0.0 | 14.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 4.6 | 9.6 | 7.6 | 5.4 | 2.2 | 10.5 | 21.5 | 8.7 | 1.2 | 0.0 | 15.7 |
| LnGrp Delay(d),s/veh | 28.1 | 27.6 | 38.0 | 54.6 | 18.4 | 17.0 | 104.4 | 50.6 | 32.4 | 32.3 | 0.0 | 55.7 |
| LnGrp LOS | C | C | D | D | B | B | F | D | C | C | | E |
| Approach Vol, veh/h | | 827 | | | 1067 | | | 1290 | | | 481 | |
| Approach Delay, s/veh | | 31.7 | | | 29.6 | | | 61.5 | | | 53.3 | |
| Approach LOS | | C | | | C | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.5 | 44.6 | 11.7 | 50.2 | 19.0 | 39.1 | 22.0 | 39.9 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.1 | 36.0 | 7.0 | 44.9 | 12.6 | 30.5 | 15.9 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 7.3 | 13.3 | 4.6 | 39.4 | 14.6 | 21.5 | 17.9 | 30.2 |
| Green Ext Time (p_c), s | 0.0 | 8.8 | 0.0 | 3.4 | 0.0 | 5.2 | 0.0 | 3.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 44.4 |
| HCM 2010 LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 27 | 601 | 200 | 83 | 724 | 92 | 340 | 143 | 36 | 54 | 106 | 38 |
| Future Volume (veh/h) | 27 | 601 | 200 | 83 | 724 | 92 | 340 | 143 | 36 | 54 | 106 | 38 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1827 | 1900 | 1900 | 1819 | 1900 | 1863 | 1870 | 1900 | 1900 | 1801 | 1900 |
| Adj Flow Rate, veh/h | 28 | 613 | 204 | 85 | 739 | 94 | 347 | 146 | 37 | 55 | 108 | 39 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 2 | 2 | 2 | 0 | 6 | 6 |
| Cap, veh/h | 306 | 1480 | 492 | 362 | 1783 | 227 | 366 | 457 | 116 | 203 | 148 | 53 |
| Arrive On Green | 0.58 | 0.58 | 0.58 | 0.19 | 0.19 | 0.19 | 0.15 | 0.32 | 0.32 | 0.12 | 0.12 | 0.12 |
| Sat Flow, veh/h | 669 | 2561 | 851 | 680 | 3086 | 392 | 1774 | 1441 | 365 | 1220 | 1264 | 457 |
| Grp Volume(v), veh/h | 28 | 415 | 402 | 85 | 414 | 419 | 347 | 0 | 183 | 55 | 0 | 147 |
| Grp Sat Flow(s),veh/h/ln | 669 | 1736 | 1677 | 680 | 1728 | 1750 | 1774 | 0 | 1806 | 1220 | 0 | 1721 |
| Q Serve(g_s), s | 3.3 | 15.9 | 16.0 | 13.4 | 25.2 | 25.3 | 17.8 | 0.0 | 9.2 | 5.0 | 0.0 | 9.9 |
| Cycle Q Clear(g_c), s | 28.6 | 15.9 | 16.0 | 29.3 | 25.2 | 25.3 | 17.8 | 0.0 | 9.2 | 5.0 | 0.0 | 9.9 |
| Prop In Lane | 1.00 | | 0.51 | 1.00 | | 0.22 | 1.00 | | 0.20 | 1.00 | | 0.27 |
| Lane Grp Cap(c), veh/h | 306 | 1003 | 969 | 362 | 999 | 1011 | 366 | 0 | 573 | 203 | 0 | 202 |
| V/C Ratio(X) | 0.09 | 0.41 | 0.41 | 0.23 | 0.41 | 0.41 | 0.95 | 0.00 | 0.32 | 0.27 | 0.00 | 0.73 |
| Avail Cap(c_a), veh/h | 306 | 1003 | 969 | 362 | 999 | 1011 | 366 | 0 | 903 | 426 | 0 | 516 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.61 | 0.61 | 0.61 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.1 | 14.1 | 14.1 | 39.5 | 30.7 | 30.7 | 40.8 | 0.0 | 31.1 | 49.0 | 0.0 | 51.1 |
| Incr Delay (d2), s/veh | 0.6 | 1.3 | 1.3 | 0.9 | 0.8 | 0.8 | 33.8 | 0.0 | 0.3 | 0.7 | 0.0 | 5.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 8.0 | 7.7 | 2.6 | 12.3 | 12.5 | 13.3 | 0.0 | 4.7 | 1.7 | 0.0 | 5.0 |
| LnGrp Delay(d),s/veh | 25.7 | 15.3 | 15.4 | 40.4 | 31.5 | 31.5 | 74.6 | 0.0 | 31.5 | 49.7 | 0.0 | 56.1 |
| LnGrp LOS | C | B | B | D | C | C | E | | C | D | | E |
| Approach Vol, veh/h | | 845 | | | 918 | | | 530 | | | 202 | |
| Approach Delay, s/veh | | 15.7 | | | 32.3 | | | 59.7 | | | 54.4 | |
| Approach LOS | | B | | | C | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 75.7 | | 44.3 | | 75.7 | 24.0 | 20.3 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 47.4 | | * 60 | | 47.4 | * 18 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 31.3 | | 11.2 | | 30.6 | 19.8 | 11.9 |
| Green Ext Time (p_c), s | | 9.9 | | 2.4 | | 10.2 | 0.0 | 2.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 34.3 |
| HCM 2010 LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 61 | 175 | 208 | 31 | 242 | 129 | 177 | 816 | 39 | 67 | 500 | 39 |
| Future Volume (veh/h) | 61 | 175 | 208 | 31 | 242 | 129 | 177 | 816 | 39 | 67 | 500 | 39 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1866 | 1900 | 1863 | 1876 | 1900 | 1810 | 1813 | 1900 | 1863 | 1816 | 1900 |
| Adj Flow Rate, veh/h | 62 | 179 | 212 | 32 | 247 | 132 | 181 | 833 | 40 | 68 | 510 | 40 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 5 | 5 |
| Cap, veh/h | 191 | 240 | 284 | 170 | 354 | 189 | 382 | 974 | 47 | 171 | 943 | 74 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 |
| Sat Flow, veh/h | 1020 | 780 | 923 | 989 | 1152 | 615 | 830 | 1717 | 82 | 632 | 1662 | 130 |
| Grp Volume(v), veh/h | 62 | 0 | 391 | 32 | 0 | 379 | 181 | 0 | 873 | 68 | 0 | 550 |
| Grp Sat Flow(s),veh/h/ln | 1020 | 0 | 1703 | 989 | 0 | 1767 | 830 | 0 | 1799 | 632 | 0 | 1793 |
| Q Serve(g_s), s | 5.8 | 0.0 | 21.1 | 3.1 | 0.0 | 19.3 | 17.8 | 0.0 | 41.7 | 10.4 | 0.0 | 19.6 |
| Cycle Q Clear(g_c), s | 25.2 | 0.0 | 21.1 | 24.2 | 0.0 | 19.3 | 37.4 | 0.0 | 41.7 | 52.0 | 0.0 | 19.6 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.35 | 1.00 | | 0.05 | 1.00 | | 0.07 |
| Lane Grp Cap(c), veh/h | 191 | 0 | 523 | 170 | 0 | 543 | 382 | 0 | 1021 | 171 | 0 | 1017 |
| V/C Ratio(X) | 0.32 | 0.00 | 0.75 | 0.19 | 0.00 | 0.70 | 0.47 | 0.00 | 0.86 | 0.40 | 0.00 | 0.54 |
| Avail Cap(c_a), veh/h | 263 | 0 | 643 | 240 | 0 | 667 | 387 | 0 | 1031 | 175 | 0 | 1028 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.3 | 0.0 | 31.8 | 42.7 | 0.0 | 31.2 | 25.5 | 0.0 | 18.6 | 40.4 | 0.0 | 13.8 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 3.8 | 0.5 | 0.0 | 2.4 | 1.3 | 0.0 | 7.4 | 2.1 | 0.0 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.0 | 10.4 | 0.9 | 0.0 | 9.7 | 4.2 | 0.0 | 22.7 | 1.9 | 0.0 | 9.8 |
| LnGrp Delay(d),s/veh | 43.3 | 0.0 | 35.6 | 43.2 | 0.0 | 33.6 | 26.7 | 0.0 | 25.9 | 42.6 | 0.0 | 14.5 |
| LnGrp LOS | D | | D | D | | C | C | | C | D | | B |
| Approach Vol, veh/h | | 453 | | | 411 | | | 1054 | | | 618 | |
| Approach Delay, s/veh | | 36.7 | | | 34.4 | | | 26.1 | | | 17.6 | |
| Approach LOS | | D | | | C | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 64.4 | | 37.8 | | 64.4 | | 37.8 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 58.6 | | 38.6 | | 58.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 43.7 | | 27.2 | | 54.0 | | 26.2 |
| Green Ext Time (p_c), s | | 11.4 | | 4.2 | | 4.0 | | 4.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.3 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 180 | 168 | 293 | 36 | 341 | 38 | 308 | 601 | 34 | 38 | 290 | 176 |
| Future Volume (veh/h) | 180 | 168 | 293 | 36 | 341 | 38 | 308 | 601 | 34 | 38 | 290 | 176 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1900 | 1863 | 1900 | 1866 | 1900 | 1900 | 1810 | 1900 | 1900 | 1810 | 1863 |
| Adj Flow Rate, veh/h | 186 | 173 | 302 | 37 | 352 | 39 | 318 | 620 | 35 | 39 | 299 | 181 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 5 | 2 |
| Cap, veh/h | 315 | 762 | 635 | 400 | 662 | 73 | 419 | 815 | 727 | 210 | 402 | 351 |
| Arrive On Green | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.15 | 0.45 | 0.45 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 979 | 1900 | 1583 | 934 | 1651 | 183 | 1810 | 1810 | 1615 | 790 | 1810 | 1583 |
| Grp Volume(v), veh/h | 186 | 173 | 302 | 37 | 0 | 391 | 318 | 620 | 35 | 39 | 299 | 181 |
| Grp Sat Flow(s),veh/h/ln | 979 | 1900 | 1583 | 934 | 0 | 1834 | 1810 | 1810 | 1615 | 790 | 1810 | 1583 |
| Q Serve(g_s), s | 15.8 | 5.3 | 12.5 | 2.4 | 0.0 | 14.4 | 11.4 | 25.4 | 1.1 | 3.9 | 13.7 | 8.9 |
| Cycle Q Clear(g_c), s | 30.3 | 5.3 | 12.5 | 7.7 | 0.0 | 14.4 | 11.4 | 25.4 | 1.1 | 9.0 | 13.7 | 8.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 315 | 762 | 635 | 400 | 0 | 736 | 419 | 815 | 727 | 210 | 402 | 351 |
| V/C Ratio(X) | 0.59 | 0.23 | 0.48 | 0.09 | 0.00 | 0.53 | 0.76 | 0.76 | 0.05 | 0.19 | 0.74 | 0.52 |
| Avail Cap(c_a), veh/h | 359 | 847 | 706 | 441 | 0 | 818 | 434 | 1166 | 1040 | 357 | 738 | 646 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.8 | 17.5 | 19.7 | 20.1 | 0.0 | 20.2 | 21.7 | 20.4 | 13.7 | 32.7 | 32.2 | 30.3 |
| Incr Delay (d2), s/veh | 2.0 | 0.1 | 0.6 | 0.1 | 0.0 | 0.6 | 6.5 | 1.0 | 0.0 | 0.2 | 1.0 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.5 | 2.8 | 5.6 | 0.6 | 0.0 | 7.4 | 6.4 | 12.8 | 0.5 | 0.9 | 6.9 | 3.9 |
| LnGrp Delay(d),s/veh | 33.7 | 17.7 | 20.2 | 20.2 | 0.0 | 20.8 | 28.2 | 21.4 | 13.7 | 32.8 | 33.2 | 30.8 |
| LnGrp LOS | C | B | C | C | | C | C | C | B | C | C | C |
| Approach Vol, veh/h | | 661 | | | 428 | | | 973 | | | 519 | |
| Approach Delay, s/veh | | 23.4 | | | 20.8 | | | 23.3 | | | 32.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 46.8 | | 42.0 | 20.3 | 26.5 | | 42.0 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 57.2 | | 39.6 | 14.2 | 36.2 | | 39.6 |
| Max Q Clear Time (g_c+I1), s | | 27.4 | | 32.3 | 13.4 | 15.7 | | 16.4 |
| Green Ext Time (p_c), s | | 4.2 | | 3.4 | 0.0 | 4.0 | | 6.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.7 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 129 | 42 | 104 | 41 | 69 | 177 | 165 | 690 | 25 | 132 | 426 | 121 |
| Future Volume (veh/h) | 129 | 42 | 104 | 41 | 69 | 177 | 165 | 690 | 25 | 132 | 426 | 121 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1873 | 1900 | 1900 | 1784 | 1900 | 1881 | 1810 | 1810 | 1610 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 137 | 45 | 111 | 44 | 73 | 0 | 176 | 734 | 27 | 140 | 453 | 129 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 18 | 5 | 0 |
| Cap, veh/h | 304 | 92 | 226 | 240 | 341 | 0 | 533 | 1146 | 974 | 338 | 1146 | 1023 |
| Arrive On Green | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 |
| Sat Flow, veh/h | 1272 | 480 | 1184 | 1250 | 1784 | 0 | 837 | 1810 | 1538 | 607 | 1810 | 1615 |
| Grp Volume(v), veh/h | 137 | 0 | 156 | 44 | 73 | 0 | 176 | 734 | 27 | 140 | 453 | 129 |
| Grp Sat Flow(s),veh/h/ln | 1272 | 0 | 1664 | 1250 | 1784 | 0 | 837 | 1810 | 1538 | 607 | 1810 | 1615 |
| Q Serve(g_s), s | 6.9 | 0.0 | 5.7 | 2.2 | 2.4 | 0.0 | 8.9 | 17.1 | 0.4 | 12.6 | 8.4 | 2.2 |
| Cycle Q Clear(g_c), s | 9.3 | 0.0 | 5.7 | 7.9 | 2.4 | 0.0 | 17.2 | 17.1 | 0.4 | 29.7 | 8.4 | 2.2 |
| Prop In Lane | 1.00 | | 0.71 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 304 | 0 | 318 | 240 | 341 | 0 | 533 | 1146 | 974 | 338 | 1146 | 1023 |
| V/C Ratio(X) | 0.45 | 0.00 | 0.49 | 0.18 | 0.21 | 0.00 | 0.33 | 0.64 | 0.03 | 0.41 | 0.40 | 0.13 |
| Avail Cap(c_a), veh/h | 658 | 0 | 781 | 587 | 837 | 0 | 690 | 1485 | 1262 | 452 | 1485 | 1325 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.2 | 0.0 | 24.6 | 28.2 | 23.3 | 0.0 | 10.3 | 7.7 | 4.7 | 16.9 | 6.1 | 5.0 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 1.2 | 0.4 | 0.3 | 0.0 | 0.4 | 0.6 | 0.0 | 0.8 | 0.2 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 0.0 | 2.7 | 0.8 | 1.2 | 0.0 | 2.1 | 8.6 | 0.2 | 2.2 | 4.2 | 1.0 |
| LnGrp Delay(d),s/veh | 28.3 | 0.0 | 25.8 | 28.5 | 23.6 | 0.0 | 10.7 | 8.3 | 4.7 | 17.7 | 6.3 | 5.0 |
| LnGrp LOS | C | | C | C | C | | B | A | A | B | A | A |
| Approach Vol, veh/h | | 293 | | | 117 | | | 937 | | | 722 | |
| Approach Delay, s/veh | | 27.0 | | | 25.5 | | | 8.7 | | | 8.3 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 49.2 | | 19.0 | | 49.2 | | 19.0 |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 56.0 | | 32.0 | | 56.0 | | 32.0 |
| Max Q Clear Time (g_c+I1), s | | 19.2 | | 11.3 | | 31.7 | | 9.9 |
| Green Ext Time (p_c), s | | 13.6 | | 1.7 | | 11.5 | | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.1 |
| HCM 2010 LOS | B |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 20 | 712 | 271 | 118 | 1162 | 21 | 449 | 31 | 65 | 24 | 60 | 15 |
| Future Volume (veh/h) | 20 | 712 | 271 | 118 | 1162 | 21 | 449 | 31 | 65 | 24 | 60 | 15 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1473 | 1759 | 1759 | 1759 | 1754 | 1900 | 1792 | 1829 | 1900 | 1900 | 1821 | 1900 |
| Adj Flow Rate, veh/h | 21 | 749 | 285 | 124 | 1223 | 22 | 560 | 0 | 0 | 25 | 63 | 16 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 29 | 8 | 8 | 8 | 8 | 8 | 6 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 164 | 1446 | 934 | 309 | 1558 | 28 | 654 | 351 | 0 | 33 | 83 | 21 |
| Arrive On Green | 0.03 | 0.43 | 0.43 | 0.06 | 0.47 | 0.47 | 0.19 | 0.00 | 0.00 | 0.08 | 0.08 | 0.08 |
| Sat Flow, veh/h | 1403 | 3343 | 1495 | 1675 | 3350 | 60 | 3414 | 1829 | 0 | 421 | 1062 | 270 |
| Grp Volume(v), veh/h | 21 | 749 | 285 | 124 | 608 | 637 | 560 | 0 | 0 | 104 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1403 | 1671 | 1495 | 1675 | 1667 | 1744 | 1707 | 1829 | 0 | 1753 | 0 | 0 |
| Q Serve(g_s), s | 0.9 | 17.9 | 9.6 | 4.4 | 33.5 | 33.6 | 17.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.9 | 17.9 | 9.6 | 4.4 | 33.5 | 33.6 | 17.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.03 | 1.00 | | 0.00 | 0.24 | | 0.15 |
| Lane Grp Cap(c), veh/h | 164 | 1446 | 934 | 309 | 775 | 811 | 654 | 351 | 0 | 137 | 0 | 0 |
| V/C Ratio(X) | 0.13 | 0.52 | 0.31 | 0.40 | 0.78 | 0.79 | 0.86 | 0.00 | 0.00 | 0.76 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 211 | 1446 | 934 | 315 | 775 | 811 | 782 | 419 | 0 | 402 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 20.4 | 22.6 | 9.5 | 16.9 | 24.6 | 24.6 | 42.6 | 0.0 | 0.0 | 49.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 1.3 | 0.8 | 0.8 | 7.8 | 7.5 | 8.7 | 0.0 | 0.0 | 11.5 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 8.5 | 6.2 | 2.1 | 17.1 | 17.8 | 9.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 20.7 | 24.0 | 10.4 | 17.8 | 32.4 | 32.1 | 51.3 | 0.0 | 0.0 | 60.7 | 0.0 | 0.0 |
| LnGrp LOS | C | C | B | B | C | C | D | | | E | | |
| Approach Vol, veh/h | | 1055 | | | 1369 | | | 560 | | | 104 | |
| Approach Delay, s/veh | | 20.2 | | | 30.9 | | | 51.3 | | | 60.7 | |
| Approach LOS | | C | | | C | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.7 | 57.1 | | 27.3 | 13.2 | 53.6 | | 14.9 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 47.4 | | 25.0 | 7.2 | 47.2 | | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.9 | 35.6 | | 19.3 | 6.4 | 19.9 | | 8.3 |
| Green Ext Time (p_c), s | 0.0 | 11.1 | | 1.6 | 0.0 | 24.3 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 32.0 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 23 | 1145 | 1032 | 21 | 791 | 722 |
| Future Volume (vph) | 23 | 1145 | 1032 | 21 | 791 | 722 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 25 | 1245 | 1122 | 23 | 860 | 785 |
| RTOR Reduction (vph) | 0 | 10 | 0 | 15 | 0 | 0 |
| Lane Group Flow (vph) | 25 | 1235 | 1122 | 8 | 860 | 785 |
| Heavy Vehicles (%) | 8% | 8% | 4% | 8% | 8% | 3% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 16.0 | 54.0 | 34.0 | 34.0 | 32.0 | 100.0 |
| Effective Green, g (s) | 16.0 | 54.0 | 34.0 | 34.0 | 32.0 | 100.0 |
| Actuated g/C Ratio | 0.16 | 0.54 | 0.34 | 0.34 | 0.32 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 267 | 1421 | 1180 | 508 | 1037 | 1845 |
| v/s Ratio Prot | 0.01 | c0.47 | c0.32 | | 0.27 | 0.43 |
| v/s Ratio Perm | | | | 0.01 | | |
| v/c Ratio | 0.09 | 0.87 | 0.95 | 0.02 | 0.83 | 0.43 |
| Uniform Delay, d1 | 35.8 | 19.9 | 32.2 | 21.9 | 31.5 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 5.9 | 16.8 | 0.1 | 5.6 | 0.2 |
| Delay (s) | 36.0 | 25.9 | 49.0 | 21.9 | 37.1 | 0.2 |
| Level of Service | D | C | D | C | D | A |
| Approach Delay (s) | 26.1 | | 48.4 | | | 19.5 |
| Approach LOS | C | | D | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 29.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.97 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 78.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.

c Critical Lane Group

# Appendix R

## SIDRA 7 Roundabout Analysis Output Sheets- Build Central Alternative #1

# MOVEMENT SUMMARY

## Site: 101 [2025 Alternative #1 AM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 453 | 4.0 | 0.386 | 11.8 | LOS B | 1.6 | 41.4 | 0.69 | 0.72 | 32.5 |
| 18 | R2 | 10 | 16.0 | 0.007 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 463 | 4.3 | 0.386 | 11.6 | LOS B | 1.6 | 41.4 | 0.67 | 0.71 | 32.6 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 11 | 16.0 | 0.013 | 4.5 | LOS A | 0.0 | 1.1 | 0.43 | 0.29 | 32.9 |
| 16 | R2 | 550 | 16.0 | 0.381 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.4 |
| Approach | | 561 | 16.0 | 0.381 | 0.2 | LOS A | 0.0 | 1.1 | 0.01 | 0.01 | 37.3 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 798 | 16.0 | 0.567 | 9.5 | LOS A | 4.5 | 115.8 | 0.12 | 0.03 | 31.1 |
| 4 | T1 | 646 | 3.0 | 0.567 | 9.0 | LOS A | 4.5 | 115.8 | 0.13 | 0.03 | 33.5 |
| Approach | | 1443 | 10.2 | 0.567 | 9.3 | LOS A | 4.5 | 115.8 | 0.12 | 0.03 | 32.1 |
| All Vehicles | | 2467 | 10.4 | 0.567 | 7.6 | LOS A | 4.5 | 115.8 | 0.20 | 0.15 | 33.2 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2025 Alternative #1 PM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 651 | 4.0 | 0.429 | 10.4 | LOS B | 2.0 | 52.5 | 0.65 | 0.68 | 33.2 |
| 18 | R2 | 14 | 16.0 | 0.010 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 665 | 4.3 | 0.429 | 10.2 | LOS B | 2.0 | 52.5 | 0.64 | 0.67 | 33.2 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 16 | 16.0 | 0.024 | 5.5 | LOS A | 0.1 | 2.0 | 0.51 | 0.41 | 32.5 |
| 16 | R2 | 792 | 16.0 | 0.549 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 809 | 16.0 | 0.549 | 0.2 | LOS A | 0.1 | 2.0 | 0.01 | 0.01 | 37.2 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 548 | 16.0 | 0.396 | 6.9 | LOS A | 2.3 | 59.9 | 0.11 | 0.03 | 32.2 |
| 4 | T1 | 455 | 3.0 | 0.396 | 6.4 | LOS A | 2.3 | 59.9 | 0.12 | 0.03 | 34.8 |
| Approach | | 1003 | 10.1 | 0.396 | 6.7 | LOS A | 2.3 | 59.9 | 0.12 | 0.03 | 33.3 |
| All Vehicles | | 2477 | 10.5 | 0.549 | 5.5 | LOS A | 2.3 | 59.9 | 0.22 | 0.19 | 34.4 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2045 Alternative #1 AM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 779 | 5.0 | 1.067 | 100.2 | LOS F | 17.9 | 466.7 | 1.00 | 2.05 | 14.5 |
| 18 | R2 | 16 | 16.0 | 0.011 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 796 | 5.2 | 1.067 | 98.2 | LOS F | 17.9 | 466.7 | 0.98 | 2.01 | 14.6 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 17 | 16.0 | 0.027 | 5.9 | LOS A | 0.1 | 2.3 | 0.53 | 0.45 | 32.3 |
| 16 | R2 | 865 | 16.0 | 0.599 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 883 | 16.0 | 0.599 | 0.3 | LOS A | 0.1 | 2.3 | 0.01 | 0.01 | 37.2 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 1253 | 16.0 | 0.937 | 31.5 | LOS D | 27.1 | 706.1 | 0.40 | 0.12 | 24.1 |
| 4 | T1 | 1113 | 4.0 | 0.937 | 29.8 | LOS D | 27.1 | 706.1 | 0.62 | 0.19 | 25.8 |
| Approach | | 2366 | 10.4 | 0.937 | 30.7 | LOS D | 27.1 | 706.1 | 0.50 | 0.16 | 24.8 |
| All Vehicles | | 4045 | 10.6 | 1.067 | 37.4 | LOS E | 27.1 | 706.1 | 0.49 | 0.49 | 23.3 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2045 Alternative #1 PM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 1122 | 4.0 | 1.017 | 70.0 | LOS F | 18.8 | 484.6 | 1.00 | 1.90 | 17.8 |
| 18 | R2 | 23 | 16.0 | 0.016 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 1145 | 4.2 | 1.017 | 68.6 | LOS F | 18.8 | 484.6 | 0.98 | 1.87 | 18.0 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 25 | 16.0 | 0.054 | 8.5 | LOS A | 0.2 | 4.3 | 0.63 | 0.63 | 31.2 |
| 16 | R2 | 1245 | 16.0 | 0.862 | 0.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 36.8 |
| Approach | | 1270 | 16.0 | 0.862 | 0.8 | LOS A | 0.2 | 4.3 | 0.01 | 0.01 | 36.7 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 860 | 16.0 | 0.653 | 11.7 | LOS B | 6.2 | 159.5 | 0.22 | 0.08 | 30.2 |
| 4 | T1 | 785 | 3.0 | 0.653 | 10.9 | LOS B | 6.2 | 159.5 | 0.25 | 0.09 | 32.7 |
| Approach | | 1645 | 9.8 | 0.653 | 11.3 | LOS B | 6.2 | 159.5 | 0.23 | 0.08 | 31.3 |
| All Vehicles | | 4059 | 10.2 | 1.017 | 24.2 | LOS C | 18.8 | 484.6 | 0.37 | 0.56 | 26.9 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

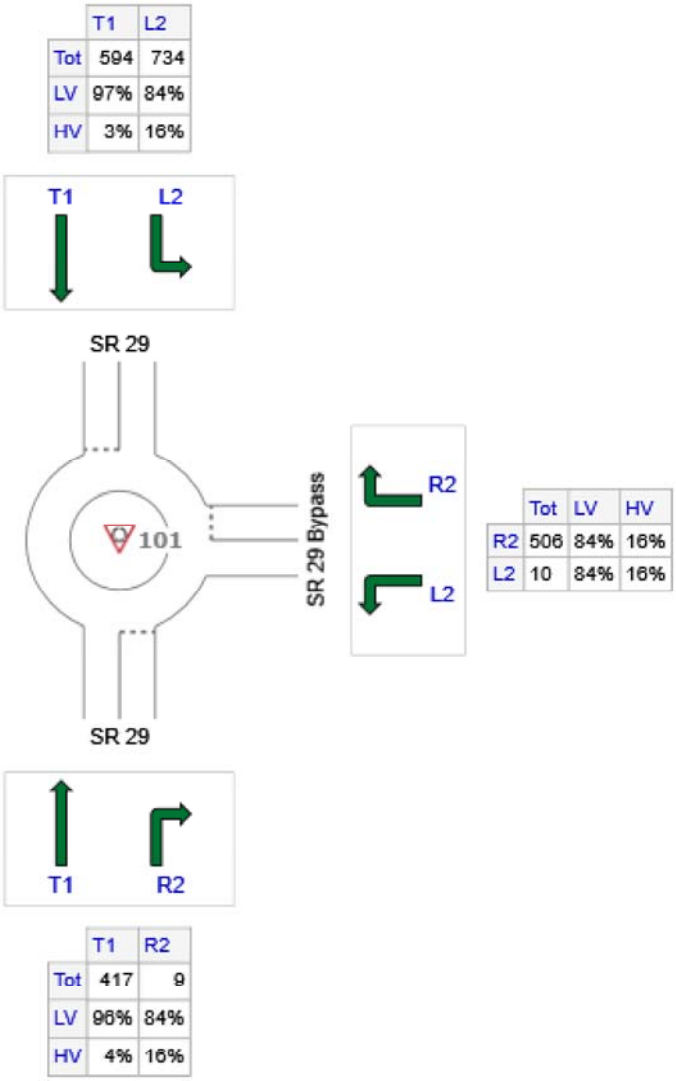
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2025 Alternative #1 AM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 426 | 408 | 18 |
| E: SR 29 Bypass | 516 | 433 | 83 |
| N: SR 29 | 1328 | 1193 | 135 |
| Total | 2270 | 2034 | 236 |

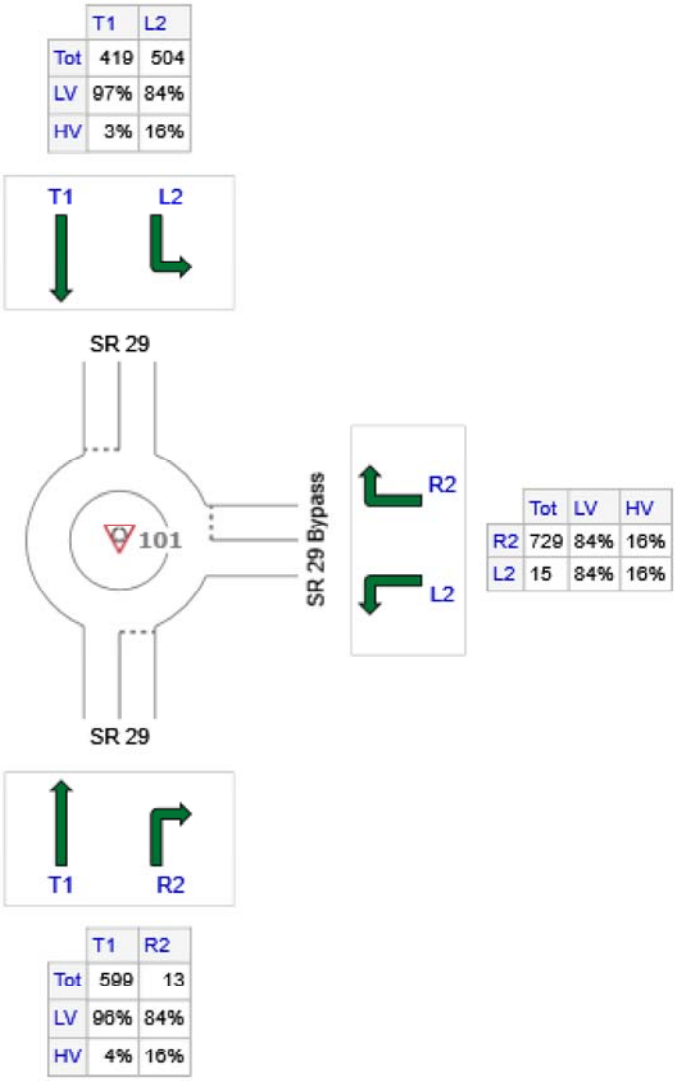
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2025 Alternative #1 PM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 612 | 586 | 26 |
| E: SR 29 Bypass | 744 | 625 | 119 |
| N: SR 29 | 923 | 830 | 93 |
| Total | 2279 | 2041 | 238 |

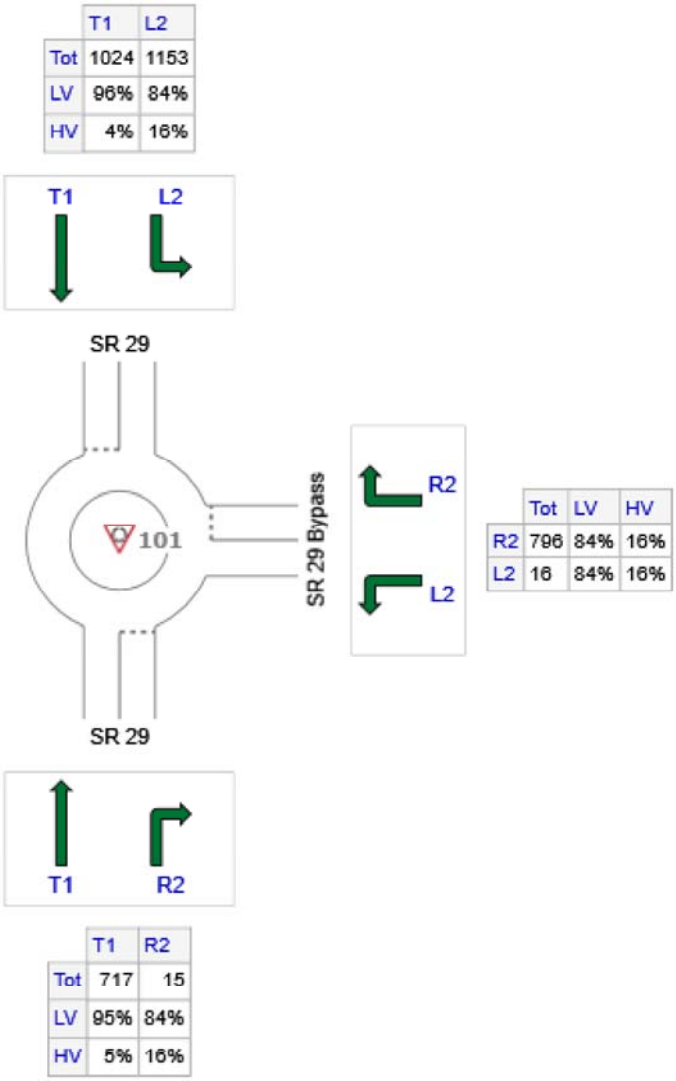
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2045 Alternative #1 AM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 732 | 694 | 38 |
| E: SR 29 Bypass | 812 | 682 | 130 |
| N: SR 29 | 2177 | 1952 | 225 |
| Total | 3721 | 3327 | 394 |


Organisation: VANASSE HANGEN BRUSTLIN INC. | Created: Thursday, January 4, 2018 2:59:35 PM
Project: \\vhb\proj\Orlando\62558.21 TWO 21 SR 29 Traffic Rpt\tech\Roundabout Analysis 12272017.sip7

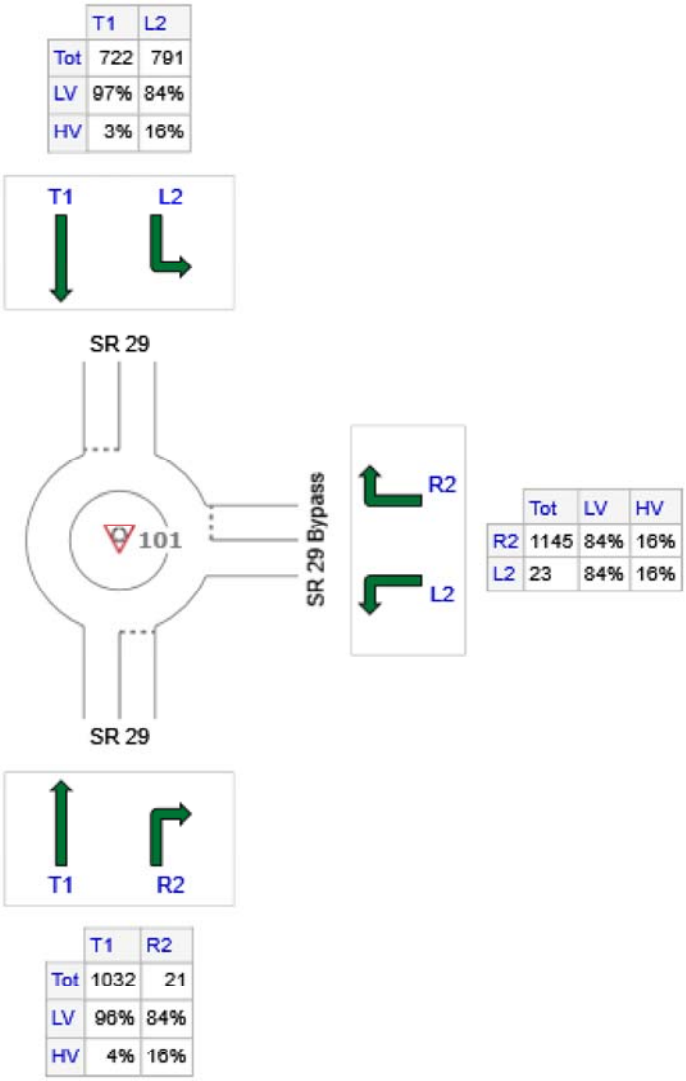
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2045 Alternative #1 PM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 1053 | 1008 | 45 |
| E: SR 29 Bypass | 1168 | 981 | 187 |
| N: SR 29 | 1513 | 1365 | 148 |
| Total | 3734 | 3354 | 380 |

# Appendix S

## Synchro Arterial LOS Analysis Summary Output Sheet-Build Central Alternative #1

## Arterial Level of Service: EB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Immokalee Dr | II | 45 | 44.7 | 27.2 | 71.9 | 0.51 | 25.4 | C |
| 9th St | II | 44 | 70.1 | 21.5 | 91.6 | 0.86 | 33.7 | B |
| 1st St | II | 35 | 51.4 | 39.7 | 91.1 | 0.50 | 19.7 | D |
| Total | II | | 166.2 | 88.4 | 254.6 | 1.86 | 26.4 | C |

## Arterial Level of Service: NB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| 9th St | II | 40 | 46.4 | 15.6 | 62.0 | 0.50 | 29.0 | B |
| Immokalee Dr | II | 45 | 68.6 | 26.7 | 95.3 | 0.86 | 32.4 | B |
| Lake Trafford Rd | II | 40 | 47.2 | 13.7 | 60.9 | 0.51 | 30.0 | B |
| Total | II | | 162.2 | 56.0 | 218.2 | 1.86 | 30.8 | B |

## Arterial Level of Service: EB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Immokalee Dr | II | 45 | 44.7 | 15.0 | 59.7 | 0.51 | 30.6 | B |
| 9th St | II | 44 | 70.1 | 21.5 | 91.6 | 0.86 | 33.7 | B |
| 1st St | II | 35 | 51.4 | 35.0 | 86.4 | 0.50 | 20.8 | D |
| Total | II | | 166.2 | 71.5 | 237.7 | 1.86 | 28.2 | B |

## Arterial Level of Service: NB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| 9th St | II | 40 | 46.4 | 14.9 | 61.3 | 0.50 | 29.3 | B |
| Immokalee Dr | II | 45 | 68.6 | 27.3 | 95.9 | 0.86 | 32.2 | B |
| Lake Trafford Rd | II | 40 | 47.2 | 24.4 | 71.6 | 0.51 | 25.5 | C |
| Total | II | | 162.2 | 66.6 | 228.8 | 1.86 | 29.3 | B |

# Appendix T

## Synchro Intersections Output Sheets- Build Central Alternative #2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 23 | 90 | 22 | 18 | 23 | 59 | 176 | 42 | 71 | 286 | 15 |
| Future Volume (veh/h) | 16 | 23 | 90 | 22 | 18 | 23 | 59 | 176 | 42 | 71 | 286 | 15 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1520 | 1737 | 1900 | 1557 | 1673 | 1900 | 1473 | 1759 | 1357 | 1301 | 1759 | 1357 |
| Adj Flow Rate, veh/h | 17 | 25 | 98 | 24 | 20 | 25 | 64 | 191 | 46 | 77 | 311 | 16 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 25 | 7 | 7 | 22 | 13 | 13 | 29 | 8 | 40 | 46 | 8 | 40 |
| Cap, veh/h | 339 | 43 | 169 | 285 | 101 | 127 | 382 | 656 | 226 | 395 | 690 | 238 |
| Arrive On Green | 0.03 | 0.14 | 0.14 | 0.04 | 0.15 | 0.15 | 0.09 | 0.20 | 0.20 | 0.10 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1448 | 310 | 1213 | 1483 | 677 | 847 | 1403 | 3343 | 1154 | 1239 | 3343 | 1154 |
| Grp Volume(v), veh/h | 17 | 0 | 123 | 24 | 0 | 45 | 64 | 191 | 46 | 77 | 311 | 16 |
| Grp Sat Flow(s),veh/h/ln | 1448 | 0 | 1523 | 1483 | 0 | 1524 | 1403 | 1671 | 1154 | 1239 | 1671 | 1154 |
| Q Serve(g_s), s | 0.4 | 0.0 | 3.4 | 0.6 | 0.0 | 1.2 | 1.6 | 2.2 | 1.5 | 2.1 | 3.7 | 0.5 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 3.4 | 0.6 | 0.0 | 1.2 | 1.6 | 2.2 | 1.5 | 2.1 | 3.7 | 0.5 |
| Prop In Lane | 1.00 | | 0.80 | 1.00 | | 0.56 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 339 | 0 | 212 | 285 | 0 | 228 | 382 | 656 | 226 | 395 | 690 | 238 |
| V/C Ratio(X) | 0.05 | 0.00 | 0.58 | 0.08 | 0.00 | 0.20 | 0.17 | 0.29 | 0.20 | 0.20 | 0.45 | 0.07 |
| Avail Cap(c_a), veh/h | 519 | 0 | 604 | 454 | 0 | 604 | 695 | 2429 | 838 | 494 | 1988 | 686 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.9 | 0.0 | 18.3 | 15.7 | 0.0 | 16.9 | 12.4 | 15.6 | 15.3 | 12.2 | 15.8 | 14.5 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 2.5 | 0.1 | 0.0 | 0.4 | 0.2 | 0.2 | 0.4 | 0.2 | 0.5 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 1.6 | 0.3 | 0.0 | 0.5 | 0.6 | 1.0 | 0.5 | 0.7 | 1.7 | 0.2 |
| LnGrp Delay(d),s/veh | 15.9 | 0.0 | 20.8 | 15.8 | 0.0 | 17.3 | 12.6 | 15.8 | 15.7 | 12.4 | 16.2 | 14.6 |
| LnGrp LOS | B | | C | B | | B | B | B | B | B | B | B |
| Approach Vol, veh/h | | 140 | | | 69 | | | 301 | | | 404 | |
| Approach Delay, s/veh | | 20.2 | | | 16.8 | | | 15.1 | | | 15.4 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 10.3 | 14.9 | 7.8 | 12.3 | 9.9 | 15.4 | 7.4 | 12.8 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 33.0 | 7.0 | 18.0 | 14.0 | 27.0 | 7.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 4.2 | 2.6 | 5.4 | 3.6 | 5.7 | 2.4 | 3.2 |
| Green Ext Time (p_c), s | 0.1 | 4.0 | 0.0 | 0.6 | 0.1 | 3.7 | 0.0 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.2 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 429 | 121 | 61 | 235 | 10 | 72 | 32 | 20 | 10 | 37 | 81 |
| Future Volume (veh/h) | 66 | 429 | 121 | 61 | 235 | 10 | 72 | 32 | 20 | 10 | 37 | 81 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1759 | 1863 | 1900 | 1759 | 1900 | 1845 | 1813 | 1900 | 1900 | 1682 | 1900 |
| Adj Flow Rate, veh/h | 72 | 466 | 132 | 66 | 255 | 11 | 78 | 35 | 22 | 11 | 40 | 88 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 6 | 8 | 2 | 0 | 8 | 0 | 3 | 4 | 4 | 0 | 0 | 0 |
| Cap, veh/h | 550 | 850 | 402 | 462 | 831 | 402 | 365 | 178 | 112 | 140 | 249 | 276 |
| Arrive On Green | 0.10 | 0.25 | 0.25 | 0.09 | 0.25 | 0.25 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1707 | 3343 | 1583 | 1810 | 3343 | 1615 | 1245 | 1043 | 655 | 159 | 1461 | 1615 |
| Grp Volume(v), veh/h | 72 | 466 | 132 | 66 | 255 | 11 | 78 | 0 | 57 | 51 | 0 | 88 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1671 | 1583 | 1810 | 1671 | 1615 | 1245 | 0 | 1698 | 1620 | 0 | 1615 |
| Q Serve(g_s), s | 1.1 | 4.7 | 2.6 | 1.0 | 2.4 | 0.2 | 2.2 | 0.0 | 1.1 | 0.0 | 0.0 | 1.9 |
| Cycle Q Clear(g_c), s | 1.1 | 4.7 | 2.6 | 1.0 | 2.4 | 0.2 | 3.2 | 0.0 | 1.1 | 1.0 | 0.0 | 1.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.39 | 0.22 | | 1.00 |
| Lane Grp Cap(c), veh/h | 550 | 850 | 402 | 462 | 831 | 402 | 365 | 0 | 290 | 389 | 0 | 276 |
| V/C Ratio(X) | 0.13 | 0.55 | 0.33 | 0.14 | 0.31 | 0.03 | 0.21 | 0.00 | 0.20 | 0.13 | 0.00 | 0.32 |
| Avail Cap(c_a), veh/h | 779 | 3111 | 1474 | 622 | 2939 | 1420 | 1049 | 0 | 1222 | 1242 | 0 | 1163 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.8 | 12.6 | 11.8 | 9.1 | 11.9 | 11.1 | 15.2 | 0.0 | 13.8 | 13.8 | 0.0 | 14.1 |
| Incr Delay (d2), s/veh | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | 0.0 | 0.3 | 0.0 | 0.3 | 0.2 | 0.0 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 2.2 | 1.2 | 0.5 | 1.1 | 0.1 | 0.8 | 0.0 | 0.5 | 0.5 | 0.0 | 0.9 |
| LnGrp Delay(d),s/veh | 8.9 | 12.8 | 12.0 | 9.2 | 12.0 | 11.1 | 15.5 | 0.0 | 14.2 | 13.9 | 0.0 | 14.8 |
| LnGrp LOS | A | B | B | A | B | B | B | | B | B | | B |
| Approach Vol, veh/h | | 670 | | | 332 | | | 135 | | | 139 | |
| Approach Delay, s/veh | | 12.2 | | | 11.4 | | | 14.9 | | | 14.5 | |
| Approach LOS | | B | | | B | | | B | | | B | |

