Rock Springs Road Study

Access Management and Intersection Study

Design Traffic Technical Memorandum (DTTM)

for **Rock Springs Road**
from Lester Road to Welch Road and
the Park Avenue/Sandpiper Street Intersection

Prepared for:

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

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Table of Contents Page

1 INTRODUCTION 1
1.1 OBJECTIVE 3
1.2 METHODOLOGY 3
2 PROJECT INFORMATION 5
2.1 TRANSIT SERVICE 5
2.2 STUDY AREA 6
2.3 ANALYSIS YEARS 7
2.4 LEVEL OF SERVICE TARGETS 7
3 EXISTING CONDITIONS 8
3.1 TRAFFIC COUNT INFORMATION 8
3.2 EXISTING GEOMETRY 10
3.3 EXISTING TRAFFIC VOLUMES 10
3.4 EXISTING YEAR TURNING MOVEMENT COUNTS 14
3.5 EXISTING YEAR 2021 LOS ANALYSIS 16
3.5.1 EXISTING YEAR 2021 INTERSECTION LOS ANALYSIS 16
3.5.2 EXISTING YEAR 2021 ROADWAY ARTERIAL PERFORMANCE 17
3.5.3 EXISTING YEAR 2021 MULTIMODAL LOS ANALYSIS 18
4 HISTORICAL CRASH DATA REVIEW 20
4.1 CRASH SUMMARY 20
4.2 CRASH SUMMARY BY CRASH TYPE 22
4.2.1 CRASH RATE 22
4.3 BICYCLE & PEDESTRIAN CRASHES 24
4.4 FATAL CRASH SUMMARIES 26
5 DEVELOPMENT OF DESIGN CHARACTERISTICS 27
5.1 STANDARD K FACTOR 27
5.2 D FACTOR 27
5.3 T & DHT FACTORS 29
6 SUB-AREA MODEL VALIDATION 31
6.1 SUBAREA MODEL DEVELOPMENT 31

7 FUTURE TRAFFIC FORECASTS 35
7.1 FUTURE YEARS 35
7.2 TRAVEL DEMAND MODEL 36
7.2.1 PLANNED AND PROGRAMMED IMPROVEMENTS 36
7.2.2 MODEL BASED GROWTH RATES 36
7.3 HISTORICAL TRAFFIC TRENDS 37
7.4 POPULATION ESTIMATES 38
7.5 RECOMMENDED TRAFFIC GROWTH RATES 39
7.6 FUTURE TRAFFIC FORECASTS 39
7.7 FUTURE TRAFFIC FORECASTS - TMV 42
8 FUTURE OPERATIONAL ANALYSIS 46
8.1 NO BUILD OPERATIONAL ANALYSIS 46
8.1.1 INTERSECTION LOS ANALYSIS 46
8.1.2 ROADWAY ARTERIAL LOS ANALYSIS 49
8.1.3 MULTIMODAL LOS ANALYSIS 49
8.2 BUILD ALTERNATIVE 52
8.2.1 ACCESS MANAGEMENT 52
8.2.2 SIGNAL WARRANT ANALYSIS 52
8.2.3 BUILD ALTERNATIVE PROPOSED IMPROVEMENTS 53
8.2.4 INTERSECTION LOS ANALYSIS 55
8.2.5 ROADWAY ARTERIAL LOS ANALYSIS – BUILD 57
8.2.6 MULTIMODAL LOS ANALYSIS – BUILD 57
9 RECOMMENDATIONS 60
APPENDICES 62

List of Figures Page

Figure 1: Project Location Map 2
Figure 2: DTTM Methodology 4
Figure 3: Traffic Data Collection Locations (Turning Movement & Classification Counts) 9
Figure 4: Existing Geometry 11
Figure 5: Existing Year 2021 AADT Volumes 13
Figure 6: Existing Year 2021 AM & PM Peak Vehicular Turning Movement Volumes 15
Figure 7: Crash Summary by Time of Day and Year 21
Figure 8: Sub-Area Model Validation Study Area 32
Figure 9: Future Year Annual Average Daily Traffic – Future Conditions 41
Figure 10: Future Year 2025 Intersection Turning Movement Volumes (TMV) 43
Figure 11: Future Year 2035 Intersection Turning Movement Volumes (TMV) 44
Figure 12: Future Year 2045 Intersection Turning Movement Volumes (TMV) 45
Figure 13: Build Geometry 54

List of Tables Page

Table 1: Existing Year 2021 AADT Traffic Volumes & Factors Summary 12
Table 2: Existing Year 2021 AM & PM Peak Intersection Analysis Summary 17
Table 3: Existing Year 2021 Roadway Arterial Analysis Summary 18
Table 4-1: Existing Year 2021 Multimodal LOS Analysis (Intersections) 19
Table 4-2: Existing Year 2021 Multimodal LOS Analysis (Segments) 19
Table 5: Crash Summary by Severity and Conditions 20
Table 6: Crash Summary by Time of Day and Year 21
Table 7: Crash Summary by Crash Types 22
Table 8: Segment Crash Rate Comparison 23
Table 9: Intersection Crash Rate Comparison 23
Table 10: Bicycle and Pedestrian Crash Summary 25
Table 11: Recommended Range of D Values 28
Table 12: Historical "D" Factor Characteristics 28
Table 13: Historical T Factors 30
Table 14: Recommended Design Traffic Characteristics 30
Table 15: Volume-over-Count Ratio and Percent Error by Facility Type 33
Table 16: Percent Error by Volume Group 34
Table 17: Percent Root Mean Square Error by Volume Group 34
Table 18: Model Growth Rate Summary 37
Table 19: Historical Traffic Trends Summary 38

Table 20: Population Analysis Summary 38
Table 21: Recommended Growth Rates 39
Table 22: Future AADT 40
Table 23: No Build Intersection Analysis Summary 48
Table 24: Roadway Arterial LOS Summary – No Build 49
Table 25-1: Multimodal LOS Analysis (Intersections) Summary – No Build 50
Table 25-2: Multimodal LOS Analysis (Segments) Summary – No Build 51
Table 26: Build Intersection Analysis Summary 56
Table 27: Roadway Arterial LOS Summary – Build 57
Table 28-1: Multimodal LOS Analysis (Intersections) Summary – Build 58
Table 28-2: Multimodal LOS Analysis (Segments) Summary – Build 59
Table 29: Recommended Improvements 60
Table 30: Recommended Queue Lengths for Turn Lanes at Signals 61

List of Appendices

Appendix *A* – LYNX Route Maps

Appendix *B* – Raw Traffic Counts

Appendix *C* – FDOT Seasonal & Axle Adjustment Factors

Appendix *D* – Existing Synchro Analysis Outputs

Appendix *E* – Historical Crash Data

Appendix *F* – Base Year Model Validation

Appendix *G* – Future Model Plots

Appendix *H* – Trends Analysis

Appendix *I* – BEBR Estimates

Appendix J – TURNS5

Appendix K – No Build Synchro

Appendix L – Signal Warrant Sheets

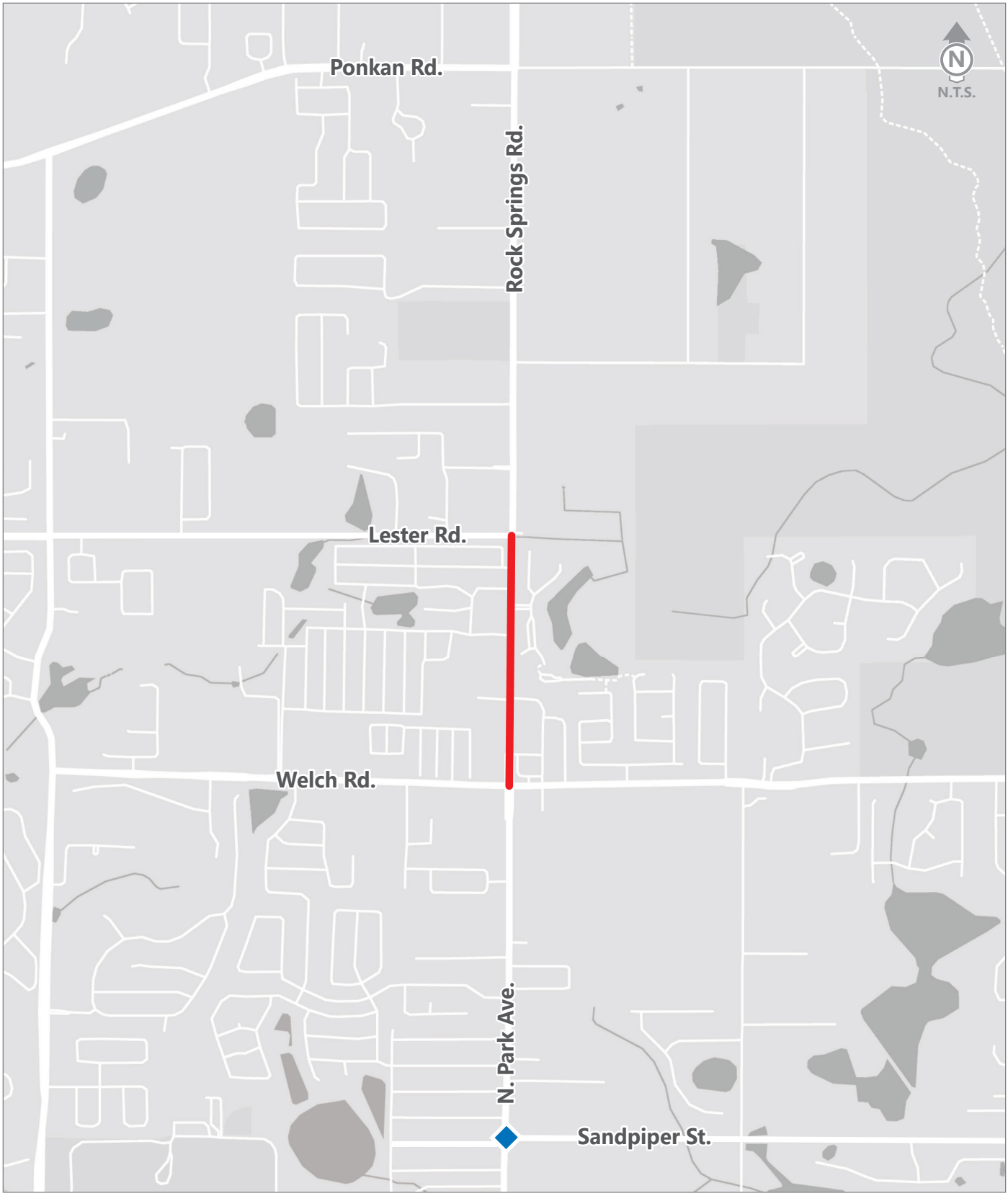
Appendix M – Build Synchro

1 Introduction

MetroPlan Orlando is conducting an Access Management and Intersection study along Rock Springs Road (from Welch Road to Lester Road) and at the intersection of Sandpiper Street, located in the City of Apopka within Orange County, Florida. The Rock Springs Road and Welch Road Intersection Improvements and the Sandpiper Street Realignment projects are included in the City of Apopka Comprehensive Plan. This Design Traffic Technical Memorandum (DTTM) is prepared in support of the access management study along Rock Springs Road from Welch Road to Lester Road, approximately 0.55 miles, and the intersection study for the intersection of Sandpiper Street with Park Avenue, approximately 0.77 miles south of Welch Road, located in the City of Apopka within Orange County. The project location map is provided in **Figure 1**.

This DTTM summarizes the development of existing traffic volumes, roadway design characteristics, evaluation of the existing roadway and intersection operation conditions, the base year 2015 model validation, development of future traffic for No Build and Build conditions for the opening year 2025, interim year 2035, and design year 2045 conditions. This DTTM also summarizes the results of the operational evaluations for the proposed capacity and safety improvements of the corridor as appropriate during the service life of the proposed improvements.

Source Google Maps



Access Management Study - Lester Road to Welch Road

Intersection Study

Figure 1

Project Location Map
Design Traffic Technical Memorandum (DTTM) Access Management Study - Rock Springs Road from Lester Road to Welch Road and Intersection Study - Park Avenue and Sandpiper Street Intersection

1.1 Objective

The overall objective of this DTTM is to provide MetroPlan Orlando with the Annual Average Daily Traffic (AADT), associated traffic factors, peak hour volumes, and traffic forecasts for the opening year 2025, interim year 2035, and design year 2045.

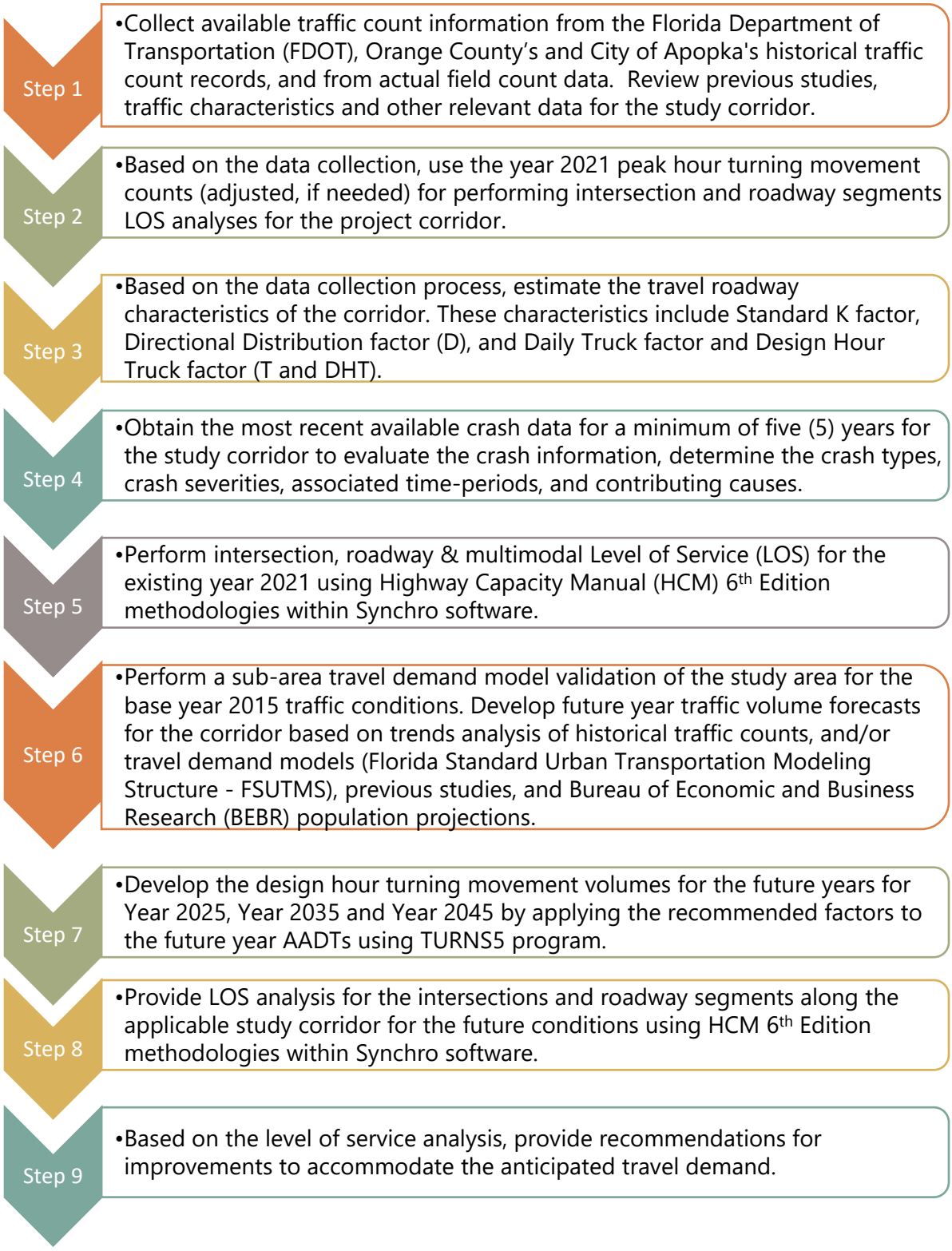
This report also includes general project information, existing condition analysis, the historical five-year safety review, development of the design traffic characteristics including Standard K Factor, Directional Distribution Factor (D), and percentage of trucks for both the design hour and daily demand (DHT, T) for use in the operational analysis of future conditions.

In addition, this DTTM includes a future operational analysis for the opening year 2025, mid-design year 2035, and design year 2045 for No Build and Build conditions and recommended improvements based on the results.

1.2 Methodology

The methodology used for the development of Phase I of the DTTM is illustrated in **Figure 2**.

Figure 2: DTTM Methodology



2 Project Information

The main study corridor of Rock Springs Road from Welch Road to Lester Road (approximately 0.55 miles) is classified as an "urban major collector" and is a north/south corridor throughout the study area. The posted speed limit on Rock Springs Road/Park Avenue from Sandpiper Street to Lester Road is 45 mph. The intersecting east/west Welch Road is classified as an "urban major collector" with a posted speed limit of 35 mph to the west and 45 mph to the east of Rock Springs Road/Park Avenue. Lester Road is a two-lane roadway with a posted speed limit of 35 mph. The intersection of Sandpiper Street and Park Avenue (approximately 0.77 miles south of Welch Road) is also included within the scope of the study.

All roadways within the project limits are located within the City of Apopka, Orange County. Within the study limits, Rock Springs Road/Park Avenue is a four-lane roadway divided by a two-way-left-turn-lane (for five total lanes) with paved shoulders that serves the travel demands of mainly residential developments and commercial businesses. Sidewalks are available along both sides of Rock Springs Road/Park Avenue. Sidewalks are provided on Welch Road only along the northern side of the roadway east of Rock Springs Road. Sidewalks are also provided on the north and south sides of Sandpiper Street, to the east and west of Park Avenue, respectively. This study will evaluate closing the sidewalk gaps along Sandpiper Street both east and west of Park Avenue. There are overhead utilities along the main study corridor of Rock Springs Road/Park Avenue and along Welch Road. The area is largely developed along the study roadways but surrounds natural features to the east including Prevatt Lake and the Wekiwa Springs State Park Campground.

2.1 Transit Service

The Central Florida Regional Transportation Authority (LYNX) provides public transportation services to Orange, Seminole, and Osceola counties. LYNX Route 405 (Apopka Circulator) currently serves Rock Springs Road south of Welch Road and Welch Road west of Rock Springs Road. There are currently three (3) stops along Rock Springs Road between Welch Road and Sandpiper Street.

A copy of the LYNX system map and routing map showing this information is provided in **Appendix A.**

2.2 Study Area

The study area for this DTTM includes the roadways and intersections outlined in the scope of services. The project study corridor includes a total of (10) study intersections, of which two (2) are signalized and the remaining eight (8) are two-way stop controlled on the east/west approaches. The study intersections are listed below:

- Park Avenue at East/West Sandpiper Street
- Park Avenue at West Nightingale Street
- Rock Springs Road at Welch Road
- Rock Springs Road at the Publix Plaza South Access
- Rock Springs Road at the Publix Plaza North Access
- Rock Springs Road at Tanglewood Drive
- Rock Springs Road at Vista Crest Drive
- Rock Springs Road at Seaflower Street
- Rock Springs Road at Tahoe Street
- Rock Springs Road at Lester Road

Furthermore, the following seven (7) locations were selected for 72-hour classification counts:

- Rock Springs Road south of Welch Road
- Rock Springs Road between Welch Road and Tanglewood Drive
- Rock Springs Road between Tanglewood Drive and Lester Road
- Rock Springs Road north of Lester Road
- Welch Road west of Rock Springs Road
- Welch Road east of Rock Springs Road
- Lester Road west of Rock Springs Road

2.3 Analysis Years

Traffic Forecasting

FDOT's Central Florida Regional Planning Model (CFRPM) version 7.0 (v7.0) was used in this study with the following years:

- Base year 2015
- Horizon year 2045

Traffic Operational Analysis

Based on the approved scope, traffic operational analysis was conducted for the following years:

- Existing year 2021
- Opening year 2025
- Mid-design year 2035
- Design year 2045

2.4 Level of Service Targets

Based on Orange County's Comprehensive Plan and the City of Apopka's Concurrency Management Systems (CMS) Database, the target LOS for the study intersections and roadways is LOS "E". As such for this study, intersections and roadway segments operating at LOS "E" or better will be considered operating at acceptable conditions.

For this study, a target LOS "D" is assumed for the pedestrian, bicycle, and transit modes.

3 Existing Conditions

This section describes the analysis of traffic flow operating conditions for the existing year 2021 at the study intersections and roadway segments along the project corridor.

In analyzing the year 2021 operating conditions of the intersections and roadway segments, 72-hour classification counts and 8-hour turning movement counts collected in March of 2021 were used along with the existing roadway and intersection geometry. The existing TMCs were seasonally adjusted using the Orange County Countywide Seasonal Factors collected from Florida Traffic Online (FTO). The intersection LOS analysis for the existing year 2021 was performed using signal timing data provided by the City of Apopka. The following sub-sections describe the overall process.

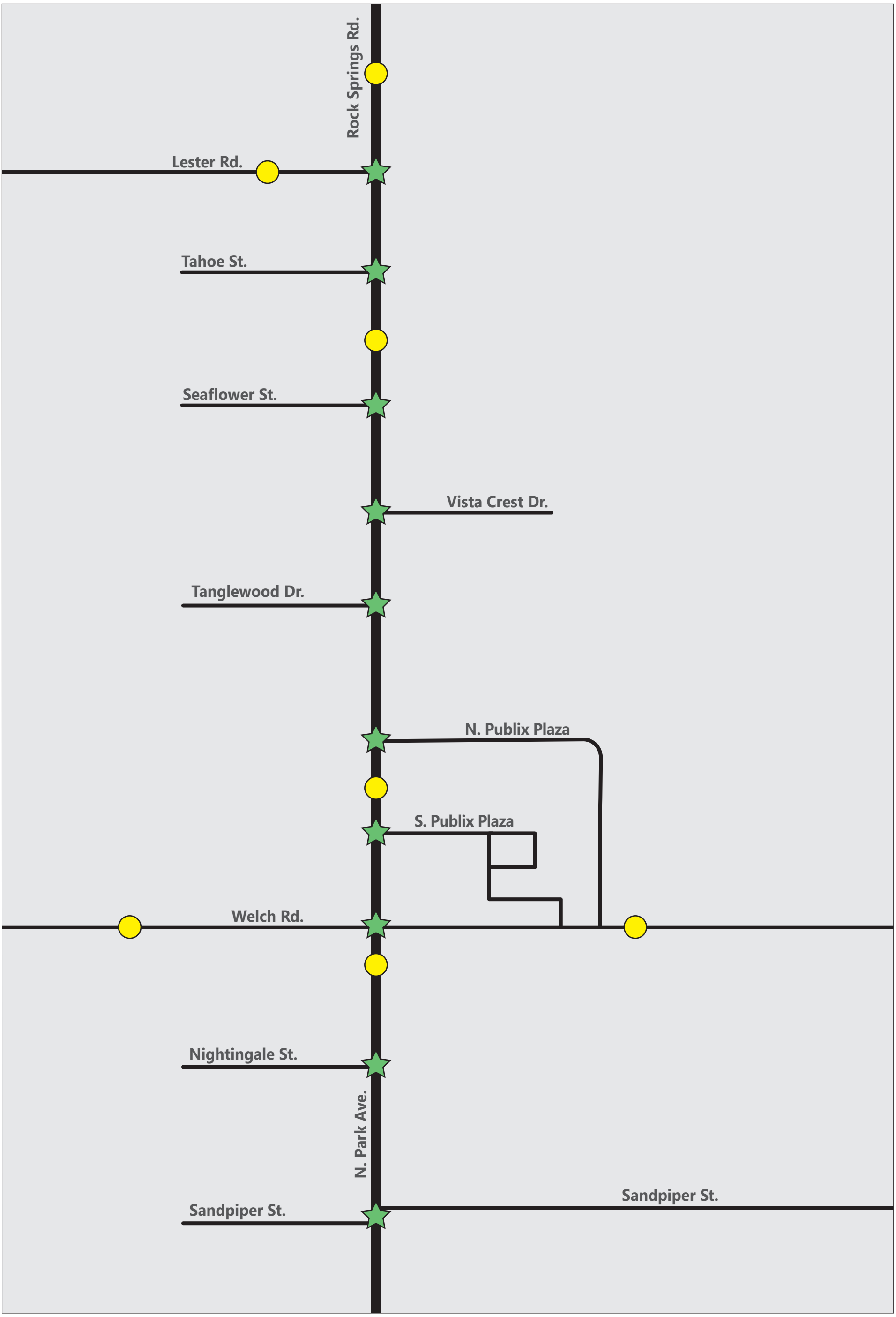
3.1 Traffic Count Information

As described in Section 2.2, ten 8-hour turning movement counts including vehicular, pedestrian, and bicycle counts, and seven 72-hour classification counts were collected during March 2021.

To account for the impact of the ongoing COVID-19 Pandemic, the year 2018 TMC data from previous studies and 2019 AADT data from FTO were collected and compared with the 2021 collected data. It was observed that the existing volumes along the corridor are comparable to previous data and minor adjustments were made to the TMCs to ensure that the traffic flows are balanced between intersections.

Figure 3 provides the location and type of counts collected or obtained in support of this DTTM. Copies of all traffic count data used for this DTTM are provided in **Appendix B**. The year 2019 FDOT seasonal and axle adjustment factors for Orange County are provided in **Appendix C**.

Source: Google Maps



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72-Hour Class Count Location

8-Hour Turning Movement Count Location

Figure 3

Traffic Data Collection Locations
(Turning Movement & Classification Counts)
Design Traffic Technical Memorandum (DTTM)
Access Management Study - Rock Springs Road from Lester Road to Welch Road and Intersection Study - Park Avenue and Sandpiper Street Intersection

3.2 Existing Geometry

Figure 4 provides the existing intersection geometry for all the intersections evaluated in this study. The existing intersection geometry information was obtained and verified based on field visits and aerial photographs.

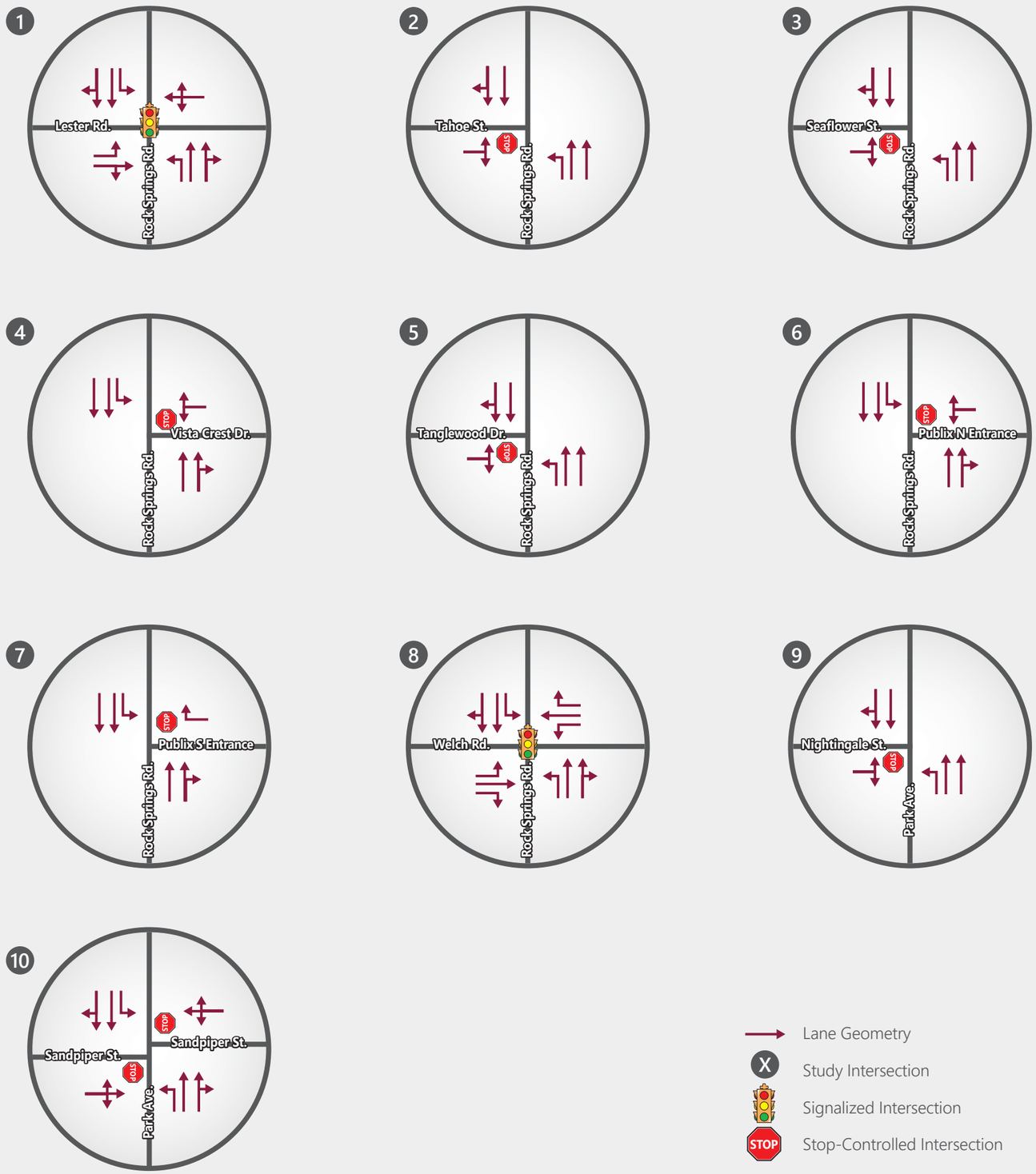
The existing geometry plays a vital role in assessing the intersection LOS. LOS is a qualitative measure of how efficiently a roadway or intersection operates. LOS A represents the highest traffic flow quality, while LOS E represents traffic flow at capacity. LOS F represents forced flow congested conditions. LOS B, C, and D represent a gradual degradation in traffic flow quality before reaching capacity. The existing geometry will be considered as one of the factors in determining potential intersection improvements to accommodate the travel demand.

3.3 Existing Traffic Volumes

Based on the classification counts, peak hour traffic flow (K measured), directional split (D measured), and truck factors (T measured) for the roadways in the study area were derived. These field-measured factors indicate the existing traffic flow characteristics. The existing year 2021 AADT volumes and traffic characteristics for the individual roadway segments are provided in **Table 1.**

For the low volume side street locations, the 2021 AADTs were derived based on estimates from the collected TMCs (PM peak hour) at each intersection using a Standard K of 9.0%. **Figure 5** provides the existing year 2021 AADTs for the study area.

Source: Google Maps



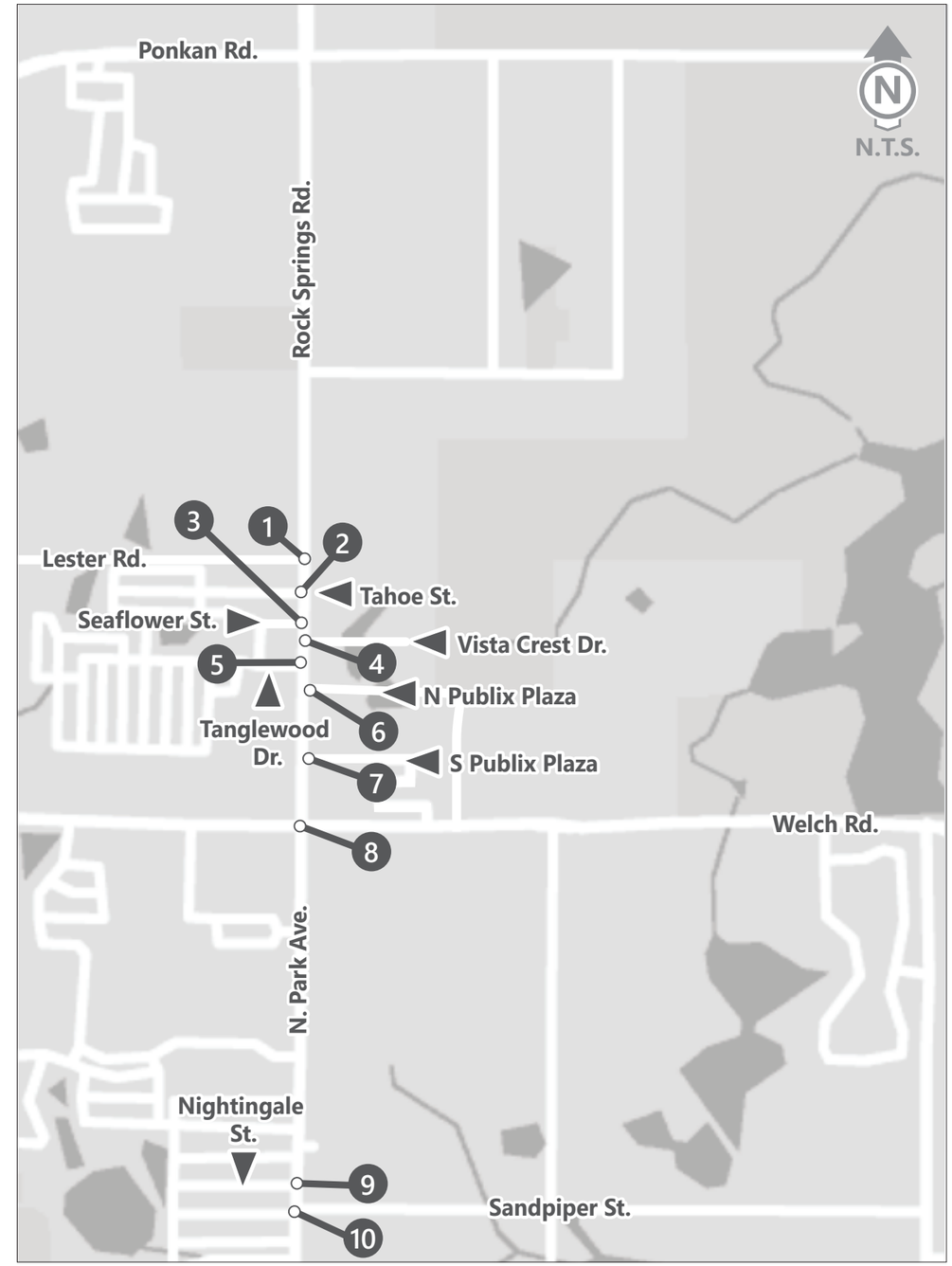


Figure 4

Existing Geometry
Design Traffic Technical Memorandum (DTTM)
Access Management Study - Rock Springs Road from Lester Road to Welch Road and Intersection Study - Park Avenue and Sandpiper Street Intersection

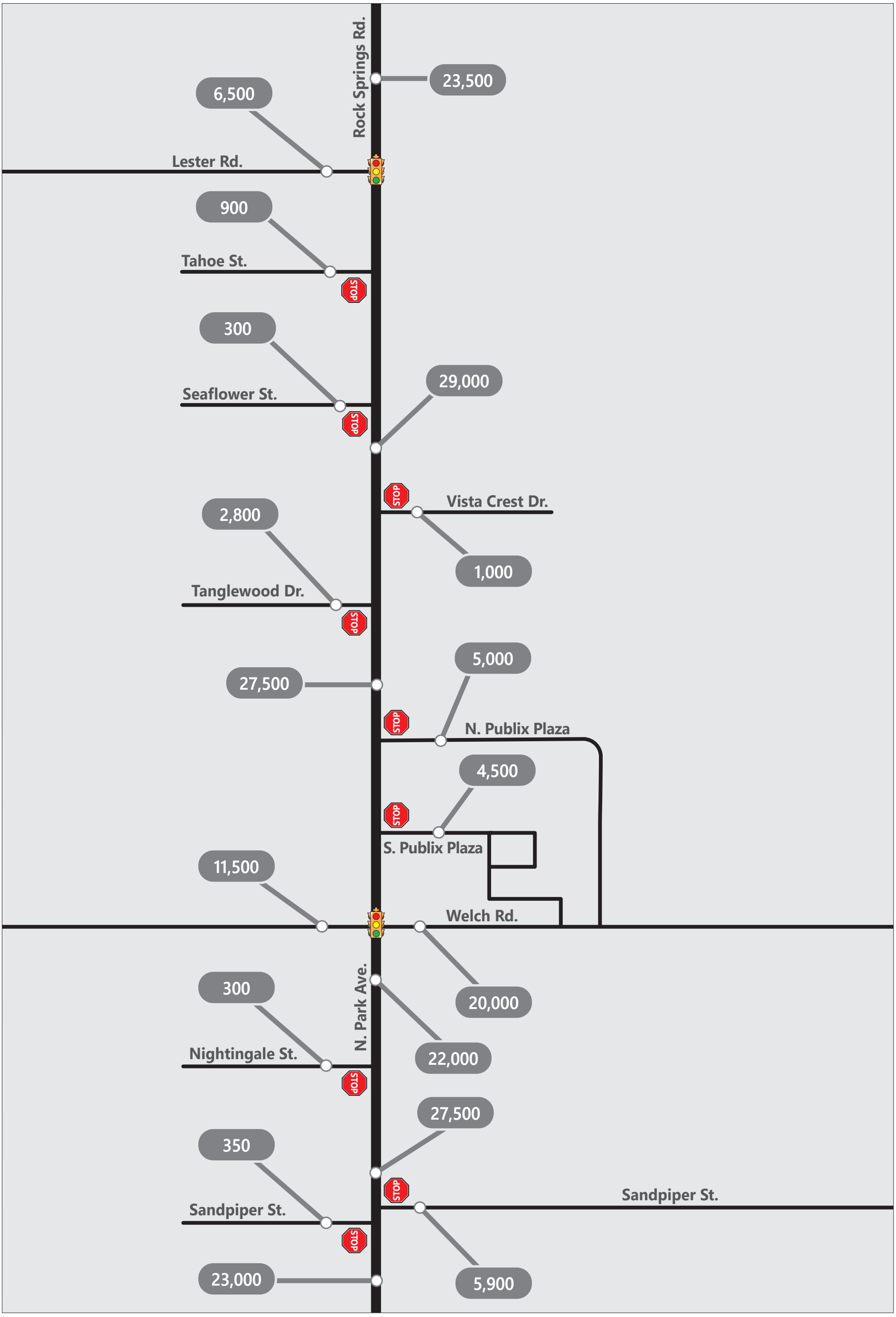
Table 1: Existing Year 2021 AADT Traffic Volumes & Factors Summary

Roadway/Segment	Type of Count	Measured Characteristics									Seasonal Adj. [1]	Axle Adj. [2]	Adjusted AADT [3]
		Date of Count	ADT	Peak Hour	NB/EB	SB/WB	Peak Time	K Factor	D Factor	T Factor			
Rock Springs Road													
South of Sandpiper Street	4-Hour TMC[4]	3/24/2021	-	2,079	1,249	830	5:00-6:00 PM	9.00%	60.10%	-	-	-	23,000
North of Sandpiper Street	4-Hour TMC[4]	3/24/2021	-	2,478	1,509	969	5:00-6:00 PM	9.00%	60.90%	-	-	-	27,500
South of Welch Road	72 Hour Classification	3/23/2021	20,149	1,564	773	791	5:00-6:00 PM	7.80%	50.60%	13.40%	1.1	1	22,000
Between Welch Road and Tanglewood Drive	72 Hour Classification	3/23/2021	25,052	2,160	1,427	733	5:00-6:00 PM	8.60%	66.10%	11.30%	1.1	1	27,500
Between Tanglewood Drive and Lester Road	72 Hour Classification	3/23/2021	26,333	2,333	1,394	939	5:00-6:00 PM	8.90%	59.80%	11.20%	1.1	1	29,000
North of Lester Road	72 Hour Classification	3/23/2021	21,523	1,935	1,148	787	5:00-6:00 PM	9.00%	59.30%	14.90%	1.1	1	23,500
Welch Road													
West of Rock Springs Road	72 Hour Classification	3/23/2021	10,595	921	474	447	5:15-6:15 PM	8.7%	51.5%	11.6%	1.10	1.00	11,500
East of Rock Springs Road	72 Hour Classification	3/23/2021	18,226	1,345	646	699	4:30-5:30 PM	7.4%	52.0%	10.2%	1.10	1.00	20,000
Lester Road													
West of Rock Springs Road	72 Hour Classification	3/23/2021	5,903	531	255	276	5:15-6:15 PM	9.0%	52.0%	8.1%	1.10	1.00	6,500
Tahoe Street													
West of Rock Springs Road	4-Hour TMC[4]	3/24/2021	-	80	29	51	5:00-6:00 PM	9.0%	63.8%	-	-	-	900
Seaflower Street													
West of Rock Springs Road	4-Hour TMC[4]	3/24/2021	-	29	15	14	5:00-6:00 PM	9.0%	51.7%	-	-	-	300
Vista Crest Drive													
East of Rock Springs Road	4-Hour TMC[4]	3/24/2021	-	90	50	40	5:00-6:00 PM	9.0%	55.6%	-	-	-	1,000
Tanglewood Drive													
West of Rock Springs Road	4-Hour TMC[4]	3/24/2021	-	251	126	125	5:00-6:00 PM	9.0%	50.2%	-	-	-	2,800
Publix North Access													
East of Rock Springs Road	4-Hour TMC[4]	3/24/2021	-	450	237	213	5:00-6:00 PM	9.0%	52.7%	-	-	-	5,000
Publix South Access													
East of Rock Springs Road	4-Hour TMC[4]	3/24/2021	-	408	252	156	5:00-6:00 PM	9.0%	61.8%	-	-	-	4,500
Nightingale Street													
West of Park Avenue	4-Hour TMC[4]	3/24/2021	-	28	10	18	5:00-6:00 PM	9.0%	64.3%	-	-	-	300
Sandpiper Street													
West of Park Avenue	4-Hour TMC[4]	3/24/2021	-	30	13	17	5:00-6:00 PM	9.0%	56.7%	-	-	-	350
East of Park Avenue	4-Hour TMC[4]	3/24/2021	-	533	204	329	5:00-6:00 PM	9.0%	61.7%	-	-	-	5,900