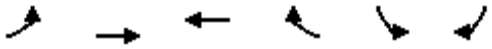
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.8 | 16.5 | | 12.6 | 9.6 | 16.7 | | 12.6 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 4.4 | | 5.2 | 3.0 | 6.7 | | 3.9 |
| Green Ext Time (p_c), s | 0.1 | 3.2 | | 1.2 | 0.0 | 3.2 | | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.5 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 118 | 236 | 320 | 50 | 91 | 74 | 146 | 419 | 115 | 227 | 288 | 55 |
| Future Volume (veh/h) | 118 | 236 | 320 | 50 | 91 | 74 | 146 | 419 | 115 | 227 | 288 | 55 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1597 | 1610 | 1624 | 1218 | 1667 | 1624 | 1638 | 1759 | 1638 | 1624 | 1759 | 1624 |
| Adj Flow Rate, veh/h | 128 | 257 | 348 | 54 | 99 | 80 | 159 | 455 | 0 | 247 | 313 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 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 |
| Percent Heavy Veh, % | 19 | 18 | 17 | 56 | 14 | 17 | 16 | 8 | 16 | 17 | 8 | 17 |
| Cap, veh/h | 604 | 1449 | 816 | 353 | 1473 | 642 | 185 | 566 | 236 | 352 | 562 | 232 |
| Arrive On Green | 0.09 | 0.79 | 0.79 | 0.05 | 0.47 | 0.47 | 0.12 | 0.17 | 0.00 | 0.12 | 0.17 | 0.00 |
| Sat Flow, veh/h | 1521 | 3059 | 1380 | 1160 | 3167 | 1380 | 1560 | 3343 | 1392 | 3000 | 3343 | 1380 |
| Grp Volume(v), veh/h | 128 | 257 | 348 | 54 | 99 | 80 | 159 | 455 | 0 | 247 | 313 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1521 | 1530 | 1380 | 1160 | 1583 | 1380 | 1560 | 1671 | 1392 | 1500 | 1671 | 1380 |
| Q Serve(g_s), s | 5.6 | 2.5 | 2.1 | 3.0 | 2.2 | 4.1 | 12.5 | 16.4 | 0.0 | 9.9 | 10.7 | 0.0 |
| Cycle Q Clear(g_c), s | 5.6 | 2.5 | 2.1 | 3.0 | 2.2 | 4.1 | 12.5 | 16.4 | 0.0 | 9.9 | 10.7 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 604 | 1449 | 816 | 353 | 1473 | 642 | 185 | 566 | 236 | 352 | 562 | 232 |
| V/C Ratio(X) | 0.21 | 0.18 | 0.43 | 0.15 | 0.07 | 0.12 | 0.86 | 0.80 | 0.00 | 0.70 | 0.56 | 0.00 |
| Avail Cap(c_a), veh/h | 604 | 1449 | 816 | 382 | 1473 | 642 | 374 | 909 | 379 | 672 | 856 | 353 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 15.1 | 7.1 | 1.6 | 15.6 | 18.5 | 19.0 | 54.1 | 49.9 | 0.0 | 53.1 | 47.7 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.3 | 1.6 | 0.2 | 0.1 | 0.4 | 11.0 | 2.7 | 0.0 | 2.5 | 0.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 1.1 | 1.5 | 1.0 | 1.0 | 1.6 | 6.0 | 7.8 | 0.0 | 4.2 | 5.0 | 0.0 |
| LnGrp Delay(d),s/veh | 15.2 | 7.4 | 3.2 | 15.8 | 18.5 | 19.4 | 65.0 | 52.7 | 0.0 | 55.6 | 48.6 | 0.0 |
| LnGrp LOS | B | A | A | B | B | B | E | D | | E | D | |
| Approach Vol, veh/h | | 733 | | | 233 | | | 614 | | | 560 | |
| Approach Delay, s/veh | | 6.8 | | | 18.2 | | | 55.9 | | | 51.7 | |
| Approach LOS | | A | | | B | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 64.2 | 20.8 | 27.0 | 11.9 | 65.2 | 20.7 | 27.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 32.0 | 30.0 | 32.0 | 9.0 | 30.0 | 28.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 7.6 | 6.1 | 14.5 | 12.7 | 5.0 | 4.5 | 11.9 | 18.4 |
| Green Ext Time (p_c), s | 0.0 | 3.8 | 0.4 | 3.0 | 0.0 | 3.8 | 2.8 | 2.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 33.8 |
| HCM 2010 LOS | C |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 9 | 618 | 419 | 14 | 26 | 6 |
| Future Volume (veh/h) | 9 | 618 | 419 | 14 | 26 | 6 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1759 | 1810 | 1810 | 1624 | 1570 | 1267 |
| Adj Flow Rate, veh/h | 10 | 672 | 455 | 15 | 28 | 7 |
| Adj No. of Lanes | 1 | 2 | 2 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 8 | 5 | 5 | 17 | 21 | 50 |
| Cap, veh/h | 28 | 2916 | 2694 | 1159 | 84 | 78 |
| Arrive On Green | 0.03 | 1.00 | 1.00 | 1.00 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1675 | 3529 | 3529 | 1380 | 1495 | 1077 |
| Grp Volume(v), veh/h | 10 | 672 | 455 | 15 | 28 | 7 |
| Grp Sat Flow(s),veh/h/ln | 1675 | 1719 | 1719 | 1380 | 1495 | 1077 |
| Q Serve(g_s), s | 0.7 | 0.0 | 0.0 | 0.0 | 2.3 | 0.8 |
| Cycle Q Clear(g_c), s | 0.7 | 0.0 | 0.0 | 0.0 | 2.3 | 0.8 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 28 | 2916 | 2694 | 1159 | 84 | 78 |
| V/C Ratio(X) | 0.36 | 0.23 | 0.17 | 0.01 | 0.33 | 0.09 |
| Avail Cap(c_a), veh/h | 121 | 2916 | 2694 | 1159 | 431 | 328 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.95 | 0.95 | 0.89 | 0.89 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 59.8 | 0.0 | 0.0 | 0.0 | 56.8 | 54.1 |
| Incr Delay (d2), s/veh | 7.4 | 0.2 | 0.1 | 0.0 | 2.3 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.1 | 0.0 | 0.0 | 1.0 | 0.5 |
| LnGrp Delay(d),s/veh | 67.2 | 0.2 | 0.1 | 0.0 | 59.1 | 54.6 |
| LnGrp LOS | E | A | A | A | E | D |
| Approach Vol, veh/h | | 682 | 470 | | 35 | |
| Approach Delay, s/veh | | 1.2 | 0.1 | | 58.2 | |
| Approach LOS | | A | A | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 8.1 | 103.9 | | 13.0 | | 112.0 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 9.0 | 62.0 | | 36.0 | | 77.0 | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 2.0 | | 4.3 | | 2.0 | | |
| Green Ext Time (p_c), s | 0.0 | 9.9 | | 0.1 | | 10.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 2.4 |
| HCM 2010 LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 64 | 308 | 273 | 190 | 216 | 52 | 194 | 278 | 161 | 117 | 398 | 16 |
| Future Volume (veh/h) | 64 | 308 | 273 | 190 | 216 | 52 | 194 | 278 | 161 | 117 | 398 | 16 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1810 | 1863 | 1545 | 1810 | 1810 | 1776 | 1810 | 1863 | 1583 | 1759 | 1900 |
| Adj Flow Rate, veh/h | 70 | 335 | 297 | 207 | 235 | 57 | 211 | 302 | 175 | 127 | 433 | 17 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 5 | 2 | 23 | 5 | 5 | 7 | 5 | 2 | 20 | 8 | 8 |
| Cap, veh/h | 462 | 1048 | 482 | 364 | 1260 | 564 | 259 | 556 | 487 | 302 | 467 | 18 |
| Arrive On Green | 0.02 | 0.10 | 0.10 | 0.19 | 0.61 | 0.61 | 0.10 | 0.31 | 0.31 | 0.08 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1707 | 3438 | 1583 | 1471 | 3438 | 1538 | 1691 | 1810 | 1583 | 1508 | 1681 | 66 |
| Grp Volume(v), veh/h | 70 | 335 | 297 | 207 | 235 | 57 | 211 | 302 | 175 | 127 | 0 | 450 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1719 | 1583 | 1471 | 1719 | 1538 | 1691 | 1810 | 1583 | 1508 | 0 | 1747 |
| Q Serve(g_s), s | 3.5 | 11.3 | 22.5 | 11.9 | 3.7 | 1.9 | 11.0 | 17.3 | 10.8 | 7.4 | 0.0 | 31.3 |
| Cycle Q Clear(g_c), s | 3.5 | 11.3 | 22.5 | 11.9 | 3.7 | 1.9 | 11.0 | 17.3 | 10.8 | 7.4 | 0.0 | 31.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 462 | 1048 | 482 | 364 | 1260 | 564 | 259 | 556 | 487 | 302 | 0 | 485 |
| V/C Ratio(X) | 0.15 | 0.32 | 0.62 | 0.57 | 0.19 | 0.10 | 0.81 | 0.54 | 0.36 | 0.42 | 0.00 | 0.93 |
| Avail Cap(c_a), veh/h | 471 | 1048 | 482 | 405 | 1260 | 564 | 283 | 570 | 499 | 327 | 0 | 503 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.91 | 0.91 | 0.91 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.0 | 44.2 | 49.2 | 22.3 | 16.1 | 15.7 | 31.9 | 36.0 | 33.7 | 29.5 | 0.0 | 43.9 |
| Incr Delay (d2), s/veh | 0.1 | 0.7 | 5.3 | 1.5 | 0.3 | 0.4 | 15.5 | 1.0 | 0.4 | 0.9 | 0.0 | 23.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 5.5 | 10.6 | 4.9 | 1.8 | 0.9 | 6.2 | 8.8 | 4.8 | 3.2 | 0.0 | 18.3 |
| LnGrp Delay(d),s/veh | 28.2 | 44.9 | 54.5 | 23.8 | 16.4 | 16.1 | 47.3 | 37.0 | 34.2 | 30.4 | 0.0 | 67.1 |
| LnGrp LOS | C | D | D | C | B | B | D | D | C | C | | E |
| Approach Vol, veh/h | | 702 | | | 499 | | | 688 | | | 577 | |
| Approach Delay, s/veh | | 47.3 | | | 19.5 | | | 39.4 | | | 59.1 | |
| Approach LOS | | D | | | B | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 52.2 | 15.5 | 44.5 | 20.5 | 44.5 | 19.2 | 40.8 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.0 | 42.1 | 11.5 | 39.4 | 17.6 | 31.5 | 14.9 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 5.5 | 5.7 | 9.4 | 19.3 | 13.9 | 24.5 | 13.0 | 33.3 |
| Green Ext Time (p_c), s | 0.0 | 5.4 | 0.1 | 5.3 | 0.2 | 2.8 | 0.1 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 42.2 |
| HCM 2010 LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 525 | 239 | 12 | 352 | 31 | 169 | 93 | 26 | 49 | 123 | 19 |
| Future Volume (veh/h) | 16 | 525 | 239 | 12 | 352 | 31 | 169 | 93 | 26 | 49 | 123 | 19 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1820 | 1900 | 1900 | 1797 | 1900 | 1810 | 1815 | 1900 | 1845 | 1835 | 1900 |
| Adj Flow Rate, veh/h | 17 | 571 | 260 | 13 | 383 | 34 | 184 | 101 | 28 | 53 | 134 | 21 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 5 | 6 | 6 | 3 | 3 | 3 |
| Cap, veh/h | 681 | 1464 | 665 | 401 | 2009 | 177 | 270 | 365 | 101 | 200 | 177 | 28 |
| Arrive On Green | 0.63 | 0.63 | 0.63 | 1.00 | 1.00 | 1.00 | 0.10 | 0.27 | 0.27 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 985 | 2313 | 1051 | 671 | 3174 | 280 | 1723 | 1368 | 379 | 1244 | 1549 | 243 |
| Grp Volume(v), veh/h | 17 | 427 | 404 | 13 | 205 | 212 | 184 | 0 | 129 | 53 | 0 | 155 |
| Grp Sat Flow(s),veh/h/ln | 985 | 1729 | 1635 | 671 | 1707 | 1747 | 1723 | 0 | 1748 | 1244 | 0 | 1792 |
| Q Serve(g_s), s | 0.8 | 15.0 | 15.1 | 0.5 | 0.0 | 0.0 | 11.5 | 0.0 | 7.3 | 4.9 | 0.0 | 10.5 |
| Cycle Q Clear(g_c), s | 0.8 | 15.0 | 15.1 | 15.6 | 0.0 | 0.0 | 11.5 | 0.0 | 7.3 | 4.9 | 0.0 | 10.5 |
| Prop In Lane | 1.00 | | 0.64 | 1.00 | | 0.16 | 1.00 | | 0.22 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 681 | 1094 | 1035 | 401 | 1080 | 1106 | 270 | 0 | 466 | 200 | 0 | 205 |
| V/C Ratio(X) | 0.02 | 0.39 | 0.39 | 0.03 | 0.19 | 0.19 | 0.68 | 0.00 | 0.28 | 0.27 | 0.00 | 0.76 |
| Avail Cap(c_a), veh/h | 681 | 1094 | 1035 | 401 | 1080 | 1106 | 270 | 0 | 772 | 418 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.6 | 11.2 | 11.2 | 1.5 | 0.0 | 0.0 | 41.9 | 0.0 | 36.3 | 51.2 | 0.0 | 53.7 |
| Incr Delay (d2), s/veh | 0.1 | 1.0 | 1.1 | 0.1 | 0.4 | 0.4 | 6.7 | 0.0 | 0.3 | 0.7 | 0.0 | 5.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 7.4 | 7.1 | 0.1 | 0.1 | 0.1 | 5.9 | 0.0 | 3.6 | 1.7 | 0.0 | 5.5 |
| LnGrp Delay(d),s/veh | 8.6 | 12.2 | 12.3 | 1.6 | 0.4 | 0.4 | 48.7 | 0.0 | 36.6 | 51.9 | 0.0 | 59.2 |
| LnGrp LOS | A | B | B | A | A | A | D | | D | D | | E |
| Approach Vol, veh/h | | 848 | | | 430 | | | 313 | | | 208 | |
| Approach Delay, s/veh | | 12.2 | | | 0.4 | | | 43.7 | | | 57.4 | |
| Approach LOS | | B | | | A | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 85.5 | | 39.5 | | 85.5 | 19.0 | 20.5 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 57.2 | | * 55 | | 57.2 | * 13 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 17.6 | | 9.3 | | 17.1 | 13.5 | 12.5 |
| Green Ext Time (p_c), s | | 9.9 | | 2.0 | | 9.9 | 0.0 | 1.8 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 20.1 |
| HCM 2010 LOS | | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 27 | 163 | 193 | 45 | 110 | 63 | 105 | 369 | 21 | 125 | 496 | 19 |
| Future Volume (veh/h) | 27 | 163 | 193 | 45 | 110 | 63 | 105 | 369 | 21 | 125 | 496 | 19 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1814 | 1900 | 1792 | 1810 | 1900 | 1712 | 1800 | 1900 | 1810 | 1808 | 1900 |
| Adj Flow Rate, veh/h | 28 | 166 | 197 | 46 | 112 | 64 | 107 | 377 | 21 | 128 | 506 | 19 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 6 | 5 | 5 | 11 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 391 | 239 | 284 | 221 | 342 | 195 | 342 | 854 | 48 | 447 | 875 | 33 |
| Arrive On Green | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 |
| Sat Flow, veh/h | 1228 | 757 | 899 | 976 | 1082 | 618 | 803 | 1690 | 94 | 954 | 1731 | 65 |
| Grp Volume(v), veh/h | 28 | 0 | 363 | 46 | 0 | 176 | 107 | 0 | 398 | 128 | 0 | 525 |
| Grp Sat Flow(s),veh/h/ln | 1228 | 0 | 1656 | 976 | 0 | 1700 | 803 | 0 | 1784 | 954 | 0 | 1796 |
| Q Serve(g_s), s | 1.3 | 0.0 | 13.8 | 3.1 | 0.0 | 5.7 | 7.7 | 0.0 | 10.2 | 7.1 | 0.0 | 14.6 |
| Cycle Q Clear(g_c), s | 6.9 | 0.0 | 13.8 | 16.9 | 0.0 | 5.7 | 22.3 | 0.0 | 10.2 | 17.3 | 0.0 | 14.6 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.36 | 1.00 | | 0.05 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 391 | 0 | 523 | 221 | 0 | 537 | 342 | 0 | 902 | 447 | 0 | 908 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.69 | 0.21 | 0.00 | 0.33 | 0.31 | 0.00 | 0.44 | 0.29 | 0.00 | 0.58 |
| Avail Cap(c_a), veh/h | 681 | 0 | 914 | 452 | 0 | 939 | 581 | 0 | 1433 | 731 | 0 | 1443 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.4 | 0.0 | 21.5 | 28.9 | 0.0 | 18.7 | 20.2 | 0.0 | 11.3 | 16.8 | 0.0 | 12.4 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.7 | 0.5 | 0.0 | 0.4 | 0.7 | 0.0 | 0.5 | 0.5 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 6.5 | 0.9 | 0.0 | 2.7 | 1.8 | 0.0 | 5.1 | 1.9 | 0.0 | 7.4 |
| LnGrp Delay(d),s/veh | 21.4 | 0.0 | 23.1 | 29.3 | 0.0 | 19.1 | 20.9 | 0.0 | 11.8 | 17.3 | 0.0 | 13.2 |
| LnGrp LOS | C | | C | C | | B | C | | B | B | | B |
| Approach Vol, veh/h | | 391 | | | 222 | | | 505 | | | 653 | |
| Approach Delay, s/veh | | 23.0 | | | 21.2 | | | 13.7 | | | 14.0 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 42.7 | | 29.1 | | 42.7 | | 29.1 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 57.6 | | 39.6 | | 57.6 | | 39.6 |
| Max Q Clear Time (g_c+I1), s | | 24.3 | | 15.8 | | 19.3 | | 18.9 |
| Green Ext Time (p_c), s | | 11.9 | | 3.9 | | 12.5 | | 3.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.8 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 155 | 245 | 228 | 17 | 237 | 28 | 206 | 195 | 24 | 96 | 346 | 69 |
| Future Volume (veh/h) | 155 | 245 | 228 | 17 | 237 | 28 | 206 | 195 | 24 | 96 | 346 | 69 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1776 | 1900 | 1777 | 1900 | 1743 | 1810 | 1583 | 1863 | 1810 | 1638 |
| Adj Flow Rate, veh/h | 165 | 261 | 243 | 18 | 252 | 30 | 219 | 207 | 26 | 102 | 368 | 73 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 4 | 3 | 7 | 0 | 7 | 7 | 9 | 5 | 20 | 2 | 5 | 16 |
| Cap, veh/h | 342 | 648 | 530 | 322 | 547 | 65 | 352 | 842 | 627 | 387 | 455 | 350 |
| Arrive On Green | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.12 | 0.47 | 0.47 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1072 | 1845 | 1509 | 909 | 1559 | 186 | 1660 | 1810 | 1346 | 1143 | 1810 | 1392 |
| Grp Volume(v), veh/h | 165 | 261 | 243 | 18 | 0 | 282 | 219 | 207 | 26 | 102 | 368 | 73 |
| Grp Sat Flow(s),veh/h/ln | 1072 | 1845 | 1509 | 909 | 0 | 1745 | 1660 | 1810 | 1346 | 1143 | 1810 | 1392 |
| Q Serve(g_s), s | 10.1 | 7.7 | 9.0 | 1.1 | 0.0 | 9.0 | 6.6 | 5.0 | 0.8 | 5.3 | 13.8 | 3.0 |
| Cycle Q Clear(g_c), s | 19.2 | 7.7 | 9.0 | 8.8 | 0.0 | 9.0 | 6.6 | 5.0 | 0.8 | 5.3 | 13.8 | 3.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 342 | 648 | 530 | 322 | 0 | 613 | 352 | 842 | 627 | 387 | 455 | 350 |
| V/C Ratio(X) | 0.48 | 0.40 | 0.46 | 0.06 | 0.00 | 0.46 | 0.62 | 0.25 | 0.04 | 0.26 | 0.81 | 0.21 |
| Avail Cap(c_a), veh/h | 472 | 871 | 713 | 432 | 0 | 824 | 508 | 1578 | 1174 | 744 | 1020 | 785 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.5 | 17.7 | 18.1 | 21.0 | 0.0 | 18.1 | 17.3 | 11.6 | 10.5 | 22.2 | 25.3 | 21.3 |
| Incr Delay (d2), s/veh | 1.1 | 0.4 | 0.6 | 0.1 | 0.0 | 0.5 | 0.7 | 0.1 | 0.0 | 0.1 | 1.3 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 4.0 | 3.8 | 0.3 | 0.0 | 4.4 | 3.0 | 2.5 | 0.3 | 1.7 | 7.0 | 1.1 |
| LnGrp Delay(d),s/veh | 26.5 | 18.1 | 18.7 | 21.1 | 0.0 | 18.6 | 17.9 | 11.7 | 10.5 | 22.3 | 26.7 | 21.4 |
| LnGrp LOS | C | B | B | C | | B | B | B | B | C | C | C |
| Approach Vol, veh/h | | 669 | | | 300 | | | 452 | | | 543 | |
| Approach Delay, s/veh | | 20.4 | | | 18.8 | | | 14.6 | | | 25.1 | |
| Approach LOS | | C | | | B | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 40.3 | | 31.7 | 15.4 | 24.9 | | 31.7 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 62.8 | | 34.0 | 15.4 | 40.6 | | 34.0 |
| Max Q Clear Time (g_c+I1), s | | 7.0 | | 21.2 | 8.6 | 15.8 | | 11.0 |
| Green Ext Time (p_c), s | | 2.4 | | 4.1 | 0.2 | 2.3 | | 5.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.1 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 52 | 58 | 131 | 7 | 8 | 88 | 80 | 239 | 38 | 53 | 439 | 47 |
| Future Volume (veh/h) | 52 | 58 | 131 | 7 | 8 | 88 | 80 | 239 | 38 | 53 | 439 | 47 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1883 | 1900 | 1900 | 1711 | 1900 | 1845 | 1810 | 1792 | 1712 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 53 | 59 | 134 | 7 | 8 | 0 | 82 | 244 | 39 | 54 | 448 | 48 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 0 | 0 | 0 | 3 | 5 | 6 | 11 | 5 | 0 |
| Cap, veh/h | 466 | 97 | 220 | 310 | 323 | 0 | 464 | 838 | 706 | 590 | 838 | 748 |
| Arrive On Green | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1388 | 513 | 1165 | 1209 | 1711 | 0 | 889 | 1810 | 1524 | 1003 | 1810 | 1615 |
| Grp Volume(v), veh/h | 53 | 0 | 193 | 7 | 8 | 0 | 82 | 244 | 39 | 54 | 448 | 48 |
| Grp Sat Flow(s),veh/h/ln | 1388 | 0 | 1677 | 1209 | 1711 | 0 | 889 | 1810 | 1524 | 1003 | 1810 | 1615 |
| Q Serve(g_s), s | 1.1 | 0.0 | 3.6 | 0.2 | 0.1 | 0.0 | 2.5 | 2.9 | 0.5 | 1.2 | 6.1 | 0.6 |
| Cycle Q Clear(g_c), s | 1.2 | 0.0 | 3.6 | 3.8 | 0.1 | 0.0 | 8.6 | 2.9 | 0.5 | 4.1 | 6.1 | 0.6 |
| Prop In Lane | 1.00 | | 0.69 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 466 | 0 | 317 | 310 | 323 | 0 | 464 | 838 | 706 | 590 | 838 | 748 |
| V/C Ratio(X) | 0.11 | 0.00 | 0.61 | 0.02 | 0.02 | 0.00 | 0.18 | 0.29 | 0.06 | 0.09 | 0.53 | 0.06 |
| Avail Cap(c_a), veh/h | 1573 | 0 | 1654 | 1274 | 1688 | 0 | 1445 | 2835 | 2387 | 1697 | 2835 | 2530 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.9 | 0.0 | 12.8 | 14.6 | 11.4 | 0.0 | 9.7 | 5.7 | 5.1 | 7.0 | 6.6 | 5.1 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.0 | 0.1 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 1.8 | 0.1 | 0.1 | 0.0 | 0.6 | 1.5 | 0.2 | 0.3 | 3.1 | 0.3 |
| LnGrp Delay(d),s/veh | 12.0 | 0.0 | 14.7 | 14.6 | 11.4 | 0.0 | 9.8 | 5.9 | 5.1 | 7.1 | 7.1 | 5.2 |
| LnGrp LOS | B | | B | B | B | | A | A | A | A | A | A |
| Approach Vol, veh/h | | 246 | | | 15 | | | 365 | | | 550 | |
| Approach Delay, s/veh | | 14.1 | | | 12.9 | | | 6.7 | | | 7.0 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 22.0 | | 12.5 | | 22.0 | | 12.5 |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 54.0 | | 34.0 | | 54.0 | | 34.0 |
| Max Q Clear Time (g_c+I1), s | | 10.6 | | 5.6 | | 8.1 | | 5.8 |
| Green Ext Time (p_c), s | | 5.4 | | 1.3 | | 5.4 | | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.5 |
| HCM 2010 LOS | A |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 45 | 261 | 10 | 23 | 5 | 256 | 29 | 8 | 7 | 27 | 5 |
| Future Volume (veh/h) | 7 | 45 | 261 | 10 | 23 | 5 | 256 | 29 | 8 | 7 | 27 | 5 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1810 | 1759 | 1638 | 1824 | 1900 | 1696 | 1867 | 1900 | 1900 | 1692 | 1900 |
| Adj Flow Rate, veh/h | 8 | 49 | 284 | 11 | 25 | 5 | 278 | 32 | 9 | 8 | 29 | 5 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 5 | 8 | 16 | 5 | 5 | 12 | 0 | 0 | 4 | 4 | 4 |
| Cap, veh/h | 556 | 649 | 852 | 442 | 536 | 107 | 342 | 297 | 83 | 17 | 63 | 11 |
| Arrive On Green | 0.01 | 0.36 | 0.36 | 0.02 | 0.36 | 0.36 | 0.21 | 0.21 | 0.21 | 0.06 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1587 | 1810 | 1495 | 1560 | 1477 | 295 | 1616 | 1403 | 395 | 313 | 1134 | 195 |
| Grp Volume(v), veh/h | 8 | 49 | 284 | 11 | 0 | 30 | 278 | 0 | 41 | 42 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1810 | 1495 | 1560 | 0 | 1772 | 1616 | 0 | 1798 | 1642 | 0 | 0 |
| Q Serve(g_s), s | 0.2 | 1.3 | 7.3 | 0.3 | 0.0 | 0.8 | 11.8 | 0.0 | 1.3 | 1.8 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 1.3 | 7.3 | 0.3 | 0.0 | 0.8 | 11.8 | 0.0 | 1.3 | 1.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.17 | 1.00 | | 0.22 | 0.19 | | 0.12 |
| Lane Grp Cap(c), veh/h | 556 | 649 | 852 | 442 | 0 | 644 | 342 | 0 | 380 | 91 | 0 | 0 |
| V/C Ratio(X) | 0.01 | 0.08 | 0.33 | 0.02 | 0.00 | 0.05 | 0.81 | 0.00 | 0.11 | 0.46 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 688 | 649 | 852 | 564 | 0 | 644 | 642 | 0 | 714 | 639 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 14.2 | 15.2 | 8.2 | 14.1 | 0.0 | 14.8 | 27.0 | 0.0 | 22.9 | 33.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.2 | 1.1 | 0.0 | 0.0 | 0.1 | 6.6 | 0.0 | 0.2 | 5.2 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.7 | 4.7 | 0.1 | 0.0 | 0.4 | 5.9 | 0.0 | 0.7 | 0.9 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 14.2 | 15.5 | 9.3 | 14.1 | 0.0 | 15.0 | 33.6 | 0.0 | 23.1 | 38.1 | 0.0 | 0.0 |
| LnGrp LOS | B | B | A | B | | B | C | | C | D | | |
| Approach Vol, veh/h | | 341 | | | 41 | | | 319 | | | 42 | |
| Approach Delay, s/veh | | 10.3 | | | 14.7 | | | 32.3 | | | 38.1 | |
| Approach LOS | | B | | | B | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 7.4 | 32.5 | | 21.6 | 7.8 | 32.2 | | 10.4 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 25.8 | | 28.6 | 7.0 | 25.8 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 2.8 | | 13.8 | 2.3 | 9.3 | | 3.8 |
| Green Ext Time (p_c), s | 0.0 | 3.0 | | 1.4 | 0.0 | 2.7 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 21.5 |
| HCM 2010 LOS | C |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 506 | 417 | 9 | 734 | 594 |
| Future Volume (vph) | 10 | 506 | 417 | 9 | 734 | 594 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 11 | 550 | 453 | 10 | 798 | 646 |
| RTOR Reduction (vph) | 0 | 41 | 0 | 8 | 0 | 0 |
| Lane Group Flow (vph) | 11 | 509 | 453 | 2 | 798 | 646 |
| Heavy Vehicles (%) | 8% | 8% | 5% | 8% | 8% | 4% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 10.1 | 52.8 | 21.3 | 21.3 | 36.7 | 86.1 |
| Effective Green, g (s) | 10.1 | 52.8 | 21.3 | 21.3 | 36.7 | 86.1 |
| Actuated g/C Ratio | 0.12 | 0.61 | 0.25 | 0.25 | 0.43 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 196 | 1614 | 850 | 369 | 1381 | 1827 |
| v/s Ratio Prot | 0.01 | 0.19 | c0.13 | | c0.25 | c0.35 |
| v/s Ratio Perm | | | | 0.00 | | |
| v/c Ratio | 0.06 | 0.32 | 0.53 | 0.01 | 0.58 | 0.35 |
| Uniform Delay, d1 | 33.8 | 8.0 | 28.1 | 24.4 | 18.8 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.1 | 2.4 | 0.0 | 0.6 | 0.1 |
| Delay (s) | 33.9 | 8.1 | 30.5 | 24.5 | 19.4 | 0.1 |
| Level of Service | C | A | C | C | B | A |
| Approach Delay (s) | 8.6 | | 30.3 | | | 10.8 |
| Approach LOS | A | | C | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 13.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.56 | | |
| Actuated Cycle Length (s) | 86.1 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 53.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.
c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 14 | 42 | 15 | 14 | 47 | 130 | 318 | 14 | 44 | 219 | 13 |
| Future Volume (veh/h) | 11 | 14 | 42 | 15 | 14 | 47 | 130 | 318 | 14 | 44 | 219 | 13 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1624 | 1810 | 1900 | 1570 | 1568 | 1900 | 1845 | 1759 | 1712 | 1397 | 1759 | 1520 |
| Adj Flow Rate, veh/h | 12 | 15 | 46 | 16 | 15 | 51 | 141 | 346 | 15 | 48 | 238 | 14 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 17 | 11 | 11 | 21 | 15 | 15 | 3 | 8 | 11 | 36 | 8 | 25 |
| Cap, veh/h | 299 | 50 | 154 | 307 | 42 | 144 | 519 | 805 | 350 | 370 | 609 | 235 |
| Arrive On Green | 0.02 | 0.13 | 0.13 | 0.03 | 0.13 | 0.13 | 0.13 | 0.24 | 0.24 | 0.07 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1547 | 393 | 1205 | 1495 | 314 | 1066 | 1757 | 3343 | 1455 | 1331 | 3343 | 1292 |
| Grp Volume(v), veh/h | 12 | 0 | 61 | 16 | 0 | 66 | 141 | 346 | 15 | 48 | 238 | 14 |
| Grp Sat Flow(s),veh/h/ln | 1547 | 0 | 1597 | 1495 | 0 | 1380 | 1757 | 1671 | 1455 | 1331 | 1671 | 1292 |
| Q Serve(g_s), s | 0.3 | 0.0 | 1.6 | 0.4 | 0.0 | 2.0 | 2.7 | 3.9 | 0.4 | 1.3 | 2.8 | 0.4 |
| Cycle Q Clear(g_c), s | 0.3 | 0.0 | 1.6 | 0.4 | 0.0 | 2.0 | 2.7 | 3.9 | 0.4 | 1.3 | 2.8 | 0.4 |
| Prop In Lane | 1.00 | | 0.75 | 1.00 | | 0.77 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 299 | 0 | 205 | 307 | 0 | 186 | 519 | 805 | 350 | 370 | 609 | 235 |
| V/C Ratio(X) | 0.04 | 0.00 | 0.30 | 0.05 | 0.00 | 0.36 | 0.27 | 0.43 | 0.04 | 0.13 | 0.39 | 0.06 |
| Avail Cap(c_a), veh/h | 540 | 0 | 532 | 531 | 0 | 459 | 839 | 2597 | 1130 | 513 | 2152 | 832 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.4 | 0.0 | 17.8 | 16.2 | 0.0 | 17.7 | 11.7 | 14.5 | 13.1 | 13.1 | 16.2 | 15.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.8 | 0.1 | 0.0 | 1.1 | 0.3 | 0.4 | 0.0 | 0.2 | 0.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.7 | 0.2 | 0.0 | 0.8 | 1.3 | 1.9 | 0.1 | 0.5 | 1.3 | 0.2 |
| LnGrp Delay(d),s/veh | 16.5 | 0.0 | 18.6 | 16.3 | 0.0 | 18.9 | 12.0 | 14.8 | 13.2 | 13.2 | 16.6 | 15.3 |
| LnGrp LOS | B | | B | B | | B | B | B | B | B | B | B |
| Approach Vol, veh/h | | 73 | | | 82 | | | 502 | | | 300 | |
| Approach Delay, s/veh | | 18.3 | | | 18.4 | | | 14.0 | | | 16.0 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 9.2 | 16.9 | 7.3 | 11.8 | 11.8 | 14.2 | 7.0 | 12.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 35.0 | 8.0 | 15.0 | 14.0 | 29.0 | 8.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 5.9 | 2.4 | 3.6 | 4.7 | 4.8 | 2.3 | 4.0 |
| Green Ext Time (p_c), s | 0.0 | 3.5 | 0.0 | 0.4 | 0.2 | 3.4 | 0.0 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.3 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 102 | 297 | 46 | 9 | 421 | 6 | 33 | 10 | 21 | 8 | 10 | 108 |
| Future Volume (veh/h) | 102 | 297 | 46 | 9 | 421 | 6 | 33 | 10 | 21 | 8 | 10 | 108 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1759 | 1696 | 1900 | 1759 | 1900 | 1776 | 1674 | 1900 | 1900 | 1900 | 1845 |
| Adj Flow Rate, veh/h | 111 | 323 | 50 | 10 | 458 | 7 | 36 | 11 | 23 | 9 | 11 | 117 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 2 | 8 | 12 | 0 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 3 |
| Cap, veh/h | 512 | 1149 | 496 | 460 | 793 | 383 | 364 | 77 | 161 | 211 | 196 | 250 |
| Arrive On Green | 0.13 | 0.34 | 0.34 | 0.02 | 0.24 | 0.24 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1774 | 3343 | 1442 | 1810 | 3343 | 1615 | 1199 | 484 | 1011 | 493 | 1229 | 1568 |
| Grp Volume(v), veh/h | 111 | 323 | 50 | 10 | 458 | 7 | 36 | 0 | 34 | 20 | 0 | 117 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1671 | 1442 | 1810 | 1671 | 1615 | 1199 | 0 | 1495 | 1722 | 0 | 1568 |
| Q Serve(g_s), s | 1.7 | 2.8 | 0.9 | 0.2 | 4.8 | 0.1 | 1.0 | 0.0 | 0.8 | 0.0 | 0.0 | 2.7 |
| Cycle Q Clear(g_c), s | 1.7 | 2.8 | 0.9 | 0.2 | 4.8 | 0.1 | 1.4 | 0.0 | 0.8 | 0.4 | 0.0 | 2.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.68 | 0.45 | | 1.00 |
| Lane Grp Cap(c), veh/h | 512 | 1149 | 496 | 460 | 793 | 383 | 364 | 0 | 238 | 407 | 0 | 250 |
| V/C Ratio(X) | 0.22 | 0.28 | 0.10 | 0.02 | 0.58 | 0.02 | 0.10 | 0.00 | 0.14 | 0.05 | 0.00 | 0.47 |
| Avail Cap(c_a), veh/h | 697 | 3078 | 1328 | 749 | 2908 | 1405 | 1026 | 0 | 1065 | 1311 | 0 | 1117 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.8 | 9.4 | 8.8 | 11.0 | 13.3 | 11.5 | 14.6 | 0.0 | 14.2 | 14.0 | 0.0 | 15.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 1.3 | 0.4 | 0.1 | 2.2 | 0.1 | 0.4 | 0.0 | 0.3 | 0.2 | 0.0 | 1.2 |
| LnGrp Delay(d),s/veh | 9.0 | 9.4 | 8.8 | 11.0 | 13.5 | 11.5 | 14.7 | 0.0 | 14.5 | 14.1 | 0.0 | 16.4 |
| LnGrp LOS | A | A | A | B | B | B | B | | B | B | | B |
| Approach Vol, veh/h | | 484 | | | 475 | | | 70 | | | 137 | |
| Approach Delay, s/veh | | 9.2 | | | 13.4 | | | 14.6 | | | 16.0 | |
| Approach LOS | | A | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.9 | 16.1 | | 12.3 | 6.7 | 20.3 | | 12.3 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 6.8 | | 3.4 | 2.2 | 4.8 | | 4.7 |
| Green Ext Time (p_c), s | 0.1 | 2.6 | | 0.8 | 0.0 | 2.6 | | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.1 |
| HCM 2010 LOS | B |

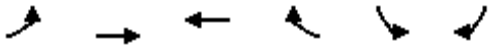
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 119 | 89 | 226 | 54 | 236 | 146 | 75 | 287 | 118 | 312 | 425 | 53 |
| Future Volume (veh/h) | 119 | 89 | 226 | 54 | 236 | 146 | 75 | 287 | 118 | 312 | 425 | 53 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1557 | 1681 | 1624 | 1900 | 1712 | 1348 | 1638 | 1759 | 1638 | 1900 | 1759 | 1900 |
| Adj Flow Rate, veh/h | 129 | 97 | 246 | 59 | 257 | 159 | 82 | 312 | 0 | 339 | 462 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 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 |
| Percent Heavy Veh, % | 22 | 13 | 17 | 0 | 11 | 41 | 16 | 8 | 16 | 0 | 8 | 0 |
| Cap, veh/h | 515 | 1621 | 866 | 677 | 1624 | 572 | 114 | 409 | 170 | 422 | 565 | 273 |
| Arrive On Green | 0.10 | 0.85 | 0.85 | 0.05 | 0.50 | 0.50 | 0.07 | 0.12 | 0.00 | 0.12 | 0.17 | 0.00 |
| Sat Flow, veh/h | 1483 | 3195 | 1380 | 1810 | 3252 | 1145 | 1560 | 3343 | 1392 | 3510 | 3343 | 1615 |
| Grp Volume(v), veh/h | 129 | 97 | 246 | 59 | 257 | 159 | 82 | 312 | 0 | 339 | 462 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1483 | 1597 | 1380 | 1810 | 1626 | 1145 | 1560 | 1671 | 1392 | 1755 | 1671 | 1615 |
| Q Serve(g_s), s | 5.2 | 0.6 | 0.9 | 1.8 | 5.2 | 6.3 | 6.2 | 10.8 | 0.0 | 11.3 | 16.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.2 | 0.6 | 0.9 | 1.8 | 5.2 | 6.3 | 6.2 | 10.8 | 0.0 | 11.3 | 16.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 515 | 1621 | 866 | 677 | 1624 | 572 | 114 | 409 | 170 | 422 | 565 | 273 |
| V/C Ratio(X) | 0.25 | 0.06 | 0.28 | 0.09 | 0.16 | 0.28 | 0.72 | 0.76 | 0.00 | 0.80 | 0.82 | 0.00 |
| Avail Cap(c_a), veh/h | 515 | 1621 | 866 | 737 | 1624 | 572 | 312 | 975 | 406 | 644 | 919 | 444 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 12.5 | 4.6 | 0.8 | 12.6 | 16.3 | 7.5 | 54.4 | 51.0 | 0.0 | 51.4 | 48.1 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.1 | 0.8 | 0.1 | 0.2 | 1.2 | 8.2 | 3.0 | 0.0 | 4.3 | 3.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.1 | 0.3 | 0.6 | 0.9 | 2.4 | 2.2 | 2.9 | 5.2 | 0.0 | 5.7 | 7.6 | 0.0 |
| LnGrp Delay(d),s/veh | 12.7 | 4.6 | 1.6 | 12.6 | 16.5 | 8.7 | 62.6 | 54.0 | 0.0 | 55.7 | 51.1 | 0.0 |
| LnGrp LOS | B | A | A | B | B | A | E | D | | E | D | |
| Approach Vol, veh/h | | 472 | | | 475 | | | 394 | | | 801 | |
| Approach Delay, s/veh | | 5.3 | | | 13.4 | | | 55.8 | | | 53.0 | |
| Approach LOS | | A | | | B | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 65.9 | 14.8 | 26.3 | 12.0 | 66.9 | 20.4 | 20.7 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 32.0 | 24.0 | 33.0 | 10.0 | 29.0 | 22.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 7.2 | 8.3 | 8.2 | 18.0 | 3.8 | 2.9 | 13.3 | 12.8 |
| Green Ext Time (p_c), s | 0.0 | 3.6 | 1.2 | 2.3 | 0.0 | 3.6 | 0.9 | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 34.2 |
| HCM 2010 LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 8 | 385 | 642 | 24 | 16 | 7 |
| Future Volume (veh/h) | 8 | 385 | 642 | 24 | 16 | 7 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1810 | 1810 | 1652 | 1557 | 1473 |
| Adj Flow Rate, veh/h | 9 | 418 | 698 | 26 | 17 | 8 |
| Adj No. of Lanes | 1 | 2 | 2 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 5 | 5 | 15 | 22 | 29 |
| Cap, veh/h | 24 | 2894 | 2670 | 1172 | 87 | 92 |
| Arrive On Green | 0.03 | 1.00 | 1.00 | 1.00 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1587 | 3529 | 3529 | 1404 | 1483 | 1252 |
| Grp Volume(v), veh/h | 9 | 418 | 698 | 26 | 17 | 8 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1719 | 1719 | 1404 | 1483 | 1252 |
| Q Serve(g_s), s | 0.7 | 0.0 | 0.0 | 0.0 | 1.3 | 0.7 |
| Cycle Q Clear(g_c), s | 0.7 | 0.0 | 0.0 | 0.0 | 1.3 | 0.7 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 24 | 2894 | 2670 | 1172 | 87 | 92 |
| V/C Ratio(X) | 0.38 | 0.14 | 0.26 | 0.02 | 0.20 | 0.09 |
| Avail Cap(c_a), veh/h | 93 | 2894 | 2670 | 1172 | 371 | 332 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.99 | 0.99 | 0.89 | 0.89 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 57.6 | 0.0 | 0.0 | 0.0 | 53.8 | 51.8 |
| Incr Delay (d2), s/veh | 9.3 | 0.1 | 0.2 | 0.0 | 1.1 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 0.1 | 0.0 | 0.6 | 0.5 |
| LnGrp Delay(d),s/veh | 66.9 | 0.1 | 0.2 | 0.0 | 54.9 | 52.2 |
| LnGrp LOS | E | A | A | A | D | D |
| Approach Vol, veh/h | | 427 | 724 | | 25 | |
| Approach Delay, s/veh | | 1.5 | 0.2 | | 54.1 | |
| Approach LOS | | A | A | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 7.8 | 99.2 | | 13.0 | | 107.0 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 7.0 | 65.0 | | 30.0 | | 78.0 | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 2.0 | | 3.3 | | 2.0 | | |
| Green Ext Time (p_c), s | 0.0 | 9.9 | | 0.0 | | 9.9 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 1.8 |
| HCM 2010 LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 70 | 180 | 201 | 186 | 302 | 94 | 255 | 401 | 130 | 38 | 281 | 51 |
| Future Volume (veh/h) | 70 | 180 | 201 | 186 | 302 | 94 | 255 | 401 | 130 | 38 | 281 | 51 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1810 | 1900 | 1759 | 1810 | 1792 | 1863 | 1827 | 1712 | 1667 | 1800 | 1900 |
| Adj Flow Rate, veh/h | 76 | 196 | 218 | 202 | 328 | 102 | 277 | 436 | 141 | 41 | 305 | 55 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 5 | 0 | 8 | 5 | 6 | 2 | 4 | 11 | 14 | 6 | 6 |
| Cap, veh/h | 433 | 1095 | 514 | 469 | 1248 | 553 | 341 | 605 | 482 | 220 | 364 | 66 |
| Arrive On Green | 0.02 | 0.11 | 0.11 | 0.20 | 0.73 | 0.73 | 0.13 | 0.33 | 0.33 | 0.04 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1660 | 3438 | 1615 | 1675 | 3438 | 1524 | 1774 | 1827 | 1455 | 1587 | 1485 | 268 |
| Grp Volume(v), veh/h | 76 | 196 | 218 | 202 | 328 | 102 | 277 | 436 | 141 | 41 | 0 | 360 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1719 | 1615 | 1675 | 1719 | 1524 | 1774 | 1827 | 1455 | 1587 | 0 | 1753 |
| Q Serve(g_s), s | 3.6 | 6.2 | 15.2 | 9.8 | 3.9 | 2.5 | 13.5 | 25.2 | 8.6 | 2.3 | 0.0 | 23.4 |
| Cycle Q Clear(g_c), s | 3.6 | 6.2 | 15.2 | 9.8 | 3.9 | 2.5 | 13.5 | 25.2 | 8.6 | 2.3 | 0.0 | 23.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 433 | 1095 | 514 | 469 | 1248 | 553 | 341 | 605 | 482 | 220 | 0 | 430 |
| V/C Ratio(X) | 0.18 | 0.18 | 0.42 | 0.43 | 0.26 | 0.18 | 0.81 | 0.72 | 0.29 | 0.19 | 0.00 | 0.84 |
| Avail Cap(c_a), veh/h | 442 | 1095 | 514 | 482 | 1248 | 553 | 346 | 684 | 544 | 243 | 0 | 526 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.7 | 39.4 | 43.4 | 20.4 | 11.0 | 10.8 | 29.9 | 35.2 | 29.7 | 32.1 | 0.0 | 43.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.4 | 2.5 | 0.6 | 0.5 | 0.7 | 13.5 | 3.2 | 0.3 | 0.4 | 0.0 | 9.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 3.0 | 7.2 | 4.5 | 1.9 | 1.2 | 7.8 | 13.3 | 3.5 | 1.0 | 0.0 | 12.4 |
| LnGrp Delay(d),s/veh | 25.9 | 39.7 | 45.9 | 21.0 | 11.5 | 11.5 | 43.4 | 38.5 | 30.0 | 32.5 | 0.0 | 52.6 |
| LnGrp LOS | C | D | D | C | B | B | D | D | C | C | | D |
| Approach Vol, veh/h | | 490 | | | 632 | | | 854 | | | 401 | |
| Approach Delay, s/veh | | 40.3 | | | 14.5 | | | 38.7 | | | 50.6 | |
| Approach LOS | | D | | | B | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 50.0 | 11.3 | 45.9 | 18.2 | 44.6 | 21.6 | 35.5 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.1 | 36.0 | 7.0 | 44.9 | 12.8 | 30.3 | 15.9 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 5.6 | 5.9 | 4.3 | 27.2 | 11.8 | 17.2 | 15.5 | 25.4 |
| Green Ext Time (p_c), s | 0.0 | 4.8 | 0.0 | 5.2 | 0.1 | 3.7 | 0.0 | 4.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 34.6 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 339 | 18 | 19 | 463 | 42 | 297 | 125 | 26 | 41 | 79 | 32 |
| Future Volume (veh/h) | 21 | 339 | 18 | 19 | 463 | 42 | 297 | 125 | 26 | 41 | 79 | 32 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1813 | 1900 | 1900 | 1817 | 1900 | 1863 | 1869 | 1900 | 1900 | 1802 | 1900 |
| Adj Flow Rate, veh/h | 21 | 346 | 18 | 19 | 472 | 43 | 303 | 128 | 27 | 42 | 81 | 33 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 2 | 2 | 2 | 0 | 6 | 6 |
| Cap, veh/h | 599 | 1997 | 104 | 632 | 1919 | 174 | 363 | 443 | 93 | 180 | 116 | 47 |
| Arrive On Green | 0.60 | 0.60 | 0.60 | 1.00 | 1.00 | 1.00 | 0.15 | 0.30 | 0.30 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 900 | 3332 | 173 | 1034 | 3201 | 291 | 1774 | 1498 | 316 | 1251 | 1218 | 496 |
| Grp Volume(v), veh/h | 21 | 178 | 186 | 19 | 254 | 261 | 303 | 0 | 155 | 42 | 0 | 114 |
| Grp Sat Flow(s),veh/h/ln | 900 | 1722 | 1782 | 1034 | 1726 | 1765 | 1774 | 0 | 1813 | 1251 | 0 | 1715 |
| Q Serve(g_s), s | 1.1 | 5.5 | 5.6 | 0.2 | 0.0 | 0.0 | 17.8 | 0.0 | 7.9 | 3.8 | 0.0 | 7.7 |
| Cycle Q Clear(g_c), s | 1.1 | 5.5 | 5.6 | 5.8 | 0.0 | 0.0 | 17.8 | 0.0 | 7.9 | 3.8 | 0.0 | 7.7 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.16 | 1.00 | | 0.17 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 599 | 1032 | 1069 | 632 | 1035 | 1058 | 363 | 0 | 536 | 180 | 0 | 164 |
| V/C Ratio(X) | 0.04 | 0.17 | 0.17 | 0.03 | 0.25 | 0.25 | 0.84 | 0.00 | 0.29 | 0.23 | 0.00 | 0.70 |
| Avail Cap(c_a), veh/h | 599 | 1032 | 1069 | 632 | 1035 | 1058 | 363 | 0 | 907 | 435 | 0 | 514 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.88 | 0.88 | 0.88 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.9 | 10.7 | 10.7 | 0.2 | 0.0 | 0.0 | 40.3 | 0.0 | 32.6 | 50.8 | 0.0 | 52.6 |
| Incr Delay (d2), s/veh | 0.1 | 0.4 | 0.4 | 0.1 | 0.5 | 0.5 | 15.4 | 0.0 | 0.3 | 0.7 | 0.0 | 5.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 2.7 | 2.8 | 0.1 | 0.1 | 0.1 | 10.4 | 0.0 | 4.0 | 1.3 | 0.0 | 3.9 |
| LnGrp Delay(d),s/veh | 10.0 | 11.1 | 11.1 | 0.3 | 0.5 | 0.5 | 55.8 | 0.0 | 32.9 | 51.5 | 0.0 | 57.8 |
| LnGrp LOS | A | B | B | A | A | A | E | | C | D | | E |
| Approach Vol, veh/h | | 385 | | | 534 | | | 458 | | | 156 | |
| Approach Delay, s/veh | | 11.0 | | | 0.5 | | | 48.0 | | | 56.1 | |
| Approach LOS | | B | | | A | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 78.3 | | 41.7 | | 78.3 | 24.0 | 17.7 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 47.4 | | * 60 | | 47.4 | * 18 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 7.8 | | 9.9 | | 7.6 | 19.8 | 9.7 |
| Green Ext Time (p_c), s | | 6.0 | | 1.9 | | 6.0 | 0.0 | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.0 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 42 | 122 | 145 | 24 | 188 | 100 | 145 | 553 | 23 | 62 | 306 | 33 |
| Future Volume (veh/h) | 42 | 122 | 145 | 24 | 188 | 100 | 145 | 553 | 23 | 62 | 306 | 33 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1866 | 1900 | 1863 | 1876 | 1900 | 1810 | 1813 | 1900 | 1863 | 1818 | 1900 |
| Adj Flow Rate, veh/h | 43 | 124 | 148 | 24 | 192 | 102 | 148 | 564 | 23 | 63 | 312 | 34 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 5 | 5 |
| Cap, veh/h | 261 | 215 | 256 | 268 | 319 | 170 | 519 | 898 | 37 | 351 | 836 | 91 |
| Arrive On Green | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1102 | 776 | 926 | 1103 | 1154 | 613 | 1001 | 1730 | 71 | 825 | 1611 | 176 |
| Grp Volume(v), veh/h | 43 | 0 | 272 | 24 | 0 | 294 | 148 | 0 | 587 | 63 | 0 | 346 |
| Grp Sat Flow(s),veh/h/ln | 1102 | 0 | 1702 | 1103 | 0 | 1767 | 1001 | 0 | 1800 | 825 | 0 | 1787 |
| Q Serve(g_s), s | 2.2 | 0.0 | 8.6 | 1.2 | 0.0 | 9.0 | 6.5 | 0.0 | 14.6 | 3.7 | 0.0 | 7.2 |
| Cycle Q Clear(g_c), s | 11.2 | 0.0 | 8.6 | 9.8 | 0.0 | 9.0 | 13.7 | 0.0 | 14.6 | 18.3 | 0.0 | 7.2 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.35 | 1.00 | | 0.04 | 1.00 | | 0.10 |
| Lane Grp Cap(c), veh/h | 261 | 0 | 471 | 268 | 0 | 489 | 519 | 0 | 934 | 351 | 0 | 927 |
| V/C Ratio(X) | 0.16 | 0.00 | 0.58 | 0.09 | 0.00 | 0.60 | 0.29 | 0.00 | 0.63 | 0.18 | 0.00 | 0.37 |
| Avail Cap(c_a), veh/h | 635 | 0 | 1049 | 643 | 0 | 1089 | 936 | 0 | 1684 | 695 | 0 | 1671 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.5 | 0.0 | 19.5 | 23.7 | 0.0 | 19.7 | 13.1 | 0.0 | 10.8 | 17.3 | 0.0 | 9.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 1.1 | 0.1 | 0.0 | 1.2 | 0.4 | 0.0 | 1.0 | 0.3 | 0.0 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 4.2 | 0.4 | 0.0 | 4.6 | 1.8 | 0.0 | 7.4 | 0.9 | 0.0 | 3.6 |
| LnGrp Delay(d),s/veh | 24.8 | 0.0 | 20.6 | 23.9 | 0.0 | 20.8 | 13.5 | 0.0 | 11.8 | 17.6 | 0.0 | 9.3 |
| LnGrp LOS | C | | C | C | | C | B | | B | B | | A |
| Approach Vol, veh/h | | 315 | | | 318 | | | 735 | | | 409 | |
| Approach Delay, s/veh | | 21.2 | | | 21.1 | | | 12.1 | | | 10.6 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 38.9 | | 23.7 | | 38.9 | | 23.7 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 58.6 | | 38.6 | | 58.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 16.6 | | 13.2 | | 20.3 | | 11.8 |
| Green Ext Time (p_c), s | | 12.5 | | 4.1 | | 12.2 | | 4.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.0 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 154 | 142 | 260 | 20 | 266 | 22 | 289 | 342 | 33 | 30 | 166 | 172 |
| Future Volume (veh/h) | 154 | 142 | 260 | 20 | 266 | 22 | 289 | 342 | 33 | 30 | 166 | 172 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1900 | 1863 | 1900 | 1866 | 1900 | 1900 | 1810 | 1900 | 1900 | 1810 | 1863 |
| Adj Flow Rate, veh/h | 159 | 146 | 268 | 21 | 274 | 23 | 298 | 353 | 34 | 31 | 171 | 177 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 5 | 2 |
| Cap, veh/h | 363 | 680 | 567 | 413 | 608 | 51 | 489 | 789 | 704 | 285 | 308 | 270 |
| Arrive On Green | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.16 | 0.44 | 0.44 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1067 | 1900 | 1583 | 988 | 1698 | 143 | 1810 | 1810 | 1615 | 1012 | 1810 | 1583 |
| Grp Volume(v), veh/h | 159 | 146 | 268 | 21 | 0 | 297 | 298 | 353 | 34 | 31 | 171 | 177 |
| Grp Sat Flow(s),veh/h/ln | 1067 | 1900 | 1583 | 988 | 0 | 1840 | 1810 | 1810 | 1615 | 1012 | 1810 | 1583 |
| Q Serve(g_s), s | 8.6 | 3.4 | 8.4 | 1.0 | 0.0 | 7.9 | 8.1 | 8.8 | 0.8 | 1.7 | 5.5 | 6.7 |
| Cycle Q Clear(g_c), s | 16.5 | 3.4 | 8.4 | 4.4 | 0.0 | 7.9 | 8.1 | 8.8 | 0.8 | 1.7 | 5.5 | 6.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.08 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 363 | 680 | 567 | 413 | 0 | 659 | 489 | 789 | 704 | 285 | 308 | 270 |
| V/C Ratio(X) | 0.44 | 0.21 | 0.47 | 0.05 | 0.00 | 0.45 | 0.61 | 0.45 | 0.05 | 0.11 | 0.55 | 0.66 |
| Avail Cap(c_a), veh/h | 641 | 1175 | 980 | 671 | 0 | 1139 | 602 | 1617 | 1443 | 685 | 1023 | 895 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.0 | 14.3 | 15.9 | 15.8 | 0.0 | 15.7 | 16.3 | 12.7 | 10.4 | 22.7 | 24.3 | 24.8 |
| Incr Delay (d2), s/veh | 0.8 | 0.2 | 0.6 | 0.1 | 0.0 | 0.5 | 0.5 | 0.1 | 0.0 | 0.1 | 0.6 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 1.8 | 3.8 | 0.3 | 0.0 | 4.0 | 4.0 | 4.3 | 0.3 | 0.5 | 2.8 | 3.0 |
| LnGrp Delay(d),s/veh | 22.9 | 14.5 | 16.5 | 15.9 | 0.0 | 16.2 | 16.7 | 12.8 | 10.4 | 22.8 | 24.9 | 25.8 |
| LnGrp LOS | C | B | B | B | | B | B | B | B | C | C | C |
| Approach Vol, veh/h | | 573 | | | 318 | | | 685 | | | 379 | |
| Approach Delay, s/veh | | 17.7 | | | 16.2 | | | 14.4 | | | 25.2 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 34.7 | | 29.3 | 17.0 | 17.7 | | 29.3 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 57.2 | | 39.6 | 14.2 | 36.2 | | 39.6 |
| Max Q Clear Time (g_c+I1), s | | 10.8 | | 18.5 | 10.1 | 8.7 | | 9.9 |
| Green Ext Time (p_c), s | | 2.3 | | 4.4 | 0.2 | 2.2 | | 4.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.8 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 26 | 33 | 82 | 6 | 24 | 119 | 144 | 415 | 21 | 49 | 266 | 73 |
| Future Volume (veh/h) | 26 | 33 | 82 | 6 | 24 | 119 | 144 | 415 | 21 | 49 | 266 | 73 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1873 | 1900 | 1900 | 1768 | 1900 | 1881 | 1810 | 1810 | 1610 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 28 | 35 | 87 | 6 | 26 | 0 | 153 | 441 | 22 | 52 | 283 | 78 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 18 | 5 | 0 |
| Cap, veh/h | 428 | 82 | 203 | 353 | 303 | 0 | 595 | 846 | 719 | 453 | 846 | 755 |
| Arrive On Green | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.00 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1327 | 477 | 1187 | 1289 | 1768 | 0 | 1027 | 1810 | 1538 | 800 | 1810 | 1615 |
| Grp Volume(v), veh/h | 28 | 0 | 122 | 6 | 26 | 0 | 153 | 441 | 22 | 52 | 283 | 78 |
| Grp Sat Flow(s),veh/h/ln | 1327 | 0 | 1664 | 1289 | 1768 | 0 | 1027 | 1810 | 1538 | 800 | 1810 | 1615 |
| Q Serve(g_s), s | 0.6 | 0.0 | 2.2 | 0.1 | 0.4 | 0.0 | 3.7 | 5.7 | 0.3 | 1.6 | 3.3 | 0.9 |
| Cycle Q Clear(g_c), s | 1.0 | 0.0 | 2.2 | 2.3 | 0.4 | 0.0 | 7.0 | 5.7 | 0.3 | 7.3 | 3.3 | 0.9 |
| Prop In Lane | 1.00 | | 0.71 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 428 | 0 | 285 | 353 | 303 | 0 | 595 | 846 | 719 | 453 | 846 | 755 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.43 | 0.02 | 0.09 | 0.00 | 0.26 | 0.52 | 0.03 | 0.11 | 0.33 | 0.10 |
| Avail Cap(c_a), veh/h | 1478 | 0 | 1602 | 1374 | 1702 | 0 | 1845 | 3049 | 2592 | 1428 | 3049 | 2722 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.0 | 0.0 | 12.3 | 13.3 | 11.6 | 0.0 | 7.8 | 6.2 | 4.8 | 8.8 | 5.6 | 5.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.0 | 0.0 | 0.1 | 0.0 | 0.2 | 0.5 | 0.0 | 0.1 | 0.2 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 1.1 | 0.1 | 0.2 | 0.0 | 1.1 | 2.9 | 0.1 | 0.4 | 1.6 | 0.4 |
| LnGrp Delay(d),s/veh | 12.1 | 0.0 | 13.3 | 13.4 | 11.7 | 0.0 | 8.0 | 6.7 | 4.8 | 8.9 | 5.8 | 5.0 |
| LnGrp LOS | B | | B | B | B | | A | A | A | A | A | A |
| Approach Vol, veh/h | | 150 | | | 32 | | | 616 | | | 413 | |
| Approach Delay, s/veh | | 13.1 | | | 12.0 | | | 7.0 | | | 6.1 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 21.5 | | 11.7 | | 21.5 | | 11.7 |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 56.0 | | 32.0 | | 56.0 | | 32.0 |
| Max Q Clear Time (g_c+I1), s | | 9.0 | | 4.2 | | 9.3 | | 4.3 |
| Green Ext Time (p_c), s | | 6.2 | | 0.9 | | 6.2 | | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 7.6 |
| HCM 2010 LOS | A |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 2 | 24 | 252 | 4 | 48 | 0 | 290 | 19 | 22 | 11 | 56 | 9 |
| Future Volume (veh/h) | 2 | 24 | 252 | 4 | 48 | 0 | 290 | 19 | 22 | 11 | 56 | 9 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1473 | 1810 | 1776 | 1759 | 1810 | 1900 | 1792 | 1900 | 1900 | 1900 | 1850 | 1900 |
| Adj Flow Rate, veh/h | 2 | 25 | 265 | 4 | 51 | 0 | 305 | 20 | 23 | 12 | 59 | 9 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 29 | 5 | 7 | 8 | 5 | 5 | 6 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 460 | 634 | 858 | 460 | 640 | 0 | 373 | 176 | 203 | 21 | 102 | 16 |
| Arrive On Green | 0.00 | 0.35 | 0.35 | 0.01 | 0.35 | 0.00 | 0.22 | 0.22 | 0.22 | 0.08 | 0.08 | 0.08 |
| Sat Flow, veh/h | 1403 | 1810 | 1509 | 1675 | 1810 | 0 | 1707 | 807 | 929 | 270 | 1328 | 203 |
| Grp Volume(v), veh/h | 2 | 25 | 265 | 4 | 51 | 0 | 305 | 0 | 43 | 80 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1403 | 1810 | 1509 | 1675 | 1810 | 0 | 1707 | 0 | 1736 | 1801 | 0 | 0 |
| Q Serve(g_s), s | 0.1 | 0.7 | 6.8 | 0.1 | 1.4 | 0.0 | 12.5 | 0.0 | 1.5 | 3.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.1 | 0.7 | 6.8 | 0.1 | 1.4 | 0.0 | 12.5 | 0.0 | 1.5 | 3.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.53 | 0.15 | | 0.11 |
| Lane Grp Cap(c), veh/h | 460 | 634 | 858 | 460 | 640 | 0 | 373 | 0 | 379 | 138 | 0 | 0 |
| V/C Ratio(X) | 0.00 | 0.04 | 0.31 | 0.01 | 0.08 | 0.00 | 0.82 | 0.00 | 0.11 | 0.58 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 588 | 634 | 858 | 606 | 640 | 0 | 663 | 0 | 674 | 684 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 15.4 | 15.8 | 8.3 | 15.2 | 15.8 | 0.0 | 27.4 | 0.0 | 23.1 | 32.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.9 | 0.0 | 0.2 | 0.0 | 6.2 | 0.0 | 0.2 | 5.4 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.4 | 4.4 | 0.1 | 0.7 | 0.0 | 6.5 | 0.0 | 0.7 | 1.8 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 15.4 | 15.9 | 9.3 | 15.2 | 16.1 | 0.0 | 33.6 | 0.0 | 23.3 | 38.3 | 0.0 | 0.0 |
| LnGrp LOS | B | B | A | B | B | | C | | C | D | | |
| Approach Vol, veh/h | | 292 | | | 55 | | | 348 | | | 80 | |
| Approach Delay, s/veh | | 9.9 | | | 16.0 | | | 32.4 | | | 38.3 | |
| Approach LOS | | A | | | B | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 6.7 | 32.5 | | 22.5 | 7.0 | 32.2 | | 12.0 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 25.8 | | 28.6 | 7.0 | 25.8 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 2.1 | 3.4 | | 14.5 | 2.1 | 8.8 | | 5.2 |
| Green Ext Time (p_c), s | 0.0 | 2.8 | | 1.6 | 0.0 | 2.5 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.3 |
| HCM 2010 LOS | C |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 15 | 729 | 599 | 13 | 504 | 419 |
| Future Volume (vph) | 15 | 729 | 599 | 13 | 504 | 419 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 16 | 792 | 651 | 14 | 548 | 455 |
| RTOR Reduction (vph) | 0 | 73 | 0 | 9 | 0 | 0 |
| Lane Group Flow (vph) | 16 | 719 | 651 | 5 | 548 | 455 |
| Heavy Vehicles (%) | 8% | 8% | 4% | 8% | 8% | 3% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 15.0 | 49.0 | 34.1 | 34.1 | 28.0 | 95.1 |
| Effective Green, g (s) | 15.0 | 49.0 | 34.1 | 34.1 | 28.0 | 95.1 |
| Actuated g/C Ratio | 0.16 | 0.52 | 0.36 | 0.36 | 0.29 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 263 | 1356 | 1244 | 536 | 954 | 1845 |
| v/s Ratio Prot | 0.01 | c0.27 | c0.19 | | 0.17 | 0.25 |
| v/s Ratio Perm | | | | 0.00 | | |
| v/c Ratio | 0.06 | 0.53 | 0.52 | 0.01 | 0.57 | 0.25 |
| Uniform Delay, d1 | 34.1 | 15.4 | 24.1 | 19.6 | 28.5 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.4 | 1.6 | 0.0 | 0.8 | 0.1 |
| Delay (s) | 34.2 | 15.8 | 25.7 | 19.7 | 29.3 | 0.1 |
| Level of Service | C | B | C | B | C | A |
| Approach Delay (s) | 16.1 | | 25.5 | | | 16.1 |
| Approach LOS | B | | C | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.6 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 95.1 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 52.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 28 | 110 | 28 | 18 | 33 | 116 | 497 | 83 | 87 | 649 | 26 |
| Future Volume (veh/h) | 58 | 28 | 110 | 28 | 18 | 33 | 116 | 497 | 83 | 87 | 649 | 26 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1520 | 1737 | 1900 | 1557 | 1672 | 1900 | 1473 | 1759 | 1357 | 1301 | 1759 | 1357 |
| Adj Flow Rate, veh/h | 63 | 30 | 120 | 30 | 20 | 36 | 126 | 540 | 90 | 95 | 705 | 28 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 25 | 7 | 7 | 22 | 13 | 13 | 29 | 8 | 40 | 46 | 8 | 40 |
| Cap, veh/h | 305 | 42 | 169 | 228 | 59 | 106 | 343 | 1144 | 395 | 346 | 1114 | 385 |
| Arrive On Green | 0.07 | 0.14 | 0.14 | 0.05 | 0.11 | 0.11 | 0.10 | 0.34 | 0.34 | 0.09 | 0.33 | 0.33 |
| Sat Flow, veh/h | 1448 | 304 | 1218 | 1483 | 536 | 965 | 1403 | 3343 | 1154 | 1239 | 3343 | 1154 |
| Grp Volume(v), veh/h | 63 | 0 | 150 | 30 | 0 | 56 | 126 | 540 | 90 | 95 | 705 | 28 |
| Grp Sat Flow(s),veh/h/ln | 1448 | 0 | 1522 | 1483 | 0 | 1502 | 1403 | 1671 | 1154 | 1239 | 1671 | 1154 |
| Q Serve(g_s), s | 2.3 | 0.0 | 5.9 | 1.1 | 0.0 | 2.2 | 3.5 | 7.9 | 3.5 | 3.0 | 11.2 | 1.0 |
| Cycle Q Clear(g_c), s | 2.3 | 0.0 | 5.9 | 1.1 | 0.0 | 2.2 | 3.5 | 7.9 | 3.5 | 3.0 | 11.2 | 1.0 |
| Prop In Lane | 1.00 | | 0.80 | 1.00 | | 0.64 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 305 | 0 | 211 | 228 | 0 | 165 | 343 | 1144 | 395 | 346 | 1114 | 385 |
| V/C Ratio(X) | 0.21 | 0.00 | 0.71 | 0.13 | 0.00 | 0.34 | 0.37 | 0.47 | 0.23 | 0.27 | 0.63 | 0.07 |
| Avail Cap(c_a), veh/h | 359 | 0 | 437 | 327 | 0 | 431 | 517 | 1761 | 608 | 393 | 1441 | 497 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.8 | 0.0 | 25.8 | 22.9 | 0.0 | 25.8 | 12.4 | 16.2 | 14.7 | 11.8 | 17.6 | 14.3 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 4.4 | 0.3 | 0.0 | 1.2 | 0.7 | 0.3 | 0.3 | 0.4 | 0.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 0.0 | 2.7 | 0.5 | 0.0 | 0.9 | 1.4 | 3.7 | 1.1 | 1.0 | 5.2 | 0.3 |
| LnGrp Delay(d),s/veh | 22.2 | 0.0 | 30.1 | 23.2 | 0.0 | 27.0 | 13.0 | 16.5 | 15.0 | 12.2 | 18.2 | 14.3 |
| LnGrp LOS | C | | C | C | | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 213 | | | 86 | | | 756 | | | 828 | |
| Approach Delay, s/veh | | 27.8 | | | 25.7 | | | 15.7 | | | 17.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.7 | 27.4 | 8.8 | 14.7 | 12.2 | 26.9 | 10.7 | 12.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 33.0 | 7.0 | 18.0 | 14.0 | 27.0 | 7.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.0 | 9.9 | 3.1 | 7.9 | 5.5 | 13.2 | 4.3 | 4.2 |
| Green Ext Time (p_c), s | 0.1 | 10.4 | 0.0 | 0.7 | 0.2 | 7.7 | 0.0 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.3 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 111 | 809 | 192 | 107 | 668 | 19 | 91 | 39 | 26 | 16 | 41 | 91 |
| Future Volume (veh/h) | 111 | 809 | 192 | 107 | 668 | 19 | 91 | 39 | 26 | 16 | 41 | 91 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1759 | 1863 | 1900 | 1759 | 1900 | 1845 | 1813 | 1900 | 1900 | 1632 | 1900 |
| Adj Flow Rate, veh/h | 121 | 879 | 209 | 116 | 726 | 21 | 99 | 42 | 28 | 17 | 45 | 99 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 6 | 8 | 2 | 0 | 8 | 0 | 3 | 4 | 4 | 0 | 0 | 0 |
| Cap, veh/h | 462 | 1318 | 624 | 410 | 1313 | 634 | 293 | 171 | 114 | 119 | 220 | 271 |
| Arrive On Green | 0.11 | 0.39 | 0.39 | 0.10 | 0.39 | 0.39 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1707 | 3343 | 1583 | 1810 | 3343 | 1615 | 1227 | 1016 | 677 | 227 | 1313 | 1615 |
| Grp Volume(v), veh/h | 121 | 879 | 209 | 116 | 726 | 21 | 99 | 0 | 70 | 62 | 0 | 99 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1671 | 1583 | 1810 | 1671 | 1615 | 1227 | 0 | 1693 | 1540 | 0 | 1615 |
| Q Serve(g_s), s | 2.2 | 12.2 | 5.2 | 1.9 | 9.5 | 0.5 | 4.3 | 0.0 | 2.0 | 0.0 | 0.0 | 3.1 |
| Cycle Q Clear(g_c), s | 2.2 | 12.2 | 5.2 | 1.9 | 9.5 | 0.5 | 6.1 | 0.0 | 2.0 | 1.9 | 0.0 | 3.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 | 0.27 | | 1.00 |
| Lane Grp Cap(c), veh/h | 462 | 1318 | 624 | 410 | 1313 | 634 | 293 | 0 | 284 | 340 | 0 | 271 |
| V/C Ratio(X) | 0.26 | 0.67 | 0.33 | 0.28 | 0.55 | 0.03 | 0.34 | 0.00 | 0.25 | 0.18 | 0.00 | 0.37 |
| Avail Cap(c_a), veh/h | 554 | 2148 | 1017 | 447 | 2029 | 980 | 697 | 0 | 842 | 823 | 0 | 803 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.6 | 14.0 | 11.9 | 9.3 | 13.3 | 10.5 | 22.9 | 0.0 | 20.3 | 20.3 | 0.0 | 20.8 |
| Incr Delay (d2), s/veh | 0.3 | 0.2 | 0.1 | 0.4 | 0.1 | 0.0 | 0.7 | 0.0 | 0.4 | 0.3 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 5.7 | 2.3 | 1.0 | 4.4 | 0.2 | 1.5 | 0.0 | 1.0 | 0.9 | 0.0 | 1.4 |
| LnGrp Delay(d),s/veh | 8.9 | 14.2 | 12.0 | 9.7 | 13.4 | 10.5 | 23.6 | 0.0 | 20.8 | 20.5 | 0.0 | 21.6 |
| LnGrp LOS | A | B | B | A | B | B | C | | C | C | | C |
| Approach Vol, veh/h | | 1209 | | | 863 | | | 169 | | | 161 | |
| Approach Delay, s/veh | | 13.3 | | | 12.8 | | | 22.4 | | | 21.2 | |
| Approach LOS | | B | | | B | | | C | | | C | |

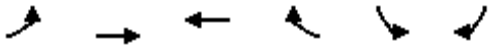
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.9 | 28.9 | | 15.5 | 11.9 | 29.0 | | 15.5 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 4.2 | 11.5 | | 8.1 | 3.9 | 14.2 | | 5.1 |
| Green Ext Time (p_c), s | 0.1 | 8.1 | | 1.4 | 0.1 | 8.0 | | 1.4 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 14.3 |
| HCM 2010 LOS | | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 180 | 440 | 541 | 115 | 181 | 162 | 290 | 661 | 192 | 463 | 484 | 192 |
| Future Volume (veh/h) | 180 | 440 | 541 | 115 | 181 | 162 | 290 | 661 | 192 | 463 | 484 | 192 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1597 | 1610 | 1624 | 1218 | 1667 | 1624 | 1638 | 1759 | 1638 | 1624 | 1759 | 1624 |
| Adj Flow Rate, veh/h | 196 | 478 | 588 | 125 | 197 | 176 | 315 | 718 | 0 | 503 | 526 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 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 |
| Percent Heavy Veh, % | 19 | 18 | 17 | 56 | 14 | 17 | 16 | 8 | 16 | 17 | 8 | 17 |
| Cap, veh/h | 372 | 906 | 682 | 192 | 988 | 431 | 338 | 809 | 337 | 594 | 746 | 308 |
| Arrive On Green | 0.02 | 0.10 | 0.10 | 0.07 | 0.31 | 0.31 | 0.22 | 0.24 | 0.00 | 0.20 | 0.22 | 0.00 |
| Sat Flow, veh/h | 1521 | 3059 | 1380 | 1160 | 3167 | 1380 | 1560 | 3343 | 1392 | 3000 | 3343 | 1380 |
| Grp Volume(v), veh/h | 196 | 478 | 588 | 125 | 197 | 176 | 315 | 718 | 0 | 503 | 526 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1521 | 1530 | 1380 | 1160 | 1583 | 1380 | 1560 | 1671 | 1392 | 1500 | 1671 | 1380 |
| Q Serve(g_s), s | 7.0 | 18.6 | 19.5 | 9.0 | 5.7 | 12.6 | 24.8 | 25.9 | 0.0 | 20.2 | 18.1 | 0.0 |
| Cycle Q Clear(g_c), s | 7.0 | 18.6 | 19.5 | 9.0 | 5.7 | 12.6 | 24.8 | 25.9 | 0.0 | 20.2 | 18.1 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 372 | 906 | 682 | 192 | 988 | 431 | 338 | 809 | 337 | 594 | 746 | 308 |
| V/C Ratio(X) | 0.53 | 0.53 | 0.86 | 0.65 | 0.20 | 0.41 | 0.93 | 0.89 | 0.00 | 0.85 | 0.71 | 0.00 |
| Avail Cap(c_a), veh/h | 372 | 906 | 682 | 192 | 988 | 431 | 374 | 909 | 379 | 672 | 856 | 353 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.90 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 33.1 | 48.1 | 20.0 | 31.2 | 31.5 | 33.9 | 48.1 | 45.7 | 0.0 | 48.3 | 44.8 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 2.0 | 12.4 | 7.6 | 0.5 | 2.9 | 28.4 | 9.9 | 0.0 | 9.0 | 2.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.8 | 8.1 | 9.8 | 1.6 | 2.6 | 5.1 | 13.3 | 13.1 | 0.0 | 9.1 | 8.6 | 0.0 |
| LnGrp Delay(d),s/veh | 34.3 | 50.0 | 32.4 | 38.8 | 32.0 | 36.7 | 76.4 | 55.6 | 0.0 | 57.3 | 47.0 | 0.0 |
| LnGrp LOS | C | D | C | D | C | D | E | E | | E | D | |
| Approach Vol, veh/h | | 1262 | | | 498 | | | 1033 | | | 1029 | |
| Approach Delay, s/veh | | 39.4 | | | 35.4 | | | 61.9 | | | 52.1 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 45.0 | 33.1 | 33.9 | 15.0 | 43.0 | 30.7 | 36.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 32.0 | 30.0 | 32.0 | 9.0 | 30.0 | 28.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 9.0 | 14.6 | 26.8 | 20.1 | 11.0 | 21.5 | 22.2 | 27.9 |
| Green Ext Time (p_c), s | 0.0 | 7.0 | 0.3 | 4.0 | 0.0 | 4.6 | 2.5 | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 48.4 |
| HCM 2010 LOS | D |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 12 | 1150 | 807 | 29 | 47 | 11 |
| Future Volume (veh/h) | 12 | 1150 | 807 | 29 | 47 | 11 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1759 | 1810 | 1810 | 1624 | 1570 | 1267 |
| Adj Flow Rate, veh/h | 13 | 1250 | 877 | 32 | 51 | 12 |
| Adj No. of Lanes | 1 | 2 | 2 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 8 | 5 | 5 | 17 | 21 | 50 |
| Cap, veh/h | 34 | 2916 | 2681 | 1153 | 84 | 82 |
| Arrive On Green | 0.04 | 1.00 | 1.00 | 1.00 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1675 | 3529 | 3529 | 1380 | 1495 | 1077 |
| Grp Volume(v), veh/h | 13 | 1250 | 877 | 32 | 51 | 12 |
| Grp Sat Flow(s),veh/h/ln | 1675 | 1719 | 1719 | 1380 | 1495 | 1077 |
| Q Serve(g_s), s | 0.9 | 0.0 | 0.0 | 0.0 | 4.2 | 1.3 |
| Cycle Q Clear(g_c), s | 0.9 | 0.0 | 0.0 | 0.0 | 4.2 | 1.3 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 34 | 2916 | 2681 | 1153 | 84 | 82 |
| V/C Ratio(X) | 0.38 | 0.43 | 0.33 | 0.03 | 0.61 | 0.15 |
| Avail Cap(c_a), veh/h | 121 | 2916 | 2681 | 1153 | 431 | 332 |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.33 | 1.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.71 | 0.71 | 0.79 | 0.79 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 59.2 | 0.0 | 0.0 | 0.0 | 57.7 | 53.9 |
| Incr Delay (d2), s/veh | 4.9 | 0.3 | 0.3 | 0.0 | 7.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.1 | 0.1 | 0.0 | 1.9 | 0.8 |
| LnGrp Delay(d),s/veh | 64.1 | 0.3 | 0.3 | 0.0 | 64.6 | 54.7 |
| LnGrp LOS | E | A | A | A | E | D |
| Approach Vol, veh/h | | 1263 | 909 | | 63 | |
| Approach Delay, s/veh | | 1.0 | 0.3 | | 62.7 | |
| Approach LOS | | A | A | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 8.5 | 103.5 | | 13.0 | | 112.0 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 9.0 | 62.0 | | 36.0 | | 77.0 | | |
| Max Q Clear Time (g_c+I1), s | 2.9 | 2.0 | | 6.2 | | 2.0 | | |
| Green Ext Time (p_c), s | 0.0 | 28.6 | | 0.1 | | 31.1 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 2.4 |
| HCM 2010 LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 80 | 556 | 393 | 317 | 374 | 78 | 275 | 309 | 408 | 129 | 438 | 57 |
| Future Volume (veh/h) | 80 | 556 | 393 | 317 | 374 | 78 | 275 | 309 | 408 | 129 | 438 | 57 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1810 | 1863 | 1545 | 1810 | 1810 | 1776 | 1810 | 1863 | 1583 | 1757 | 1900 |
| Adj Flow Rate, veh/h | 87 | 604 | 427 | 345 | 407 | 85 | 299 | 336 | 443 | 140 | 476 | 62 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 5 | 2 | 23 | 5 | 5 | 7 | 5 | 2 | 20 | 8 | 8 |
| Cap, veh/h | 366 | 866 | 399 | 318 | 1167 | 522 | 259 | 591 | 517 | 281 | 439 | 57 |
| Arrive On Green | 0.11 | 0.50 | 0.50 | 0.14 | 0.34 | 0.34 | 0.12 | 0.33 | 0.33 | 0.08 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1707 | 3438 | 1583 | 1471 | 3438 | 1538 | 1691 | 1810 | 1583 | 1508 | 1524 | 198 |
| Grp Volume(v), veh/h | 87 | 604 | 427 | 345 | 407 | 85 | 299 | 336 | 443 | 140 | 0 | 538 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1719 | 1583 | 1471 | 1719 | 1538 | 1691 | 1810 | 1583 | 1508 | 0 | 1722 |
| Q Serve(g_s), s | 4.7 | 16.8 | 31.5 | 17.6 | 11.1 | 4.8 | 14.9 | 19.2 | 32.7 | 8.1 | 0.0 | 36.0 |
| Cycle Q Clear(g_c), s | 4.7 | 16.8 | 31.5 | 17.6 | 11.1 | 4.8 | 14.9 | 19.2 | 32.7 | 8.1 | 0.0 | 36.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 366 | 866 | 399 | 318 | 1167 | 522 | 259 | 591 | 517 | 281 | 0 | 496 |
| V/C Ratio(X) | 0.24 | 0.70 | 1.07 | 1.09 | 0.35 | 0.16 | 1.15 | 0.57 | 0.86 | 0.50 | 0.00 | 1.08 |
| Avail Cap(c_a), veh/h | 371 | 866 | 399 | 318 | 1167 | 522 | 259 | 591 | 517 | 298 | 0 | 496 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.72 | 0.72 | 0.72 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.0 | 27.4 | 31.0 | 33.7 | 30.9 | 28.9 | 37.1 | 34.8 | 39.3 | 28.6 | 0.0 | 44.5 |
| Incr Delay (d2), s/veh | 0.2 | 3.4 | 58.4 | 74.0 | 0.8 | 0.6 | 103.8 | 1.3 | 13.3 | 1.4 | 0.0 | 65.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 8.2 | 20.0 | 10.3 | 5.4 | 2.1 | 16.4 | 9.8 | 16.2 | 3.4 | 0.0 | 26.1 |
| LnGrp Delay(d),s/veh | 30.2 | 30.7 | 89.4 | 107.7 | 31.7 | 29.5 | 140.9 | 36.1 | 52.6 | 29.9 | 0.0 | 109.7 |
| LnGrp LOS | C | C | F | F | C | C | F | D | D | C | | F |
| Approach Vol, veh/h | | 1118 | | | 837 | | | 1078 | | | 678 | |
| Approach Delay, s/veh | | 53.1 | | | 62.8 | | | 72.0 | | | 93.2 | |
| Approach LOS | | D | | | E | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.1 | 48.8 | 16.1 | 47.0 | 24.0 | 37.9 | 21.0 | 42.1 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.0 | 42.1 | 11.5 | 39.4 | 17.6 | 31.5 | 14.9 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 6.7 | 13.1 | 10.1 | 34.7 | 19.6 | 33.5 | 16.9 | 38.0 |
| Green Ext Time (p_c), s | 0.0 | 10.2 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 68.1 |
| HCM 2010 LOS | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 820 | 295 | 18 | 593 | 45 | 211 | 116 | 63 | 80 | 157 | 25 |
| Future Volume (veh/h) | 17 | 820 | 295 | 18 | 593 | 45 | 211 | 116 | 63 | 80 | 157 | 25 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1819 | 1900 | 1900 | 1799 | 1900 | 1810 | 1829 | 1900 | 1845 | 1835 | 1900 |
| Adj Flow Rate, veh/h | 18 | 891 | 321 | 20 | 645 | 49 | 229 | 126 | 68 | 87 | 171 | 27 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 5 | 6 | 6 | 3 | 3 | 3 |
| Cap, veh/h | 387 | 1505 | 540 | 236 | 1944 | 148 | 277 | 331 | 178 | 226 | 222 | 35 |
| Arrive On Green | 0.60 | 0.60 | 0.60 | 0.20 | 0.20 | 0.20 | 0.10 | 0.30 | 0.30 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 762 | 2493 | 895 | 468 | 3220 | 244 | 1723 | 1119 | 604 | 1173 | 1547 | 244 |
| Grp Volume(v), veh/h | 18 | 616 | 596 | 20 | 342 | 352 | 229 | 0 | 194 | 87 | 0 | 198 |
| Grp Sat Flow(s),veh/h/ln | 762 | 1728 | 1661 | 468 | 1709 | 1756 | 1723 | 0 | 1722 | 1173 | 0 | 1792 |
| Q Serve(g_s), s | 1.7 | 27.5 | 27.7 | 4.7 | 21.4 | 21.5 | 12.8 | 0.0 | 11.2 | 8.6 | 0.0 | 13.3 |
| Cycle Q Clear(g_c), s | 23.2 | 27.5 | 27.7 | 32.4 | 21.4 | 21.5 | 12.8 | 0.0 | 11.2 | 8.6 | 0.0 | 13.3 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.14 | 1.00 | | 0.35 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 387 | 1043 | 1003 | 236 | 1032 | 1060 | 277 | 0 | 509 | 226 | 0 | 257 |
| V/C Ratio(X) | 0.05 | 0.59 | 0.59 | 0.08 | 0.33 | 0.33 | 0.83 | 0.00 | 0.38 | 0.39 | 0.00 | 0.77 |
| Avail Cap(c_a), veh/h | 387 | 1043 | 1003 | 236 | 1032 | 1060 | 277 | 0 | 761 | 397 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.72 | 0.72 | 0.72 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.7 | 15.3 | 15.3 | 45.1 | 28.4 | 28.4 | 41.8 | 0.0 | 35.0 | 49.5 | 0.0 | 51.5 |
| Incr Delay (d2), s/veh | 0.2 | 2.5 | 2.6 | 0.5 | 0.6 | 0.6 | 18.5 | 0.0 | 0.5 | 1.1 | 0.0 | 4.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 13.7 | 13.3 | 0.6 | 10.4 | 10.7 | 8.0 | 0.0 | 5.4 | 2.8 | 0.0 | 6.9 |
| LnGrp Delay(d),s/veh | 20.9 | 17.7 | 17.9 | 45.6 | 29.0 | 29.0 | 60.2 | 0.0 | 35.4 | 50.6 | 0.0 | 56.4 |
| LnGrp LOS | C | B | B | D | C | C | E | | D | D | | E |
| Approach Vol, veh/h | | 1230 | | | 714 | | | 423 | | | 285 | |
| Approach Delay, s/veh | | 17.9 | | | 29.5 | | | 48.9 | | | 54.6 | |
| Approach LOS | | B | | | C | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 81.9 | | 43.1 | | 81.9 | 19.0 | 24.1 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 57.2 | | * 55 | | 57.2 | * 13 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 34.4 | | 13.2 | | 29.7 | 14.8 | 15.3 |
| Green Ext Time (p_c), s | | 13.9 | | 2.9 | | 15.6 | 0.0 | 2.6 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 29.9 |
| HCM 2010 LOS | | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 233 | 275 | 58 | 141 | 81 | 116 | 648 | 24 | 141 | 741 | 24 |
| Future Volume (veh/h) | 39 | 233 | 275 | 58 | 141 | 81 | 116 | 648 | 24 | 141 | 741 | 24 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1815 | 1900 | 1792 | 1810 | 1900 | 1712 | 1804 | 1900 | 1810 | 1808 | 1900 |
| Adj Flow Rate, veh/h | 40 | 238 | 281 | 59 | 144 | 83 | 118 | 661 | 24 | 144 | 756 | 24 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 6 | 5 | 5 | 11 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 372 | 273 | 323 | 123 | 388 | 224 | 166 | 906 | 33 | 233 | 913 | 29 |
| Arrive On Green | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1172 | 760 | 897 | 846 | 1078 | 622 | 634 | 1730 | 63 | 732 | 1743 | 55 |
| Grp Volume(v), veh/h | 40 | 0 | 519 | 59 | 0 | 227 | 118 | 0 | 685 | 144 | 0 | 780 |
| Grp Sat Flow(s),veh/h/ln | 1172 | 0 | 1656 | 846 | 0 | 1700 | 634 | 0 | 1792 | 732 | 0 | 1798 |
| Q Serve(g_s), s | 2.9 | 0.0 | 32.1 | 7.5 | 0.0 | 10.9 | 17.5 | 0.0 | 32.4 | 20.8 | 0.0 | 40.1 |
| Cycle Q Clear(g_c), s | 13.7 | 0.0 | 32.1 | 39.6 | 0.0 | 10.9 | 57.6 | 0.0 | 32.4 | 53.2 | 0.0 | 40.1 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.37 | 1.00 | | 0.04 | 1.00 | | 0.03 |
| Lane Grp Cap(c), veh/h | 372 | 0 | 596 | 123 | 0 | 612 | 166 | 0 | 939 | 233 | 0 | 942 |
| V/C Ratio(X) | 0.11 | 0.00 | 0.87 | 0.48 | 0.00 | 0.37 | 0.71 | 0.00 | 0.73 | 0.62 | 0.00 | 0.83 |
| Avail Cap(c_a), veh/h | 372 | 0 | 596 | 123 | 0 | 612 | 166 | 0 | 939 | 233 | 0 | 942 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.1 | 0.0 | 32.8 | 51.4 | 0.0 | 26.0 | 47.6 | 0.0 | 20.2 | 40.7 | 0.0 | 22.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 13.2 | 2.9 | 0.0 | 0.4 | 14.4 | 0.0 | 3.2 | 5.7 | 0.0 | 6.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 0.0 | 16.9 | 1.9 | 0.0 | 5.2 | 4.2 | 0.0 | 16.8 | 4.6 | 0.0 | 21.4 |
| LnGrp Delay(d),s/veh | 31.2 | 0.0 | 46.0 | 54.2 | 0.0 | 26.4 | 61.9 | 0.0 | 23.4 | 46.4 | 0.0 | 28.5 |
| LnGrp LOS | C | | D | D | | C | E | | C | D | | C |
| Approach Vol, veh/h | | 559 | | | 286 | | | 803 | | | 924 | |
| Approach Delay, s/veh | | 44.9 | | | 32.1 | | | 29.0 | | | 31.3 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 64.0 | | 46.0 | | 64.0 | | 46.0 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 57.6 | | 39.6 | | 57.6 | | 39.6 |
| Max Q Clear Time (g_c+I1), s | | 59.6 | | 34.1 | | 55.2 | | 41.6 |
| Green Ext Time (p_c), s | | 0.0 | | 2.5 | | 2.2 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 33.7 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 178 | 286 | 246 | 20 | 253 | 29 | 285 | 411 | 27 | 112 | 691 | 78 |
| Future Volume (veh/h) | 178 | 286 | 246 | 20 | 253 | 29 | 285 | 411 | 27 | 112 | 691 | 78 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1776 | 1900 | 1777 | 1900 | 1743 | 1810 | 1583 | 1863 | 1810 | 1638 |
| Adj Flow Rate, veh/h | 189 | 304 | 262 | 21 | 269 | 31 | 303 | 437 | 29 | 119 | 735 | 83 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 4 | 3 | 7 | 0 | 7 | 7 | 9 | 5 | 20 | 2 | 5 | 16 |
| Cap, veh/h | 240 | 570 | 467 | 214 | 484 | 56 | 298 | 1033 | 768 | 406 | 668 | 514 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.14 | 0.57 | 0.57 | 0.37 | 0.37 | 0.37 |
| Sat Flow, veh/h | 1054 | 1845 | 1509 | 858 | 1565 | 180 | 1660 | 1810 | 1346 | 923 | 1810 | 1392 |
| Grp Volume(v), veh/h | 189 | 304 | 262 | 21 | 0 | 300 | 303 | 437 | 29 | 119 | 735 | 83 |
| Grp Sat Flow(s),veh/h/ln | 1054 | 1845 | 1509 | 858 | 0 | 1746 | 1660 | 1810 | 1346 | 923 | 1810 | 1392 |
| Q Serve(g_s), s | 18.2 | 15.0 | 16.0 | 2.3 | 0.0 | 15.8 | 15.4 | 15.0 | 1.0 | 10.3 | 40.6 | 4.4 |
| Cycle Q Clear(g_c), s | 34.0 | 15.0 | 16.0 | 17.3 | 0.0 | 15.8 | 15.4 | 15.0 | 1.0 | 10.3 | 40.6 | 4.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 240 | 570 | 467 | 214 | 0 | 540 | 298 | 1033 | 768 | 406 | 668 | 514 |
| V/C Ratio(X) | 0.79 | 0.53 | 0.56 | 0.10 | 0.00 | 0.56 | 1.02 | 0.42 | 0.04 | 0.29 | 1.10 | 0.16 |
| Avail Cap(c_a), veh/h | 240 | 570 | 467 | 214 | 0 | 540 | 298 | 1033 | 768 | 406 | 668 | 514 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.6 | 31.4 | 31.8 | 38.6 | 0.0 | 31.7 | 34.2 | 13.4 | 10.3 | 25.1 | 34.7 | 23.3 |
| Incr Delay (d2), s/veh | 15.8 | 1.0 | 1.5 | 0.2 | 0.0 | 1.3 | 56.6 | 0.1 | 0.0 | 0.1 | 65.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.8 | 7.8 | 6.8 | 0.6 | 0.0 | 7.8 | 13.7 | 7.6 | 0.4 | 2.6 | 32.4 | 1.7 |
| LnGrp Delay(d),s/veh | 62.4 | 32.4 | 33.3 | 38.8 | 0.0 | 33.0 | 90.9 | 13.5 | 10.4 | 25.3 | 100.3 | 23.3 |
| LnGrp LOS | E | C | C | D | | C | F | B | B | C | F | C |
| Approach Vol, veh/h | | 755 | | | 321 | | | 769 | | | 937 | |
| Approach Delay, s/veh | | 40.2 | | | 33.3 | | | 43.8 | | | 83.9 | |
| Approach LOS | | D | | | C | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 69.6 | | 40.4 | 22.2 | 47.4 | | 40.4 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 62.8 | | 34.0 | 15.4 | 40.6 | | 34.0 |
| Max Q Clear Time (g_c+I1), s | | 17.0 | | 36.0 | 17.4 | 42.6 | | 19.3 |
| Green Ext Time (p_c), s | | 5.9 | | 0.0 | 0.0 | 0.0 | | 5.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 55.2 |
| HCM 2010 LOS | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 103 | 73 | 161 | 19 | 19 | 128 | 103 | 417 | 45 | 121 | 758 | 51 |
| Future Volume (veh/h) | 103 | 73 | 161 | 19 | 19 | 128 | 103 | 417 | 45 | 121 | 758 | 51 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1882 | 1900 | 1900 | 1720 | 1900 | 1845 | 1810 | 1792 | 1712 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 105 | 74 | 164 | 19 | 19 | 0 | 105 | 426 | 46 | 123 | 773 | 52 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 0 | 0 | 0 | 3 | 5 | 6 | 11 | 5 | 0 |
| Cap, veh/h | 379 | 107 | 236 | 195 | 351 | 0 | 321 | 1107 | 932 | 526 | 1107 | 988 |
| Arrive On Green | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.00 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Sat Flow, veh/h | 1374 | 522 | 1157 | 1160 | 1720 | 0 | 655 | 1810 | 1524 | 843 | 1810 | 1615 |
| Grp Volume(v), veh/h | 105 | 0 | 238 | 19 | 19 | 0 | 105 | 426 | 46 | 123 | 773 | 52 |
| Grp Sat Flow(s),veh/h/ln | 1374 | 0 | 1678 | 1160 | 1720 | 0 | 655 | 1810 | 1524 | 843 | 1810 | 1615 |
| Q Serve(g_s), s | 4.3 | 0.0 | 8.6 | 1.0 | 0.6 | 0.0 | 8.4 | 7.8 | 0.8 | 5.7 | 18.9 | 0.8 |
| Cycle Q Clear(g_c), s | 4.9 | 0.0 | 8.6 | 9.6 | 0.6 | 0.0 | 27.3 | 7.8 | 0.8 | 13.4 | 18.9 | 0.8 |
| Prop In Lane | 1.00 | | 0.69 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 379 | 0 | 343 | 195 | 351 | 0 | 321 | 1107 | 932 | 526 | 1107 | 988 |
| V/C Ratio(X) | 0.28 | 0.00 | 0.69 | 0.10 | 0.05 | 0.00 | 0.33 | 0.38 | 0.05 | 0.23 | 0.70 | 0.05 |
| Avail Cap(c_a), veh/h | 815 | 0 | 875 | 563 | 897 | 0 | 463 | 1499 | 1262 | 708 | 1499 | 1338 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.9 | 0.0 | 24.1 | 28.5 | 20.9 | 0.0 | 17.8 | 6.4 | 5.1 | 9.8 | 8.6 | 5.1 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 2.5 | 0.2 | 0.1 | 0.0 | 0.6 | 0.2 | 0.0 | 0.2 | 0.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.0 | 4.2 | 0.3 | 0.3 | 0.0 | 1.6 | 3.9 | 0.3 | 1.3 | 9.5 | 0.4 |
| LnGrp Delay(d),s/veh | 23.2 | 0.0 | 26.6 | 28.7 | 20.9 | 0.0 | 18.4 | 6.6 | 5.1 | 10.1 | 9.5 | 5.1 |
| LnGrp LOS | C | | C | C | C | | B | A | A | B | A | A |
| Approach Vol, veh/h | | 343 | | | 38 | | | 577 | | | 948 | |
| Approach Delay, s/veh | | 25.6 | | | 24.8 | | | 8.7 | | | 9.3 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 45.9 | | 19.3 | | 45.9 | | 19.3 |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 54.0 | | 34.0 | | 54.0 | | 34.0 |
| Max Q Clear Time (g_c+I1), s | | 29.3 | | 10.6 | | 20.9 | | 11.6 |
| Green Ext Time (p_c), s | | 10.6 | | 1.8 | | 11.8 | | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.3 |
| HCM 2010 LOS | B |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 53 | 57 | 348 | 18 | 32 | 11 | 360 | 40 | 19 | 13 | 35 | 10 |
| Future Volume (veh/h) | 53 | 57 | 348 | 18 | 32 | 11 | 360 | 40 | 19 | 13 | 35 | 10 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1810 | 1759 | 1638 | 1832 | 1900 | 1696 | 1851 | 1900 | 1900 | 1674 | 1900 |
| Adj Flow Rate, veh/h | 58 | 62 | 378 | 20 | 35 | 12 | 391 | 43 | 21 | 14 | 38 | 11 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 5 | 8 | 16 | 5 | 5 | 12 | 0 | 0 | 4 | 4 | 4 |
| Cap, veh/h | 525 | 602 | 905 | 384 | 395 | 135 | 440 | 320 | 156 | 23 | 62 | 18 |
| Arrive On Green | 0.06 | 0.33 | 0.33 | 0.03 | 0.30 | 0.30 | 0.27 | 0.27 | 0.27 | 0.06 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1587 | 1810 | 1495 | 1560 | 1305 | 448 | 1616 | 1176 | 574 | 357 | 969 | 280 |
| Grp Volume(v), veh/h | 58 | 62 | 378 | 20 | 0 | 47 | 391 | 0 | 64 | 63 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1810 | 1495 | 1560 | 0 | 1753 | 1616 | 0 | 1750 | 1606 | 0 | 0 |
| Q Serve(g_s), s | 2.1 | 2.0 | 11.4 | 0.7 | 0.0 | 1.6 | 19.8 | 0.0 | 2.4 | 3.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.1 | 2.0 | 11.4 | 0.7 | 0.0 | 1.6 | 19.8 | 0.0 | 2.4 | 3.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.26 | 1.00 | | 0.33 | 0.22 | | 0.17 |
| Lane Grp Cap(c), veh/h | 525 | 602 | 905 | 384 | 0 | 530 | 440 | 0 | 477 | 102 | 0 | 0 |
| V/C Ratio(X) | 0.11 | 0.10 | 0.42 | 0.05 | 0.00 | 0.09 | 0.89 | 0.00 | 0.13 | 0.62 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 558 | 602 | 905 | 464 | 0 | 530 | 542 | 0 | 587 | 527 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.9 | 19.7 | 8.9 | 19.2 | 0.0 | 21.3 | 29.8 | 0.0 | 23.4 | 38.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.3 | 1.4 | 0.1 | 0.0 | 0.3 | 15.3 | 0.0 | 0.2 | 8.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 1.1 | 8.2 | 0.3 | 0.0 | 0.8 | 10.7 | 0.0 | 1.2 | 1.7 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 18.0 | 20.0 | 10.3 | 19.3 | 0.0 | 21.7 | 45.1 | 0.0 | 23.6 | 47.2 | 0.0 | 0.0 |
| LnGrp LOS | B | C | B | B | | C | D | | C | D | | |
| Approach Vol, veh/h | | 498 | | | 67 | | | 455 | | | 63 | |
| Approach Delay, s/veh | | 12.4 | | | 20.9 | | | 42.1 | | | 47.2 | |
| Approach LOS | | B | | | C | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.6 | 32.2 | | 29.6 | 9.0 | 34.8 | | 11.8 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 25.8 | | 28.6 | 7.0 | 25.8 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 3.6 | | 21.8 | 2.7 | 13.4 | | 5.3 |
| Green Ext Time (p_c), s | 0.0 | 4.2 | | 1.4 | 0.0 | 3.2 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.4 |
| HCM 2010 LOS | C |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 17 | 832 | 681 | 14 | 1207 | 970 |
| Future Volume (vph) | 17 | 832 | 681 | 14 | 1207 | 970 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 18 | 904 | 740 | 15 | 1312 | 1054 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 11 | 0 | 0 |
| Lane Group Flow (vph) | 18 | 889 | 740 | 4 | 1312 | 1054 |
| Heavy Vehicles (%) | 8% | 8% | 5% | 8% | 8% | 4% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 10.0 | 62.0 | 26.0 | 26.0 | 46.0 | 100.0 |
| Effective Green, g (s) | 10.0 | 62.0 | 26.0 | 26.0 | 46.0 | 100.0 |
| Actuated g/C Ratio | 0.10 | 0.62 | 0.26 | 0.26 | 0.46 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 167 | 1631 | 893 | 388 | 1491 | 1827 |
| v/s Ratio Prot | 0.01 | 0.34 | c0.22 | | c0.40 | c0.58 |
| v/s Ratio Perm | | | | 0.00 | | |
| v/c Ratio | 0.11 | 0.54 | 0.83 | 0.01 | 0.88 | 0.58 |
| Uniform Delay, d1 | 40.9 | 10.9 | 34.9 | 27.5 | 24.5 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.4 | 8.8 | 0.0 | 6.3 | 0.4 |
| Delay (s) | 41.2 | 11.3 | 43.7 | 27.5 | 30.8 | 0.4 |
| Level of Service | D | B | D | C | C | A |
| Approach Delay (s) | 11.9 | | 43.3 | | | 17.3 |
| Approach LOS | B | | D | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 20.9 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.87 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 74.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.
c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 21 | 55 | 25 | 25 | 59 | 187 | 629 | 23 | 78 | 534 | 22 |
| Future Volume (veh/h) | 17 | 21 | 55 | 25 | 25 | 59 | 187 | 629 | 23 | 78 | 534 | 22 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1624 | 1806 | 1900 | 1570 | 1575 | 1900 | 1845 | 1759 | 1712 | 1397 | 1759 | 1520 |
| Adj Flow Rate, veh/h | 18 | 23 | 60 | 27 | 27 | 64 | 203 | 684 | 25 | 85 | 580 | 24 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 17 | 11 | 11 | 21 | 15 | 15 | 3 | 8 | 11 | 36 | 8 | 25 |
| Cap, veh/h | 245 | 51 | 132 | 260 | 53 | 125 | 466 | 1147 | 499 | 339 | 1061 | 410 |
| Arrive On Green | 0.03 | 0.11 | 0.11 | 0.04 | 0.13 | 0.13 | 0.12 | 0.34 | 0.34 | 0.09 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1547 | 444 | 1158 | 1495 | 416 | 985 | 1757 | 3343 | 1455 | 1331 | 3343 | 1292 |
| Grp Volume(v), veh/h | 18 | 0 | 83 | 27 | 0 | 91 | 203 | 684 | 25 | 85 | 580 | 24 |
| Grp Sat Flow(s),veh/h/ln | 1547 | 0 | 1601 | 1495 | 0 | 1401 | 1757 | 1671 | 1455 | 1331 | 1671 | 1292 |
| Q Serve(g_s), s | 0.6 | 0.0 | 2.8 | 0.9 | 0.0 | 3.5 | 4.3 | 9.9 | 0.7 | 2.4 | 8.4 | 0.8 |
| Cycle Q Clear(g_c), s | 0.6 | 0.0 | 2.8 | 0.9 | 0.0 | 3.5 | 4.3 | 9.9 | 0.7 | 2.4 | 8.4 | 0.8 |
| Prop In Lane | 1.00 | | 0.72 | 1.00 | | 0.70 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 245 | 0 | 183 | 260 | 0 | 177 | 466 | 1147 | 499 | 339 | 1061 | 410 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.45 | 0.10 | 0.00 | 0.51 | 0.44 | 0.60 | 0.05 | 0.25 | 0.55 | 0.06 |
| Avail Cap(c_a), veh/h | 409 | 0 | 411 | 401 | 0 | 359 | 684 | 2001 | 871 | 401 | 1658 | 641 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.7 | 0.0 | 24.2 | 21.2 | 0.0 | 23.9 | 11.4 | 15.9 | 12.8 | 11.7 | 16.5 | 13.9 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.7 | 0.2 | 0.0 | 2.3 | 0.6 | 0.5 | 0.0 | 0.4 | 0.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 1.3 | 0.4 | 0.0 | 1.5 | 2.1 | 4.6 | 0.3 | 0.9 | 3.9 | 0.3 |
| LnGrp Delay(d),s/veh | 21.8 | 0.0 | 25.9 | 21.4 | 0.0 | 26.1 | 12.1 | 16.4 | 12.9 | 12.1 | 16.9 | 13.9 |
| LnGrp LOS | C | | C | C | | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 101 | | | 118 | | | 912 | | | 689 | |
| Approach Delay, s/veh | | 25.2 | | | 25.1 | | | 15.3 | | | 16.2 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.2 | 26.1 | 8.5 | 12.7 | 12.7 | 24.6 | 7.8 | 13.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 35.0 | 8.0 | 15.0 | 14.0 | 29.0 | 8.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 11.9 | 2.9 | 4.8 | 6.3 | 10.4 | 2.6 | 5.5 |
| Green Ext Time (p_c), s | 0.0 | 8.2 | 0.0 | 0.6 | 0.3 | 7.5 | 0.0 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.8 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 145 | 693 | 81 | 17 | 782 | 12 | 121 | 16 | 57 | 14 | 17 | 139 |
| Future Volume (veh/h) | 145 | 693 | 81 | 17 | 782 | 12 | 121 | 16 | 57 | 14 | 17 | 139 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1759 | 1696 | 1900 | 1759 | 1900 | 1776 | 1642 | 1900 | 1900 | 1900 | 1845 |
| Adj Flow Rate, veh/h | 158 | 753 | 88 | 18 | 850 | 13 | 132 | 17 | 62 | 15 | 18 | 151 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 2 | 8 | 12 | 0 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 3 |
| Cap, veh/h | 404 | 1450 | 626 | 357 | 1182 | 571 | 318 | 67 | 243 | 212 | 224 | 337 |
| Arrive On Green | 0.11 | 0.43 | 0.43 | 0.03 | 0.35 | 0.35 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1774 | 3343 | 1442 | 1810 | 3343 | 1615 | 1155 | 310 | 1132 | 572 | 1041 | 1568 |
| Grp Volume(v), veh/h | 158 | 753 | 88 | 18 | 850 | 13 | 132 | 0 | 79 | 33 | 0 | 151 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1671 | 1442 | 1810 | 1671 | 1615 | 1155 | 0 | 1442 | 1613 | 0 | 1568 |
| Q Serve(g_s), s | 3.0 | 9.6 | 2.2 | 0.4 | 12.9 | 0.3 | 6.3 | 0.0 | 2.7 | 0.0 | 0.0 | 4.9 |
| Cycle Q Clear(g_c), s | 3.0 | 9.6 | 2.2 | 0.4 | 12.9 | 0.3 | 9.0 | 0.0 | 2.7 | 2.7 | 0.0 | 4.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.78 | 0.45 | | 1.00 |
| Lane Grp Cap(c), veh/h | 404 | 1450 | 626 | 357 | 1182 | 571 | 318 | 0 | 310 | 436 | 0 | 337 |
| V/C Ratio(X) | 0.39 | 0.52 | 0.14 | 0.05 | 0.72 | 0.02 | 0.42 | 0.00 | 0.25 | 0.08 | 0.00 | 0.45 |
| Avail Cap(c_a), veh/h | 481 | 2066 | 891 | 518 | 1952 | 943 | 622 | 0 | 690 | 857 | 0 | 750 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.9 | 12.1 | 10.0 | 11.4 | 16.4 | 12.3 | 22.8 | 0.0 | 19.1 | 18.4 | 0.0 | 20.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.1 | 0.0 | 0.1 | 0.3 | 0.0 | 0.9 | 0.0 | 0.4 | 0.1 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 4.4 | 0.9 | 0.2 | 6.0 | 0.1 | 2.1 | 0.0 | 1.1 | 0.4 | 0.0 | 2.2 |
| LnGrp Delay(d),s/veh | 11.5 | 12.2 | 10.0 | 11.5 | 16.7 | 12.3 | 23.7 | 0.0 | 19.5 | 18.4 | 0.0 | 20.9 |
| LnGrp LOS | B | B | B | B | B | B | C | | B | B | | C |
| Approach Vol, veh/h | | 999 | | | 881 | | | 211 | | | 184 | |
| Approach Delay, s/veh | | 11.9 | | | 16.5 | | | 22.1 | | | 20.5 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.5 | 27.5 | | 18.6 | 7.8 | 32.2 | | 18.6 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 5.0 | 14.9 | | 11.0 | 2.4 | 11.6 | | 6.9 |
| Green Ext Time (p_c), s | 0.1 | 5.8 | | 1.6 | 0.0 | 6.2 | | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.3 |
| HCM 2010 LOS | B |