Notes:

1. *The most Recent Seasonal Adjustment Factors were obtained from 2020 FTO.*
2. *The most Recent Axle Factors were obtained from 2020 FTO.*
3. *Adjusted AADT = Measured ADT * Seasonal Adjustment * Axle Adjustment.*
4. *AADT estimates from TMCs (PM Peak) and 9% Standard K-factor.*

Source: Google Maps



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XXXX 2021 Annual Average Daily Traffic

Signalized Intersection

STOP Stop-Controlled Intersection

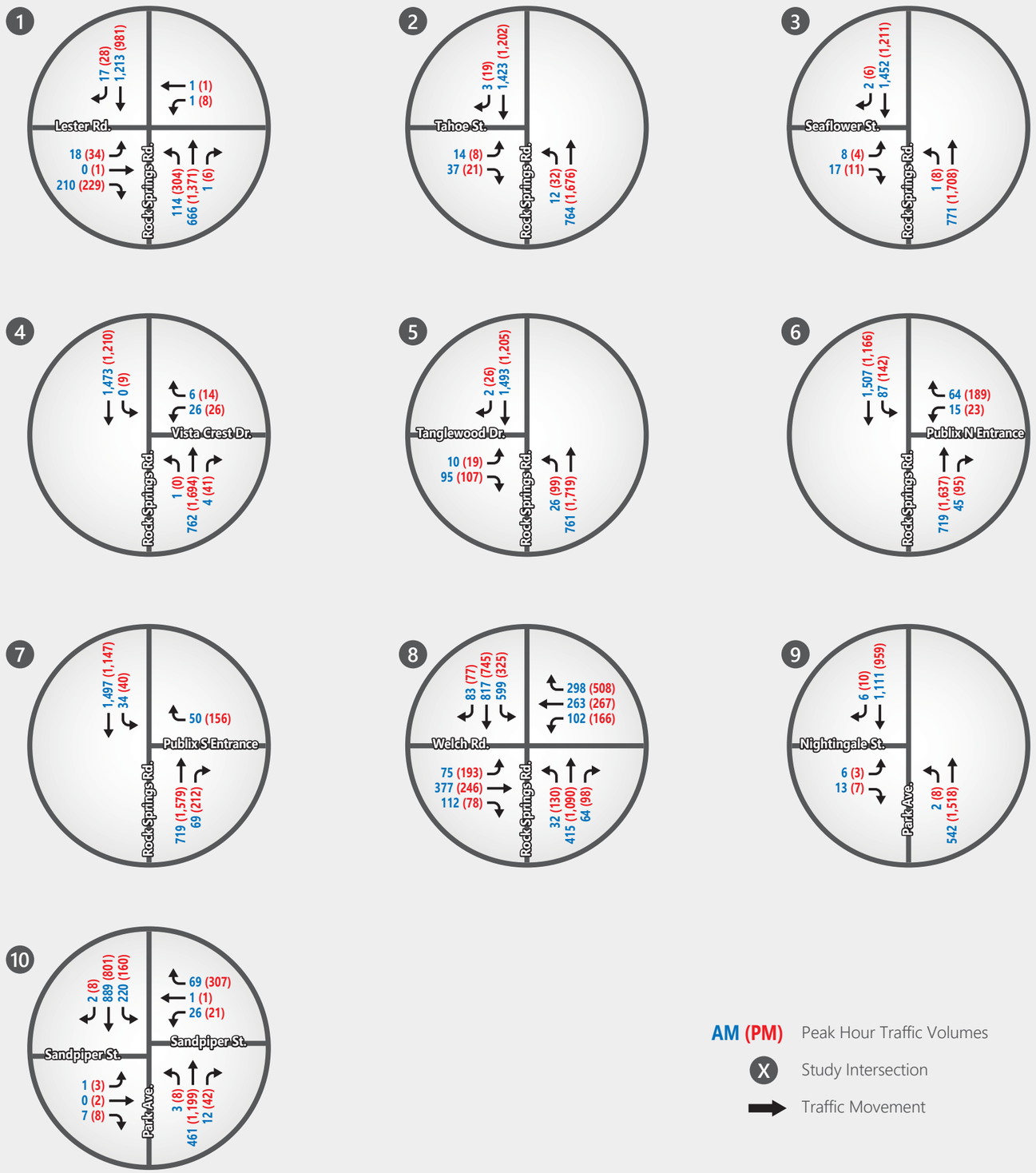
Figure 5

Existing Year 2021 Annual Average Daily Traffic
Design Traffic Technical Memorandum (DTTM)
Access Management Study - Rock Springs Road from Lester Road to Welch Road and Intersection Study - Park Avenue and Sandpiper Street Intersection

3.4 Existing Year Turning Movement Counts

The existing vehicular TMCs were seasonally adjusted using the Orange County Countywide Seasonal Factors collected from FTO and then balanced to ensure flow continuity along the main corridor. The adjusted existing year 2021 AM and PM peak hour TMC estimates for the study corridor are shown in **Figure 6.**

Source: Google Maps



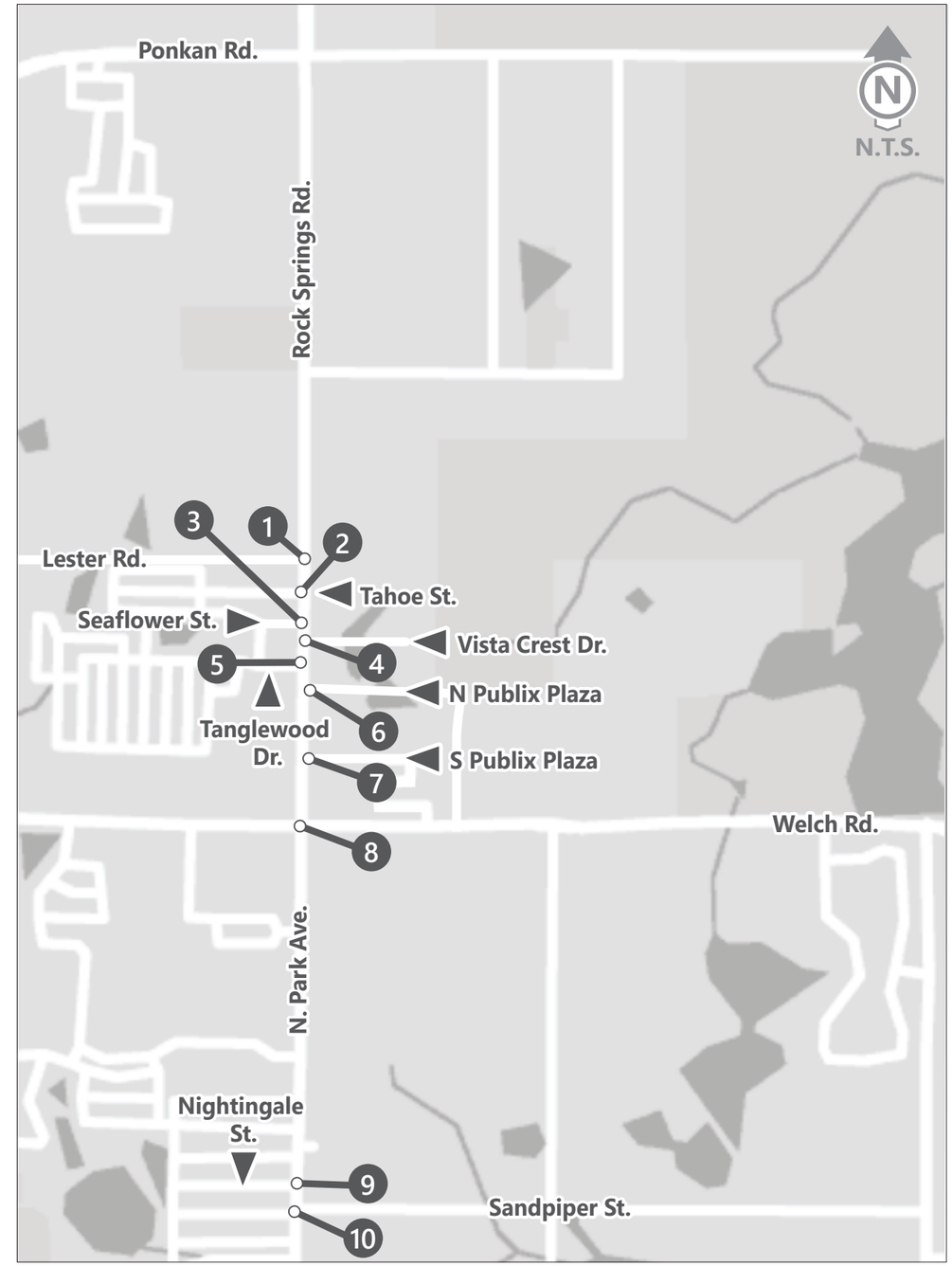


Figure 6

Existing Year 2021 AM & PM Peak Vehicular Turning Movement Volumes
Design Traffic Technical Memorandum (DTTM)
Access Management Study - Rock Springs Road from Lester Road to Welch Road and Intersection Study - Park Avenue and Sandpiper Street Intersection

3.5 Existing Year 2021 LOS Analysis

Synchro 11 was used to perform the LOS operational analyses for three modes (automobile [auto], pedestrian, and bicycle) at the study intersections. Auto LOS analysis was conducted for both the signalized and unsignalized study intersections. Pedestrian and bicycle LOS analysis was conducted at the signalized study intersections. HCM 6th Edition based analysis results from Synchro are provided for all the modes. Roadway segment LOS for the auto mode was computed using Synchro reported average speeds and criteria from Exhibit 18-1 of the HCM. Pedestrian, cyclist, and transit LOS for the study roadway segment is provided based on the criteria outlined in the latest 2020 Q/LOS Handbook.

The existing year 2021 AM and PM peak hour Synchro outputs are included in **Appendix D**.

3.5.1 *Existing Year 2021 Intersection LOS Analysis*

The year 2021 AM and PM peak hour turning movement volumes (**Figure 5**) along with existing intersection geometry and signal timings were used in the intersection LOS analysis. As the counts were collected in 15-minute intervals, PHFs were applied based on individual intersection data.

A summary of the LOS analysis for the study intersections is included in **Table 2**. As shown in **Table 2**, the signalized intersection of Rock Springs Road at Lester Road was found to operate at LOS C during both AM and PM peak hours. The signalized intersection of Rock Springs Road at Welch Road was found to operate at LOS F during both the AM and PM peak hours. At the intersection of Rock Springs Road and Welch Road, the westbound shared through right turn lane and westbound right turn lane were found to operate at LOS F with V/C>1.0 during both AM and PM peak periods. It is also noted that the southbound left turn 95th percentile queues extended beyond the Publix South access during both AM and PM peak periods.

None of the unsignalized intersections were found to operate below the target LOS E on the major approaches in either peak hour. In the PM peak hour, the minor approaches at the Publix Plaza North Access and East Sandpiper Street were found to exceed the target LOS E. In the AM peak hour, only the minor approach on East Sandpiper Street failed to meet the target LOS E.

Table 2: Existing Year 2021 AM & PM Peak Intersection Analysis Summary

Study Intersections along Rock Springs Road	Control Type	Target LOS	Existing Year 2021			
			AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Lester Road	Signal	E	22.0	C	20.5	C
Tahoe Street	Stop	E	14.7 / 29.3	B/D	11.8 / 20.8	B/C
East Seaflower Street	Stop	E	14.1 / 25.1	B/D	11.4 / 18.5	B/C
Vista Crest Drive	Stop	E	0.0 / 23.4	A/C	15.9 / 49.3	C/E
Tanglewood Drive	Stop	E	16.0 / 31.6	C/D	13.0 / 25.5	B/D
Publix Plaza North Access	Stop	E	10.5 / 17.1	B/C	23.0 / 108.2	C/F
Publix Plaza South Access	Stop	E	9.9 / 12.2	A/B	17.3 / 35.0	C/E
Welch Road	Signal	E	96.3	F	114.1	F
East Nightingale Street	Stop	E	11.4 / 17.2	B/C	10.3 / 16.1	B/C
East Sandpiper Street	Stop	E	10.0 / 72.0	B/E	15.0 / >300.0	B/F

Notes:

1. *HCM 6th Edition based outputs are presented in this table for the signalized and unsignalized intersections, respectively*
2. *Overall delay and LOS are reported for signalized intersections*
3. *Worst case results (delay and LOS) of major/minor movements are reported for unsignalized intersections*

3.5.2 *Existing Year 2021 Roadway Arterial Performance*

The roadway arterial operational analysis was performed for the existing year traffic conditions for AM and PM peak hours based on Synchro 11. The LOS reported in **Table 3** is based on Exhibit 18-1 (for 45 MPH travel speed) of HCM 6th Edition. As shown in **Table 3**, the study corridor of Rock Springs Road between Welch Road and Lester Road is meeting the target LOS E in both directions. In the northbound direction, the corridor was found to operate at LOS A and B in the AM and PM peak hours, respectively. In the southbound direction, the corridor was found to operate at LOS B and C in the AM and PM peak hours, respectively.

Table 3: Existing Year 2021 Roadway Arterial Analysis Summary

Rock Springs Road between Lester Road and Welch Road	Year 2021 AM Peak Hour		Year 2021 PM Peak Hour	
	Speed (mph)	LOS	Speed (mph)	LOS
Northbound Direction	26.2	C	26.9	C
Southbound Direction	22.2	D	21.9	D

Note: Segment LOS is computed using Synchro reported average speed and LOS criteria from Exhibit 18-1 of HCM 6th Edition

3.5.3 *Existing Year 2021 Multimodal LOS Analysis*

A summary of the pedestrian and bicycle LOS analysis at the signalized study intersections is included in **Table 4-1**. For this study, a LOS condition below LOS D for the non-auto modes was considered as operating at an unacceptable condition. As shown in **Table 4-1**, both the pedestrian and bicycle modes are found to operate within LOS D for both the AM and PM peak hours at the signalized intersections. The pedestrian and bicycle LOS values reported at the signalized study intersections are based on the HCM 6th Edition methodologies. Pedestrian LOS at a signalized intersection is based on factors such as the number of traffic lanes crossed, disturbance caused by motorized vehicle traffic (traffic volumes, turning types, etc.), and the presence of channelized right turns. The bicycle LOS at a signalized intersection is based on factors such as the presence of bicycle lanes and/or paved shoulders, separation from motorized vehicle traffic, traffic volumes and speeds, and heavy vehicle percentage.

Table 4-2 shows the multimodal LOS including pedestrian, bicycle, and transit LOS for the study corridor. This LOS is based on the Generalized Service Volume Table 1 of the 2020 Q/LOS Handbook (included in **Appendix D**).

The roadway segment bicycle LOS is based on a combination of paved shoulder/bicycle lane coverage and roadway volumes, pedestrian LOS is based on a combination of sidewalk coverage and roadway volumes, and transit LOS is based on a combination of sidewalk coverage and the number of buses in the peak hour peak direction. As shown in **Table 4-2**, the corridor is not operating at the target LOS D for either bicycles or transit.

Table 4-1: Existing Year 2021 Multimodal LOS Analysis (Signalized Intersections)

Study Intersections at Rock Springs Road	Control Type	Pedestrian Mode LOS				Bicycle Mode LOS			
		EB	WB	NB	SB	EB	WB	NB	SB
AM Peak Hour									
Lester Road	Signal	B	B	C	C	C	B	C	C
Welch Road	Signal	C	D	C	C	D	D	C	D
PM Peak Hour									
Lester Road	Signal	C	B	C	C	C	B	D	C
Welch Road	Signal	C	C	C	C	C	D	D	C

Notes:

1. *Signalized intersection multimodal LOS is based on HCM 6th Edition methodology*
2. *EB/WB is for side street movements and NB/SB is for Rock Springs Road movements*

Table 4-2: Existing Year 2021 Multimodal LOS Analysis (Segments)

Rock Springs Road between Lester Road and Welch Road						
2021 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Transit Mode LOS	
	Paved Shoulder/Bicycle Lane Coverage	LOS	Sidewalk Coverage	LOS	Sidewalk Coverage (1 bus per hour)	LOS
29,000	0-49%	E	85-100%	D	85-100%	E

Notes:

1. *Segment multimodal LOS is based on Generalized Service Volume Table 1 of the 2020 Q/LOS*
2. *2021 AADT based on average AADT between Lester Road and Welch Road, see Table 1*

Based on the results shown in **Tables 4-1 and 4-2**, the differences between the pedestrian and bicycle LOS for signalized intersections and segments are because of the different factors and methodologies used in calculating each of these LOS values. In general, the worst performing mode is the bicycle mode for both the intersection and segment analyses. This is due to the lack of bicycle facilities such as paved shoulders or marked bicycle lanes, in combination with the high volumes along the main corridor of Rock Springs Road.

4 Historical Crash Data Review

The latest available five years of crash data from (January 1, 2016, to December 31, 2020) along Rock Springs Road from Welch Road to Lester Road and at the intersection of Park Avenue with Sandpiper Street were extracted from the Signal Four Analytics database. Based on the crash data obtained, a total of 268 crashes occurred within the study limits in the last five years. Raw crash data (along with crash diagrams) is included in **Appendix E**.

4.1 Crash Summary

A total of 268 crashes, including 91 injury crashes (163 total injuries) and 4 fatal crashes (5 total fatalities), were reported over the five years within the study area limits, as illustrated in **Table 5.**

Table 5: Crash Summary by Severity and Conditions

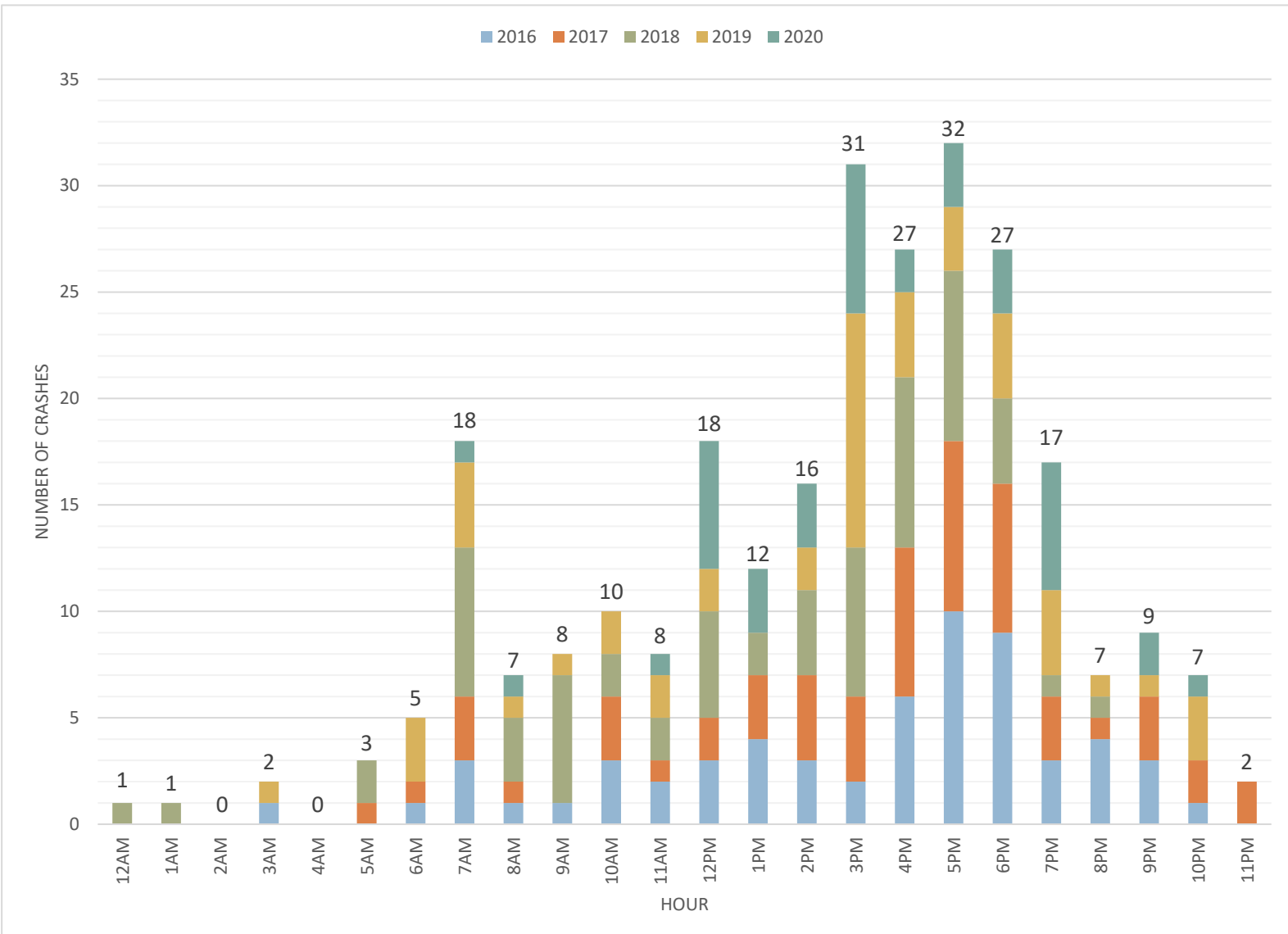
Year	All Crashes	Number of Injury Crashes	Total Number of Injuries	Number of Fatal Crashes	Total Number of Fatalities	Number of Night Crashes	Number of Wet Crashes
2016	60	16	27	0	0	19	7
2017	56	18	33	2	2	16	5
2018	64	25	46	0	0	8	8
2019	49	17	33	2	3	17	4
2020	39	15	24	0	0	10	3
Total	**268**	**91**	**163**	**4**	**5**	**70**	**27**
Average	**53.6**	**18.2**	**32.6**	**0.8**	**1.0**	**14.0**	**5.4**
Percent	**100%**	**33.96%**	**-**	**1.49%**	**-**	**26.12%**	**10.07%**

Table 6 and **Figure 7** show the summary of crashes by time of day, the largest proportion (43.65%) of these crashes occur during the PM peak hours from 3 pm to 7 pm.

Table 6: Crash Summary by Time of Day and Year

Time of Day	2016	2017	2018	2019	2020	Total	Proportion
12:00 AM – 1:00 AM	0	0	1	0	0	**1**	0.37%
1:00 AM – 2:00 AM	0	0	1	0	0	**1**	0.37%
2:00 AM – 3:00 AM	0	0	0	0	0	**0**	0.00%
3:00 AM – 4:00 AM	1	0	0	1	0	**2**	0.75%
4:00 AM – 5:00 AM	0	0	0	0	0	**0**	0.00%
5:00 AM – 6:00 AM	0	1	2	0	0	**3**	1.12%
6:00 AM – 7:00 AM	1	1	0	3	0	**5**	1.87%
7:00 AM – 8:00 AM	3	3	7	4	1	**18**	6.72%
8:00 AM – 9:00 AM	1	1	3	1	1	**7**	2.61%
9:00 AM – 10:00 AM	1	0	6	1	0	**8**	2.99%
10:00 AM – 11:00 AM	3	3	2	2	0	**10**	3.73%
11:00 AM – 12:00 PM	2	1	2	2	1	**8**	2.99%
12:00 PM – 1:00 PM	3	2	5	2	6	**18**	6.72%
1:00 PM – 2:00 PM	4	3	2	0	3	**12**	4.48%
2:00 PM – 3:00 PM	3	4	4	2	3	**16**	5.97%
3:00 PM – 4:00 PM	2	4	7	11	7	**31**	11.57%
4:00 PM – 5:00 PM	6	7	8	4	2	**27**	10.07%
5:00 PM – 6:00 PM	10	8	8	3	3	**32**	11.94%
6:00 PM – 7:00 PM	9	7	4	4	3	**27**	10.07%
7:00 PM – 8:00 PM	3	3	1	4	6	**17**	6.34%
8:00 PM – 9:00 PM	4	1	1	1	0	**7**	2.61%
9:00 PM – 10:00 PM	3	3	0	1	2	**9**	3.36%
10:00 PM – 11:00 PM	1	2	0	3	1	**7**	2.61%
11:00 PM – 12:00 AM	0	2	0	0	0	**2**	0.75%
Total	**60**	**56**	**64**	**49**	**39**	**268**	100.00%

Figure 7: Crash Summary by Time of Day and Year



4.2 Crash Summary by Crash Type

Table 7 summarizes the number of crashes by type within the study area. The predominant crash types were rear end (41.8%), left turn (21.3%), and angle crashes (10.4%).

Table 7: Crash Summary by Crash Types

Crash Type	2016	2017	2018	2019	2020	2016-2020	Average Per Year	Percent
Rear End	26	22	29	17	18	112	**22.4**	**41.80%**
Left Turn	16	12	15	7	7	57	**11.4**	**21.30%**
Angle	4	5	4	11	4	28	**5.6**	**10.40%**
Sideswipe	6	5	5	3	4	23	**4.6**	**8.60%**
Right Turn	2	7	4	4	1	18	**3.6**	**6.70%**
Off Road	2	2	1	1	2	8	**1.6**	**3.00%**
Other	2	2	1	2	0	7	**1.4**	**2.60%**
Pedestrian	1	0	2	2	2	7	**1.4**	**2.60%**
Bicycle	0	1	2	1	0	4	**0.8**	**1.50%**
Head On	1	0	1	1	1	4	**0.8**	**1.50%**
Total	**60**	**56**	**64**	**49**	**39**	**268**	**53.6**	**100.00%**

4.2.1 *Crash Rate*

The segment crash rate (in crashes per million vehicle-miles traveled) was calculated for the Rock Springs Road segment from Welch Road to Lester Road to compare the actual crash rate of the corridor to the statewide average crash rate for similar facilities during the study period. The FDOT average crash rate statistics used in the comparison were extracted from the FDOT CARS.

Table 8 shows that the roadway segments on Rock Springs Road experienced an average crash rate higher than the average crash rate for similar facilities. Considering the location of the crashes along the segment from Welch Road to Tanglewood Drive, 108 out of the 110 total crashes occurred at the Welch Road intersection, indicating that the segment's high crash rate is because of the high crash rate at this intersection.

Table 8: Segment Crash Rate Comparison

Segment	Number of Crashes[3]	Length (miles)	AADT[4]	ACR[5]	Crash Rate Category	AVG[6]	High Crash Segment?
Welch Road to Tanglewood Drive[1]	110	0.332	27,500	6.602	Urban 4-5 Lane 2 Way Divided - Paved	5.6	Yes
Tanglewood Drive to Lester Road[2]	71	0.218	29,000	6.154	Urban 4-5 Lane 2 Way Divided - Paved	5.6	Yes

Notes:

1. *The segment includes Welch Road crashes but does not include Tanglewood Drive crashes*
2. *The segment includes both Tanglewood Drive and Lester Road Crashes*
3. *The number of crashes from January 1, 2016, to December 31, 2020. Crash totals exclude crashes occurring on intersection approaches at Welch Street and Lester Road that do not fall within the segment.*
4. *Data obtained from project traffic counts*
5. *ACR = (N*1,000,000)/(365*Y*AADT*L), where N = number of crashes, Y = number of years, AADT = Annual Average Daily Traffic, and L = Length of the segment in miles.*
6. *AVG = Statewide Average Crash Rate for the corresponding category*

The intersection crash rates for the study area are shown in **Table 9**. As can be seen in the table, the intersections of Rock Springs Road with Welch Road and Lester Road are both high crash rate intersections, with the average crash rate at the intersection of Rock Springs Road and Welch Road being approximately three times as high as the statewide average. Also, the intersection of Park Avenue and Sandpiper Street has a slightly higher average crash rate compared to the statewide average.

Table 9: Intersection Crash Rate Comparison

Intersection	Number of Crashes[1]	No. Entering Vehicles[2]	ACR[3]	Crash Rate Category	AVG[4]	High Crash Intersection?
Rock Springs Rd at Welch Rd	158	41,606	2.081	Urban 4-5 Lane, 2 Way, Divided – Paved, 4-leg	0.722	Yes
Rock Springs Rd at Lester Rd	36	31,918	0.618	Urban 4-5 Lane, 2 Way, Divided – Paved, 3-leg	0.472	Yes
Park Ave at Sandpiper St	28	20,449	0.75	Urban 4-5 Lane, 2 Way, Divided – Paved, 4-leg	0.722	Yes

Notes:

1. *The number of crashes from January 1, 2016, to December 31, 2020.*
2. *Data obtained from project traffic counts*
3. *ACR = (N*1,000,000)/(365*Y*AADT), where N = number of crashes, Y = number of years, AADT = Annual Average Daily Traffic.*
4. *AVG = Statewide Average Crash Rate for Corresponding Category.*

4.3 Bicycle & Pedestrian Crashes

A total of eleven crashes involving bicycles and pedestrians have occurred in the study area: four involving bicycles and seven involving pedestrians. **Table 10** provides a summary of the locations and conditions of each crash. Of the eleven crashes, two were fatal and seven caused injuries; two occurred in dark conditions, one was alcohol-related, and two were distraction-related.

Table 10: Bicycle and Pedestrian Crash Summary

Crash Type	Severity	Report Number	Location	Weather Condition	Lighting Condition	Road Surface Condition	Alcohol/Drug-Related	Distraction-Related
Pedestrian	Fatality	N/A	Park Ave at Sandpiper St	Clear	Dark – Not Lighted	Dry	No	No
	Injury	85377296	Rock Springs Rd at Welch Rd	Clear	Daylight	Dry	No	Yes
		87468234	Rock Springs Rd at Welch Rd	Clear	Daylight	Dry	No	No
		87468803	Rock Springs Rd at Tanglewood Dr	Clear	Daylight	Dry	No	No
		88313909	Rock Springs Rd at Tanglewood Dr	Clear	Daylight	Dry	No	No
		89502601	Rock Springs Rd at Tanglewood Dr	Clear	Daylight	Dry	No	No
	Property Damage Only	88093511	Rock Springs Rd at Lester Rd	Clear	Daylight	Dry	No	No
Bicycle	Fatality	87121265	Rock Springs Rd at Tahoe Street	Clear	Dark – Not Lighted	Dry	Yes	No
	Injury	88010257	Rock Springs Rd at Welch Road	Clear	Daylight	Dry	No	No
		N/A	Park Ave at Sandpiper St	Clear	Daylight	Dry	No	No
	Property Damage Only	N/A	Park Ave at Sandpiper St	Clear	Daylight	Dry	No	Yes

4.4 Fatal Crash Summaries

Four fatal crashes resulting in five fatalities occurred during the study period within the study area. Each crash is summarized below.

85523176: The crash occurred in daylight, clear, and dry conditions. A vehicle was traveling southbound in the inside travel lane on Rock Springs Road approaching the Welch Road intersection. The driver attempted to change lanes to the outside travel lane but lost control of the vehicle, veering off the road and striking a utility pole. Neither the driver nor the passenger was using seatbelts. Both driver and passenger were pronounced deceased (2 fatalities). This crash was documented as a driving under influence (DUI) related crash.

87121265: The crash occurred at 11:57 PM in dark-not-lighted, clear, and dry conditions. A vehicle was traveling southbound on Rock Springs Road just south of Tahoe Street when a bicyclist also traveling southbound pulled onto the roadway in front of the vehicle. A short distance later, the bicyclist lost balance and fell onto the pavement. As they were trying to stand up, the bicyclist was struck by the vehicle. The bicyclist was pronounced deceased (1 fatality). The bicyclist was found to be riding the bicycle under influence.

88113121: The crash occurred at 3:55 AM in dark-lighted, clear, dry conditions. A vehicle was traveling northbound in the inside travel lane on Rock Springs Road just south of Tahoe Street. For unknown reasons, the driver lost control of the vehicle, swerving left across the southbound travel lanes, and striking a utility pole on the west side of the roadway. Upon impact, the vehicle caught fire. Neither the driver nor the passenger was using seatbelts. The driver was pronounced deceased (1 fatality).

Crash reported by Apopka Police Department – No Crash number: The crash occurred at 7:42 PM in dark-not-lighted, clear, and dry conditions. The crash involved two vehicles and one pedestrian on southbound Park Avenue approaching Sandpiper Street. The pedestrian was in the roadway in a non-crossing area (there are no crosswalks over Park Avenue at Sandpiper Street) and was struck by one of the vehicles. The crash resulted in the death of the pedestrian (1 fatality).

5 Development of Design Characteristics

The design traffic characteristics established in this section will be used in developing design hour volumes (DHV's) at the study intersections for future conditions. These characteristics are determined based on the procedures outlined in the 2019 FDOT Project Traffic Forecasting (PTF) Handbook.

5.1 Standard K Factor

A Standard K Factor of 9.0% was used for the study corridor and the intersecting study roadways.

5.2 D Factor

The directional distribution factor, D, is based on the median value of the directional factors for the highest 200 hours of volumes for each continuous count station. In determining this factor for the study corridor and side streets, statewide guidelines (from the 2019 FDOT PTF Handbook) for D factor were compared to D factors obtained from the field-collected traffic counts and historical information obtained from the 2019 FTO.

The measured D factors from the field-collected classification counts for the study area roadways are shown in **Table 1.** As shown in **Table 1**, the measured D factors on Rock Springs Road ranged from 50.6% to 66.1%. For the major side streets, the measured D factors were found to range from 51.5% to 52.0% along Welch Road and 52.0% along Lester Road.

Table 11 provides the current recommended range of D values from the FDOT PTF Handbook (2019) for the roadway classifications of an urban arterial. In addition, **Table 12** illustrates the historical D factors from the FDOT count sites along Park Avenue (Rock Springs Road), south of Sandpiper Street, and Welch Road, east of Rock Springs Road. The factors were extracted for eight years between 2012 and 2019. Notably, the D factors are the same at both stations.

Table 11: Recommended Range of D Values

Area Type	Value	Source: FDOT[1]
Urban Arterial	Low	50.80%
	Medium	57.90%
	High	67.10%

Note: 1. Source - Table 2-2: FDOT Project Traffic Forecasting Handbook, January 2019

Table 12: Historical "D" Factor Characteristics

Year	Rock Springs Road/ Park Avenue	Welch Road
	Station 755145	**Station 758088**
2012	52.90%	52.90%
2013	53.30%	53.30%
2014	53.20%	53.20%
2015	53.20%	53.20%
2016	52.50%	52.50%
2017	52.60%	52.60%
2018	53.20%	53.20%
2019	52.60%	52.60%
Average	52.90%	52.90%

The average of historical D factors over the 8 years for both Rock Springs Road and Welch Road is 52.90%. For this DTTM, based on a review of the measured and historical averages, statewide guidelines, and anticipated future growth in this area, a D factor of 59.0% (average of measured and historical factors) is recommended for Rock Springs Road and a D factor of 52.0% is recommended for Welch Road and Lester Road.

5.3 T & DHT Factors

The daily truck factor, T, represents the percentage composition of medium sized and heavy trucks occurring in the traffic stream for 24 hours. The design hour truck, DHT, is the percentage of truck traffic during the peak hour and is recommended as one-half of the T factor in the 2019 FDOT PTF Handbook.

The existing year 2021 measured T factors for study roadways are shown in **Table 1**. As summarized in **Table 1**, T factors for Rock Springs Road range from 11.2% to 14.9%, and T factors for Welch Road range from 10.2% to 11.6%. The measured T factor on Lester Road is 8.1%. **Table 13** illustrates the historical T factors for the FTO count locations along Rock Springs Road and Welch Road. The factors were obtained for eight (8) years between 2012 and 2019.

Based on the evaluation of the existing measured characteristics, historical characteristics, and measured characteristics from other studies, a T factor of 11.0% is recommended for Rock Springs Road and a T factor of 9.0% for Welch Road based on average of historical and field counts and 8.1% for Lester Road based on field counts. **Table 14** provides a summary of the recommended design traffic characteristics within the study corridor to be utilized for this DTTM. For the other minor streets, please note the D, T, and DHT factors will be derived from the field collected TMCs in 2021 (existing year).

Table 13: Historical T Factors

Year	Park Avenue (Rock Springs Road)	Welch Road
	Station 755145	Station 758088
2012	7.60%	3.60%
2013	7.60%	4.10%
2014	11.00%	3.80%
2015	11.00%	4.40%
2016	11.00%	5.70%
2017	3.50%	3.90%
2018	6.70%	4.30%
2019	5.70%	3.80%
Average	8.10%	4.30%

Table 14: Recommended Design Traffic Characteristics

Roadway	Recommended Design Characteristics			
	K Factor	D Factor	T Factor	DHT Factor
Major Study Roadways				
Rock Springs Road	9.0%	59.0%	11.0%	5.5%
Welch Road	9.0%	52.0%	9.0%	4.5%
Lester Road	9.0%	52.0%	8.1%	4.0%
Minor Study Roadways				
Tahoe Street	9.0%	Existing	Existing	Existing
Seaflower Street	9.0%			
Vista Crest Drive	9.0%			
Tanglewood Drive	9.0%			
Publix Plaza North Access	9.0%			
Publix Plaza South Access	9.0%			
West Nightingale Street	9.0%			
East/West Sandpiper Street	9.0%			

6 Sub-Area Model Validation

6.1 Subarea Model Development

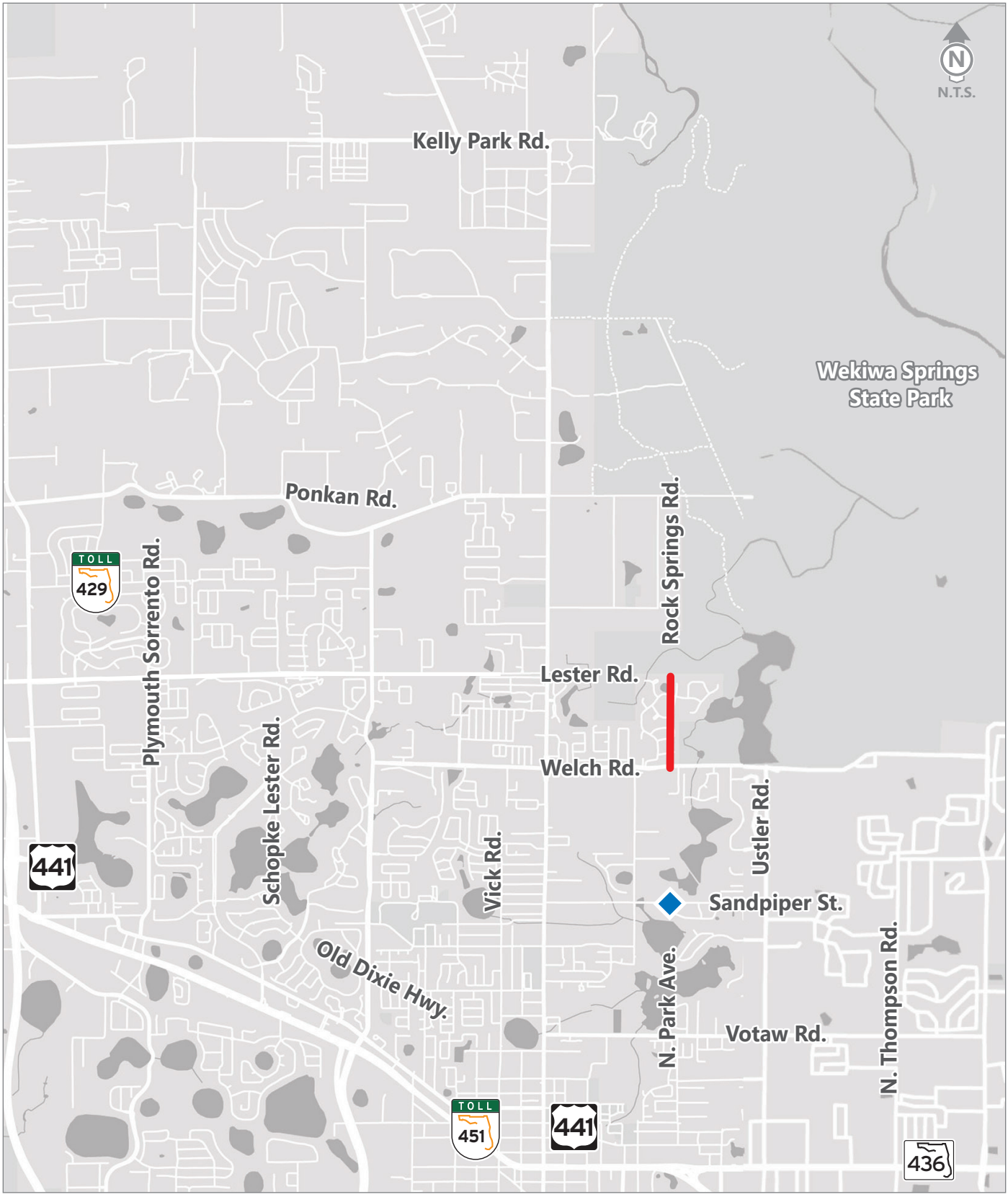
A subarea model using FDOT's Central Florida Regional Planning Model (CFRPM) version 7.0 (v7.0) with the base year 2015 and horizon year 2045 was used in this DTTM. The subarea model calibration and validation followed the procedures outlined in FDOT's 2019 PTF Handbook and Florida Standard Urban Transportation Model Structure (FSUTMS) Model Calibration and Validation Standards.