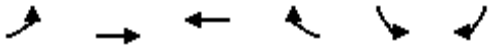
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 186 | 182 | 481 | 207 | 416 | 290 | 162 | 440 | 210 | 524 | 693 | 100 |
| Future Volume (veh/h) | 186 | 182 | 481 | 207 | 416 | 290 | 162 | 440 | 210 | 524 | 693 | 100 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1557 | 1681 | 1624 | 1900 | 1712 | 1348 | 1638 | 1759 | 1638 | 1900 | 1759 | 1900 |
| Adj Flow Rate, veh/h | 202 | 198 | 523 | 225 | 452 | 315 | 176 | 478 | 0 | 570 | 753 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 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 |
| Percent Heavy Veh, % | 22 | 13 | 17 | 0 | 11 | 41 | 16 | 8 | 16 | 0 | 8 | 0 |
| Cap, veh/h | 297 | 1071 | 746 | 418 | 1172 | 413 | 203 | 590 | 246 | 719 | 839 | 405 |
| Arrive On Green | 0.02 | 0.11 | 0.11 | 0.08 | 0.36 | 0.36 | 0.13 | 0.18 | 0.00 | 0.20 | 0.25 | 0.00 |
| Sat Flow, veh/h | 1483 | 3195 | 1380 | 1810 | 3252 | 1145 | 1560 | 3343 | 1392 | 3510 | 3343 | 1615 |
| Grp Volume(v), veh/h | 202 | 198 | 523 | 225 | 452 | 315 | 176 | 478 | 0 | 570 | 753 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1483 | 1597 | 1380 | 1810 | 1626 | 1145 | 1560 | 1671 | 1392 | 1755 | 1671 | 1615 |
| Q Serve(g_s), s | 7.0 | 6.8 | 11.2 | 9.9 | 12.4 | 18.6 | 13.3 | 16.5 | 0.0 | 18.5 | 26.1 | 0.0 |
| Cycle Q Clear(g_c), s | 7.0 | 6.8 | 11.2 | 9.9 | 12.4 | 18.6 | 13.3 | 16.5 | 0.0 | 18.5 | 26.1 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 297 | 1071 | 746 | 418 | 1172 | 413 | 203 | 590 | 246 | 719 | 839 | 405 |
| V/C Ratio(X) | 0.68 | 0.18 | 0.70 | 0.54 | 0.39 | 0.76 | 0.87 | 0.81 | 0.00 | 0.79 | 0.90 | 0.00 |
| Avail Cap(c_a), veh/h | 297 | 1071 | 746 | 418 | 1172 | 413 | 312 | 975 | 406 | 719 | 919 | 444 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.96 | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 31.4 | 38.5 | 11.5 | 23.4 | 28.5 | 13.9 | 51.1 | 47.5 | 0.0 | 45.3 | 43.5 | 0.0 |
| Incr Delay (d2), s/veh | 6.0 | 0.4 | 5.2 | 1.4 | 1.0 | 12.6 | 14.5 | 2.7 | 0.0 | 6.1 | 10.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.6 | 3.0 | 5.4 | 5.0 | 5.7 | 7.3 | 6.5 | 7.9 | 0.0 | 9.6 | 13.3 | 0.0 |
| LnGrp Delay(d),s/veh | 37.4 | 38.8 | 16.7 | 24.8 | 29.5 | 26.4 | 65.6 | 50.2 | 0.0 | 51.3 | 54.4 | 0.0 |
| LnGrp LOS | D | D | B | C | C | C | E | D | | D | D | |
| Approach Vol, veh/h | | 923 | | | 992 | | | 654 | | | 1323 | |
| Approach Delay, s/veh | | 26.0 | | | 27.4 | | | 54.4 | | | 53.1 | |
| Approach LOS | | C | | | C | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 49.2 | 21.7 | 36.1 | 16.0 | 46.2 | 30.6 | 27.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 32.0 | 24.0 | 33.0 | 10.0 | 29.0 | 22.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 9.0 | 20.6 | 15.3 | 28.1 | 11.9 | 13.2 | 20.5 | 18.5 |
| Green Ext Time (p_c), s | 0.0 | 5.6 | 0.4 | 2.0 | 0.0 | 6.7 | 0.5 | 2.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 40.3 |
| HCM 2010 LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 13 | 805 | 1102 | 48 | 27 | 14 |
| Future Volume (veh/h) | 13 | 805 | 1102 | 48 | 27 | 14 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1810 | 1810 | 1652 | 1557 | 1473 |
| Adj Flow Rate, veh/h | 14 | 875 | 1198 | 52 | 29 | 15 |
| Adj No. of Lanes | 1 | 2 | 2 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 5 | 5 | 15 | 22 | 29 |
| Cap, veh/h | 35 | 2894 | 2647 | 1163 | 87 | 100 |
| Arrive On Green | 0.04 | 1.00 | 1.00 | 1.00 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1587 | 3529 | 3529 | 1404 | 1483 | 1252 |
| Grp Volume(v), veh/h | 14 | 875 | 1198 | 52 | 29 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1719 | 1719 | 1404 | 1483 | 1252 |
| Q Serve(g_s), s | 1.0 | 0.0 | 0.0 | 0.0 | 2.3 | 1.3 |
| Cycle Q Clear(g_c), s | 1.0 | 0.0 | 0.0 | 0.0 | 2.3 | 1.3 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 35 | 2894 | 2647 | 1163 | 87 | 100 |
| V/C Ratio(X) | 0.41 | 0.30 | 0.45 | 0.04 | 0.34 | 0.15 |
| Avail Cap(c_a), veh/h | 93 | 2894 | 2647 | 1163 | 371 | 340 |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.33 | 1.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.88 | 0.88 | 0.76 | 0.76 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 56.6 | 0.0 | 0.0 | 0.0 | 54.3 | 51.4 |
| Incr Delay (d2), s/veh | 6.6 | 0.2 | 0.4 | 0.1 | 2.2 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.1 | 0.2 | 0.0 | 1.0 | 1.0 |
| LnGrp Delay(d),s/veh | 63.2 | 0.2 | 0.4 | 0.1 | 56.5 | 52.1 |
| LnGrp LOS | E | A | A | A | E | D |
| Approach Vol, veh/h | | 889 | 1250 | | 44 | |
| Approach Delay, s/veh | | 1.2 | 0.4 | | 55.0 | |
| Approach LOS | | A | A | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 8.6 | 98.4 | | 13.0 | | 107.0 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 7.0 | 65.0 | | 30.0 | | 78.0 | | |
| Max Q Clear Time (g_c+I1), s | 3.0 | 2.0 | | 4.3 | | 2.0 | | |
| Green Ext Time (p_c), s | 0.0 | 28.1 | | 0.1 | | 29.9 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 1.8 |
| HCM 2010 LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 95 | 371 | 295 | 310 | 620 | 132 | 340 | 555 | 292 | 41 | 309 | 56 |
| Future Volume (veh/h) | 95 | 371 | 295 | 310 | 620 | 132 | 340 | 555 | 292 | 41 | 309 | 56 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1810 | 1900 | 1759 | 1810 | 1792 | 1863 | 1827 | 1712 | 1667 | 1800 | 1900 |
| Adj Flow Rate, veh/h | 103 | 403 | 321 | 337 | 674 | 143 | 370 | 603 | 317 | 45 | 336 | 61 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 5 | 0 | 8 | 5 | 6 | 2 | 4 | 11 | 14 | 6 | 6 |
| Cap, veh/h | 253 | 967 | 454 | 379 | 1132 | 502 | 352 | 655 | 522 | 155 | 403 | 73 |
| Arrive On Green | 0.10 | 0.47 | 0.47 | 0.07 | 0.22 | 0.22 | 0.13 | 0.36 | 0.36 | 0.05 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1660 | 3438 | 1615 | 1675 | 3438 | 1524 | 1774 | 1827 | 1455 | 1587 | 1483 | 269 |
| Grp Volume(v), veh/h | 103 | 403 | 321 | 337 | 674 | 143 | 370 | 603 | 317 | 45 | 0 | 397 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1719 | 1615 | 1675 | 1719 | 1524 | 1774 | 1827 | 1455 | 1587 | 0 | 1753 |
| Q Serve(g_s), s | 5.3 | 9.3 | 18.9 | 12.8 | 21.1 | 9.4 | 15.9 | 37.9 | 21.4 | 2.4 | 0.0 | 25.6 |
| Cycle Q Clear(g_c), s | 5.3 | 9.3 | 18.9 | 12.8 | 21.1 | 9.4 | 15.9 | 37.9 | 21.4 | 2.4 | 0.0 | 25.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 253 | 967 | 454 | 379 | 1132 | 502 | 352 | 655 | 522 | 155 | 0 | 476 |
| V/C Ratio(X) | 0.41 | 0.42 | 0.71 | 0.89 | 0.60 | 0.29 | 1.05 | 0.92 | 0.61 | 0.29 | 0.00 | 0.83 |
| Avail Cap(c_a), veh/h | 254 | 967 | 454 | 379 | 1132 | 502 | 352 | 684 | 544 | 176 | 0 | 526 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.67 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.87 | 0.87 | 0.87 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.9 | 25.3 | 27.9 | 33.6 | 39.6 | 35.0 | 31.1 | 36.8 | 31.6 | 32.3 | 0.0 | 41.2 |
| Incr Delay (d2), s/veh | 0.9 | 1.2 | 7.9 | 20.2 | 2.1 | 1.3 | 61.9 | 17.4 | 1.8 | 1.0 | 0.0 | 10.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 4.5 | 9.4 | 7.4 | 10.4 | 4.1 | 9.9 | 22.3 | 8.9 | 1.1 | 0.0 | 13.7 |
| LnGrp Delay(d),s/veh | 28.8 | 26.5 | 35.8 | 53.8 | 41.7 | 36.3 | 93.0 | 54.3 | 33.4 | 33.3 | 0.0 | 51.5 |
| LnGrp LOS | C | C | D | D | D | D | F | D | C | C | | D |
| Approach Vol, veh/h | | 827 | | | 1154 | | | 1290 | | | 442 | |
| Approach Delay, s/veh | | 30.4 | | | 44.5 | | | 60.2 | | | 49.7 | |
| Approach LOS | | C | | | D | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.4 | 45.9 | 11.5 | 49.1 | 19.2 | 40.1 | 22.0 | 38.7 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.1 | 36.0 | 7.0 | 44.9 | 12.8 | 30.3 | 15.9 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 7.3 | 23.1 | 4.4 | 39.9 | 14.8 | 20.9 | 17.9 | 27.6 |
| Green Ext Time (p_c), s | 0.0 | 7.0 | 0.0 | 3.1 | 0.0 | 5.6 | 0.0 | 4.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 47.5 |
| HCM 2010 LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 27 | 601 | 200 | 83 | 774 | 92 | 340 | 143 | 36 | 54 | 106 | 38 |
| Future Volume (veh/h) | 27 | 601 | 200 | 83 | 774 | 92 | 340 | 143 | 36 | 54 | 106 | 38 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1827 | 1900 | 1900 | 1819 | 1900 | 1863 | 1870 | 1900 | 1900 | 1801 | 1900 |
| Adj Flow Rate, veh/h | 28 | 613 | 204 | 85 | 790 | 94 | 347 | 146 | 37 | 55 | 108 | 39 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 2 | 2 | 2 | 0 | 6 | 6 |
| Cap, veh/h | 286 | 1480 | 492 | 362 | 1798 | 214 | 366 | 457 | 116 | 203 | 148 | 53 |
| Arrive On Green | 0.58 | 0.58 | 0.58 | 0.19 | 0.19 | 0.19 | 0.15 | 0.32 | 0.32 | 0.12 | 0.12 | 0.12 |
| Sat Flow, veh/h | 638 | 2561 | 851 | 680 | 3111 | 370 | 1774 | 1441 | 365 | 1220 | 1264 | 457 |
| Grp Volume(v), veh/h | 28 | 415 | 402 | 85 | 439 | 445 | 347 | 0 | 183 | 55 | 0 | 147 |
| Grp Sat Flow(s),veh/h/ln | 638 | 1736 | 1677 | 680 | 1728 | 1753 | 1774 | 0 | 1806 | 1220 | 0 | 1721 |
| Q Serve(g_s), s | 3.6 | 15.9 | 16.0 | 13.4 | 26.9 | 26.9 | 17.8 | 0.0 | 9.2 | 5.0 | 0.0 | 9.9 |
| Cycle Q Clear(g_c), s | 30.5 | 15.9 | 16.0 | 29.3 | 26.9 | 26.9 | 17.8 | 0.0 | 9.2 | 5.0 | 0.0 | 9.9 |
| Prop In Lane | 1.00 | | 0.51 | 1.00 | | 0.21 | 1.00 | | 0.20 | 1.00 | | 0.27 |
| Lane Grp Cap(c), veh/h | 286 | 1003 | 969 | 362 | 998 | 1013 | 366 | 0 | 573 | 203 | 0 | 202 |
| V/C Ratio(X) | 0.10 | 0.41 | 0.41 | 0.23 | 0.44 | 0.44 | 0.95 | 0.00 | 0.32 | 0.27 | 0.00 | 0.73 |
| Avail Cap(c_a), veh/h | 286 | 1003 | 969 | 362 | 998 | 1013 | 366 | 0 | 903 | 426 | 0 | 516 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.58 | 0.58 | 0.58 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.2 | 14.1 | 14.1 | 39.5 | 31.4 | 31.4 | 40.8 | 0.0 | 31.1 | 49.0 | 0.0 | 51.1 |
| Incr Delay (d2), s/veh | 0.7 | 1.3 | 1.3 | 0.9 | 0.8 | 0.8 | 33.8 | 0.0 | 0.3 | 0.7 | 0.0 | 5.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 8.0 | 7.7 | 2.6 | 13.1 | 13.3 | 13.3 | 0.0 | 4.7 | 1.7 | 0.0 | 5.0 |
| LnGrp Delay(d),s/veh | 26.9 | 15.3 | 15.4 | 40.3 | 32.2 | 32.2 | 74.6 | 0.0 | 31.5 | 49.7 | 0.0 | 56.1 |
| LnGrp LOS | C | B | B | D | C | C | E | | C | D | | E |
| Approach Vol, veh/h | | 845 | | | 969 | | | 530 | | | 202 | |
| Approach Delay, s/veh | | 15.7 | | | 32.9 | | | 59.7 | | | 54.4 | |
| Approach LOS | | B | | | C | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 75.7 | | 44.3 | | 75.7 | 24.0 | 20.3 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 47.4 | | * 60 | | 47.4 | * 18 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 31.3 | | 11.2 | | 32.5 | 19.8 | 11.9 |
| Green Ext Time (p_c), s | | 10.1 | | 2.4 | | 9.6 | 0.0 | 2.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 34.5 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 61 | 175 | 208 | 31 | 242 | 129 | 177 | 856 | 39 | 70 | 513 | 41 |
| Future Volume (veh/h) | 61 | 175 | 208 | 31 | 242 | 129 | 177 | 856 | 39 | 70 | 513 | 41 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1866 | 1900 | 1863 | 1876 | 1900 | 1810 | 1813 | 1900 | 1863 | 1816 | 1900 |
| Adj Flow Rate, veh/h | 62 | 179 | 212 | 32 | 247 | 132 | 181 | 873 | 40 | 71 | 523 | 42 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 5 | 5 |
| Cap, veh/h | 190 | 239 | 283 | 169 | 353 | 189 | 373 | 979 | 45 | 146 | 944 | 76 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 |
| Sat Flow, veh/h | 1020 | 780 | 923 | 989 | 1152 | 615 | 818 | 1721 | 79 | 609 | 1659 | 133 |
| Grp Volume(v), veh/h | 62 | 0 | 391 | 32 | 0 | 379 | 181 | 0 | 913 | 71 | 0 | 565 |
| Grp Sat Flow(s),veh/h/ln | 1020 | 0 | 1703 | 989 | 0 | 1767 | 818 | 0 | 1799 | 609 | 0 | 1792 |
| Q Serve(g_s), s | 5.9 | 0.0 | 21.3 | 3.1 | 0.0 | 19.5 | 18.4 | 0.0 | 45.7 | 11.9 | 0.0 | 20.4 |
| Cycle Q Clear(g_c), s | 25.4 | 0.0 | 21.3 | 24.4 | 0.0 | 19.5 | 38.8 | 0.0 | 45.7 | 57.6 | 0.0 | 20.4 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.35 | 1.00 | | 0.04 | 1.00 | | 0.07 |
| Lane Grp Cap(c), veh/h | 190 | 0 | 522 | 169 | 0 | 542 | 373 | 0 | 1024 | 146 | 0 | 1020 |
| V/C Ratio(X) | 0.33 | 0.00 | 0.75 | 0.19 | 0.00 | 0.70 | 0.48 | 0.00 | 0.89 | 0.49 | 0.00 | 0.55 |
| Avail Cap(c_a), veh/h | 259 | 0 | 638 | 236 | 0 | 662 | 373 | 0 | 1024 | 146 | 0 | 1020 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.7 | 0.0 | 32.1 | 43.1 | 0.0 | 31.5 | 26.2 | 0.0 | 19.4 | 44.6 | 0.0 | 14.0 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 3.9 | 0.5 | 0.0 | 2.5 | 1.4 | 0.0 | 10.2 | 3.5 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.0 | 10.6 | 0.9 | 0.0 | 9.9 | 4.3 | 0.0 | 25.5 | 2.1 | 0.0 | 10.3 |
| LnGrp Delay(d),s/veh | 43.7 | 0.0 | 36.0 | 43.6 | 0.0 | 34.0 | 27.6 | 0.0 | 29.6 | 48.1 | 0.0 | 14.8 |
| LnGrp LOS | D | | D | D | | C | C | | C | D | | B |
| Approach Vol, veh/h | | 453 | | | 411 | | | 1094 | | | 636 | |
| Approach Delay, s/veh | | 37.1 | | | 34.8 | | | 29.3 | | | 18.5 | |
| Approach LOS | | D | | | C | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 65.0 | | 38.0 | | 65.0 | | 38.0 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 58.6 | | 38.6 | | 58.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 47.7 | | 27.4 | | 59.6 | | 26.4 |
| Green Ext Time (p_c), s | | 9.0 | | 4.2 | | 0.0 | | 4.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 28.9 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 180 | 168 | 293 | 36 | 341 | 38 | 330 | 610 | 37 | 38 | 310 | 176 |
| Future Volume (veh/h) | 180 | 168 | 293 | 36 | 341 | 38 | 330 | 610 | 37 | 38 | 310 | 176 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1900 | 1863 | 1900 | 1866 | 1900 | 1900 | 1810 | 1900 | 1900 | 1810 | 1863 |
| Adj Flow Rate, veh/h | 186 | 173 | 302 | 37 | 352 | 39 | 340 | 629 | 38 | 39 | 320 | 181 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 5 | 2 |
| Cap, veh/h | 307 | 754 | 628 | 392 | 655 | 73 | 418 | 832 | 743 | 213 | 419 | 366 |
| Arrive On Green | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.15 | 0.46 | 0.46 | 0.23 | 0.23 | 0.23 |
| Sat Flow, veh/h | 979 | 1900 | 1583 | 934 | 1651 | 183 | 1810 | 1810 | 1615 | 782 | 1810 | 1583 |
| Grp Volume(v), veh/h | 186 | 173 | 302 | 37 | 0 | 391 | 340 | 629 | 38 | 39 | 320 | 181 |
| Grp Sat Flow(s),veh/h/ln | 979 | 1900 | 1583 | 934 | 0 | 1834 | 1810 | 1810 | 1615 | 782 | 1810 | 1583 |
| Q Serve(g_s), s | 16.5 | 5.6 | 13.1 | 2.5 | 0.0 | 15.0 | 12.6 | 26.5 | 1.2 | 4.0 | 15.2 | 9.1 |
| Cycle Q Clear(g_c), s | 31.6 | 5.6 | 13.1 | 8.1 | 0.0 | 15.0 | 12.6 | 26.5 | 1.2 | 9.5 | 15.2 | 9.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 307 | 754 | 628 | 392 | 0 | 728 | 418 | 832 | 743 | 213 | 419 | 366 |
| V/C Ratio(X) | 0.61 | 0.23 | 0.48 | 0.09 | 0.00 | 0.54 | 0.81 | 0.76 | 0.05 | 0.18 | 0.76 | 0.49 |
| Avail Cap(c_a), veh/h | 340 | 818 | 682 | 424 | 0 | 790 | 418 | 1125 | 1004 | 339 | 712 | 623 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 33.4 | 18.4 | 20.7 | 21.1 | 0.0 | 21.3 | 22.3 | 20.6 | 13.7 | 33.2 | 33.0 | 30.7 |
| Incr Delay (d2), s/veh | 2.6 | 0.2 | 0.6 | 0.1 | 0.0 | 0.6 | 10.9 | 1.2 | 0.0 | 0.2 | 1.1 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.7 | 2.9 | 5.8 | 0.7 | 0.0 | 7.7 | 7.5 | 13.4 | 0.5 | 0.9 | 7.7 | 4.0 |
| LnGrp Delay(d),s/veh | 36.0 | 18.6 | 21.3 | 21.2 | 0.0 | 21.9 | 33.2 | 21.8 | 13.8 | 33.3 | 34.1 | 31.1 |
| LnGrp LOS | D | B | C | C | | C | C | C | B | C | C | C |
| Approach Vol, veh/h | | 661 | | | 428 | | | 1007 | | | 540 | |
| Approach Delay, s/veh | | 24.7 | | | 21.8 | | | 25.3 | | | 33.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 49.1 | | 42.9 | 21.0 | 28.1 | | 42.9 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 57.2 | | 39.6 | 14.2 | 36.2 | | 39.6 |
| Max Q Clear Time (g_c+I1), s | | 28.5 | | 33.6 | 14.6 | 17.2 | | 17.0 |
| Green Ext Time (p_c), s | | 4.4 | | 2.9 | 0.0 | 4.1 | | 6.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 26.2 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 129 | 42 | 104 | 41 | 67 | 131 | 165 | 680 | 25 | 99 | 435 | 118 |
| Future Volume (veh/h) | 129 | 42 | 104 | 41 | 67 | 131 | 165 | 680 | 25 | 99 | 435 | 118 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1873 | 1900 | 1900 | 1793 | 1900 | 1881 | 1810 | 1810 | 1610 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 137 | 45 | 111 | 44 | 71 | 0 | 176 | 723 | 27 | 105 | 463 | 126 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 18 | 5 | 0 |
| Cap, veh/h | 319 | 93 | 230 | 253 | 348 | 0 | 516 | 1112 | 945 | 335 | 1112 | 993 |
| Arrive On Green | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Sat Flow, veh/h | 1274 | 480 | 1184 | 1250 | 1793 | 0 | 832 | 1810 | 1538 | 613 | 1810 | 1615 |
| Grp Volume(v), veh/h | 137 | 0 | 156 | 44 | 71 | 0 | 176 | 723 | 27 | 105 | 463 | 126 |
| Grp Sat Flow(s),veh/h/ln | 1274 | 0 | 1664 | 1250 | 1793 | 0 | 832 | 1810 | 1538 | 613 | 1810 | 1615 |
| Q Serve(g_s), s | 6.3 | 0.0 | 5.2 | 2.0 | 2.1 | 0.0 | 8.7 | 16.1 | 0.4 | 8.3 | 8.3 | 2.0 |
| Cycle Q Clear(g_c), s | 8.4 | 0.0 | 5.2 | 7.3 | 2.1 | 0.0 | 17.0 | 16.1 | 0.4 | 24.4 | 8.3 | 2.0 |
| Prop In Lane | 1.00 | | 0.71 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 319 | 0 | 323 | 253 | 348 | 0 | 516 | 1112 | 945 | 335 | 1112 | 993 |
| V/C Ratio(X) | 0.43 | 0.00 | 0.48 | 0.17 | 0.20 | 0.00 | 0.34 | 0.65 | 0.03 | 0.31 | 0.42 | 0.13 |
| Avail Cap(c_a), veh/h | 723 | 0 | 850 | 649 | 916 | 0 | 748 | 1617 | 1374 | 506 | 1617 | 1443 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.7 | 0.0 | 22.5 | 25.7 | 21.2 | 0.0 | 10.7 | 7.7 | 4.7 | 15.6 | 6.3 | 5.0 |
| Incr Delay (d2), s/veh | 0.9 | 0.0 | 1.1 | 0.3 | 0.3 | 0.0 | 0.4 | 0.6 | 0.0 | 0.5 | 0.2 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 0.0 | 2.5 | 0.7 | 1.1 | 0.0 | 2.0 | 8.0 | 0.2 | 1.4 | 4.2 | 0.9 |
| LnGrp Delay(d),s/veh | 25.7 | 0.0 | 23.6 | 26.0 | 21.5 | 0.0 | 11.0 | 8.4 | 4.7 | 16.1 | 6.5 | 5.1 |
| LnGrp LOS | C | | C | C | C | | B | A | A | B | A | A |
| Approach Vol, veh/h | | 293 | | | 115 | | | 926 | | | 694 | |
| Approach Delay, s/veh | | 24.6 | | | 23.2 | | | 8.8 | | | 7.7 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 44.5 | | 18.1 | | 44.5 | | 18.1 |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 56.0 | | 32.0 | | 56.0 | | 32.0 |
| Max Q Clear Time (g_c+I1), s | | 19.0 | | 10.4 | | 26.4 | | 9.3 |
| Green Ext Time (p_c), s | | 13.1 | | 1.7 | | 12.1 | | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.5 |
| HCM 2010 LOS | B |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 35 | 338 | 18 | 50 | 11 | 404 | 19 | 19 | 14 | 60 | 15 |
| Future Volume (veh/h) | 13 | 35 | 338 | 18 | 50 | 11 | 404 | 19 | 19 | 14 | 60 | 15 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1473 | 1810 | 1776 | 1759 | 1748 | 1900 | 1792 | 1900 | 1900 | 1900 | 1847 | 1900 |
| Adj Flow Rate, veh/h | 14 | 37 | 356 | 19 | 53 | 12 | 425 | 20 | 20 | 15 | 63 | 16 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 29 | 5 | 7 | 8 | 5 | 5 | 6 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 423 | 559 | 889 | 411 | 436 | 99 | 478 | 244 | 244 | 21 | 89 | 23 |
| Arrive On Green | 0.02 | 0.31 | 0.31 | 0.03 | 0.32 | 0.32 | 0.28 | 0.28 | 0.28 | 0.07 | 0.07 | 0.07 |
| Sat Flow, veh/h | 1403 | 1810 | 1509 | 1675 | 1380 | 313 | 1707 | 873 | 873 | 284 | 1193 | 303 |
| Grp Volume(v), veh/h | 14 | 37 | 356 | 19 | 0 | 65 | 425 | 0 | 40 | 94 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1403 | 1810 | 1509 | 1675 | 0 | 1693 | 1707 | 0 | 1746 | 1779 | 0 | 0 |
| Q Serve(g_s), s | 0.6 | 1.2 | 10.6 | 0.6 | 0.0 | 2.3 | 19.9 | 0.0 | 1.4 | 4.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.6 | 1.2 | 10.6 | 0.6 | 0.0 | 2.3 | 19.9 | 0.0 | 1.4 | 4.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.18 | 1.00 | | 0.50 | 0.16 | | 0.17 |
| Lane Grp Cap(c), veh/h | 423 | 559 | 889 | 411 | 0 | 535 | 478 | 0 | 488 | 132 | 0 | 0 |
| V/C Ratio(X) | 0.03 | 0.07 | 0.40 | 0.05 | 0.00 | 0.12 | 0.89 | 0.00 | 0.08 | 0.71 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 508 | 559 | 889 | 502 | 0 | 535 | 585 | 0 | 598 | 597 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 18.8 | 20.3 | 9.2 | 18.4 | 0.0 | 20.3 | 28.8 | 0.0 | 22.2 | 37.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.2 | 1.3 | 0.0 | 0.0 | 0.5 | 14.6 | 0.0 | 0.1 | 9.6 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.6 | 7.7 | 0.3 | 0.0 | 1.1 | 11.3 | 0.0 | 0.7 | 2.5 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 18.8 | 20.6 | 10.6 | 18.5 | 0.0 | 20.8 | 43.4 | 0.0 | 22.3 | 47.3 | 0.0 | 0.0 |
| LnGrp LOS | B | C | B | B | | C | D | | C | D | | |
| Approach Vol, veh/h | | 407 | | | 84 | | | 465 | | | 94 | |
| Approach Delay, s/veh | | 11.8 | | | 20.3 | | | 41.6 | | | 47.3 | |
| Approach LOS | | B | | | C | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.3 | 32.8 | | 29.7 | 8.9 | 32.2 | | 12.6 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 25.8 | | 28.6 | 7.0 | 25.8 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 2.6 | 4.3 | | 21.9 | 2.6 | 12.6 | | 6.3 |
| Green Ext Time (p_c), s | 0.0 | 3.9 | | 1.4 | 0.0 | 3.1 | | 0.6 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 28.8 |
| HCM 2010 LOS | | C |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 24 | 1197 | 980 | 20 | 829 | 684 |
| Future Volume (vph) | 24 | 1197 | 980 | 20 | 829 | 684 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 26 | 1301 | 1065 | 22 | 901 | 743 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 15 | 0 | 0 |
| Lane Group Flow (vph) | 26 | 1289 | 1065 | 7 | 901 | 743 |
| Heavy Vehicles (%) | 8% | 8% | 4% | 8% | 8% | 3% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 15.0 | 54.0 | 34.0 | 34.0 | 33.0 | 100.0 |
| Effective Green, g (s) | 15.0 | 54.0 | 34.0 | 34.0 | 33.0 | 100.0 |
| Actuated g/C Ratio | 0.15 | 0.54 | 0.34 | 0.34 | 0.33 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 250 | 1421 | 1180 | 508 | 1069 | 1845 |
| v/s Ratio Prot | 0.02 | c0.49 | c0.31 | | 0.28 | 0.40 |
| v/s Ratio Perm | | | | 0.01 | | |
| v/c Ratio | 0.10 | 0.91 | 0.90 | 0.01 | 0.84 | 0.40 |
| Uniform Delay, d1 | 36.7 | 20.7 | 31.4 | 21.9 | 31.1 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 8.6 | 11.2 | 0.1 | 6.2 | 0.1 |
| Delay (s) | 36.9 | 29.3 | 42.7 | 21.9 | 37.3 | 0.1 |
| Level of Service | D | C | D | C | D | A |
| Approach Delay (s) | 29.5 | | 42.2 | | | 20.5 |
| Approach LOS | C | | D | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 29.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.97 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 79.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.

c Critical Lane Group

# Appendix U

## SIDRA 7 Roundabout Analysis Output Sheets- Build Central Alternative #2

# MOVEMENT SUMMARY

## Site: 101 [2025 Alternative #2 AM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 453 | 4.0 | 0.386 | 11.8 | LOS B | 1.6 | 41.4 | 0.69 | 0.72 | 32.5 |
| 18 | R2 | 10 | 16.0 | 0.007 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 463 | 4.3 | 0.386 | 11.6 | LOS B | 1.6 | 41.4 | 0.67 | 0.71 | 32.6 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 11 | 16.0 | 0.013 | 4.5 | LOS A | 0.0 | 1.1 | 0.43 | 0.29 | 32.9 |
| 16 | R2 | 550 | 16.0 | 0.381 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.4 |
| Approach | | 561 | 16.0 | 0.381 | 0.2 | LOS A | 0.0 | 1.1 | 0.01 | 0.01 | 37.3 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 798 | 16.0 | 0.567 | 9.5 | LOS A | 4.5 | 115.8 | 0.12 | 0.03 | 31.1 |
| 4 | T1 | 646 | 3.0 | 0.567 | 9.0 | LOS A | 4.5 | 115.8 | 0.13 | 0.03 | 33.5 |
| Approach | | 1443 | 10.2 | 0.567 | 9.3 | LOS A | 4.5 | 115.8 | 0.12 | 0.03 | 32.1 |
| All Vehicles | | 2467 | 10.4 | 0.567 | 7.6 | LOS A | 4.5 | 115.8 | 0.20 | 0.15 | 33.2 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2025 Alternative #2 PM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 651 | 4.0 | 0.429 | 10.4 | LOS B | 2.0 | 52.5 | 0.65 | 0.68 | 33.2 |
| 18 | R2 | 14 | 16.0 | 0.010 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 665 | 4.3 | 0.429 | 10.2 | LOS B | 2.0 | 52.5 | 0.64 | 0.67 | 33.2 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 16 | 16.0 | 0.024 | 5.5 | LOS A | 0.1 | 2.0 | 0.51 | 0.41 | 32.5 |
| 16 | R2 | 792 | 16.0 | 0.549 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 809 | 16.0 | 0.549 | 0.2 | LOS A | 0.1 | 2.0 | 0.01 | 0.01 | 37.2 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 548 | 16.0 | 0.396 | 6.9 | LOS A | 2.3 | 59.9 | 0.11 | 0.03 | 32.2 |
| 4 | T1 | 455 | 3.0 | 0.396 | 6.4 | LOS A | 2.3 | 59.9 | 0.12 | 0.03 | 34.8 |
| Approach | | 1003 | 10.1 | 0.396 | 6.7 | LOS A | 2.3 | 59.9 | 0.12 | 0.03 | 33.3 |
| All Vehicles | | 2477 | 10.5 | 0.549 | 5.5 | LOS A | 2.3 | 59.9 | 0.22 | 0.19 | 34.4 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2045 Alternative #2 AM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 740 | 5.0 | 1.076 | 105.7 | LOS F | 18.0 | 467.2 | 1.00 | 2.07 | 14.0 |
| 18 | R2 | 15 | 16.0 | 0.011 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 755 | 5.2 | 1.076 | 103.6 | LOS F | 18.0 | 467.2 | 0.98 | 2.03 | 14.1 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 18 | 16.0 | 0.028 | 5.7 | LOS A | 0.1 | 2.3 | 0.52 | 0.44 | 32.4 |
| 16 | R2 | 904 | 16.0 | 0.626 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 923 | 16.0 | 0.626 | 0.3 | LOS A | 0.1 | 2.3 | 0.01 | 0.01 | 37.2 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 1312 | 16.0 | 0.940 | 32.1 | LOS D | 26.6 | 696.3 | 0.43 | 0.14 | 24.0 |
| 4 | T1 | 1054 | 4.0 | 0.940 | 30.5 | LOS D | 26.6 | 696.3 | 0.63 | 0.20 | 25.5 |
| Approach | | 2366 | 10.7 | 0.940 | 31.4 | LOS D | 26.6 | 696.3 | 0.52 | 0.16 | 24.6 |
| All Vehicles | | 4045 | 10.9 | 1.076 | 37.8 | LOS E | 26.6 | 696.3 | 0.49 | 0.48 | 23.2 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2045 Alternative #2 PM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 1065 | 4.0 | 1.007 | 68.9 | LOS F | 17.1 | 440.3 | 1.00 | 1.84 | 18.0 |
| 18 | R2 | 22 | 16.0 | 0.015 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 1087 | 4.2 | 1.007 | 67.5 | LOS F | 17.1 | 440.3 | 0.98 | 1.81 | 18.2 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 26 | 16.0 | 0.054 | 8.2 | LOS A | 0.2 | 4.4 | 0.62 | 0.62 | 31.4 |
| 16 | R2 | 1301 | 16.0 | 0.901 | 1.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 36.6 |
| Approach | | 1327 | 16.0 | 0.901 | 1.1 | LOS A | 0.2 | 4.4 | 0.01 | 0.01 | 36.5 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 901 | 16.0 | 0.656 | 11.7 | LOS B | 6.1 | 159.2 | 0.22 | 0.08 | 30.2 |
| 4 | T1 | 743 | 3.0 | 0.656 | 11.0 | LOS B | 6.1 | 159.2 | 0.25 | 0.09 | 32.5 |
| Approach | | 1645 | 10.1 | 0.656 | 11.4 | LOS B | 6.1 | 159.2 | 0.24 | 0.08 | 31.2 |
| All Vehicles | | 4059 | 10.5 | 1.007 | 23.1 | LOS C | 17.1 | 440.3 | 0.36 | 0.52 | 27.2 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

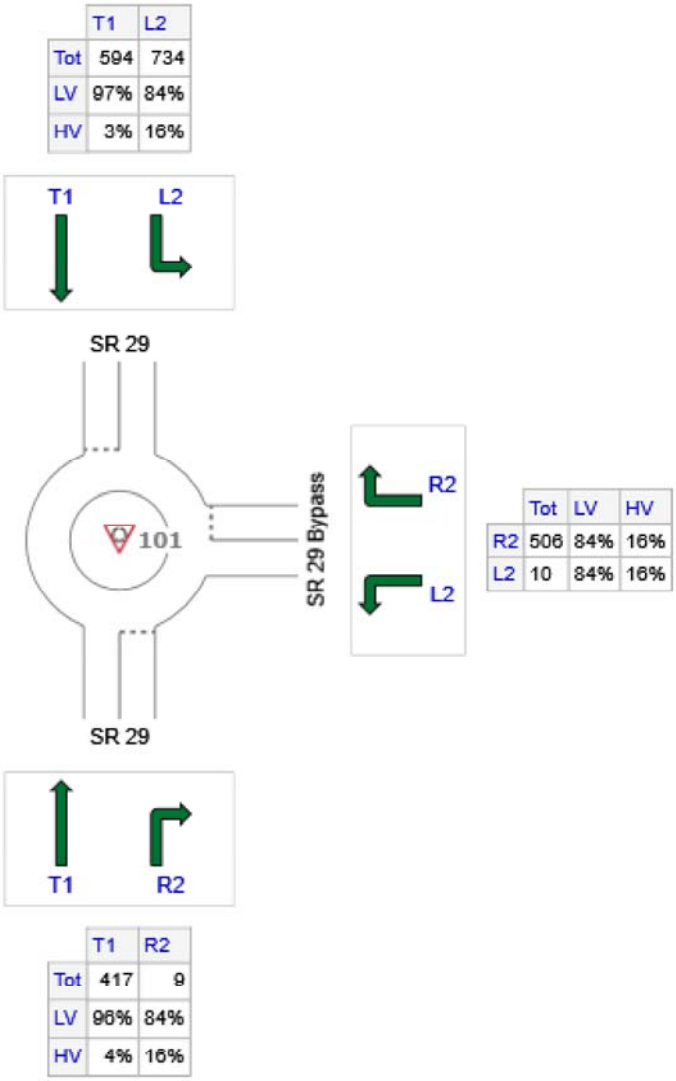
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2025 Alternative #2 AM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 426 | 408 | 18 |
| E: SR 29 Bypass | 516 | 433 | 83 |
| N: SR 29 | 1328 | 1193 | 135 |
| Total | 2270 | 2034 | 236 |

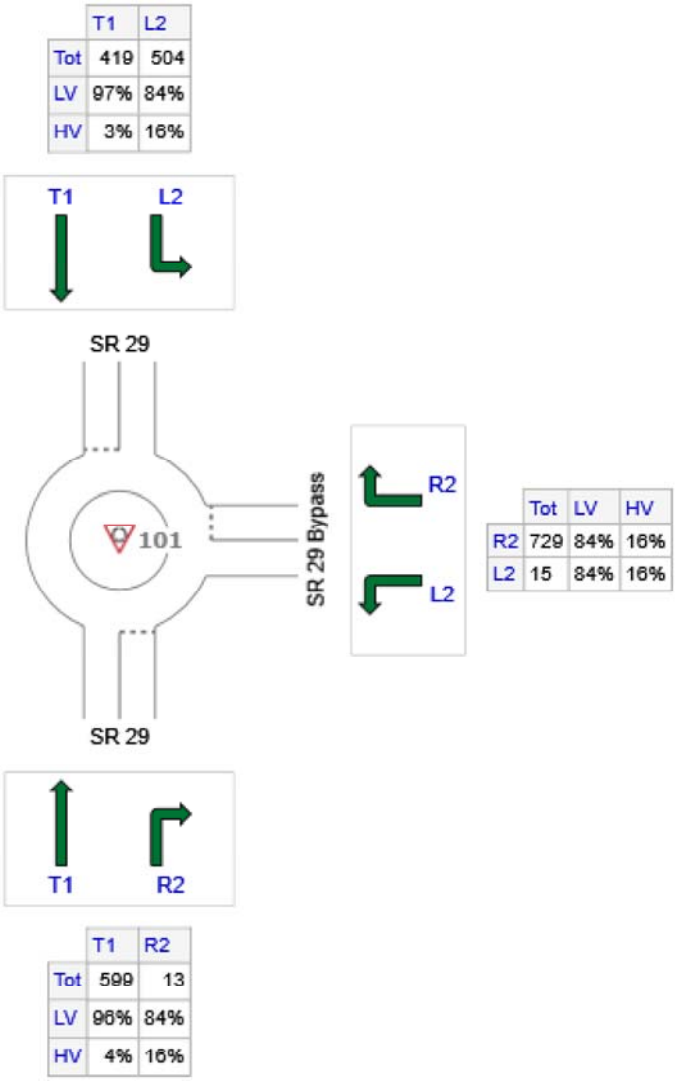
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2025 Alternative #2 PM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 612 | 586 | 26 |
| E: SR 29 Bypass | 744 | 625 | 119 |
| N: SR 29 | 923 | 830 | 93 |
| Total | 2279 | 2041 | 238 |

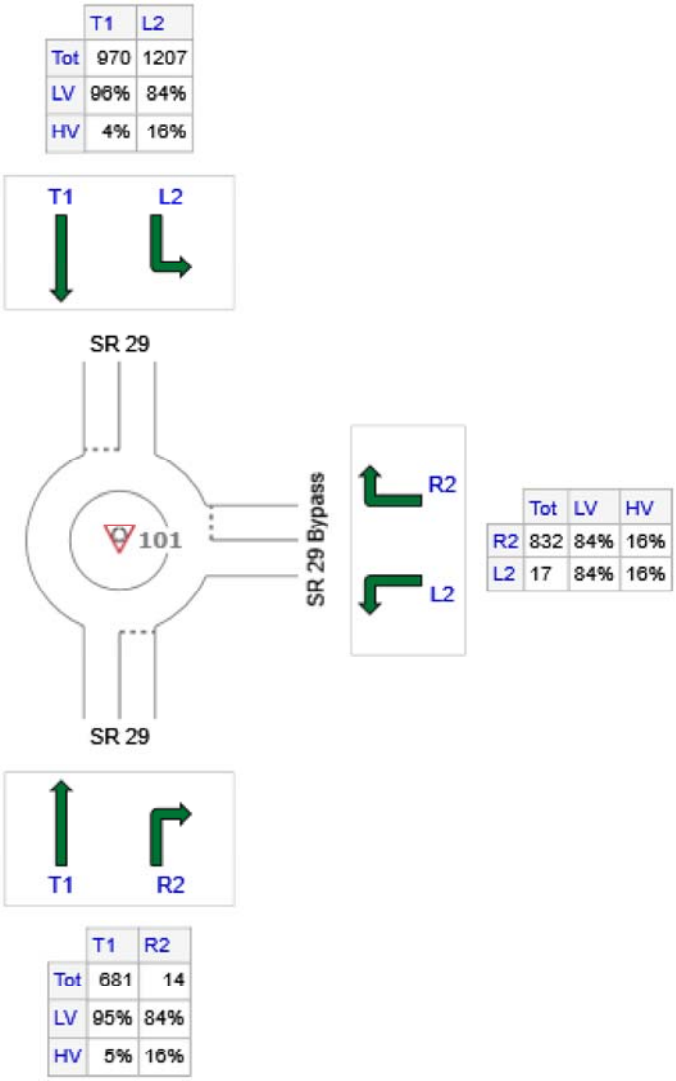
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2045 Alternative #2 AM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 695 | 659 | 36 |
| E: SR 29 Bypass | 849 | 713 | 136 |
| N: SR 29 | 2177 | 1945 | 232 |
| Total | 3721 | 3317 | 404 |

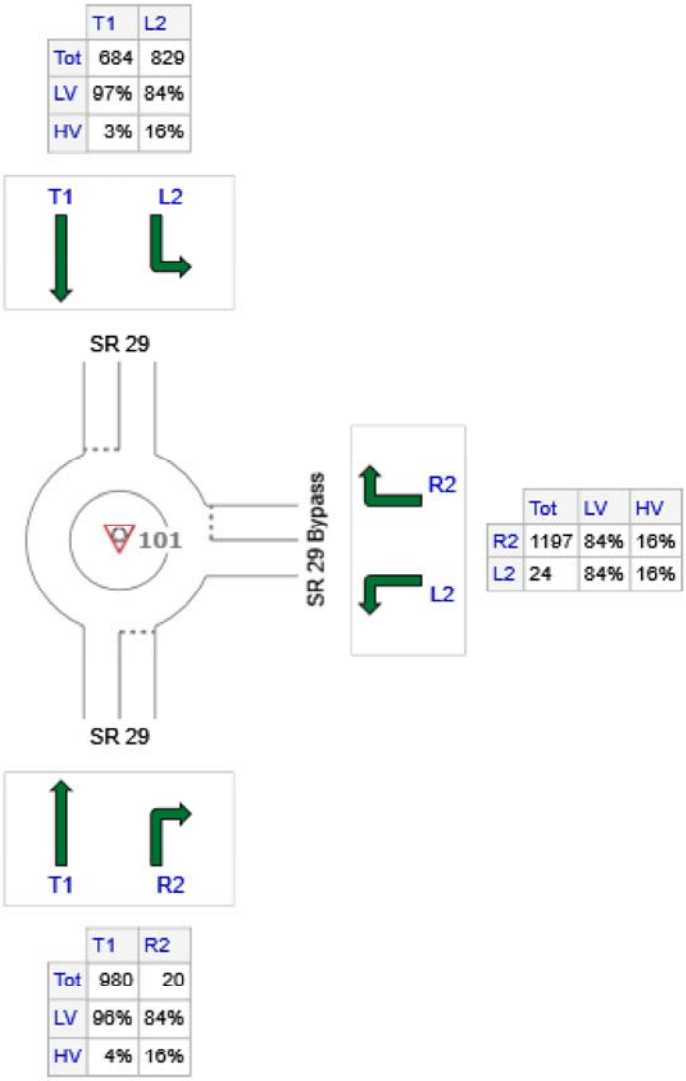
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2045 Alternative #2 PM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 1000 | 958 | 42 |
| E: SR 29 Bypass | 1221 | 1026 | 195 |
| N: SR 29 | 1513 | 1360 | 153 |
| Total | 3734 | 3343 | 391 |

# Appendix V

## Synchro Arterial LOS Analysis Summary Output Sheet-Build Central Alternative #2

## Arterial Level of Service: EB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Immokalee Dr | II | 45 | 44.7 | 29.8 | 74.5 | 0.51 | 24.5 | C |
| 9th St | II | 44 | 70.1 | 21.6 | 91.7 | 0.86 | 33.7 | B |
| 1st St | II | 35 | 51.4 | 40.7 | 92.1 | 0.50 | 19.5 | D |
| Total | II | | 166.2 | 92.1 | 258.3 | 1.86 | 26.0 | C |

## Arterial Level of Service: NB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| 9th St | II | 40 | 46.4 | 13.6 | 60.0 | 0.50 | 29.9 | B |
| Immokalee Dr | II | 45 | 68.6 | 24.2 | 92.8 | 0.86 | 33.3 | B |
| Lake Trafford Rd | II | 40 | 47.2 | 14.0 | 61.2 | 0.51 | 29.9 | B |
| Total | II | | 162.2 | 51.8 | 214.0 | 1.86 | 31.4 | B |

## Arterial Level of Service: EB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Immokalee Dr | II | 45 | 44.7 | 14.1 | 58.8 | 0.51 | 31.1 | B |
| 9th St | II | 44 | 70.1 | 21.0 | 91.1 | 0.86 | 33.9 | B |
| 1st St | II | 35 | 51.4 | 30.2 | 81.6 | 0.50 | 22.0 | C |
| Total | II | | 166.2 | 65.3 | 231.5 | 1.86 | 29.0 | B |

## Arterial Level of Service: NB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| 9th St | II | 40 | 46.4 | 16.1 | 62.5 | 0.50 | 28.7 | B |
| Immokalee Dr | II | 45 | 68.6 | 25.2 | 93.8 | 0.86 | 32.9 | B |
| Lake Trafford Rd | II | 40 | 47.2 | 24.2 | 71.4 | 0.51 | 25.6 | C |
| Total | II | | 162.2 | 65.5 | 227.7 | 1.86 | 29.5 | B |

# Appendix W

## Synchro Intersections Output Sheets- Build Central Alternative #2 Revised

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 23 | 90 | 22 | 18 | 23 | 59 | 176 | 42 | 71 | 286 | 15 |
| Future Volume (veh/h) | 16 | 23 | 90 | 22 | 18 | 23 | 59 | 176 | 42 | 71 | 286 | 15 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1520 | 1737 | 1900 | 1557 | 1673 | 1900 | 1473 | 1759 | 1357 | 1301 | 1759 | 1357 |
| Adj Flow Rate, veh/h | 17 | 25 | 98 | 24 | 20 | 25 | 64 | 191 | 46 | 77 | 311 | 16 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 25 | 7 | 7 | 22 | 13 | 13 | 29 | 8 | 40 | 46 | 8 | 40 |
| Cap, veh/h | 339 | 43 | 169 | 285 | 101 | 127 | 382 | 656 | 226 | 395 | 690 | 238 |
| Arrive On Green | 0.03 | 0.14 | 0.14 | 0.04 | 0.15 | 0.15 | 0.09 | 0.20 | 0.20 | 0.10 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1448 | 310 | 1213 | 1483 | 677 | 847 | 1403 | 3343 | 1154 | 1239 | 3343 | 1154 |
| Grp Volume(v), veh/h | 17 | 0 | 123 | 24 | 0 | 45 | 64 | 191 | 46 | 77 | 311 | 16 |
| Grp Sat Flow(s),veh/h/ln | 1448 | 0 | 1523 | 1483 | 0 | 1524 | 1403 | 1671 | 1154 | 1239 | 1671 | 1154 |
| Q Serve(g_s), s | 0.4 | 0.0 | 3.4 | 0.6 | 0.0 | 1.2 | 1.6 | 2.2 | 1.5 | 2.1 | 3.7 | 0.5 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 3.4 | 0.6 | 0.0 | 1.2 | 1.6 | 2.2 | 1.5 | 2.1 | 3.7 | 0.5 |
| Prop In Lane | 1.00 | | 0.80 | 1.00 | | 0.56 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 339 | 0 | 212 | 285 | 0 | 228 | 382 | 656 | 226 | 395 | 690 | 238 |
| V/C Ratio(X) | 0.05 | 0.00 | 0.58 | 0.08 | 0.00 | 0.20 | 0.17 | 0.29 | 0.20 | 0.20 | 0.45 | 0.07 |
| Avail Cap(c_a), veh/h | 519 | 0 | 604 | 454 | 0 | 604 | 695 | 2429 | 838 | 494 | 1988 | 686 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.9 | 0.0 | 18.3 | 15.7 | 0.0 | 16.9 | 12.4 | 15.6 | 15.3 | 12.2 | 15.8 | 14.5 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 2.5 | 0.1 | 0.0 | 0.4 | 0.2 | 0.2 | 0.4 | 0.2 | 0.5 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 1.6 | 0.3 | 0.0 | 0.5 | 0.6 | 1.0 | 0.5 | 0.7 | 1.7 | 0.2 |
| LnGrp Delay(d),s/veh | 15.9 | 0.0 | 20.8 | 15.8 | 0.0 | 17.3 | 12.6 | 15.8 | 15.7 | 12.4 | 16.2 | 14.6 |
| LnGrp LOS | B | | C | B | | B | B | B | B | B | B | B |
| Approach Vol, veh/h | | 140 | | | 69 | | | 301 | | | 404 | |
| Approach Delay, s/veh | | 20.2 | | | 16.8 | | | 15.1 | | | 15.4 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 10.3 | 14.9 | 7.8 | 12.3 | 9.9 | 15.4 | 7.4 | 12.8 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 33.0 | 7.0 | 18.0 | 14.0 | 27.0 | 7.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 4.2 | 2.6 | 5.4 | 3.6 | 5.7 | 2.4 | 3.2 |
| Green Ext Time (p_c), s | 0.1 | 4.0 | 0.0 | 0.6 | 0.1 | 3.7 | 0.0 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.2 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 429 | 121 | 61 | 235 | 10 | 72 | 32 | 20 | 10 | 37 | 81 |
| Future Volume (veh/h) | 66 | 429 | 121 | 61 | 235 | 10 | 72 | 32 | 20 | 10 | 37 | 81 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1759 | 1863 | 1900 | 1759 | 1900 | 1845 | 1813 | 1900 | 1900 | 1682 | 1900 |
| Adj Flow Rate, veh/h | 72 | 466 | 132 | 66 | 255 | 11 | 78 | 35 | 22 | 11 | 40 | 88 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 6 | 8 | 2 | 0 | 8 | 0 | 3 | 4 | 4 | 0 | 0 | 0 |
| Cap, veh/h | 550 | 850 | 402 | 462 | 831 | 402 | 365 | 178 | 112 | 140 | 249 | 276 |
| Arrive On Green | 0.10 | 0.25 | 0.25 | 0.09 | 0.25 | 0.25 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1707 | 3343 | 1583 | 1810 | 3343 | 1615 | 1245 | 1043 | 655 | 159 | 1461 | 1615 |
| Grp Volume(v), veh/h | 72 | 466 | 132 | 66 | 255 | 11 | 78 | 0 | 57 | 51 | 0 | 88 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1671 | 1583 | 1810 | 1671 | 1615 | 1245 | 0 | 1698 | 1620 | 0 | 1615 |
| Q Serve(g_s), s | 1.1 | 4.7 | 2.6 | 1.0 | 2.4 | 0.2 | 2.2 | 0.0 | 1.1 | 0.0 | 0.0 | 1.9 |
| Cycle Q Clear(g_c), s | 1.1 | 4.7 | 2.6 | 1.0 | 2.4 | 0.2 | 3.2 | 0.0 | 1.1 | 1.0 | 0.0 | 1.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.39 | 0.22 | | 1.00 |
| Lane Grp Cap(c), veh/h | 550 | 850 | 402 | 462 | 831 | 402 | 365 | 0 | 290 | 389 | 0 | 276 |
| V/C Ratio(X) | 0.13 | 0.55 | 0.33 | 0.14 | 0.31 | 0.03 | 0.21 | 0.00 | 0.20 | 0.13 | 0.00 | 0.32 |
| Avail Cap(c_a), veh/h | 779 | 3111 | 1474 | 622 | 2939 | 1420 | 1049 | 0 | 1222 | 1242 | 0 | 1163 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.8 | 12.6 | 11.8 | 9.1 | 11.9 | 11.1 | 15.2 | 0.0 | 13.8 | 13.8 | 0.0 | 14.1 |
| Incr Delay (d2), s/veh | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | 0.0 | 0.3 | 0.0 | 0.3 | 0.2 | 0.0 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 2.2 | 1.2 | 0.5 | 1.1 | 0.1 | 0.8 | 0.0 | 0.5 | 0.5 | 0.0 | 0.9 |
| LnGrp Delay(d),s/veh | 8.9 | 12.8 | 12.0 | 9.2 | 12.0 | 11.1 | 15.5 | 0.0 | 14.2 | 13.9 | 0.0 | 14.8 |
| LnGrp LOS | A | B | B | A | B | B | B | | B | B | | B |
| Approach Vol, veh/h | | 670 | | | 332 | | | 135 | | | 139 | |
| Approach Delay, s/veh | | 12.2 | | | 11.4 | | | 14.9 | | | 14.5 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.8 | 16.5 | | 12.6 | 9.6 | 16.7 | | 12.6 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 4.4 | | 5.2 | 3.0 | 6.7 | | 3.9 |
| Green Ext Time (p_c), s | 0.1 | 3.2 | | 1.2 | 0.0 | 3.2 | | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.5 |
| HCM 2010 LOS | B |

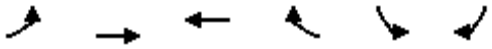
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 86 | 262 | 431 | 50 | 97 | 64 | 107 | 327 | 97 | 317 | 219 | 55 |
| Future Volume (veh/h) | 86 | 262 | 431 | 50 | 97 | 64 | 107 | 327 | 97 | 317 | 219 | 55 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1638 | 1638 | 1638 | 1210 | 1667 | 1624 | 1638 | 1759 | 1638 | 1624 | 1759 | 1624 |
| Adj Flow Rate, veh/h | 93 | 285 | 468 | 54 | 105 | 70 | 116 | 355 | 0 | 345 | 238 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 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 |
| Percent Heavy Veh, % | 16 | 16 | 16 | 57 | 14 | 17 | 16 | 8 | 16 | 17 | 8 | 17 |
| Cap, veh/h | 619 | 1512 | 885 | 318 | 1521 | 663 | 140 | 440 | 183 | 450 | 641 | 265 |
| Arrive On Green | 0.08 | 0.81 | 0.81 | 0.04 | 0.48 | 0.48 | 0.09 | 0.13 | 0.00 | 0.15 | 0.19 | 0.00 |
| Sat Flow, veh/h | 1560 | 3112 | 1392 | 1153 | 3167 | 1380 | 1560 | 3343 | 1392 | 3000 | 3343 | 1380 |
| Grp Volume(v), veh/h | 93 | 285 | 468 | 54 | 105 | 70 | 116 | 355 | 0 | 345 | 238 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1560 | 1556 | 1392 | 1153 | 1583 | 1380 | 1560 | 1671 | 1392 | 1500 | 1671 | 1380 |
| Q Serve(g_s), s | 3.8 | 2.6 | 3.1 | 2.9 | 2.2 | 3.5 | 9.1 | 12.9 | 0.0 | 13.8 | 7.7 | 0.0 |
| Cycle Q Clear(g_c), s | 3.8 | 2.6 | 3.1 | 2.9 | 2.2 | 3.5 | 9.1 | 12.9 | 0.0 | 13.8 | 7.7 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 619 | 1512 | 885 | 318 | 1521 | 663 | 140 | 440 | 183 | 450 | 641 | 265 |
| V/C Ratio(X) | 0.15 | 0.19 | 0.53 | 0.17 | 0.07 | 0.11 | 0.83 | 0.81 | 0.00 | 0.77 | 0.37 | 0.00 |
| Avail Cap(c_a), veh/h | 622 | 1512 | 885 | 327 | 1521 | 663 | 387 | 642 | 267 | 912 | 829 | 342 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.96 | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 14.5 | 6.3 | 1.1 | 15.1 | 17.5 | 17.8 | 55.9 | 52.7 | 0.0 | 51.0 | 44.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.3 | 2.2 | 0.2 | 0.1 | 0.3 | 11.7 | 4.8 | 0.0 | 2.8 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 1.1 | 1.7 | 0.9 | 1.0 | 1.4 | 4.4 | 6.3 | 0.0 | 5.9 | 3.6 | 0.0 |
| LnGrp Delay(d),s/veh | 14.6 | 6.6 | 3.2 | 15.3 | 17.5 | 18.1 | 67.6 | 57.6 | 0.0 | 53.8 | 44.3 | 0.0 |
| LnGrp LOS | B | A | A | B | B | B | E | E | | D | D | |
| Approach Vol, veh/h | | 846 | | | 229 | | | 471 | | | 583 | |
| Approach Delay, s/veh | | 5.6 | | | 17.2 | | | 60.0 | | | 49.9 | |
| Approach LOS | | A | | | B | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.8 | 66.0 | 17.2 | 30.0 | 11.1 | 66.7 | 24.7 | 22.5 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 6.0 | 33.0 | 31.0 | 31.0 | 6.0 | 33.0 | 38.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 5.8 | 5.5 | 11.1 | 9.7 | 4.9 | 5.1 | 15.8 | 14.9 |
| Green Ext Time (p_c), s | 0.0 | 4.6 | 0.3 | 2.9 | 0.0 | 4.7 | 2.9 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 31.0 |
| HCM 2010 LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 21 | 609 | 429 | 82 | 127 | 22 |
| Future Volume (veh/h) | 21 | 609 | 429 | 82 | 127 | 22 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1759 | 1810 | 1810 | 1624 | 1570 | 1267 |
| Adj Flow Rate, veh/h | 23 | 662 | 466 | 89 | 138 | 24 |
| Adj No. of Lanes | 1 | 2 | 2 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 8 | 5 | 5 | 17 | 21 | 50 |
| Cap, veh/h | 52 | 2730 | 2459 | 1139 | 164 | 152 |
| Arrive On Green | 0.06 | 1.00 | 1.00 | 1.00 | 0.11 | 0.11 |
| Sat Flow, veh/h | 1675 | 3529 | 3529 | 1380 | 1495 | 1077 |
| Grp Volume(v), veh/h | 23 | 662 | 466 | 89 | 138 | 24 |
| Grp Sat Flow(s),veh/h/ln | 1675 | 1719 | 1719 | 1380 | 1495 | 1077 |
| Q Serve(g_s), s | 1.7 | 0.0 | 0.0 | 0.0 | 11.3 | 2.4 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 0.0 | 0.0 | 11.3 | 2.4 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 52 | 2730 | 2459 | 1139 | 164 | 152 |
| V/C Ratio(X) | 0.45 | 0.24 | 0.19 | 0.08 | 0.84 | 0.16 |
| Avail Cap(c_a), veh/h | 121 | 2730 | 2459 | 1139 | 431 | 343 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.95 | 0.95 | 0.85 | 0.85 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 57.6 | 0.0 | 0.0 | 0.0 | 54.5 | 47.2 |
| Incr Delay (d2), s/veh | 5.6 | 0.2 | 0.1 | 0.1 | 10.7 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.1 | 0.0 | 0.0 | 5.2 | 1.6 |
| LnGrp Delay(d),s/veh | 63.2 | 0.2 | 0.1 | 0.1 | 65.3 | 47.7 |
| LnGrp LOS | E | A | A | A | E | D |
| Approach Vol, veh/h | | 685 | 555 | | 162 | |
| Approach Delay, s/veh | | 2.3 | 0.1 | | 62.7 | |
| Approach LOS | | A | A | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 9.9 | 95.4 | | 19.7 | | 105.3 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 9.0 | 62.0 | | 36.0 | | 77.0 | | |
| Max Q Clear Time (g_c+I1), s | 3.7 | 2.0 | | 13.3 | | 2.0 | | |
| Green Ext Time (p_c), s | 0.0 | 10.3 | | 0.4 | | 10.4 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.4 |
| HCM 2010 LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 70 | 327 | 290 | 203 | 221 | 56 | 194 | 278 | 161 | 95 | 344 | 20 |
| Future Volume (veh/h) | 70 | 327 | 290 | 203 | 221 | 56 | 194 | 278 | 161 | 95 | 344 | 20 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1810 | 1863 | 1545 | 1810 | 1810 | 1776 | 1810 | 1863 | 1583 | 1758 | 1900 |
| Adj Flow Rate, veh/h | 76 | 355 | 315 | 221 | 240 | 61 | 211 | 302 | 175 | 103 | 374 | 22 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 5 | 2 | 23 | 5 | 5 | 7 | 5 | 2 | 20 | 8 | 8 |
| Cap, veh/h | 477 | 1100 | 507 | 372 | 1325 | 593 | 273 | 540 | 472 | 277 | 422 | 25 |
| Arrive On Green | 0.02 | 0.11 | 0.11 | 0.20 | 0.64 | 0.64 | 0.11 | 0.30 | 0.30 | 0.06 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1707 | 3438 | 1583 | 1471 | 3438 | 1538 | 1691 | 1810 | 1583 | 1508 | 1645 | 97 |
| Grp Volume(v), veh/h | 76 | 355 | 315 | 221 | 240 | 61 | 211 | 302 | 175 | 103 | 0 | 396 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1719 | 1583 | 1471 | 1719 | 1538 | 1691 | 1810 | 1583 | 1508 | 0 | 1741 |
| Q Serve(g_s), s | 3.7 | 12.0 | 23.8 | 12.5 | 3.5 | 1.9 | 11.2 | 17.6 | 10.9 | 6.2 | 0.0 | 27.4 |
| Cycle Q Clear(g_c), s | 3.7 | 12.0 | 23.8 | 12.5 | 3.5 | 1.9 | 11.2 | 17.6 | 10.9 | 6.2 | 0.0 | 27.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | 477 | 1100 | 507 | 372 | 1325 | 593 | 273 | 540 | 472 | 277 | 0 | 447 |
| V/C Ratio(X) | 0.16 | 0.32 | 0.62 | 0.59 | 0.18 | 0.10 | 0.77 | 0.56 | 0.37 | 0.37 | 0.00 | 0.89 |
| Avail Cap(c_a), veh/h | 484 | 1100 | 507 | 407 | 1325 | 593 | 294 | 570 | 499 | 319 | 0 | 501 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.89 | 0.89 | 0.89 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.8 | 43.4 | 48.7 | 21.2 | 14.3 | 14.0 | 32.2 | 36.9 | 34.6 | 31.6 | 0.0 | 44.7 |
| Incr Delay (d2), s/veh | 0.1 | 0.7 | 5.1 | 2.0 | 0.3 | 0.3 | 11.3 | 1.1 | 0.5 | 0.8 | 0.0 | 16.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 5.8 | 11.2 | 5.2 | 1.7 | 0.8 | 6.0 | 9.0 | 4.8 | 2.6 | 0.0 | 15.2 |
| LnGrp Delay(d),s/veh | 26.9 | 44.1 | 53.7 | 23.1 | 14.6 | 14.4 | 43.5 | 38.0 | 35.1 | 32.5 | 0.0 | 60.8 |
| LnGrp LOS | C | D | D | C | B | B | D | D | D | C | | E |
| Approach Vol, veh/h | | 746 | | | 522 | | | 688 | | | 499 | |
| Approach Delay, s/veh | | 46.4 | | | 18.2 | | | 39.0 | | | 55.0 | |
| Approach LOS | | D | | | B | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.9 | 54.6 | 14.2 | 43.4 | 21.1 | 46.4 | 19.4 | 38.2 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.0 | 42.1 | 11.5 | 39.4 | 17.6 | 31.5 | 14.9 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 5.7 | 5.5 | 8.2 | 19.6 | 14.5 | 25.8 | 13.2 | 29.4 |
| Green Ext Time (p_c), s | 0.0 | 5.8 | 0.1 | 4.9 | 0.2 | 2.5 | 0.1 | 2.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 40.1 |
| HCM 2010 LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 565 | 239 | 13 | 406 | 29 | 169 | 93 | 26 | 49 | 123 | 19 |
| Future Volume (veh/h) | 16 | 565 | 239 | 13 | 406 | 29 | 169 | 93 | 26 | 49 | 123 | 19 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1820 | 1900 | 1900 | 1799 | 1900 | 1810 | 1815 | 1900 | 1845 | 1835 | 1900 |
| Adj Flow Rate, veh/h | 17 | 614 | 260 | 14 | 441 | 32 | 184 | 101 | 28 | 53 | 134 | 21 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 5 | 6 | 6 | 3 | 3 | 3 |
| Cap, veh/h | 649 | 1499 | 634 | 382 | 2046 | 148 | 270 | 365 | 101 | 200 | 177 | 28 |
| Arrive On Green | 0.63 | 0.63 | 0.63 | 1.00 | 1.00 | 1.00 | 0.10 | 0.27 | 0.27 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 935 | 2369 | 1003 | 644 | 3233 | 234 | 1723 | 1368 | 379 | 1244 | 1549 | 243 |
| Grp Volume(v), veh/h | 17 | 448 | 426 | 14 | 232 | 241 | 184 | 0 | 129 | 53 | 0 | 155 |
| Grp Sat Flow(s),veh/h/ln | 935 | 1729 | 1643 | 644 | 1709 | 1758 | 1723 | 0 | 1748 | 1244 | 0 | 1792 |
| Q Serve(g_s), s | 0.8 | 16.1 | 16.1 | 0.6 | 0.0 | 0.0 | 11.5 | 0.0 | 7.3 | 4.9 | 0.0 | 10.5 |
| Cycle Q Clear(g_c), s | 0.8 | 16.1 | 16.1 | 16.6 | 0.0 | 0.0 | 11.5 | 0.0 | 7.3 | 4.9 | 0.0 | 10.5 |
| Prop In Lane | 1.00 | | 0.61 | 1.00 | | 0.13 | 1.00 | | 0.22 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 649 | 1094 | 1040 | 382 | 1082 | 1112 | 270 | 0 | 466 | 200 | 0 | 205 |
| V/C Ratio(X) | 0.03 | 0.41 | 0.41 | 0.04 | 0.21 | 0.22 | 0.68 | 0.00 | 0.28 | 0.27 | 0.00 | 0.76 |
| Avail Cap(c_a), veh/h | 649 | 1094 | 1040 | 382 | 1082 | 1112 | 270 | 0 | 772 | 418 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.92 | 0.92 | 0.92 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.6 | 11.4 | 11.4 | 1.7 | 0.0 | 0.0 | 41.9 | 0.0 | 36.3 | 51.2 | 0.0 | 53.7 |
| Incr Delay (d2), s/veh | 0.1 | 1.1 | 1.2 | 0.2 | 0.4 | 0.4 | 6.7 | 0.0 | 0.3 | 0.7 | 0.0 | 5.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 7.9 | 7.6 | 0.1 | 0.1 | 0.1 | 5.9 | 0.0 | 3.6 | 1.7 | 0.0 | 5.5 |
| LnGrp Delay(d),s/veh | 8.7 | 12.5 | 12.6 | 1.9 | 0.4 | 0.4 | 48.7 | 0.0 | 36.6 | 51.9 | 0.0 | 59.2 |
| LnGrp LOS | A | B | B | A | A | A | D | | D | D | | E |
| Approach Vol, veh/h | | 891 | | | 487 | | | 313 | | | 208 | |
| Approach Delay, s/veh | | 12.5 | | | 0.5 | | | 43.7 | | | 57.4 | |
| Approach LOS | | B | | | A | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 85.5 | | 39.5 | | 85.5 | 19.0 | 20.5 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 57.2 | | * 55 | | 57.2 | * 13 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 18.6 | | 9.3 | | 18.1 | 13.5 | 12.5 |
| Green Ext Time (p_c), s | | 11.0 | | 2.0 | | 11.0 | 0.0 | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.5 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 27 | 165 | 195 | 45 | 110 | 63 | 105 | 439 | 21 | 124 | 527 | 20 |
| Future Volume (veh/h) | 27 | 165 | 195 | 45 | 110 | 63 | 105 | 439 | 21 | 124 | 527 | 20 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1815 | 1900 | 1792 | 1810 | 1900 | 1712 | 1802 | 1900 | 1810 | 1808 | 1900 |
| Adj Flow Rate, veh/h | 28 | 168 | 199 | 46 | 112 | 64 | 107 | 448 | 21 | 127 | 538 | 20 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 6 | 5 | 5 | 11 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 379 | 237 | 281 | 207 | 338 | 193 | 332 | 892 | 42 | 408 | 904 | 34 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1228 | 758 | 898 | 973 | 1082 | 618 | 779 | 1708 | 80 | 894 | 1732 | 64 |
| Grp Volume(v), veh/h | 28 | 0 | 367 | 46 | 0 | 176 | 107 | 0 | 469 | 127 | 0 | 558 |
| Grp Sat Flow(s),veh/h/ln | 1228 | 0 | 1656 | 973 | 0 | 1700 | 779 | 0 | 1788 | 894 | 0 | 1796 |
| Q Serve(g_s), s | 1.4 | 0.0 | 15.2 | 3.4 | 0.0 | 6.1 | 8.5 | 0.0 | 13.2 | 8.3 | 0.0 | 16.7 |
| Cycle Q Clear(g_c), s | 7.5 | 0.0 | 15.2 | 18.5 | 0.0 | 6.1 | 25.2 | 0.0 | 13.2 | 21.5 | 0.0 | 16.7 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.36 | 1.00 | | 0.04 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 379 | 0 | 517 | 207 | 0 | 531 | 332 | 0 | 933 | 408 | 0 | 938 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.71 | 0.22 | 0.00 | 0.33 | 0.32 | 0.00 | 0.50 | 0.31 | 0.00 | 0.59 |
| Avail Cap(c_a), veh/h | 608 | 0 | 826 | 388 | 0 | 848 | 515 | 0 | 1353 | 618 | 0 | 1360 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.3 | 0.0 | 23.5 | 31.7 | 0.0 | 20.4 | 21.6 | 0.0 | 12.0 | 18.9 | 0.0 | 12.8 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.8 | 0.5 | 0.0 | 0.4 | 0.8 | 0.0 | 0.6 | 0.6 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 7.2 | 0.9 | 0.0 | 2.9 | 1.9 | 0.0 | 6.5 | 2.1 | 0.0 | 8.4 |
| LnGrp Delay(d),s/veh | 23.4 | 0.0 | 25.3 | 32.2 | 0.0 | 20.8 | 22.3 | 0.0 | 12.6 | 19.5 | 0.0 | 13.7 |
| LnGrp LOS | C | | C | C | | C | C | | B | B | | B |
| Approach Vol, veh/h | | 395 | | | 222 | | | 576 | | | 685 | |
| Approach Delay, s/veh | | 25.2 | | | 23.1 | | | 14.4 | | | 14.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 46.8 | | 30.6 | | 46.8 | | 30.6 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 58.6 | | 38.6 | | 58.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 27.2 | | 17.2 | | 23.5 | | 20.5 |
| Green Ext Time (p_c), s | | 13.2 | | 3.9 | | 13.8 | | 3.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.8 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 155 | 245 | 228 | 17 | 237 | 28 | 205 | 264 | 25 | 98 | 447 | 69 |
| Future Volume (veh/h) | 155 | 245 | 228 | 17 | 237 | 28 | 205 | 264 | 25 | 98 | 447 | 69 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1776 | 1900 | 1777 | 1900 | 1743 | 1810 | 1583 | 1863 | 1810 | 1638 |
| Adj Flow Rate, veh/h | 165 | 261 | 243 | 18 | 252 | 30 | 218 | 281 | 27 | 104 | 476 | 73 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 4 | 3 | 7 | 0 | 7 | 7 | 9 | 5 | 20 | 2 | 5 | 16 |
| Cap, veh/h | 314 | 625 | 511 | 296 | 528 | 63 | 319 | 906 | 674 | 416 | 557 | 429 |
| Arrive On Green | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.11 | 0.50 | 0.50 | 0.31 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1072 | 1845 | 1509 | 909 | 1559 | 186 | 1660 | 1810 | 1346 | 1067 | 1810 | 1392 |
| Grp Volume(v), veh/h | 165 | 261 | 243 | 18 | 0 | 282 | 218 | 281 | 27 | 104 | 476 | 73 |
| Grp Sat Flow(s),veh/h/ln | 1072 | 1845 | 1509 | 909 | 0 | 1745 | 1660 | 1810 | 1346 | 1067 | 1810 | 1392 |
| Q Serve(g_s), s | 11.8 | 9.0 | 10.4 | 1.3 | 0.0 | 10.5 | 6.9 | 7.5 | 0.8 | 6.1 | 20.3 | 3.1 |
| Cycle Q Clear(g_c), s | 22.3 | 9.0 | 10.4 | 10.2 | 0.0 | 10.5 | 6.9 | 7.5 | 0.8 | 6.1 | 20.3 | 3.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 314 | 625 | 511 | 296 | 0 | 591 | 319 | 906 | 674 | 416 | 557 | 429 |
| V/C Ratio(X) | 0.53 | 0.42 | 0.48 | 0.06 | 0.00 | 0.48 | 0.68 | 0.31 | 0.04 | 0.25 | 0.85 | 0.17 |
| Avail Cap(c_a), veh/h | 395 | 764 | 625 | 365 | 0 | 722 | 440 | 1383 | 1029 | 620 | 903 | 695 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.2 | 20.9 | 21.4 | 24.9 | 0.0 | 21.4 | 18.7 | 12.1 | 10.5 | 21.8 | 26.7 | 20.8 |
| Incr Delay (d2), s/veh | 1.4 | 0.4 | 0.7 | 0.1 | 0.0 | 0.6 | 1.0 | 0.1 | 0.0 | 0.1 | 2.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.6 | 4.6 | 4.4 | 0.3 | 0.0 | 5.1 | 3.2 | 3.8 | 0.3 | 1.8 | 10.4 | 1.2 |
| LnGrp Delay(d),s/veh | 31.6 | 21.4 | 22.1 | 24.9 | 0.0 | 22.0 | 19.7 | 12.2 | 10.5 | 21.9 | 29.1 | 20.8 |
| LnGrp LOS | C | C | C | C | | C | B | B | B | C | C | C |
| Approach Vol, veh/h | | 669 | | | 300 | | | 526 | | | 653 | |
| Approach Delay, s/veh | | 24.1 | | | 22.2 | | | 15.2 | | | 27.0 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 47.9 | | 34.2 | 15.8 | 32.1 | | 34.2 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 62.8 | | 34.0 | 15.0 | 41.0 | | 34.0 |
| Max Q Clear Time (g_c+I1), s | | 9.5 | | 24.3 | 8.9 | 22.3 | | 12.5 |
| Green Ext Time (p_c), s | | 3.2 | | 3.6 | 0.2 | 3.0 | | 5.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.6 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 52 | 58 | 131 | 10 | 12 | 236 | 82 | 290 | 41 | 273 | 500 | 46 |
| Future Volume (veh/h) | 52 | 58 | 131 | 10 | 12 | 236 | 82 | 290 | 41 | 273 | 500 | 46 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1883 | 1900 | 1900 | 1705 | 1900 | 1845 | 1810 | 1792 | 1712 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 53 | 59 | 134 | 10 | 12 | 0 | 84 | 296 | 42 | 279 | 510 | 47 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 1 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 0 | 0 | 0 | 3 | 5 | 6 | 11 | 5 | 0 |
| Cap, veh/h | 372 | 89 | 202 | 220 | 296 | 0 | 167 | 622 | 523 | 422 | 691 | 617 |
| Arrive On Green | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.00 | 0.10 | 0.34 | 0.34 | 0.13 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1383 | 513 | 1165 | 1209 | 1705 | 0 | 1757 | 1810 | 1524 | 3163 | 1810 | 1615 |
| Grp Volume(v), veh/h | 53 | 0 | 193 | 10 | 12 | 0 | 84 | 296 | 42 | 279 | 510 | 47 |
| Grp Sat Flow(s),veh/h/ln | 1383 | 0 | 1677 | 1209 | 1705 | 0 | 1757 | 1810 | 1524 | 1581 | 1810 | 1615 |
| Q Serve(g_s), s | 1.7 | 0.0 | 5.5 | 0.4 | 0.3 | 0.0 | 2.3 | 6.6 | 1.0 | 4.3 | 12.5 | 1.0 |
| Cycle Q Clear(g_c), s | 2.0 | 0.0 | 5.5 | 5.9 | 0.3 | 0.0 | 2.3 | 6.6 | 1.0 | 4.3 | 12.5 | 1.0 |
| Prop In Lane | 1.00 | | 0.69 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 372 | 0 | 291 | 220 | 296 | 0 | 167 | 622 | 523 | 422 | 691 | 617 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.66 | 0.05 | 0.04 | 0.00 | 0.50 | 0.48 | 0.08 | 0.66 | 0.74 | 0.08 |
| Avail Cap(c_a), veh/h | 884 | 0 | 912 | 667 | 927 | 0 | 341 | 1300 | 1095 | 1044 | 1547 | 1380 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.5 | 0.0 | 19.9 | 22.6 | 17.7 | 0.0 | 22.1 | 13.3 | 11.4 | 21.2 | 13.7 | 10.1 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 2.6 | 0.1 | 0.1 | 0.0 | 2.3 | 0.6 | 0.1 | 1.8 | 1.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 2.8 | 0.1 | 0.1 | 0.0 | 1.2 | 3.4 | 0.4 | 2.0 | 6.5 | 0.4 |
| LnGrp Delay(d),s/veh | 18.7 | 0.0 | 22.5 | 22.7 | 17.8 | 0.0 | 24.5 | 13.8 | 11.5 | 23.0 | 15.3 | 10.2 |
| LnGrp LOS | B | | C | C | B | | C | B | B | C | B | B |
| Approach Vol, veh/h | | 246 | | | 22 | | | 422 | | | 836 | |
| Approach Delay, s/veh | | 21.7 | | | 20.0 | | | 15.7 | | | 17.6 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.9 | 23.7 | | 14.9 | 10.9 | 25.7 | | 14.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 17.0 | 37.0 | | 28.0 | 10.0 | 44.0 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 6.3 | 8.6 | | 7.5 | 4.3 | 14.5 | | 7.9 |
| Green Ext Time (p_c), s | 0.7 | 5.1 | | 1.2 | 0.1 | 5.2 | | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.7 |
| HCM 2010 LOS | B |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 134 | 253 | 36 | 66 | 7 | 218 | 26 | 20 | 7 | 27 | 5 |
| Future Volume (veh/h) | 10 | 134 | 253 | 36 | 66 | 7 | 218 | 26 | 20 | 7 | 27 | 5 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1810 | 1759 | 1638 | 1818 | 1900 | 1696 | 1835 | 1900 | 1900 | 1692 | 1900 |
| Adj Flow Rate, veh/h | 11 | 146 | 275 | 39 | 72 | 8 | 237 | 28 | 22 | 8 | 29 | 5 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 5 | 8 | 16 | 5 | 5 | 12 | 0 | 0 | 4 | 4 | 4 |
| Cap, veh/h | 546 | 642 | 808 | 433 | 624 | 69 | 300 | 177 | 139 | 17 | 62 | 11 |
| Arrive On Green | 0.02 | 0.35 | 0.35 | 0.05 | 0.39 | 0.39 | 0.19 | 0.19 | 0.19 | 0.06 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1587 | 1810 | 1495 | 1560 | 1608 | 179 | 1616 | 954 | 749 | 313 | 1134 | 195 |
| Grp Volume(v), veh/h | 11 | 146 | 275 | 39 | 0 | 80 | 237 | 0 | 50 | 42 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1810 | 1495 | 1560 | 0 | 1787 | 1616 | 0 | 1703 | 1642 | 0 | 0 |
| Q Serve(g_s), s | 0.3 | 4.1 | 7.5 | 1.1 | 0.0 | 2.1 | 10.2 | 0.0 | 1.8 | 1.8 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.3 | 4.1 | 7.5 | 1.1 | 0.0 | 2.1 | 10.2 | 0.0 | 1.8 | 1.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 0.44 | 0.19 | | 0.12 |
| Lane Grp Cap(c), veh/h | 546 | 642 | 808 | 433 | 0 | 693 | 300 | 0 | 316 | 90 | 0 | 0 |
| V/C Ratio(X) | 0.02 | 0.23 | 0.34 | 0.09 | 0.00 | 0.12 | 0.79 | 0.00 | 0.16 | 0.46 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 669 | 642 | 808 | 501 | 0 | 693 | 635 | 0 | 670 | 632 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 14.4 | 16.5 | 9.4 | 13.2 | 0.0 | 14.3 | 28.3 | 0.0 | 24.8 | 33.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.8 | 1.1 | 0.1 | 0.0 | 0.3 | 6.5 | 0.0 | 0.3 | 5.2 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 2.2 | 4.6 | 0.5 | 0.0 | 1.1 | 5.1 | 0.0 | 0.9 | 0.9 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 14.4 | 17.3 | 10.6 | 13.3 | 0.0 | 14.6 | 34.8 | 0.0 | 25.2 | 38.5 | 0.0 | 0.0 |
| LnGrp LOS | B | B | B | B | | B | C | | C | D | | |
| Approach Vol, veh/h | | 432 | | | 119 | | | 287 | | | 42 | |
| Approach Delay, s/veh | | 12.9 | | | 14.2 | | | 33.1 | | | 38.5 | |
| Approach LOS | | B | | | B | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 7.8 | 34.6 | | 19.9 | 10.2 | 32.2 | | 10.4 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 25.8 | | 28.6 | 7.0 | 25.8 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 4.1 | | 12.2 | 3.1 | 9.5 | | 3.8 |
| Green Ext Time (p_c), s | 0.0 | 4.5 | | 1.4 | 0.0 | 4.0 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.9 |
| HCM 2010 LOS | C |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 329 | 594 | 13 | 470 | 858 |
| Future Volume (vph) | 7 | 329 | 594 | 13 | 470 | 858 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 8 | 358 | 646 | 14 | 511 | 933 |
| RTOR Reduction (vph) | 0 | 59 | 0 | 9 | 0 | 0 |
| Lane Group Flow (vph) | 8 | 299 | 646 | 5 | 511 | 933 |
| Heavy Vehicles (%) | 8% | 8% | 5% | 8% | 8% | 4% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 10.1 | 44.6 | 31.3 | 31.3 | 28.5 | 87.9 |
| Effective Green, g (s) | 10.1 | 44.6 | 31.3 | 31.3 | 28.5 | 87.9 |
| Actuated g/C Ratio | 0.11 | 0.51 | 0.36 | 0.36 | 0.32 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 192 | 1335 | 1224 | 532 | 1051 | 1827 |
| v/s Ratio Prot | 0.00 | 0.11 | 0.19 | | 0.16 | c0.51 |
| v/s Ratio Perm | | | | 0.00 | | |
| v/c Ratio | 0.04 | 0.22 | 0.53 | 0.01 | 0.49 | 0.51 |
| Uniform Delay, d1 | 34.6 | 12.0 | 22.4 | 18.3 | 23.8 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.1 | 1.6 | 0.0 | 0.4 | 0.2 |
| Delay (s) | 34.7 | 12.1 | 24.1 | 18.3 | 24.2 | 0.2 |
| Level of Service | C | B | C | B | C | A |
| Approach Delay (s) | 12.6 | | 23.9 | | | 8.7 |
| Approach LOS | B | | C | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 13.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 87.9 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 61.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 14 | 42 | 15 | 14 | 47 | 130 | 318 | 14 | 44 | 219 | 13 |
| Future Volume (veh/h) | 11 | 14 | 42 | 15 | 14 | 47 | 130 | 318 | 14 | 44 | 219 | 13 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1624 | 1810 | 1900 | 1570 | 1568 | 1900 | 1845 | 1759 | 1712 | 1397 | 1759 | 1520 |
| Adj Flow Rate, veh/h | 12 | 15 | 46 | 16 | 15 | 51 | 141 | 346 | 15 | 48 | 238 | 14 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 17 | 11 | 11 | 21 | 15 | 15 | 3 | 8 | 11 | 36 | 8 | 25 |
| Cap, veh/h | 299 | 50 | 154 | 307 | 42 | 144 | 519 | 805 | 350 | 370 | 609 | 235 |
| Arrive On Green | 0.02 | 0.13 | 0.13 | 0.03 | 0.13 | 0.13 | 0.13 | 0.24 | 0.24 | 0.07 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1547 | 393 | 1205 | 1495 | 314 | 1066 | 1757 | 3343 | 1455 | 1331 | 3343 | 1292 |
| Grp Volume(v), veh/h | 12 | 0 | 61 | 16 | 0 | 66 | 141 | 346 | 15 | 48 | 238 | 14 |
| Grp Sat Flow(s),veh/h/ln | 1547 | 0 | 1597 | 1495 | 0 | 1380 | 1757 | 1671 | 1455 | 1331 | 1671 | 1292 |
| Q Serve(g_s), s | 0.3 | 0.0 | 1.6 | 0.4 | 0.0 | 2.0 | 2.7 | 3.9 | 0.4 | 1.3 | 2.8 | 0.4 |
| Cycle Q Clear(g_c), s | 0.3 | 0.0 | 1.6 | 0.4 | 0.0 | 2.0 | 2.7 | 3.9 | 0.4 | 1.3 | 2.8 | 0.4 |
| Prop In Lane | 1.00 | | 0.75 | 1.00 | | 0.77 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 299 | 0 | 205 | 307 | 0 | 186 | 519 | 805 | 350 | 370 | 609 | 235 |
| V/C Ratio(X) | 0.04 | 0.00 | 0.30 | 0.05 | 0.00 | 0.36 | 0.27 | 0.43 | 0.04 | 0.13 | 0.39 | 0.06 |
| Avail Cap(c_a), veh/h | 540 | 0 | 532 | 531 | 0 | 459 | 839 | 2597 | 1130 | 513 | 2152 | 832 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.4 | 0.0 | 17.8 | 16.2 | 0.0 | 17.7 | 11.7 | 14.5 | 13.1 | 13.1 | 16.2 | 15.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.8 | 0.1 | 0.0 | 1.1 | 0.3 | 0.4 | 0.0 | 0.2 | 0.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.7 | 0.2 | 0.0 | 0.8 | 1.3 | 1.9 | 0.1 | 0.5 | 1.3 | 0.2 |
| LnGrp Delay(d),s/veh | 16.5 | 0.0 | 18.6 | 16.3 | 0.0 | 18.9 | 12.0 | 14.8 | 13.2 | 13.2 | 16.6 | 15.3 |
| LnGrp LOS | B | | B | B | | B | B | B | B | B | B | B |
| Approach Vol, veh/h | | 73 | | | 82 | | | 502 | | | 300 | |
| Approach Delay, s/veh | | 18.3 | | | 18.4 | | | 14.0 | | | 16.0 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 9.2 | 16.9 | 7.3 | 11.8 | 11.8 | 14.2 | 7.0 | 12.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 35.0 | 8.0 | 15.0 | 14.0 | 29.0 | 8.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 5.9 | 2.4 | 3.6 | 4.7 | 4.8 | 2.3 | 4.0 |
| Green Ext Time (p_c), s | 0.0 | 3.5 | 0.0 | 0.4 | 0.2 | 3.4 | 0.0 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.3 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 102 | 297 | 46 | 9 | 421 | 6 | 33 | 10 | 21 | 8 | 10 | 108 |
| Future Volume (veh/h) | 102 | 297 | 46 | 9 | 421 | 6 | 33 | 10 | 21 | 8 | 10 | 108 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1759 | 1696 | 1900 | 1759 | 1900 | 1776 | 1674 | 1900 | 1900 | 1900 | 1845 |
| Adj Flow Rate, veh/h | 111 | 323 | 50 | 10 | 458 | 7 | 36 | 11 | 23 | 9 | 11 | 117 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 2 | 8 | 12 | 0 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 3 |
| Cap, veh/h | 512 | 1149 | 496 | 460 | 793 | 383 | 364 | 77 | 161 | 211 | 196 | 250 |
| Arrive On Green | 0.13 | 0.34 | 0.34 | 0.02 | 0.24 | 0.24 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1774 | 3343 | 1442 | 1810 | 3343 | 1615 | 1199 | 484 | 1011 | 493 | 1229 | 1568 |
| Grp Volume(v), veh/h | 111 | 323 | 50 | 10 | 458 | 7 | 36 | 0 | 34 | 20 | 0 | 117 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1671 | 1442 | 1810 | 1671 | 1615 | 1199 | 0 | 1495 | 1722 | 0 | 1568 |
| Q Serve(g_s), s | 1.7 | 2.8 | 0.9 | 0.2 | 4.8 | 0.1 | 1.0 | 0.0 | 0.8 | 0.0 | 0.0 | 2.7 |
| Cycle Q Clear(g_c), s | 1.7 | 2.8 | 0.9 | 0.2 | 4.8 | 0.1 | 1.4 | 0.0 | 0.8 | 0.4 | 0.0 | 2.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.68 | 0.45 | | 1.00 |
| Lane Grp Cap(c), veh/h | 512 | 1149 | 496 | 460 | 793 | 383 | 364 | 0 | 238 | 407 | 0 | 250 |
| V/C Ratio(X) | 0.22 | 0.28 | 0.10 | 0.02 | 0.58 | 0.02 | 0.10 | 0.00 | 0.14 | 0.05 | 0.00 | 0.47 |
| Avail Cap(c_a), veh/h | 697 | 3078 | 1328 | 749 | 2908 | 1405 | 1026 | 0 | 1065 | 1311 | 0 | 1117 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.8 | 9.4 | 8.8 | 11.0 | 13.3 | 11.5 | 14.6 | 0.0 | 14.2 | 14.0 | 0.0 | 15.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 1.3 | 0.4 | 0.1 | 2.2 | 0.1 | 0.4 | 0.0 | 0.3 | 0.2 | 0.0 | 1.2 |
| LnGrp Delay(d),s/veh | 9.0 | 9.4 | 8.8 | 11.0 | 13.5 | 11.5 | 14.7 | 0.0 | 14.5 | 14.1 | 0.0 | 16.4 |
| LnGrp LOS | A | A | A | B | B | B | B | | B | B | | B |
| Approach Vol, veh/h | | 484 | | | 475 | | | 70 | | | 137 | |
| Approach Delay, s/veh | | 9.2 | | | 13.4 | | | 14.6 | | | 16.0 | |
| Approach LOS | | A | | | B | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.9 | 16.1 | | 12.3 | 6.7 | 20.3 | | 12.3 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 6.8 | | 3.4 | 2.2 | 4.8 | | 4.7 |
| Green Ext Time (p_c), s | 0.1 | 2.6 | | 0.8 | 0.0 | 2.6 | | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.1 |
| HCM 2010 LOS | B |

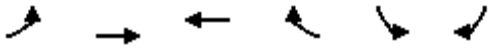
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 98 | 98 | 315 | 59 | 261 | 106 | 64 | 219 | 87 | 432 | 325 | 53 |
| Future Volume (veh/h) | 98 | 98 | 315 | 59 | 261 | 106 | 64 | 219 | 87 | 432 | 325 | 53 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1557 | 1681 | 1624 | 1900 | 1712 | 1348 | 1638 | 1759 | 1638 | 1900 | 1759 | 1900 |
| Adj Flow Rate, veh/h | 107 | 107 | 342 | 64 | 284 | 115 | 70 | 238 | 0 | 470 | 353 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 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 |
| Percent Heavy Veh, % | 22 | 13 | 17 | 0 | 11 | 41 | 16 | 8 | 16 | 0 | 8 | 0 |
| Cap, veh/h | 505 | 1576 | 901 | 619 | 1588 | 559 | 189 | 321 | 134 | 559 | 449 | 217 |
| Arrive On Green | 0.09 | 0.82 | 0.82 | 0.05 | 0.49 | 0.49 | 0.12 | 0.10 | 0.00 | 0.16 | 0.13 | 0.00 |
| Sat Flow, veh/h | 1483 | 3195 | 1380 | 1810 | 3252 | 1145 | 1560 | 3343 | 1392 | 3510 | 3343 | 1615 |
| Grp Volume(v), veh/h | 107 | 107 | 342 | 64 | 284 | 115 | 70 | 238 | 0 | 470 | 353 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1483 | 1597 | 1380 | 1810 | 1626 | 1145 | 1560 | 1671 | 1392 | 1755 | 1671 | 1615 |
| Q Serve(g_s), s | 4.3 | 0.7 | 1.8 | 2.0 | 5.9 | 3.9 | 5.0 | 8.3 | 0.0 | 15.6 | 12.3 | 0.0 |
| Cycle Q Clear(g_c), s | 4.3 | 0.7 | 1.8 | 2.0 | 5.9 | 3.9 | 5.0 | 8.3 | 0.0 | 15.6 | 12.3 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 505 | 1576 | 901 | 619 | 1588 | 559 | 189 | 321 | 134 | 559 | 449 | 217 |
| V/C Ratio(X) | 0.21 | 0.07 | 0.38 | 0.10 | 0.18 | 0.21 | 0.37 | 0.74 | 0.00 | 0.84 | 0.79 | 0.00 |
| Avail Cap(c_a), veh/h | 507 | 1576 | 901 | 677 | 1588 | 559 | 312 | 752 | 313 | 878 | 919 | 444 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 13.0 | 5.4 | 0.7 | 13.2 | 17.2 | 5.6 | 48.5 | 52.8 | 0.0 | 49.0 | 50.3 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.1 | 1.2 | 0.1 | 0.2 | 0.8 | 1.2 | 3.4 | 0.0 | 4.4 | 3.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 0.3 | 0.9 | 1.0 | 2.7 | 1.3 | 2.2 | 4.0 | 0.0 | 7.9 | 5.9 | 0.0 |
| LnGrp Delay(d),s/veh | 13.2 | 5.5 | 1.9 | 13.3 | 17.5 | 6.5 | 49.8 | 56.2 | 0.0 | 53.3 | 53.4 | 0.0 |
| LnGrp LOS | B | A | A | B | B | A | D | E | | D | D | |
| Approach Vol, veh/h | | 556 | | | 463 | | | 308 | | | 823 | |
| Approach Delay, s/veh | | 4.8 | | | 14.2 | | | 54.7 | | | 53.3 | |
| Approach LOS | | A | | | B | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 64.6 | 20.5 | 22.1 | 12.2 | 65.2 | 25.1 | 17.5 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 32.0 | 24.0 | 33.0 | 10.0 | 29.0 | 30.0 | 27.0 |
| Max Q Clear Time (g_c+I1), s | 6.3 | 7.9 | 7.0 | 14.3 | 4.0 | 3.8 | 17.6 | 10.3 |
| Green Ext Time (p_c), s | 0.0 | 4.1 | 1.7 | 1.8 | 0.0 | 4.1 | 1.5 | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 32.5 |
| HCM 2010 LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 34 | 406 | 665 | 115 | 73 | 30 |
| Future Volume (veh/h) | 34 | 406 | 665 | 115 | 73 | 30 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1810 | 1810 | 1652 | 1557 | 1473 |
| Adj Flow Rate, veh/h | 37 | 441 | 723 | 125 | 79 | 33 |
| Adj No. of Lanes | 1 | 2 | 2 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 5 | 5 | 15 | 22 | 29 |
| Cap, veh/h | 66 | 2849 | 2535 | 1136 | 106 | 141 |
| Arrive On Green | 0.08 | 1.00 | 1.00 | 1.00 | 0.07 | 0.07 |
| Sat Flow, veh/h | 1587 | 3529 | 3529 | 1404 | 1483 | 1252 |
| Grp Volume(v), veh/h | 37 | 441 | 723 | 125 | 79 | 33 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1719 | 1719 | 1404 | 1483 | 1252 |
| Q Serve(g_s), s | 2.7 | 0.0 | 0.0 | 0.0 | 6.3 | 2.9 |
| Cycle Q Clear(g_c), s | 2.7 | 0.0 | 0.0 | 0.0 | 6.3 | 2.9 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 66 | 2849 | 2535 | 1136 | 106 | 141 |
| V/C Ratio(X) | 0.56 | 0.15 | 0.29 | 0.11 | 0.75 | 0.23 |
| Avail Cap(c_a), veh/h | 93 | 2849 | 2535 | 1136 | 371 | 365 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.98 | 0.98 | 0.85 | 0.85 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.0 | 0.0 | 0.0 | 0.0 | 54.7 | 48.5 |
| Incr Delay (d2), s/veh | 7.3 | 0.1 | 0.2 | 0.2 | 10.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 0.0 | 0.1 | 0.1 | 2.9 | 2.1 |
| LnGrp Delay(d),s/veh | 61.3 | 0.1 | 0.2 | 0.2 | 64.7 | 49.4 |
| LnGrp LOS | E | A | A | A | E | D |
| Approach Vol, veh/h | | 478 | 848 | | 112 | |
| Approach Delay, s/veh | | 4.8 | 0.2 | | 60.2 | |
| Approach LOS | | A | A | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 11.0 | 94.5 | | 14.5 | | 105.5 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 7.0 | 65.0 | | 30.0 | | 78.0 | | |
| Max Q Clear Time (g_c+I1), s | 4.7 | 2.0 | | 8.3 | | 2.0 | | |
| Green Ext Time (p_c), s | 0.0 | 11.1 | | 0.3 | | 11.2 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 6.4 |
| HCM 2010 LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 70 | 227 | 201 | 189 | 365 | 96 | 255 | 401 | 130 | 35 | 244 | 43 |
| Future Volume (veh/h) | 70 | 227 | 201 | 189 | 365 | 96 | 255 | 401 | 130 | 35 | 244 | 43 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1810 | 1900 | 1759 | 1810 | 1792 | 1863 | 1827 | 1712 | 1667 | 1800 | 1900 |
| Adj Flow Rate, veh/h | 76 | 247 | 218 | 205 | 397 | 104 | 277 | 436 | 141 | 38 | 265 | 47 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 5 | 0 | 8 | 5 | 6 | 2 | 4 | 11 | 14 | 6 | 6 |
| Cap, veh/h | 434 | 1170 | 549 | 463 | 1320 | 585 | 352 | 570 | 454 | 198 | 330 | 59 |
| Arrive On Green | 0.02 | 0.11 | 0.11 | 0.19 | 0.77 | 0.77 | 0.13 | 0.31 | 0.31 | 0.04 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1660 | 3438 | 1615 | 1675 | 3438 | 1524 | 1774 | 1827 | 1455 | 1587 | 1489 | 264 |
| Grp Volume(v), veh/h | 76 | 247 | 218 | 205 | 397 | 104 | 277 | 436 | 141 | 38 | 0 | 312 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1719 | 1615 | 1675 | 1719 | 1524 | 1774 | 1827 | 1455 | 1587 | 0 | 1754 |
| Q Serve(g_s), s | 3.5 | 7.8 | 15.1 | 9.6 | 4.2 | 2.2 | 14.0 | 25.9 | 8.9 | 2.2 | 0.0 | 20.2 |
| Cycle Q Clear(g_c), s | 3.5 | 7.8 | 15.1 | 9.6 | 4.2 | 2.2 | 14.0 | 25.9 | 8.9 | 2.2 | 0.0 | 20.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 434 | 1170 | 549 | 463 | 1320 | 585 | 352 | 570 | 454 | 198 | 0 | 389 |
| V/C Ratio(X) | 0.18 | 0.21 | 0.40 | 0.44 | 0.30 | 0.18 | 0.79 | 0.76 | 0.31 | 0.19 | 0.00 | 0.80 |
| Avail Cap(c_a), veh/h | 443 | 1170 | 549 | 479 | 1320 | 585 | 352 | 684 | 544 | 225 | 0 | 526 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.96 | 0.96 | 0.96 | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.0 | 38.6 | 41.8 | 19.3 | 9.1 | 8.8 | 30.9 | 37.3 | 31.4 | 34.3 | 0.0 | 44.2 |
| Incr Delay (d2), s/veh | 0.2 | 0.4 | 2.0 | 0.6 | 0.6 | 0.6 | 11.4 | 4.3 | 0.4 | 0.5 | 0.0 | 6.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 3.8 | 7.1 | 4.4 | 2.0 | 1.0 | 7.9 | 13.8 | 3.6 | 1.0 | 0.0 | 10.5 |
| LnGrp Delay(d),s/veh | 24.2 | 39.0 | 43.9 | 19.9 | 9.6 | 9.5 | 42.3 | 41.5 | 31.8 | 34.8 | 0.0 | 50.6 |
| LnGrp LOS | C | D | D | B | A | A | D | D | C | C | | D |
| Approach Vol, veh/h | | 541 | | | 706 | | | 854 | | | 350 | |
| Approach Delay, s/veh | | 38.9 | | | 12.6 | | | 40.2 | | | 48.9 | |
| Approach LOS | | D | | | B | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 52.5 | 11.1 | 43.6 | 18.1 | 47.2 | 22.0 | 32.7 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.1 | 36.0 | 7.0 | 44.9 | 12.8 | 30.3 | 15.9 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 5.5 | 6.2 | 4.2 | 27.9 | 11.6 | 17.1 | 16.0 | 22.2 |
| Green Ext Time (p_c), s | 0.0 | 5.8 | 0.0 | 4.8 | 0.1 | 4.4 | 0.0 | 4.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 33.2 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 369 | 180 | 21 | 551 | 45 | 297 | 125 | 26 | 41 | 79 | 32 |
| Future Volume (veh/h) | 21 | 369 | 180 | 21 | 551 | 45 | 297 | 125 | 26 | 41 | 79 | 32 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1832 | 1900 | 1900 | 1816 | 1900 | 1863 | 1869 | 1900 | 1900 | 1802 | 1900 |
| Adj Flow Rate, veh/h | 21 | 377 | 184 | 21 | 562 | 46 | 303 | 128 | 27 | 42 | 81 | 33 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 2 | 2 | 2 | 0 | 6 | 6 |
| Cap, veh/h | 555 | 1368 | 658 | 507 | 1937 | 158 | 363 | 443 | 93 | 180 | 116 | 47 |
| Arrive On Green | 0.60 | 0.60 | 0.60 | 1.00 | 1.00 | 1.00 | 0.15 | 0.30 | 0.30 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 826 | 2282 | 1098 | 862 | 3231 | 264 | 1774 | 1498 | 316 | 1251 | 1218 | 496 |
| Grp Volume(v), veh/h | 21 | 286 | 275 | 21 | 300 | 308 | 303 | 0 | 155 | 42 | 0 | 114 |
| Grp Sat Flow(s),veh/h/ln | 826 | 1741 | 1639 | 862 | 1725 | 1769 | 1774 | 0 | 1813 | 1251 | 0 | 1715 |
| Q Serve(g_s), s | 1.3 | 9.5 | 9.7 | 0.4 | 0.0 | 0.0 | 17.8 | 0.0 | 7.9 | 3.8 | 0.0 | 7.7 |
| Cycle Q Clear(g_c), s | 1.3 | 9.5 | 9.7 | 10.1 | 0.0 | 0.0 | 17.8 | 0.0 | 7.9 | 3.8 | 0.0 | 7.7 |
| Prop In Lane | 1.00 | | 0.67 | 1.00 | | 0.15 | 1.00 | | 0.17 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 555 | 1044 | 982 | 507 | 1034 | 1061 | 363 | 0 | 536 | 180 | 0 | 164 |
| V/C Ratio(X) | 0.04 | 0.27 | 0.28 | 0.04 | 0.29 | 0.29 | 0.84 | 0.00 | 0.29 | 0.23 | 0.00 | 0.70 |
| Avail Cap(c_a), veh/h | 555 | 1044 | 982 | 507 | 1034 | 1061 | 363 | 0 | 907 | 435 | 0 | 514 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.88 | 0.88 | 0.88 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.9 | 11.5 | 11.6 | 0.7 | 0.0 | 0.0 | 40.3 | 0.0 | 32.6 | 50.8 | 0.0 | 52.6 |
| Incr Delay (d2), s/veh | 0.1 | 0.7 | 0.7 | 0.1 | 0.6 | 0.6 | 15.4 | 0.0 | 0.3 | 0.7 | 0.0 | 5.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 4.7 | 4.5 | 0.1 | 0.2 | 0.2 | 10.4 | 0.0 | 4.0 | 1.3 | 0.0 | 3.9 |
| LnGrp Delay(d),s/veh | 10.0 | 12.2 | 12.3 | 0.8 | 0.6 | 0.6 | 55.8 | 0.0 | 32.9 | 51.5 | 0.0 | 57.8 |
| LnGrp LOS | B | B | B | A | A | A | E | | C | D | | E |
| Approach Vol, veh/h | | 582 | | | 629 | | | 458 | | | 156 | |
| Approach Delay, s/veh | | 12.1 | | | 0.6 | | | 48.0 | | | 56.1 | |
| Approach LOS | | B | | | A | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 78.3 | | 41.7 | | 78.3 | 24.0 | 17.7 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 47.4 | | * 60 | | 47.4 | * 18 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 12.1 | | 9.9 | | 11.7 | 19.8 | 9.7 |
| Green Ext Time (p_c), s | | 8.7 | | 1.9 | | 8.7 | 0.0 | 1.7 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 20.9 |
| HCM 2010 LOS | | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 43 | 124 | 147 | 24 | 188 | 100 | 145 | 663 | 23 | 59 | 342 | 34 |
| Future Volume (veh/h) | 43 | 124 | 147 | 24 | 188 | 100 | 145 | 663 | 23 | 59 | 342 | 34 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1866 | 1900 | 1863 | 1876 | 1900 | 1810 | 1812 | 1900 | 1863 | 1817 | 1900 |
| Adj Flow Rate, veh/h | 44 | 127 | 150 | 24 | 192 | 102 | 148 | 677 | 23 | 60 | 349 | 35 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 5 | 5 |
| Cap, veh/h | 230 | 207 | 245 | 233 | 307 | 163 | 523 | 975 | 33 | 306 | 910 | 91 |
| Arrive On Green | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 |
| Sat Flow, veh/h | 1102 | 781 | 922 | 1098 | 1154 | 613 | 967 | 1743 | 59 | 743 | 1626 | 163 |
| Grp Volume(v), veh/h | 44 | 0 | 277 | 24 | 0 | 294 | 148 | 0 | 700 | 60 | 0 | 384 |
| Grp Sat Flow(s),veh/h/ln | 1102 | 0 | 1703 | 1098 | 0 | 1767 | 967 | 0 | 1802 | 743 | 0 | 1789 |
| Q Serve(g_s), s | 2.7 | 0.0 | 10.4 | 1.4 | 0.0 | 10.7 | 7.4 | 0.0 | 20.5 | 4.6 | 0.0 | 8.8 |
| Cycle Q Clear(g_c), s | 13.4 | 0.0 | 10.4 | 11.9 | 0.0 | 10.7 | 16.2 | 0.0 | 20.5 | 25.1 | 0.0 | 8.8 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.35 | 1.00 | | 0.03 | 1.00 | | 0.09 |
| Lane Grp Cap(c), veh/h | 230 | 0 | 452 | 233 | 0 | 470 | 523 | 0 | 1008 | 306 | 0 | 1001 |
| V/C Ratio(X) | 0.19 | 0.00 | 0.61 | 0.10 | 0.00 | 0.63 | 0.28 | 0.00 | 0.69 | 0.20 | 0.00 | 0.38 |
| Avail Cap(c_a), veh/h | 518 | 0 | 898 | 520 | 0 | 932 | 756 | 0 | 1442 | 485 | 0 | 1432 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.6 | 0.0 | 23.6 | 28.8 | 0.0 | 23.7 | 13.6 | 0.0 | 11.6 | 20.7 | 0.0 | 9.0 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 1.3 | 0.2 | 0.0 | 1.4 | 0.4 | 0.0 | 1.2 | 0.4 | 0.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.0 | 5.1 | 0.4 | 0.0 | 5.4 | 2.0 | 0.0 | 10.5 | 1.0 | 0.0 | 4.4 |
| LnGrp Delay(d),s/veh | 30.0 | 0.0 | 24.9 | 29.0 | 0.0 | 25.1 | 14.0 | 0.0 | 12.9 | 21.1 | 0.0 | 9.4 |
| LnGrp LOS | C | | C | C | | C | B | | B | C | | A |
| Approach Vol, veh/h | | 321 | | | 318 | | | 848 | | | 444 | |
| Approach Delay, s/veh | | 25.6 | | | 25.4 | | | 13.1 | | | 11.0 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 47.4 | | 25.9 | | 47.4 | | 25.9 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 58.6 | | 38.6 | | 58.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 22.5 | | 15.4 | | 27.1 | | 13.9 |
| Green Ext Time (p_c), s | | 14.7 | | 4.0 | | 13.8 | | 4.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.7 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 154 | 142 | 260 | 20 | 266 | 22 | 290 | 437 | 35 | 31 | 185 | 104 |
| Future Volume (veh/h) | 154 | 142 | 260 | 20 | 266 | 22 | 290 | 437 | 35 | 31 | 185 | 104 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1900 | 1863 | 1900 | 1866 | 1900 | 1900 | 1810 | 1900 | 1900 | 1810 | 1863 |
| Adj Flow Rate, veh/h | 159 | 146 | 268 | 21 | 274 | 23 | 299 | 451 | 36 | 32 | 191 | 107 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 5 | 2 |
| Cap, veh/h | 359 | 673 | 561 | 410 | 601 | 50 | 483 | 793 | 707 | 271 | 310 | 271 |
| Arrive On Green | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.16 | 0.44 | 0.44 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1067 | 1900 | 1583 | 988 | 1698 | 143 | 1810 | 1810 | 1615 | 923 | 1810 | 1583 |
| Grp Volume(v), veh/h | 159 | 146 | 268 | 21 | 0 | 297 | 299 | 451 | 36 | 32 | 191 | 107 |
| Grp Sat Flow(s),veh/h/ln | 1067 | 1900 | 1583 | 988 | 0 | 1840 | 1810 | 1810 | 1615 | 923 | 1810 | 1583 |
| Q Serve(g_s), s | 8.6 | 3.4 | 8.4 | 1.0 | 0.0 | 7.9 | 8.0 | 11.9 | 0.8 | 1.9 | 6.2 | 3.8 |
| Cycle Q Clear(g_c), s | 16.5 | 3.4 | 8.4 | 4.4 | 0.0 | 7.9 | 8.0 | 11.9 | 0.8 | 1.9 | 6.2 | 3.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.08 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 359 | 673 | 561 | 410 | 0 | 652 | 483 | 793 | 707 | 271 | 310 | 271 |
| V/C Ratio(X) | 0.44 | 0.22 | 0.48 | 0.05 | 0.00 | 0.46 | 0.62 | 0.57 | 0.05 | 0.12 | 0.62 | 0.39 |
| Avail Cap(c_a), veh/h | 562 | 1034 | 862 | 598 | 0 | 1002 | 598 | 1771 | 1580 | 712 | 1173 | 1026 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.1 | 14.4 | 16.0 | 15.9 | 0.0 | 15.8 | 16.2 | 13.4 | 10.3 | 22.6 | 24.4 | 23.4 |
| Incr Delay (d2), s/veh | 0.9 | 0.2 | 0.6 | 0.1 | 0.0 | 0.5 | 0.5 | 0.2 | 0.0 | 0.1 | 0.7 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 1.8 | 3.7 | 0.3 | 0.0 | 4.1 | 4.1 | 5.9 | 0.4 | 0.5 | 3.1 | 1.7 |
| LnGrp Delay(d),s/veh | 23.0 | 14.5 | 16.6 | 15.9 | 0.0 | 16.3 | 16.7 | 13.6 | 10.3 | 22.7 | 25.1 | 23.8 |
| LnGrp LOS | C | B | B | B | | B | B | B | B | C | C | C |
| Approach Vol, veh/h | | 573 | | | 318 | | | 786 | | | 330 | |
| Approach Delay, s/veh | | 17.8 | | | 16.3 | | | 14.6 | | | 24.5 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 34.6 | | 28.9 | 17.0 | 17.7 | | 28.9 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 62.2 | | 34.6 | 14.2 | 41.2 | | 34.6 |
| Max Q Clear Time (g_c+I1), s | | 13.9 | | 18.5 | 10.0 | 8.2 | | 9.9 |
| Green Ext Time (p_c), s | | 2.7 | | 4.1 | 0.2 | 2.7 | | 4.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.4 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 23 | 33 | 82 | 7 | 26 | 339 | 144 | 476 | 22 | 203 | 282 | 75 |
| Future Volume (veh/h) | 23 | 33 | 82 | 7 | 26 | 339 | 144 | 476 | 22 | 203 | 282 | 75 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1873 | 1900 | 1900 | 1754 | 1900 | 1881 | 1810 | 1810 | 1610 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 24 | 35 | 87 | 7 | 28 | 0 | 153 | 506 | 23 | 216 | 300 | 80 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 18 | 5 | 0 |
| Cap, veh/h | 294 | 61 | 152 | 219 | 225 | 0 | 220 | 690 | 587 | 394 | 708 | 632 |
| Arrive On Green | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.00 | 0.12 | 0.38 | 0.38 | 0.13 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1325 | 477 | 1187 | 1289 | 1754 | 0 | 1792 | 1810 | 1538 | 2975 | 1810 | 1615 |
| Grp Volume(v), veh/h | 24 | 0 | 122 | 7 | 28 | 0 | 153 | 506 | 23 | 216 | 300 | 80 |
| Grp Sat Flow(s),veh/h/ln | 1325 | 0 | 1664 | 1289 | 1754 | 0 | 1792 | 1810 | 1538 | 1487 | 1810 | 1615 |
| Q Serve(g_s), s | 0.8 | 0.0 | 3.5 | 0.3 | 0.7 | 0.0 | 4.1 | 12.1 | 0.5 | 3.4 | 6.1 | 1.6 |
| Cycle Q Clear(g_c), s | 1.5 | 0.0 | 3.5 | 3.7 | 0.7 | 0.0 | 4.1 | 12.1 | 0.5 | 3.4 | 6.1 | 1.6 |
| Prop In Lane | 1.00 | | 0.71 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 294 | 0 | 213 | 219 | 225 | 0 | 220 | 690 | 587 | 394 | 708 | 632 |
| V/C Ratio(X) | 0.08 | 0.00 | 0.57 | 0.03 | 0.12 | 0.00 | 0.70 | 0.73 | 0.04 | 0.55 | 0.42 | 0.13 |
| Avail Cap(c_a), veh/h | 862 | 0 | 927 | 772 | 977 | 0 | 606 | 1404 | 1193 | 888 | 1332 | 1189 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.1 | 0.0 | 20.6 | 22.4 | 19.4 | 0.0 | 21.1 | 13.4 | 9.8 | 20.4 | 11.2 | 9.8 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 2.4 | 0.1 | 0.2 | 0.0 | 3.9 | 1.5 | 0.0 | 1.2 | 0.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 1.7 | 0.1 | 0.4 | 0.0 | 2.3 | 6.2 | 0.2 | 1.5 | 3.1 | 0.7 |
| LnGrp Delay(d),s/veh | 20.2 | 0.0 | 23.0 | 22.4 | 19.7 | 0.0 | 25.1 | 14.9 | 9.8 | 21.6 | 11.6 | 9.9 |
| LnGrp LOS | C | | C | C | B | | C | B | A | C | B | A |
| Approach Vol, veh/h | | 146 | | | 35 | | | 682 | | | 596 | |
| Approach Delay, s/veh | | 22.6 | | | 20.2 | | | 17.0 | | | 15.0 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.7 | 25.2 | | 12.4 | 12.2 | 25.7 | | 12.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 15.0 | 39.0 | | 28.0 | 17.0 | 37.0 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 5.4 | 14.1 | | 5.5 | 6.1 | 8.1 | | 5.7 |
| Green Ext Time (p_c), s | 0.5 | 5.1 | | 0.8 | 0.3 | 5.3 | | 0.8 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 16.8 |
| HCM 2010 LOS | | B |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 15 | 53 | 190 | 20 | 122 | 6 | 261 | 17 | 33 | 16 | 56 | 9 |
| Future Volume (veh/h) | 15 | 53 | 190 | 20 | 122 | 6 | 261 | 17 | 33 | 16 | 56 | 9 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1473 | 1810 | 1776 | 1759 | 1794 | 1900 | 1792 | 1900 | 1900 | 1900 | 1834 | 1900 |
| Adj Flow Rate, veh/h | 16 | 56 | 200 | 21 | 128 | 6 | 275 | 18 | 35 | 17 | 59 | 9 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 29 | 5 | 7 | 8 | 5 | 5 | 6 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 430 | 625 | 825 | 495 | 599 | 28 | 343 | 116 | 225 | 28 | 96 | 15 |
| Arrive On Green | 0.03 | 0.35 | 0.35 | 0.03 | 0.35 | 0.35 | 0.20 | 0.20 | 0.20 | 0.08 | 0.08 | 0.08 |
| Sat Flow, veh/h | 1403 | 1810 | 1509 | 1675 | 1700 | 80 | 1707 | 578 | 1124 | 357 | 1237 | 189 |
| Grp Volume(v), veh/h | 16 | 56 | 200 | 21 | 0 | 134 | 275 | 0 | 53 | 85 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1403 | 1810 | 1509 | 1675 | 0 | 1780 | 1707 | 0 | 1702 | 1783 | 0 | 0 |
| Q Serve(g_s), s | 0.5 | 1.6 | 5.2 | 0.6 | 0.0 | 3.9 | 11.5 | 0.0 | 1.9 | 3.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.5 | 1.6 | 5.2 | 0.6 | 0.0 | 3.9 | 11.5 | 0.0 | 1.9 | 3.4 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.04 | 1.00 | | 0.66 | 0.20 | | 0.11 |
| Lane Grp Cap(c), veh/h | 430 | 625 | 825 | 495 | 0 | 627 | 343 | 0 | 341 | 138 | 0 | 0 |
| V/C Ratio(X) | 0.04 | 0.09 | 0.24 | 0.04 | 0.00 | 0.21 | 0.80 | 0.00 | 0.16 | 0.61 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 524 | 625 | 825 | 597 | 0 | 627 | 654 | 0 | 652 | 669 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 15.0 | 16.5 | 8.9 | 14.6 | 0.0 | 16.9 | 28.4 | 0.0 | 24.6 | 33.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.3 | 0.7 | 0.0 | 0.0 | 0.8 | 6.2 | 0.0 | 0.3 | 6.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.8 | 3.3 | 0.3 | 0.0 | 2.1 | 5.9 | 0.0 | 0.9 | 1.9 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 15.0 | 16.8 | 9.6 | 14.6 | 0.0 | 17.7 | 34.6 | 0.0 | 24.9 | 39.5 | 0.0 | 0.0 |
| LnGrp LOS | B | B | A | B | | B | C | | C | D | | |
| Approach Vol, veh/h | | 272 | | | 155 | | | 328 | | | 85 | |
| Approach Delay, s/veh | | 11.4 | | | 17.3 | | | 33.0 | | | 39.5 | |
| Approach LOS | | B | | | B | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.4 | 32.7 | | 21.4 | 8.9 | 32.2 | | 12.2 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 25.8 | | 28.6 | 7.0 | 25.8 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 2.5 | 5.9 | | 13.5 | 2.6 | 7.2 | | 5.4 |
| Green Ext Time (p_c), s | 0.0 | 3.3 | | 1.5 | 0.0 | 3.2 | | 0.5 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 23.8 |
| HCM 2010 LOS | | C |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 474 | 854 | 18 | 318 | 605 |
| Future Volume (vph) | 10 | 474 | 854 | 18 | 318 | 605 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 11 | 515 | 928 | 20 | 346 | 658 |
| RTOR Reduction (vph) | 0 | 56 | 0 | 11 | 0 | 0 |
| Lane Group Flow (vph) | 11 | 459 | 928 | 9 | 346 | 658 |
| Heavy Vehicles (%) | 8% | 8% | 4% | 8% | 8% | 3% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 14.6 | 41.0 | 42.1 | 42.1 | 20.4 | 95.1 |
| Effective Green, g (s) | 14.6 | 41.0 | 42.1 | 42.1 | 20.4 | 95.1 |
| Actuated g/C Ratio | 0.15 | 0.43 | 0.44 | 0.44 | 0.21 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 256 | 1134 | 1536 | 661 | 695 | 1845 |
| v/s Ratio Prot | 0.01 | 0.17 | c0.27 | | c0.11 | c0.36 |
| v/s Ratio Perm | | | | 0.01 | | |
| v/c Ratio | 0.04 | 0.40 | 0.60 | 0.01 | 0.50 | 0.36 |
| Uniform Delay, d1 | 34.3 | 18.6 | 20.2 | 14.9 | 32.8 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.2 | 1.8 | 0.0 | 0.6 | 0.1 |
| Delay (s) | 34.4 | 18.9 | 21.9 | 14.9 | 33.4 | 0.1 |
| Level of Service | C | B | C | B | C | A |
| Approach Delay (s) | 19.2 | | 21.8 | | | 11.6 |
| Approach LOS | B | | C | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 17.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.56 | | |
| Actuated Cycle Length (s) | 95.1 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 53.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 28 | 110 | 28 | 18 | 33 | 116 | 497 | 83 | 87 | 649 | 26 |
| Future Volume (veh/h) | 58 | 28 | 110 | 28 | 18 | 33 | 116 | 497 | 83 | 87 | 649 | 26 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1520 | 1737 | 1900 | 1557 | 1672 | 1900 | 1473 | 1759 | 1357 | 1301 | 1759 | 1357 |
| Adj Flow Rate, veh/h | 63 | 30 | 120 | 30 | 20 | 36 | 126 | 540 | 90 | 95 | 705 | 28 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 25 | 7 | 7 | 22 | 13 | 13 | 29 | 8 | 40 | 46 | 8 | 40 |
| Cap, veh/h | 305 | 42 | 169 | 228 | 59 | 106 | 343 | 1144 | 395 | 346 | 1114 | 385 |
| Arrive On Green | 0.07 | 0.14 | 0.14 | 0.05 | 0.11 | 0.11 | 0.10 | 0.34 | 0.34 | 0.09 | 0.33 | 0.33 |
| Sat Flow, veh/h | 1448 | 304 | 1218 | 1483 | 536 | 965 | 1403 | 3343 | 1154 | 1239 | 3343 | 1154 |
| Grp Volume(v), veh/h | 63 | 0 | 150 | 30 | 0 | 56 | 126 | 540 | 90 | 95 | 705 | 28 |
| Grp Sat Flow(s),veh/h/ln | 1448 | 0 | 1522 | 1483 | 0 | 1502 | 1403 | 1671 | 1154 | 1239 | 1671 | 1154 |
| Q Serve(g_s), s | 2.3 | 0.0 | 5.9 | 1.1 | 0.0 | 2.2 | 3.5 | 7.9 | 3.5 | 3.0 | 11.2 | 1.0 |
| Cycle Q Clear(g_c), s | 2.3 | 0.0 | 5.9 | 1.1 | 0.0 | 2.2 | 3.5 | 7.9 | 3.5 | 3.0 | 11.2 | 1.0 |
| Prop In Lane | 1.00 | | 0.80 | 1.00 | | 0.64 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 305 | 0 | 211 | 228 | 0 | 165 | 343 | 1144 | 395 | 346 | 1114 | 385 |
| V/C Ratio(X) | 0.21 | 0.00 | 0.71 | 0.13 | 0.00 | 0.34 | 0.37 | 0.47 | 0.23 | 0.27 | 0.63 | 0.07 |
| Avail Cap(c_a), veh/h | 359 | 0 | 437 | 327 | 0 | 431 | 517 | 1761 | 608 | 393 | 1441 | 497 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.8 | 0.0 | 25.8 | 22.9 | 0.0 | 25.8 | 12.4 | 16.2 | 14.7 | 11.8 | 17.6 | 14.3 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 4.4 | 0.3 | 0.0 | 1.2 | 0.7 | 0.3 | 0.3 | 0.4 | 0.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 0.0 | 2.7 | 0.5 | 0.0 | 0.9 | 1.4 | 3.7 | 1.1 | 1.0 | 5.2 | 0.3 |
| LnGrp Delay(d),s/veh | 22.2 | 0.0 | 30.1 | 23.2 | 0.0 | 27.0 | 13.0 | 16.5 | 15.0 | 12.2 | 18.2 | 14.3 |
| LnGrp LOS | C | | C | C | | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 213 | | | 86 | | | 756 | | | 828 | |
| Approach Delay, s/veh | | 27.8 | | | 25.7 | | | 15.7 | | | 17.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.7 | 27.4 | 8.8 | 14.7 | 12.2 | 26.9 | 10.7 | 12.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 33.0 | 7.0 | 18.0 | 14.0 | 27.0 | 7.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.0 | 9.9 | 3.1 | 7.9 | 5.5 | 13.2 | 4.3 | 4.2 |
| Green Ext Time (p_c), s | 0.1 | 10.4 | 0.0 | 0.7 | 0.2 | 7.7 | 0.0 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.3 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 111 | 809 | 192 | 107 | 668 | 19 | 91 | 39 | 26 | 16 | 41 | 91 |
| Future Volume (veh/h) | 111 | 809 | 192 | 107 | 668 | 19 | 91 | 39 | 26 | 16 | 41 | 91 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1759 | 1863 | 1900 | 1759 | 1900 | 1845 | 1813 | 1900 | 1900 | 1632 | 1900 |
| Adj Flow Rate, veh/h | 121 | 879 | 209 | 116 | 726 | 21 | 99 | 42 | 28 | 17 | 45 | 99 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 6 | 8 | 2 | 0 | 8 | 0 | 3 | 4 | 4 | 0 | 0 | 0 |
| Cap, veh/h | 462 | 1318 | 624 | 410 | 1313 | 634 | 293 | 171 | 114 | 119 | 220 | 271 |
| Arrive On Green | 0.11 | 0.39 | 0.39 | 0.10 | 0.39 | 0.39 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1707 | 3343 | 1583 | 1810 | 3343 | 1615 | 1227 | 1016 | 677 | 227 | 1313 | 1615 |
| Grp Volume(v), veh/h | 121 | 879 | 209 | 116 | 726 | 21 | 99 | 0 | 70 | 62 | 0 | 99 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1671 | 1583 | 1810 | 1671 | 1615 | 1227 | 0 | 1693 | 1540 | 0 | 1615 |
| Q Serve(g_s), s | 2.2 | 12.2 | 5.2 | 1.9 | 9.5 | 0.5 | 4.3 | 0.0 | 2.0 | 0.0 | 0.0 | 3.1 |
| Cycle Q Clear(g_c), s | 2.2 | 12.2 | 5.2 | 1.9 | 9.5 | 0.5 | 6.1 | 0.0 | 2.0 | 1.9 | 0.0 | 3.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 | 0.27 | | 1.00 |
| Lane Grp Cap(c), veh/h | 462 | 1318 | 624 | 410 | 1313 | 634 | 293 | 0 | 284 | 340 | 0 | 271 |
| V/C Ratio(X) | 0.26 | 0.67 | 0.33 | 0.28 | 0.55 | 0.03 | 0.34 | 0.00 | 0.25 | 0.18 | 0.00 | 0.37 |
| Avail Cap(c_a), veh/h | 554 | 2148 | 1017 | 447 | 2029 | 980 | 697 | 0 | 842 | 823 | 0 | 803 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.6 | 14.0 | 11.9 | 9.3 | 13.3 | 10.5 | 22.9 | 0.0 | 20.3 | 20.3 | 0.0 | 20.8 |
| Incr Delay (d2), s/veh | 0.3 | 0.2 | 0.1 | 0.4 | 0.1 | 0.0 | 0.7 | 0.0 | 0.4 | 0.3 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 5.7 | 2.3 | 1.0 | 4.4 | 0.2 | 1.5 | 0.0 | 1.0 | 0.9 | 0.0 | 1.4 |
| LnGrp Delay(d),s/veh | 8.9 | 14.2 | 12.0 | 9.7 | 13.4 | 10.5 | 23.6 | 0.0 | 20.8 | 20.5 | 0.0 | 21.6 |
| LnGrp LOS | A | B | B | A | B | B | C | | C | C | | C |
| Approach Vol, veh/h | | 1209 | | | 863 | | | 169 | | | 161 | |
| Approach Delay, s/veh | | 13.3 | | | 12.8 | | | 22.4 | | | 21.2 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.9 | 28.9 | | 15.5 | 11.9 | 29.0 | | 15.5 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 4.2 | 11.5 | | 8.1 | 3.9 | 14.2 | | 5.1 |
| Green Ext Time (p_c), s | 0.1 | 8.1 | | 1.4 | 0.1 | 8.0 | | 1.4 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 14.3 |
| HCM 2010 LOS | | B |