The model validation is performed to ensure the model is accurate enough to reflect the year 2015 traffic conditions in the study area and to study the traffic flow pattern for the future year 2045. The level of accuracy of the model is checked by percent error by volume groups, percent error by facility types, and the percent root mean square error (RMSE) for the study area.

The year 2015 AADT counts for individual roadway segments were obtained from traffic counts from 2015 FDOT Florida Traffic Online (FTO), 2015 Orange County Counts, and 2015 City of Apopka Counts. The peak season weekly average daily traffic (PSWADT) obtained from CFRPM v7.0 for the base year was converted to AADT using the 2019 model output conversion factor (MOCF) of 0.98 for Orange County.

As shown in **Figure 8**, the validation study area of Rock Springs Road is bounded by Plymouth Sorrento Road to the west, Wekiwa Springs State Park to the east, US 441 to the south, and West Kelly Park Road to the north. The Traffic Analysis Zones (TAZ) boundary map is included in **Appendix F**.

Source Google Maps



Access Management Study - Lester Road to Welch Road

Intersection Study

Figure 8

Sub-Area Model Validation Study Area

Design Traffic Technical Memorandum (DTTM) Access Management Study - Rock Springs Road from Lester Road to Welch Road and Intersection Study - Park Avenue and Sandpiper Street Intersection

As part of the validation effort, 15 roadway segments are evaluated for the base year in the vicinity of the study area as shown in **Appendix F.** Since the 2015 model volumes were comparable with available 2015 traffic counts, very few modifications were made for validation purposes:

- Thompson Road from Dovehill Drive to E. Votaw Road – posted speed changed from 45 mph to 35 mph.
- The centroid connector for TAZ# 3285 was adjusted.
- E Votaw Road from school zone limit to Via Florence Drive - posted speed changed from 35 mph to 45 mph.

Table 15 shows the percent deviation error by facility type. The percent deviation is defined as ((base year model assignment in AADT – base year actual count in AADT)/ (base year actual count in AADT)). **Table 16** shows the percent deviation error by volume group. As shown in **Tables 15 and 16**, the traffic count percent errors for both facility type and volume groups are within the preferable FDOT model validation standards for the "After" validation condition.

The percent RMSE for the study area is another aggregate measure of how well the model has been validated against the ground counts. The RMSE for the study area comprising the study roadway links is 17.47% and usually can be +/-35% to 45%. **Table 17** shows the adjusted network has been revised to replicate the existing traffic counts within the study area.

Table 15: Volume-over-Count Ratio and Percent Error by Facility Type

Facility Type	FDOT Standards		Base Year 2019 Model Validation	
	Acceptable	Preferable	Before	After
Freeway (FT1X, FT8X, FT9X)	+/- 7%	+/- 6%	N/A	N/A
Divided Arterial (FT2X)	+/- 15%	+/- 10%	9.01%	10.04%
Undivided Arterial (FT3X)	+/- 15%	+/- 10%	-2.06%	0.41%
Collector (FT 4X)	+/- 25%	+/- 20%	14.58%	6.58%

Source: FSUTMS - Cube Framework Phase II Model Calibration and Validation Standards

Table 16: Percent Error by Volume Group

Volume Group	FDOT Standards		Base Year 2019 Model Validation	
	Acceptable	Preferable	Before	After
< 10,000 Volume	50%	25%	-5.43%	-15.52%
10,000 - 30,000	30%	20%	9.61%	9.64%
30,000 - 50,000	25%	15%	N/A	N/A

Source: FSUTMS - Cube Framework Phase II Model Calibration and Validation Standards

Table 17: Percent Root Mean Square Error by Volume Group

Volume Group	% RMSE	Acceptable % RMSE	Preferable % RMSE
1 - 5,000	N/A	100%	45%
5,000 - 10,000	25.18%	45%	35%
10,000 - 15,000	22.81%	35%	27%
15,000 - 20,000	18.63%	30%	25%
20,000 - 30,000	4.11%	27%	15%
Areawide	**17.47%**	**45%**	**35%**

Source: FSUTMS - Cube Framework Phase II Model Calibration and Validation Standards

Based on the validation efforts performed, the model is considered acceptable for use in estimating future travel demand within the study area. A future year (2045) subarea model scenario is developed based on these calibration efforts to obtain future year volume forecasts. The base year model plots are provided in **Appendix F.**

7 Future Traffic Forecasts

The development of traffic projections for the Rock Springs Road study corridor required the examination of planned improvements, socioeconomic projections, historical growth, and projected population growth statistics. As such, the following sources were used to derive reasonable future traffic forecasts for the study corridor.

1) Travel Demand Models: The CFRPM v7.0 model was used in the traffic forecasting process.

2) Historical Traffic Trends Analysis: Historical traffic trends analysis based on least squares regression analysis was conducted for the study roadways using traffic data from the latest available historical AADT data from FDOT Florida Traffic Online (FTO) and Orange County Traffic Counts. Due to the traffic impact of the COVID-19 pandemic on traffic in 2020, trends were extrapolated from the years preceding 2020.

3) Population Projections: The population estimates obtained from the most current Bureau of Economic and Business Research (BEBR), Florida Population Studies, Volume 54 Bulletin 189, dated April 2021 was used.

7.1 Future Years

Based on the approved Scope of Services, the following design periods are used to provide the future traffic forecasts for the study corridor.

- Opening Year – 2025
- Interim Year – 2035
- Design Year – 2045

7.2 Travel Demand Model

The year 2045 CFRPM v7 model is the appropriate travel-forecasting tool for generating future daily traffic volume projections during a typical weekday in the predefined project sub-area. The base year model (2015) was validated to meet all the applicable performance criteria based on the FSUTMS-Cube Framework Phase II – Model Calibration Standards. As the first step, the validation adjustments that were applied to the base year validated 2015 model were carried over to the future year 2045 model.

7.2.1 *Planned and Programmed Improvements*

Before conducting the year 2045 model run, the latest 2045 Metropolitan Transportation Plan: Cost Feasible Plan (adopted 12/09/2020) from MetroPlan Orlando was reviewed for planned and funded roadway capacity improvement projects in the area. These changes impact model estimated future traffic patterns and growth. The following network changes were made to the 2045 CFRPM v7.0 model:

1. **Plymouth Sorrento Road:** Widen 2 to 4 lanes from Kelly Park Road to Lake County Line
2. **Kelly Park Road:** Widen 2 to 4 lanes from Round Lake Road to Plymouth Sorrento Road
3. **Welch Road:** Widen 2 to 4 lanes from Rock Springs Road to Wekiwa Springs Road
4. **Jones Avenue:** Widen 2 to 4 lanes from US 441 to Lake County Line
5. **Ocoee- Apopka Road**: Widen 2 to 4 lanes from Harmon Road to Bradshaw Road
6. **Ocoee- Apopka Road**: Widen 2 to 4 lanes from Binion Road to West Road

7.2.2 *Model Based Growth Rates*

The following **Table 18** summarizes the validated model volumes and growth rates between the base year 2015 and the design year 2045. Note the model-based growth rates on the segments north and east of the Welch Road and Rock Springs Road intersection are higher than the other segments. This is likely due to (1) the widening of Welch Road to the east, and (2) the widening improvements of Kelly Park Road and Plymouth Sorrento Road, and the recent construction of the Wekiwa Parkway (and the Wekiwa Parkway-Kelly Park Road interchange) to the northwest.

Also, the model growth rate on Lester Road is higher than the growth rates for other roadway segments due to the low base year model volume. The future year 2045 model plot is provided in **Appendix G.**

Table 18: Model Growth Rate Summary

Study Segments	Base Year 2015 Model Volume	Year 2045	
		Model Volume	Growth Rate
Rock Springs Road/N Park Avenue			
North of Sandpiper Street	25,073	28,445	0.45%
South of Welch Road	22,046	25,355	0.50%
North of Welch Road	25,790	37,110	1.46%
South of Lester Road	27,860	39,571	1.40%
Welch Road			
East of Rock Springs Road	15,951	27,232	2.36%
West of Rock Springs Road	9,058	11,224	0.80%
Lester Road			
West of Rock Springs Road	3,887	8,578	4.02%

7.3 Historical Traffic Trends

Based on the historical count information obtained from the latest FTO and Orange County Traffic Counts (years 2015-2019), linear regression trends analyses were performed for the following locations.

- Park Avenue south of Sandpiper Street
- Park Avenue/Rock Springs Road from Sandpiper Street to Lester Road
- Rock Springs Road north of Lester Road
- Welch Road east of Rock Springs Road
- Welch Road west of Rock Springs Road

The following **Table 19** summarizes the latest AADT data and linear regression trends analysis results for the study roadways. The trends analysis sheets are provided in **Appendix H**.

Table 19: Historical Traffic Trends Summary

Study Segments (Source and Station Number)	2019 TRENDS AADT	2045 Trends Volume Projection	Trends Analysis	
			R-Squared Value	Annual Growth Rate
Rock Springs Road/Park Avenue				
South of Sandpiper Street (FTO 755145)	18,100	-7,200	31.38%	-5.38%
Sandpiper Street to Lester Road (Orange County 21)	24,600	42,300	61.42%	2.77%
North of Lester Road (Orange County 19)	23,500	43,600	28.37%	3.29%
Welch Road				
East of Rock Springs Road (FTO 758088)	17,200	31,000	90.97%	3.09%
West of Rock Springs Road (Orange County 2017)	11,400	17,900	70.07%	2.19%

7.4 Population Estimates

Low, medium, and high population projections for Orange County were obtained from the latest BEBR publication (Volume 54 Bulletin 189, dated April 2021). **Table 20** shows the growth rates derived from the population estimates for the year 2045. As shown in **Table 20**, the BEBR reported an annual growth rate of 0.53%, 1.49%, and 2.59% per year for the low, medium, and high population estimates for Orange County. The BEBR projection estimates are provided in **Appendix I**.

Table 20: Population Analysis Summary

Projection Level	2020 Population Estimate	Future Year 2045	
		Projection	Growth Rate
Orange County			
Low	1,415,260	1,602,500	0.53%
Medium	1,415,260	1,941,800	1.49%
High	1,415,260	2,331,800	2.59%

Source: BEBR estimate, and projections based on Volume 54 Bulletin 189, dated April 2021

7.5 Recommended Traffic Growth Rates

The recommended growth rates used in this study were based on the comparison of annual growth rates from the three primary sources (historical trends analysis, CFRPM, and BEBR population estimates) and input from Orange County and the City of Apopka. **Table 21** shows the recommended growth rates that are used to forecast future AADTs for this study.

Table 21: Recommended Growth Rates

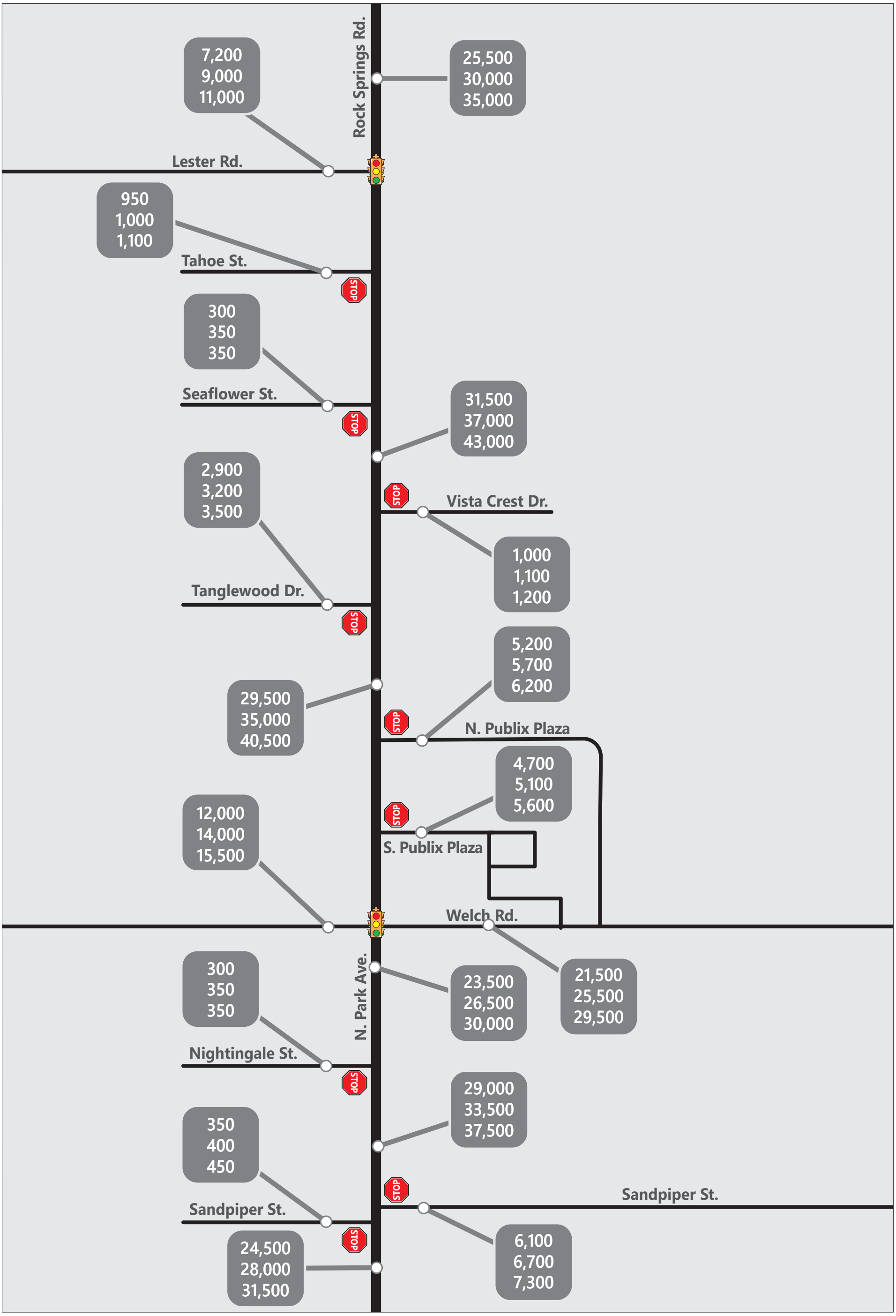
Roadway/Segment	Recommended Annual Growth Rate
Rock Springs Road	
Sandpiper Street to Welch Road	1.50%
Welch Road to Lester Road	2.00%
Welch Road	
West of Rock Springs Road	1.50%
East of Rock Springs Road	2.00%
Lester Road	
West of Rock Springs Road	2.76%
All Minor Streets	
East or West of Rock Springs Road	1.00%

7.6 Future Traffic Forecasts

Table 22 & Figure 9 provide the projected opening year 2025, interim year 2035, and design year 2045 AADT volumes based on the recommended growth rates for the study corridor.

Table 22: Future AADT

Roadway/Segment	2021 AADT	2025 AADT	2035 AADT	2045 AADT
Rock Springs Road				
South of Sandpiper Street	23,000	24,500	28,000	31,500
North of Sandpiper Street	27,500	29,000	33,500	37,500
South of Welch Road	22,000	23,500	26,500	30,000
Between Welch Road and Tanglewood Drive	27,500	29,500	35,000	40,500
Between Tanglewood Drive and Lester Road	29,000	31,500	37,000	43,000
North of Lester Road	23,500	25,500	30,000	35,000
Welch Road				
West of Rock Springs Road	11,500	12,000	14,000	15,500
East of Rock Springs Road	20,000	21,500	25,500	29,500
Lester Road				
West of Rock Springs Road	6,500	7,200	9,000	11,000
Tahoe Street				
West of Rock Springs Road	900	950	1,000	1,100
Seaflower Street				
West of Rock Springs Road	300	300	350	350
Vista Crest Drive				
East of Rock Springs Road	1,000	1,000	1,100	1,200
Tanglewood Drive				
West of Rock Springs Road	2,800	2,900	3,200	3,500
Publix North Access				
East of Rock Springs Road	5,000	5,200	5,700	6,200
Publix South Access				
East of Rock Springs Road	4,500	4,700	5,100	5,600
Nightingale Street				
West of Park Avenue	300	300	350	350
Sandpiper Street				
West of Park Avenue	350	350	400	450
East of Park Avenue	5,900	6,100	6,700	7,300



N.T.S.

XXXX
XXXX
XXXX

2025 AADT
2035 AADT
2045 AADT

Signalized Intersection

Stop-Controlled Intersection

Figure 9

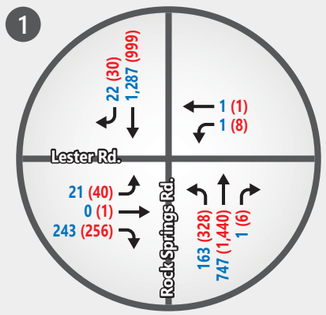
Future Year Annual Average Daily Traffic
Design Traffic Technical Memorandum (DTTM)
Access Management Study - Rock Springs Road from Lester Road to Welch Road and
Intersection Study - Park Avenue and Sandpiper Street Intersection

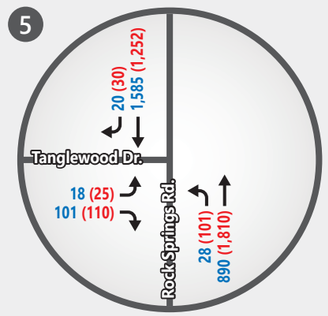
7.7 Future Turning Movement Volumes

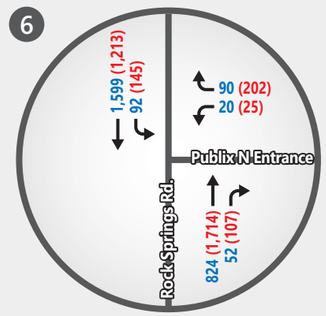
Figures 10 through **12** provide the projected opening year 2025, interim year 2035, and design year 2045 turning movement volumes (TMVs) based on the recommended growth rates for the study corridor. These volumes were developed utilizing FDOT's TURNS5 forecasting tool. TURNS5 forecasts future turning movement volumes based on existing turning movement patterns, K and D factors, and forecasted approach AADTs. The resulting volumes are then adjusted to ensure volume balancing between intersections and reasonableness in forecasted traffic patterns. The TURNS5 outputs were included in **Appendix J.**

Note that the TMVs for the Publix Accesses include extra callouts to account for the proposed access management changes outlined in the following section 8.2 – Development of Build Alternative.

Source: Google Maps







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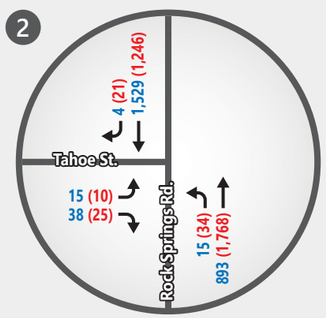

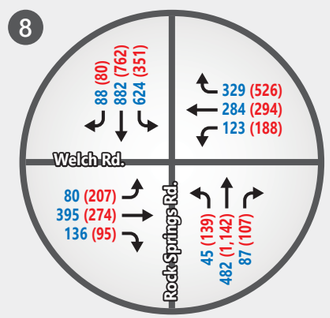

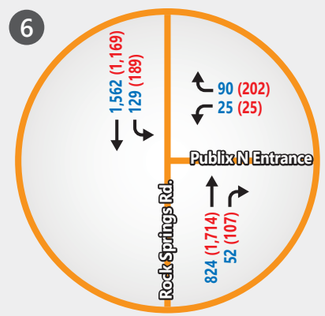

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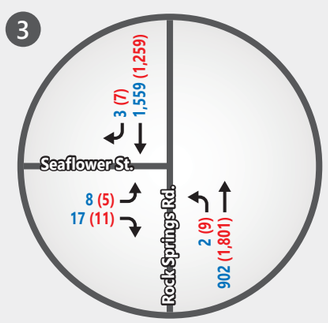

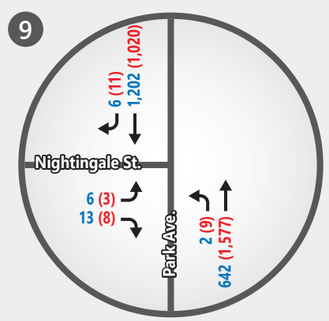

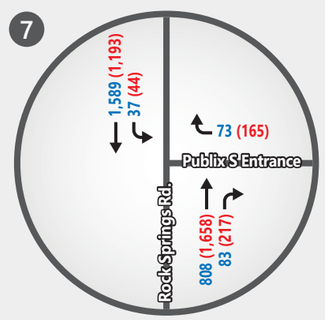

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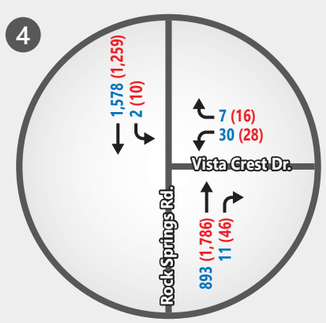

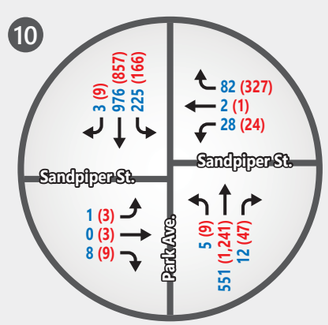

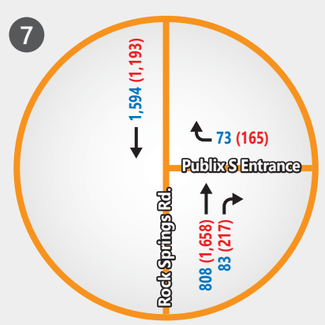

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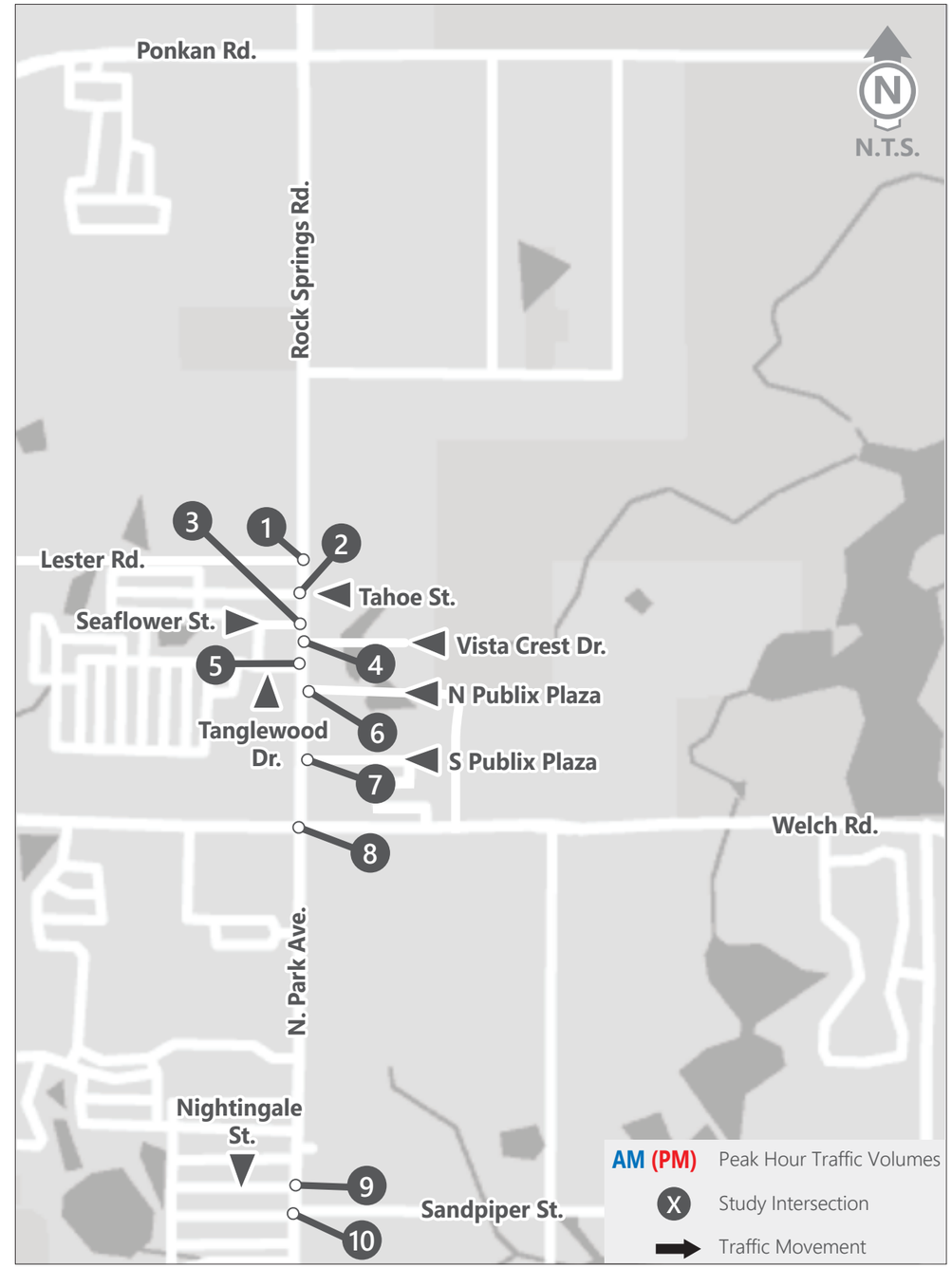


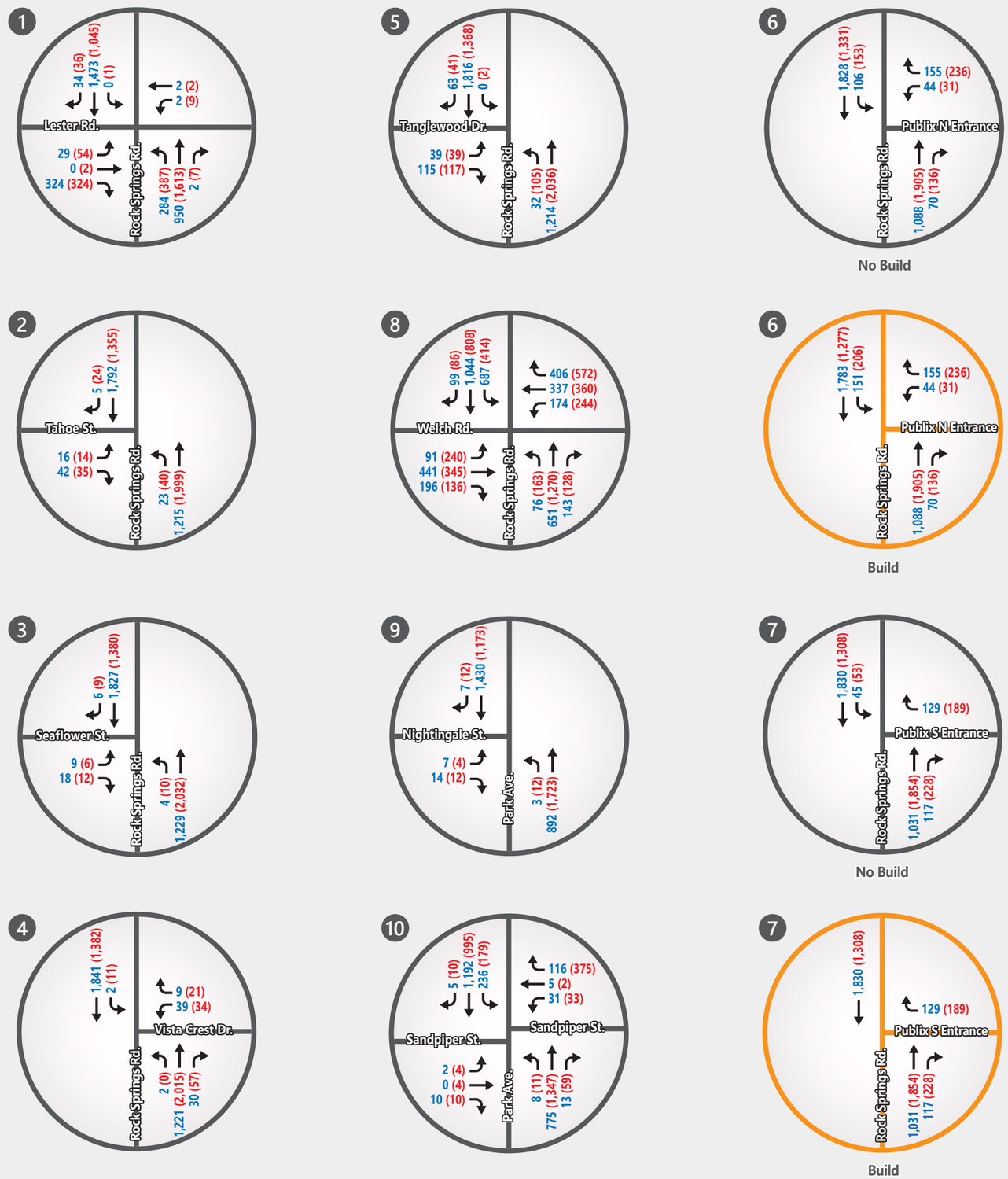
Figure 10

Build and No Build 2025 AM & PM Peak Vehicular Turning Movement Volumes

Design Traffic Technical Memorandum (DTTM)

Access Management Study - Rock Springs Road from Lester Road to Welch Road and Intersection Study - Park Avenue and Sandpiper Street Intersection

Source: Google Maps



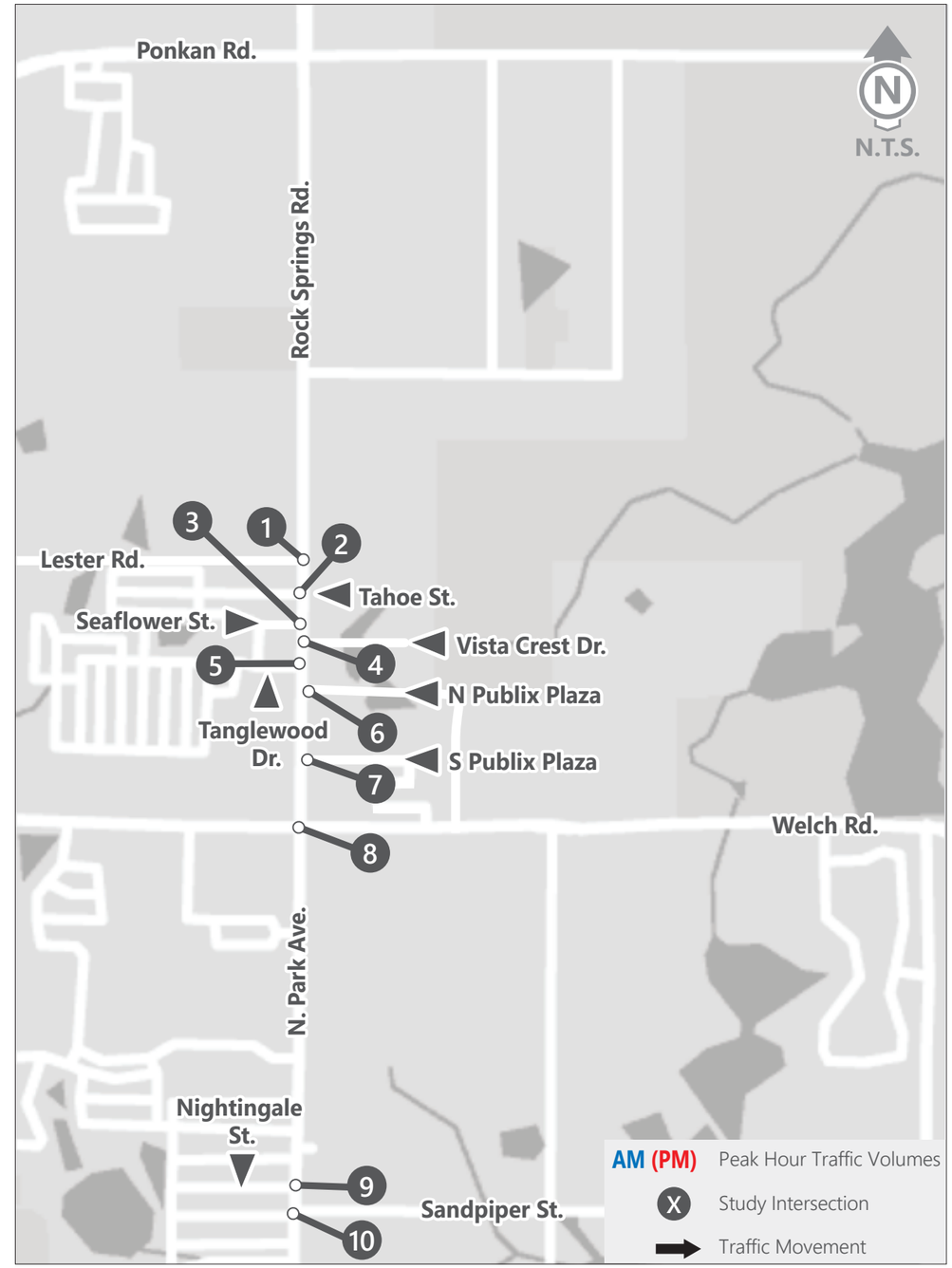


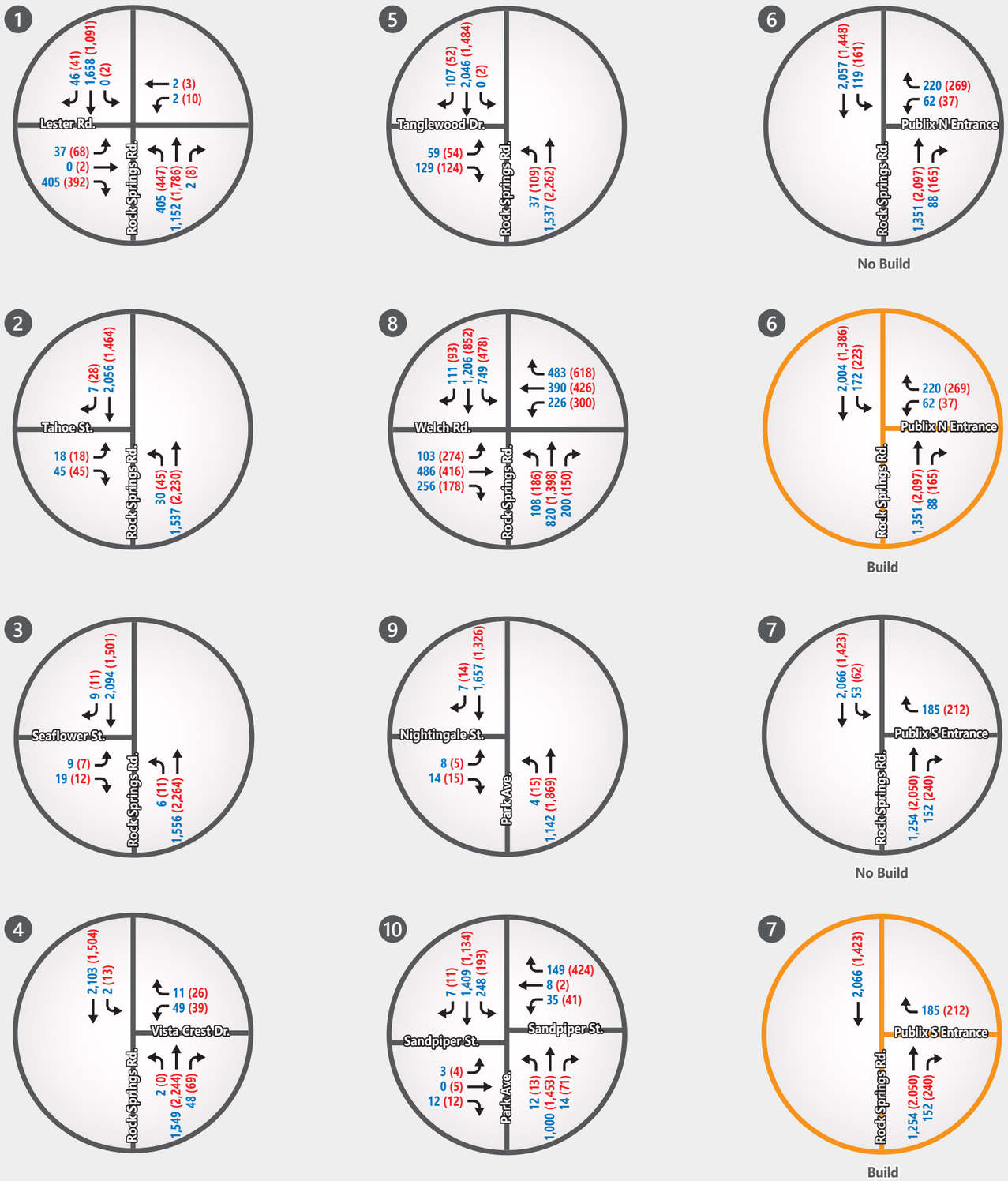
Figure 11

Build and No Build 2035 AM & PM Peak Vehicular Turning Movement Volumes

Design Traffic Technical Memorandum (DTTM)

Access Management Study - Rock Springs Road from Lester Road to Welch Road and Intersection Study - Park Avenue and Sandpiper Street Intersection

Source: Google Maps



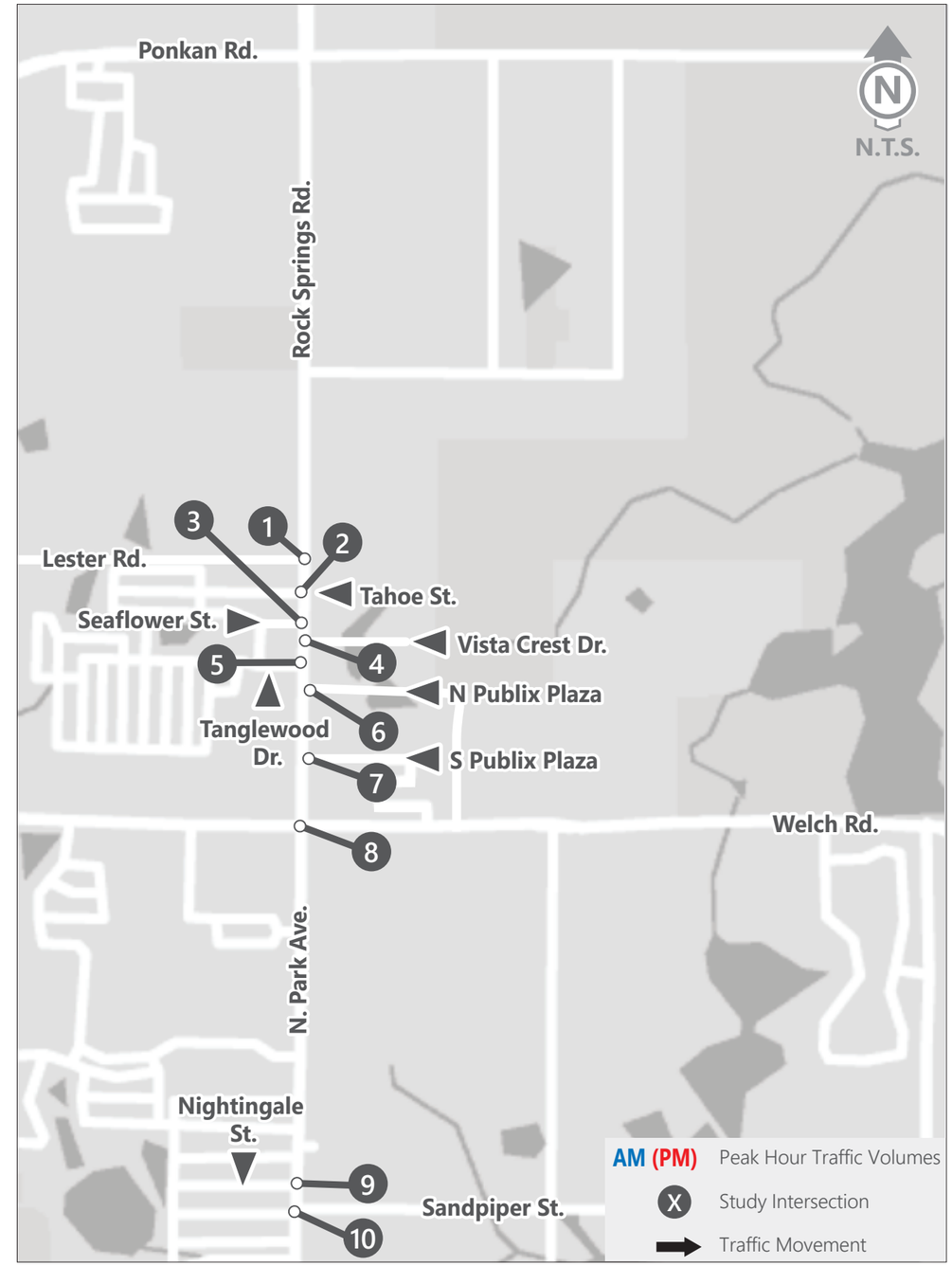


Figure 12

Build and No Build 2045 AM & PM Peak Vehicular Turning Movement Volumes

Design Traffic Technical Memorandum (DTTM)

Access Management Study - Rock Springs Road from Lester Road to Welch Road and Intersection Study - Park Avenue and Sandpiper Street Intersection

8 Future Operational Analysis

This chapter presents the results of the traffic operations analysis conducted for the future No Build and Build alternatives. A detailed operational evaluation of the study intersections using Synchro software version 11 was performed to develop the operational recommendations. The results are presented according to the same HCM 6th Edition methodology used in the existing conditions analysis for signalized and unsignalized - two-way-stop-controlled (TWSC) - intersections.