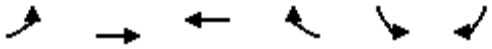
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 126 | 483 | 724 | 115 | 222 | 107 | 230 | 524 | 149 | 526 | 394 | 192 |
| Future Volume (veh/h) | 126 | 483 | 724 | 115 | 222 | 107 | 230 | 524 | 149 | 526 | 394 | 192 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1638 | 1638 | 1638 | 1210 | 1667 | 1624 | 1638 | 1759 | 1638 | 1624 | 1759 | 1624 |
| Adj Flow Rate, veh/h | 137 | 525 | 787 | 125 | 241 | 116 | 250 | 570 | 0 | 572 | 428 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 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 |
| Percent Heavy Veh, % | 16 | 16 | 16 | 57 | 14 | 17 | 16 | 8 | 16 | 17 | 8 | 17 |
| Cap, veh/h | 389 | 1059 | 798 | 162 | 1078 | 470 | 276 | 624 | 260 | 698 | 810 | 335 |
| Arrive On Green | 0.02 | 0.11 | 0.11 | 0.05 | 0.34 | 0.34 | 0.18 | 0.19 | 0.00 | 0.23 | 0.24 | 0.00 |
| Sat Flow, veh/h | 1560 | 3112 | 1392 | 1153 | 3167 | 1380 | 1560 | 3343 | 1392 | 3000 | 3343 | 1380 |
| Grp Volume(v), veh/h | 137 | 525 | 787 | 125 | 241 | 116 | 250 | 570 | 0 | 572 | 428 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1560 | 1556 | 1392 | 1153 | 1583 | 1380 | 1560 | 1671 | 1392 | 1500 | 1671 | 1380 |
| Q Serve(g_s), s | 6.0 | 19.8 | 30.1 | 6.0 | 6.8 | 7.6 | 19.6 | 20.9 | 0.0 | 22.6 | 13.9 | 0.0 |
| Cycle Q Clear(g_c), s | 6.0 | 19.8 | 30.1 | 6.0 | 6.8 | 7.6 | 19.6 | 20.9 | 0.0 | 22.6 | 13.9 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 389 | 1059 | 798 | 162 | 1078 | 470 | 276 | 624 | 260 | 698 | 810 | 335 |
| V/C Ratio(X) | 0.35 | 0.50 | 0.99 | 0.77 | 0.22 | 0.25 | 0.90 | 0.91 | 0.00 | 0.82 | 0.53 | 0.00 |
| Avail Cap(c_a), veh/h | 389 | 1059 | 798 | 162 | 1078 | 470 | 387 | 642 | 267 | 912 | 829 | 342 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 27.5 | 45.4 | 21.0 | 37.9 | 29.4 | 29.7 | 50.4 | 49.8 | 0.0 | 45.5 | 41.1 | 0.0 |
| Incr Delay (d2), s/veh | 0.5 | 1.4 | 25.9 | 20.0 | 0.5 | 1.3 | 19.0 | 17.3 | 0.0 | 4.6 | 0.6 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 8.8 | 17.3 | 3.3 | 3.1 | 3.0 | 9.9 | 11.2 | 0.0 | 9.8 | 6.5 | 0.0 |
| LnGrp Delay(d),s/veh | 28.0 | 46.8 | 46.9 | 57.8 | 29.9 | 30.9 | 69.4 | 67.1 | 0.0 | 50.0 | 41.7 | 0.0 |
| LnGrp LOS | C | D | D | E | C | C | E | E | | D | D | |
| Approach Vol, veh/h | | 1449 | | | 482 | | | 820 | | | 1000 | |
| Approach Delay, s/veh | | 45.1 | | | 37.4 | | | 67.8 | | | 46.5 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.0 | 48.6 | 28.1 | 36.3 | 12.0 | 48.6 | 35.1 | 29.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 6.0 | 33.0 | 31.0 | 31.0 | 6.0 | 33.0 | 38.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 8.0 | 9.6 | 21.6 | 15.9 | 8.0 | 32.1 | 24.6 | 22.9 |
| Green Ext Time (p_c), s | 0.0 | 9.7 | 0.5 | 4.8 | 0.0 | 0.7 | 4.5 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 49.4 |
| HCM 2010 LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 65 | 1103 | 785 | 111 | 201 | 54 |
| Future Volume (veh/h) | 65 | 1103 | 785 | 111 | 201 | 54 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1759 | 1810 | 1810 | 1624 | 1570 | 1267 |
| Adj Flow Rate, veh/h | 71 | 1199 | 853 | 121 | 218 | 59 |
| Adj No. of Lanes | 1 | 2 | 2 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 8 | 5 | 5 | 17 | 21 | 50 |
| Cap, veh/h | 88 | 2542 | 2196 | 1109 | 246 | 234 |
| Arrive On Green | 0.11 | 1.00 | 0.64 | 0.64 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1675 | 3529 | 3529 | 1380 | 1495 | 1077 |
| Grp Volume(v), veh/h | 71 | 1199 | 853 | 121 | 218 | 59 |
| Grp Sat Flow(s),veh/h/ln | 1675 | 1719 | 1719 | 1380 | 1495 | 1077 |
| Q Serve(g_s), s | 5.2 | 0.0 | 14.9 | 2.4 | 17.8 | 5.7 |
| Cycle Q Clear(g_c), s | 5.2 | 0.0 | 14.9 | 2.4 | 17.8 | 5.7 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 88 | 2542 | 2196 | 1109 | 246 | 234 |
| V/C Ratio(X) | 0.80 | 0.47 | 0.39 | 0.11 | 0.89 | 0.25 |
| Avail Cap(c_a), veh/h | 121 | 2542 | 2196 | 1109 | 431 | 367 |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.70 | 0.70 | 0.86 | 0.86 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.3 | 0.0 | 10.8 | 2.7 | 51.1 | 40.5 |
| Incr Delay (d2), s/veh | 17.4 | 0.4 | 0.4 | 0.2 | 10.6 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.8 | 0.2 | 7.1 | 1.7 | 8.1 | 3.7 |
| LnGrp Delay(d),s/veh | 72.7 | 0.4 | 11.3 | 2.8 | 61.7 | 41.1 |
| LnGrp LOS | E | A | B | A | E | D |
| Approach Vol, veh/h | | 1270 | 974 | | 277 | |
| Approach Delay, s/veh | | 4.5 | 10.2 | | 57.3 | |
| Approach LOS | | A | B | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 12.6 | 85.8 | | 26.6 | | 98.4 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 9.0 | 62.0 | | 36.0 | | 77.0 | | |
| Max Q Clear Time (g_c+I1), s | 7.2 | 16.9 | | 19.8 | | 2.0 | | |
| Green Ext Time (p_c), s | 0.0 | 24.4 | | 0.7 | | 30.2 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.5 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 92 | 575 | 428 | 343 | 373 | 86 | 275 | 309 | 408 | 109 | 370 | 55 |
| Future Volume (veh/h) | 92 | 575 | 428 | 343 | 373 | 86 | 275 | 309 | 408 | 109 | 370 | 55 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1810 | 1863 | 1545 | 1810 | 1810 | 1776 | 1810 | 1863 | 1583 | 1757 | 1900 |
| Adj Flow Rate, veh/h | 100 | 625 | 465 | 373 | 405 | 93 | 299 | 336 | 443 | 118 | 402 | 60 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 5 | 2 | 23 | 5 | 5 | 7 | 5 | 2 | 20 | 8 | 8 |
| Cap, veh/h | 376 | 887 | 408 | 316 | 1178 | 527 | 275 | 599 | 524 | 268 | 422 | 63 |
| Arrive On Green | 0.11 | 0.52 | 0.52 | 0.19 | 0.46 | 0.46 | 0.12 | 0.33 | 0.33 | 0.07 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1707 | 3438 | 1583 | 1471 | 3438 | 1538 | 1691 | 1810 | 1583 | 1508 | 1495 | 223 |
| Grp Volume(v), veh/h | 100 | 625 | 465 | 373 | 405 | 93 | 299 | 336 | 443 | 118 | 0 | 462 |
| Grp Sat Flow(s),veh/h/ln | 1707 | 1719 | 1583 | 1471 | 1719 | 1538 | 1691 | 1810 | 1583 | 1508 | 0 | 1718 |
| Q Serve(g_s), s | 5.4 | 17.3 | 32.2 | 17.6 | 9.5 | 4.5 | 14.9 | 19.1 | 32.5 | 6.9 | 0.0 | 33.0 |
| Cycle Q Clear(g_c), s | 5.4 | 17.3 | 32.2 | 17.6 | 9.5 | 4.5 | 14.9 | 19.1 | 32.5 | 6.9 | 0.0 | 33.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.13 |
| Lane Grp Cap(c), veh/h | 376 | 887 | 408 | 316 | 1178 | 527 | 275 | 599 | 524 | 268 | 0 | 485 |
| V/C Ratio(X) | 0.27 | 0.70 | 1.14 | 1.18 | 0.34 | 0.18 | 1.09 | 0.56 | 0.85 | 0.44 | 0.00 | 0.95 |
| Avail Cap(c_a), veh/h | 376 | 887 | 408 | 316 | 1178 | 527 | 275 | 599 | 524 | 301 | 0 | 495 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.33 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.68 | 0.68 | 0.68 | 0.92 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.4 | 26.6 | 30.3 | 32.0 | 24.9 | 23.6 | 33.5 | 34.4 | 38.8 | 29.3 | 0.0 | 44.1 |
| Incr Delay (d2), s/veh | 0.3 | 3.2 | 81.2 | 107.3 | 0.7 | 0.7 | 79.4 | 1.2 | 12.1 | 1.1 | 0.0 | 28.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 8.5 | 23.1 | 13.2 | 4.6 | 2.0 | 15.5 | 9.7 | 16.0 | 2.9 | 0.0 | 19.5 |
| LnGrp Delay(d),s/veh | 29.7 | 29.8 | 111.5 | 139.3 | 25.7 | 24.2 | 113.0 | 35.5 | 50.9 | 30.4 | 0.0 | 72.8 |
| LnGrp LOS | C | C | F | F | C | C | F | D | D | C | | E |
| Approach Vol, veh/h | | 1190 | | | 871 | | | 1078 | | | 580 | |
| Approach Delay, s/veh | | 61.7 | | | 74.2 | | | 63.4 | | | 64.2 | |
| Approach LOS | | E | | | E | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.4 | 49.2 | 14.9 | 47.5 | 24.0 | 38.6 | 21.0 | 41.4 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.0 | 42.1 | 11.5 | 39.4 | 17.6 | 31.5 | 14.9 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 7.4 | 11.5 | 8.9 | 34.5 | 19.6 | 34.2 | 16.9 | 35.0 |
| Green Ext Time (p_c), s | 0.0 | 10.9 | 0.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 65.5 |
| HCM 2010 LOS | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 870 | 330 | 19 | 611 | 50 | 211 | 116 | 63 | 80 | 157 | 25 |
| Future Volume (veh/h) | 18 | 870 | 330 | 19 | 611 | 50 | 211 | 116 | 63 | 80 | 157 | 25 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1819 | 1900 | 1900 | 1798 | 1900 | 1810 | 1829 | 1900 | 1845 | 1835 | 1900 |
| Adj Flow Rate, veh/h | 20 | 946 | 359 | 21 | 664 | 54 | 229 | 126 | 68 | 87 | 171 | 27 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 5 | 6 | 6 | 3 | 3 | 3 |
| Cap, veh/h | 374 | 1484 | 559 | 209 | 1932 | 157 | 277 | 331 | 178 | 226 | 222 | 35 |
| Arrive On Green | 0.60 | 0.60 | 0.60 | 0.20 | 0.20 | 0.20 | 0.10 | 0.30 | 0.30 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 745 | 2458 | 926 | 428 | 3200 | 260 | 1723 | 1119 | 604 | 1173 | 1547 | 244 |
| Grp Volume(v), veh/h | 20 | 663 | 642 | 21 | 354 | 364 | 229 | 0 | 194 | 87 | 0 | 198 |
| Grp Sat Flow(s),veh/h/ln | 745 | 1728 | 1656 | 428 | 1708 | 1752 | 1723 | 0 | 1722 | 1173 | 0 | 1792 |
| Q Serve(g_s), s | 2.0 | 30.8 | 31.4 | 5.5 | 22.3 | 22.3 | 12.8 | 0.0 | 11.2 | 8.6 | 0.0 | 13.3 |
| Cycle Q Clear(g_c), s | 24.3 | 30.8 | 31.4 | 36.9 | 22.3 | 22.3 | 12.8 | 0.0 | 11.2 | 8.6 | 0.0 | 13.3 |
| Prop In Lane | 1.00 | | 0.56 | 1.00 | | 0.15 | 1.00 | | 0.35 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 374 | 1043 | 999 | 209 | 1031 | 1058 | 277 | 0 | 509 | 226 | 0 | 257 |
| V/C Ratio(X) | 0.05 | 0.64 | 0.64 | 0.10 | 0.34 | 0.34 | 0.83 | 0.00 | 0.38 | 0.39 | 0.00 | 0.77 |
| Avail Cap(c_a), veh/h | 374 | 1043 | 999 | 209 | 1031 | 1058 | 277 | 0 | 761 | 397 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.73 | 0.73 | 0.73 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.2 | 15.9 | 16.0 | 48.7 | 28.8 | 28.8 | 41.8 | 0.0 | 35.0 | 49.5 | 0.0 | 51.5 |
| Incr Delay (d2), s/veh | 0.3 | 3.0 | 3.2 | 0.7 | 0.7 | 0.7 | 18.5 | 0.0 | 0.5 | 1.1 | 0.0 | 4.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 15.4 | 15.1 | 0.7 | 10.7 | 11.0 | 8.0 | 0.0 | 5.4 | 2.8 | 0.0 | 6.9 |
| LnGrp Delay(d),s/veh | 21.5 | 18.9 | 19.2 | 49.4 | 29.4 | 29.4 | 60.2 | 0.0 | 35.4 | 50.6 | 0.0 | 56.4 |
| LnGrp LOS | C | B | B | D | C | C | E | | D | D | | E |
| Approach Vol, veh/h | | 1325 | | | 739 | | | 423 | | | 285 | |
| Approach Delay, s/veh | | 19.1 | | | 30.0 | | | 48.9 | | | 54.6 | |
| Approach LOS | | B | | | C | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 81.9 | | 43.1 | | 81.9 | 19.0 | 24.1 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 57.2 | | * 55 | | 57.2 | * 13 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 38.9 | | 13.2 | | 33.4 | 14.8 | 15.3 |
| Green Ext Time (p_c), s | | 12.8 | | 2.9 | | 15.4 | 0.0 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 30.2 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 233 | 275 | 58 | 141 | 81 | 128 | 658 | 26 | 160 | 806 | 26 |
| Future Volume (veh/h) | 39 | 233 | 275 | 58 | 141 | 81 | 128 | 658 | 26 | 160 | 806 | 26 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1815 | 1900 | 1792 | 1810 | 1900 | 1712 | 1803 | 1900 | 1810 | 1808 | 1900 |
| Adj Flow Rate, veh/h | 40 | 238 | 281 | 59 | 144 | 83 | 131 | 671 | 27 | 163 | 822 | 27 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 6 | 5 | 5 | 11 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 359 | 267 | 315 | 112 | 378 | 218 | 134 | 917 | 37 | 235 | 927 | 30 |
| Arrive On Green | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1172 | 760 | 897 | 846 | 1078 | 622 | 594 | 1721 | 69 | 723 | 1741 | 57 |
| Grp Volume(v), veh/h | 40 | 0 | 519 | 59 | 0 | 227 | 131 | 0 | 698 | 163 | 0 | 849 |
| Grp Sat Flow(s),veh/h/ln | 1172 | 0 | 1656 | 846 | 0 | 1700 | 594 | 0 | 1791 | 723 | 0 | 1798 |
| Q Serve(g_s), s | 2.9 | 0.0 | 32.6 | 6.0 | 0.0 | 11.0 | 12.6 | 0.0 | 32.8 | 24.5 | 0.0 | 46.0 |
| Cycle Q Clear(g_c), s | 13.9 | 0.0 | 32.6 | 38.6 | 0.0 | 11.0 | 58.6 | 0.0 | 32.8 | 57.3 | 0.0 | 46.0 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.37 | 1.00 | | 0.04 | 1.00 | | 0.03 |
| Lane Grp Cap(c), veh/h | 359 | 0 | 581 | 112 | 0 | 596 | 134 | 0 | 954 | 235 | 0 | 958 |
| V/C Ratio(X) | 0.11 | 0.00 | 0.89 | 0.53 | 0.00 | 0.38 | 0.98 | 0.00 | 0.73 | 0.69 | 0.00 | 0.89 |
| Avail Cap(c_a), veh/h | 359 | 0 | 581 | 112 | 0 | 596 | 134 | 0 | 954 | 235 | 0 | 958 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.0 | 0.0 | 33.7 | 52.6 | 0.0 | 26.7 | 51.7 | 0.0 | 19.7 | 41.6 | 0.0 | 22.8 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 16.1 | 4.6 | 0.0 | 0.4 | 71.9 | 0.0 | 3.2 | 9.4 | 0.0 | 10.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 0.0 | 17.5 | 1.9 | 0.0 | 5.2 | 6.6 | 0.0 | 16.9 | 5.5 | 0.0 | 25.4 |
| LnGrp Delay(d),s/veh | 32.1 | 0.0 | 49.9 | 57.2 | 0.0 | 27.1 | 123.7 | 0.0 | 22.8 | 51.0 | 0.0 | 33.0 |
| LnGrp LOS | C | | D | E | | C | F | | C | D | | C |
| Approach Vol, veh/h | | 559 | | | 286 | | | 829 | | | 1012 | |
| Approach Delay, s/veh | | 48.6 | | | 33.4 | | | 38.8 | | | 35.9 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 65.0 | | 45.0 | | 65.0 | | 45.0 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 58.6 | | 38.6 | | 58.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 60.6 | | 34.6 | | 59.3 | | 40.6 |
| Green Ext Time (p_c), s | | 0.0 | | 2.0 | | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 39.2 |
| HCM 2010 LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 178 | 286 | 246 | 20 | 253 | 29 | 291 | 431 | 30 | 129 | 778 | 90 |
| Future Volume (veh/h) | 178 | 286 | 246 | 20 | 253 | 29 | 291 | 431 | 30 | 129 | 778 | 90 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1776 | 1900 | 1777 | 1900 | 1743 | 1810 | 1583 | 1863 | 1810 | 1638 |
| Adj Flow Rate, veh/h | 189 | 304 | 262 | 21 | 269 | 31 | 310 | 459 | 32 | 137 | 828 | 96 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 4 | 3 | 7 | 0 | 7 | 7 | 9 | 5 | 20 | 2 | 5 | 16 |
| Cap, veh/h | 240 | 570 | 467 | 214 | 484 | 56 | 292 | 1033 | 768 | 402 | 674 | 519 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.14 | 0.57 | 0.57 | 0.37 | 0.37 | 0.37 |
| Sat Flow, veh/h | 1054 | 1845 | 1509 | 858 | 1565 | 180 | 1660 | 1810 | 1346 | 902 | 1810 | 1392 |
| Grp Volume(v), veh/h | 189 | 304 | 262 | 21 | 0 | 300 | 310 | 459 | 32 | 137 | 828 | 96 |
| Grp Sat Flow(s),veh/h/ln | 1054 | 1845 | 1509 | 858 | 0 | 1746 | 1660 | 1810 | 1346 | 902 | 1810 | 1392 |
| Q Serve(g_s), s | 18.2 | 15.0 | 16.0 | 2.3 | 0.0 | 15.8 | 15.0 | 16.0 | 1.1 | 12.4 | 41.0 | 5.1 |
| Cycle Q Clear(g_c), s | 34.0 | 15.0 | 16.0 | 17.3 | 0.0 | 15.8 | 15.0 | 16.0 | 1.1 | 12.4 | 41.0 | 5.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 240 | 570 | 467 | 214 | 0 | 540 | 292 | 1033 | 768 | 402 | 674 | 519 |
| V/C Ratio(X) | 0.79 | 0.53 | 0.56 | 0.10 | 0.00 | 0.56 | 1.06 | 0.44 | 0.04 | 0.34 | 1.23 | 0.18 |
| Avail Cap(c_a), veh/h | 240 | 570 | 467 | 214 | 0 | 540 | 292 | 1033 | 768 | 402 | 674 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.6 | 31.4 | 31.8 | 38.6 | 0.0 | 31.7 | 34.2 | 13.6 | 10.4 | 25.5 | 34.5 | 23.2 |
| Incr Delay (d2), s/veh | 15.8 | 1.0 | 1.5 | 0.2 | 0.0 | 1.3 | 70.1 | 0.1 | 0.0 | 0.2 | 115.2 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.8 | 7.8 | 6.8 | 0.6 | 0.0 | 7.8 | 14.5 | 7.9 | 0.4 | 3.1 | 42.0 | 2.0 |
| LnGrp Delay(d),s/veh | 62.4 | 32.4 | 33.3 | 38.8 | 0.0 | 33.0 | 104.2 | 13.7 | 10.4 | 25.7 | 149.7 | 23.3 |
| LnGrp LOS | E | C | C | D | | C | F | B | B | C | F | C |
| Approach Vol, veh/h | | 755 | | | 321 | | | 801 | | | 1061 | |
| Approach Delay, s/veh | | 40.2 | | | 33.3 | | | 48.6 | | | 122.3 | |
| Approach LOS | | D | | | C | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 69.6 | | 40.4 | 21.8 | 47.8 | | 40.4 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 62.8 | | 34.0 | 15.0 | 41.0 | | 34.0 |
| Max Q Clear Time (g_c+I1), s | | 18.0 | | 36.0 | 17.0 | 43.0 | | 19.3 |
| Green Ext Time (p_c), s | | 7.1 | | 0.0 | 0.0 | 0.0 | | 5.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 71.4 |
| HCM 2010 LOS | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 103 | 73 | 161 | 24 | 26 | 356 | 119 | 513 | 52 | 459 | 875 | 76 |
| Future Volume (veh/h) | 103 | 73 | 161 | 24 | 26 | 356 | 119 | 513 | 52 | 459 | 875 | 76 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1882 | 1900 | 1900 | 1709 | 1900 | 1845 | 1810 | 1792 | 1712 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 105 | 74 | 164 | 24 | 27 | 0 | 121 | 523 | 53 | 468 | 893 | 78 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 1 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 0 | 0 | 0 | 3 | 5 | 6 | 11 | 5 | 0 |
| Cap, veh/h | 331 | 101 | 224 | 154 | 331 | 0 | 152 | 767 | 646 | 546 | 923 | 824 |
| Arrive On Green | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 | 0.09 | 0.42 | 0.42 | 0.17 | 0.51 | 0.51 |
| Sat Flow, veh/h | 1364 | 522 | 1157 | 1160 | 1709 | 0 | 1757 | 1810 | 1524 | 3163 | 1810 | 1615 |
| Grp Volume(v), veh/h | 105 | 0 | 238 | 24 | 27 | 0 | 121 | 523 | 53 | 468 | 893 | 78 |
| Grp Sat Flow(s),veh/h/ln | 1364 | 0 | 1678 | 1160 | 1709 | 0 | 1757 | 1810 | 1524 | 1581 | 1810 | 1615 |
| Q Serve(g_s), s | 5.9 | 0.0 | 11.4 | 1.7 | 1.1 | 0.0 | 5.8 | 20.1 | 1.8 | 12.3 | 41.0 | 2.1 |
| Cycle Q Clear(g_c), s | 7.0 | 0.0 | 11.4 | 13.1 | 1.1 | 0.0 | 5.8 | 20.1 | 1.8 | 12.3 | 41.0 | 2.1 |
| Prop In Lane | 1.00 | | 0.69 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 331 | 0 | 325 | 154 | 331 | 0 | 152 | 767 | 646 | 546 | 923 | 824 |
| V/C Ratio(X) | 0.32 | 0.00 | 0.73 | 0.16 | 0.08 | 0.00 | 0.80 | 0.68 | 0.08 | 0.86 | 0.97 | 0.09 |
| Avail Cap(c_a), veh/h | 511 | 0 | 548 | 308 | 558 | 0 | 205 | 780 | 657 | 626 | 928 | 828 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.2 | 0.0 | 32.5 | 38.7 | 28.3 | 0.0 | 38.5 | 20.0 | 14.8 | 34.5 | 20.3 | 10.8 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 3.2 | 0.5 | 0.1 | 0.0 | 14.5 | 2.4 | 0.1 | 10.3 | 21.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 0.0 | 5.6 | 0.6 | 0.5 | 0.0 | 3.4 | 10.5 | 0.8 | 6.2 | 25.9 | 1.0 |
| LnGrp Delay(d),s/veh | 31.7 | 0.0 | 35.7 | 39.1 | 28.4 | 0.0 | 52.9 | 22.4 | 14.8 | 44.7 | 42.2 | 10.9 |
| LnGrp LOS | C | | D | D | C | | D | C | B | D | D | B |
| Approach Vol, veh/h | | 343 | | | 51 | | | 697 | | | 1439 | |
| Approach Delay, s/veh | | 34.5 | | | 33.5 | | | 27.1 | | | 41.3 | |
| Approach LOS | | C | | | C | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 20.8 | 42.4 | | 22.6 | 13.4 | 49.8 | | 22.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 17.0 | 37.0 | | 28.0 | 10.0 | 44.0 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 14.3 | 22.1 | | 13.4 | 7.8 | 43.0 | | 15.1 |
| Green Ext Time (p_c), s | 0.5 | 8.2 | | 1.6 | 0.1 | 0.8 | | 1.5 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 36.3 |
| HCM 2010 LOS | | D |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 38 | 236 | 291 | 56 | 138 | 13 | 255 | 32 | 66 | 13 | 35 | 10 |
| Future Volume (veh/h) | 38 | 236 | 291 | 56 | 138 | 13 | 255 | 32 | 66 | 13 | 35 | 10 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1810 | 1759 | 1638 | 1817 | 1900 | 1696 | 1803 | 1900 | 1900 | 1674 | 1900 |
| Adj Flow Rate, veh/h | 41 | 257 | 316 | 61 | 150 | 14 | 277 | 35 | 72 | 14 | 38 | 11 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 5 | 8 | 16 | 5 | 5 | 12 | 0 | 0 | 4 | 4 | 4 |
| Cap, veh/h | 475 | 595 | 810 | 354 | 560 | 52 | 343 | 112 | 230 | 24 | 65 | 19 |
| Arrive On Green | 0.05 | 0.33 | 0.33 | 0.07 | 0.34 | 0.34 | 0.21 | 0.21 | 0.21 | 0.07 | 0.07 | 0.07 |
| Sat Flow, veh/h | 1587 | 1810 | 1495 | 1560 | 1637 | 153 | 1616 | 527 | 1084 | 357 | 969 | 280 |
| Grp Volume(v), veh/h | 41 | 257 | 316 | 61 | 0 | 164 | 277 | 0 | 107 | 63 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1810 | 1495 | 1560 | 0 | 1790 | 1616 | 0 | 1612 | 1606 | 0 | 0 |
| Q Serve(g_s), s | 1.3 | 8.7 | 9.6 | 1.9 | 0.0 | 5.2 | 12.8 | 0.0 | 4.4 | 3.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.3 | 8.7 | 9.6 | 1.9 | 0.0 | 5.2 | 12.8 | 0.0 | 4.4 | 3.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.09 | 1.00 | | 0.67 | 0.22 | | 0.17 |
| Lane Grp Cap(c), veh/h | 475 | 595 | 810 | 354 | 0 | 612 | 343 | 0 | 343 | 107 | 0 | 0 |
| V/C Ratio(X) | 0.09 | 0.43 | 0.39 | 0.17 | 0.00 | 0.27 | 0.81 | 0.00 | 0.31 | 0.59 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 533 | 595 | 810 | 391 | 0 | 612 | 589 | 0 | 588 | 573 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 15.5 | 20.6 | 10.5 | 15.5 | 0.0 | 18.7 | 29.4 | 0.0 | 26.1 | 35.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 2.3 | 1.4 | 0.2 | 0.0 | 1.1 | 6.3 | 0.0 | 0.7 | 7.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 4.7 | 6.1 | 0.9 | 0.0 | 2.7 | 6.3 | 0.0 | 2.0 | 1.5 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 15.6 | 22.9 | 11.9 | 15.7 | 0.0 | 19.8 | 35.6 | 0.0 | 26.8 | 42.7 | 0.0 | 0.0 |
| LnGrp LOS | B | C | B | B | | B | D | | C | D | | |
| Approach Vol, veh/h | | 614 | | | 225 | | | 384 | | | 63 | |
| Approach Delay, s/veh | | 16.7 | | | 18.7 | | | 33.2 | | | 42.7 | |
| Approach LOS | | B | | | B | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.5 | 33.2 | | 23.1 | 11.5 | 32.2 | | 11.6 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 25.8 | | 28.6 | 7.0 | 25.8 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 7.2 | | 14.8 | 3.9 | 11.6 | | 5.0 |
| Green Ext Time (p_c), s | 0.0 | 6.6 | | 1.9 | 0.0 | 5.7 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.3 |
| HCM 2010 LOS | C |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 506 | 1007 | 21 | 722 | 1455 |
| Future Volume (vph) | 10 | 506 | 1007 | 21 | 722 | 1455 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3438 | 1495 | 3242 | 1827 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 11 | 550 | 1095 | 23 | 785 | 1582 |
| RTOR Reduction (vph) | 0 | 13 | 0 | 15 | 0 | 0 |
| Lane Group Flow (vph) | 11 | 537 | 1095 | 8 | 785 | 1582 |
| Heavy Vehicles (%) | 8% | 8% | 5% | 8% | 8% | 4% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 10.0 | 53.0 | 35.0 | 35.0 | 37.0 | 100.0 |
| Effective Green, g (s) | 10.0 | 53.0 | 35.0 | 35.0 | 37.0 | 100.0 |
| Actuated g/C Ratio | 0.10 | 0.53 | 0.35 | 0.35 | 0.37 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 167 | 1394 | 1203 | 523 | 1199 | 1827 |
| v/s Ratio Prot | 0.01 | 0.20 | 0.32 | | 0.24 | c0.87 |
| v/s Ratio Perm | | | | 0.01 | | |
| v/c Ratio | 0.07 | 0.39 | 0.91 | 0.02 | 0.65 | 0.87 |
| Uniform Delay, d1 | 40.8 | 13.9 | 31.0 | 21.2 | 26.2 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.2 | 11.8 | 0.1 | 1.3 | 4.6 |
| Delay (s) | 40.9 | 14.1 | 42.8 | 21.3 | 27.5 | 4.6 |
| Level of Service | D | B | D | C | C | A |
| Approach Delay (s) | 14.6 | | 42.3 | | | 12.2 |
| Approach LOS | B | | D | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 20.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 1.06 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 92.4% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.
c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 21 | 55 | 25 | 25 | 59 | 187 | 629 | 23 | 78 | 534 | 22 |
| Future Volume (veh/h) | 17 | 21 | 55 | 25 | 25 | 59 | 187 | 629 | 23 | 78 | 534 | 22 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1624 | 1806 | 1900 | 1570 | 1575 | 1900 | 1845 | 1759 | 1712 | 1397 | 1759 | 1520 |
| Adj Flow Rate, veh/h | 18 | 23 | 60 | 27 | 27 | 64 | 203 | 684 | 25 | 85 | 580 | 24 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 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 |
| Percent Heavy Veh, % | 17 | 11 | 11 | 21 | 15 | 15 | 3 | 8 | 11 | 36 | 8 | 25 |
| Cap, veh/h | 245 | 51 | 132 | 260 | 53 | 125 | 466 | 1147 | 499 | 339 | 1061 | 410 |
| Arrive On Green | 0.03 | 0.11 | 0.11 | 0.04 | 0.13 | 0.13 | 0.12 | 0.34 | 0.34 | 0.09 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1547 | 444 | 1158 | 1495 | 416 | 985 | 1757 | 3343 | 1455 | 1331 | 3343 | 1292 |
| Grp Volume(v), veh/h | 18 | 0 | 83 | 27 | 0 | 91 | 203 | 684 | 25 | 85 | 580 | 24 |
| Grp Sat Flow(s),veh/h/ln | 1547 | 0 | 1601 | 1495 | 0 | 1401 | 1757 | 1671 | 1455 | 1331 | 1671 | 1292 |
| Q Serve(g_s), s | 0.6 | 0.0 | 2.8 | 0.9 | 0.0 | 3.5 | 4.3 | 9.9 | 0.7 | 2.4 | 8.4 | 0.8 |
| Cycle Q Clear(g_c), s | 0.6 | 0.0 | 2.8 | 0.9 | 0.0 | 3.5 | 4.3 | 9.9 | 0.7 | 2.4 | 8.4 | 0.8 |
| Prop In Lane | 1.00 | | 0.72 | 1.00 | | 0.70 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 245 | 0 | 183 | 260 | 0 | 177 | 466 | 1147 | 499 | 339 | 1061 | 410 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.45 | 0.10 | 0.00 | 0.51 | 0.44 | 0.60 | 0.05 | 0.25 | 0.55 | 0.06 |
| Avail Cap(c_a), veh/h | 409 | 0 | 411 | 401 | 0 | 359 | 684 | 2001 | 871 | 401 | 1658 | 641 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.7 | 0.0 | 24.2 | 21.2 | 0.0 | 23.9 | 11.4 | 15.9 | 12.8 | 11.7 | 16.5 | 13.9 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.7 | 0.2 | 0.0 | 2.3 | 0.6 | 0.5 | 0.0 | 0.4 | 0.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 1.3 | 0.4 | 0.0 | 1.5 | 2.1 | 4.6 | 0.3 | 0.9 | 3.9 | 0.3 |
| LnGrp Delay(d),s/veh | 21.8 | 0.0 | 25.9 | 21.4 | 0.0 | 26.1 | 12.1 | 16.4 | 12.9 | 12.1 | 16.9 | 13.9 |
| LnGrp LOS | C | | C | C | | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 101 | | | 118 | | | 912 | | | 689 | |
| Approach Delay, s/veh | | 25.2 | | | 25.1 | | | 15.3 | | | 16.2 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.2 | 26.1 | 8.5 | 12.7 | 12.7 | 24.6 | 7.8 | 13.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 35.0 | 8.0 | 15.0 | 14.0 | 29.0 | 8.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 11.9 | 2.9 | 4.8 | 6.3 | 10.4 | 2.6 | 5.5 |
| Green Ext Time (p_c), s | 0.0 | 8.2 | 0.0 | 0.6 | 0.3 | 7.5 | 0.0 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.8 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 145 | 673 | 81 | 17 | 872 | 12 | 121 | 16 | 57 | 14 | 17 | 139 |
| Future Volume (veh/h) | 145 | 673 | 81 | 17 | 872 | 12 | 121 | 16 | 57 | 14 | 17 | 139 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1759 | 1696 | 1900 | 1759 | 1900 | 1776 | 1642 | 1900 | 1900 | 1900 | 1845 |
| Adj Flow Rate, veh/h | 158 | 732 | 88 | 18 | 948 | 13 | 132 | 17 | 62 | 15 | 18 | 151 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 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 |
| Percent Heavy Veh, % | 2 | 8 | 12 | 0 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 3 |
| Cap, veh/h | 380 | 1510 | 652 | 374 | 1256 | 607 | 309 | 66 | 240 | 206 | 218 | 333 |
| Arrive On Green | 0.11 | 0.45 | 0.45 | 0.03 | 0.38 | 0.38 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1774 | 3343 | 1442 | 1810 | 3343 | 1615 | 1155 | 310 | 1132 | 570 | 1026 | 1568 |
| Grp Volume(v), veh/h | 158 | 732 | 88 | 18 | 948 | 13 | 132 | 0 | 79 | 33 | 0 | 151 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1671 | 1442 | 1810 | 1671 | 1615 | 1155 | 0 | 1442 | 1596 | 0 | 1568 |
| Q Serve(g_s), s | 3.0 | 9.4 | 2.2 | 0.4 | 15.2 | 0.3 | 6.6 | 0.0 | 2.8 | 0.0 | 0.0 | 5.2 |
| Cycle Q Clear(g_c), s | 3.0 | 9.4 | 2.2 | 0.4 | 15.2 | 0.3 | 9.5 | 0.0 | 2.8 | 2.8 | 0.0 | 5.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.78 | 0.45 | | 1.00 |
| Lane Grp Cap(c), veh/h | 380 | 1510 | 652 | 374 | 1256 | 607 | 309 | 0 | 306 | 424 | 0 | 333 |
| V/C Ratio(X) | 0.42 | 0.48 | 0.14 | 0.05 | 0.75 | 0.02 | 0.43 | 0.00 | 0.26 | 0.08 | 0.00 | 0.45 |
| Avail Cap(c_a), veh/h | 452 | 1968 | 849 | 525 | 1859 | 898 | 590 | 0 | 657 | 812 | 0 | 714 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.5 | 11.8 | 9.8 | 11.1 | 16.7 | 12.1 | 24.1 | 0.0 | 20.2 | 19.4 | 0.0 | 21.1 |
| Incr Delay (d2), s/veh | 0.7 | 0.1 | 0.0 | 0.1 | 0.4 | 0.0 | 0.9 | 0.0 | 0.4 | 0.1 | 0.0 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 4.3 | 0.9 | 0.2 | 7.1 | 0.1 | 2.2 | 0.0 | 1.2 | 0.5 | 0.0 | 2.3 |
| LnGrp Delay(d),s/veh | 12.2 | 11.9 | 9.9 | 11.2 | 17.2 | 12.1 | 25.1 | 0.0 | 20.6 | 19.5 | 0.0 | 22.1 |
| LnGrp LOS | B | B | A | B | B | B | C | | C | B | | C |
| Approach Vol, veh/h | | 978 | | | 979 | | | 211 | | | 184 | |
| Approach Delay, s/veh | | 11.8 | | | 17.0 | | | 23.4 | | | 21.6 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.5 | 29.9 | | 19.0 | 7.9 | 34.6 | | 19.0 |
| Change Period (Y+Rc), s | 6.0 | 6.8 | | 6.0 | 6.0 | 6.8 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 34.2 | | 28.0 | 7.0 | 36.2 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 5.0 | 17.2 | | 11.5 | 2.4 | 11.4 | | 7.2 |
| Green Ext Time (p_c), s | 0.1 | 5.9 | | 1.6 | 0.0 | 6.6 | | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.8 |
| HCM 2010 LOS | B |

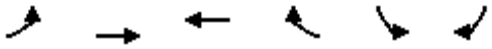
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 144 | 229 | 524 | 197 | 479 | 230 | 109 | 390 | 127 | 739 | 527 | 105 |
| Future Volume (veh/h) | 144 | 229 | 524 | 197 | 479 | 230 | 109 | 390 | 127 | 739 | 527 | 105 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1557 | 1681 | 1624 | 1900 | 1712 | 1348 | 1638 | 1759 | 1638 | 1900 | 1759 | 1900 |
| Adj Flow Rate, veh/h | 157 | 249 | 570 | 214 | 521 | 250 | 118 | 424 | 0 | 803 | 573 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 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 |
| Percent Heavy Veh, % | 22 | 13 | 17 | 0 | 11 | 41 | 16 | 8 | 16 | 0 | 8 | 0 |
| Cap, veh/h | 273 | 1013 | 776 | 377 | 1113 | 392 | 307 | 517 | 216 | 859 | 678 | 328 |
| Arrive On Green | 0.02 | 0.10 | 0.10 | 0.08 | 0.34 | 0.34 | 0.20 | 0.15 | 0.00 | 0.24 | 0.20 | 0.00 |
| Sat Flow, veh/h | 1483 | 3195 | 1380 | 1810 | 3252 | 1145 | 1560 | 3343 | 1392 | 3510 | 3343 | 1615 |
| Grp Volume(v), veh/h | 157 | 249 | 570 | 214 | 521 | 250 | 118 | 424 | 0 | 803 | 573 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1483 | 1597 | 1380 | 1810 | 1626 | 1145 | 1560 | 1671 | 1392 | 1755 | 1671 | 1615 |
| Q Serve(g_s), s | 7.0 | 8.6 | 10.0 | 9.6 | 15.1 | 12.1 | 7.9 | 14.7 | 0.0 | 26.9 | 19.8 | 0.0 |
| Cycle Q Clear(g_c), s | 7.0 | 8.6 | 10.0 | 9.6 | 15.1 | 12.1 | 7.9 | 14.7 | 0.0 | 26.9 | 19.8 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 273 | 1013 | 776 | 377 | 1113 | 392 | 307 | 517 | 216 | 859 | 678 | 328 |
| V/C Ratio(X) | 0.58 | 0.25 | 0.73 | 0.57 | 0.47 | 0.64 | 0.38 | 0.82 | 0.00 | 0.93 | 0.84 | 0.00 |
| Avail Cap(c_a), veh/h | 273 | 1013 | 776 | 377 | 1113 | 392 | 312 | 752 | 313 | 878 | 919 | 444 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 30.2 | 40.5 | 9.5 | 24.9 | 30.9 | 10.0 | 41.9 | 49.1 | 0.0 | 44.4 | 46.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.8 | 0.5 | 5.8 | 2.0 | 1.4 | 7.7 | 0.8 | 4.7 | 0.0 | 16.6 | 5.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.7 | 3.9 | 11.8 | 5.0 | 6.9 | 4.6 | 3.5 | 7.2 | 0.0 | 15.0 | 9.7 | 0.0 |
| LnGrp Delay(d),s/veh | 33.1 | 41.1 | 15.3 | 26.9 | 32.3 | 17.7 | 42.7 | 53.8 | 0.0 | 61.0 | 51.5 | 0.0 |
| LnGrp LOS | C | D | B | C | C | B | D | D | | E | D | |
| Approach Vol, veh/h | | 976 | | | 985 | | | 542 | | | 1376 | |
| Approach Delay, s/veh | | 24.7 | | | 27.4 | | | 51.4 | | | 57.1 | |
| Approach LOS | | C | | | C | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 47.1 | 29.6 | 30.4 | 16.0 | 44.1 | 35.4 | 24.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 32.0 | 24.0 | 33.0 | 10.0 | 29.0 | 30.0 | 27.0 |
| Max Q Clear Time (g_c+I1), s | 9.0 | 17.1 | 9.9 | 21.8 | 11.6 | 12.0 | 28.9 | 16.7 |
| Green Ext Time (p_c), s | 0.0 | 7.1 | 2.9 | 2.6 | 0.0 | 7.6 | 0.5 | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 40.6 |
| HCM 2010 LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 58 | 747 | 1148 | 197 | 109 | 68 |
| Future Volume (veh/h) | 58 | 747 | 1148 | 197 | 109 | 68 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1667 | 1810 | 1810 | 1652 | 1557 | 1473 |
| Adj Flow Rate, veh/h | 63 | 812 | 1248 | 214 | 118 | 74 |
| Adj No. of Lanes | 1 | 2 | 2 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 14 | 5 | 5 | 15 | 22 | 29 |
| Cap, veh/h | 81 | 2755 | 2407 | 1122 | 147 | 188 |
| Arrive On Green | 0.10 | 1.00 | 0.93 | 0.93 | 0.10 | 0.10 |
| Sat Flow, veh/h | 1587 | 3529 | 3529 | 1404 | 1483 | 1252 |
| Grp Volume(v), veh/h | 63 | 812 | 1248 | 214 | 118 | 74 |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1719 | 1719 | 1404 | 1483 | 1252 |
| Q Serve(g_s), s | 4.6 | 0.0 | 5.8 | 1.1 | 9.3 | 6.4 |
| Cycle Q Clear(g_c), s | 4.6 | 0.0 | 5.8 | 1.1 | 9.3 | 6.4 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 81 | 2755 | 2407 | 1122 | 147 | 188 |
| V/C Ratio(X) | 0.78 | 0.29 | 0.52 | 0.19 | 0.81 | 0.39 |
| Avail Cap(c_a), veh/h | 93 | 2755 | 2407 | 1122 | 371 | 377 |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.33 | 1.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.86 | 0.86 | 0.64 | 0.64 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 53.2 | 0.0 | 1.4 | 0.6 | 52.9 | 46.1 |
| Incr Delay (d2), s/veh | 26.0 | 0.2 | 0.5 | 0.2 | 9.9 | 1.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 0.1 | 2.5 | 0.6 | 4.2 | 4.6 |
| LnGrp Delay(d),s/veh | 79.2 | 0.2 | 2.0 | 0.8 | 62.8 | 47.4 |
| LnGrp LOS | E | A | A | A | E | D |
| Approach Vol, veh/h | | 875 | 1462 | | 192 | |
| Approach Delay, s/veh | | 5.9 | 1.8 | | 56.9 | |
| Approach LOS | | A | A | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 12.1 | 90.0 | | 17.9 | | 102.1 | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | 7.0 | 65.0 | | 30.0 | | 78.0 | | |
| Max Q Clear Time (g_c+I1), s | 6.6 | 7.8 | | 11.3 | | 2.0 | | |
| Green Ext Time (p_c), s | 0.0 | 28.6 | | 0.5 | | 32.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 7.4 |
| HCM 2010 LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 105 | 404 | 326 | 336 | 677 | 146 | 340 | 555 | 292 | 35 | 261 | 47 |
| Future Volume (veh/h) | 105 | 404 | 326 | 336 | 677 | 146 | 340 | 555 | 292 | 35 | 261 | 47 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1810 | 1900 | 1759 | 1810 | 1792 | 1863 | 1827 | 1712 | 1667 | 1800 | 1900 |
| Adj Flow Rate, veh/h | 114 | 439 | 354 | 365 | 736 | 159 | 370 | 603 | 317 | 38 | 284 | 51 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 5 | 0 | 8 | 5 | 6 | 2 | 4 | 11 | 14 | 6 | 6 |
| Cap, veh/h | 246 | 981 | 461 | 368 | 1145 | 507 | 393 | 654 | 520 | 149 | 397 | 71 |
| Arrive On Green | 0.10 | 0.48 | 0.48 | 0.11 | 0.33 | 0.33 | 0.13 | 0.36 | 0.36 | 0.04 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1660 | 3438 | 1615 | 1675 | 3438 | 1524 | 1774 | 1827 | 1455 | 1587 | 1486 | 267 |
| Grp Volume(v), veh/h | 114 | 439 | 354 | 365 | 736 | 159 | 370 | 603 | 317 | 38 | 0 | 335 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1719 | 1615 | 1675 | 1719 | 1524 | 1774 | 1827 | 1455 | 1587 | 0 | 1753 |
| Q Serve(g_s), s | 5.8 | 10.2 | 21.7 | 12.8 | 21.8 | 9.3 | 15.9 | 38.0 | 21.5 | 2.0 | 0.0 | 20.8 |
| Cycle Q Clear(g_c), s | 5.8 | 10.2 | 21.7 | 12.8 | 21.8 | 9.3 | 15.9 | 38.0 | 21.5 | 2.0 | 0.0 | 20.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 246 | 981 | 461 | 368 | 1145 | 507 | 393 | 654 | 520 | 149 | 0 | 468 |
| V/C Ratio(X) | 0.46 | 0.45 | 0.77 | 0.99 | 0.64 | 0.31 | 0.94 | 0.92 | 0.61 | 0.26 | 0.00 | 0.72 |
| Avail Cap(c_a), veh/h | 246 | 981 | 461 | 368 | 1145 | 507 | 393 | 684 | 544 | 175 | 0 | 526 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.85 | 0.85 | 0.85 | 0.82 | 0.82 | 0.82 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.8 | 25.1 | 28.1 | 35.2 | 34.0 | 29.8 | 31.8 | 36.9 | 31.6 | 32.6 | 0.0 | 39.8 |
| Incr Delay (d2), s/veh | 1.2 | 1.3 | 10.1 | 40.4 | 2.3 | 1.3 | 30.9 | 17.7 | 1.8 | 0.9 | 0.0 | 4.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.7 | 4.9 | 10.9 | 10.3 | 10.7 | 4.1 | 7.9 | 22.3 | 8.9 | 0.9 | 0.0 | 10.6 |
| LnGrp Delay(d),s/veh | 29.0 | 26.4 | 38.2 | 75.6 | 36.3 | 31.1 | 62.7 | 54.7 | 33.5 | 33.5 | 0.0 | 43.9 |
| LnGrp LOS | C | C | D | E | D | C | E | D | C | C | | D |
| Approach Vol, veh/h | | 907 | | | 1260 | | | 1290 | | | 373 | |
| Approach Delay, s/veh | | 31.3 | | | 47.0 | | | 51.8 | | | 42.8 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 13.5 | 46.3 | 11.1 | 49.0 | 19.2 | 40.6 | 22.0 | 38.2 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | 6.1 | 6.1 | 6.4 | 6.4 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 7.1 | 36.0 | 7.0 | 44.9 | 12.8 | 30.3 | 15.9 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 7.8 | 23.8 | 4.0 | 40.0 | 14.8 | 23.7 | 17.9 | 22.8 |
| Green Ext Time (p_c), s | 0.0 | 7.3 | 0.0 | 3.0 | 0.0 | 4.6 | 0.0 | 6.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 44.5 |
| HCM 2010 LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 29 | 663 | 220 | 87 | 819 | 100 | 340 | 143 | 36 | 54 | 106 | 38 |
| Future Volume (veh/h) | 29 | 663 | 220 | 87 | 819 | 100 | 340 | 143 | 36 | 54 | 106 | 38 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1827 | 1900 | 1900 | 1819 | 1900 | 1863 | 1870 | 1900 | 1900 | 1801 | 1900 |
| Adj Flow Rate, veh/h | 30 | 677 | 224 | 89 | 836 | 102 | 347 | 146 | 37 | 55 | 108 | 39 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 5 | 2 | 2 | 2 | 0 | 6 | 6 |
| Cap, veh/h | 265 | 1482 | 490 | 328 | 1792 | 219 | 366 | 457 | 116 | 203 | 148 | 53 |
| Arrive On Green | 0.58 | 0.58 | 0.58 | 0.19 | 0.19 | 0.19 | 0.15 | 0.32 | 0.32 | 0.12 | 0.12 | 0.12 |
| Sat Flow, veh/h | 607 | 2564 | 848 | 628 | 3102 | 378 | 1774 | 1441 | 365 | 1220 | 1264 | 457 |
| Grp Volume(v), veh/h | 30 | 458 | 443 | 89 | 466 | 472 | 347 | 0 | 183 | 55 | 0 | 147 |
| Grp Sat Flow(s),veh/h/ln | 607 | 1735 | 1677 | 628 | 1728 | 1752 | 1774 | 0 | 1806 | 1220 | 0 | 1721 |
| Q Serve(g_s), s | 4.1 | 18.2 | 18.2 | 15.3 | 28.7 | 28.7 | 17.8 | 0.0 | 9.2 | 5.0 | 0.0 | 9.9 |
| Cycle Q Clear(g_c), s | 32.9 | 18.2 | 18.2 | 33.5 | 28.7 | 28.7 | 17.8 | 0.0 | 9.2 | 5.0 | 0.0 | 9.9 |
| Prop In Lane | 1.00 | | 0.51 | 1.00 | | 0.22 | 1.00 | | 0.20 | 1.00 | | 0.27 |
| Lane Grp Cap(c), veh/h | 265 | 1003 | 969 | 328 | 999 | 1013 | 366 | 0 | 573 | 203 | 0 | 202 |
| V/C Ratio(X) | 0.11 | 0.46 | 0.46 | 0.27 | 0.47 | 0.47 | 0.95 | 0.00 | 0.32 | 0.27 | 0.00 | 0.73 |
| Avail Cap(c_a), veh/h | 265 | 1003 | 969 | 328 | 999 | 1013 | 366 | 0 | 903 | 426 | 0 | 516 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.60 | 0.60 | 0.60 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.6 | 14.5 | 14.5 | 42.2 | 32.1 | 32.1 | 40.8 | 0.0 | 31.1 | 49.0 | 0.0 | 51.1 |
| Incr Delay (d2), s/veh | 0.9 | 1.5 | 1.6 | 1.2 | 0.9 | 0.9 | 33.8 | 0.0 | 0.3 | 0.7 | 0.0 | 5.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 9.1 | 8.8 | 2.8 | 14.0 | 14.2 | 13.3 | 0.0 | 4.7 | 1.7 | 0.0 | 5.0 |
| LnGrp Delay(d),s/veh | 28.5 | 16.0 | 16.1 | 43.5 | 33.1 | 33.1 | 74.6 | 0.0 | 31.5 | 49.7 | 0.0 | 56.1 |
| LnGrp LOS | C | B | B | D | C | C | E | | C | D | | E |
| Approach Vol, veh/h | | 931 | | | 1027 | | | 530 | | | 202 | |
| Approach Delay, s/veh | | 16.5 | | | 34.0 | | | 59.7 | | | 54.4 | |
| Approach LOS | | B | | | C | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 75.7 | | 44.3 | | 75.7 | 24.0 | 20.3 |
| Change Period (Y+Rc), s | | 6.4 | | * 6.2 | | 6.4 | * 6.2 | * 6.2 |
| Max Green Setting (Gmax), s | | 47.4 | | * 60 | | 47.4 | * 18 | * 36 |
| Max Q Clear Time (g_c+I1), s | | 35.5 | | 11.2 | | 34.9 | 19.8 | 11.9 |
| Green Ext Time (p_c), s | | 8.7 | | 2.4 | | 9.0 | 0.0 | 2.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 34.5 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 61 | 175 | 208 | 31 | 242 | 129 | 195 | 902 | 41 | 77 | 697 | 43 |
| Future Volume (veh/h) | 61 | 175 | 208 | 31 | 242 | 129 | 195 | 902 | 41 | 77 | 697 | 43 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1866 | 1900 | 1863 | 1876 | 1900 | 1810 | 1813 | 1900 | 1863 | 1815 | 1900 |
| Adj Flow Rate, veh/h | 62 | 179 | 212 | 32 | 247 | 132 | 199 | 920 | 42 | 79 | 711 | 44 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 5 | 5 |
| Cap, veh/h | 190 | 239 | 283 | 169 | 353 | 189 | 246 | 979 | 45 | 113 | 963 | 60 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 |
| Sat Flow, veh/h | 1020 | 780 | 923 | 989 | 1152 | 615 | 686 | 1721 | 79 | 581 | 1691 | 105 |
| Grp Volume(v), veh/h | 62 | 0 | 391 | 32 | 0 | 379 | 199 | 0 | 962 | 79 | 0 | 755 |
| Grp Sat Flow(s),veh/h/ln | 1020 | 0 | 1703 | 989 | 0 | 1767 | 686 | 0 | 1799 | 581 | 0 | 1796 |
| Q Serve(g_s), s | 5.9 | 0.0 | 21.3 | 3.1 | 0.0 | 19.5 | 26.4 | 0.0 | 51.0 | 7.6 | 0.0 | 32.2 |
| Cycle Q Clear(g_c), s | 25.4 | 0.0 | 21.3 | 24.4 | 0.0 | 19.5 | 58.6 | 0.0 | 51.0 | 58.6 | 0.0 | 32.2 |
| Prop In Lane | 1.00 | | 0.54 | 1.00 | | 0.35 | 1.00 | | 0.04 | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | 190 | 0 | 522 | 169 | 0 | 542 | 246 | 0 | 1024 | 113 | 0 | 1022 |
| V/C Ratio(X) | 0.33 | 0.00 | 0.75 | 0.19 | 0.00 | 0.70 | 0.81 | 0.00 | 0.94 | 0.70 | 0.00 | 0.74 |
| Avail Cap(c_a), veh/h | 259 | 0 | 638 | 236 | 0 | 662 | 246 | 0 | 1024 | 113 | 0 | 1022 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.7 | 0.0 | 32.1 | 43.1 | 0.0 | 31.5 | 39.8 | 0.0 | 20.5 | 49.4 | 0.0 | 16.5 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 3.9 | 0.5 | 0.0 | 2.5 | 18.8 | 0.0 | 15.8 | 19.0 | 0.0 | 3.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.0 | 10.6 | 0.9 | 0.0 | 9.9 | 6.9 | 0.0 | 29.6 | 2.8 | 0.0 | 16.6 |
| LnGrp Delay(d),s/veh | 43.7 | 0.0 | 36.0 | 43.6 | 0.0 | 34.0 | 58.6 | 0.0 | 36.4 | 68.4 | 0.0 | 19.6 |
| LnGrp LOS | D | | D | D | | C | E | | D | E | | B |
| Approach Vol, veh/h | | 453 | | | 411 | | | 1161 | | | 834 | |
| Approach Delay, s/veh | | 37.1 | | | 34.8 | | | 40.2 | | | 24.2 | |
| Approach LOS | | D | | | C | | | D | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 65.0 | | 38.0 | | 65.0 | | 38.0 |
| Change Period (Y+Rc), s | | 6.4 | | 6.4 | | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | | 58.6 | | 38.6 | | 58.6 | | 38.6 |
| Max Q Clear Time (g_c+I1), s | | 60.6 | | 27.4 | | 60.6 | | 26.4 |
| Green Ext Time (p_c), s | | 0.0 | | 4.2 | | 0.0 | | 4.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 34.3 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 180 | 168 | 293 | 36 | 341 | 38 | 374 | 747 | 42 | 37 | 538 | 174 |
| Future Volume (veh/h) | 180 | 168 | 293 | 36 | 341 | 38 | 374 | 747 | 42 | 37 | 538 | 174 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1900 | 1863 | 1900 | 1866 | 1900 | 1900 | 1810 | 1900 | 1900 | 1810 | 1863 |
| Adj Flow Rate, veh/h | 186 | 173 | 302 | 37 | 352 | 39 | 386 | 770 | 43 | 38 | 555 | 179 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 5 | 2 |
| Cap, veh/h | 211 | 624 | 520 | 312 | 542 | 60 | 355 | 989 | 883 | 212 | 628 | 550 |
| Arrive On Green | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.13 | 0.55 | 0.55 | 0.35 | 0.35 | 0.35 |
| Sat Flow, veh/h | 979 | 1900 | 1583 | 934 | 1651 | 183 | 1810 | 1810 | 1615 | 682 | 1810 | 1583 |
| Grp Volume(v), veh/h | 186 | 173 | 302 | 37 | 0 | 391 | 386 | 770 | 43 | 38 | 555 | 179 |
| Grp Sat Flow(s),veh/h/ln | 979 | 1900 | 1583 | 934 | 0 | 1834 | 1810 | 1810 | 1615 | 682 | 1810 | 1583 |
| Q Serve(g_s), s | 15.4 | 7.1 | 16.7 | 3.2 | 0.0 | 19.2 | 14.2 | 35.4 | 1.3 | 4.9 | 30.4 | 8.8 |
| Cycle Q Clear(g_c), s | 34.6 | 7.1 | 16.7 | 10.3 | 0.0 | 19.2 | 14.2 | 35.4 | 1.3 | 19.3 | 30.4 | 8.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 211 | 624 | 520 | 312 | 0 | 602 | 355 | 989 | 883 | 212 | 628 | 550 |
| V/C Ratio(X) | 0.88 | 0.28 | 0.58 | 0.12 | 0.00 | 0.65 | 1.09 | 0.78 | 0.05 | 0.18 | 0.88 | 0.33 |
| Avail Cap(c_a), veh/h | 211 | 624 | 520 | 312 | 0 | 602 | 355 | 1068 | 953 | 242 | 707 | 619 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.8 | 26.2 | 29.4 | 30.0 | 0.0 | 30.2 | 26.5 | 18.9 | 11.1 | 34.8 | 32.4 | 25.3 |
| Incr Delay (d2), s/veh | 31.8 | 0.2 | 1.6 | 0.2 | 0.0 | 2.5 | 73.1 | 3.0 | 0.0 | 0.1 | 10.8 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.2 | 3.7 | 7.5 | 0.8 | 0.0 | 10.1 | 17.5 | 18.4 | 0.6 | 0.9 | 17.0 | 3.8 |
| LnGrp Delay(d),s/veh | 78.5 | 26.4 | 31.0 | 30.1 | 0.0 | 32.7 | 99.6 | 21.9 | 11.1 | 34.9 | 43.2 | 25.4 |
| LnGrp LOS | E | C | C | C | | C | F | C | B | C | D | C |
| Approach Vol, veh/h | | 661 | | | 428 | | | 1199 | | | 772 | |
| Approach Delay, s/veh | | 43.2 | | | 32.5 | | | 46.5 | | | 38.7 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 64.4 | | 41.0 | 21.0 | 43.4 | | 41.0 |
| Change Period (Y+Rc), s | | 6.8 | | 6.4 | 6.8 | 6.8 | | 6.4 |
| Max Green Setting (Gmax), s | | 62.2 | | 34.6 | 14.2 | 41.2 | | 34.6 |
| Max Q Clear Time (g_c+I1), s | | 37.4 | | 36.6 | 16.2 | 32.4 | | 21.2 |
| Green Ext Time (p_c), s | | 6.6 | | 0.0 | 0.0 | 4.2 | | 4.8 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 41.9 |
| HCM 2010 LOS | | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 129 | 42 | 104 | 43 | 67 | 474 | 190 | 817 | 29 | 335 | 657 | 99 |
| Future Volume (veh/h) | 129 | 42 | 104 | 43 | 67 | 474 | 190 | 817 | 29 | 335 | 657 | 99 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1873 | 1900 | 1900 | 1761 | 1900 | 1881 | 1810 | 1810 | 1610 | 1810 | 1900 |
| Adj Flow Rate, veh/h | 137 | 45 | 111 | 46 | 71 | 0 | 202 | 869 | 31 | 356 | 699 | 105 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 18 | 5 | 0 |
| Cap, veh/h | 270 | 86 | 212 | 204 | 316 | 0 | 243 | 837 | 711 | 431 | 854 | 762 |
| Arrive On Green | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.00 | 0.14 | 0.46 | 0.46 | 0.14 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1274 | 480 | 1184 | 1250 | 1761 | 0 | 1792 | 1810 | 1538 | 2975 | 1810 | 1615 |
| Grp Volume(v), veh/h | 137 | 0 | 156 | 46 | 71 | 0 | 202 | 869 | 31 | 356 | 699 | 105 |
| Grp Sat Flow(s),veh/h/ln | 1274 | 0 | 1664 | 1250 | 1761 | 0 | 1792 | 1810 | 1538 | 1487 | 1810 | 1615 |
| Q Serve(g_s), s | 8.7 | 0.0 | 7.2 | 2.9 | 2.9 | 0.0 | 9.3 | 39.0 | 0.9 | 9.8 | 28.0 | 3.1 |
| Cycle Q Clear(g_c), s | 11.6 | 0.0 | 7.2 | 10.1 | 2.9 | 0.0 | 9.3 | 39.0 | 0.9 | 9.8 | 28.0 | 3.1 |
| Prop In Lane | 1.00 | | 0.71 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 270 | 0 | 299 | 204 | 316 | 0 | 243 | 837 | 711 | 431 | 854 | 762 |
| V/C Ratio(X) | 0.51 | 0.00 | 0.52 | 0.23 | 0.22 | 0.00 | 0.83 | 1.04 | 0.04 | 0.83 | 0.82 | 0.14 |
| Avail Cap(c_a), veh/h | 464 | 0 | 553 | 394 | 585 | 0 | 361 | 837 | 711 | 529 | 854 | 762 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 34.5 | 0.0 | 31.3 | 35.9 | 29.6 | 0.0 | 35.5 | 22.7 | 12.4 | 35.0 | 19.2 | 12.6 |
| Incr Delay (d2), s/veh | 1.5 | 0.0 | 1.4 | 0.6 | 0.4 | 0.0 | 10.1 | 41.5 | 0.0 | 8.7 | 6.3 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.2 | 0.0 | 3.4 | 1.0 | 1.5 | 0.0 | 5.3 | 28.9 | 0.4 | 4.5 | 15.5 | 1.4 |
| LnGrp Delay(d),s/veh | 36.0 | 0.0 | 32.7 | 36.4 | 29.9 | 0.0 | 45.6 | 64.2 | 12.5 | 43.8 | 25.5 | 12.7 |
| LnGrp LOS | D | | C | D | C | | D | F | B | D | C | B |
| Approach Vol, veh/h | | 293 | | | 117 | | | 1102 | | | 1160 | |
| Approach Delay, s/veh | | 34.3 | | | 32.5 | | | 59.3 | | | 29.9 | |
| Approach LOS | | C | | | C | | | E | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 18.2 | 45.0 | | 21.1 | 17.4 | 45.8 | | 21.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 15.0 | 39.0 | | 28.0 | 17.0 | 37.0 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 11.8 | 41.0 | | 13.6 | 11.3 | 30.0 | | 12.1 |
| Green Ext Time (p_c), s | 0.4 | 0.0 | | 1.5 | 0.3 | 5.1 | | 1.6 |

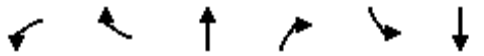
| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 42.7 | |
| HCM 2010 LOS | D | |

HCM 2010 analysis cannot be performed with phasing conflicts.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 143 | 235 | 45 | 218 | 17 | 298 | 25 | 56 | 24 | 60 | 15 |
| Future Volume (veh/h) | 18 | 143 | 235 | 45 | 218 | 17 | 298 | 25 | 56 | 24 | 60 | 15 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1473 | 1810 | 1776 | 1759 | 1785 | 1900 | 1792 | 1900 | 1900 | 1900 | 1821 | 1900 |
| Adj Flow Rate, veh/h | 19 | 151 | 247 | 47 | 229 | 18 | 314 | 26 | 59 | 25 | 63 | 16 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 29 | 5 | 7 | 8 | 5 | 5 | 6 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 346 | 580 | 820 | 424 | 567 | 45 | 380 | 115 | 262 | 35 | 87 | 22 |
| Arrive On Green | 0.03 | 0.32 | 0.32 | 0.06 | 0.35 | 0.35 | 0.22 | 0.22 | 0.22 | 0.08 | 0.08 | 0.08 |
| Sat Flow, veh/h | 1403 | 1810 | 1509 | 1675 | 1634 | 128 | 1707 | 518 | 1175 | 421 | 1062 | 270 |
| Grp Volume(v), veh/h | 19 | 151 | 247 | 47 | 0 | 247 | 314 | 0 | 85 | 104 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1403 | 1810 | 1509 | 1675 | 0 | 1762 | 1707 | 0 | 1693 | 1753 | 0 | 0 |
| Q Serve(g_s), s | 0.7 | 5.0 | 7.2 | 1.4 | 0.0 | 8.6 | 14.1 | 0.0 | 3.3 | 4.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.7 | 5.0 | 7.2 | 1.4 | 0.0 | 8.6 | 14.1 | 0.0 | 3.3 | 4.7 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.07 | 1.00 | | 0.69 | 0.24 | | 0.15 |
| Lane Grp Cap(c), veh/h | 346 | 580 | 820 | 424 | 0 | 612 | 380 | 0 | 377 | 144 | 0 | 0 |
| V/C Ratio(X) | 0.05 | 0.26 | 0.30 | 0.11 | 0.00 | 0.40 | 0.83 | 0.00 | 0.23 | 0.72 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 426 | 580 | 820 | 475 | 0 | 612 | 607 | 0 | 602 | 610 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.5 | 20.3 | 10.0 | 16.2 | 0.0 | 20.0 | 29.8 | 0.0 | 25.6 | 36.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 1.1 | 0.9 | 0.1 | 0.0 | 2.0 | 6.9 | 0.0 | 0.4 | 9.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 2.7 | 4.7 | 0.7 | 0.0 | 4.5 | 7.4 | 0.0 | 1.6 | 2.6 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 17.5 | 21.4 | 11.0 | 16.3 | 0.0 | 21.9 | 36.7 | 0.0 | 26.0 | 45.4 | 0.0 | 0.0 |
| LnGrp LOS | B | C | B | B | | C | D | | C | D | | |
| Approach Vol, veh/h | | 417 | | | 294 | | | 399 | | | 104 | |
| Approach Delay, s/veh | | 15.0 | | | 21.0 | | | 34.4 | | | 45.4 | |
| Approach LOS | | B | | | C | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.8 | 34.3 | | 24.3 | 11.0 | 32.2 | | 13.0 |
| Change Period (Y+Rc), s | 6.4 | 6.4 | | 6.4 | 6.4 | 6.4 | | 6.4 |
| Max Green Setting (Gmax), s | 7.0 | 25.8 | | 28.6 | 7.0 | 25.8 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 2.7 | 10.6 | | 16.1 | 3.4 | 9.2 | | 6.7 |
| Green Ext Time (p_c), s | 0.0 | 5.2 | | 1.8 | 0.0 | 5.5 | | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.5 |
| HCM 2010 LOS | C |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 15 | 729 | 1448 | 30 | 487 | 1026 |
| Future Volume (vph) | 15 | 729 | 1448 | 30 | 487 | 1026 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.88 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1671 | 2632 | 3471 | 1495 | 3242 | 1845 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 16 | 792 | 1574 | 33 | 529 | 1115 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 19 | 0 | 0 |
| Lane Group Flow (vph) | 16 | 786 | 1574 | 14 | 529 | 1115 |
| Heavy Vehicles (%) | 8% | 8% | 4% | 8% | 8% | 3% |
| Turn Type | Prot | pt+ov | NA | Perm | Prot | NA |
| Protected Phases | 3! | 1 3 | 2 | | 1 | 1 2 3! |
| Permitted Phases | | | | 2 | | |
| Actuated Green, G (s) | 15.0 | 46.0 | 42.0 | 42.0 | 25.0 | 100.0 |
| Effective Green, g (s) | 15.0 | 46.0 | 42.0 | 42.0 | 25.0 | 100.0 |
| Actuated g/C Ratio | 0.15 | 0.46 | 0.42 | 0.42 | 0.25 | 1.00 |
| Clearance Time (s) | 6.0 | | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 250 | 1210 | 1457 | 627 | 810 | 1845 |
| v/s Ratio Prot | 0.01 | 0.30 | c0.45 | | 0.16 | c0.60 |
| v/s Ratio Perm | | | | 0.01 | | |
| v/c Ratio | 0.06 | 0.65 | 1.08 | 0.02 | 0.65 | 0.60 |
| Uniform Delay, d1 | 36.5 | 20.8 | 29.0 | 17.0 | 33.6 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 1.2 | 48.5 | 0.1 | 1.9 | 0.6 |
| Delay (s) | 36.6 | 22.0 | 77.5 | 17.0 | 35.5 | 0.6 |
| Level of Service | D | C | E | B | D | A |
| Approach Delay (s) | 22.3 | | 76.3 | | | 11.8 |
| Approach LOS | C | | E | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 39.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.94 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 75.5% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.

c Critical Lane Group

# Appendix X

## SIDRA 7 Roundabout Analysis Output Sheets- Build Central Alternative #2 Revised

# MOVEMENT SUMMARY

## Site: 101 [2025 Alternative #2R AM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 646 | 4.0 | 0.409 | 9.7 | LOS A | 1.9 | 49.1 | 0.63 | 0.65 | 33.5 |
| 18 | R2 | 14 | 16.0 | 0.010 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 660 | 4.3 | 0.409 | 9.5 | LOS A | 1.9 | 49.1 | 0.62 | 0.64 | 33.5 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 8 | 16.0 | 0.011 | 5.3 | LOS A | 0.0 | 0.9 | 0.50 | 0.37 | 32.6 |
| 16 | R2 | 358 | 16.0 | 0.248 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.4 |
| Approach | | 365 | 16.0 | 0.248 | 0.1 | LOS A | 0.0 | 0.9 | 0.01 | 0.01 | 37.3 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 511 | 16.0 | 0.421 | 7.2 | LOS A | 2.2 | 61.5 | 0.07 | 0.02 | 31.8 |
| 4 | T1 | 933 | 3.0 | 0.682 | 11.5 | LOS B | 7.4 | 190.1 | 0.14 | 0.03 | 32.7 |
| Approach | | 1443 | 7.6 | 0.682 | 10.0 | LOS A | 7.4 | 190.1 | 0.12 | 0.02 | 32.3 |
| All Vehicles | | 2468 | 7.9 | 0.682 | 8.4 | LOS A | 7.4 | 190.1 | 0.23 | 0.19 | 33.3 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2025 Alternative #2R PM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 928 | 4.0 | 0.497 | 10.1 | LOS B | 2.8 | 71.8 | 0.61 | 0.58 | 33.3 |
| 18 | R2 | 20 | 16.0 | 0.014 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 948 | 4.2 | 0.497 | 9.9 | LOS A | 2.8 | 71.8 | 0.59 | 0.57 | 33.4 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 11 | 16.0 | 0.020 | 6.9 | LOS A | 0.1 | 1.6 | 0.58 | 0.51 | 31.9 |
| 16 | R2 | 515 | 16.0 | 0.357 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.4 |
| Approach | | 526 | 16.0 | 0.357 | 0.2 | LOS A | 0.1 | 1.6 | 0.01 | 0.01 | 37.2 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 346 | 16.0 | 0.286 | 5.6 | LOS A | 1.3 | 35.3 | 0.08 | 0.02 | 32.5 |
| 4 | T1 | 658 | 3.0 | 0.483 | 7.5 | LOS A | 3.4 | 86.0 | 0.11 | 0.03 | 34.6 |
| Approach | | 1003 | 7.5 | 0.483 | 6.8 | LOS A | 3.4 | 86.0 | 0.10 | 0.02 | 33.8 |
| All Vehicles | | 2477 | 8.1 | 0.497 | 6.6 | LOS A | 3.4 | 86.0 | 0.27 | 0.23 | 34.3 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2045 Alternative #2R AM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 1095 | 5.0 | 0.927 | 47.4 | LOS E | 11.2 | 290.4 | 0.94 | 1.44 | 21.6 |
| 18 | R2 | 23 | 16.0 | 0.016 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 1117 | 5.2 | 0.927 | 46.5 | LOS E | 11.2 | 290.4 | 0.93 | 1.41 | 21.8 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 11 | 16.0 | 0.024 | 8.1 | LOS A | 0.1 | 1.9 | 0.63 | 0.60 | 31.4 |
| 16 | R2 | 550 | 16.0 | 0.381 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.4 |
| Approach | | 561 | 16.0 | 0.381 | 0.2 | LOS A | 0.1 | 1.9 | 0.01 | 0.01 | 37.2 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 785 | 16.0 | 0.648 | 11.5 | LOS B | 4.8 | 135.6 | 0.13 | 0.03 | 30.0 |
| 4 | T1 | 1582 | 4.0 | 1.172 | 100.1 | LOS F | 264.3 | 6818.3 | 1.00 | 0.44 | 14.5 |
| Approach | | 2366 | 8.0 | 1.172 | 70.7 | LOS F | 264.3 | 6818.3 | 0.71 | 0.30 | 17.6 |
| All Vehicles | | 4045 | 8.3 | 1.172 | 54.3 | LOS F | 264.3 | 6818.3 | 0.67 | 0.57 | 20.1 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2045 Alternative #2R PM]

New Site
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: SR 29 | | | | | | | | | | | |
| 8 | T1 | 1248 | 4.0 | 0.806 | 25.0 | LOS C | 7.8 | 201.7 | 0.89 | 1.10 | 27.4 |
| 18 | R2 | 33 | 16.0 | 0.023 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 1280 | 4.3 | 0.806 | 24.3 | LOS C | 7.8 | 201.7 | 0.87 | 1.07 | 27.6 |
| East: SR 29 Bypass | | | | | | | | | | | |
| 1 | L2 | 16 | 16.0 | 0.040 | 9.4 | LOS A | 0.1 | 3.1 | 0.68 | 0.68 | 30.8 |
| 16 | R2 | 792 | 16.0 | 0.549 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 37.3 |
| Approach | | 809 | 16.0 | 0.549 | 0.3 | LOS A | 0.1 | 3.1 | 0.01 | 0.01 | 37.2 |
| North: SR 29 | | | | | | | | | | | |
| 7 | L2 | 529 | 16.0 | 0.440 | 7.5 | LOS A | 2.3 | 65.6 | 0.12 | 0.03 | 31.6 |
| 4 | T1 | 1115 | 3.0 | 0.823 | 17.6 | LOS C | 14.3 | 366.5 | 0.35 | 0.10 | 30.0 |
| Approach | | 1645 | 7.2 | 0.823 | 14.4 | LOS B | 14.3 | 366.5 | 0.28 | 0.08 | 30.5 |
| All Vehicles | | 3734 | 8.1 | 0.823 | 14.7 | LOS B | 14.3 | 366.5 | 0.42 | 0.41 | 30.6 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

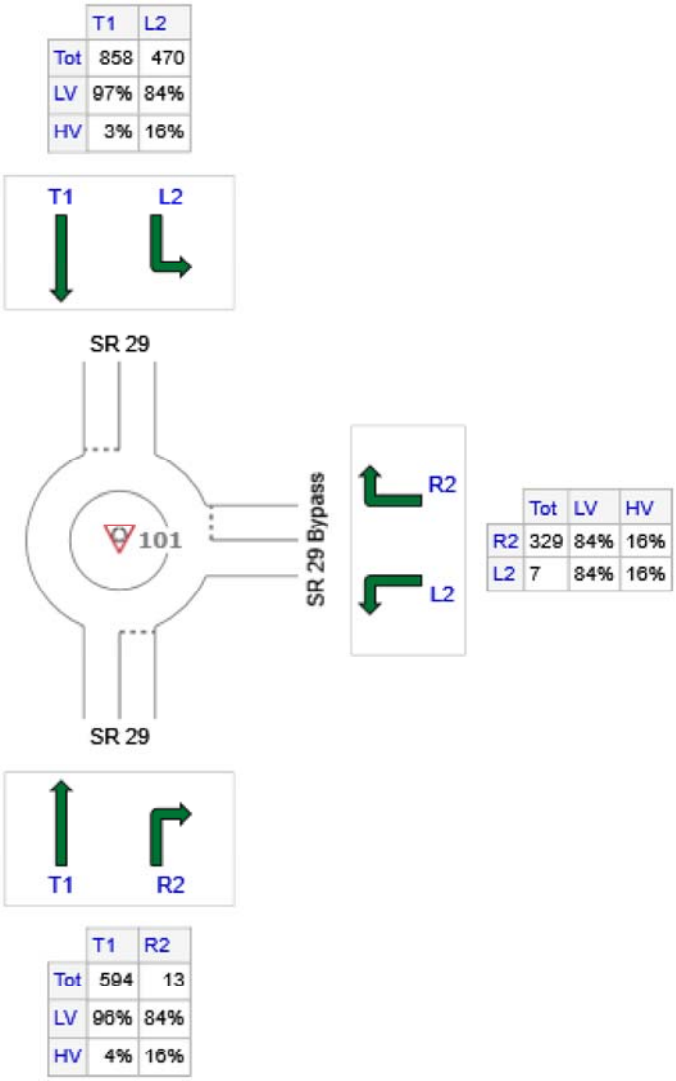
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2025 Alternative #2R AM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 607 | 581 | 26 |
| E: SR 29 Bypass | 336 | 282 | 54 |
| N: SR 29 | 1328 | 1227 | 101 |
| Total | 2271 | 2090 | 181 |

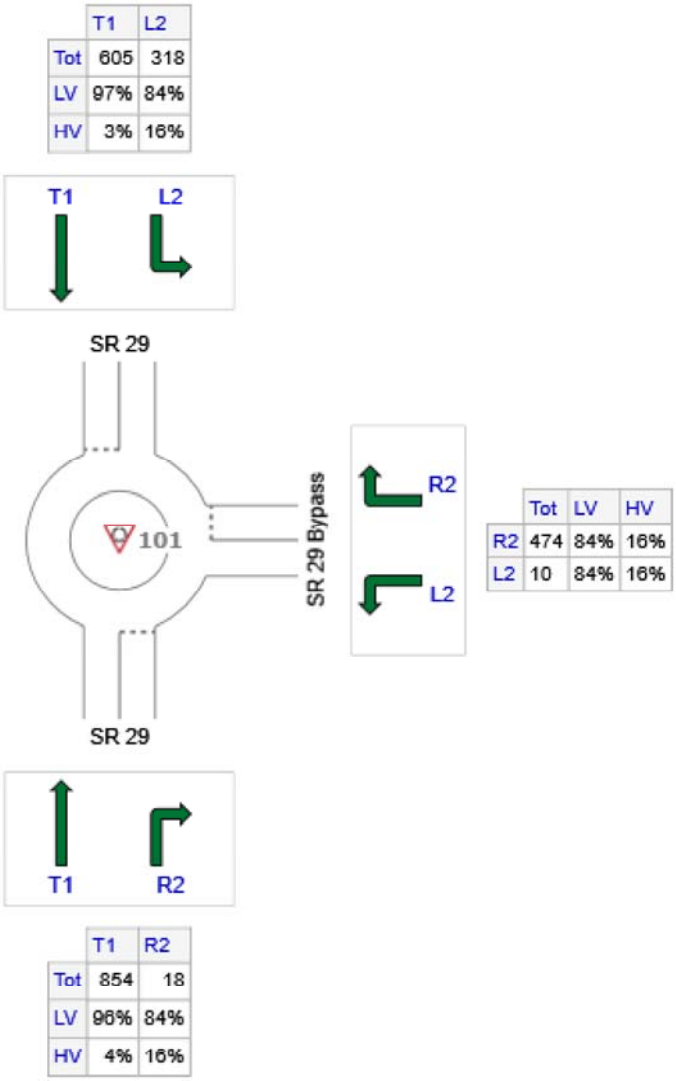
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2025 Alternative #2R PM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 872 | 835 | 37 |
| E: SR 29 Bypass | 484 | 407 | 77 |
| N: SR 29 | 923 | 854 | 69 |
| Total | 2279 | 2095 | 184 |

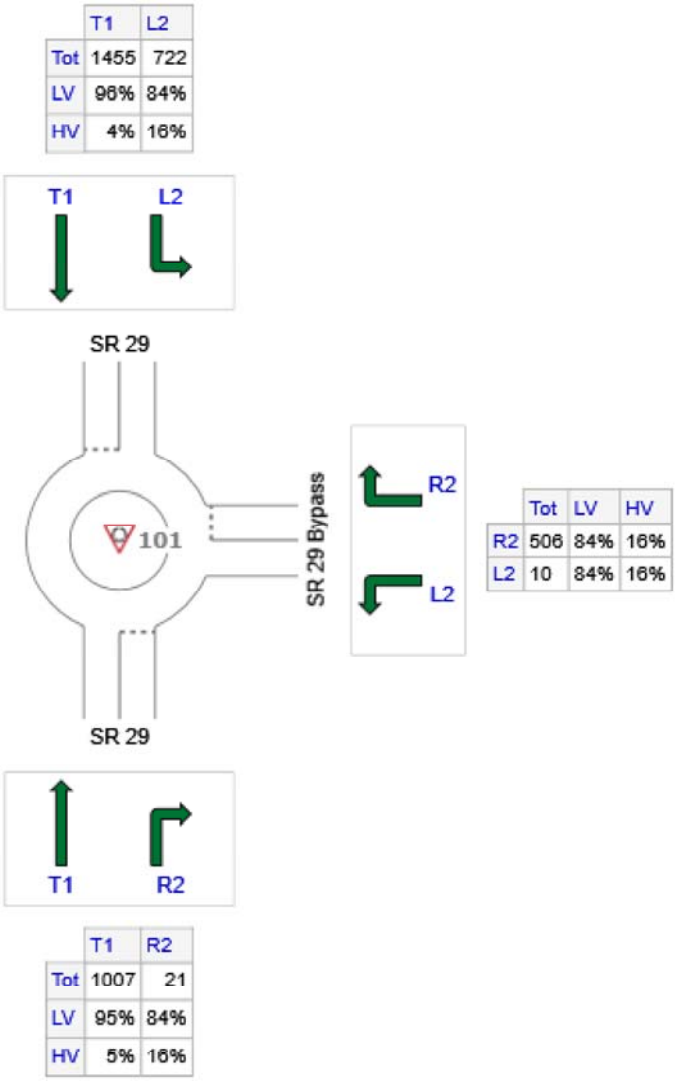
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2045 Alternative #2R AM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 1028 | 974 | 54 |
| E: SR 29 Bypass | 516 | 433 | 83 |
| N: SR 29 | 2177 | 2003 | 174 |
| Total | 3721 | 3411 | 310 |

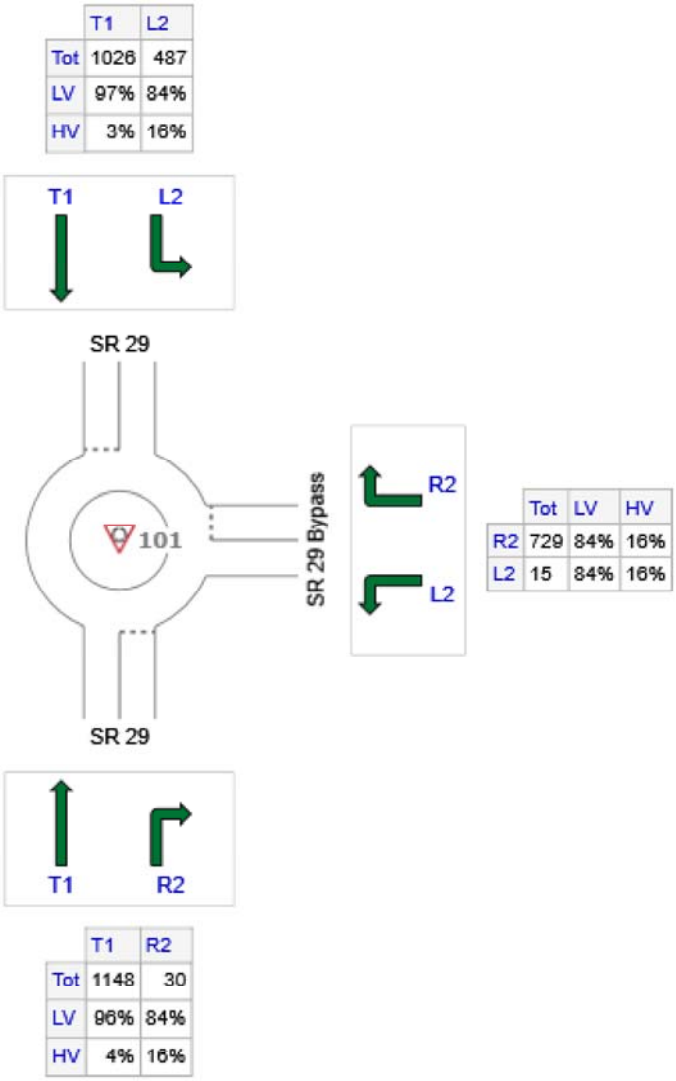
# INPUT VOLUMES

## Vehicles and pedestrians per 60 minutes

### Site: 101 [2045 Alternative #2R PM]

New Site
Roundabout

**Volume Display Method: Total and %**




| | All MCs | Light Vehicles (LV) | Heavy Vehicles (HV) |
|---|---|---|---|
| S: SR 29 | 1178 | 1127 | 51 |
| E: SR 29 Bypass | 744 | 625 | 119 |
| N: SR 29 | 1513 | 1404 | 109 |
| Total | 3435 | 3157 | 278 |

# Appendix Y

## Synchro Arterial LOS Analysis Summary Output Sheet-Build Central Alternative #2 Revised

## Arterial Level of Service: SE New Market Road

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Charlotte Street | III | 33 | 162.0 | 32.8 | 194.8 | 1.47 | 27.2 | B |
| SR 29 | III | 31 | 81.8 | 65.9 | 147.7 | 0.71 | 17.4 | D |
| Total | III | | 243.8 | 98.7 | 342.5 | 2.18 | 23.0 | C |

## Arterial Level of Service: WB New Market Road

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Charlotte Street | III | 33 | 77.4 | 27.0 | 104.4 | 0.71 | 24.6 | B |
| SR 29 | III | 37 | 144.6 | 10.5 | 155.1 | 1.47 | 34.1 | A |
| Total | III | | 222.0 | 37.5 | 259.5 | 2.18 | 30.3 | A |

## Arterial Level of Service: EB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Immokalee Dr | II | 45 | 44.7 | 30.4 | 75.1 | 0.51 | 24.3 | C |
| 9th St | II | 44 | 70.1 | 21.8 | 91.9 | 0.86 | 33.6 | B |
| 1st St | II | 35 | 51.4 | 41.6 | 93.0 | 0.50 | 19.3 | D |
| Total | II | | 166.2 | 93.8 | 260.0 | 1.86 | 25.8 | C |

## Arterial Level of Service: NB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| 9th St | II | 40 | 46.4 | 17.4 | 63.8 | 0.50 | 28.1 | B |
| Immokalee Dr | II | 45 | 68.6 | 22.5 | 91.1 | 0.86 | 33.9 | B |
| Lake Trafford Rd | II | 40 | 47.2 | 13.8 | 61.0 | 0.51 | 30.0 | B |
| Total | II | | 162.2 | 53.7 | 215.9 | 1.86 | 31.1 | B |

## Arterial Level of Service: SE New Market Road

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Charlotte Street | II | 38 | 137.6 | 29.6 | 167.2 | 1.47 | 31.7 | B |
| SR 29 | II | 31 | 81.8 | 65.2 | 147.0 | 0.71 | 17.5 | D |
| Total | II | | 219.4 | 94.8 | 314.2 | 2.18 | 25.0 | C |

## Arterial Level of Service: WB New Market Road

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Charlotte Street | III | 33 | 77.4 | 28.8 | 106.2 | 0.71 | 24.2 | B |
| SR 29 | III | 31 | 169.0 | 34.9 | 203.9 | 1.47 | 26.0 | B |
| Total | III | | 246.4 | 63.7 | 310.1 | 2.18 | 25.4 | B |

## Arterial Level of Service: EB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Immokalee Dr | II | 45 | 44.7 | 15.9 | 60.6 | 0.51 | 30.2 | B |
| 9th St | II | 44 | 70.1 | 19.9 | 90.0 | 0.86 | 34.3 | B |
| 1st St | II | 35 | 51.4 | 31.3 | 82.7 | 0.50 | 21.7 | D |
| Total | II | | 166.2 | 67.1 | 233.3 | 1.86 | 28.8 | B |

## Arterial Level of Service: NB SR 29'

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| 9th St | II | 40 | 46.4 | 17.1 | 63.5 | 0.50 | 28.3 | B |
| Immokalee Dr | II | 45 | 68.6 | 28.6 | 97.2 | 0.86 | 31.8 | B |
| Lake Trafford Rd | II | 40 | 47.2 | 23.3 | 70.5 | 0.51 | 25.9 | C |
| Total | II | | 162.2 | 69.0 | 231.2 | 1.86 | 29.0 | B |

# Appendix Z

## Noise Analysis

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #1 |
| **Segment Description:** | Oil Well Road to Farm Worker Way |
| **Section Number:** | 1 |
| **Mile Post To/From:** | From MP 27.208 to MP 35.416 |

**Existing Facility:**

| | |
|---|---|
| **Year:** | 2017 |
| **LOS C Peak Hour Directional Volume:** | 850 |
| **Demand Peak Hour Volume:** | 291 |
| **Posted Speed:** | 60 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 850 |
| **Demand Peak Hour Volume:** | 785 |
| **Posted Speed:** | 60 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 2120 |
| **Demand Peak Hour Volume:** | 841 |
| **Posted Speed:** | 60 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

**FDOT Reviewer:** Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #1

**Segment Description:** Oil Well Road to Farm Worker Way

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 60<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 60<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 60<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use Demand Volumes | Use Demand Volumes | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 255 | 686 | 735 |
| | | Med Trucks | 15 | 40 | 43 |
| | | Heavy Trucks | 8 | 23 | 25 |
| | | Buses | 10 | 27 | 29 |
| | | Motorcycles | 3 | 9 | 9 |
| | | Total | 291 | 785 | 841 |
| | Off-Peak Direction | Autos | 178 | 476 | 511 |
| | | Med Trucks | 10 | 28 | 30 |
| | | Heavy Trucks | 6 | 16 | 17 |
| | | Buses | 7 | 19 | 20 |
| | | Motorcycles | 2 | 6 | 6 |
| | | Total | 203 | 545 | 584 |
| LOS C | Peak Direction | Autos | 744 | 744 | 1853 |
| | | Med Trucks | 43 | 43 | 108 |
| | | Heavy Trucks | 25 | 25 | 62 |
| | | Buses | 29 | 29 | 73 |
| | | Motorcycles | 9 | 9 | 24 |
| | | Total | 850 | 850 | 2120 |
| | Off-Peak Direction | Autos | 744 | 744 | 1853 |
| | | Med Trucks | 43 | 43 | 108 |
| | | Heavy Trucks | 25 | 25 | 62 |
| | | Buses | 29 | 29 | 73 |
| | | Motorcycles | 9 | 9 | 24 |
| | | Total | 850 | 850 | 2120 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #1 |
| **Segment Description:** | Farm Worker Way to CR 846/Airport Rd |
| **Section Number:** | 2 |
| **Mile Post To/From:** | From MP 35.416 to MP 36.770 |

**Existing Facility:**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2017 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 915 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 462 | MT = | 5.08% | % of Design Hour Volume |
| **Posted Speed:** | 45 | HT = | 2.92% | % of Design Hour Volume |
| | | B = | 3.45% | % of Design Hour Volume |
| | | MC = | 1.11% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 915 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1168 | MT = | 5.08% | % of Design Hour Volume |
| **Posted Speed:** | 45 | HT = | 2.92% | % of Design Hour Volume |
| | | B = | 3.45% | % of Design Hour Volume |
| | | MC = | 1.11% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 1910 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1221 | MT = | 5.08% | % of Design Hour Volume |
| **Posted Speed:** | 45 | HT = | 2.92% | % of Design Hour Volume |
| | | B = | 3.45% | % of Design Hour Volume |
| | | MC = | 1.11% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Jorge Tolosa (Print Name) _____ (Signature) **Date:** January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

**FDOT Reviewer:** Christopher Simpson (Print Name) _____ (Signature) **Date:** 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #1

**Segment Description:** Farm Worker Way to CR 846/Airport Rd

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 45<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use Demand Volumes | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 405 | 1022 | 1067 |
| | | Med Trucks | 23 | 59 | 62 |
| | | Heavy Trucks | 13 | 34 | 36 |
| | | Buses | 16 | 40 | 42 |
| | | Motorcycles | 5 | 13 | 14 |
| | | Total | 462 | 1168 | 1221 |
| | Off-Peak Direction | Autos | 281 | 710 | 743 |
| | | Med Trucks | 16 | 41 | 43 |
| | | Heavy Trucks | 9 | 24 | 25 |
| | | Buses | 11 | 28 | 29 |
| | | Motorcycles | 4 | 9 | 9 |
| | | Total | 321 | 812 | 849 |
| LOS C | Peak Direction | Autos | 800 | 800 | 1670 |
| | | Med Trucks | 46 | 46 | 97 |
| | | Heavy Trucks | 27 | 27 | 56 |
| | | Buses | 32 | 32 | 66 |
| | | Motorcycles | 10 | 10 | 21 |
| | | Total | 915 | 915 | 1910 |
| | Off-Peak Direction | Autos | 800 | 800 | 1670 |
| | | Med Trucks | 46 | 46 | 97 |
| | | Heavy Trucks | 27 | 27 | 56 |
| | | Buses | 32 | 32 | 66 |
| | | Motorcycles | 10 | 10 | 21 |
| | | Total | 915 | 915 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #1 |
| **Segment Description:** | CR 846/Airport Rd to New Market Rd |
| **Section Number:** | 3 |
| **Mile Post To/From:** | From MP 36.770 to MP 36.902 |

**Existing Facility:**

| | |
|---|---|
| **Year:** | 2017 |
| **LOS C Peak Hour Directional Volume:** | 766 |
| **Demand Peak Hour Volume:** | 690 |
| **Posted Speed:** | 35 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 766 |
| **Demand Peak Hour Volume:** | 1859 |
| **Posted Speed:** | 35 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 2005 |
| **Demand Peak Hour Volume:** | 1912 |
| **Posted Speed:** | 40 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #1

**Segment Description:** CR 846/Airport Rd to New Market Rd

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 35<br>Number of Travel Lanes: 2 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 35<br>Number of Travel Lanes: 2 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 40<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use Demand Volumes | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 603 | 1626 | 1672 |
| | | Med Trucks | 35 | 94 | 97 |
| | | Heavy Trucks | 20 | 54 | 56 |
| | | Buses | 24 | 64 | 66 |
| | | Motorcycles | 8 | 21 | 21 |
| | | Total | 690 | 1859 | 1912 |
| | Off-Peak Direction | Autos | 420 | 1129 | 1161 |
| | | Med Trucks | 24 | 66 | 67 |
| | | Heavy Trucks | 14 | 38 | 39 |
| | | Buses | 17 | 45 | 46 |
| | | Motorcycles | 5 | 14 | 15 |
| | | Total | 480 | 1292 | 1328 |
| LOS C | Peak Direction | Autos | 670 | 670 | 1753 |
| | | Med Trucks | 39 | 39 | 102 |
| | | Heavy Trucks | 22 | 22 | 59 |
| | | Buses | 26 | 26 | 69 |
| | | Motorcycles | 9 | 9 | 22 |
| | | Total | 766 | 766 | 2005 |
| | Off-Peak Direction | Autos | 670 | 670 | 1753 |
| | | Med Trucks | 39 | 39 | 102 |
| | | Heavy Trucks | 22 | 22 | 59 |
| | | Buses | 26 | 26 | 69 |
| | | Motorcycles | 9 | 9 | 22 |
| | | Total | 766 | 766 | 2005 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 Bypass |
| **Project Description:** | Alternative #1 |
| **Segment Description:** | SR 29 to Charlotte St |
| **Section Number:** | 4 |
| **Mile Post To/From:** | N/A |

| | | | | |
|---|---|---|---|---|
| **Existing Facility:** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2017 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 3.74% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 266 | HT = | 4.26% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 361 | B = | 1.44% | % of Design Hour Volume |
| **Posted Speed:** | 35 | MC = | 0.49% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **No Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 3.74% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 266 | HT = | 4.26% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 850 | B = | 1.44% | % of Design Hour Volume |
| **Posted Speed:** | 35 | MC = | 0.49% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 3.74% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 1910 | HT = | 4.26% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1221 | B = | 1.44% | % of Design Hour Volume |
| **Posted Speed:** | 40 | MC = | 0.49% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29 Bypass

**Project Description:** Alternative #1

**Segment Description:** SR 29 to Charlotte St

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 35<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 35<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 40<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 325 | 766 | 1099 |
| | | Med Trucks | 14 | 32 | 46 |
| | | Heavy Trucks | 15 | 36 | 52 |
| | | Buses | 5 | 12 | 18 |
| | | Motorcycles | 2 | 4 | 6 |
| | | Total | 361 | 850 | 1221 |
| | Off-Peak Direction | Autos | 226 | 532 | 765 |
| | | Med Trucks | 9 | 22 | 32 |
| | | Heavy Trucks | 11 | 25 | 36 |
| | | Buses | 4 | 8 | 12 |
| | | Motorcycles | 1 | 3 | 4 |
| | | Total | 251 | 590 | 849 |
| LOS C | Peak Direction | Autos | 240 | 240 | 1721 |
| | | Med Trucks | 10 | 10 | 71 |
| | | Heavy Trucks | 11 | 11 | 81 |
| | | Buses | 4 | 4 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 266 | 266 | 1910 |
| | Off-Peak Direction | Autos | 240 | 240 | 1721 |
| | | Med Trucks | 10 | 10 | 71 |
| | | Heavy Trucks | 11 | 11 | 81 |
| | | Buses | 4 | 4 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 266 | 266 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 Bypass |
| **Project Description:** | Alternative #1 |
| **Segment Description:** | Charlotte St to Flagler St |
| **Section Number:** | 5 |
| **Mile Post To/From:** | N/A |

**Existing Facility:**

| | |
|---|---|
| **Year:** | 2017 |
| **LOS C Peak Hour Directional Volume:** | 597 |
| **Demand Peak Hour Volume:** | 483 |
| **Posted Speed:** | 35 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.75% | % of Design Hour Volume |
| HT = | 4.25% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 597 |
| **Demand Peak Hour Volume:** | 1168 |
| **Posted Speed:** | 35 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.75% | % of Design Hour Volume |
| HT = | 4.25% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 1910 |
| **Demand Peak Hour Volume:** | 1487 |
| **Posted Speed:** | 50 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.75% | % of Design Hour Volume |
| HT = | 4.25% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29 Bypass

**Project Description:** Alternative #1

**Segment Description:** Charlotte St to Flagler St

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 35<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 35<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use Demand Volumes | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 435 | 1051 | 1340 |
| | | Med Trucks | 18 | 44 | 56 |
| | | Heavy Trucks | 21 | 50 | 63 |
| | | Buses | 7 | 17 | 21 |
| | | Motorcycles | 2 | 6 | 7 |
| | | Total | 483 | 1168 | 1487 |
| | Off-Peak Direction | Autos | 302 | 731 | 930 |
| | | Med Trucks | 13 | 30 | 39 |
| | | Heavy Trucks | 14 | 35 | 44 |
| | | Buses | 5 | 12 | 15 |
| | | Motorcycles | 2 | 4 | 5 |
| | | Total | 336 | 812 | 1033 |
| LOS C | Peak Direction | Autos | 538 | 538 | 1720 |
| | | Med Trucks | 22 | 22 | 72 |
| | | Heavy Trucks | 25 | 25 | 81 |
| | | Buses | 9 | 9 | 28 |
| | | Motorcycles | 3 | 3 | 9 |
| | | Total | 597 | 597 | 1910 |
| | Off-Peak Direction | Autos | 538 | 538 | 1720 |
| | | Med Trucks | 22 | 22 | 72 |
| | | Heavy Trucks | 25 | 25 | 81 |
| | | Buses | 9 | 9 | 28 |
| | | Motorcycles | 3 | 3 | 9 |
| | | Total | 597 | 597 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 Bypass |
| **Project Description:** | Alternative #1 |
| **Segment Description:** | Flagler St to Kissimmee St |
| **Section Number:** | 5a |
| **Mile Post To/From:** | N/A |

| | | | | |
|---|---|---|---|---|
| **Existing Facility:** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2017 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 3.75% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 0 | HT = | 4.25% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1 | B = | 1.44% | % of Design Hour Volume |
| **Posted Speed:** | 0 | MC = | 0.49% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **No Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 3.75% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 0 | HT = | 4.25% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1 | B = | 1.44% | % of Design Hour Volume |
| **Posted Speed:** | 0 | MC = | 0.49% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 3.75% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 1910 | HT = | 4.25% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1487 | B = | 1.44% | % of Design Hour Volume |
| **Posted Speed:** | 50 | MC = | 0.49% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Jorge Tolosa (Print Name) _____ (Signature) **Date:** January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

**FDOT Reviewer:** Christopher Simpson (Print Name) _____ (Signature) **Date:** 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29 Bypass

**Project Description:** Alternative #1

**Segment Description:** Flagler St to Kissimmee St

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | -3 | -3 | 1340 |
| | | Med Trucks | 1 | 1 | 56 |
| | | Heavy Trucks | 1 | 1 | 63 |
| | | Buses | 1 | 1 | 21 |
| | | Motorcycles | 1 | 1 | 7 |
| | | Total | 1 | 1 | 1487 |
| | Off-Peak Direction | Autos | -3 | -3 | 930 |
| | | Med Trucks | 1 | 1 | 39 |
| | | Heavy Trucks | 1 | 1 | 44 |
| | | Buses | 1 | 1 | 15 |
| | | Motorcycles | 1 | 1 | 5 |
| | | Total | 1 | 1 | 1033 |
| LOS C | Peak Direction | Autos | -4 | -4 | 1720 |
| | | Med Trucks | 1 | 1 | 72 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |
| | Off-Peak Direction | Autos | -4 | -4 | 1720 |
| | | Med Trucks | 1 | 1 | 72 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 Bypass |
| **Project Description:** | Alternative #1 |
| **Segment Description:** | Kissimmee St to SR 29 |
| **Section Number:** | 6 |
| **Mile Post To/From:** | N/A |

**Existing Facility:**

| | |
|---|---|
| **Year:** | 2017 |
| **LOS C Peak Hour Directional Volume:** | 0 |
| **Demand Peak Hour Volume:** | 1 |
| **Posted Speed:** | 0 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.75% | % of Design Hour Volume |
| HT = | 4.25% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 0 |
| **Demand Peak Hour Volume:** | 1 |
| **Posted Speed:** | 0 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.75% | % of Design Hour Volume |
| HT = | 4.25% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 1910 |
| **Demand Peak Hour Volume:** | 1168 |
| **Posted Speed:** | 50 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.75% | % of Design Hour Volume |
| HT = | 4.25% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/14/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29 Bypass

**Project Description:** Alternative #1

**Segment Description:** Kissimmee St to SR 29

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | -3 | -3 | 1051 |
| | | Med Trucks | 1 | 1 | 44 |
| | | Heavy Trucks | 1 | 1 | 50 |
| | | Buses | 1 | 1 | 17 |
| | | Motorcycles | 1 | 1 | 6 |
| | | Total | 1 | 1 | 1168 |
| | Off-Peak Direction | Autos | -3 | -3 | 731 |
| | | Med Trucks | 1 | 1 | 30 |
| | | Heavy Trucks | 1 | 1 | 35 |
| | | Buses | 1 | 1 | 12 |
| | | Motorcycles | 1 | 1 | 4 |
| | | Total | 1 | 1 | 812 |
| LOS C | Peak Direction | Autos | -4 | -4 | 1720 |
| | | Med Trucks | 1 | 1 | 72 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |
| | Off-Peak Direction | Autos | -4 | -4 | 1720 |
| | | Med Trucks | 1 | 1 | 72 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #1 |
| **Segment Description:** | New Market Rd/Westclox Rd to SR 29 Bypass |
| **Section Number:** | 7 |
| **Mile Post To/From:** | From MP 39.761 to MP 40.861 (Approx.) |

| | | | | |
|---|---|---|---|---|
| **Existing Facility:** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2017 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 4.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | HT = | 3.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 956 | B = | 1.06% | % of Design Hour Volume |
| **Posted Speed:** | 45 | MC = | 0.65% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **No Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 4.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | HT = | 3.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 2230 | B = | 1.06% | % of Design Hour Volume |
| **Posted Speed:** | 45 | MC = | 0.65% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 4.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 2005 | HT = | 3.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1062 | B = | 1.06% | % of Design Hour Volume |
| **Posted Speed:** | 50 | MC = | 0.65% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Jorge Tolosa (Print Name) _____ (Signature) **Date:** January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

**FDOT Reviewer:** Christopher Simpson (Print Name) _____ (Signature) **Date:** 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** New Market Rd

**Project Description:** Alternative #1

**Segment Description:** New Market Rd/Westclox Rd to SR 29 Bypass

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 864 | 2014 | 959 |
| | | Med Trucks | 39 | 91 | 43 |
| | | Heavy Trucks | 37 | 87 | 42 |
| | | Buses | 10 | 24 | 11 |
| | | Motorcycles | 6 | 14 | 7 |
| | | Total | 956 | 2230 | 1062 |
| | Off-Peak Direction | Autos | 600 | 1400 | 666 |
| | | Med Trucks | 27 | 63 | 30 |
| | | Heavy Trucks | 26 | 61 | 29 |
| | | Buses | 7 | 16 | 8 |
| | | Motorcycles | 4 | 10 | 5 |
| | | Total | 664 | 1550 | 738 |
| LOS C | Peak Direction | Autos | 767 | 767 | 1810 |
| | | Med Trucks | 35 | 35 | 82 |
| | | Heavy Trucks | 33 | 33 | 79 |
| | | Buses | 9 | 9 | 21 |
| | | Motorcycles | 6 | 6 | 13 |
| | | Total | 850 | 850 | 2005 |
| | Off-Peak Direction | Autos | 767 | 767 | 1810 |
| | | Med Trucks | 35 | 35 | 82 |
| | | Heavy Trucks | 33 | 33 | 79 |
| | | Buses | 9 | 9 | 21 |
| | | Motorcycles | 6 | 6 | 13 |
| | | Total | 850 | 850 | 2005 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #1 |
| **Segment Description:** | SR 29 Bypass to SR 82 |
| **Section Number:** | 8 |
| **Mile Post To/From:** | From MP 40.861 (Approx) to MP 42.798 |

**Existing Facility:**

| | |
|---|---|
| **Year:** | 2017 |
| **LOS C Peak Hour Directional Volume:** | 850 |
| **Demand Peak Hour Volume:** | 956 |
| **Posted Speed:** | 55 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 4.08% | % of Design Hour Volume |
| HT = | 3.92% | % of Design Hour Volume |
| B = | 1.06% | % of Design Hour Volume |
| MC = | 0.65% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 850 |
| **Demand Peak Hour Volume:** | 2230 |
| **Posted Speed:** | 55 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 4.08% | % of Design Hour Volume |
| HT = | 3.92% | % of Design Hour Volume |
| B = | 1.06% | % of Design Hour Volume |
| MC = | 0.65% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 2450 |
| **Demand Peak Hour Volume:** | 2177 |
| **Posted Speed:** | 60 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 4.08% | % of Design Hour Volume |
| HT = | 3.92% | % of Design Hour Volume |
| B = | 1.06% | % of Design Hour Volume |
| MC = | 0.65% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #1

**Segment Description:** SR 29 Bypass to SR 82

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 55<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 55<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 60<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 864 | 2014 | 1966 |
| | | Med Trucks | 39 | 91 | 89 |
| | | Heavy Trucks | 37 | 87 | 85 |
| | | Buses | 10 | 24 | 23 |
| | | Motorcycles | 6 | 14 | 14 |
| | | Total | 956 | 2230 | 2177 |
| | Off-Peak Direction | Autos | 600 | 1400 | 1366 |
| | | Med Trucks | 27 | 63 | 62 |
| | | Heavy Trucks | 26 | 61 | 59 |
| | | Buses | 7 | 16 | 16 |
| | | Motorcycles | 4 | 10 | 10 |
| | | Total | 664 | 1550 | 1513 |
| LOS C | Peak Direction | Autos | 767 | 767 | 2212 |
| | | Med Trucks | 35 | 35 | 100 |
| | | Heavy Trucks | 33 | 33 | 96 |
| | | Buses | 9 | 9 | 26 |
| | | Motorcycles | 6 | 6 | 16 |
| | | Total | 850 | 850 | 2450 |
| | Off-Peak Direction | Autos | 767 | 767 | 2212 |
| | | Med Trucks | 35 | 35 | 100 |
| | | Heavy Trucks | 33 | 33 | 96 |
| | | Buses | 9 | 9 | 26 |
| | | Motorcycles | 6 | 6 | 16 |
| | | Total | 850 | 850 | 2450 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #2 |
| **Segment Description:** | Oil Well Road to Farm Worker Way |
| **Section Number:** | 1 |
| **Mile Post To/From:** | From MP 27.208 to MP 35.416 |

**Existing Facility:**

| | |
|---|---|
| **Year:** | 2017 |
| **LOS C Peak Hour Directional Volume:** | 850 |
| **Demand Peak Hour Volume:** | 291 |
| **Posted Speed:** | 60 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 850 |
| **Demand Peak Hour Volume:** | 785 |
| **Posted Speed:** | 60 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 2120 |
| **Demand Peak Hour Volume:** | 841 |
| **Posted Speed:** | 60 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Jorge Tolosa (Print Name) _____ (Signature) **Date:** January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

**FDOT Reviewer:** Christopher Simmons (Print Name) _____ (Signature) **Date:** 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #2

**Segment Description:** Oil Well Road to Farm Worker Way

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 60<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 60<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 60<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use Demand Volumes | Use Demand Volumes | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 255 | 686 | 735 |
| | | Med Trucks | 15 | 40 | 43 |
| | | Heavy Trucks | 8 | 23 | 25 |
| | | Buses | 10 | 27 | 29 |
| | | Motorcycles | 3 | 9 | 9 |
| | | Total | 291 | 785 | 841 |
| | Off-Peak Direction | Autos | 178 | 476 | 511 |
| | | Med Trucks | 10 | 28 | 30 |
| | | Heavy Trucks | 6 | 16 | 17 |
| | | Buses | 7 | 19 | 20 |
| | | Motorcycles | 2 | 6 | 6 |
| | | Total | 203 | 545 | 584 |
| LOS C | Peak Direction | Autos | 744 | 744 | 1853 |
| | | Med Trucks | 43 | 43 | 108 |
| | | Heavy Trucks | 25 | 25 | 62 |
| | | Buses | 29 | 29 | 73 |
| | | Motorcycles | 9 | 9 | 24 |
| | | Total | 850 | 850 | 2120 |
| | Off-Peak Direction | Autos | 744 | 744 | 1853 |
| | | Med Trucks | 43 | 43 | 108 |
| | | Heavy Trucks | 25 | 25 | 62 |
| | | Buses | 29 | 29 | 73 |
| | | Motorcycles | 9 | 9 | 24 |
| | | Total | 850 | 850 | 2120 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #2 |
| **Segment Description:** | Farm Worker Way to CR 846/Airport Rd |
| **Section Number:** | 2 |
| **Mile Post To/From:** | From MP 35.416 to MP 36.770 |