The analysis considered the No Build and Build alternatives for three design years:

- Opening Year (2025)
- Mid-design Year (2035)
- Design Year (2045)

The results of this analysis are presented in the following sections.

8.1 No Build Operational Analysis

The No Build operational analysis represents the baseline evaluation of the operational performance of the corridor. Under the No Build scenario, the corridor operations are evaluated assuming the existing geometry. The lane geometries assumed for each intersection are as presented in **Figure 4** and used for all future year No Build scenarios (2025, 2035, and 2045).

8.1.1 *Intersection LOS Analysis*

Intersection analysis was performed to determine any deficiencies at the study intersections in the future years. Forecasted turning movement volumes as shown in **Figures 10** through **12** were used to evaluate the No Build alternative.

Like the existing conditions operational analysis, Synchro 11 was used to perform the LOS operational analyses for three modes (automobile [auto], pedestrian, and bicycle) at the study intersections. HCM 6th Edition based analysis results from Synchro are provided for all the modes. Roadway segment LOS for the auto mode was computed using Synchro reported average speeds and criteria from Exhibit 18-1 of the HCM. Pedestrian, cyclist, and transit LOS for the study roadway segment is provided based on the criteria outlined in the latest 2020 Q/LOS Handbook.

Synchro (HCM 6th Edition) output sheets for each of these analyses are provided in **Appendix K**. The results of the No Build analysis are presented in **Table 23** and summarized below:

- The signalized intersection of Rock Springs Road at Lester Road is projected to operate with the target LOS E through the design year 2045.
- The signalized intersection of Rock Springs Road at Welch Road is projected to fail with LOS F starting from the opening year 2025.
- The major street approaches at all the unsignalized intersections are expected to operate within the target LOS E except for the major street approach at the intersection of Rock Springs Road and Publix Plaza North Access (LOS F) in the year 2045 PM design hour.
- Starting from the year 2025, the minor street approaches on Vista Crest Drive, Tanglewood Drive, Publix Plaza North Access, and East Sandpiper Street are expected to operate at LOS F. By the year 2035, the minor street approaches on Tahoe Street and Publix Plaza South Access are also expected to operate at LOS F. By the year 2045, expect for East Nightingale Street, all the other minor street approaches are expected to operate at LOS F.

Table 23: No Build Intersection Analysis Summary

Rock Springs Road at	Control Type	Target LOS	2025 No Build				2035 No Build				2045 No Build			
			AM Design Hour		PM Design Hour		AM Design Hour		PM Design Hour		AM Design Hour		PM Design Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Lester Road	Signal	E	29.2	C	24.6	C	48.5	D	45.9	D	77.6	E	70.0	E
Tahoe Street	Stop	E	16.0/35.8	C/E	12.2/22.7	B/C	20.3/63.1	C/F	13.1/28.2	B/D	27.1/158.5	D/F	14.2/36.4	B/E
East Seaflower Street	Stop	E	15.2/28.4	C/D	11.8/20.3	B/C	18.6/42.1	C/E	12.5/23.6	B/C	23.2/63.5	C/F	13.5/28.1	B/D
Vista Crest Drive	Stop	E	10.4/28.3	B/D	17.0/59.7	C/F	12.7/51.5	B/F	20.3/110.2	C/F	16.0/131.9	C/F	24.8/234.6	C/F
Tanglewood Drive	Stop	E	17.6/52.0	C/F	13.6/32.1	B/D	22.9/292.1	C/F	15.0/66.5	C/F	31.5/>300.0	D/F	16.8/176.2	C/F
Publix Plaza North Access	Stop	E	11.3/24.1	B/C	26.0/225.2	D/F	14.3/142.0	B/F	38.5/>300.0	E/F	19.7/>300.0	C/F	66.6/>300.0	F/F
Publix Plaza South Access	Stop	E	10.5/13.4	B/B	18.6/42.4	C/E	12.4/18.6	B/C	22.9/81.5	C/F	15.1/33.6	C/D	29.4/172.3	D/F
East Welch Road	Signal	E	111.9	F	134.6	F	154.8	F	193.0	F	214.0	F	278.8	F
East Nightingale Street	Stop	E	12.0/18.7	B/C	10.7/16.5	B/C	13.7/24.0	B/C	11.6/18.4	B/C	16.0/32.1	C/D	12.7/21.2	B/C
East Sandpiper Street	Stop	E	10.5/86.6	B/F	15.8/>300.0	C/F	11.8/>300.0	B/F	18.5/>300.0	C/F	14.6/>300.0	B/F	22.5/>300.0	C/F

Notes:

1. *HCM 6th Edition based outputs are presented in this table for the signalized and unsignalized intersections, respectively*
2. *Overall delay and LOS are reported for signalized intersections*
3. *Worst case results (delay and LOS) of major/minor movements are reported for unsignalized intersections*

8.1.2 *Roadway Arterial LOS Analysis*

The No Build roadway arterial operational analysis was performed for three future year traffic conditions (2025, 2035, and 2045) for AM and PM design hours based on Synchro 11. The LOS reported in **Table 24** is based on Exhibit 18-1 of HCM 6th Edition. As shown in **Table 24**, the Rock Springs Road segment between Lester Road and Welch Road, in both directions, is expected to fail to meet the target LOS E starting from the year 2035.

Table 24: Roadway Arterial LOS Summary – No Build

Rock Springs Road between Lester Road and Welch Road	AM Design Hour		PM Design Hour	
	Speed (mph)	LOS	Speed (mph)	LOS
2025 No Build				
Northbound Direction	25.8	C	20.9	D
Southbound Direction	21.3	D	20.8	D
2035 No Build				
Northbound Direction	14.5	F	13.9	F
Southbound Direction	16.8	E	19.4	E
2045 No Build				
Northbound Direction	12.5	F	9.7	F
Southbound Direction	10.7	F	18.5	E

8.1.3 *Multimodal LOS Analysis*

A summary of the pedestrian and bicycle LOS analyses at the signalized study intersections is included in **Table 25-1**. For this study, a LOS condition below LOS D for the non-auto modes was considered as operating at an unacceptable condition. The pedestrian mode at the study signalized intersections is projected to be within LOS D through the design year 2045. The bicycle mode at Rock Springs Road and Lester Road is projected to be within LOS D through the design year 2045. The bicycle mode on the westbound approach at the intersection of Rock Springs Road and Welch Road is anticipated not to meet the assumed target LOS D in the years 2035 and 2045.

Table 25-2 shows the multimodal LOS including pedestrian, bicycle, and transit LOS for the study corridor. This LOS is based on the Generalized Service Volume Table 1 of the 2020 Q/LOS Handbook (included in **Appendix D**). As shown in **Table 25-2**, the corridor is not anticipated to meet the assumed target LOS D for either bicycles or transit in all years, and pedestrians in 2035 and 2045.

Table 25-1: Multimodal LOS Analysis (Signalized Intersections) Summary – No Build

Study Intersections at Rock Springs Road	Control Type	Pedestrian Mode LOS				Bicycle Mode LOS			
		EB	WB	NB	SB	EB	WB	NB	SB
2025 No Build									
AM Design Hour									
Lester Road	Signal	B	B	C	C	C	B	C	C
Welch Road	Signal	C	D	C	C	D	D	C	D
PM Design Hour									
Lester Road	Signal	C	B	C	C	C	B	D	C
Welch Road	Signal	C	C	C	D	C	D	D	C
2035 No Build									
AM Design Hour									
Lester Road	Signal	B	B	C	C	C	B	C	C
Welch Road	Signal	C	D	C	C	D	D	C	D
PM Design Hour									
Lester Road	Signal	C	B	D	C	C	B	D	C
Welch Road	Signal	C	C	D	D	D	E	D	D
2045 No Build									
AM Design Hour									
Lester Road	Signal	C	B	D	C	C	B	D	D
Welch Road	Signal	C	D	C	D	D	E	C	D
PM Design Hour									
Lester Road	Signal	C	B	D	C	C	C	D	C
Welch Road	Signal	C	D	D	D	D	E	D	D

Notes:
1. Signalized intersection multimodal LOS is based on HCM 6th Edition methodology
2. EB/WB is for side street movements and NB/SB is for Rock Springs Road movements

Table 25-2: Multimodal LOS Analysis (Segments) Summary – No Build

Rock Springs Road between Lester Road and Welch Road						
Segment Average AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Transit Mode LOS	
	Paved Shoulder/Bicycle Lane Coverage	LOS	Sidewalk Coverage	LOS	Sidewalk Coverage (1 bus per hour)	LOS
2025 No Build						
31,500	0-49%	E	85-100%	D	85-100%	E
2035 No Build						
37,000	0-49%	E	85-100%	E	85-100%	E
2045 No Build						
43,000	0-49%	F	85-100%	F	85-100%	E

Notes:
1. Segment multimodal LOS is based on Generalized Service Volume Table 1 of the 2020 Q/LOS

Based on the results shown in **Tables 25-1 and 25-2**, the differences between the pedestrian and bicycle LOS for signalized intersections and segments are because of the different factors and methodologies used in calculating each of these LOS values. and transit LOS is based on a combination of sidewalk coverage and the number of buses in the peak hour peak direction.

- Bicycle LOS will continue to operate below the target LOS D (for all the future analysis years) due to the lack of cyclist facilities (such as marked bike lanes or paved shoulders) that is considered for both the intersection and segment methodologies. The bicycle LOS is based on a combination of paved shoulder/bicycle lane coverage and roadway volumes.
- Pedestrian LOS will also operate below the target LOS D for the years 2035 and 2045 following the methodology for multimodal segment LOS. Despite the substantial sidewalk coverage along Rock Springs Road, the high forecasted volumes result in a lower LOS for segments. For intersections, while the pedestrian LOS is within the target LOS D, **Table 25-2** demonstrates how the LOS is worsened over time due to the increasing volumes. Pedestrian LOS is based on a combination of sidewalk coverage and roadway volumes.
- Transit LOS continues to operate below the target LOS E due to the low frequency of bus service on this segment. The transit LOS methodology accounts only for sidewalk availability and bus service frequency.

8.2 Build Alternative

The Build operational analysis represents the evaluation of the study corridor with proposed improvements. Under the Build alternative, traffic operations are evaluated with the required capacity and operational improvements (to accommodate the design year volumes), and access management changes at the study intersections.

8.2.1 *Access Management*

The current access at Rock Springs Road and Publix Plaza South Access (the median is currently a two-way-left-turn lane), will be modified to right-in right-out access, preventing the southbound left turn movement. To account for this access change, the analysis considered the rerouting of these blocked movements via the Publix Plaza North Access intersection. Furthermore, the Build alternative considered the proposed realignment of the minor approaches at the Rock Springs Road and Sandpiper Street intersection, such that the Sandpiper Street (east-west) approaches are aligned without an offset.

8.2.2 *Signal Warrant Analysis*

The need for future signal requirements at the study unsignalized intersection was evaluated using signal warrants 1A and 1B as specified in the Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition. Since the information required for all other warrants cannot be forecasted, only warrants 1A and 1B (the Minimum Vehicle Volumes) were used for future conditions based on forecasted volumes (2025, 2035, and 2045). To derive the future volumes for signal warrant analysis, initially, the future AADT volumes at the subject intersections were segregated into hourly volumes for 24 hours using percentages from the existing daily volume counts. Then, the eight highest hourly volumes from these calculated 24-hour volumes were used in the signal warrant analysis. Since the critical speed is greater than 40 MPH, the 70% criteria for signal warrant 1A was used.

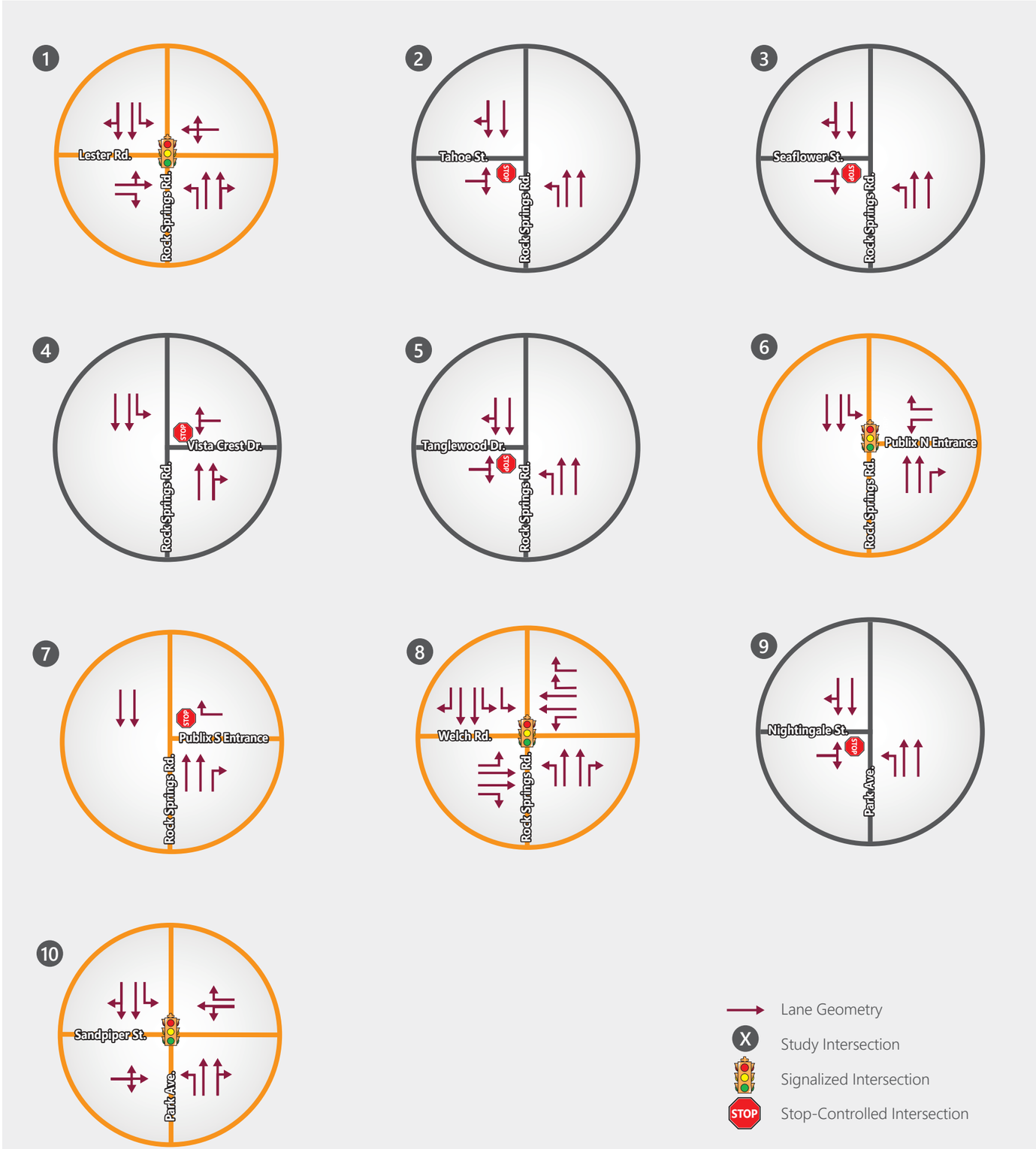
Based on the signal warrant analyses, the intersections of Rock Springs Road at Publix North Access and Rock Springs Road at Sandpiper Street satisfied warrants 1A and 1B starting from the year 2025. The future signal warrant sheets are provided in **Appendix L**.

8.2.3 *Build Alternative Proposed Improvements*

Based on the existing and No Build operational analyses, the required turn lane improvements were considered at the study intersections in addition to the signal and access changes as described in sections 8.2.1 and 8.2.2. Moreover, designated bicycle lanes were assumed along Rock Springs Road within the study limits. The following list summarizes the proposed improvements (also shown in **Figure 13**) considered in the Build alternative:

- **Rock Springs Road at Lester Road**
  - Eastbound approach - convert the shared through-right and exclusive left lanes to an exclusive right and shared through-left lanes
- **Rock Springs Road at Publix Plaza North Access**
  - Add a signal by the year 2025
  - Westbound approach – add an exclusive left turn lane
  - Northbound approach - add an exclusive right turn lane
- **Rock Springs Road at Publix Plaza South Access**
  - Covert the existing access to a right-in right-out
  - Northbound approach - add an exclusive right turn lane
- **Rock Springs Road at Welch Road**
  - Northbound approach - add an exclusive right turn lane
  - Southbound approach - add an exclusive right turn lane and a second left turn lane
  - Eastbound approach - add a second through lane
  - Westbound approach - add a second right turn lane and a through lane
- **Rock Springs Road/Park Avenue at Sandpiper Street**
  - Westbound approach - add an exclusive right turn lane
  - Align the minor approaches
  - Add a signal by the year 2025

Source: Google Maps



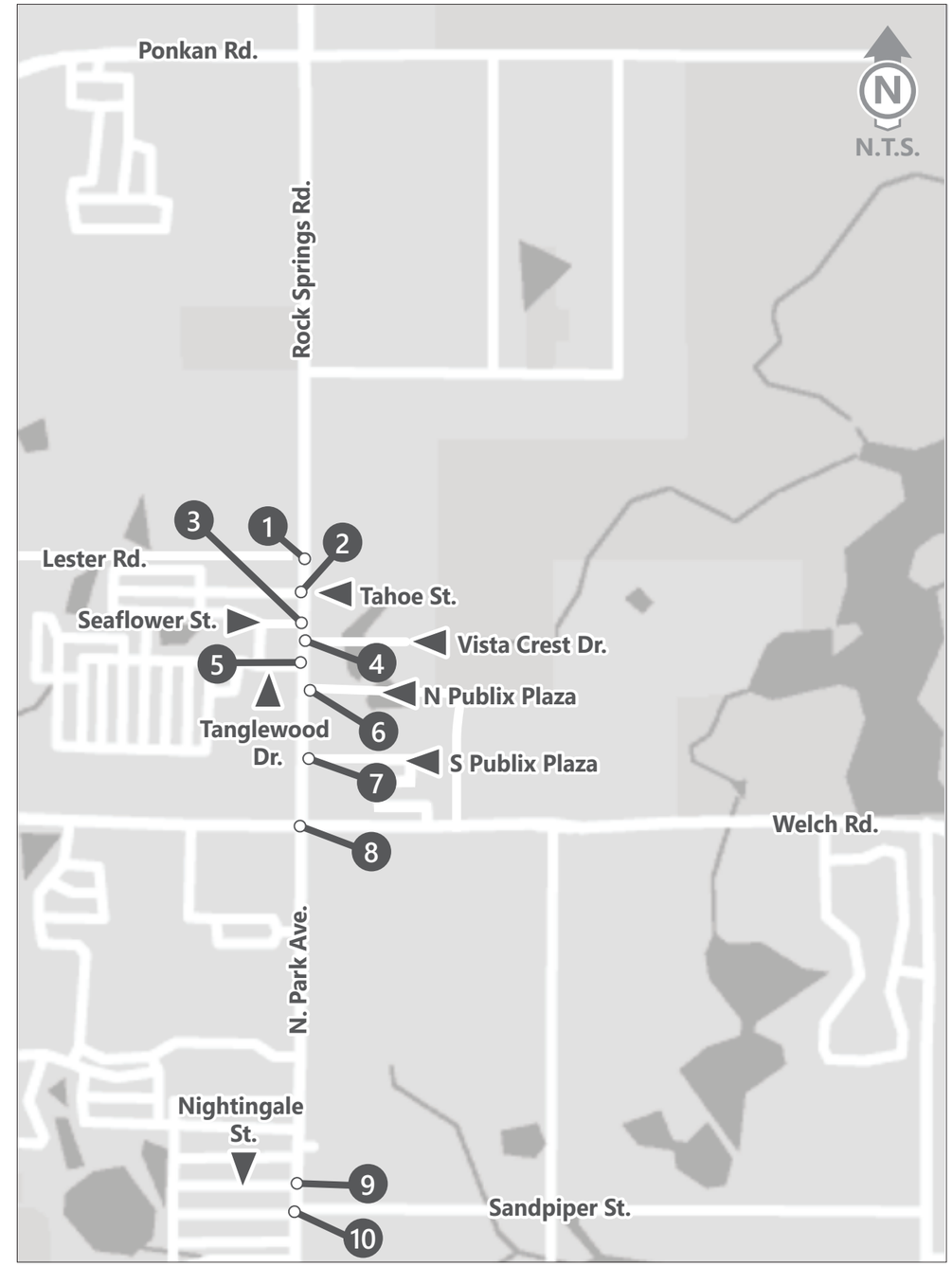


Figure 13

Future Build Geometry
Design Traffic Technical Memorandum (DTTM)
Access Management Study - Rock Springs Road from Lester Road to Welch Road and Intersection Study - Park Avenue and Sandpiper Street Intersection

8.2.4 *Intersection LOS Analysis*

Intersection analysis was performed to determine the performance of the study intersections with the proposed changes for the future years. Forecasted turning movement volumes as shown in **Figures 10** through **12** were used to evaluate the Build alternative.

Synchro (HCM 6th Edition) output sheets for each of these analyses are provided in **Appendix M**. The results of the Build alternative are presented in **Table 26** and summarized below.

- All the study signalized intersections are projected to operate at the target LOS E or better through the design year 2045.
- The major street approaches at all the unsignalized intersections are expected to operate at LOS D or better through the design year 2045.
- Starting from the year 2025, the minor street approaches on Vista Crest Drive and Tanglewood Drive are expected to operate at LOS F. By the year 2035, the minor street approaches on Tahoe Street and Publix Plaza South Access are also expected to operate at LOS F. By the year 2045, expect for East Nightingale Street, all the other minor street approaches are expected to operate at LOS F.

Table 26: Build Intersection Analysis Summary

Rock Springs Road at	Control Type	Target LOS	2025 Build				2035 Build				2045 Build			
			AM Design Hour		PM Design Hour		AM Design Hour		PM Design Hour		AM Design Hour		PM Design Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Lester Road	Signal	E	31.0	C	16.5	B	33.2	C	20.5	C	40.3	D	25.6	C
Tahoe Street	Stop	E	16.0/35.8	C/E	12.2/22.7	B/C	20.3/63.1	C/F	13.1/28.2	B/D	27.1/158.5	D/F	14.2/36.4	B/E
East Seaflower Street	Stop	E	15.2/28.4	C/D	11.8/20.3	B/C	18.6/42.1	C/E	12.5/23.6	B/C	23.2/63.5	C/F	13.5/28.1	B/D
Vista Crest Drive	Stop	E	10.4/28.3	B/D	17.0/59.7	C/F	12.7/51.5	B/F	20.3/110.2	C/F	16.0/131.9	C/F	24.8/234.6	C/F
Tanglewood Drive	Stop	E	17.6/52.0	C/F	13.6/32.1	B/D	22.9/292.1	C/F	15.0/66.5	C/F	31.5/>300.0	D/F	16.8/176.2	C/F
Publix Plaza North Access	Signal	E	2.8	A	5.9	A	6.8	A	9.5	A	15.6	B	28.4	C
Publix Plaza South Access*	Stop	E	12.7	B	30.5	D	16.7	C	50.1	F	26.3	D	98.4	F
East Welch Road	Signal	E	43.8	D	46.5	D	44.7	D	57.1	E	47.8	D	66.7	E
East Nightingale Street	Stop	E	12.0/18.7	B/C	10.7/16.5	B/C	13.7/24.0	B/C	11.6/18.4	B/C	16.0/32.1	C/D	12.7/21.2	B/C
East Sandpiper Street	Signal	E	14.1	B	23.0	C	16.6	B	25.5	C	19.8	B	29.1	C

Notes:

1. *HCM 6th Edition based outputs are presented in this table for the signalized and unsignalized intersections, respectively*
2. *Overall delay and LOS are reported for signalized intersections*
3. *Worst case results (delay and LOS) of major/minor movements are reported for unsignalized intersections*
4. **The delay is reported for the WB right turn movement (all other movements are free)*

8.2.5 *Roadway Arterial LOS Analysis – Build*

The Build roadway arterial operational analysis was performed for three future year traffic conditions (2025, 2035, and 2045) for AM and PM design hours based on Synchro 11. The LOS reported in **Table 27** is based on Exhibit 18-1 of HCM 6th Edition. As shown in **Table 27**, the Rock Springs Road segment between Lester Road and Welch Road is expected to operate at the target LOS E or better through the design year 2045.

Table 27: Roadway Arterial LOS Summary – Build

Rock Springs Road between Lester Road and Welch Road	AM Design Hour		PM Design Hour	
	Speed (mph)	LOS	Speed (mph)	LOS
2025 No Build				
Northbound Direction	28.5	C	25.7	C
Southbound Direction	24.9	D	21.9	D
2035 No Build				
Northbound Direction	26.1	C	23.0	D
Southbound Direction	23.2	D	19.9	E
2045 No Build				
Northbound Direction	23.3	D	18.8	E
Southbound Direction	20.9	D	19.1	E

8.2.6 *Multimodal LOS Analysis – Build*

A summary of the pedestrian and bicycle LOS analyses at the signalized study intersections is included in **Table 28-1**. As shown in Table 28-1, the pedestrian and bicycle modes at the study signalized intersections are projected to be within LOS D through the design year 2045.

Table 28-1: Multimodal LOS Analysis (Signalized Intersections) Summary – Build

Rock Springs Road at	Pedestrian Mode LOS				Bicycle Mode LOS			
	EB	WB	NB	SB	EB	WB	NB	SB
2025 Build								
AM Design Hour								
Lester Road	B	B	C	C	B	A	B	B
Publix Access N	-	B	C	C	-	B	B	C
Welch Road	C	D	C	C	B	B	B	C
Sandpiper Street	B	B	C	C	A	B	B	B
PM Design Hour								
Lester Road	C	B	C	C	B	A	B	B
Publix Access N	-	B	C	C	-	B	B	C
Welch Road	C	C	C	D	B	C	C	C
Sandpiper Street	B	B	C	C	A	B	B	B
2035 Build								
AM Design Hour								
Lester Road	B	B	C	C	B	A	B	B
Publix Access N	-	B	C	C	-	B	B	C
Welch Road	C	D	C	C	B	C	C	C
Sandpiper Street	B	B	C	C	A	B	B	B
PM Design Hour								
Lester Road	C	B	C	C	B	A	C	B
Publix Access N	-	B	C	C	-	B	C	C
Welch Road	C	D	C	D	B	C	C	C
Sandpiper Street	B	B	C	C	A	B	B	B
2045 Build								
AM Design Hour								
Lester Road	C	B	D	C	B	A	B	C
Publix Access N	-	B	D	D	-	B	B	C
Welch Road	C	D	C	D	C	C	C	D
Sandpiper Street	B	B	C	C	A	B	B	B
PM Design Hour								
Lester Road	C	B	D	C	B	A	C	B
Publix Access N	-	B	D	D	-	B	C	C
Welch Road	C	D	D	D	C	C	C	C
Sandpiper Street	B	B	C	C	C	C	C	C

Notes:

1. *Signalized intersection multimodal LOS is based on HCM 6th Edition methodology*
2. *EB/WB is for side street movements and NB/SB is for Rock Springs Road movements*

Table 28-2 shows the multimodal LOS including pedestrian, bicycle, and transit LOS for the study corridor. This LOS is based on the Generalized Service Volume Table 1 of the 2020 Q/LOS Handbook (included in **Appendix D**). As shown in **Table 25-2**, the corridor is not anticipated to operate at the assumed target LOS D for transit in all years and pedestrians in 2035 and 2045.

Table 28-2: Multimodal LOS Analysis (Segments) Summary – Build

Rock Springs Road between Lester Road and Welch Road						
Segment Average AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Transit Mode LOS	
	Paved Shoulder/Bicycle Lane Coverage	LOS	Sidewalk Coverage	LOS	Sidewalk Coverage (1 bus per hour)	LOS
2025 Build						
31,500	0-85%	C	85-100%	D	85-100%	E
2035 Build						
37,000	0-85%	C	85-100%	E	85-100%	E
2045 Build						
43,000	0-85%	D	85-100%	F	85-100%	E

Note:

1. *Segment multimodal LOS is based on Generalized Service Volume Table 1 of the 2020 Q/LOS*

9 Recommendations

Based on the evaluation of the design year 2045 Build traffic conditions, this study recommends the capacity improvements as shown in **Table 29** and in **Figure 13**, to accommodate projected traffic volumes and enhance mobility and safety within the study corridor.

Table 29: Recommended Improvements

Study Intersection	Improvement
Rock Springs Road at Lester Road	▪ Convert the eastbound shared through-right and exclusive left lanes to an exclusive right and shared through-left lanes
Rock Springs Road at Publix Plaza North Access	▪ Add a signal by the year 2025 ▪ Add an exclusive westbound left turn lane ▪ Add an exclusive northbound right turn lane
Rock Springs Road at Publix Plaza South Access	▪ Covert the existing access to a right-in right-out ▪ Add an exclusive northbound right turn lane
Rock Springs Road at Welch Road	▪ Add an exclusive northbound right turn lane ▪ Add an exclusive southbound right turn lane and a second southbound left turn lane ▪ Add a second eastbound through lane ▪ Add a second westbound right turn lane and a through lane
Rock Springs Road/Park Avenue at Sandpiper Street	▪ Add an exclusive westbound right turn lane ▪ Align the minor approaches ▪ Add a signal by the year 2025

In addition to the proposed improvements, this study used the 95th percentile queues from the HCM intersection analysis to develop the queue length recommendations at the signalized intersections along the study corridor. **Table 30** shows the recommended queue lengths for the design year 2045 design hour conditions.

It should be noted that the specific lengths do not include the taper or deceleration distance (refer to FDOT index 301 to determine the appropriate specific taper and deceleration length). These queue lengths are recommended at locations where these lengths can be achieved. The actual design and implementation of these queue length requirements will be a function of design and the physical practicality of their construction.

Table 30: Recommended Queue Lengths for Turn Lanes at Signals

Rock Springs Road at	Turn Lane Queue Length (feet)							
	Side Streets				Rock Springs Road			
	EB Left	EB Right	WB Left	WB Right	NB Left	NB Right	SB Left	SB Right
Lester Road	150	675	-	-	700	-	25	-
Publix North Access	-	-	72	250	-	75	275	-
Welch Road	550	450	575	500	375	275	575	25
Sandpiper Street	-	-	100	375	25	-	375	-

Appendices

Appendix *A* – LYNX Route Maps

Appendix *B* – Raw Traffic Counts

Appendix *C* – FDOT Seasonal & Axle Adjustment Factors

Appendix *D* – Existing Synchro Analysis Outputs

Appendix *E* – Historical Crash Data

Appendix *F* – Base Year Model Validation

Appendix *G* – Future Model Plots

Appendix *H* – Trends Analysis

Appendix *I* – BEBR Estimates

Appendix J – TURNS5

Appendix K – No Build Synchro

Appendix L – Signal Warrant Sheets

Appendix M – Build Synchro

Appendix A

LYNX Route Maps

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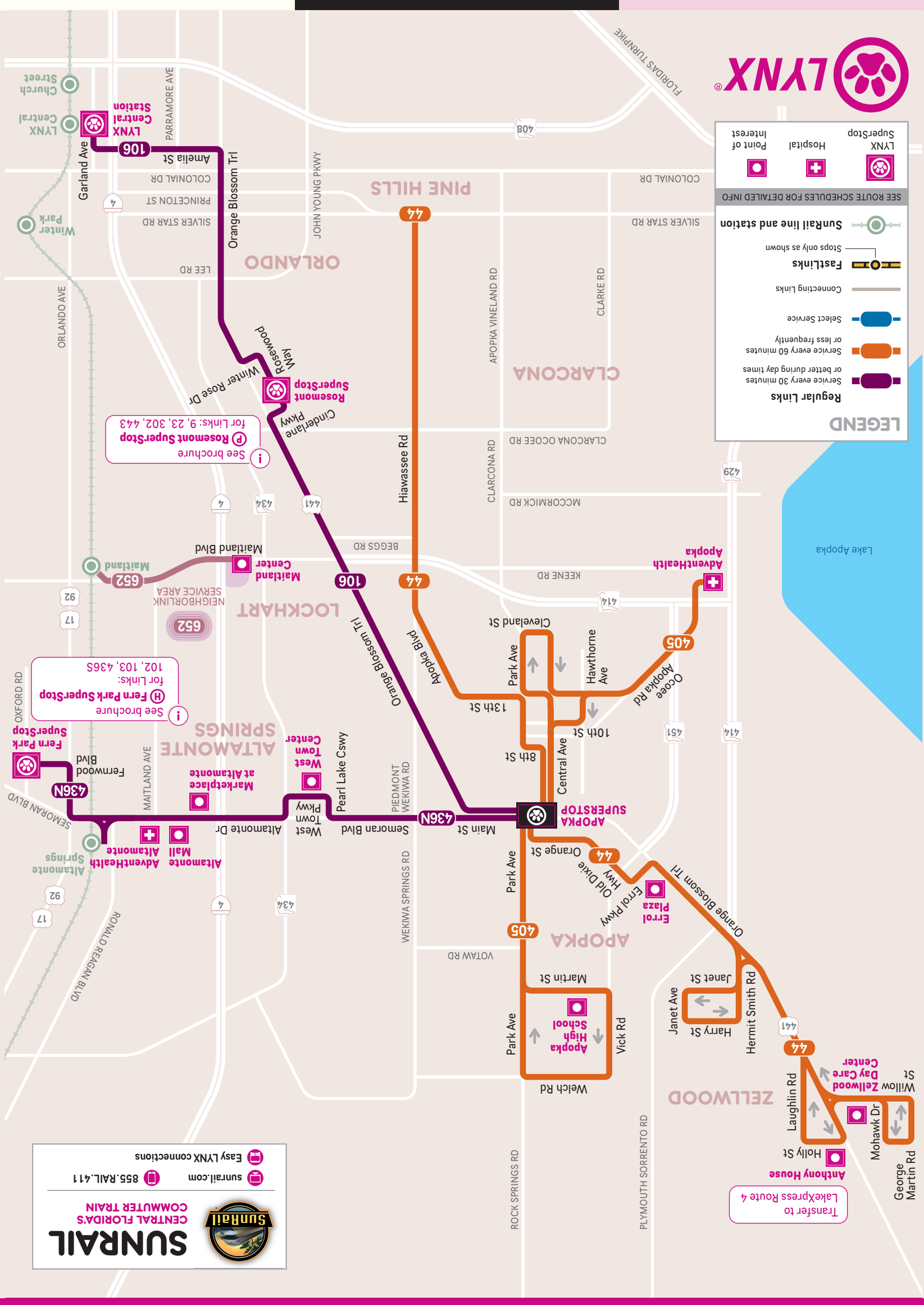

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Times indicate departures from the BEGINNING of the route. Diagrams show major points on each Link – buses make additional local stops along the way.

44 NORTHBOUND
to Zellwood

Silver Star Rd/ Hiawassee Rd	Hiawassee Rd/ Apopka Blvd	Apopka SuperStop	Errol Plaza	Harry St/ Janet Ave	Anthony House
approximate time away >	13 mins	22 mins	33 mins	40 mins	49 mins

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:25 am*	5:25 am*	NO SERVICE
ALL-DAY	:25	:25	
LAST TRIP	7:25 pm	7:25 pm	

* *First trip from Harry St/Janet Ave at 5:07 am*

44 SOUTHBOUND
to Pine Hills

Anthony House	Errol Plaza	Apopka SuperStop	Apopka Blvd/ Hiawassee Rd	Silver Star Rd/ Hiawassee Rd
approximate time away >	21 mins	32 mins	41 mins	54 mins

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:20 am	5:20 am	NO SERVICE
ALL-DAY	:20	:20	
LAST TRIP	8:20 pm	8:20 pm	

405 NORTHSIDE
Apopka Circulator

Apopka SuperStop	Martin St/ Apopka High School	Welch Rd/ Park Ave	Apopka SuperStop
approximate time away >	9 mins	15 mins	25 mins

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:10 am	5:15 am	5:15 am
DAY 5–7 am	:10	:15	:15
DAY 7 am–8 pm	:15		
LAST TRIP	7:15 pm	7:15 pm	7:15 pm

405 SOUTHSIDE
Apopka Circulator

Apopka SuperStop	Central Ave/ Cleveland St	AdventHealth Apopka	Apopka SuperStop
approximate time away >	4 mins	12 mins	23 mins

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	4:45 am	4:45 am	4:45 am
DAY 5 am–1 pm, 1–7 pm	:45	:45	:45
EVE 7–8 pm	:40	:40	:45
NIGHT 8 pm–12 am	:30	:35	--
LAST TRIP	12:30 am	8:35 pm	7:45 pm

106 INBOUND
to LYNX Central Station

Apopka SuperStop	O.B.T./Piedmont-Wekiwa Rd	Rosemont SuperStop	O.B.T./ Silver Star Rd	LYNX Central Station - Bay F
approximate time away >	11 mins	26 mins	34 mins	47 mins

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	4:25 am	4:55 am	4:50 am
DAY 4–5 am	:25, :55	:25, :55	:50
DAY 5–6 am	:20, :35, :50		
DAY 6–7 am	:05, :20, :35, :48	:20, :50	
DAY 7–8 am	:00, :15, :30, :45		
DAY 8–9 am	:00, :15, :45		
DAY 9 am–5 pm	:15, :45		
DAY 5–7:30 pm	:20, :50		
EVE 7:30–10 pm	:55	:50	:00
NIGHT 11 pm–12 am	:00	--	--
LAST TRIP	12:00 am	9:50 pm	8:00 pm

106 OUTBOUND
to Apopka SuperStop

LYNX Central Station - Bay F	O.B.T./ Silver Star Rd	Rosemont SuperStop	O.B.T./Piedmont-Wekiwa Rd	Apopka SuperStop
approximate time away >	15 mins	25 mins	38 mins	49 mins

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	4:45 am	4:45 am	4:45 am
DAY 5 am–4 pm	:15, :45	:15, :45	:45
EVE 4–7 pm	:00, :15, :30, :45		
EVE 7–8 pm	:15, :45	:45	--
NIGHT 8–11 pm	:45		
LAST TRIP	11:45 pm	9:45 pm	7:45 pm

652 NEIGHBORLINK
Maitland Center

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Passengers must call 407-244-0808 at least two hours in advance to arrange a pickup in the curb-to-curb service area of Maitland Center or use the NeighborLink app.