**Existing Facility:**

| | |
|---|---|
| **Year:** | 2017 |
| **LOS C Peak Hour Directional Volume:** | 915 |
| **Demand Peak Hour Volume:** | 462 |
| **Posted Speed:** | 45 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 915 |
| **Demand Peak Hour Volume:** | 1168 |
| **Posted Speed:** | 45 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 1910 |
| **Demand Peak Hour Volume:** | 1221 |
| **Posted Speed:** | 45 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 5.08% | % of Design Hour Volume |
| HT = | 2.92% | % of Design Hour Volume |
| B = | 3.45% | % of Design Hour Volume |
| MC = | 1.11% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/14/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #2

**Segment Description:** Farm Worker Way to CR 846/Airport Rd

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 45<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use Demand Volumes | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 405 | 1022 | 1067 |
| | | Med Trucks | 23 | 59 | 62 |
| | | Heavy Trucks | 13 | 34 | 36 |
| | | Buses | 16 | 40 | 42 |
| | | Motorcycles | 5 | 13 | 14 |
| | | Total | 462 | 1168 | 1221 |
| | Off-Peak Direction | Autos | 281 | 710 | 743 |
| | | Med Trucks | 16 | 41 | 43 |
| | | Heavy Trucks | 9 | 24 | 25 |
| | | Buses | 11 | 28 | 29 |
| | | Motorcycles | 4 | 9 | 9 |
| | | Total | 321 | 812 | 849 |
| LOS C | Peak Direction | Autos | 800 | 800 | 1670 |
| | | Med Trucks | 46 | 46 | 97 |
| | | Heavy Trucks | 27 | 27 | 56 |
| | | Buses | 32 | 32 | 66 |
| | | Motorcycles | 10 | 10 | 21 |
| | | Total | 915 | 915 | 1910 |
| | Off-Peak Direction | Autos | 800 | 800 | 1670 |
| | | Med Trucks | 46 | 46 | 97 |
| | | Heavy Trucks | 27 | 27 | 56 |
| | | Buses | 32 | 32 | 66 |
| | | Motorcycles | 10 | 10 | 21 |
| | | Total | 915 | 915 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| Federal Aid Number(s): | |
| FPID Number(s): | 417540-1 |
| State/Federal Route No.: | |
| Road Name: | SR 29 Bypass |
| Project Description: | Alternative #2 |
| Segment Description: | SR 29 to Flagler St |
| Section Number: | 3 |
| Mile Post To/From: | N/A |

**Existing Facility:**

| | | | | |
|---|---|---|---|---|
| Year: | 2017 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| LOS C Peak Hour Directional Volume: | 0 | Tpeak = | 8.00% | % of Design Hour Volume |
| Demand Peak Hour Volume: | 1 | MT = | 3.74% | % of Design Hour Volume |
| Posted Speed: | 0 | HT = | 4.26% | % of Design Hour Volume |
| | | B = | 1.44% | % of Design Hour Volume |
| | | MC = | 0.49% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| Year: | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| LOS C Peak Hour Directional Volume: | 0 | Tpeak = | 8.00% | % of Design Hour Volume |
| Demand Peak Hour Volume: | 1 | MT = | 3.74% | % of Design Hour Volume |
| Posted Speed: | 0 | HT = | 4.26% | % of Design Hour Volume |
| | | B = | 1.44% | % of Design Hour Volume |
| | | MC = | 0.49% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| Year: | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| LOS C Peak Hour Directional Volume: | 1910 | Tpeak = | 8.00% | % of Design Hour Volume |
| Demand Peak Hour Volume: | 1168 | MT = | 3.74% | % of Design Hour Volume |
| Posted Speed: | 50 | HT = | 4.26% | % of Design Hour Volume |
| | | B = | 1.44% | % of Design Hour Volume |
| | | MC = | 0.49% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpron (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29 Bypass

**Project Description:** Alternative #2

**Segment Description:** SR 29 to Flagler St

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | -3 | -3 | 1051 |
| | | Med Trucks | 1 | 1 | 44 |
| | | Heavy Trucks | 1 | 1 | 50 |
| | | Buses | 1 | 1 | 17 |
| | | Motorcycles | 1 | 1 | 6 |
| | | Total | 1 | 1 | 1168 |
| | Off-Peak Direction | Autos | -3 | -3 | 731 |
| | | Med Trucks | 1 | 1 | 30 |
| | | Heavy Trucks | 1 | 1 | 35 |
| | | Buses | 1 | 1 | 12 |
| | | Motorcycles | 1 | 1 | 4 |
| | | Total | 1 | 1 | 812 |
| LOS C | Peak Direction | Autos | -4 | -4 | 1721 |
| | | Med Trucks | 1 | 1 | 71 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |
| | Off-Peak Direction | Autos | -4 | -4 | 1721 |
| | | Med Trucks | 1 | 1 | 71 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 Bypass |
| **Project Description:** | Alternative #2 |
| **Segment Description:** | Flagler St to Kissimmee St |
| **Section Number:** | 4 |
| **Mile Post To/From:** | N/A |

**Existing Facility:**

| | |
|---|---|
| **Year:** | 2017 |
| **LOS C Peak Hour Directional Volume:** | 0 |
| **Demand Peak Hour Volume:** | 1 |
| **Posted Speed:** | 0 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.74% | % of Design Hour Volume |
| HT = | 4.26% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 0 |
| **Demand Peak Hour Volume:** | 1 |
| **Posted Speed:** | 0 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.74% | % of Design Hour Volume |
| HT = | 4.26% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 1910 |
| **Demand Peak Hour Volume:** | 1381 |
| **Posted Speed:** | 60 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.74% | % of Design Hour Volume |
| HT = | 4.26% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: ~~Vinod Vishwanatha~~ Jorge Tolosa — Print Name — Signature — Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: ~~Yleana Baez~~ Christopher Simpson — Print Name — Signature — Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29 Bypass

**Project Description:** Alternative #2

**Segment Description:** Flagler St to Kissimmee St

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 60<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | -3 | -3 | 1243 |
| | | Med Trucks | 1 | 1 | 52 |
| | | Heavy Trucks | 1 | 1 | 59 |
| | | Buses | 1 | 1 | 20 |
| | | Motorcycles | 1 | 1 | 7 |
| | | Total | 1 | 1 | 1381 |
| | Off-Peak Direction | Autos | -3 | -3 | 863 |
| | | Med Trucks | 1 | 1 | 36 |
| | | Heavy Trucks | 1 | 1 | 41 |
| | | Buses | 1 | 1 | 14 |
| | | Motorcycles | 1 | 1 | 5 |
| | | Total | 1 | 1 | 959 |
| LOS C | Peak Direction | Autos | -4 | -4 | 1721 |
| | | Med Trucks | 1 | 1 | 71 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |
| | Off-Peak Direction | Autos | -4 | -4 | 1721 |
| | | Med Trucks | 1 | 1 | 71 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 Bypass |
| **Project Description:** | Alternative #2 |
| **Segment Description:** | Kissimmee St to SR 29 |
| **Section Number:** | 5 |
| **Mile Post To/From:** | N/A |

| **Existing Facility:** | | | | |
|---|---|---|---|---|
| **Year:** | 2017 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 0 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1 | MT = | 3.74% | % of Design Hour Volume |
| **Posted Speed:** | 0 | HT = | 4.26% | % of Design Hour Volume |
| | | B = | 1.44% | % of Design Hour Volume |
| | | MC = | 0.49% | % of Design Hour Volume |

| **No Build Alternative (Design Year):** | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 0 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1 | MT = | 3.74% | % of Design Hour Volume |
| **Posted Speed:** | 0 | HT = | 4.26% | % of Design Hour Volume |
| | | B = | 1.44% | % of Design Hour Volume |
| | | MC = | 0.49% | % of Design Hour Volume |

| **Build Alternative (Design Year):** | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 1910 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1221 | MT = | 3.74% | % of Design Hour Volume |
| **Posted Speed:** | 50 | HT = | 4.26% | % of Design Hour Volume |
| | | B = | 1.44% | % of Design Hour Volume |
| | | MC = | 0.49% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

**FDOT Reviewer:** Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29 Bypass

**Project Description:** Alternative #2

**Segment Description:** Kissimmee St to SR 29

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | -3 | -3 | 1099 |
| | | Med Trucks | 1 | 1 | 46 |
| | | Heavy Trucks | 1 | 1 | 52 |
| | | Buses | 1 | 1 | 18 |
| | | Motorcycles | 1 | 1 | 6 |
| | | Total | 1 | 1 | 1221 |
| | Off-Peak Direction | Autos | -3 | -3 | 765 |
| | | Med Trucks | 1 | 1 | 32 |
| | | Heavy Trucks | 1 | 1 | 36 |
| | | Buses | 1 | 1 | 12 |
| | | Motorcycles | 1 | 1 | 4 |
| | | Total | 1 | 1 | 849 |
| LOS C | Peak Direction | Autos | -4 | -4 | 1721 |
| | | Med Trucks | 1 | 1 | 71 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |
| | Off-Peak Direction | Autos | -4 | -4 | 1721 |
| | | Med Trucks | 1 | 1 | 71 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #2 |
| **Segment Description:** | New Market Rd/Westclox to SR 29 Bypass |
| **Section Number:** | 6 |
| **Mile Post To/From:** | From MP 39.761 to 40.861 (Approx.) |

| | | | | |
|---|---|---|---|---|
| **Existing Facility:** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2017 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 4.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | HT = | 3.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 956 | B = | 1.06% | % of Design Hour Volume |
| **Posted Speed:** | 45 | MC = | 0.65% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **No Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 4.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | HT = | 3.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 2230 | B = | 1.06% | % of Design Hour Volume |
| **Posted Speed:** | 45 | MC = | 0.65% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 4.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 2005 | HT = | 3.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1009 | B = | 1.06% | % of Design Hour Volume |
| **Posted Speed:** | 50 | MC = | 0.65% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #2

**Segment Description:** New Market Rd/Westclox to SR 29 Bypass

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 864 | 2014 | 910 |
| | | Med Trucks | 39 | 91 | 41 |
| | | Heavy Trucks | 37 | 87 | 40 |
| | | Buses | 10 | 24 | 11 |
| | | Motorcycles | 6 | 14 | 7 |
| | | Total | 956 | 2230 | 1009 |
| | Off-Peak Direction | Autos | 600 | 1400 | 633 |
| | | Med Trucks | 27 | 63 | 29 |
| | | Heavy Trucks | 26 | 61 | 27 |
| | | Buses | 7 | 16 | 7 |
| | | Motorcycles | 4 | 10 | 5 |
| | | Total | 664 | 1550 | 701 |
| LOS C | Peak Direction | Autos | 767 | 767 | 1810 |
| | | Med Trucks | 35 | 35 | 82 |
| | | Heavy Trucks | 33 | 33 | 79 |
| | | Buses | 9 | 9 | 21 |
| | | Motorcycles | 6 | 6 | 13 |
| | | Total | 850 | 850 | 2005 |
| | Off-Peak Direction | Autos | 767 | 767 | 1810 |
| | | Med Trucks | 35 | 35 | 82 |
| | | Heavy Trucks | 33 | 33 | 79 |
| | | Buses | 9 | 9 | 21 |
| | | Motorcycles | 6 | 6 | 13 |
| | | Total | 850 | 850 | 2005 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | New Market Rd |
| **Project Description:** | Alternative #2 |
| **Segment Description:** | SR 29 Bypass to SR 82 |
| **Section Number:** | 7 |
| **Mile Post To/From:** | From MP 40.861 (Approx.) to MP 42.798 |

| | | | | |
|---|---|---|---|---|
| **Existing Facility:** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2017 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 4.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | HT = | 3.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 956 | B = | 1.06% | % of Design Hour Volume |
| **Posted Speed:** | 55 | MC = | 0.65% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **No Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 4.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | HT = | 3.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 2230 | B = | 1.06% | % of Design Hour Volume |
| **Posted Speed:** | 55 | MC = | 0.65% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 4.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 2450 | HT = | 3.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 2177 | B = | 1.06% | % of Design Hour Volume |
| **Posted Speed:** | 60 | MC = | 0.65% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** New Market Rd

**Project Description:** Alternative #2

**Segment Description:** SR 29 Bypass to SR 82

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 55<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 55<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 60<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 864 | 2014 | 1966 |
| | | Med Trucks | 39 | 91 | 89 |
| | | Heavy Trucks | 37 | 87 | 85 |
| | | Buses | 10 | 24 | 23 |
| | | Motorcycles | 6 | 14 | 14 |
| | | Total | 956 | 2230 | 2177 |
| | Off-Peak Direction | Autos | 600 | 1400 | 1366 |
| | | Med Trucks | 27 | 63 | 62 |
| | | Heavy Trucks | 26 | 61 | 59 |
| | | Buses | 7 | 16 | 16 |
| | | Motorcycles | 4 | 10 | 10 |
| | | Total | 664 | 1550 | 1513 |
| LOS C | Peak Direction | Autos | 767 | 767 | 2212 |
| | | Med Trucks | 35 | 35 | 100 |
| | | Heavy Trucks | 33 | 33 | 96 |
| | | Buses | 9 | 9 | 26 |
| | | Motorcycles | 6 | 6 | 16 |
| | | Total | 850 | 850 | 2450 |
| | Off-Peak Direction | Autos | 767 | 767 | 2212 |
| | | Med Trucks | 35 | 35 | 100 |
| | | Heavy Trucks | 33 | 33 | 96 |
| | | Buses | 9 | 9 | 26 |
| | | Motorcycles | 6 | 6 | 16 |
| | | Total | 850 | 850 | 2450 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #2R |
| **Segment Description:** | Oil Well Road to Farm Worker Way |
| **Section Number:** | 1 |
| **Mile Post To/From:** | From MP 27.208 to MP 33.416 |

**Existing Facility:**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2017 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 291 | MT = | 5.08% | % of Design Hour Volume |
| **Posted Speed:** | 60 | HT = | 2.92% | % of Design Hour Volume |
| | | B = | 3.45% | % of Design Hour Volume |
| | | MC = | 1.11% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 785 | MT = | 5.08% | % of Design Hour Volume |
| **Posted Speed:** | 60 | HT = | 2.92% | % of Design Hour Volume |
| | | B = | 3.45% | % of Design Hour Volume |
| | | MC = | 1.11% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 2120 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 841 | MT = | 5.08% | % of Design Hour Volume |
| **Posted Speed:** | 60 | HT = | 2.92% | % of Design Hour Volume |
| | | B = | 3.45% | % of Design Hour Volume |
| | | MC = | 1.11% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #2R

**Segment Description:** Oil Well Road to Farm Worker Way

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 60<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 60<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 60<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use Demand Volumes | Use Demand Volumes | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 255 | 686 | 735 |
| | | Med Trucks | 15 | 40 | 43 |
| | | Heavy Trucks | 8 | 23 | 25 |
| | | Buses | 10 | 27 | 29 |
| | | Motorcycles | 3 | 9 | 9 |
| | | Total | 291 | 785 | 841 |
| | Off-Peak Direction | Autos | 178 | 476 | 511 |
| | | Med Trucks | 10 | 28 | 30 |
| | | Heavy Trucks | 6 | 16 | 17 |
| | | Buses | 7 | 19 | 20 |
| | | Motorcycles | 2 | 6 | 6 |
| | | Total | 203 | 545 | 584 |
| LOS C | Peak Direction | Autos | 744 | 744 | 1853 |
| | | Med Trucks | 43 | 43 | 108 |
| | | Heavy Trucks | 25 | 25 | 62 |
| | | Buses | 29 | 29 | 73 |
| | | Motorcycles | 9 | 9 | 24 |
| | | Total | 850 | 850 | 2120 |
| | Off-Peak Direction | Autos | 744 | 744 | 1853 |
| | | Med Trucks | 43 | 43 | 108 |
| | | Heavy Trucks | 25 | 25 | 62 |
| | | Buses | 29 | 29 | 73 |
| | | Motorcycles | 9 | 9 | 24 |
| | | Total | 850 | 850 | 2120 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #2R |
| **Segment Description:** | Farm Worker Way to CR 846/Airport Rd |
| **Section Number:** | 2 |
| **Mile Post To/From:** | From MP 35.416 to MP 36.770 |

| | | | | |
|---|---|---|---|---|
| **Existing Facility:** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2017 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 5.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 915 | HT = | 2.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 462 | B = | 3.45% | % of Design Hour Volume |
| **Posted Speed:** | 45 | MC = | 1.11% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **No Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 5.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 915 | HT = | 2.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1168 | B = | 3.45% | % of Design Hour Volume |
| **Posted Speed:** | 45 | MC = | 1.11% | % of Design Hour Volume |

| | | | | |
|---|---|---|---|---|
| **Build Alternative (Design Year):** | | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **Year:** | 2045 | Tpeak = | 8.00% | % of Design Hour Volume |
| | | MT = | 5.08% | % of Design Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 1910 | HT = | 2.92% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1221 | B = | 3.45% | % of Design Hour Volume |
| **Posted Speed:** | 50 | MC = | 1.11% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Jorge Tolosa (Print Name) _____ (Signature) **Date:** January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

**FDOT Reviewer:** Christopher Simpson (Print Name) _____ (Signature) **Date:** 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #2R

**Segment Description:** Farm Worker Way to CR 846/Airport Rd

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use Demand Volumes | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 405 | 1022 | 1067 |
| | | Med Trucks | 23 | 59 | 62 |
| | | Heavy Trucks | 13 | 34 | 36 |
| | | Buses | 16 | 40 | 42 |
| | | Motorcycles | 5 | 13 | 14 |
| | | Total | 462 | 1168 | 1221 |
| | Off-Peak Direction | Autos | 281 | 710 | 743 |
| | | Med Trucks | 16 | 41 | 43 |
| | | Heavy Trucks | 9 | 24 | 25 |
| | | Buses | 11 | 28 | 29 |
| | | Motorcycles | 4 | 9 | 9 |
| | | Total | 321 | 812 | 849 |
| LOS C | Peak Direction | Autos | 800 | 800 | 1670 |
| | | Med Trucks | 46 | 46 | 97 |
| | | Heavy Trucks | 27 | 27 | 56 |
| | | Buses | 32 | 32 | 66 |
| | | Motorcycles | 10 | 10 | 21 |
| | | Total | 915 | 915 | 1910 |
| | Off-Peak Direction | Autos | 800 | 800 | 1670 |
| | | Med Trucks | 46 | 46 | 97 |
| | | Heavy Trucks | 27 | 27 | 56 |
| | | Buses | 32 | 32 | 66 |
| | | Motorcycles | 10 | 10 | 21 |
| | | Total | 915 | 915 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 Bypass |
| **Project Description:** | Alternative #2R |
| **Segment Description:** | SR 29 to Alachua |
| **Section Number:** | 3 |
| **Mile Post To/From:** | N/A |

**Existing Facility:**

| | |
|---|---|
| **Year:** | 2017 |
| **LOS C Peak Hour Directional Volume:** | 0 |
| **Demand Peak Hour Volume:** | 1 |
| **Posted Speed:** | 0 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.74% | % of Design Hour Volume |
| HT = | 4.26% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 0 |
| **Demand Peak Hour Volume:** | 1 |
| **Posted Speed:** | 0 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.74% | % of Design Hour Volume |
| HT = | 4.26% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | |
|---|---|
| **Year:** | 2045 |
| **LOS C Peak Hour Directional Volume:** | 1910 |
| **Demand Peak Hour Volume:** | 903 |
| **Posted Speed:** | 50 |

| | | |
|---|---|---|
| D = | 59.00% | % |
| T24 = | 16.00% | % of 24 Hour Volume |
| Tpeak = | 8.00% | % of Design Hour Volume |
| MT = | 3.74% | % of Design Hour Volume |
| HT = | 4.26% | % of Design Hour Volume |
| B = | 1.44% | % of Design Hour Volume |
| MC = | 0.49% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29 Bypass

**Project Description:** Alternative #2R

**Segment Description:** SR 29 to Alachua

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | -3 | -3 | 814 |
| | | Med Trucks | 1 | 1 | 34 |
| | | Heavy Trucks | 1 | 1 | 38 |
| | | Buses | 1 | 1 | 13 |
| | | Motorcycles | 1 | 1 | 4 |
| | | Total | 1 | 1 | 903 |
| | Off-Peak Direction | Autos | -3 | -3 | 565 |
| | | Med Trucks | 1 | 1 | 23 |
| | | Heavy Trucks | 1 | 1 | 27 |
| | | Buses | 1 | 1 | 9 |
| | | Motorcycles | 1 | 1 | 3 |
| | | Total | 1 | 1 | 627 |
| LOS C | Peak Direction | Autos | -4 | -4 | 1721 |
| | | Med Trucks | 1 | 1 | 71 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |
| | Off-Peak Direction | Autos | -4 | -4 | 1721 |
| | | Med Trucks | 1 | 1 | 71 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 Bypass |
| **Project Description:** | Alternative #2R |
| **Segment Description:** | Alachua St to SR 29 |
| **Section Number:** | 4 |
| **Mile Post To/From:** | N/A |

**Existing Facility:**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2017 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 0 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1 | MT = | 3.74% | % of Design Hour Volume |
| **Posted Speed:** | 0 | HT = | 4.26% | % of Design Hour Volume |
| | | B = | 1.44% | % of Design Hour Volume |
| | | MC = | 0.49% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 0 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1 | MT = | 3.74% | % of Design Hour Volume |
| **Posted Speed:** | 0 | HT = | 4.26% | % of Design Hour Volume |
| | | B = | 1.44% | % of Design Hour Volume |
| | | MC = | 0.49% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 1910 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 743 | MT = | 3.74% | % of Design Hour Volume |
| **Posted Speed:** | 50 | HT = | 4.26% | % of Design Hour Volume |
| | | B = | 1.44% | % of Design Hour Volume |
| | | MC = | 0.49% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29 Bypass

**Project Description:** Alternative #2R

**Segment Description:** Alachua St to SR 29

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 0<br>Number of Travel Lanes: 0 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | -3 | -3 | 668 |
| | | Med Trucks | 1 | 1 | 28 |
| | | Heavy Trucks | 1 | 1 | 32 |
| | | Buses | 1 | 1 | 11 |
| | | Motorcycles | 1 | 1 | 4 |
| | | Total | 1 | 1 | 743 |
| | Off-Peak Direction | Autos | -3 | -3 | 466 |
| | | Med Trucks | 1 | 1 | 19 |
| | | Heavy Trucks | 1 | 1 | 22 |
| | | Buses | 1 | 1 | 7 |
| | | Motorcycles | 1 | 1 | 3 |
| | | Total | 1 | 1 | 517 |
| LOS C | Peak Direction | Autos | -4 | -4 | 1721 |
| | | Med Trucks | 1 | 1 | 71 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |
| | Off-Peak Direction | Autos | -4 | -4 | 1721 |
| | | Med Trucks | 1 | 1 | 71 |
| | | Heavy Trucks | 1 | 1 | 81 |
| | | Buses | 1 | 1 | 28 |
| | | Motorcycles | 1 | 1 | 9 |
| | | Total | 0 | 0 | 1910 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #2R |
| **Segment Description:** | New Market/Westclox to SR 29 Bypass |
| **Section Number:** | 5 |
| **Mile Post To/From:** | From MP 39.761 to MP 40.861 (Approx.) |

**Existing Facility:**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2017 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 956 | MT = | 4.08% | % of Design Hour Volume |
| **Posted Speed:** | 45 | HT = | 3.92% | % of Design Hour Volume |
| | | B = | 1.06% | % of Design Hour Volume |
| | | MC = | 0.65% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 2230 | MT = | 4.08% | % of Design Hour Volume |
| **Posted Speed:** | 45 | HT = | 3.92% | % of Design Hour Volume |
| | | B = | 1.06% | % of Design Hour Volume |
| | | MC = | 0.65% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 2005 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 1487 | MT = | 4.08% | % of Design Hour Volume |
| **Posted Speed:** | 50 | HT = | 3.92% | % of Design Hour Volume |
| | | B = | 1.06% | % of Design Hour Volume |
| | | MC = | 0.65% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: Jorge Tolosa (Print Name) _____ (Signature) Date: January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: Christopher Simpson (Print Name) _____ (Signature) Date: 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #2R

**Segment Description:** New Market Rd to to SR 29 Bypass

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 45<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 50<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 864 | 2014 | 1342 |
| | | Med Trucks | 39 | 91 | 61 |
| | | Heavy Trucks | 37 | 87 | 58 |
| | | Buses | 10 | 24 | 16 |
| | | Motorcycles | 6 | 14 | 10 |
| | | Total | 956 | 2230 | 1487 |
| | Off-Peak Direction | Autos | 600 | 1400 | 933 |
| | | Med Trucks | 27 | 63 | 42 |
| | | Heavy Trucks | 26 | 61 | 40 |
| | | Buses | 7 | 16 | 11 |
| | | Motorcycles | 4 | 10 | 7 |
| | | Total | 664 | 1550 | 1033 |
| LOS C | Peak Direction | Autos | 767 | 767 | 1810 |
| | | Med Trucks | 35 | 35 | 82 |
| | | Heavy Trucks | 33 | 33 | 79 |
| | | Buses | 9 | 9 | 21 |
| | | Motorcycles | 6 | 6 | 13 |
| | | Total | 850 | 850 | 2005 |
| | Off-Peak Direction | Autos | 767 | 767 | 1810 |
| | | Med Trucks | 35 | 35 | 82 |
| | | Heavy Trucks | 33 | 33 | 79 |
| | | Buses | 9 | 9 | 21 |
| | | Motorcycles | 6 | 6 | 13 |
| | | Total | 850 | 850 | 2005 |

**TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT**
**FDOT DISTRICT 1**

| | |
|---|---|
| **Federal Aid Number(s):** | |
| **FPID Number(s):** | 417540-1 |
| **State/Federal Route No.:** | |
| **Road Name:** | SR 29 |
| **Project Description:** | Alternative #2R |
| **Segment Description:** | SR 29 Bypass to SR 82 |
| **Section Number:** | 6 |
| **Mile Post To/From:** | From MP 40.861 (Approx.) to MP 42.798 |

**Existing Facility:**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2017 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 956 | MT = | 4.08% | % of Design Hour Volume |
| **Posted Speed:** | 55 | HT = | 3.92% | % of Design Hour Volume |
| | | B = | 1.06% | % of Design Hour Volume |
| | | MC = | 0.65% | % of Design Hour Volume |

**No Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 850 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 2230 | MT = | 4.08% | % of Design Hour Volume |
| **Posted Speed:** | 55 | HT = | 3.92% | % of Design Hour Volume |
| | | B = | 1.06% | % of Design Hour Volume |
| | | MC = | 0.65% | % of Design Hour Volume |

**Build Alternative (Design Year):**

| | | | | |
|---|---|---|---|---|
| **Year:** | 2045 | D = | 59.00% | % |
| | | T24 = | 16.00% | % of 24 Hour Volume |
| **LOS C Peak Hour Directional Volume:** | 2450 | Tpeak = | 8.00% | % of Design Hour Volume |
| **Demand Peak Hour Volume:** | 2177 | MT = | 4.08% | % of Design Hour Volume |
| **Posted Speed:** | 60 | HT = | 3.92% | % of Design Hour Volume |
| | | B = | 1.06% | % of Design Hour Volume |
| | | MC = | 0.65% | % of Design Hour Volume |

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Jorge Tolosa (Print Name) _____ (Signature) **Date:** January 12, 2018

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

**FDOT Reviewer:** Christopher Simpson (Print Name) _____ (Signature) **Date:** 1/16/2018

## FDOT TRAFFIC DATA FOR NOISE STUDIES - DETAILED OUTPUT

**FPID Number(s):** 417540-1

**Road Name:** SR 29

**Project Description:** Alternative #2R

**Segment Description:** SR 29 Bypass to SR 82

**Note: Data sheets are to be completed for each segment having a change in traffic parameters (i.e., volume posted speed, typical section)**

| Demand Peak Hour/LOS C | Peak or Off-Peak Direction | Vehicle Type | Existing<br>Year: 2017<br>Posted Speed: 55<br>Number of Travel Lanes: 1 | No Build (Design Year)<br>Year: 2045<br>Posted Speed: 55<br>Number of Travel Lanes: 1 | Build (Design Year)<br>Year: 2045<br>Posted Speed: 60<br>Number of Travel Lanes: 2 |
|---|---|---|---|---|---|
| | | | Number of Vehicles | Number of Vehicles | Number of Vehicles |
| See Columns to Right > for Which Volumes To Use (Demand or LOS C) | | | Use LOS C | Use LOS C | Use Demand Volumes |
| Demand Peak Hour | Peak Direction | Autos | 864 | 2014 | 1966 |
| | | Med Trucks | 39 | 91 | 89 |
| | | Heavy Trucks | 37 | 87 | 85 |
| | | Buses | 10 | 24 | 23 |
| | | Motorcycles | 6 | 14 | 14 |
| | | Total | 956 | 2230 | 2177 |
| | Off-Peak Direction | Autos | 600 | 1400 | 1366 |
| | | Med Trucks | 27 | 63 | 62 |
| | | Heavy Trucks | 26 | 61 | 59 |
| | | Buses | 7 | 16 | 16 |
| | | Motorcycles | 4 | 10 | 10 |
| | | Total | 664 | 1550 | 1513 |
| LOS C | Peak Direction | Autos | 767 | 767 | 2212 |
| | | Med Trucks | 35 | 35 | 100 |
| | | Heavy Trucks | 33 | 33 | 96 |
| | | Buses | 9 | 9 | 26 |
| | | Motorcycles | 6 | 6 | 16 |
| | | Total | 850 | 850 | 2450 |
| | Off-Peak Direction | Autos | 767 | 767 | 2212 |
| | | Med Trucks | 35 | 35 | 100 |
| | | Heavy Trucks | 33 | 33 | 96 |
| | | Buses | 9 | 9 | 26 |
| | | Motorcycles | 6 | 6 | 16 |
| | | Total | 850 | 850 | 2450 |

# Appendix AA

## Air Quality Analysis

# TRAFFIC DATA FOR AIR QUALITY ANALYSIS

Date: 11/15/17 Prepared by: VHB, Inc

Financial Management Number(s): 417540-1

Federal Aid Number(s): _____

Project Description: **SR 29 from Oil Well Road to SR 82 - Project Traffic Report**

**NOTE:** Traffic data should be provided for the intersection that is forecast to have the highest total approach traffic volume. Notably, the intersection may not be the same for the Build and No-Build alternatives. The number of lanes should be the number of intersection approach through lanes. The traffic volumes should be representative of vehicles per hour (vph) and vehicle speeds should be representative of posted speeds if intersection cruise approach speeds are unknown. This traffic data sheet was prepared to assist in obtaining appropriate traffic data for the FDOT CO Florida 2004 Intersection Screening Model. Notably, additional traffic data is required for diamond interchanges (see User's Guide).

==========

**Opening Year: 2025**

Land Use: Urban X, Suburban_____, or Rural _____

| Intersection and Peak Period | Build/ No Build | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No. of Lanes | VPH | Speed | No. of Lanes | VPH | Speed | No. of Lanes | VPH | Speed | No. of Lanes | VPH | Speed |
| SR 29 Bypass (North) PM | Build-Alt #1 | 0 | 0 | 0 | 3 | 744 | 50 | 3 | 612 | 50 | 3 | 923 | 50 |
| SR 29 Bypass (North) PM | Build-Alt #2 | 0 | 0 | 0 | 3 | 744 | 50 | 3 | 612 | 50 | 3 | 1023 | 50 |
| SR 29 Bypass (North) PM | Build-Alt #2R | 0 | 0 | 0 | 3 | 484 | 50 | 3 | 872 | 50 | 3 | 923 | 50 |
| Westclox AM | No Build | 2 | 241 | 40 | 3 | 480 | 40 | 3 | 598 | 45 | 3 | 1381 | 45 |

**Design Year**: **2045**

| Intersection and Peak Period | Build/ No Build | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No. of Lanes | VPH | Speed | No. of Lanes | VPH | Speed | No. of Lanes | VPH | Speed | No. of Lanes | VPH | Speed |
| SR 29 Bypass (North) PM | Build-Alt #1 | 0 | 0 | 0 | 3 | 1168 | 50 | 3 | 1053 | 50 | 3 | 1513 | 50 |
| Airport Rd /SR 29 Bypass AM | Build-Alt #2 | 4 | 1161 | 40 | 4 | 458 | 45 | 5 | 1139 | 50 | 4 | 1143 | 40 |
| Airport Rd/SR 29 Bypass PM | Build-Alt #2R | 4 | 897 | 40 | 4 | 906 | 45 | 5 | 1371 | 50 | 4 | 626 | 40 |
| Westclox AM | No Build | 2 | 337 | 40 | 3 | 812 | 40 | 3 | 845 | 45 | 3 | 2230 | 45 |

**Figure 16-4 Example Traffic Data Input Sheet**

# Appendix BB

## Queue Length Analysis Spreadsheets

**SR 29 Design Traffic Technical Memorandum**
**Recommended Queue Length of Turn Lanes for Signalized Intersections**
**Build Central Alternative #1 (Year 2045 AM & PM Design Hours)**

| | | | | AM Design Hours | | | | | | PM Design Hours | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Turning Movement | Number of Turn Lanes | Adjustment Factor | Total Cycle Length (Sec) | Turning Volume (Veh/Hr) | G/C Ratio | Per Lane Volume (VPHPL) | Percent Trucks | Calculated Queue Length (ft) | Total Cycle Length (Sec) | Turning Volume (Veh/Hr) | G/C Ratio | Per Lane Volume (VPHPL) | Percent Trucks | Calculated Queue Length (ft) | Recommended Queue Length (ft) |
| SR 29 and Oil Well Road | EB Left | 1 | 2 | 90 | 58 | 0.23 | 58 | 25.0% | 70 | 90 | 17 | 0.19 | 17 | 17.0% | 20 | 100 |
| | WB Left | 1 | 2 | 90 | 28 | 0.21 | 28 | 22.0% | 34 | 90 | 25 | 0.20 | 25 | 21.0% | 30 | 100 |
| | NB Left | 1 | 2 | 90 | 107 | 0.55 | 107 | 29.0% | 78 | 90 | 187 | 0.60 | 187 | 3.0% | 96 | 100 |
| | NB Right | 1 | 2 | 90 | 77 | 0.47 | 77 | 40.0% | 71 | 90 | 23 | 0.53 | 23 | 11.0% | 15 | 100 |
| | SB Left | 1 | 2 | 90 | 87 | 0.50 | 87 | 46.0% | 79 | 90 | 78 | 0.47 | 78 | 36.0% | 70 | 100 |
| | SB Right | 1 | 2 | 90 | 26 | 0.44 | 26 | 40.0% | 25 | 90 | 22 | 0.33 | 22 | 25.0% | 23 | 100 |
| SR 29 and Farm Worker Way | EB Left | 1 | 2 | 90 | 91 | 0.20 | 91 | 3.0% | 94 | 90 | 121 | 0.21 | 121 | 7.0% | 128 | 150 |
| | WB Right | 1 | 2 | 90 | 91 | 0.20 | 91 | 0.0% | 91 | 90 | 139 | 0.21 | 139 | 3.0% | 141 | 150 |
| | NB Left | 1 | 2 | 90 | 107 | 0.56 | 107 | 0.0% | 59 | 90 | 17 | 0.52 | 17 | 0.0% | 10 | 100 |
| | NB Right | 1 | 2 | 90 | 19 | 0.50 | 19 | 0.0% | 12 | 90 | 12 | 0.37 | 12 | 0.0% | 9 | 100 |
| | SB Left | 1 | 2 | 90 | 111 | 0.58 | 111 | 6.0% | 62 | 90 | 145 | 0.63 | 145 | 2.0% | 68 | 100 |
| | SB Right | 1 | 2 | 90 | 202 | 0.51 | 202 | 2.0% | 126 | 90 | 81 | 0.64 | 81 | 12.0% | 41 | 150 |
| SR 29 and CR 846/13th Street | WB Through/Left (CR 846) | 1 | 2 | 125 | 120 | 0.12 | 120 | 17.0% | 215 | 120 | 200 | 0.18 | 200 | 28.0% | 350 | 350 |
| | WB Right (CR 846) | 2 | 2 | 125 | 334 | 0.40 | 167 | 17.0% | 204 | 120 | 695 | 0.33 | 348 | 18.0% | 458 | 475 |
| | NB Left (SR 29) | 1 | 2 | 125 | 10 | 0.06 | 10 | 56.0% | 25 | 120 | 10 | 0.06 | 10 | 0.0% | 16 | 100 |
| | NB Right (SR 29) | 1 | 2 | 125 | 198 | 0.54 | 198 | 17.0% | 185 | 120 | 110 | 0.67 | 110 | 41.0% | 85 | 200 |
| | SB Left (SR 29) | 2 | 2 | 125 | 697 | 0.23 | 349 | 19.0% | 554 | 120 | 337 | 0.15 | 169 | 22.0% | 291 | 575 |
| SR 29 and New Market Street | SB Left (New Market) | 2 | 2 | 125 | 1,052 | 0.41 | 526 | 16.0% | 625 | 120 | 684 | 0.30 | 342 | 22.0% | 487 | 625 |
| | SB Right (New Market) | 1 | 2 | 125 | 170 | 0.56 | 170 | 50.0% | 195 | 120 | 165 | 0.45 | 165 | 29.0% | 195 | 200 |
| | EB Right (SR 29) | 2 | 2 | 125 | 683 | 0.81 | 342 | 16.0% | 131 | 120 | 1,039 | 0.80 | 520 | 16.0% | 201 | 225 |
| | WB Left (SR 29) | 2 | 2 | 125 | 162 | 0.10 | 81 | 8.0% | 137 | 120 | 183 | 0.10 | 92 | 16.0% | 159 | 175 |
| New Market Street and Charlotte Street | EB Left | 2 | 2 | 130 | 289 | 0.22 | 145 | 12.0% | 228 | 130 | 449 | 0.21 | 225 | 6.0% | 339 | 350 |
| | EB Left/Through/Right | 1 | 2 | 130 | 45 | 0.22 | 45 | 8.0% | 68 | 130 | 96 | 0.21 | 96 | 0.0% | 137 | 150 |
| | NB Left | 1 | 2 | 130 | 122 | 0.52 | 122 | 16.0% | 123 | 130 | 118 | 0.49 | 118 | 8.0% | 117 | 125 |
| | SB Left | 1 | 2 | 130 | 20 | 0.49 | 20 | 14.0% | 21 | 130 | 20 | 0.46 | 20 | 29.0% | 25 | 100 |
| | SB Right | 1 | 2 | 130 | 412 | 0.70 | 412 | 8.0% | 241 | 130 | 271 | 0.67 | 271 | 8.0% | 174 | 250 |
| SR 29 and Westclox St/New Market Road | EB Left | 1 | 2 | 100 | 103 | 0.26 | 103 | 3.0% | 109 | 100 | 133 | 0.28 | 133 | 6.0% | 141 | 150 |
| | WB Left | 1 | 2 | 100 | 19 | 0.26 | 19 | 0.0% | 20 | 100 | 41 | 0.28 | 41 | 0.0% | 41 | 100 |
| | WB Right | 1 | 2 | 100 | 160 | 1.00 | 160 | 12.0% | 0 | 100 | 177 | 1.00 | 177 | 9.0% | 0 | 100 |
| | NB Left | 1 | 2 | 100 | 103 | 0.46 | 103 | 3.0% | 80 | 100 | 165 | 0.48 | 165 | 1.0% | 120 | 125 |
| | NB Right | 1 | 2 | 100 | 45 | 0.46 | 45 | 6.0% | 36 | 100 | 25 | 0.48 | 25 | 5.0% | 19 | 100 |
| | SB Left | 1 | 2 | 100 | 169 | 0.46 | 169 | 11.0% | 141 | 100 | 126 | 0.48 | 126 | 18.0% | 107 | 150 |
| | SB Right | 1 | 2 | 100 | 54 | 0.46 | 54 | 0.0% | 41 | 100 | 121 | 0.48 | 121 | 0.0% | 87 | 100 |
| SR 29 and SR 29 Bypass | WB Left | 1 | 2 | 100 | 16 | 0.11 | 16 | 16.0% | 23 | 100 | 23 | 0.16 | 23 | 16.0% | 31 | 100 |
| | WB Right | 2 | 2 | 100 | 796 | 0.66 | 398 | 16.0% | 218 | 100 | 1,145 | 0.54 | 573 | 16.0% | 424 | 425 |
| | NB Right | 1 | 2 | 100 | 15 | 0.22 | 15 | 16.0% | 19 | 100 | 21 | 0.34 | 21 | 16.0% | 22 | 100 |
| | SB Left | 2 | 2 | 100 | 1,153 | 0.49 | 577 | 16.0% | 474 | 100 | 791 | 0.32 | 396 | 16.0% | 433 | 475 |

Notes:

1. Queue Lengths are calculated based on the following formula: $L = (A)\ (DHV)\ (1-G/C)\ (T+1)\ (F)\ /\ (3600/C)\ /\ (N)$

where:

L = Queue length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes
A = Assumed 25 feet for automobile

2. Recommended Queue lengths are shown in yellow shade and bold letters.
3. A minimum Queue length of 100 feet is assumed as the recommended length for calculated lengths of less than 100 feet.

**SR 29 Design Traffic Technical Memorandum**
**Recommended Queue Length of Turn Lanes for Signalized Intersections**
**Build Central Alternative #2 (Year 2045 AM & PM Design Hours)**

| | | | | AM Design Hours | | | | | | PM Design Hours | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Turning Movement | Number of Turn Lanes | Adjustment Factor | Total Cycle Length (Sec) | Turning Volume (Veh/Hr) | G/C Ratio | Per Lane Volume (VPHPL) | Percent Trucks | Calculated Queue Length (ft) | Total Cycle Length (Sec) | Turning Volume (Veh/Hr) | G/C Ratio | Per Lane Volume (VPHPL) | Percent Trucks | Calculated Queue Length (ft) | Recommended Queue Length (ft) |
| SR 29 and Oil Well Road | EB Left | 1 | 2 | 90 | 58 | 0.21 | 58 | 25.0% | 72 | 90 | 17 | 0.19 | 17 | 17.0% | 20 | 100 |
| | WB Left | 1 | 2 | 90 | 28 | 0.20 | 28 | 22.0% | 34 | 90 | 25 | 0.21 | 25 | 21.0% | 30 | 100 |
| | NB Left | 1 | 2 | 90 | 116 | 0.58 | 116 | 29.0% | 79 | 90 | 187 | 0.60 | 187 | 3.0% | 96 | 100 |
| | NB Right | 1 | 2 | 90 | 83 | 0.49 | 83 | 40.0% | 74 | 90 | 23 | 0.54 | 23 | 11.0% | 15 | 100 |
| | SB Left | 1 | 2 | 90 | 87 | 0.52 | 87 | 46.0% | 76 | 90 | 78 | 0.47 | 78 | 36.0% | 70 | 100 |
| | SB Right | 1 | 2 | 90 | 26 | 0.46 | 26 | 40.0% | 25 | 90 | 22 | 0.32 | 22 | 25.0% | 23 | 100 |
| SR 29 and Farm Worker Way | EB Left | 1 | 2 | 90 | 91 | 0.19 | 91 | 3.0% | 95 | 90 | 121 | 0.21 | 121 | 7.0% | 128 | 150 |
| | WB Right | 1 | 2 | 90 | 91 | 0.19 | 91 | 0.0% | 92 | 90 | 139 | 0.21 | 139 | 3.0% | 141 | 150 |
| | NB Left | 1 | 2 | 90 | 107 | 0.57 | 107 | 0.0% | 58 | 90 | 17 | 0.52 | 17 | 0.0% | 10 | 100 |
| | NB Right | 1 | 2 | 90 | 19 | 0.51 | 19 | 0.0% | 12 | 90 | 12 | 0.37 | 12 | 0.0% | 9 | 100 |
| | SB Left | 1 | 2 | 90 | 111 | 0.59 | 111 | 6.0% | 60 | 90 | 145 | 0.63 | 145 | 2.0% | 68 | 100 |
| | SB Right | 1 | 2 | 90 | 192 | 0.52 | 192 | 2.0% | 118 | 90 | 81 | 0.64 | 81 | 12.0% | 41 | 125 |
| SR 29 and CR 846/Bypass | EB Left (SR 29) | 1 | 2 | 125 | 180 | 0.32 | 180 | 19.0% | 253 | 120 | 186 | 0.37 | 186 | 22.0% | 238 | 275 |
| | EB Right (SR 29) | 1 | 2 | 125 | 541 | 0.47 | 541 | 17.0% | 582 | 120 | 481 | 0.50 | 481 | 17.0% | 469 | 600 |
| | WB Left (CR 846) | 1 | 2 | 125 | 115 | 0.34 | 115 | 56.0% | 206 | 120 | 207 | 0.38 | 207 | 0.0% | 214 | 225 |
| | WB Right (CR 846) | 1 | 2 | 125 | 162 | 0.27 | 162 | 17.0% | 240 | 120 | 290 | 0.29 | 290 | 41.0% | 484 | 500 |
| | NB Left (Bypass) | 2 | 2 | 125 | 463 | 0.22 | 232 | 17.0% | 367 | 120 | 524 | 0.22 | 262 | 0.0% | 341 | 375 |
| | NB Right (Bypass) | 1 | 2 | 125 | 192 | 0.25 | 192 | 17.0% | 293 | 120 | 100 | 0.27 | 100 | 0.0% | 122 | 300 |
| | SB Left (Bypass) | 1 | 2 | 125 | 290 | 0.22 | 290 | 16.0% | 456 | 120 | 162 | 0.16 | 162 | 16.0% | 263 | 475 |
| | SB Right (Bypass) | 1 | 2 | 125 | 192 | 0.26 | 192 | 16.0% | 286 | 120 | 210 | 0.21 | 210 | 16.0% | 321 | 325 |
| SR 29 and New Market Street | SB Left (New Market) | 1 | 2 | 125 | 47 | 0.08 | 47 | 21.0% | 91 | 120 | 27 | 0.07 | 27 | 22.0% | 51 | 100 |
| | SB Right (New Market) | 1 | 2 | 125 | 11 | 0.19 | 11 | 50.0% | 23 | 120 | 14 | 0.18 | 14 | 29.0% | 25 | 100 |
| | EB Right (SR 29) | 1 | 2 | 125 | 29 | 0.03 | 29 | 17.0% | 57 | 120 | 48 | 0.90 | 48 | 15.0% | 9 | 100 |
| | WB Left (SR 29) | 1 | 2 | 125 | 12 | 0.06 | 12 | 8.0% | 21 | 120 | 13 | 0.06 | 13 | 14.0% | 23 | 100 |
| SR 29 and Westclox St/New Market Road | EB Left | 1 | 2 | 100 | 103 | 0.28 | 103 | 3.0% | 106 | 100 | 129 | 0.27 | 129 | 6.0% | 139 | 150 |
| | WB Left | 1 | 2 | 100 | 19 | 0.28 | 19 | 0.0% | 19 | 100 | 41 | 0.27 | 41 | 0.0% | 42 | 100 |
| | WB Right | 1 | 2 | 100 | 147 | 1.00 | 147 | 12.0% | 0 | 100 | 198 | 1.00 | 198 | 9.0% | 0 | 100 |
| | NB Left | 1 | 2 | 100 | 103 | 0.45 | 103 | 3.0% | 81 | 100 | 165 | 0.48 | 165 | 1.0% | 120 | 125 |
| | NB Right | 1 | 2 | 100 | 45 | 0.45 | 45 | 6.0% | 36 | 100 | 25 | 0.48 | 25 | 5.0% | 19 | 100 |
| | SB Left | 1 | 2 | 100 | 121 | 0.45 | 121 | 11.0% | 103 | 100 | 99 | 0.48 | 99 | 18.0% | 84 | 125 |
| | SB Right | 1 | 2 | 100 | 51 | 0.45 | 51 | 0.0% | 39 | 100 | 118 | 0.48 | 118 | 0.0% | 85 | 100 |
| SR 29 and SR 29 Bypass | WB Left | 1 | 2 | 100 | 17 | 0.10 | 17 | 16.0% | 25 | 100 | 24 | 0.15 | 24 | 16.0% | 33 | 100 |
| | WB Right | 2 | 2 | 100 | 832 | 0.67 | 416 | 16.0% | 221 | 100 | 1,197 | 0.54 | 599 | 16.0% | 444 | 450 |
| | NB Right | 1 | 2 | 100 | 14 | 0.21 | 14 | 16.0% | 18 | 100 | 20 | 0.34 | 20 | 16.0% | 21 | 100 |
| | SB Left | 2 | 2 | 100 | 1,207 | 0.51 | 604 | 16.0% | 476 | 100 | 829 | 0.33 | 415 | 16.0% | 447 | 500 |

Notes:

1. Queue Lengths are calculated based on the following formula: $L = (A)(DHV)(1-G/C)(T+1)(F) / (3600/C) / (N)$

where:

L = Queue length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes
A = Assumed 25 feet for automobile

2. Recommended Queue lengths are shown in yellow shade and bold letters.
3. A minimum Queue length of 100 feet is assumed as the recommended length for calculated lengths of less than 100 feet.

**SR 29 Design Traffic Technical Memorandum**
**Recommended Queue Length of Turn Lanes for Signalized Intersections**
**Build Central Alternative #2 Revised (Year 2045 AM & PM Design Hours)**

| | | | | AM Design Hours | | | | | | PM Design Hours | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Turning Movement | Number of Turn Lanes | Adjustment Factor | Total Cycle Length (Sec) | Turning Volume (Veh/Hr) | G/C Ratio | Per Lane Volume (VPHPL) | Percent Trucks | Calculated Queue Length (ft) | Total Cycle Length (Sec) | Turning Volume (Veh/Hr) | G/C Ratio | Per Lane Volume (VPHPL) | Percent Trucks | Calculated Queue Length (ft) | Recommended Queue Length (ft) |
| SR 29 and Oil Well Road | EB Left | 1 | 2 | 90 | 58 | 0.21 | 58 | 25.0% | 72 | 90 | 17 | 0.07 | 17 | 17.0% | 23 | 100 |
| | WB Left | 1 | 2 | 90 | 28 | 0.20 | 28 | 22.0% | 34 | 90 | 25 | 0.21 | 25 | 21.0% | 30 | 100 |
| | NB Left | 1 | 2 | 90 | 116 | 0.58 | 116 | 29.0% | 79 | 90 | 187 | 0.60 | 187 | 3.0% | 96 | 100 |
| | NB Right | 1 | 2 | 90 | 83 | 0.49 | 83 | 40.0% | 74 | 90 | 23 | 0.54 | 23 | 11.0% | 15 | 100 |
| | SB Left | 1 | 2 | 90 | 87 | 0.52 | 87 | 46.0% | 76 | 90 | 78 | 0.47 | 78 | 36.0% | 70 | 100 |
| | SB Right | 1 | 2 | 90 | 26 | 0.46 | 26 | 40.0% | 25 | 90 | 22 | 0.32 | 22 | 25.0% | 23 | 100 |
| SR 29 and Farm Worker Way | EB Left | 1 | 2 | 90 | 91 | 0.19 | 91 | 3.0% | 95 | 90 | 121 | 0.19 | 121 | 7.0% | 131 | 150 |
| | WB Right | 1 | 2 | 90 | 91 | 0.19 | 91 | 0.0% | 92 | 90 | 139 | 0.19 | 139 | 3.0% | 145 | 150 |
| | NB Left | 1 | 2 | 90 | 107 | 0.57 | 107 | 0.0% | 58 | 90 | 17 | 0.50 | 17 | 0.0% | 11 | 100 |
| | NB Right | 1 | 2 | 90 | 19 | 0.51 | 19 | 0.0% | 12 | 90 | 12 | 0.37 | 12 | 0.0% | 9 | 100 |
| | SB Left | 1 | 2 | 90 | 111 | 0.59 | 111 | 6.0% | 60 | 90 | 145 | 0.60 | 145 | 2.0% | 74 | 100 |
| | SB Right | 1 | 2 | 90 | 192 | 0.52 | 192 | 2.0% | 118 | 90 | 81 | 0.57 | 81 | 12.0% | 49 | 125 |
| SR 29 and CR 846/Bypass | EB Left (SR 29) | 1 | 2 | 125 | 126 | 0.31 | 126 | 19.0% | 180 | 120 | 144 | 0.34 | 144 | 22.0% | 193 | 200 |
| | EB Right (SR 29) | 1 | 2 | 125 | 724 | 0.57 | 724 | 17.0% | 632 | 120 | 524 | 0.53 | 524 | 17.0% | 480 | 650 |
| | WB Left (CR 846) | 1 | 2 | 125 | 115 | 0.31 | 115 | 56.0% | 215 | 120 | 197 | 0.37 | 197 | 0.0% | 207 | 225 |
| | WB Right (CR 846) | 1 | 2 | 125 | 107 | 0.26 | 107 | 17.0% | 161 | 120 | 230 | 0.28 | 230 | 41.0% | 389 | 400 |
| | NB Left (Bypass) | 2 | 2 | 125 | 526 | 0.30 | 263 | 17.0% | 374 | 120 | 739 | 0.26 | 370 | 0.0% | 456 | 475 |
| | NB Right (Bypass) | 1 | 2 | 125 | 192 | 0.30 | 192 | 17.0% | 273 | 120 | 105 | 0.23 | 105 | 0.0% | 135 | 275 |
| | SB Left (Bypass) | 1 | 2 | 125 | 230 | 0.20 | 230 | 0.0% | 319 | 120 | 109 | 0.21 | 109 | 16.0% | 166 | 325 |
| | SB Right (Bypass) | 1 | 2 | 125 | 149 | 0.19 | 149 | 33.0% | 279 | 120 | 127 | 0.18 | 127 | 16.0% | 201 | 300 |
| SR 29 and New Market Street | SB Left (New Market) | 1 | 2 | 125 | 201 | 0.19 | 201 | 21.0% | 342 | 120 | 109 | 0.12 | 109 | 22.0% | 195 | 350 |
| | SB Right (New Market) | 1 | 2 | 125 | 54 | 0.32 | 54 | 50.0% | 96 | 120 | 68 | 0.26 | 68 | 29.0% | 108 | 125 |
| | EB Right (SR 29) | 1 | 2 | 125 | 111 | 0.82 | 111 | 17.0% | 41 | 120 | 197 | 0.81 | 197 | 15.0% | 72 | 100 |
| | WB Left (SR 29) | 1 | 2 | 125 | 65 | 0.08 | 65 | 8.0% | 112 | 120 | 58 | 0.09 | 58 | 14.0% | 100 | 125 |
| SR 29 and Westclox St/New Market Road | EB Left | 1 | 2 | 100 | 103 | 0.21 | 103 | 3.0% | 116 | 100 | 129 | 0.23 | 129 | 6.0% | 146 | 150 |
| | WB Left | 1 | 2 | 100 | 24 | 0.21 | 24 | 0.0% | 26 | 100 | 43 | 0.23 | 43 | 0.0% | 46 | 100 |
| | WB Right | 1 | 2 | 100 | 382 | 1.00 | 382 | 12.0% | 0 | 100 | 541 | 1.00 | 541 | 9.0% | 0 | 100 |
| | NB Left | 1 | 2 | 100 | 119 | 0.12 | 119 | 3.0% | 150 | 100 | 190 | 0.16 | 190 | 1.0% | 224 | 225 |
| | NB Right | 1 | 2 | 100 | 52 | 0.36 | 52 | 6.0% | 49 | 100 | 29 | 0.42 | 29 | 5.0% | 25 | 100 |
| | SB Left | 1 | 2 | 100 | 459 | 0.20 | 459 | 11.0% | 566 | 100 | 335 | 0.15 | 335 | 18.0% | 467 | 575 |
| | SB Right | 1 | 2 | 100 | 76 | 0.44 | 76 | 0.0% | 59 | 100 | 99 | 0.42 | 99 | 0.0% | 80 | 100 |
| SR 29 and SR 29 Bypass | WB Left | 1 | 2 | 100 | 10 | 0.10 | 10 | 16.0% | 15 | 100 | 19 | 0.15 | 19 | 16.0% | 26 | 100 |
| | WB Right | 2 | 2 | 100 | 506 | 0.57 | 253 | 16.0% | 175 | 100 | 937 | 0.46 | 469 | 16.0% | 408 | 425 |
| | NB Right | 1 | 2 | 100 | 21 | 0.31 | 21 | 16.0% | 23 | 100 | 30 | 0.42 | 30 | 16.0% | 28 | 100 |
| | SB Left | 2 | 2 | 100 | 722 | 0.41 | 361 | 16.0% | 343 | 100 | 635 | 0.25 | 318 | 16.0% | 384 | 400 |

Notes:

1. Queue Lengths are calculated based on the following formula: $L = (A)\ (DHV)\ (1-G/C)\ (T+1)\ (F)\ /\ (3600/C)\ /\ (N)$

where:

L = Queue length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes
A = Assumed 25 feet for automobile

2. Recommended Queue lengths are shown in yellow shade and bold letters.
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