	MONDAY–FRIDAY ONLY
AM TRIPS depart	6:35, 7:35, 8:35 am
DAY	NO SERVICE
PM TRIPS arrive	5:10, 6:15, 7:00 pm

At SunRail Station

436N WESTBOUND
to Apopka SuperStop

Fern Park SuperStop	Altamonte Springs SunRail**	Altamonte Mall	SR-436/ West Town Pkwy	Apopka SuperStop
approximate time away >	9 mins	16 mins	33 mins	54 mins
Weekend Only	-- mins	10 mins	25 mins	45 mins

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:05 am*	5:25 am*	6:55 am
DAY 5 am–7 pm	:05, :35	:25, :55	:55
EVE 7–8 pm		:20, :50	
EVE 8–9 pm		:35, :58	
NIGHT 9–10 pm	:05, :40	:28	--
NIGHT 10–11 pm	:25	:00, :30	
NIGHT 11 pm–12 am	:10, :40		
LAST TRIP	12:20 am	12:00 am	8:55 pm

* *First trip departs from SR-436/West Town Pkwy at 5:05 am (Mon-Fri) and 4:30 am (Sat).*

** *Altamonte Springs SunRail Station served Monday–Friday only*

436N EASTBOUND
to Fern Park SuperStop

Apopka SuperStop	SR-436/ West Town Pkwy	Altamonte Mall	Altamonte Springs SunRail**	Fern Park SuperStop
approximate time away >	20 mins	38 mins	48 mins	56 mins
Weekend Only	17 mins	33 mins	-- mins	42 mins

MINS AFTER THE HOUR	MON–FRI	SAT	SUN
FIRST TRIP	4:30 am	4:40 am	6:50 am
DAY 5–8 am	:00, :30	:10, :40	:50
DAY 8 am–12 pm	:25, :55		
DAY 12 pm–5 pm	:20, :50		
DAY 5 pm–6 pm	:25, :55		
DAY 6–7 pm	:30		
EVE 7–8 pm	:00, :30	:10, :43	
EVE 8–9 pm	:05, :55	:10, :40	
NIGHT 9–10 pm	:25, :55	:17, :40	--
LAST TRIP	9:55 pm	9:40 pm	8:50 pm

** *Altamonte Springs SunRail Station served Monday–Friday only*

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- (C) Colonial Dr East/West
- (D) Colonial Dr West/West Oaks Mall
- (E) Destination Parkway
- (F) Dixie Belle Dr & Gatlin Ave
- (G) FastLink Services
- (H) Fern Park SuperStop
- (I) Florida Mall SuperStop
- (K) Kissimmee Intermodal Station
- (L) LYNX Central Station
- (M) LYMMO
- (N) Orlando International Airport
- (O) Poinciana Walmart Center
- (P) Rosemont SuperStop
- (Q) Sanford Seminole Centre
- (R) SunRail Connections
- (S) UCF Area
- (T) Disney Area
- (U) Washington Shores SuperStop
- (V) Winter Park Village Area

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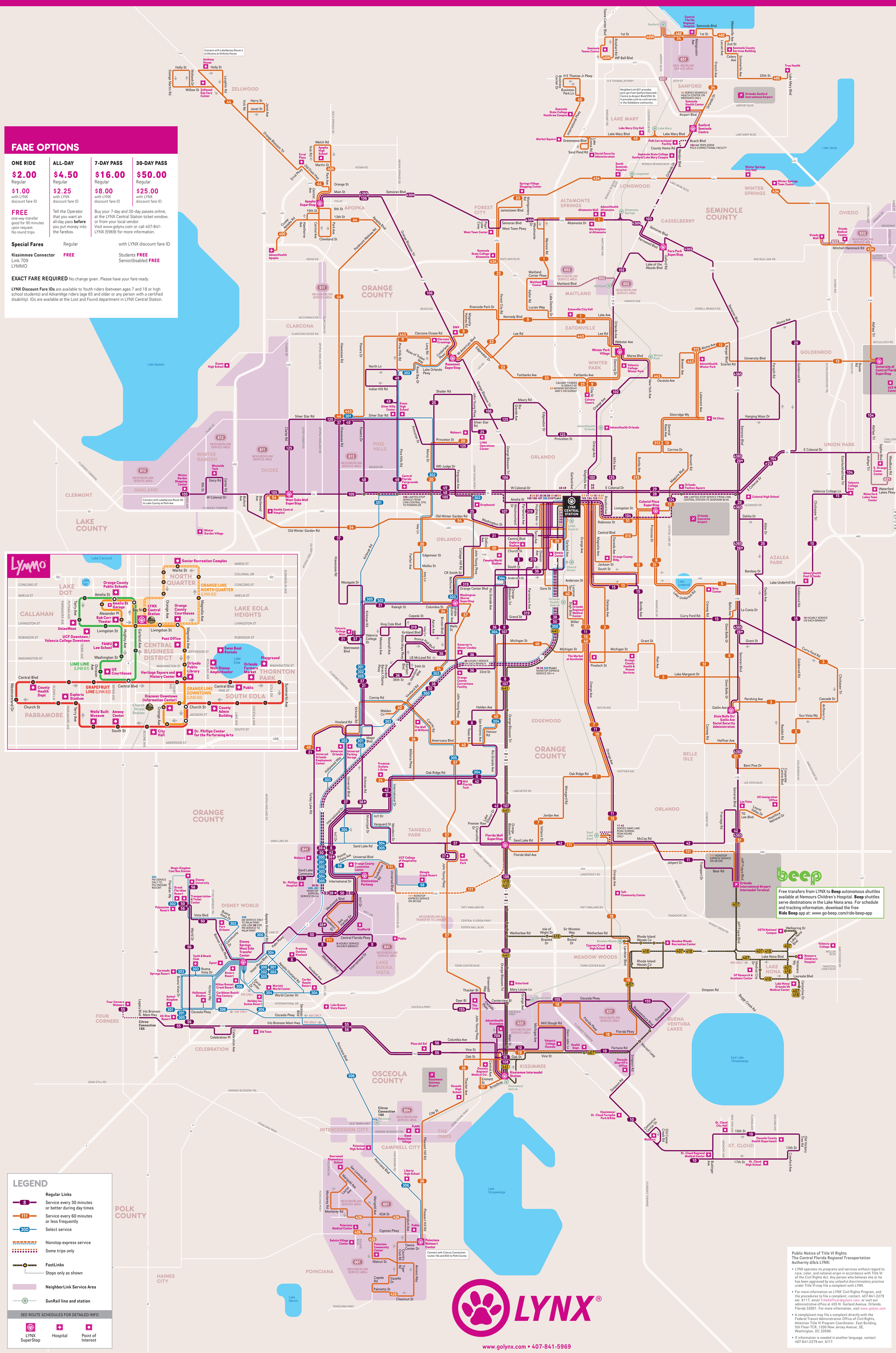
3	F L
6	B F
7	I L
8	E L
9	P R V
10	K
11	L N R
13	B L S
15	L S
18	K L R
20	L U
21	L U
23	P R V
24	U
25	L U
26	K O
28	C L
29	C L
34	Q R
36	L U
37	I
38	E L
40	L R U
42	E I N R
44	A
45	Q R
46E	Q R
46W	Q R
48	C L
49	C L
50	L T
51	B L N
54	D L
55	K
56	K T
57	K U
58	E
102	H L R V
103	H Q
104	C L S
105	C D L
106	A L P
107	I L
108	I K
111	E I N R
125	D L R
155	K R
300	L T
301	T
302	P T
303	T U
304	T
305	T
306	O R T
313	B L
319	L U
405	A
426	O
434	R S
436N	A H R
436S	F H N
443	P R V
709	K
FastLink	
407	G N K
418	G I R
441	G I K L
LYMMO	
L M	Orange Line
L M	Lime Line
M	Grapefruit Line
NeighborLink	
601	O
604	O R
611	D
612	C D
613	D
621	S
622	S
631	K R
632	K R
641	E
651	Q R
652	A H R V

LYNX SYSTEM MAP

Schematic Map
Not to Scale

NORTH



FARE OPTIONS

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

Special Fares	Regular	with LYNX discount fare ID
Kissimmee Connector Link 709 LYMMO	FREE	Students FREE Senior/disabled FREE

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

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

FIND YOUR LINK

Link	
1	Winter Park / Altamonte Springs / Maitland
3	Lake Margaret Drive
6	Dixie Belle Drive
7	S Orange Avenue / Florida Mall
8	W Oak Ridge Road / Int'l Drive
9	Winter Park / Rosemont
10	East US 192 / St. Cloud
11	S Orange Ave / Orlando Int'l Airport
13	University of Central Florida / University Blvd.
15	Curry Ford Road / Valencia College East
18	S Orange Avenue / Kissimmee
20	Malibu Street/Pine Hills
21	Raleigh St. / Kirkman Rd. / Universal Orlando
23	Winter Park / Springs Village
24	Millenia / Vineland
25	Mercy Drive / Shader Road
26	Pleasant Hill Road / Poinciana
28	E Colonial Drive / Azalea Park
29	E Colonial Drive / Goldenrod
34	N. U.S. 17-92 / Sanford
36	Lake Richmond
37	Pine Hills / Florida Mall
38	Downtown Orlando / I-Drive Express
40	Americana Boulevard / Universal Orlando
42	Int'l Drive / Orlando Int'l Airport
44	Hiawassee Road / Zellwood / Apopka
45	Lake Mary
46E	E. First Street/Downtown Sanford
46W	West SR 46 / Seminole Towne Center
48	W Colonial Drive / Pine Hills
49	W Colonial Drive / Pine Hills Road
50	Downtown Orlando / Magic Kingdom Express
51	Conway Road / Orlando Int'l Airport
54	Old Winter Garden Road
55	West US 192 / Four Corners
56	West US 192 / Magic Kingdom
57	John Young Parkway
58	Shingle Creek Circulator
102	Orange Avenue / South 17-92
103	North 17-92 / Sanford
104	East Colonial
105	West Colonial
106	North US 441 / Apopka
107	US 441 / Orlando Florida Mall
108	South US 441 / Kissimmee
111	SeaWorld / Orlando Int'l Airport
125	Silver Star Road Crosstown
155	The Loop / Buena Ventura Lakes
313	Bumby Ave / Winter Park
319	Richmond Heights
405	Apopka Circulator
426	Poinciana Circulator
434	SR 434 Crosstown / University of Central FL
436N	Fern Park / Apopka / SR 436
436S	Fern Park / Orlando Int'l Airport / SR 436
443	Lee Road Crosstown
709	Kissimmee Connector
Disney Direct	
300	Downtown Orlando / Hotel Plaza
301	Pine Hills / Animal Kingdom
302	Rosemont / Magic Kingdom
303	Wash. Shores / Disney Hollywood Studios
304	Rio Grande / Vistana Resort
305	Metrowest / All Star Resorts
306	Poinciana / Disney West Side Transfer Cntr.
FastLink	
407	Kissimmee / VA Hosp. / Orlando Int'l Airport
418	Florida Mall / Meadow Woods / Lake Nona
441	Kissimmee / Downtown Orlando
LYMMO *Free Downtown Orlando Circulator*	
Orange Line – Downtown (Link 60)	LYNX Central Station to City Hall
Orange Line – North Quarter (Link 63)	Courthouse to Marks St Senior Recreation
Grapefruit Line (Link 62)	Amway Center / Lake Eola
Lime Line (Link 61)	Creative Village / Amway Center
NeighborLink	
Call 407-244-0808 at least 2 hours in advance to request a ride.	
601	Poinciana
604	Intercession City / Campbell City
611	Ocoee
612	Winter Garden
613	Pine Hills
621	East Colonial Drive / Bithlo
622	Oviedo
631	Buena Ventura Lakes
632	North Kissimmee
641	Williamsburg
651	Goldsboro
652	Maitland Center

All Links are wheelchair accessible.

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

- LYNX operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with LYNX.
- For more information on LYNX' Civil Rights Program, and the procedures to file a complaint, contact, 407-841-2279 ext. 6117, email Title6officer@golynx.com, or visit our administrative office at 455 N. Garland Avenue, Orlando, Florida 32801. For more information, visit www.golynx.com
- A complainant may file a complaint directly with the Federal Transit Administration Office of Civil Rights, Attention Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.
- If information is needed in another language, contact 407-841-2279 ext. 6117.

APRIL 2021

Appendix B

Raw Traffic Counts

TRAFFIC COUNT DATA

VHB PROJECT NO:	63383.13
LOCATION CODE:	1
COUNT LOCATION:	Rock Springs Road south of Welch Road
EQUIPMENT ID:	70

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	3/23/2021	Start Time:	Midnight
End Date:	3/25/2021	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	5:00 PM
Average Daily:	20,149	Average Peak Hour:	1,564
Daily Truck Avg:	2,706	Max Hour Truck Avg:	278
		Peak Hour Truck Avg:	210

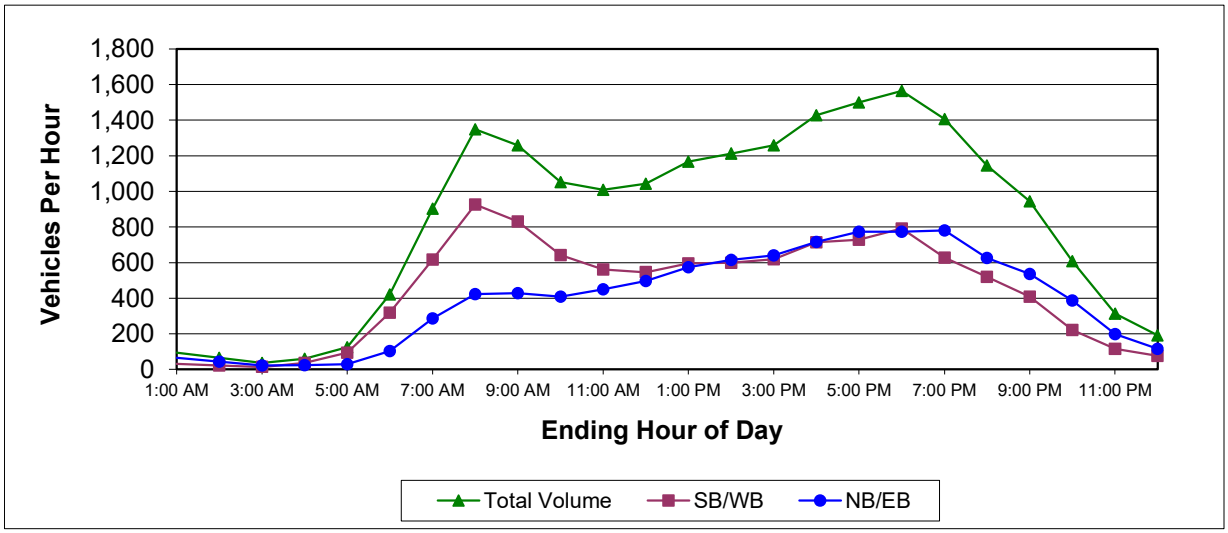
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	7.8%	D=	50.6%
T Max Hour	17.8%	T daily	13.4%
T med (max)	13.5%	T med Daily	11.5%
T heavy (max)	4.3%	T heavy Daily	1.9%
T Peak Hour	13.4%		
T med Peak Hour	9.8%	Axle Factor	0.99
T heavy Peak Hour	3.7%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 63383.13
LOCATION CODE: 1
COUNT LOCATION: Rock Springs Road south of Welch Road
EQUIPMENT ID: 70

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	65	30	95	0.68%	0.28%	0.47%
2:00 AM	44	22	65	0.46%	0.20%	0.32%
3:00 AM	22	14	36	0.23%	0.13%	0.18%
4:00 AM	23	36	59	0.25%	0.34%	0.29%
5:00 AM	29	95	124	0.31%	0.89%	0.61%
6:00 AM	103	318	421	1.08%	2.99%	2.09%
7:00 AM	286	617	903	3.01%	5.79%	4.48%
8:00 AM	422	926	1,348	4.44%	8.70%	6.69%
9:00 AM	427	831	1,258	4.49%	7.81%	6.24%
10:00 AM	409	642	1,051	4.31%	6.03%	5.22%
11:00 AM	449	560	1,009	4.73%	5.26%	5.01%
12:00 PM	496	546	1,042	5.21%	5.13%	5.17%
1:00 PM	573	595	1,168	6.03%	5.59%	5.80%
2:00 PM	614	598	1,213	6.46%	5.62%	6.02%
3:00 PM	640	618	1,258	6.74%	5.81%	6.25%
4:00 PM	716	713	1,428	7.53%	6.70%	7.09%
5:00 PM	772	728	1,500	8.12%	6.84%	7.44%
6:00 PM	773	791	1,564	8.13%	7.43%	7.76%
7:00 PM	780	627	1,407	8.20%	5.89%	6.98%
8:00 PM	626	520	1,146	6.58%	4.88%	5.69%
9:00 PM	536	408	944	5.64%	3.83%	4.68%
10:00 PM	388	221	608	4.08%	2.07%	3.02%
11:00 PM	197	115	312	2.08%	1.08%	1.55%
12:00 AM	115	75	190	1.21%	0.71%	0.94%
TOTALS	9,507	10,642	20,149	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 63383.13
LOCATION CODE: 1
COUNT LOCATION: Rock Springs Road south of Welch Road
EQUIPMENT ID: 70

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	98	0.49%
Class 2	Cars	14,532	72.12%
Class 3	Pick-Ups & Vans	2,813	13.96%
Class 4	Buses	197	0.98%
Class 5	2 Axle, Single Unit Trucks	2,127	10.56%
Class 6	3 Axle, Single Unit Trucks	169	0.84%
Class 7	4 Axle, Single Unit Trucks	36	0.18%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	93	0.46%
Class 9	3 Axle Tractor with 2 Axle Trailer	22	0.11%
Class 10	3 Axle Tractor with 3 Axle Trailer	5	0.02%
Class 11	5 Axle Multi Trailer	20	0.10%
Class 12	6 Axle Multi Trailer	12	0.06%
Class 13	7 or more Axles	25	0.12%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**20,149**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO: 63383.13
LOCATION CODE: 2
COUNT LOCATION: Rock Springs Road between Welch Road and Tanglewood Drive
EQUIPMENT ID: 70

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date: 3/23/2021 Start Time: Midnight
End Date: 3/25/2021 End Time: Midnight

VOLUMES:

		Peak Hour Time:	5:00 PM
Average Daily:	25,052	Average Peak Hour:	2,160
Daily Truck Avg:	2,838	Max Hour Truck Avg:	293
		Peak Hour Truck Avg:	242

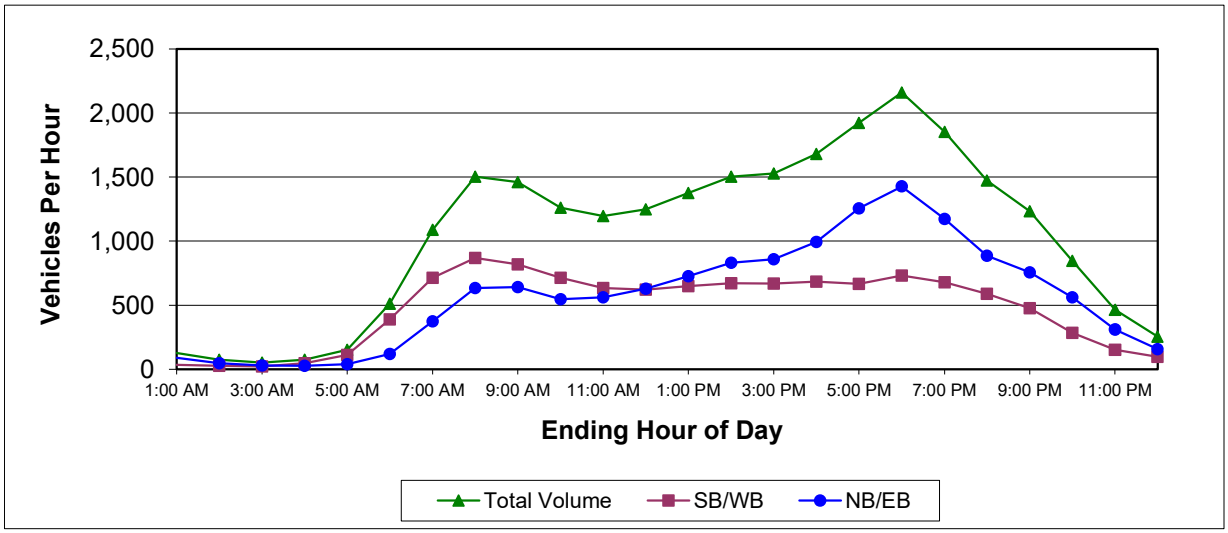
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	8.6%	D=	66.1%
T Max Hour	13.6%	T daily	11.3%
T med (max)	9.9%	T med Daily	8.8%
T heavy (max)	3.7%	T heavy Daily	2.5%
T Peak Hour	11.2%		
T med Peak Hour	8.5%	Axle Factor	0.99
T heavy Peak Hour	2.7%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 63383.13
LOCATION CODE: 2
COUNT LOCATION: Rock Springs Road between Welch Road and Tanglewood Drive
EQUIPMENT ID: 70

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	90	37	127	0.66%	0.33%	0.51%
2:00 AM	48	27	75	0.35%	0.24%	0.30%
3:00 AM	31	22	53	0.23%	0.19%	0.21%
4:00 AM	27	48	75	0.20%	0.42%	0.30%
5:00 AM	39	113	153	0.29%	1.00%	0.61%
6:00 AM	122	390	512	0.89%	3.43%	2.04%
7:00 AM	374	713	1,088	2.74%	6.27%	4.34%
8:00 AM	635	869	1,504	4.64%	7.65%	6.00%
9:00 AM	641	819	1,459	4.68%	7.20%	5.83%
10:00 AM	547	714	1,261	4.00%	6.28%	5.03%
11:00 AM	562	635	1,197	4.11%	5.59%	4.78%
12:00 PM	628	622	1,250	4.59%	5.47%	4.99%
1:00 PM	726	649	1,375	5.31%	5.71%	5.49%
2:00 PM	832	671	1,503	6.08%	5.90%	6.00%
3:00 PM	858	670	1,528	6.27%	5.89%	6.10%
4:00 PM	995	686	1,681	7.27%	6.03%	6.71%
5:00 PM	1,256	668	1,924	9.18%	5.87%	7.68%
6:00 PM	1,427	733	2,160	10.43%	6.44%	8.62%
7:00 PM	1,174	679	1,852	8.58%	5.97%	7.39%
8:00 PM	885	590	1,475	6.47%	5.19%	5.89%
9:00 PM	755	478	1,233	5.52%	4.20%	4.92%
10:00 PM	561	285	846	4.10%	2.51%	3.38%
11:00 PM	312	153	465	2.28%	1.35%	1.85%
12:00 AM	157	98	254	1.14%	0.86%	1.02%
TOTALS	13,684	11,368	25,052	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 63383.13
LOCATION CODE: 2
COUNT LOCATION: Rock Springs Road between Welch Road and Tanglewood Drive
EQUIPMENT ID: 70

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	402	1.60%
Class 2	Cars	18,189	72.60%
Class 3	Pick-Ups & Vans	3,624	14.47%
Class 4	Buses	198	0.79%
Class 5	2 Axle, Single Unit Trucks	2,013	8.04%
Class 6	3 Axle, Single Unit Trucks	316	1.26%
Class 7	4 Axle, Single Unit Trucks	112	0.45%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	75	0.30%
Class 9	3 Axle Tractor with 2 Axle Trailer	50	0.20%
Class 10	3 Axle Tractor with 3 Axle Trailer	7	0.03%
Class 11	5 Axle Multi Trailer	24	0.10%
Class 12	6 Axle Multi Trailer	22	0.09%
Class 13	7 or more Axles	20	0.08%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**25,052**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO: 63383.13
LOCATION CODE: 3
COUNT LOCATION: Rock Springs Road between Tanglewood Drive and Lester Road
EQUIPMENT ID: 70

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date: 3/23/2021 Start Time: Midnight
End Date: 3/25/2021 End Time: Midnight

VOLUMES:

		Peak Hour Time:	5:00 PM
Average Daily:	26,333	Average Peak Hour:	2,333
Daily Truck Avg:	2,937	Max Hour Truck Avg:	292
		Peak Hour Truck Avg:	223

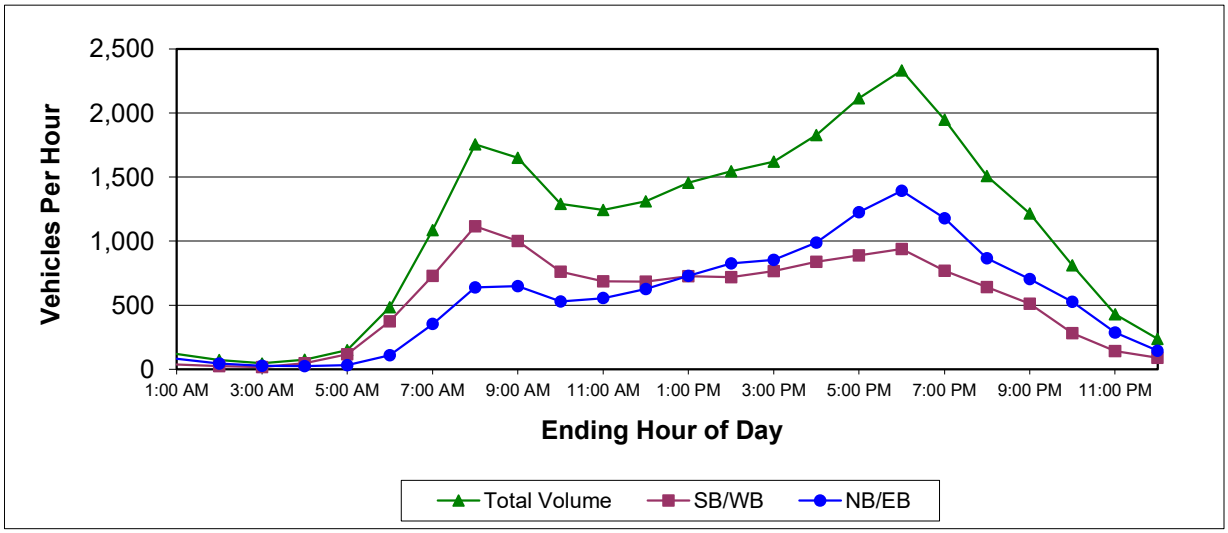
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	8.9%	D=	59.8%
T Max Hour	12.5%	T daily	11.2%
T med (max)	9.4%	T med Daily	8.9%
T heavy (max)	3.1%	T heavy Daily	2.2%
T Peak Hour	9.6%		
T med Peak Hour	6.8%	Axle Factor	0.99
T heavy Peak Hour	2.7%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 63383.13
LOCATION CODE: 3
COUNT LOCATION: Rock Springs Road between Tanglewood Drive and Lester Road
EQUIPMENT ID: 70

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	82	38	120	0.61%	0.29%	0.46%
2:00 AM	46	27	73	0.34%	0.21%	0.28%
3:00 AM	28	19	47	0.21%	0.14%	0.18%
4:00 AM	26	48	74	0.19%	0.37%	0.28%
5:00 AM	32	117	149	0.24%	0.90%	0.57%
6:00 AM	111	374	486	0.83%	2.90%	1.84%
7:00 AM	355	730	1,085	2.64%	5.65%	4.12%
8:00 AM	639	1,115	1,754	4.76%	8.63%	6.66%
9:00 AM	649	1,002	1,651	4.84%	7.75%	6.27%
10:00 AM	529	762	1,291	3.94%	5.90%	4.90%
11:00 AM	557	688	1,244	4.15%	5.32%	4.73%
12:00 PM	627	683	1,311	4.68%	5.29%	4.98%
1:00 PM	731	726	1,457	5.45%	5.62%	5.53%
2:00 PM	827	719	1,546	6.17%	5.57%	5.87%
3:00 PM	855	766	1,621	6.37%	5.93%	6.15%
4:00 PM	988	839	1,827	7.37%	6.50%	6.94%
5:00 PM	1,225	889	2,114	9.13%	6.88%	8.03%
6:00 PM	1,394	939	2,333	10.39%	7.27%	8.86%
7:00 PM	1,179	767	1,947	8.79%	5.94%	7.39%
8:00 PM	867	641	1,508	6.46%	4.96%	5.73%
9:00 PM	705	512	1,217	5.26%	3.96%	4.62%
10:00 PM	528	282	811	3.94%	2.19%	3.08%
11:00 PM	287	143	430	2.14%	1.11%	1.63%
12:00 AM	146	92	238	1.09%	0.71%	0.90%
TOTALS	13,415	12,917	26,333	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 63383.13
LOCATION CODE: 3
COUNT LOCATION: Rock Springs Road between Tanglewood Drive and Lester Road
EQUIPMENT ID: 70

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	360	1.37%
Class 2	Cars	19,298	73.28%
Class 3	Pick-Ups & Vans	3,738	14.20%
Class 4	Buses	182	0.69%
Class 5	2 Axle, Single Unit Trucks	2,163	8.21%
Class 6	3 Axle, Single Unit Trucks	315	1.20%
Class 7	4 Axle, Single Unit Trucks	82	0.31%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	74	0.28%
Class 9	3 Axle Tractor with 2 Axle Trailer	50	0.19%
Class 10	3 Axle Tractor with 3 Axle Trailer	5	0.02%
Class 11	5 Axle Multi Trailer	24	0.09%
Class 12	6 Axle Multi Trailer	30	0.11%
Class 13	7 or more Axles	12	0.05%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**26,333**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	63383.13
LOCATION CODE:	4
COUNT LOCATION:	Rock Springs Road north of Lester Road
EQUIPMENT ID:	70

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	3/23/2021	Start Time:	Midnight
End Date:	3/25/2021	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	5:00 PM
Average Daily:	21,523	Average Peak Hour:	1,935
Daily Truck Avg:	3,199	Max Hour Truck Avg:	329
		Peak Hour Truck Avg:	266

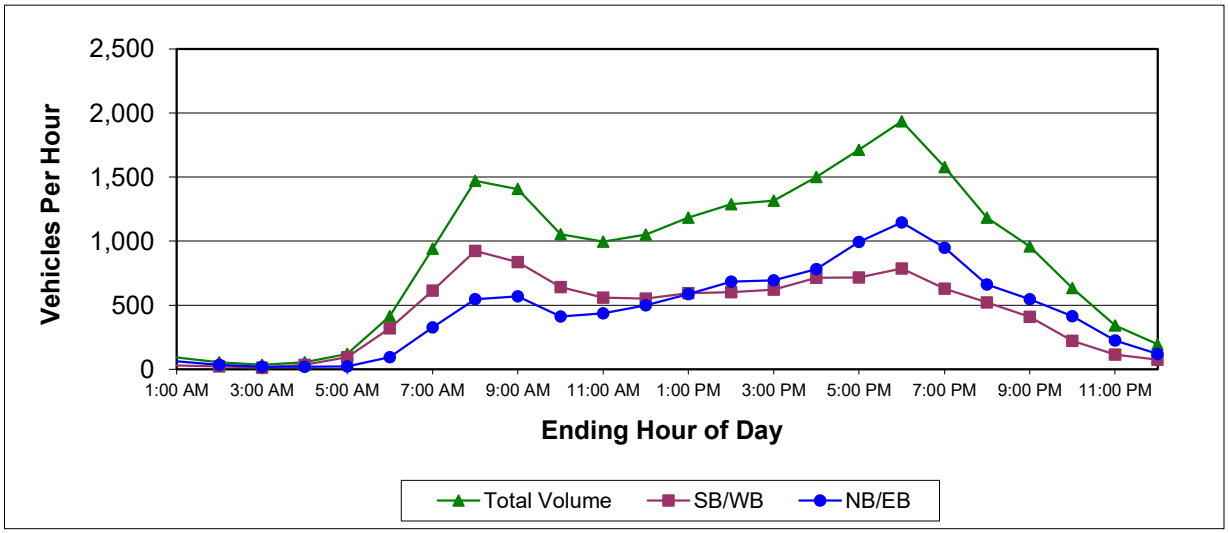
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	9.0%	D=	59.3%
T Max Hour	17.0%	T daily	14.9%
T med (max)	14.6%	T med Daily	13.1%
T heavy (max)	2.4%	T heavy Daily	1.8%
T Peak Hour	13.8%		
T med Peak Hour	12.1%	Axle Factor	0.99
T heavy Peak Hour	1.6%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 63383.13
LOCATION CODE: 4
COUNT LOCATION: Rock Springs Road north of Lester Road
EQUIPMENT ID: 70

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	62	30	92	0.57%	0.28%	0.43%
2:00 AM	35	22	56	0.32%	0.20%	0.26%
3:00 AM	20	14	34	0.18%	0.13%	0.16%
4:00 AM	20	36	56	0.18%	0.34%	0.26%
5:00 AM	24	96	120	0.22%	0.90%	0.56%
6:00 AM	95	319	414	0.87%	2.99%	1.92%
7:00 AM	327	615	942	3.01%	5.77%	4.38%
8:00 AM	548	924	1,472	5.05%	8.66%	6.84%
9:00 AM	570	836	1,407	5.25%	7.84%	6.54%
10:00 AM	412	641	1,053	3.79%	6.01%	4.89%
11:00 AM	437	560	998	4.03%	5.26%	4.64%
12:00 PM	500	551	1,051	4.60%	5.17%	4.88%
1:00 PM	589	595	1,184	5.42%	5.58%	5.50%
2:00 PM	686	602	1,288	6.31%	5.65%	5.98%
3:00 PM	693	624	1,317	6.38%	5.85%	6.12%
4:00 PM	783	717	1,500	7.21%	6.72%	6.97%
5:00 PM	994	719	1,713	9.15%	6.74%	7.96%
6:00 PM	1,147	787	1,935	10.56%	7.38%	8.99%
7:00 PM	948	630	1,578	8.73%	5.91%	7.33%
8:00 PM	663	521	1,184	6.10%	4.89%	5.50%
9:00 PM	548	411	959	5.05%	3.85%	4.45%
10:00 PM	414	222	635	3.81%	2.08%	2.95%
11:00 PM	227	115	342	2.09%	1.08%	1.59%
12:00 AM	120	75	196	1.11%	0.71%	0.91%
TOTALS	10,861	10,662	21,523	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 63383.13
LOCATION CODE: 4
COUNT LOCATION: Rock Springs Road north of Lester Road
EQUIPMENT ID: 70

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	117	0.54%
Class 2	Cars	15,249	70.85%
Class 3	Pick-Ups & Vans	2,958	13.74%
Class 4	Buses	188	0.87%
Class 5	2 Axle, Single Unit Trucks	2,627	12.21%
Class 6	3 Axle, Single Unit Trucks	183	0.85%
Class 7	4 Axle, Single Unit Trucks	38	0.18%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	94	0.44%
Class 9	3 Axle Tractor with 2 Axle Trailer	25	0.12%
Class 10	3 Axle Tractor with 3 Axle Trailer	2	0.01%
Class 11	5 Axle Multi Trailer	24	0.11%
Class 12	6 Axle Multi Trailer	10	0.05%
Class 13	7 or more Axles	7	0.03%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**21,522**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	63383.13
LOCATION CODE:	5
COUNT LOCATION:	Welch Road west of Rock Springs Road
EQUIPMENT ID:	70

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	3/23/2021	Start Time:	Midnight
End Date:	3/25/2021	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	5:15 PM
Average Daily:	10,595	Average Peak Hour:	921
Daily Truck Avg:	1,229	Max Hour Truck Avg:	107
		Peak Hour Truck Avg:	94

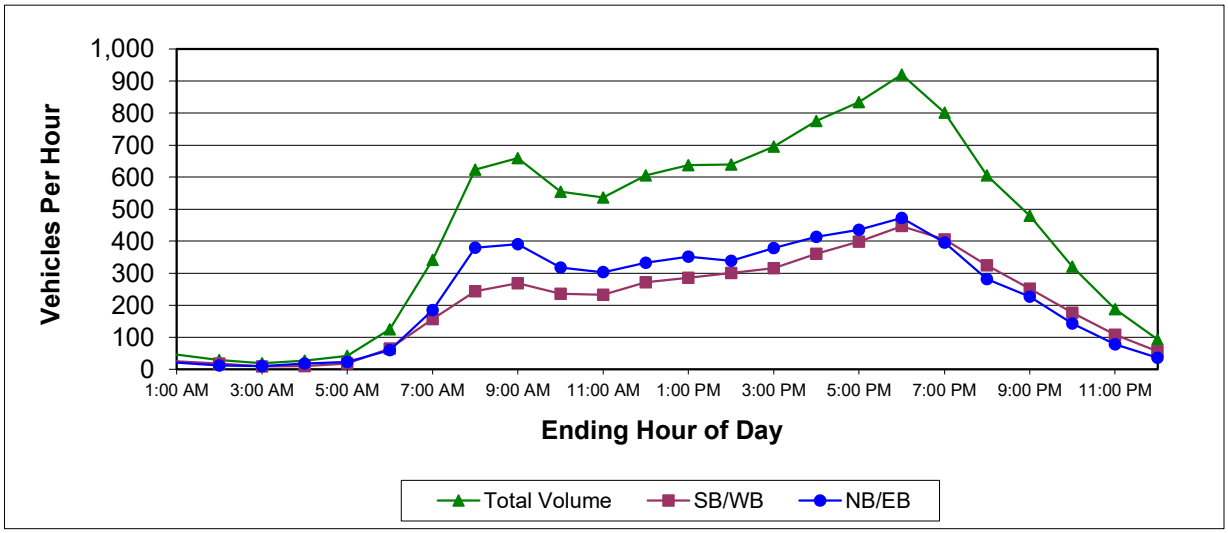
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	8.7%	D=	50.7%
T Max Hour	11.7%	T daily	11.6%
T med (max)	10.9%	T med Daily	11.0%
T heavy (max)	0.8%	T heavy Daily	0.6%
T Peak Hour	10.2%		
T med Peak Hour	9.8%	Axle Factor	1.00
T heavy Peak Hour	0.4%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 63383.13
LOCATION CODE: 5
COUNT LOCATION: Welch Road west of Rock Springs Road
EQUIPMENT ID: 70

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	21	25	46	0.37%	0.50%	0.43%
2:00 AM	12	17	29	0.21%	0.35%	0.27%
3:00 AM	10	9	19	0.18%	0.17%	0.18%
4:00 AM	17	10	28	0.31%	0.21%	0.26%
5:00 AM	23	19	42	0.42%	0.37%	0.40%
6:00 AM	60	65	125	1.07%	1.30%	1.18%
7:00 AM	185	157	342	3.31%	3.14%	3.23%
8:00 AM	380	243	623	6.78%	4.87%	5.88%
9:00 AM	391	268	659	6.97%	5.38%	6.22%
10:00 AM	318	236	554	5.67%	4.73%	5.23%
11:00 AM	304	233	537	5.42%	4.67%	5.07%
12:00 PM	333	272	605	5.93%	5.45%	5.71%
1:00 PM	352	286	637	6.27%	5.73%	6.02%
2:00 PM	339	301	639	6.04%	6.03%	6.03%
3:00 PM	378	316	695	6.75%	6.34%	6.56%
4:00 PM	414	361	775	7.38%	7.24%	7.31%
5:00 PM	435	399	834	7.76%	7.99%	7.87%
6:00 PM	473	447	920	8.43%	8.96%	8.68%
7:00 PM	395	406	801	7.05%	8.14%	7.56%
8:00 PM	281	325	606	5.02%	6.51%	5.72%
9:00 PM	227	252	479	4.05%	5.05%	4.52%
10:00 PM	143	177	321	2.56%	3.55%	3.03%
11:00 PM	79	109	187	1.40%	2.18%	1.77%
12:00 AM	36	57	93	0.65%	1.14%	0.88%
TOTALS	5,607	4,989	10,595	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 63383.13
LOCATION CODE: 5
COUNT LOCATION: Welch Road west of Rock Springs Road
EQUIPMENT ID: 70

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	19	0.18%
Class 2	Cars	8,199	77.39%
Class 3	Pick-Ups & Vans	1,148	10.84%
Class 4	Buses	55	0.52%
Class 5	2 Axle, Single Unit Trucks	1,107	10.45%
Class 6	3 Axle, Single Unit Trucks	21	0.20%
Class 7	4 Axle, Single Unit Trucks	5	0.05%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	25	0.24%
Class 9	3 Axle Tractor with 2 Axle Trailer	15	0.14%
Class 10	3 Axle Tractor with 3 Axle Trailer	0	0.00%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	1	0.01%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**10,595**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	63383.13
LOCATION CODE:	6
COUNT LOCATION:	Welch Road west of Rock Springs Road
EQUIPMENT ID:	70

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	3/23/2021	Start Time:	Midnight
End Date:	3/25/2021	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	4:30 PM
Average Daily:	18,226	Average Peak Hour:	1,345
Daily Truck Avg:	1,856	Max Hour Truck Avg:	189
		Peak Hour Truck Avg:	147

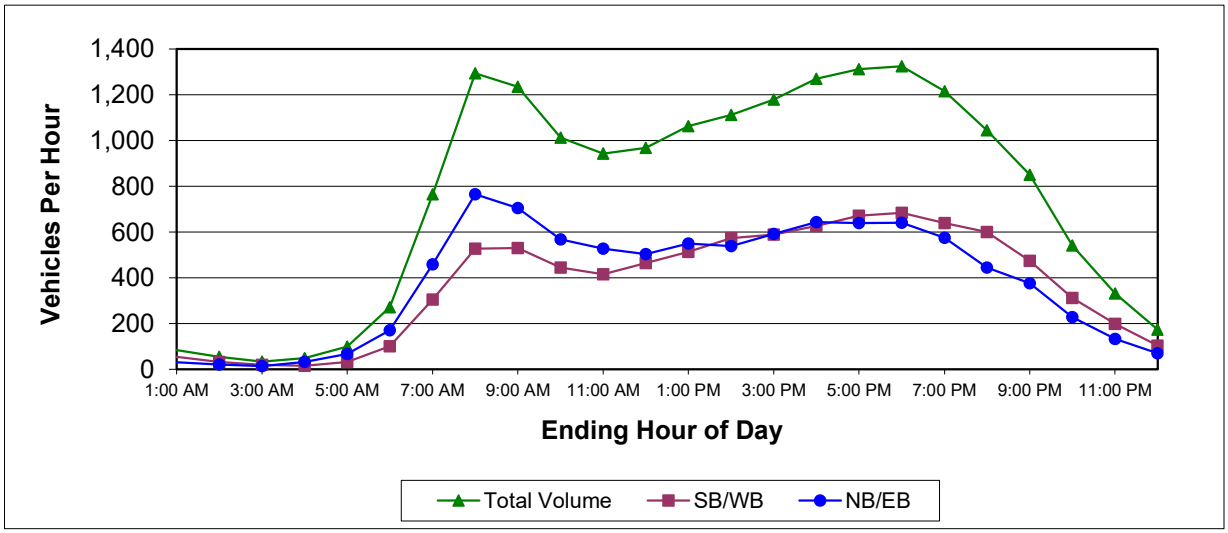
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	7.4%	D=	52.0%
T Max Hour	14.1%	T daily	10.2%
T med (max)	10.9%	T med Daily	9.0%
T heavy (max)	3.2%	T heavy Daily	1.2%
T Peak Hour	11.0%		
T med Peak Hour	8.6%	Axle Factor	0.99
T heavy Peak Hour	2.4%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 63383.13
LOCATION CODE: 6
COUNT LOCATION: Welch Road west of Rock Springs Road
EQUIPMENT ID: 70

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	31	54	85	0.33%	0.60%	0.47%
2:00 AM	21	32	54	0.23%	0.36%	0.29%
3:00 AM	15	19	34	0.16%	0.21%	0.18%
4:00 AM	33	15	48	0.35%	0.17%	0.26%
5:00 AM	67	33	99	0.72%	0.37%	0.55%
6:00 AM	171	101	272	1.84%	1.13%	1.49%
7:00 AM	458	306	764	4.93%	3.43%	4.19%
8:00 AM	765	528	1,293	8.23%	5.91%	7.10%
9:00 AM	704	530	1,234	7.58%	5.93%	6.77%
10:00 AM	567	445	1,013	6.10%	4.99%	5.56%
11:00 AM	528	416	944	5.68%	4.65%	5.18%
12:00 PM	504	465	969	5.42%	5.20%	5.31%
1:00 PM	550	514	1,064	5.92%	5.75%	5.84%
2:00 PM	539	573	1,112	5.80%	6.42%	6.10%
3:00 PM	591	588	1,179	6.35%	6.59%	6.47%
4:00 PM	643	626	1,269	6.91%	7.01%	6.96%
5:00 PM	640	672	1,312	6.89%	7.52%	7.20%
6:00 PM	641	684	1,325	6.89%	7.66%	7.27%
7:00 PM	575	640	1,215	6.19%	7.17%	6.67%
8:00 PM	445	600	1,045	4.79%	6.71%	5.73%
9:00 PM	376	474	850	4.05%	5.31%	4.67%
10:00 PM	229	313	541	2.46%	3.50%	2.97%
11:00 PM	133	199	332	1.43%	2.23%	1.82%
12:00 AM	70	104	174	0.75%	1.17%	0.95%
TOTALS	9,295	8,931	18,226	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 63383.13
LOCATION CODE: 6
COUNT LOCATION: Welch Road west of Rock Springs Road
EQUIPMENT ID: 70

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	67	0.37%
Class 2	Cars	13,840	75.94%
Class 3	Pick-Ups & Vans	2,462	13.51%
Class 4	Buses	81	0.44%
Class 5	2 Axle, Single Unit Trucks	1,558	8.55%
Class 6	3 Axle, Single Unit Trucks	73	0.40%
Class 7	4 Axle, Single Unit Trucks	41	0.22%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	63	0.35%
Class 9	3 Axle Tractor with 2 Axle Trailer	28	0.15%
Class 10	3 Axle Tractor with 3 Axle Trailer	4	0.02%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	6	0.03%
Class 13	7 or more Axles	1	0.01%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**18,224**	**100.00%**

TRAFFIC COUNT DATA

VHB PROJECT NO:	63383.13
LOCATION CODE:	7
COUNT LOCATION:	Lester Road west of Rock Springs Road
EQUIPMENT ID:	70

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:

Start Date:	3/23/2021	Start Time:	Midnight
End Date:	3/25/2021	End Time:	Midnight

VOLUMES:

		Peak Hour Time:	5:15 PM
Average Daily:	5,903	Average Peak Hour:	531
Daily Truck Avg:	478	Max Hour Truck Avg:	49
		Peak Hour Truck Avg:	30

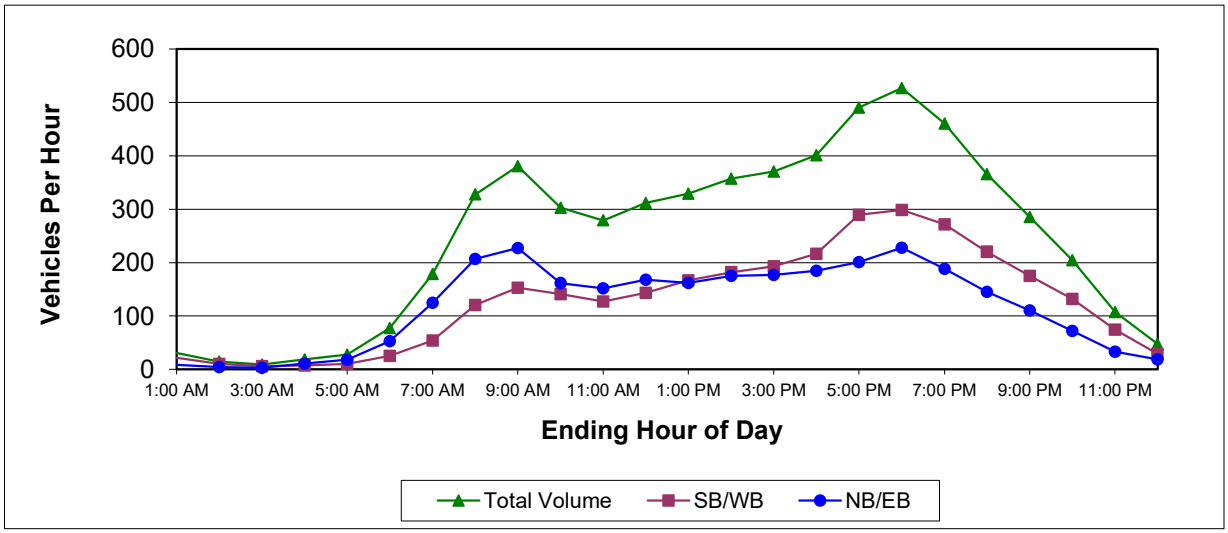
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	9.0%	D=	57.7%
T Max Hour	9.2%	T daily	8.1%
T med (max)	7.8%	T med Daily	7.5%
T heavy (max)	1.4%	T heavy Daily	0.6%
T Peak Hour	5.6%		
T med Peak Hour	5.4%	Axle Factor	1.00
T heavy Peak Hour	0.3%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 63383.13
LOCATION CODE: 7
COUNT LOCATION: Lester Road west of Rock Springs Road
EQUIPMENT ID: 70

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	9	22	31	0.31%	0.72%	0.52%
2:00 AM	4	10	15	0.15%	0.34%	0.25%
3:00 AM	3	6	9	0.11%	0.21%	0.16%
4:00 AM	11	7	19	0.40%	0.24%	0.32%
5:00 AM	18	10	28	0.62%	0.33%	0.47%
6:00 AM	53	25	78	1.86%	0.81%	1.32%
7:00 AM	125	54	178	4.40%	1.75%	3.02%
8:00 AM	207	121	328	7.30%	3.94%	5.55%
9:00 AM	227	153	380	8.03%	4.98%	6.44%
10:00 AM	162	141	303	5.71%	4.60%	5.13%
11:00 AM	152	127	279	5.35%	4.15%	4.73%
12:00 PM	168	143	311	5.93%	4.67%	5.27%
1:00 PM	162	167	329	5.72%	5.44%	5.57%
2:00 PM	175	182	357	6.19%	5.93%	6.05%
3:00 PM	177	193	370	6.25%	6.30%	6.27%
4:00 PM	184	217	401	6.51%	7.06%	6.79%
5:00 PM	201	290	490	7.08%	9.43%	8.31%
6:00 PM	228	299	527	8.05%	9.73%	8.92%
7:00 PM	188	272	460	6.65%	8.85%	7.79%
8:00 PM	145	220	365	5.12%	7.18%	6.19%
9:00 PM	110	175	285	3.88%	5.71%	4.83%
10:00 PM	72	132	204	2.55%	4.30%	3.46%
11:00 PM	33	74	107	1.17%	2.42%	1.82%
12:00 AM	19	29	47	0.66%	0.93%	0.80%
TOTALS	2,832	3,070	5,903	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 63383.13
LOCATION CODE: 7
COUNT LOCATION: Lester Road west of Rock Springs Road
EQUIPMENT ID: 70

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	9	0.15%
Class 2	Cars	4,706	79.75%
Class 3	Pick-Ups & Vans	709	12.01%
Class 4	Buses	47	0.80%
Class 5	2 Axle, Single Unit Trucks	398	6.74%
Class 6	3 Axle, Single Unit Trucks	15	0.25%
Class 7	4 Axle, Single Unit Trucks	1	0.02%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	9	0.15%
Class 9	3 Axle Tractor with 2 Axle Trailer	7	0.12%
Class 10	3 Axle Tractor with 3 Axle Trailer	0	0.00%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		**5,901**	**100.00%**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Lester Road	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	**NBU**	**NBL**	**NBT**	**NBR**	**NBRTOR**	**Total**	**SBU**	**SBL**	**SBT**	**SBR**	**SBRTOR**	**Total**	**NS Total**	**EBU**	**EBL**	**EBT**	**EBR**	**EBRTOR**	**Total**	**WBU**	**WBL**	**WBT**	**WBR**	**WBRTOR**	**Total**	**EW Total**	**Grand Total**
7:00 AM	0	28	135	0	0	163	0	0	246	1	0	247	410	0	3	0	6	26	35	0	0	0	0	0	0	35	445
7:15 AM	0	26	173	0	0	199	0	0	291	2	0	293	492	0	3	0	17	30	50	0	1	0	0	0	1	51	543
7:30 AM	0	22	113	0	0	135	0	0	229	2	1	232	367	0	7	0	23	29	59	0	0	1	0	0	1	60	427
7:45 AM	0	28	169	1	0	198	0	0	209	9	0	218	416	0	3	0	17	25	45	0	0	0	0	0	0	45	461
Total	**0**	**104**	**590**	**1**	**0**	**695**	**0**	**0**	**975**	**14**	**1**	**990**	**1,685**	**0**	**16**	**0**	**63**	**110**	**189**	**0**	**1**	**1**	**0**	**0**	**2**	**191**	**1,876**
8:00 AM	0	30	145	1	0	176	0	0	186	7	2	195	371	0	16	0	22	25	63	0	2	0	0	0	2	65	436
8:15 AM	0	26	157	0	0	183	0	0	246	6	1	253	436	0	9	0	18	28	55	0	1	0	0	0	1	56	492
8:30 AM	0	26	153	1	0	180	0	0	245	8	0	253	433	0	8	0	37	25	70	0	0	0	0	0	0	70	503
8:45 AM	0	32	108	1	0	141	0	1	204	8	0	213	354	0	10	0	20	26	56	0	2	1	0	0	3	59	413
Total	**0**	**114**	**563**	**3**	**0**	**680**	**0**	**1**	**881**	**29**	**3**	**914**	**1,594**	**0**	**43**	**0**	**97**	**104**	**244**	**0**	**5**	**1**	**0**	**0**	**6**	**250**	**1,844**
9:00 AM	0	32	107	0	1	140	0	0	168	11	0	179	319	0	9	0	17	38	64	0	1	0	0	0	1	65	384
9:15 AM	0	37	105	0	0	142	0	0	196	8	0	204	346	0	5	0	14	32	51	0	0	0	0	0	0	51	397
9:30 AM	0	23	90	0	0	113	0	0	137	2	0	139	252	0	0	0	2	35	37	0	0	0	0	0	0	37	289
9:45 AM	0	30	119	0	0	149	0	0	130	1	0	131	280	0	2	0	8	18	28	0	0	0	0	0	0	28	308
Total	**0**	**122**	**421**	**0**	**1**	**544**	**0**	**0**	**631**	**22**	**0**	**653**	**1,197**	**0**	**16**	**0**	**41**	**123**	**180**	**0**	**1**	**0**	**0**	**0**	**1**	**181**	**1,378**
1:00 PM	0	43	166	1	1	211	0	0	142	4	0	146	357	0	5	0	8	25	38	0	0	0	0	0	0	38	395
1:15 PM	0	52	206	0	0	258	0	0	161	9	0	170	428	0	2	0	11	35	48	0	1	0	0	0	1	49	477
1:30 PM	0	46	237	1	0	284	0	0	167	8	1	176	460	0	18	0	17	21	56	0	1	0	0	0	1	57	517
1:45 PM	0	35	199	0	0	234	0	0	149	17	1	167	401	0	6	0	7	29	42	0	1	0	0	0	1	43	444
Total	**0**	**176**	**808**	**2**	**1**	**987**	**0**	**0**	**619**	**38**	**2**	**659**	**1,646**	**0**	**31**	**0**	**43**	**110**	**184**	**0**	**3**	**0**	**0**	**0**	**3**	**187**	**1,833**
2:00 PM	0	33	206	0	0	239	0	0	174	5	0	179	418	0	5	0	17	16	38	0	0	0	0	0	0	38	456
2:15 PM	0	51	181	1	0	233	0	0	212	12	1	225	458	0	4	0	20	25	49	0	3	0	0	0	3	52	510
2:30 PM	0	33	183	1	0	217	0	0	175	2	0	177	394	0	1	0	18	31	50	0	2	0	0	0	2	52	446
2:45 PM	0	46	159	0	0	205	0	0	151	5	0	156	361	0	4	0	10	31	45	0	1	0	0	0	1	46	407
Total	**0**	**163**	**729**	**2**	**0**	**894**	**0**	**0**	**712**	**24**	**1**	**737**	**1,631**	**0**	**14**	**0**	**65**	**103**	**182**	**0**	**6**	**0**	**0**	**0**	**6**	**188**	**1,819**
3:00 PM	0	47	184	0	0	231	0	1	164	3	0	168	399	0	3	0	13	32	48	0	1	0	0	0	1	49	448
3:15 PM	0	51	202	1	0	254	0	0	179	2	2	183	437	0	7	1	15	32	55	0	1	0	0	0	1	56	493
3:30 PM	0	48	213	0	0	261	0	0	185	7	0	192	453	0	1	0	16	32	49	0	2	0	0	0	2	51	504
3:45 PM	0	52	247	1	0	300	0	0	178	14	0	192	492	0	7	0	11	36	54	0	0	0	0	0	0	54	546
Total	**0**	**198**	**846**	**2**	**0**	**1,046**	**0**	**1**	**706**	**26**	**2**	**735**	**1,781**	**0**	**18**	**1**	**55**	**132**	**206**	**0**	**4**	**0**	**0**	**0**	**4**	**210**	**1,991**
4:00 PM	0	67	254	0	0	321	0	1	212	5	1	219	540	0	8	0	21	21	50	0	1	0	0	0	1	51	591
4:15 PM	0	71	252	0	0	323	0	0	169	3	3	175	498	0	7	0	11	38	56	0	1	0	0	0	1	57	555
4:30 PM	0	59	269	2	0	330	0	0	186	6	0	192	522	0	10	0	18	28	56	0	1	0	0	0	1	57	579
4:45 PM	0	80	288	0	0	368	0	0	188	4	0	192	560	0	7	0	13	34	54	0	1	0	0	0	1	55	615
Total	**0**	**277**	**1,063**	**2**	**0**	**1,342**	**0**	**1**	**755**	**18**	**4**	**778**	**2,120**	**0**	**32**	**0**	**63**	**121**	**216**	**0**	**4**	**0**	**0**	**0**	**4**	**220**	**2,340**
5:00 PM	0	56	288	0	0	344	0	0	220	5	0	225	569	0	9	0	28	28	65	0	1	0	0	0	1	66	635
5:15 PM	0	73	314	3	0	390	0	0	229	4	1	234	624	0	8	0	28	25	61	0	4	0	0	0	4	65	689
5:30 PM	1	77	333	2	0	413	0	0	202	6	1	209	622	0	8	1	26	21	56	0	2	1	0	0	3	59	681
5:45 PM	0	69	299	0	0	368	0	0	206	8	0	214	582	0	6	0	17	35	58	0	0	0	0	0	0	58	640
Total	**1**	**275**	**1,234**	**5**	**0**	**1,515**	**0**	**0**	**857**	**23**	**2**	**882**	**2,397**	**0**	**31**	**1**	**99**	**109**	**240**	**0**	**7**	**1**	**0**	**0**	**8**	**248**	**2,645**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Lester Road	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

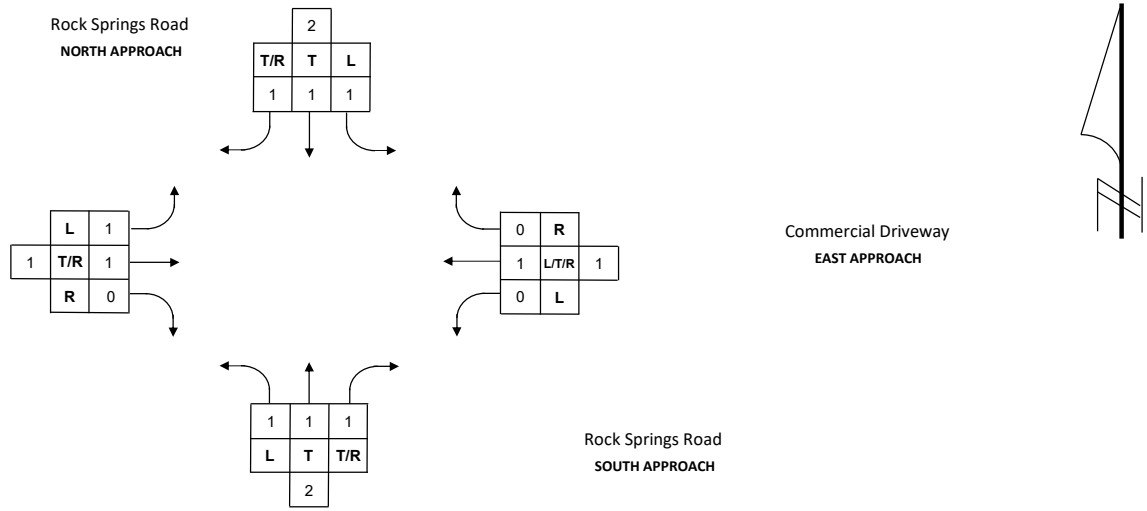
HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	2	0	0	2	0	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	7	0	0	7	0	0	7	0	0	7	14	0	0	0	0	0	0	0	1	0	0	0	1	1	15
7:30 AM	0	1	0	0	0	1	0	0	8	0	0	8	9	0	0	0	0	0	0	0	0	1	0	0	1	1	10
7:45 AM	0	2	10	0	0	12	0	0	8	0	0	8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	**0**	**3**	**19**	**0**	**0**	**22**	**0**	**0**	**25**	**0**	**0**	**25**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**2**	**49**
8:00 AM	0	1	5	0	0	6	0	0	2	1	0	3	9	0	0	0	0	0	0	0	1	0	0	0	1	1	10
8:15 AM	0	0	8	0	0	8	0	0	8	0	0	8	16	0	1	0	0	0	1	0	1	0	0	0	1	2	18
8:30 AM	0	2	4	0	0	6	0	0	5	1	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:45 AM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	1	0	0	1	1	6
Total	**0**	**3**	**21**	**0**	**0**	**24**	**0**	**0**	**16**	**2**	**0**	**18**	**42**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**3**	**4**	**46**
9:00 AM	0	1	2	0	0	3	0	0	8	1	0	9	12	0	0	0	1	2	3	0	0	0	0	0	0	3	15
9:15 AM	0	0	6	0	0	6	0	0	19	1	0	20	26	0	0	0	0	2	2	0	0	0	0	0	0	2	28
9:30 AM	0	1	5	0	0	6	0	0	10	0	0	10	16	0	0	0	0	2	2	0	0	0	0	0	0	2	18
9:45 AM	0	1	11	0	0	12	0	0	5	0	0	5	17	0	0	0	1	0	1	0	0	0	0	0	0	1	18
Total	**0**	**3**	**24**	**0**	**0**	**27**	**0**	**0**	**42**	**2**	**0**	**44**	**71**	**0**	**0**	**0**	**2**	**6**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**79**
1:00 PM	0	1	6	0	0	7	0	0	5	1	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
1:15 PM	0	3	15	0	0	18	0	0	5	0	0	5	23	0	0	0	0	1	1	0	0	0	0	0	0	1	24
1:30 PM	0	1	7	0	0	8	0	0	6	1	0	7	15	0	1	0	0	1	2	0	1	0	0	0	1	3	18
1:45 PM	0	1	9	0	0	10	0	0	6	0	0	6	16	0	1	0	0	2	3	0	0	0	0	0	0	3	19
Total	**0**	**6**	**37**	**0**	**0**	**43**	**0**	**0**	**22**	**2**	**0**	**24**	**67**	**0**	**2**	**0**	**0**	**4**	**6**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**74**
2:00 PM	0	0	13	0	0	13	0	0	10	0	0	10	23	0	1	0	0	1	2	0	0	0	0	0	0	2	25
2:15 PM	0	0	7	0	0	7	0	0	4	3	0	7	14	0	1	0	2	1	4	0	0	0	0	0	0	4	18
2:30 PM	0	0	3	0	0	3	0	0	4	0	0	4	7	0	0	0	2	0	2	0	0	0	0	0	0	2	9
2:45 PM	0	1	2	0	0	3	0	0	3	0	0	3	6	0	0	0	1	0	1	0	0	0	0	0	0	1	7
Total	**0**	**1**	**25**	**0**	**0**	**26**	**0**	**0**	**21**	**3**	**0**	**24**	**50**	**0**	**2**	**0**	**5**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**59**
3:00 PM	0	2	6	0	0	8	0	0	7	0	0	7	15	0	0	0	0	1	1	0	1	0	0	0	1	2	17
3:15 PM	0	0	4	0	0	4	0	0	4	0	0	4	8	0	0	0	1	1	2	0	0	0	0	0	0	2	10
3:30 PM	0	1	4	0	0	5	0	0	6	2	0	8	13	0	0	0	1	0	1	0	0	0	0	0	0	1	14
3:45 PM	0	0	2	0	0	2	0	0	7	1	0	8	10	0	0	0	0	2	2	0	0	0	0	0	0	2	12
Total	**0**	**3**	**16**	**0**	**0**	**19**	**0**	**0**	**24**	**3**	**0**	**27**	**46**	**0**	**0**	**0**	**2**	**4**	**6**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**53**
4:00 PM	0	0	5	0	0	5	0	0	3	0	0	3	8	0	0	0	2	0	2	0	0	0	0	0	0	2	10
4:15 PM	0	0	6	0	0	6	0	0	2	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:30 PM	0	0	11	0	0	11	0	0	2	0	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	1	0	1	0	0	0	0	0	0	1	3
Total	**0**	**0**	**22**	**0**	**0**	**22**	**0**	**0**	**9**	**0**	**0**	**9**	**31**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**34**
5:00 PM	0	0	4	0	0	4	0	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	3	0	0	3	0	0	4	0	0	4	7	0	1	0	0	0	1	0	0	0	0	0	0	1	8
5:30 PM	0	1	3	0	0	4	0	0	1	0	0	1	5	0	1	0	0	0	1	0	0	0	0	0	0	1	6
5:45 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	**0**	**1**	**14**	**0**	**0**	**15**	**0**	**0**	**8**	**0**	**0**	**8**	**23**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**25**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Lester Road	**MILEPOST:**	
OBSERVER:	VHB	**DATE:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**E/W**
7:00 - 8:00	0	104	590	1	0	**695**	0	0	975	14	1	**990**	**1,685**	0	16	0	63	110	**189**	0	1	1	0	0	**2**	**191**
8:00 - 9:00	0	114	563	3	0	**680**	0	1	881	29	3	**914**	**1,594**	0	43	0	97	104	**244**	0	5	1	0	0	**6**	**250**
9:00 - 10:00	0	122	421	0	1	**544**	0	0	631	22	0	**653**	**1,197**	0	16	0	41	123	**180**	0	1	0	0	0	**1**	**181**
13:00 - 14:00	0	176	808	2	1	**987**	0	0	619	38	2	**659**	**1,646**	0	31	0	43	110	**184**	0	3	0	0	0	**3**	**187**
14:00 - 15:00	0	163	729	2	0	**894**	0	0	712	24	1	**737**	**1,631**	0	14	0	65	103	**182**	0	6	0	0	0	**6**	**188**
15:00 - 16:00	0	198	846	2	0	**1,046**	0	1	706	26	2	**735**	**1,781**	0	18	1	55	132	**206**	0	4	0	0	0	**4**	**210**
16:00 - 17:00	0	277	1,063	2	0	**1,342**	0	1	755	18	4	**778**	**2,120**	0	32	0	63	121	**216**	0	4	0	0	0	**4**	**220**
17:00 - 18:00	1	275	1,234	5	0	**1,515**	0	0	857	23	2	**882**	**2,397**	0	31	1	99	109	**240**	0	7	1	0	0	**8**	**248**
TOTAL	1	1,732	7,590	19	2	**9,344**	0	3	7,430	219	16	**7,668**	**17,012**	0	227	2	607	1,128	**1,964**	0	36	5	0	0	**41**	**2,005**

Percentage	0.0%	18.5%	81.2%	0.2%	0.0%	100.0%	0.0%	0.0%	96.9%	2.9%	0.2%	100.0%	N/A	0.0%	11.6%	0.1%	30.9%	57.4%	100.0%	0.0%	87.8%	12.2%	0.0%	0.0%	100.0%	N/A
Maximum	1	277	1,234	5	1	1,515	0	1	975	38	4	990	2,397	0	43	1	99	132	244	0	7	1	0	0	8	250
Total Heavy Veh	22		202	0	0	224	0		190	12	0	202	426	7		0	14	18	39	9		3	0	0	12	51
% Heavy Veh	1.3%		2.7%	0.0%		2.4%	0.0%		2.6%	5.1%		2.6%	2.5%	3.1%		0.0%	1.8%		2.0%	25.0%		60.0%	0.0%		29.3%	2.5%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Lester Road
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	**5**
0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**3**
0	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	1	**1**
7-8	2	0	**2**
8-9	0	8	**8**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	1	2	**3**
14-15	22	5	**27**
15-16	1	0	**1**
16-17	0	0	**0**
17-18	0	1	**1**
18-19	2	0	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**29**	**17**	**46**

WEST APPROACH
Lester Road

NORTH APPROACH
Rock Springs Road

Commercial Driveway
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	1	3	**4**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	2	2	**4**
14-15	2	1	**3**
15-16	1	0	**1**
16-17	0	0	**0**
17-18	2	3	**5**
18-19	2	1	**3**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**10**	**10**	**20**

Rock Springs Road
SOUTH APPROACH

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Lester Road
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

NORTH APPROACH
Rock Springs Road

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

WEST APPROACH
Lester Road

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	1	**1**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	7	0	**7**
15-16	1	0	**1**
16-17	2	1	**3**
17-18	1	0	**1**
18-19	0	2	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**12**	**4**	**16**

Commercial Driveway
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	2	**2**
8-9	1	1	**2**
9-10	2	0	**2**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	2	1	**3**
14-15	3	3	**6**
15-16	0	2	**2**
16-17	0	0	**0**
17-18	2	1	**3**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**10**	**10**	**20**

Rock Springs Road
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	**2**
0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**3**
0	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Tahoe Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	**NBU**	**NBL**	**NBT**	**NBR**	**NBRTOR**	**Total**	**SBU**	**SBL**	**SBT**	**SBR**	**SBRTOR**	**Total**	**NS Total**	**EBU**	**EBL**	**EBT**	**EBR**	**EBRTOR**	**Total**	**WBU**	**WBL**	**WBT**	**WBR**	**WBRTOR**	**Total**	**EW Total**	**Grand Total**
7:00 AM	0	4	155	0	0	159	0	0	281	1	0	282	441	0	3	0	8	0	11	0	0	0	0	0	0	11	452
7:15 AM	0	3	193	0	0	196	0	0	356	0	0	356	552	0	7	0	10	0	17	0	0	0	0	0	0	17	569
7:30 AM	0	1	140	0	0	141	0	0	295	2	0	297	438	0	3	0	10	0	13	0	0	0	0	0	0	13	451
7:45 AM	0	3	197	0	0	200	0	0	262	0	0	262	462	0	0	0	6	0	6	0	0	0	0	0	0	6	468
Total	**0**	**11**	**685**	**0**	**0**	**696**	**0**	**0**	**1,194**	**3**	**0**	**1,197**	**1,893**	**0**	**13**	**0**	**34**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**1,940**
8:00 AM	0	0	165	0	0	165	0	0	241	0	0	241	406	0	4	0	4	0	8	0	0	0	0	0	0	8	414
8:15 AM	0	2	179	0	0	181	0	0	270	7	0	277	458	0	4	0	4	0	8	0	0	0	0	0	0	8	466
8:30 AM	0	3	175	0	0	178	0	0	311	3	0	314	492	0	3	0	2	0	5	0	0	0	0	0	0	5	497
8:45 AM	0	3	139	0	0	142	0	0	251	5	0	256	398	0	2	0	2	0	4	0	0	0	0	0	0	4	402
Total	**0**	**8**	**658**	**0**	**0**	**666**	**0**	**0**	**1,073**	**15**	**0**	**1,088**	**1,754**	**0**	**13**	**0**	**12**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**1,779**
9:00 AM	0	2	139	0	0	141	0	0	213	0	0	213	354	0	0	0	4	0	4	0	0	0	0	0	0	4	358
9:15 AM	0	1	145	0	0	146	0	0	244	3	0	247	393	0	0	0	4	0	4	0	0	0	0	0	0	4	397
9:30 AM	0	3	110	0	0	113	0	0	179	0	0	179	292	0	2	0	3	0	5	0	0	0	0	0	0	5	297
9:45 AM	0	1	150	0	0	151	0	0	154	2	0	156	307	0	0	0	3	0	3	0	0	0	0	0	0	3	310
Total	**0**	**7**	**544**	**0**	**0**	**551**	**0**	**0**	**790**	**5**	**0**	**795**	**1,346**	**0**	**2**	**0**	**14**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**1,362**
1:00 PM	0	3	213	0	0	216	0	0	180	0	0	180	396	0	0	0	2	0	2	0	0	0	0	0	0	2	398
1:15 PM	0	3	253	0	0	256	0	0	209	0	0	209	465	0	4	0	2	0	6	0	0	0	0	0	0	6	471
1:30 PM	0	2	283	0	0	285	0	0	203	1	0	204	489	0	2	0	5	0	7	0	0	0	0	0	0	7	496
1:45 PM	0	4	238	0	0	242	0	0	190	0	0	190	432	0	2	0	5	0	7	0	0	0	0	0	0	7	439
Total	**0**	**12**	**987**	**0**	**0**	**999**	**0**	**0**	**782**	**1**	**0**	**783**	**1,782**	**0**	**8**	**0**	**14**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**1,804**
2:00 PM	0	1	230	0	0	231	0	0	207	3	0	210	441	0	3	0	2	0	5	0	0	0	0	0	0	5	446
2:15 PM	0	3	230	0	0	233	0	0	250	4	0	254	487	0	2	0	5	0	7	0	0	0	0	0	0	7	494
2:30 PM	0	5	218	0	0	223	0	0	227	0	0	227	450	0	1	0	4	0	5	0	0	0	0	0	0	5	455
2:45 PM	0	2	203	0	0	205	0	0	193	1	0	194	399	0	0	0	5	0	5	0	0	0	0	0	0	5	404
Total	**0**	**11**	**881**	**0**	**0**	**892**	**0**	**0**	**877**	**8**	**0**	**885**	**1,777**	**0**	**6**	**0**	**16**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**1,799**
3:00 PM	0	4	238	0	0	242	0	0	207	0	0	207	449	0	0	0	3	0	3	0	0	0	0	0	0	3	452
3:15 PM	0	6	255	0	0	261	0	0	230	0	0	230	491	0	3	0	3	0	6	0	0	0	0	0	0	6	497
3:30 PM	0	5	257	0	0	262	0	0	234	2	0	236	498	0	1	0	5	0	6	0	0	0	0	0	0	6	504
3:45 PM	0	3	300	0	0	303	0	0	215	3	0	218	521	0	1	0	2	0	3	0	0	0	0	0	0	3	524
Total	**0**	**18**	**1,050**	**0**	**0**	**1,068**	**0**	**0**	**886**	**5**	**0**	**891**	**1,959**	**0**	**5**	**0**	**13**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**1,977**
4:00 PM	0	5	320	0	0	325	0	0	255	1	0	256	581	0	4	0	0	0	4	0	0	0	0	0	0	4	585
4:15 PM	0	5	319	0	0	324	0	0	215	4	0	219	543	0	1	0	6	0	7	0	0	0	0	0	0	7	550
4:30 PM	0	7	326	0	0	333	0	0	236	4	0	240	573	0	1	0	7	0	8	0	0	0	0	0	0	8	581
4:45 PM	0	7	361	0	0	368	0	0	235	3	0	238	606	0	1	0	5	0	6	0	0	0	0	0	0	6	612
Total	**0**	**24**	**1,326**	**0**	**0**	**1,350**	**0**	**0**	**941**	**12**	**0**	**953**	**2,303**	**0**	**7**	**0**	**18**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**2,328**
5:00 PM	0	4	352	0	0	356	0	0	278	6	0	284	640	0	0	0	5	0	5	0	0	0	0	0	0	5	645
5:15 PM	0	6	384	0	0	390	0	0	284	4	0	288	678	0	1	0	2	0	3	0	0	0	0	0	0	3	681
5:30 PM	0	9	412	0	0	421	0	0	241	5	0	246	667	0	1	0	4	0	5	0	0	0	0	0	0	5	672
5:45 PM	0	10	360	0	0	370	0	0	268	2	0	270	640	0	5	0	8	0	13	0	0	0	0	0	0	13	653
Total	**0**	**29**	**1,508**	**0**	**0**	**1,537**	**0**	**0**	**1,071**	**17**	**0**	**1,088**	**2,625**	**0**	**7**	**0**	**19**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**2,651**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Tahoe Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

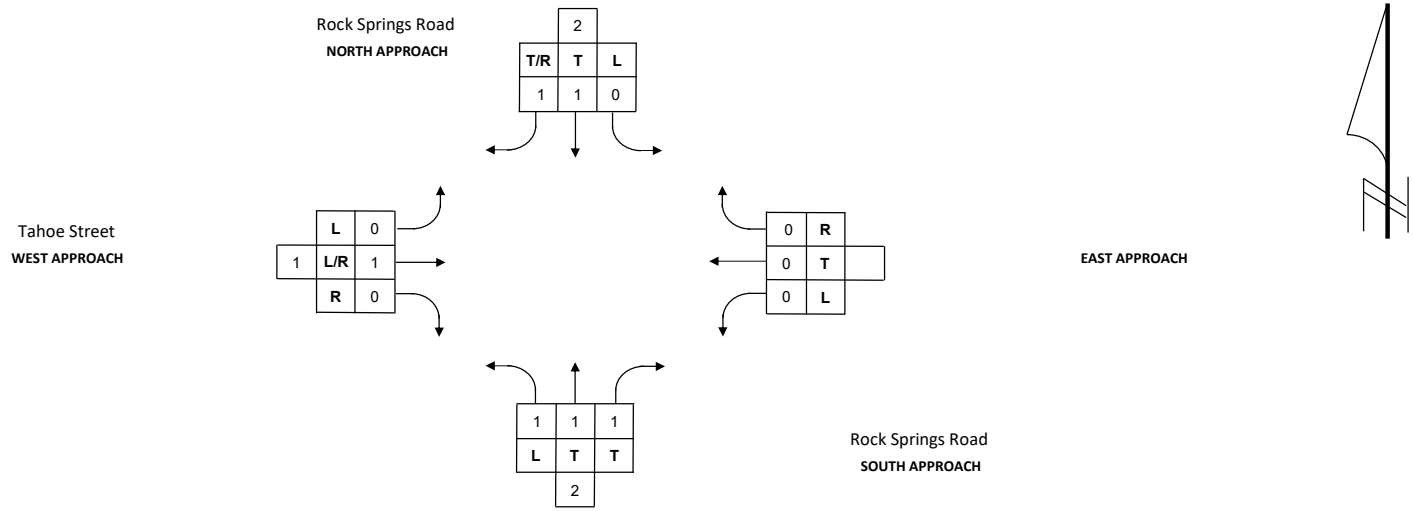
HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	**NBU**	**NBL**	**NBT**	**NBR**	**NBRTOR**	**Total**	**SBU**	**SBL**	**SBT**	**SBR**	**SBRTOR**	**Total**	**NS Total**	**EBU**	**EBL**	**EBT**	**EBR**	**EBRTOR**	**Total**	**WBU**	**WBL**	**WBT**	**WBR**	**WBRTOR**	**Total**	**EW Total**	**Grand Total**
7:00 AM	0	0	3	0	0	3	0	0	4	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:15 AM	0	0	6	0	0	6	0	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:30 AM	0	0	2	0	0	2	0	0	8	0	0	8	10	0	0	0	1	0	1	0	0	0	0	0	0	1	11
7:45 AM	0	0	10	0	0	10	0	0	8	0	0	8	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	**0**	**0**	**21**	**0**	**0**	**21**	**0**	**0**	**25**	**0**	**0**	**25**	**46**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**47**
8:00 AM	0	0	5	0	0	5	0	0	3	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:15 AM	0	0	9	0	0	9	0	0	7	0	0	7	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
8:30 AM	0	0	8	0	0	8	0	0	7	0	0	7	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
8:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	**0**	**0**	**25**	**0**	**0**	**25**	**0**	**0**	**17**	**0**	**0**	**17**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
9:00 AM	0	0	4	0	0	4	0	0	12	0	0	12	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
9:15 AM	0	0	5	0	0	5	0	0	22	0	0	22	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27
9:30 AM	0	0	6	0	0	6	0	0	12	0	0	12	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
9:45 AM	0	0	15	0	0	15	0	0	6	0	0	6	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Total	**0**	**0**	**30**	**0**	**0**	**30**	**0**	**0**	**52**	**0**	**0**	**52**	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**
1:00 PM	0	0	7	0	0	7	0	0	6	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
1:15 PM	0	0	19	0	0	19	0	0	6	0	0	6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
1:30 PM	0	0	8	0	0	8	0	0	11	0	0	11	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
1:45 PM	0	0	11	0	0	11	0	0	8	0	0	8	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Total	**0**	**0**	**45**	**0**	**0**	**45**	**0**	**0**	**31**	**0**	**0**	**31**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**76**
2:00 PM	0	0	12	0	0	12	0	0	11	0	0	11	23	0	1	0	0	0	1	0	0	0	0	0	0	1	24
2:15 PM	0	0	7	0	0	7	0	0	10	0	0	10	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
2:30 PM	0	0	2	0	0	2	0	0	7	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:45 PM	0	0	4	0	0	4	0	0	4	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	**0**	**0**	**25**	**0**	**0**	**25**	**0**	**0**	**32**	**0**	**0**	**32**	**57**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**58**
3:00 PM	0	1	6	0	0	7	0	0	9	0	0	9	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
3:15 PM	0	0	4	0	0	4	0	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:30 PM	0	0	4	0	0	4	0	0	8	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
3:45 PM	0	0	2	0	0	2	0	0	10	0	0	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	**0**	**1**	**16**	**0**	**0**	**17**	**0**	**0**	**33**	**0**	**0**	**33**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
4:00 PM	0	0	6	0	0	6	0	0	6	0	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
4:15 PM	0	0	7	0	0	7	0	0	2	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
4:30 PM	0	0	10	0	0	10	0	0	3	0	0	3	13	0	0	0	1	0	1	0	0	0	0	0	0	1	14
4:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	**0**	**0**	**23**	**0**	**0**	**23**	**0**	**0**	**14**	**0**	**0**	**14**	**37**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**38**
5:00 PM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	2	0	0	2	0	0	5	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	0	3	0	0	3	0	0	1	0	0	1	4	0	1	0	0	0	1	0	0	0	0	0	0	1	5
5:45 PM	0	0	4	0	0	4	0	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	**0**	**0**	**12**	**0**	**0**	**12**	**0**	**0**	**11**	**0**	**0**	**11**	**23**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**24**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Tahoe Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**E/W**
7:00 - 8:00	0	11	685	0	0	**696**	0	0	1,194	3	0	**1,197**	**1,893**	0	13	0	34	0	**47**	0	0	0	0	0	**0**	**47**
8:00 - 9:00	0	8	658	0	0	**666**	0	0	1,073	15	0	**1,088**	**1,754**	0	13	0	12	0	**25**	0	0	0	0	0	**0**	**25**
9:00 - 10:00	0	7	544	0	0	**551**	0	0	790	5	0	**795**	**1,346**	0	2	0	14	0	**16**	0	0	0	0	0	**0**	**16**
13:00 - 14:00	0	12	987	0	0	**999**	0	0	782	1	0	**783**	**1,782**	0	8	0	14	0	**22**	0	0	0	0	0	**0**	**22**
14:00 - 15:00	0	11	881	0	0	**892**	0	0	877	8	0	**885**	**1,777**	0	6	0	16	0	**22**	0	0	0	0	0	**0**	**22**
15:00 - 16:00	0	18	1,050	0	0	**1,068**	0	0	886	5	0	**891**	**1,959**	0	5	0	13	0	**18**	0	0	0	0	0	**0**	**18**
16:00 - 17:00	0	24	1,326	0	0	**1,350**	0	0	941	12	0	**953**	**2,303**	0	7	0	18	0	**25**	0	0	0	0	0	**0**	**25**
17:00 - 18:00	0	29	1,508	0	0	**1,537**	0	0	1,071	17	0	**1,088**	**2,625**	0	7	0	19	0	**26**	0	0	0	0	0	**0**	**26**
TOTAL	0	161	9,270	0	0	**9,431**	0	0	9,196	79	0	**9,275**	**18,706**	0	78	0	195	0	**273**	0	0	0	0	0	**0**	**273**

Percentage	0.0%	1.7%	98.3%	0.0%	0.0%	100.0%	0.0%	0.0%	99.1%	0.9%	0.0%	100.0%	N/A	0.0%	28.6%	0.0%	71.4%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N/A
Maximum	0	34	1,508	0	0	1,537	0	0	1,194	17	0	1,197	2,625	0	13	0	34	0	47	0	0	0	0	0	0	47
Total Heavy Veh	1		224	0	0	225	0		247	0	0	247	472	2		0	2	0	4	0		0	0	0	0	4
% Heavy Veh	0.6%		2.4%	0.0%		2.4%	0.0%		2.7%	0.0%		2.7%	2.5%	2.6%		0.0%	1.0%		1.5%	0.0%		0.0%	0.0%		0.0%	1.5%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Tahoe Street
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	1	1	**2**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	3	2	**5**
14-15	10	4	**14**
15-16	1	0	**1**
16-17	0	1	**1**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**16**	**8**	**24**

WEST APPROACH

#REF!

NORTH APPROACH
Rock Springs Road

Rock Springs Road
SOUTH APPROACH

Tahoe Street
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Tahoe Street
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**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	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	1	**1**
7-8	0	4	**4**
8-9	0	2	**2**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	1	0	**1**
14-15	5	0	**5**
15-16	1	1	**2**
16-17	2	3	**5**
17-18	4	2	**6**
18-19	0	2	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**14**	**15**	**29**

WEST APPROACH

#REF!

NORTH APPROACH
Rock Springs Road

Rock Springs Road
SOUTH APPROACH

Tahoe Street

EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**	**0**	**0**	**0**	**0**	**0**	**1**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Seaflower Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	178	0	0	178	0	0	295	1	0	296	474	0	4	0	4	0	8	0	0	0	0	0	0	8	482
7:15 AM	0	0	189	0	0	189	0	0	363	0	0	363	552	0	0	0	3	0	3	0	0	0	0	0	0	3	555
7:30 AM	0	1	130	0	0	131	0	0	296	1	0	297	428	0	0	0	5	0	5	0	0	0	0	0	0	5	433
7:45 AM	0	0	204	0	0	204	0	0	266	0	0	266	470	0	3	0	3	0	6	0	0	0	0	0	0	6	476
Total	**0**	**1**	**701**	**0**	**0**	**702**	**0**	**0**	**1,220**	**2**	**0**	**1,222**	**1,924**	**0**	**7**	**0**	**15**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**1,946**
8:00 AM	0	0	167	0	0	167	0	0	251	0	0	251	418	0	3	0	0	0	3	0	0	0	0	0	0	3	421
8:15 AM	0	1	179	0	0	180	0	0	292	1	0	293	473	0	4	0	2	0	6	0	0	0	0	0	0	6	479
8:30 AM	0	1	168	0	0	169	0	0	295	2	0	297	466	0	2	0	3	0	5	0	0	0	0	0	0	5	471
8:45 AM	0	1	147	0	0	148	0	0	264	1	0	265	413	0	1	0	2	0	3	0	0	0	0	0	0	3	416
Total	**0**	**3**	**661**	**0**	**0**	**664**	**0**	**0**	**1,102**	**4**	**0**	**1,106**	**1,770**	**0**	**10**	**0**	**7**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**1,787**
9:00 AM	0	1	138	0	0	139	0	0	220	1	0	221	360	0	0	0	2	0	2	0	0	0	0	0	0	2	362
9:15 AM	0	0	139	0	0	139	0	0	257	1	0	258	397	0	0	0	2	0	2	0	0	0	0	0	0	2	399
9:30 AM	0	1	124	0	0	125	0	0	177	0	0	177	302	0	0	0	2	0	2	0	0	0	0	0	0	2	304
9:45 AM	0	3	148	0	0	151	0	0	163	0	0	163	314	0	0	0	2	0	2	0	0	0	0	0	0	2	316
Total	**0**	**5**	**549**	**0**	**0**	**554**	**0**	**0**	**817**	**2**	**0**	**819**	**1,373**	**0**	**0**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1,381**
1:00 PM	0	0	210	0	0	210	0	0	176	1	0	177	387	0	1	0	0	0	1	0	0	0	0	0	0	1	388
1:15 PM	0	1	250	0	0	251	0	0	206	1	0	207	458	0	0	0	0	0	0	0	0	0	0	0	0	0	458
1:30 PM	0	1	286	0	0	287	0	0	198	1	0	199	486	0	2	0	1	0	3	0	0	0	0	0	0	3	489
1:45 PM	0	0	248	0	0	248	0	0	188	0	0	188	436	0	1	0	0	0	1	0	0	0	0	0	0	1	437
Total	**0**	**2**	**994**	**0**	**0**	**996**	**0**	**0**	**768**	**3**	**0**	**771**	**1,767**	**0**	**4**	**0**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1,772**
2:00 PM	0	0	228	0	0	228	0	0	222	3	0	225	453	0	1	0	0	0	1	0	0	0	0	0	0	1	454
2:15 PM	0	2	233	0	0	235	0	0	252	2	0	254	489	0	1	0	1	0	2	0	0	0	0	0	0	2	491
2:30 PM	0	0	218	0	0	218	0	0	229	1	0	230	448	0	0	0	1	0	1	0	0	0	0	0	0	1	449
2:45 PM	0	0	209	0	0	209	0	0	204	1	0	205	414	0	0	0	5	0	5	0	0	0	0	0	0	5	419
Total	**0**	**2**	**888**	**0**	**0**	**890**	**0**	**0**	**907**	**7**	**0**	**914**	**1,804**	**0**	**2**	**0**	**7**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1,813**
3:00 PM	0	2	240	0	0	242	0	0	226	0	0	226	468	0	0	0	1	0	1	0	0	0	0	0	0	1	469
3:15 PM	0	3	267	0	0	270	0	0	239	2	0	241	511	0	0	0	3	0	3	0	0	0	0	0	0	3	514
3:30 PM	0	1	264	0	0	265	0	0	244	1	0	245	510	0	1	0	1	0	2	0	0	0	0	0	0	2	512
3:45 PM	0	0	297	0	0	297	0	0	219	0	0	219	516	0	1	0	1	0	2	0	0	0	0	0	0	2	518
Total	**0**	**6**	**1,068**	**0**	**0**	**1,074**	**0**	**0**	**928**	**3**	**0**	**931**	**2,005**	**0**	**2**	**0**	**6**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2,013**
4:00 PM	0	0	317	0	0	317	0	0	260	1	0	261	578	0	0	0	3	0	3	0	0	0	0	0	0	3	581
4:15 PM	0	1	322	0	0	323	0	0	214	1	0	215	538	0	1	0	5	0	6	0	0	0	0	0	0	6	544
4:30 PM	0	3	336	0	0	339	0	0	236	1	0	237	576	0	0	0	0	0	0	0	0	0	0	0	0	0	576
4:45 PM	0	2	365	0	0	367	0	0	236	0	0	236	603	0	0	0	0	0	0	0	0	0	0	0	0	0	603
Total	**0**	**6**	**1,340**	**0**	**0**	**1,346**	**0**	**0**	**946**	**3**	**0**	**949**	**2,295**	**0**	**1**	**0**	**8**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**2,304**
5:00 PM	0	2	365	0	0	367	0	0	286	1	0	287	654	0	0	0	0	0	0	0	0	0	0	0	0	0	654
5:15 PM	0	2	399	0	0	401	0	0	278	2	0	280	681	0	2	0	3	0	5	0	0	0	0	0	0	5	686
5:30 PM	0	0	408	0	0	408	0	0	263	1	0	264	672	0	1	0	6	0	7	0	0	0	0	0	0	7	679
5:45 PM	0	3	381	0	0	384	0	0	274	1	0	275	659	0	1	0	1	0	2	0	0	0	0	0	0	2	661
Total	**0**	**7**	**1,553**	**0**	**0**	**1,560**	**0**	**0**	**1,101**	**5**	**0**	**1,106**	**2,666**	**0**	**4**	**0**	**10**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**2,680**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Seaflower Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

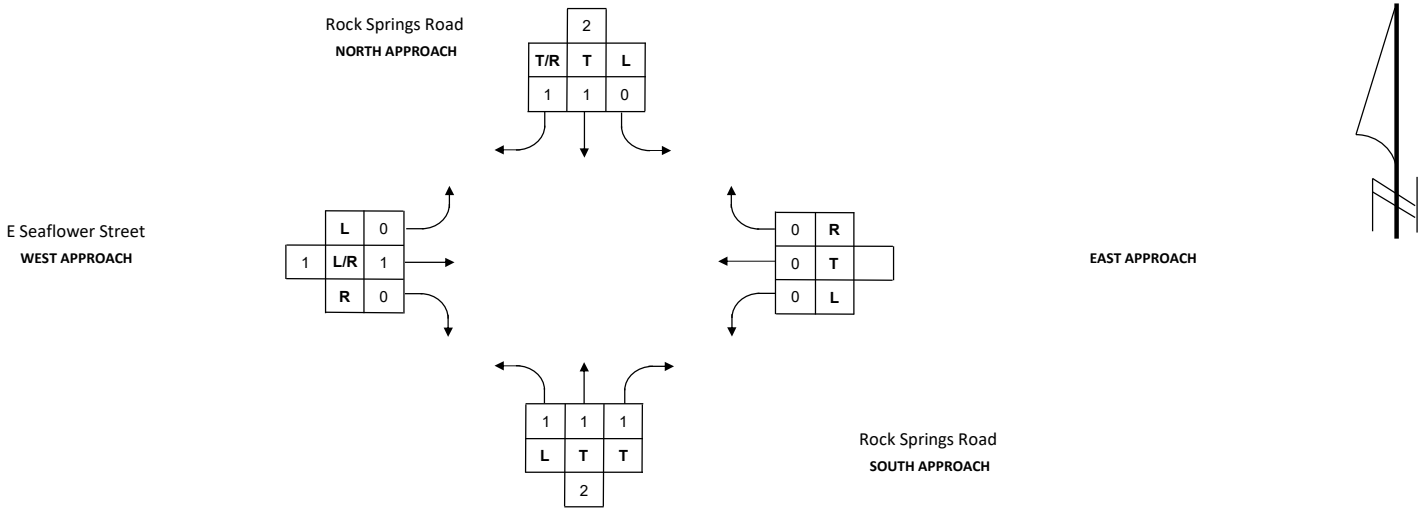
HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	**NBU**	**NBL**	**NBT**	**NBR**	**NBRTOR**	**Total**	**SBU**	**SBL**	**SBT**	**SBR**	**SBRTOR**	**Total**	**NS Total**	**EBU**	**EBL**	**EBT**	**EBR**	**EBRTOR**	**Total**	**WBU**	**WBL**	**WBT**	**WBR**	**WBRTOR**	**Total**	**EW Total**	**Grand Total**
7:00 AM	0	0	5	0	0	5	0	0	4	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	0	5	0	0	5	0	0	7	0	0	7	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:30 AM	0	0	3	0	0	3	0	0	13	0	0	13	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
7:45 AM	0	0	10	0	0	10	0	0	8	0	0	8	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	**0**	**0**	**23**	**0**	**0**	**23**	**0**	**0**	**32**	**0**	**0**	**32**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**
8:00 AM	0	0	5	0	0	5	0	0	4	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
8:15 AM	0	0	9	0	0	9	0	0	10	0	0	10	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:30 AM	0	0	5	0	0	5	0	0	5	0	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	0	3	0	0	3	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	**0**	**0**	**22**	**0**	**0**	**22**	**0**	**0**	**20**	**0**	**0**	**20**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
9:00 AM	0	0	3	0	0	3	0	0	12	0	0	12	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
9:15 AM	0	0	4	0	0	4	0	0	21	0	0	21	25	0	0	0	1	0	1	0	0	0	0	0	0	1	26
9:30 AM	0	0	7	0	0	7	0	0	10	0	0	10	17	0	0	0	1	0	1	0	0	0	0	0	0	1	18
9:45 AM	0	0	14	0	0	14	0	0	6	0	0	6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	**0**	**0**	**28**	**0**	**0**	**28**	**0**	**0**	**49**	**0**	**0**	**49**	**77**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**79**
1:00 PM	0	0	7	0	0	7	0	0	4	0	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
1:15 PM	0	0	18	0	0	18	0	0	7	0	0	7	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
1:30 PM	0	0	9	0	0	9	0	0	6	1	0	7	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
1:45 PM	0	0	11	0	0	11	0	0	8	0	0	8	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Total	**0**	**0**	**45**	**0**	**0**	**45**	**0**	**0**	**25**	**1**	**0**	**26**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**
2:00 PM	0	0	11	0	0	11	0	0	12	2	0	14	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
2:15 PM	0	0	6	0	0	6	0	0	9	1	0	10	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
2:30 PM	0	0	2	0	0	2	0	0	9	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
2:45 PM	0	0	6	0	0	6	0	0	4	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	**0**	**0**	**25**	**0**	**0**	**25**	**0**	**0**	**34**	**3**	**0**	**37**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**
3:00 PM	0	0	6	0	0	6	0	0	7	0	0	7	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3:15 PM	0	0	4	0	0	4	0	0	10	0	0	10	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
3:30 PM	0	0	4	0	0	4	0	0	7	0	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
3:45 PM	0	0	3	0	0	3	0	0	10	0	0	10	13	0	0	0	1	0	1	0	0	0	0	0	0	1	14
Total	**0**	**0**	**17**	**0**	**0**	**17**	**0**	**0**	**34**	**0**	**0**	**34**	**51**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**52**
4:00 PM	0	0	5	0	0	5	0	0	4	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
4:15 PM	0	0	7	0	0	7	0	0	2	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
4:30 PM	0	1	11	0	0	12	0	0	3	0	0	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	**0**	**1**	**23**	**0**	**0**	**24**	**0**	**0**	**11**	**0**	**0**	**11**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**
5:00 PM	0	0	3	0	0	3	0	0	5	0	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	0	4	0	0	4	0	0	5	0	0	5	9	0	0	0	1	0	1	0	0	0	0	0	0	1	10
5:30 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	3	0	0	3	0	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	**0**	**0**	**14**	**0**	**0**	**14**	**0**	**0**	**13**	**0**	**0**	**13**	**27**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**28**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Seaflower Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**E/W**
7:00 - 8:00	0	1	701	0	0	**702**	0	0	1,220	2	0	**1,222**	**1,924**	0	7	0	15	0	**22**	0	0	0	0	0	**0**	**22**
8:00 - 9:00	0	3	661	0	0	**664**	0	0	1,102	4	0	**1,106**	**1,770**	0	10	0	7	0	**17**	0	0	0	0	0	**0**	**17**
9:00 - 10:00	0	5	549	0	0	**554**	0	0	817	2	0	**819**	**1,373**	0	0	0	8	0	**8**	0	0	0	0	0	**0**	**8**
13:00 - 14:00	0	2	994	0	0	**996**	0	0	768	3	0	**771**	**1,767**	0	4	0	1	0	**5**	0	0	0	0	0	**0**	**5**
14:00 - 15:00	0	2	888	0	0	**890**	0	0	907	7	0	**914**	**1,804**	0	2	0	7	0	**9**	0	0	0	0	0	**0**	**9**
15:00 - 16:00	0	6	1,068	0	0	**1,074**	0	0	928	3	0	**931**	**2,005**	0	2	0	6	0	**8**	0	0	0	0	0	**0**	**8**
16:00 - 17:00	0	6	1,340	0	0	**1,346**	0	0	946	3	0	**949**	**2,295**	0	1	0	8	0	**9**	0	0	0	0	0	**0**	**9**
17:00 - 18:00	0	7	1,553	0	0	**1,560**	0	0	1,101	5	0	**1,106**	**2,666**	0	4	0	10	0	**14**	0	0	0	0	0	**0**	**14**
TOTAL	0	43	9,400	0	0	**9,443**	0	0	9,419	38	0	**9,457**	**18,900**	0	39	0	82	0	**121**	0	0	0	0	0	**0**	**121**

Percentage	0.0%	0.5%	99.5%	0.0%	0.0%	100.0%	0.0%	0.0%	99.6%	0.4%	0.0%	100.0%	N/A	0.0%	32.2%	0.0%	67.8%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N/A
Maximum	0	9	1,553	0	0	1,560	0	0	1,220	7	0	1,222	2,666	0	10	0	15	0	22	0	0	0	0	0	0	22
Total Heavy Veh	1		226	0	0	227	0		249	4	0	253	480	0		0	4	0	4	0		0	0	0	0	4
% Heavy Veh	2.3%		2.4%	0.0%		2.4%	0.0%		2.6%	10.5%		2.7%	2.5%	0.0%		0.0%	4.9%		3.3%	0.0%		0.0%	0.0%		0.0%	3.3%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Seaflower Street
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**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	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	3	0	**3**
7-8	0	1	**1**
8-9	1	1	**2**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	4	1	**5**
14-15	9	4	**13**
15-16	2	0	**2**
16-17	0	1	**1**
17-18	3	0	**3**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**23**	**8**	**31**

WEST APPROACH
E Seaflower Street

NORTH APPROACH
Rock Springs Road

Rock Springs Road
SOUTH APPROACH

0
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Seaflower Street
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**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	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	1	**1**
7-8	0	2	**2**
8-9	0	0	**0**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	1	0	**1**
14-15	0	3	**3**
15-16	3	4	**7**
16-17	1	3	**4**
17-18	2	3	**5**
18-19	0	1	**1**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**8**	**17**	**25**

WEST APPROACH
E Seaflower Street

NORTH APPROACH
Rock Springs Road

0
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

Rock Springs Road
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Vista Crest Drive	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	170	2	0	172	0	0	293	0	0	293	465	0	0	0	0	0	0	0	5	0	2	0	7	7	472
7:15 AM	0	0	189	0	0	189	0	0	376	0	0	376	565	0	0	0	0	0	0	0	8	0	0	0	8	8	573
7:30 AM	0	0	137	2	0	139	0	0	304	0	0	304	443	0	0	0	0	0	0	0	5	0	1	0	6	6	449
7:45 AM	1	0	197	0	0	198	0	0	275	0	0	275	473	0	0	0	0	0	0	0	6	0	2	0	8	8	481
Total	**1**	**0**	**693**	**4**	**0**	**698**	**0**	**0**	**1,248**	**0**	**0**	**1,248**	**1,946**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**5**	**0**	**29**	**29**	**1,975**
8:00 AM	0	0	163	2	0	165	0	1	245	0	0	246	411	0	0	0	0	0	0	0	1	0	2	0	3	3	414
8:15 AM	0	0	179	2	0	181	0	5	292	0	0	297	478	0	0	0	0	0	0	0	8	0	4	0	12	12	490
8:30 AM	0	0	171	5	0	176	0	0	313	0	0	313	489	0	0	0	0	0	0	0	4	0	3	0	7	7	496
8:45 AM	0	0	143	3	0	146	0	3	255	0	0	258	404	0	0	0	0	0	0	0	6	0	1	0	7	7	411
Total	**0**	**0**	**656**	**12**	**0**	**668**	**0**	**9**	**1,105**	**0**	**0**	**1,114**	**1,782**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**10**	**0**	**29**	**29**	**1,811**
9:00 AM	0	0	144	5	0	149	0	1	230	0	0	231	380	0	0	0	0	0	0	0	4	0	0	0	4	4	384
9:15 AM	0	0	140	5	0	145	0	2	246	0	0	248	393	0	0	0	0	0	0	0	6	0	3	0	9	9	402
9:30 AM	0	0	118	2	0	120	0	1	183	0	0	184	304	0	0	0	0	0	0	0	10	0	2	0	12	12	316
9:45 AM	0	0	154	2	0	156	1	0	161	0	0	162	318	0	0	0	0	0	0	0	6	0	1	0	7	7	325
Total	**0**	**0**	**556**	**14**	**0**	**570**	**1**	**4**	**820**	**0**	**0**	**825**	**1,395**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**6**	**0**	**32**	**32**	**1,427**
1:00 PM	0	0	216	4	0	220	0	0	178	0	0	178	398	0	0	0	0	0	0	0	6	0	0	0	6	6	404
1:15 PM	0	0	254	2	0	256	0	0	213	0	0	213	469	0	0	0	0	0	0	0	7	0	1	0	8	8	477
1:30 PM	0	0	273	4	0	277	0	1	212	0	0	213	490	0	0	0	0	0	0	0	5	0	7	0	12	12	502
1:45 PM	0	0	241	6	0	247	0	1	191	0	0	192	439	0	0	0	0	0	0	0	4	0	0	0	4	4	443
Total	**0**	**0**	**984**	**16**	**0**	**1,000**	**0**	**2**	**794**	**0**	**0**	**796**	**1,796**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**8**	**0**	**30**	**30**	**1,826**
2:00 PM	0	0	227	7	0	234	0	0	208	0	0	208	442	0	0	0	0	0	0	0	4	0	4	0	8	8	450
2:15 PM	0	0	237	1	0	238	0	1	260	0	0	261	499	0	0	0	0	0	0	0	7	0	0	0	7	7	506
2:30 PM	0	0	220	8	0	228	0	0	233	0	0	233	461	0	0	0	0	0	0	0	4	0	2	0	6	6	467
2:45 PM	0	0	201	5	0	206	0	1	202	0	0	203	409	0	0	0	0	0	0	0	2	0	1	0	3	3	412
Total	**0**	**0**	**885**	**21**	**0**	**906**	**0**	**2**	**903**	**0**	**0**	**905**	**1,811**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**7**	**0**	**24**	**24**	**1,835**
3:00 PM	0	0	239	2	0	241	0	2	215	0	0	217	458	0	0	0	0	0	0	0	7	0	0	0	7	7	465
3:15 PM	0	0	260	3	0	263	0	0	231	0	0	231	494	0	0	0	0	0	0	0	7	0	0	0	7	7	501
3:30 PM	0	0	260	4	0	264	0	1	238	0	0	239	503	0	0	0	0	0	0	0	5	0	1	0	6	6	509
3:45 PM	0	0	303	5	0	308	0	0	224	0	0	224	532	0	0	0	0	0	0	0	3	0	3	0	6	6	538
Total	**0**	**0**	**1,062**	**14**	**0**	**1,076**	**0**	**3**	**908**	**0**	**0**	**911**	**1,987**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**4**	**0**	**26**	**26**	**2,013**
4:00 PM	0	0	331	8	0	339	1	1	261	0	0	263	602	0	0	0	0	0	0	0	2	0	1	0	3	3	605
4:15 PM	0	0	311	3	0	314	1	3	223	0	0	227	541	0	0	0	0	0	0	0	3	0	0	0	3	3	544
4:30 PM	0	0	330	6	0	336	1	2	233	0	0	236	572	0	0	0	0	0	0	0	4	0	1	0	5	5	577
4:45 PM	0	0	360	9	0	369	1	1	239	0	0	241	610	0	0	0	0	0	0	0	2	0	2	0	4	4	614
Total	**0**	**0**	**1,332**	**26**	**0**	**1,358**	**4**	**7**	**956**	**0**	**0**	**967**	**2,325**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**4**	**0**	**15**	**15**	**2,340**
5:00 PM	0	0	358	6	0	364	0	0	285	0	0	285	649	0	0	0	0	0	0	0	2	0	1	0	3	3	652
5:15 PM	0	0	391	13	0	404	2	3	289	0	0	294	698	0	0	0	0	0	0	0	6	0	2	0	8	8	706
5:30 PM	0	0	384	10	0	394	0	2	251	0	0	253	647	0	0	0	0	0	0	0	7	0	8	0	15	15	662
5:45 PM	0	0	375	8	0	383	0	1	270	0	0	271	654	0	0	0	0	0	0	0	9	0	2	0	11	11	665
Total	**0**	**0**	**1,508**	**37**	**0**	**1,545**	**2**	**6**	**1,095**	**0**	**0**	**1,103**	**2,648**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**13**	**0**	**37**	**37**	**2,685**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Vista Crest Drive	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

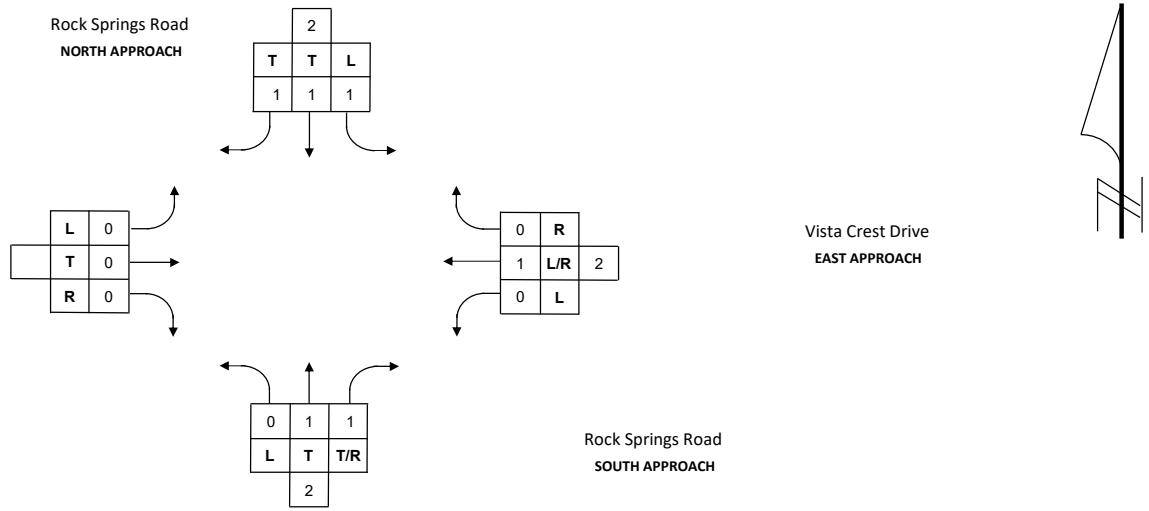
HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	**NBU**	**NBL**	**NBT**	**NBR**	**NBRTOR**	**Total**	**SBU**	**SBL**	**SBT**	**SBR**	**SBRTOR**	**Total**	**NS Total**	**EBU**	**EBL**	**EBT**	**EBR**	**EBRTOR**	**Total**	**WBU**	**WBL**	**WBT**	**WBR**	**WBRTOR**	**Total**	**EW Total**	**Grand Total**
7:00 AM	0	0	4	0	0	4	0	0	5	0	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	0	5	0	0	5	0	0	6	0	0	6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:30 AM	0	0	2	0	0	2	0	0	13	0	0	13	15	0	0	0	0	0	0	0	0	0	1	0	1	1	16
7:45 AM	0	0	11	0	0	11	0	0	10	0	0	10	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Total	**0**	**0**	**22**	**0**	**0**	**22**	**0**	**0**	**34**	**0**	**0**	**34**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**57**
8:00 AM	0	0	4	0	0	4	0	0	3	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	0	7	0	0	7	0	0	14	0	0	14	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
8:30 AM	0	0	6	0	0	6	0	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:45 AM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	**0**	**0**	**20**	**0**	**0**	**20**	**0**	**0**	**25**	**0**	**0**	**25**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
9:00 AM	0	0	4	0	0	4	0	0	12	0	0	12	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
9:15 AM	0	0	4	0	0	4	0	0	23	0	0	23	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27
9:30 AM	0	0	6	0	0	6	0	0	13	0	0	13	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
9:45 AM	0	0	12	0	0	12	0	0	8	0	0	8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	**0**	**0**	**26**	**0**	**0**	**26**	**0**	**0**	**56**	**0**	**0**	**56**	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**
1:00 PM	0	0	7	0	0	7	0	0	6	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
1:15 PM	0	0	19	0	0	19	0	0	7	0	0	7	26	0	0	0	0	0	0	0	1	0	0	0	1	1	27
1:30 PM	0	0	12	0	0	12	0	0	12	0	0	12	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
1:45 PM	0	0	10	0	0	10	0	0	9	0	0	9	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Total	**0**	**0**	**48**	**0**	**0**	**48**	**0**	**0**	**34**	**0**	**0**	**34**	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**83**
2:00 PM	0	0	12	0	0	12	0	0	11	0	0	11	23	0	0	0	0	0	0	0	0	0	1	0	1	1	24
2:15 PM	0	0	6	0	0	6	0	0	7	0	0	7	13	0	0	0	0	0	0	0	1	0	0	0	1	1	14
2:30 PM	0	0	3	0	0	3	0	0	11	0	0	11	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
2:45 PM	0	0	4	0	0	4	0	0	4	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	**0**	**0**	**25**	**0**	**0**	**25**	**0**	**0**	**33**	**0**	**0**	**33**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**2**	**60**
3:00 PM	0	0	7	0	0	7	0	0	10	0	0	10	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
3:15 PM	0	0	5	0	0	5	0	0	6	0	0	6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
3:30 PM	0	0	4	0	0	4	0	1	7	0	0	8	12	0	0	0	0	0	0	0	1	0	0	0	1	1	13
3:45 PM	0	0	3	0	0	3	0	0	11	0	0	11	14	0	0	0	0	0	0	0	0	0	1	0	1	1	15
Total	**0**	**0**	**19**	**0**	**0**	**19**	**0**	**1**	**34**	**0**	**0**	**35**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**2**	**56**
4:00 PM	0	0	6	0	0	6	0	0	6	0	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
4:15 PM	0	0	7	0	0	7	0	0	2	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
4:30 PM	0	0	12	0	0	12	0	0	4	0	0	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
4:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	**0**	**0**	**25**	**0**	**0**	**25**	**0**	**0**	**16**	**0**	**0**	**16**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**
5:00 PM	0	0	4	0	0	4	0	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	5	0	0	5	0	0	5	0	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	0	2	0	0	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	4	0	0	4	0	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	**0**	**0**	**15**	**0**	**0**	**15**	**0**	**0**	**10**	**0**	**0**	**10**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Vista Crest Drive	**MILEPOST:**	
OBSERVER:	VHB	**DATE:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**E/W**
7:00 - 8:00	1	0	693	4	0	**698**	0	0	1,248	0	0	**1,248**	**1,946**	0	0	0	0	0	**0**	0	24	0	5	0	**29**	**29**
8:00 - 9:00	0	0	656	12	0	**668**	0	9	1,105	0	0	**1,114**	**1,782**	0	0	0	0	0	**0**	0	19	0	10	0	**29**	**29**
9:00 - 10:00	0	0	556	14	0	**570**	1	4	820	0	0	**825**	**1,395**	0	0	0	0	0	**0**	0	26	0	6	0	**32**	**32**
13:00 - 14:00	0	0	984	16	0	**1,000**	0	2	794	0	0	**796**	**1,796**	0	0	0	0	0	**0**	0	22	0	8	0	**30**	**30**
14:00 - 15:00	0	0	885	21	0	**906**	0	2	903	0	0	**905**	**1,811**	0	0	0	0	0	**0**	0	17	0	7	0	**24**	**24**
15:00 - 16:00	0	0	1,062	14	0	**1,076**	0	3	908	0	0	**911**	**1,987**	0	0	0	0	0	**0**	0	22	0	4	0	**26**	**26**
16:00 - 17:00	0	0	1,332	26	0	**1,358**	4	7	956	0	0	**967**	**2,325**	0	0	0	0	0	**0**	0	11	0	4	0	**15**	**15**
17:00 - 18:00	0	0	1,508	37	0	**1,545**	2	6	1,095	0	0	**1,103**	**2,648**	0	0	0	0	0	**0**	0	24	0	13	0	**37**	**37**
TOTAL	1	0	9,313	184	0	**9,498**	7	35	9,488	0	0	**9,530**	**19,028**	0	0	0	0	0	**0**	0	216	0	68	0	**284**	**284**

Percentage	0.0%	0.0%	98.1%	1.9%	0.0%	100.0%	0.1%	0.4%	99.6%	0.0%	0.0%	100.0%	N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	76.1%	0.0%	23.9%	0.0%	100.0%	N/A
Maximum	1	0	1,508	37	0	1,545	4	9	1,248	0	0	1,248	2,648	0	0	0	0	0	0	0	30	0	13	0	37	37
Total Heavy Veh	0		226	0	0	226	1		270	0	0	271	497	0		0	0	0	0	3		0	3	0	6	6
% Heavy Veh	0.0%		2.4%	0.0%		2.4%	2.4%		2.8%	0.0%		2.8%	2.6%	0.0%		0.0%	0.0%		0.0%	1.4%		0.0%	4.4%		2.1%	2.1%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Vista Crest Drive
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NORTH APPROACH
Rock Springs Road

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

WEST APPROACH
0

Vista Crest Drive
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	1	0	**1**
7-8	0	0	**0**
8-9	3	2	**5**
9-10	0	1	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	1	1	**2**
14-15	1	2	**3**
15-16	1	0	**1**
16-17	1	0	**1**
17-18	2	2	**4**
18-19	1	1	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**11**	**9**	**20**

Rock Springs Road
SOUTH APPROACH

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	**2**
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Vista Crest Drive
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

NORTH APPROACH
Rock Springs Road

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

WEST APPROACH
0

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

Vista Crest Drive
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	1	**1**
7-8	0	1	**1**
8-9	0	0	**0**
9-10	2	0	**2**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	5	0	**5**
14-15	3	2	**5**
15-16	0	2	**2**
16-17	0	0	**0**
17-18	1	1	**2**
18-19	0	1	**1**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**11**	**8**	**19**

Rock Springs Road
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Tanglewood Drive	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	6	164	0	0	170	0	0	292	0	0	292	462	0	3	0	16	0	19	0	0	0	0	0	0	19	481
7:15 AM	0	6	186	0	0	192	0	0	372	1	0	373	565	0	4	0	22	0	26	0	0	0	0	0	0	26	591
7:30 AM	0	4	144	0	0	148	0	0	310	1	0	311	459	0	0	0	25	0	25	0	0	0	0	0	0	25	484
7:45 AM	0	8	198	0	0	206	0	0	274	0	0	274	480	0	2	0	14	0	16	0	0	0	0	0	0	16	496
Total	**0**	**24**	**692**	**0**	**0**	**716**	**0**	**0**	**1,248**	**2**	**0**	**1,250**	**1,966**	**0**	**9**	**0**	**77**	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**86**	**2,052**
8:00 AM	0	4	156	0	0	160	0	0	241	3	0	244	404	0	6	0	11	0	17	0	0	0	0	0	0	17	421
8:15 AM	0	9	172	0	0	181	0	0	283	5	0	288	469	0	6	0	18	0	24	0	0	0	0	0	0	24	493
8:30 AM	0	7	162	0	0	169	0	0	306	6	0	312	481	0	9	0	25	0	34	0	0	0	0	0	0	34	515
8:45 AM	0	10	144	0	0	154	1	0	257	6	0	264	418	0	0	0	16	0	16	0	0	0	0	0	0	16	434
Total	**0**	**30**	**634**	**0**	**0**	**664**	**1**	**0**	**1,087**	**20**	**0**	**1,108**	**1,772**	**0**	**21**	**0**	**70**	**0**	**91**	**0**	**0**	**0**	**0**	**0**	**0**	**91**	**1,863**
9:00 AM	0	8	145	0	0	153	1	0	214	4	0	219	372	0	4	0	23	0	27	0	0	0	0	0	0	27	399
9:15 AM	0	12	143	0	0	155	0	0	260	2	0	262	417	0	0	0	9	0	9	0	0	0	0	0	0	9	426
9:30 AM	0	5	114	0	0	119	0	0	188	0	0	188	307	0	1	0	20	0	21	0	0	0	0	0	0	21	328
9:45 AM	0	8	156	0	0	164	1	0	161	4	0	166	330	0	1	0	12	0	13	0	0	0	0	0	0	13	343
Total	**0**	**33**	**558**	**0**	**0**	**591**	**2**	**0**	**823**	**10**	**0**	**835**	**1,426**	**0**	**6**	**0**	**64**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**1,496**
1:00 PM	0	11	218	0	0	229	0	0	180	3	0	183	412	1	2	0	14	0	17	0	0	0	0	0	0	17	429
1:15 PM	0	9	260	0	0	269	0	0	208	0	0	208	477	0	5	0	23	0	28	0	0	0	0	0	0	28	505
1:30 PM	0	10	289	0	0	299	0	0	208	1	0	209	508	0	3	0	17	0	20	0	0	0	0	0	0	20	528
1:45 PM	0	15	238	0	0	253	1	0	193	2	0	196	449	0	4	0	19	0	23	0	0	0	0	0	0	23	472
Total	**0**	**45**	**1,005**	**0**	**0**	**1,050**	**1**	**0**	**789**	**6**	**0**	**796**	**1,846**	**1**	**14**	**0**	**73**	**0**	**88**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**1,934**
2:00 PM	0	14	232	0	0	246	0	0	201	7	0	208	454	0	6	0	11	0	17	0	0	0	0	0	0	17	471
2:15 PM	1	18	236	0	0	255	0	0	254	8	0	262	517	0	4	0	9	0	13	0	0	0	0	0	0	13	530
2:30 PM	0	14	229	0	0	243	0	0	230	5	0	235	478	0	4	0	22	0	26	0	0	0	0	0	0	26	504
2:45 PM	0	13	211	0	0	224	0	0	196	5	0	201	425	0	4	0	23	0	27	0	0	0	0	0	0	27	452
Total	**1**	**59**	**908**	**0**	**0**	**968**	**0**	**0**	**881**	**25**	**0**	**906**	**1,874**	**0**	**18**	**0**	**65**	**0**	**83**	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**1,957**
3:00 PM	1	19	230	0	0	250	0	0	219	3	0	222	472	0	1	0	17	0	18	0	0	0	0	0	0	18	490
3:15 PM	0	16	267	0	0	283	0	0	228	3	0	231	514	1	3	0	16	0	20	0	0	0	0	0	0	20	534
3:30 PM	0	14	266	0	0	280	0	0	245	3	0	248	528	0	1	0	20	0	21	0	0	0	0	0	0	21	549
3:45 PM	0	17	307	0	0	324	0	0	224	2	0	226	550	0	3	0	12	0	15	0	0	0	0	0	0	15	565
Total	**1**	**66**	**1,070**	**0**	**0**	**1,137**	**0**	**0**	**916**	**11**	**0**	**927**	**2,064**	**1**	**8**	**0**	**65**	**0**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**74**	**2,138**
4:00 PM	0	18	331	0	0	349	0	0	246	7	0	253	602	0	3	0	22	0	25	0	0	0	0	0	0	25	627
4:15 PM	0	18	319	0	0	337	0	0	212	4	0	216	553	0	2	0	23	0	25	0	0	0	0	0	0	25	578
4:30 PM	1	22	334	0	0	357	0	0	233	2	0	235	592	0	6	0	15	0	21	0	0	0	0	0	0	21	613
4:45 PM	0	10	375	0	0	385	0	0	227	3	0	230	615	0	2	0	25	0	27	0	0	0	0	0	0	27	642
Total	**1**	**68**	**1,359**	**0**	**0**	**1,428**	**0**	**0**	**918**	**16**	**0**	**934**	**2,362**	**0**	**13**	**0**	**85**	**0**	**98**	**0**	**0**	**0**	**0**	**0**	**0**	**98**	**2,460**
5:00 PM	0	22	368	0	0	390	0	0	278	10	0	288	678	0	4	0	25	0	29	0	0	0	0	0	0	29	707
5:15 PM	0	30	402	0	0	432	0	0	281	5	0	286	718	0	7	0	16	0	23	0	0	0	0	0	0	23	741
5:30 PM	0	15	411	0	0	426	1	0	236	4	0	241	667	0	4	0	22	0	26	0	0	0	0	0	0	26	693
5:45 PM	0	23	382	0	0	405	0	0	287	5	0	292	697	0	2	0	34	0	36	0	0	0	0	0	0	36	733
Total	**0**	**90**	**1,563**	**0**	**0**	**1,653**	**1**	**0**	**1,082**	**24**	**0**	**1,107**	**2,760**	**0**	**17**	**0**	**97**	**0**	**114**	**0**	**0**	**0**	**0**	**0**	**0**	**114**	**2,874**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Tanglewood Drive	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

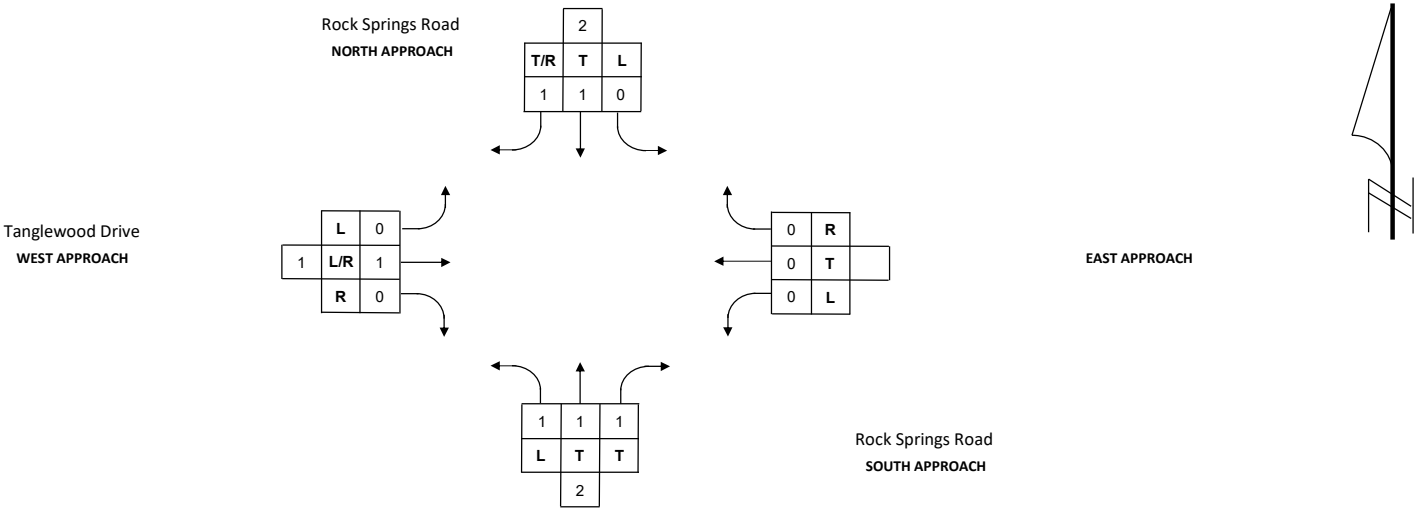
HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	**NBU**	**NBL**	**NBT**	**NBR**	**NBRTOR**	**Total**	**SBU**	**SBL**	**SBT**	**SBR**	**SBRTOR**	**Total**	**NS Total**	**EBU**	**EBL**	**EBT**	**EBR**	**EBRTOR**	**Total**	**WBU**	**WBL**	**WBT**	**WBR**	**WBRTOR**	**Total**	**EW Total**	**Grand Total**
7:00 AM	0	0	3	0	0	3	0	0	5	0	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:15 AM	0	0	6	0	0	6	0	0	6	0	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:30 AM	0	1	2	0	0	3	0	0	13	0	0	13	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
7:45 AM	0	0	13	0	0	13	0	0	9	0	0	9	22	0	0	0	1	0	1	0	0	0	0	0	0	1	23
Total	**0**	**1**	**24**	**0**	**0**	**25**	**0**	**0**	**33**	**0**	**0**	**33**	**58**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**59**
8:00 AM	0	0	5	0	0	5	0	0	3	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:15 AM	0	1	7	0	0	8	0	0	9	0	0	9	17	0	1	0	2	0	3	0	0	0	0	0	0	3	20
8:30 AM	0	0	7	0	0	7	0	0	7	0	0	7	14	0	0	0	1	0	1	0	0	0	0	0	0	1	15
8:45 AM	0	0	3	0	0	3	1	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	**0**	**1**	**22**	**0**	**0**	**23**	**1**	**0**	**19**	**0**	**0**	**20**	**43**	**0**	**1**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**47**
9:00 AM	0	0	4	0	0	4	0	0	10	1	0	11	15	0	0	0	1	0	1	0	0	0	0	0	0	1	16
9:15 AM	0	0	3	0	0	3	0	0	22	0	0	22	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
9:30 AM	0	0	5	0	0	5	0	0	13	0	0	13	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
9:45 AM	0	0	12	0	0	12	1	0	5	1	0	7	19	0	0	0	1	0	1	0	0	0	0	0	0	1	20
Total	**0**	**0**	**24**	**0**	**0**	**24**	**1**	**0**	**50**	**2**	**0**	**53**	**77**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**79**
1:00 PM	0	1	6	0	0	7	0	0	4	0	0	4	11	0	0	0	1	0	1	0	0	0	0	0	0	1	12
1:15 PM	0	0	17	0	0	17	0	0	5	0	0	5	22	0	1	0	0	0	1	0	0	0	0	0	0	1	23
1:30 PM	0	0	9	0	0	9	0	0	8	1	0	9	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
1:45 PM	0	0	10	0	0	10	1	0	9	0	0	10	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	**0**	**1**	**42**	**0**	**0**	**43**	**1**	**0**	**26**	**1**	**0**	**28**	**71**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**73**
2:00 PM	0	0	11	0	0	11	0	0	10	1	0	11	22	0	0	0	1	0	1	0	0	0	0	0	0	1	23
2:15 PM	0	0	7	0	0	7	0	0	8	0	0	8	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
2:30 PM	0	0	2	0	0	2	0	0	8	0	0	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2:45 PM	0	0	4	0	0	4	0	0	4	0	0	4	8	0	0	0	2	0	2	0	0	0	0	0	0	2	10
Total	**0**	**0**	**24**	**0**	**0**	**24**	**0**	**0**	**30**	**1**	**0**	**31**	**55**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**58**
3:00 PM	0	0	7	0	0	7	0	0	7	3	0	10	17	0	0	0	1	0	1	0	0	0	0	0	0	1	18
3:15 PM	0	1	4	0	0	5	0	0	6	0	0	6	11	1	0	0	1	0	2	0	0	0	0	0	0	2	13
3:30 PM	0	1	4	0	0	5	0	0	8	0	0	8	13	0	0	0	2	0	2	0	0	0	0	0	0	2	15
3:45 PM	0	0	2	0	0	2	0	0	9	0	0	9	11	0	0	0	1	0	1	0	0	0	0	0	0	1	12
Total	**0**	**2**	**17**	**0**	**0**	**19**	**0**	**0**	**30**	**3**	**0**	**33**	**52**	**1**	**0**	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**58**
4:00 PM	0	0	5	0	0	5	0	0	5	0	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
4:15 PM	0	1	7	0	0	8	0	0	2	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	1	12	0	0	13	0	0	3	0	0	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
4:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	**0**	**2**	**24**	**0**	**0**	**26**	**0**	**0**	**13**	**0**	**0**	**13**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**
5:00 PM	0	1	4	0	0	5	0	0	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	4	0	0	4	0	0	5	0	0	5	9	0	0	0	1	0	1	0	0	0	0	0	0	1	10
5:30 PM	0	0	2	0	0	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	6	0	0	6	0	0	2	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	**0**	**1**	**16**	**0**	**0**	**17**	**0**	**0**	**9**	**0**	**0**	**9**	**26**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**27**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Tanglewood Drive	**MILEPOST:**	
OBSERVER:	VHB	**DATE:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**E/W**
7:00 - 8:00	0	24	692	0	0	**716**	0	0	1,248	2	0	**1,250**	**1,966**	0	9	0	77	0	**86**	0	0	0	0	0	**0**	**86**
8:00 - 9:00	0	30	634	0	0	**664**	1	0	1,087	20	0	**1,108**	**1,772**	0	21	0	70	0	**91**	0	0	0	0	0	**0**	**91**
9:00 - 10:00	0	33	558	0	0	**591**	2	0	823	10	0	**835**	**1,426**	0	6	0	64	0	**70**	0	0	0	0	0	**0**	**70**
13:00 - 14:00	0	45	1,005	0	0	**1,050**	1	0	789	6	0	**796**	**1,846**	1	14	0	73	0	**88**	0	0	0	0	0	**0**	**88**
14:00 - 15:00	1	59	908	0	0	**968**	0	0	881	25	0	**906**	**1,874**	0	18	0	65	0	**83**	0	0	0	0	0	**0**	**83**
15:00 - 16:00	1	66	1,070	0	0	**1,137**	0	0	916	11	0	**927**	**2,064**	1	8	0	65	0	**74**	0	0	0	0	0	**0**	**74**
16:00 - 17:00	1	68	1,359	0	0	**1,428**	0	0	918	16	0	**934**	**2,362**	0	13	0	85	0	**98**	0	0	0	0	0	**0**	**98**
17:00 - 18:00	0	90	1,563	0	0	**1,653**	1	0	1,082	24	0	**1,107**	**2,760**	0	17	0	97	0	**114**	0	0	0	0	0	**0**	**114**
TOTAL	5	512	9,458	0	0	**9,975**	5	0	9,418	129	0	**9,552**	**19,527**	2	131	0	734	0	**867**	0	0	0	0	0	**0**	**867**

Percentage	0.1%	5.1%	94.8%	0.0%	0.0%	100.0%	0.1%	0.0%	98.6%	1.4%	0.0%	100.0%	N/A	0.2%	15.1%	0.0%	84.7%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N/A
Maximum	2	90	1,563	0	0	1,653	2	0	1,248	25	0	1,250	2,760	1	21	0	97	0	114	0	0	0	0	0	0	114
Total Heavy Veh	9		220	0	0	229	3		240	7	0	250	479	3		0	18	0	21	0		0	0	0	0	21
% Heavy Veh	1.7%		2.3%	0.0%		2.3%	60.0%		2.5%	5.4%		2.6%	2.5%	2.3%		0.0%	2.5%		2.4%	0.0%		0.0%	0.0%		0.0%	2.4%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Tanglewood Drive
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

NORTH APPROACH
Rock Springs Road

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	**3**
0	0	0	0	0	0	0	0	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**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**

WEST APPROACH
Tanglewood Drive

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	1	0	**1**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	4	0	**4**
14-15	0	1	**1**
15-16	0	1	**1**
16-17	0	1	**1**
17-18	1	0	**1**
18-19	1	0	**1**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**8**	**3**	**11**

EAST APPROACH
0

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

Rock Springs Road
SOUTH APPROACH

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Tanglewood Drive
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

NORTH APPROACH
Rock Springs Road

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

WEST APPROACH
Tanglewood Drive

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	2	**2**
8-9	0	0	**0**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	1	1	**2**
14-15	1	0	**1**
15-16	3	5	**8**
16-17	2	1	**3**
17-18	4	2	**6**
18-19	0	1	**1**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**12**	**12**	**24**

EAST APPROACH
0

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

Rock Springs Road
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	N Publix Plaza Access	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	166	12	0	178	0	17	290	0	0	307	485	0	0	0	0	0	0	0	2	0	12	0	14	14	499
7:15 AM	0	0	176	11	0	187	0	19	374	0	0	393	580	0	0	0	0	0	0	0	2	0	12	0	14	14	594
7:30 AM	0	0	129	9	0	138	1	22	303	0	0	326	464	0	0	0	0	0	0	0	7	0	8	0	15	15	479
7:45 AM	0	0	183	9	0	192	0	20	271	1	0	292	484	0	0	0	0	0	0	0	3	0	26	0	29	29	513
Total	**0**	**0**	**654**	**41**	**0**	**695**	**1**	**78**	**1,238**	**1**	**0**	**1,318**	**2,013**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**58**	**0**	**72**	**72**	**2,085**
8:00 AM	0	0	142	16	0	158	0	20	226	0	0	246	404	0	0	0	0	0	0	0	3	0	8	0	11	11	415
8:15 AM	0	0	157	7	0	164	0	33	262	0	0	295	459	0	0	0	0	0	0	0	5	0	17	0	22	22	481
8:30 AM	0	0	148	17	0	165	0	29	290	0	0	319	484	0	0	0	0	0	0	0	3	0	20	0	23	23	507
8:45 AM	0	0	136	12	0	148	0	17	251	0	0	268	416	0	0	0	0	0	0	0	3	0	19	0	22	22	438
Total	**0**	**0**	**583**	**52**	**0**	**635**	**0**	**99**	**1,029**	**0**	**0**	**1,128**	**1,763**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**64**	**0**	**78**	**78**	**1,841**
9:00 AM	0	0	125	15	0	140	0	27	202	0	0	229	369	0	0	0	0	0	0	0	6	0	20	0	26	26	395
9:15 AM	0	0	121	6	0	127	2	17	246	0	0	265	392	0	0	1	0	0	1	0	2	0	28	0	30	31	423
9:30 AM	0	0	112	11	0	123	0	20	177	0	0	197	320	0	0	0	0	0	0	0	8	0	17	0	25	25	345
9:45 AM	0	0	137	21	0	158	0	24	151	0	0	175	333	0	0	0	0	0	0	0	5	0	23	0	28	28	361
Total	**0**	**0**	**495**	**53**	**0**	**548**	**2**	**88**	**776**	**0**	**0**	**866**	**1,414**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**21**	**0**	**88**	**0**	**109**	**110**	**1,524**
1:00 PM	0	0	200	21	0	221	0	20	173	0	0	193	414	0	0	0	0	0	0	0	9	1	24	0	34	34	448
1:15 PM	0	0	237	17	0	254	1	26	207	0	0	234	488	0	0	0	0	0	0	0	5	1	30	0	36	36	524
1:30 PM	0	0	262	19	0	281	1	23	204	0	0	228	509	0	0	0	0	0	0	1	8	1	34	0	44	44	553
1:45 PM	0	0	225	18	0	243	0	28	185	0	0	213	456	0	0	0	0	0	0	0	7	0	30	0	37	37	493
Total	**0**	**0**	**924**	**75**	**0**	**999**	**2**	**97**	**769**	**0**	**0**	**868**	**1,867**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**29**	**3**	**118**	**0**	**151**	**151**	**2,018**
2:00 PM	0	0	211	19	0	230	0	21	194	0	0	215	445	0	0	0	0	0	0	0	7	0	36	0	43	43	488
2:15 PM	0	0	208	18	0	226	0	34	220	0	0	254	480	0	0	0	0	0	0	1	6	0	36	0	43	43	523
2:30 PM	0	1	213	18	0	232	0	21	227	0	0	248	480	0	0	0	0	0	0	0	8	0	35	0	43	43	523
2:45 PM	0	0	188	14	0	202	1	24	194	0	0	219	421	0	0	0	0	0	0	1	6	0	34	0	41	41	462
Total	**0**	**1**	**820**	**69**	**0**	**890**	**1**	**100**	**835**	**0**	**0**	**936**	**1,826**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**27**	**0**	**141**	**0**	**170**	**170**	**1,996**
3:00 PM	0	0	216	14	0	230	1	26	204	0	0	231	461	0	0	0	0	0	0	1	5	0	39	0	45	45	506
3:15 PM	0	0	238	16	0	254	0	32	214	0	0	246	500	0	0	1	0	0	1	1	6	1	45	0	53	54	554
3:30 PM	0	1	240	9	0	250	0	29	233	0	0	262	512	0	0	0	0	0	0	0	2	0	40	0	42	42	554
3:45 PM	0	0	284	15	0	299	0	27	210	0	0	237	536	0	0	0	0	0	0	0	10	1	36	0	47	47	583
Total	**0**	**1**	**978**	**54**	**0**	**1,033**	**1**	**114**	**861**	**0**	**0**	**976**	**2,009**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**23**	**2**	**160**	**0**	**187**	**188**	**2,197**
4:00 PM	0	0	316	7	0	323	0	34	233	0	0	267	590	0	0	0	0	0	0	0	8	0	32	0	40	40	630
4:15 PM	0	0	305	18	0	323	1	24	214	0	0	239	562	0	0	0	0	0	0	0	6	1	39	0	46	46	608
4:30 PM	0	0	316	13	0	329	1	25	208	0	0	234	563	0	0	0	0	0	0	0	5	3	46	0	54	54	617
4:45 PM	0	0	333	22	0	355	1	34	240	0	0	275	630	0	0	0	0	0	0	0	1	0	53	0	54	54	684
Total	**0**	**0**	**1,270**	**60**	**0**	**1,330**	**3**	**117**	**895**	**0**	**0**	**1,015**	**2,345**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**4**	**170**	**0**	**194**	**194**	**2,539**
5:00 PM	0	0	360	13	0	373	0	32	269	0	0	301	674	0	0	0	0	0	0	1	6	0	26	0	33	33	707
5:15 PM	0	0	387	21	0	408	0	35	259	1	0	295	703	0	0	0	0	0	0	1	3	1	50	0	55	55	758
5:30 PM	0	0	373	17	0	390	0	27	238	0	0	265	655	0	0	0	0	0	0	1	4	0	48	0	53	53	708
5:45 PM	0	0	362	22	0	384	0	35	271	0	0	306	690	0	0	0	0	0	0	0	5	0	48	0	53	53	743
Total	**0**	**0**	**1,482**	**73**	**0**	**1,555**	**0**	**129**	**1,037**	**1**	**0**	**1,167**	**2,722**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**18**	**1**	**172**	**0**	**194**	**194**	**2,916**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	N Publix Plaza Access	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

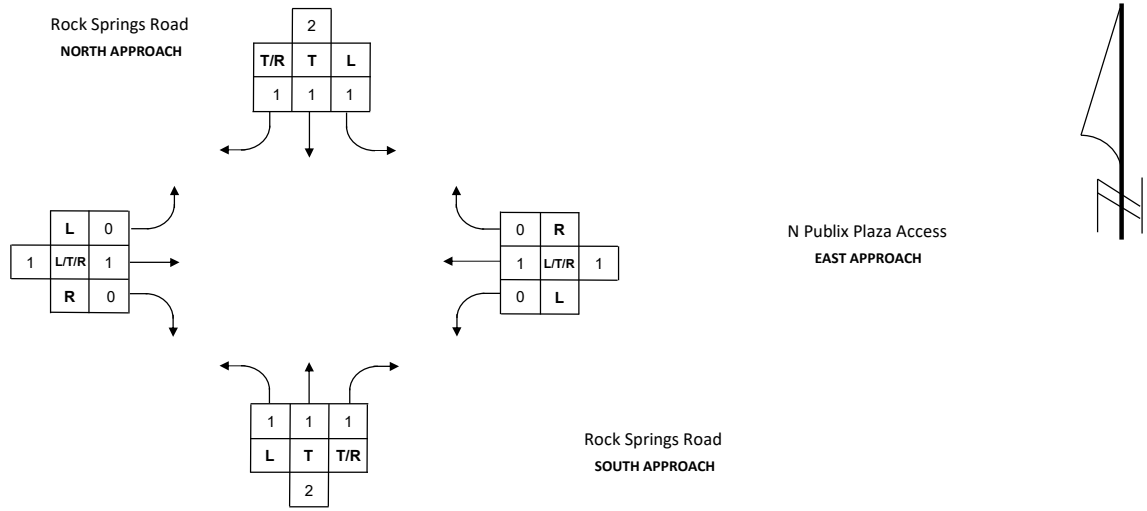
HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	3	4	0	7	0	0	5	0	0	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:15 AM	0	0	5	2	0	7	0	0	6	0	0	6	13	0	0	0	0	0	0	0	0	0	1	0	1	1	14
7:30 AM	0	0	3	0	0	3	0	2	10	0	0	12	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
7:45 AM	0	0	8	0	0	8	0	2	9	0	0	11	19	0	0	0	0	0	0	0	0	0	3	0	3	3	22
Total	**0**	**0**	**19**	**6**	**0**	**25**	**0**	**4**	**30**	**0**	**0**	**34**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**4**	**63**
8:00 AM	0	0	1	0	0	1	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	2	0	2	2	5
8:15 AM	0	0	6	0	0	6	0	1	8	0	0	9	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
8:30 AM	0	0	7	0	0	7	0	1	6	0	0	7	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
8:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	**0**	**0**	**17**	**0**	**0**	**17**	**0**	**2**	**16**	**0**	**0**	**18**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**2**	**37**
9:00 AM	0	0	3	1	0	4	0	0	11	0	0	11	15	0	0	0	0	0	0	0	1	0	0	0	1	1	16
9:15 AM	0	0	3	1	0	4	0	0	23	0	0	23	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27
9:30 AM	0	0	5	0	0	5	0	0	13	0	0	13	18	0	0	0	0	0	0	0	1	0	0	0	1	1	19
9:45 AM	0	0	12	2	0	14	0	0	6	0	0	6	20	0	0	0	0	0	0	0	0	0	1	0	1	1	21
Total	**0**	**0**	**23**	**4**	**0**	**27**	**0**	**0**	**53**	**0**	**0**	**53**	**80**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**3**	**3**	**83**
1:00 PM	0	0	6	0	0	6	0	0	6	0	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1:15 PM	0	0	16	0	0	16	0	0	6	0	0	6	22	0	0	0	0	0	0	0	1	0	0	0	1	1	23
1:30 PM	0	0	10	0	0	10	0	1	7	0	0	8	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
1:45 PM	0	0	11	0	0	11	0	1	10	0	0	11	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
Total	**0**	**0**	**43**	**0**	**0**	**43**	**0**	**2**	**29**	**0**	**0**	**31**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**75**
2:00 PM	0	0	12	0	0	12	0	1	10	0	0	11	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
2:15 PM	0	0	6	0	0	6	0	1	7	0	0	8	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
2:30 PM	0	0	2	0	0	2	0	1	6	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:45 PM	0	0	5	0	0	5	0	2	4	0	0	6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	**0**	**0**	**25**	**0**	**0**	**25**	**0**	**5**	**27**	**0**	**0**	**32**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
3:00 PM	0	0	6	0	0	6	0	0	9	0	0	9	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
3:15 PM	0	0	4	0	0	4	0	1	8	0	0	9	13	0	0	0	0	0	0	0	0	0	1	0	1	1	14
3:30 PM	0	0	5	0	0	5	0	0	9	0	0	9	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
3:45 PM	0	0	3	0	0	3	0	0	10	0	0	10	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	**0**	**0**	**18**	**0**	**0**	**18**	**0**	**1**	**36**	**0**	**0**	**37**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**56**
4:00 PM	0	0	7	0	0	7	0	2	4	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
4:15 PM	0	0	9	0	0	9	0	0	2	0	0	2	11	0	0	0	0	0	0	0	0	1	1	0	2	2	13
4:30 PM	0	0	11	0	0	11	0	0	5	0	0	5	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
4:45 PM	0	0	0	0	0	0	0	1	2	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	**0**	**0**	**27**	**0**	**0**	**27**	**0**	**3**	**13**	**0**	**0**	**16**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**2**	**45**
5:00 PM	0	0	4	0	0	4	0	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	3	0	0	3	0	0	6	0	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:30 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	3	0	0	3	0	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	**0**	**0**	**14**	**0**	**0**	**14**	**0**	**0**	**11**	**0**	**0**	**11**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	N Publix Plaza Access	**MILEPOST:**	
OBSERVER:	VHB	**DATE:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**E/W**
7:00 - 8:00	0	0	654	41	0	**695**	1	78	1,238	1	0	**1,318**	**2,013**	0	0	0	0	0	**0**	0	14	0	58	0	**72**	**72**
8:00 - 9:00	0	0	583	52	0	**635**	0	99	1,029	0	0	**1,128**	**1,763**	0	0	0	0	0	**0**	0	14	0	64	0	**78**	**78**
9:00 - 10:00	0	0	495	53	0	**548**	2	88	776	0	0	**866**	**1,414**	0	0	1	0	0	**1**	0	21	0	88	0	**109**	**110**
13:00 - 14:00	0	0	924	75	0	**999**	2	97	769	0	0	**868**	**1,867**	0	0	0	0	0	**0**	1	29	3	118	0	**151**	**151**
14:00 - 15:00	0	1	820	69	0	**890**	1	100	835	0	0	**936**	**1,826**	0	0	0	0	0	**0**	2	27	0	141	0	**170**	**170**
15:00 - 16:00	0	1	978	54	0	**1,033**	1	114	861	0	0	**976**	**2,009**	0	0	1	0	0	**1**	2	23	2	160	0	**187**	**188**
16:00 - 17:00	0	0	1,270	60	0	**1,330**	3	117	895	0	0	**1,015**	**2,345**	0	0	0	0	0	**0**	0	20	4	170	0	**194**	**194**
17:00 - 18:00	0	0	1,482	73	0	**1,555**	0	129	1,037	1	0	**1,167**	**2,722**	0	0	0	0	0	**0**	3	18	1	172	0	**194**	**194**
TOTAL	0	2	8,786	555	0	**9,343**	13	978	9,099	2	0	**10,092**	**19,435**	0	2	2	0	0	**4**	8	200	10	1,162	0	**1,380**	**1,384**

Percentage	0.0%	0.0%	94.0%	5.9%	0.0%	100.0%	0.1%	9.7%	90.2%	0.0%	0.0%	100.0%	N/A	0.0%	50.0%	50.0%	0.0%	0.0%	100.0%	0.6%	14.5%	0.7%	84.2%	0.0%	100.0%	N/A
Maximum	0	1	1,482	75	0	1,555	3	129	1,238	1	0	1,318	2,722	0	2	1	0	0	2	3	29	4	173	0	194	194
Total Heavy Veh	0		218	12	0	230	17		246	0	0	263	493	0		0	0	0	0	3		1	10	0	14	14
% Heavy Veh	0.0%		2.5%	2.2%		2.5%	1.7%		2.7%	0.0%		2.6%	2.5%	0.0%		0.0%	0.0%		0.0%	1.4%		10.0%	0.9%		1.0%	1.0%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	N Publix Plaza Access
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	2	1	**3**
7-8	0	0	**0**
8-9	3	1	**4**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	2	1	**3**
14-15	2	0	**2**
15-16	0	5	**5**
16-17	1	0	**1**
17-18	0	1	**1**
18-19	1	1	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**11**	**10**	**21**

NORTH APPROACH
Rock Springs Road

WEST APPROACH
Private Driveway

N Publix Plaza Access
EAST APPROACH

Rock Springs Road
SOUTH APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	2	0	**2**
7-8	2	4	**6**
8-9	3	4	**7**
9-10	0	3	**3**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	5	1	**6**
14-15	3	1	**4**
15-16	1	1	**2**
16-17	1	2	**3**
17-18	1	4	**5**
18-19	0	2	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**18**	**22**	**40**

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	N Publix Plaza Access
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**4**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	2	0	**2**
8-9	1	0	**1**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	1	0	**1**
14-15	2	2	**4**
15-16	2	3	**5**
16-17	2	0	**2**
17-18	3	1	**4**
18-19	2	1	**3**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**16**	**7**	**23**

WEST APPROACH
Private Driveway

NORTH APPROACH
Rock Springs Road

Rock Springs Road
SOUTH APPROACH

N Publix Plaza Access
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	1	1	**2**
7-8	1	1	**2**
8-9	1	0	**1**
9-10	3	0	**3**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	3	0	**3**
14-15	4	6	**10**
15-16	3	3	**6**
16-17	0	0	**0**
17-18	1	3	**4**
18-19	1	2	**3**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**18**	**16**	**34**

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	1	0	0	0	0	0	0	**2**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	S Publix Plaza Access	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	**NBU**	**NBL**	**NBT**	**NBR**	**NBRTOR**	**Total**	**SBU**	**SBL**	**SBT**	**SBR**	**SBRTOR**	**Total**	**NS Total**	**EBU**	**EBL**	**EBT**	**EBR**	**EBRTOR**	**Total**	**WBU**	**WBL**	**WBT**	**WBR**	**WBRTOR**	**Total**	**EW Total**	**Grand Total**
7:00 AM	0	0	172	10	0	182	0	7	288	0	0	295	477	0	0	0	0	0	0	0	2	0	10	0	12	12	489
7:15 AM	0	0	182	18	0	200	0	13	359	0	0	372	572	0	0	0	0	0	0	0	0	0	5	0	5	5	577
7:30 AM	0	0	125	22	0	147	0	5	312	0	0	317	464	0	0	0	0	0	0	0	0	0	12	0	12	12	476
7:45 AM	0	0	175	13	0	188	0	6	270	0	0	276	464	0	0	0	0	0	0	0	0	0	18	0	18	18	482
Total	**0**	**0**	**654**	**63**	**0**	**717**	**0**	**31**	**1,229**	**0**	**0**	**1,260**	**1,977**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**45**	**0**	**47**	**47**	**2,024**
8:00 AM	0	0	149	14	0	163	0	3	226	0	0	229	392	0	0	0	0	0	0	0	0	0	15	0	15	15	407
8:15 AM	0	0	161	13	0	174	0	2	261	0	0	263	437	0	0	0	0	0	0	0	1	0	6	0	7	7	444
8:30 AM	0	0	154	23	0	177	0	8	282	0	0	290	467	0	0	0	0	0	0	0	0	0	8	0	8	8	475
8:45 AM	0	0	143	25	0	168	0	5	252	0	0	257	425	0	0	0	0	0	0	0	0	0	10	0	10	10	435
Total	**0**	**0**	**607**	**75**	**0**	**682**	**0**	**18**	**1,021**	**0**	**0**	**1,039**	**1,721**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**39**	**0**	**40**	**40**	**1,761**
9:00 AM	0	0	133	28	0	161	0	6	212	0	0	218	379	0	0	0	0	0	0	0	0	0	16	0	16	16	395
9:15 AM	0	0	121	16	0	137	0	5	248	0	0	253	390	0	0	0	0	0	0	0	0	0	10	0	10	10	400
9:30 AM	0	0	123	23	0	146	0	0	189	0	0	189	335	0	0	0	0	0	0	0	1	0	5	0	6	6	341
9:45 AM	0	0	153	20	0	173	0	4	156	0	0	160	333	0	0	0	0	0	0	0	0	0	7	0	7	7	340
Total	**0**	**0**	**530**	**87**	**0**	**617**	**0**	**15**	**805**	**0**	**0**	**820**	**1,437**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**38**	**0**	**39**	**39**	**1,476**
1:00 PM	0	0	197	31	0	228	0	6	175	0	0	181	409	0	0	0	0	0	0	0	1	0	27	0	28	28	437
1:15 PM	0	0	236	21	0	257	0	6	204	0	0	210	467	0	0	0	0	0	0	0	0	0	20	0	20	20	487
1:30 PM	0	0	262	36	0	298	0	4	208	0	0	212	510	0	0	0	0	0	0	0	0	0	19	0	19	19	529
1:45 PM	0	0	223	32	0	255	0	8	189	0	0	197	452	0	0	0	0	0	0	0	0	0	21	0	21	21	473
Total	**0**	**0**	**918**	**120**	**0**	**1,038**	**0**	**24**	**776**	**0**	**0**	**800**	**1,838**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**87**	**0**	**88**	**88**	**1,926**
2:00 PM	0	0	217	38	0	255	0	10	196	0	0	206	461	0	0	0	0	0	0	0	0	0	17	0	17	17	478
2:15 PM	0	0	209	51	0	260	0	8	213	0	0	221	481	0	0	0	0	0	0	0	0	0	17	0	17	17	498
2:30 PM	0	0	207	42	0	249	0	7	231	0	0	238	487	0	0	0	0	0	0	0	0	0	30	0	30	30	517
2:45 PM	0	0	183	35	0	218	0	6	193	0	0	199	417	0	0	0	0	0	0	0	1	0	21	0	22	22	439
Total	**0**	**0**	**816**	**166**	**0**	**982**	**0**	**31**	**833**	**0**	**0**	**864**	**1,846**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**85**	**0**	**86**	**86**	**1,932**
3:00 PM	0	0	213	38	0	251	0	3	208	0	0	211	462	0	0	0	0	0	0	0	1	0	20	0	21	21	483
3:15 PM	0	0	241	30	0	271	0	6	211	0	0	217	488	0	0	0	0	0	0	0	0	0	19	0	19	19	507
3:30 PM	0	0	239	48	0	287	0	8	232	0	0	240	527	0	0	0	0	0	0	0	0	0	17	0	17	17	544
3:45 PM	0	0	288	43	0	331	0	10	213	0	0	223	554	0	0	0	0	0	0	0	0	0	24	0	24	24	578
Total	**0**	**0**	**981**	**159**	**0**	**1,140**	**0**	**27**	**864**	**0**	**0**	**891**	**2,031**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**80**	**0**	**81**	**81**	**2,112**
4:00 PM	0	0	296	52	0	348	0	11	225	0	0	236	584	0	0	0	0	0	0	0	0	0	28	0	28	28	612
4:15 PM	0	0	292	46	0	338	0	9	214	0	0	223	561	0	0	0	0	0	0	0	0	0	31	0	31	31	592
4:30 PM	0	0	307	51	0	358	0	4	207	0	0	211	569	0	0	0	0	0	0	0	0	0	25	0	25	25	594
4:45 PM	0	0	321	40	0	361	0	14	223	0	0	237	598	0	0	0	0	0	0	0	1	0	31	0	32	32	630
Total	**0**	**0**	**1,216**	**189**	**0**	**1,405**	**0**	**38**	**869**	**0**	**0**	**907**	**2,312**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**115**	**0**	**116**	**116**	**2,428**
5:00 PM	0	0	342	47	0	389	0	8	252	0	0	260	649	0	0	0	0	0	0	0	0	0	36	0	36	36	685
5:15 PM	0	0	370	49	0	419	0	8	256	0	0	264	683	0	0	0	0	0	0	0	0	0	37	0	37	37	720
5:30 PM	0	0	354	54	0	408	0	5	232	0	0	237	645	0	0	0	0	0	0	0	0	0	38	0	38	38	683
5:45 PM	0	0	360	43	0	403	0	15	266	0	0	281	684	0	0	0	0	0	0	0	0	0	31	0	31	31	715
Total	**0**	**0**	**1,426**	**193**	**0**	**1,619**	**0**	**36**	**1,006**	**0**	**0**	**1,042**	**2,661**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**142**	**0**	**142**	**142**	**2,803**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	S Publix Plaza Access	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

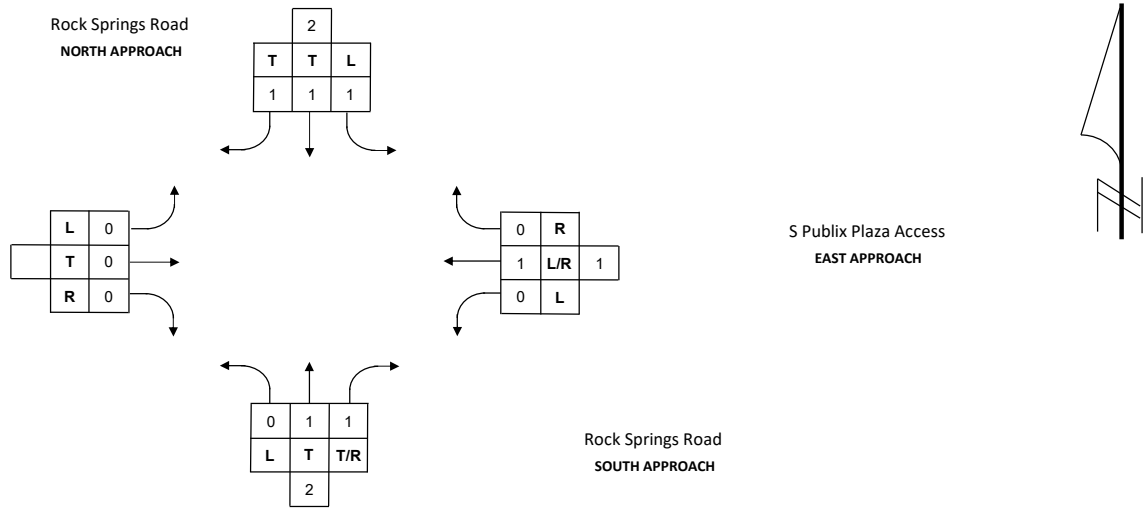
HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	7	0	0	7	0	0	5	0	0	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:15 AM	0	0	7	0	0	7	0	0	7	0	0	7	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:30 AM	0	0	3	1	0	4	0	0	11	0	0	11	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
7:45 AM	0	0	6	0	0	6	0	0	9	0	0	9	15	0	0	0	0	0	0	0	0	0	1	0	1	1	16
Total	**0**	**0**	**23**	**1**	**0**	**24**	**0**	**0**	**32**	**0**	**0**	**32**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**57**
8:00 AM	0	0	1	0	0	1	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	8	0	0	8	0	0	7	0	0	7	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
8:30 AM	0	0	7	0	0	7	0	0	8	0	0	8	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
8:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	**0**	**0**	**19**	**0**	**0**	**19**	**0**	**0**	**17**	**0**	**0**	**17**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**
9:00 AM	0	0	4	1	0	5	0	1	10	0	0	11	16	0	0	0	0	0	0	0	0	0	1	0	1	1	17
9:15 AM	0	0	4	1	0	5	0	0	23	0	0	23	28	0	0	0	0	0	0	0	0	0	0	0	0	0	28
9:30 AM	0	0	4	1	0	5	0	0	16	0	0	16	21	0	0	0	0	0	0	0	0	0	2	0	2	2	23
9:45 AM	0	0	14	0	0	14	0	0	6	0	0	6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	**0**	**0**	**26**	**3**	**0**	**29**	**0**	**1**	**55**	**0**	**0**	**56**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**3**	**88**
1:00 PM	0	0	5	0	0	5	0	0	6	0	0	6	11	0	0	0	0	0	0	0	0	0	1	0	1	1	12
1:15 PM	0	0	17	0	0	17	0	1	5	0	0	6	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
1:30 PM	0	0	11	0	0	11	0	0	7	0	0	7	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
1:45 PM	0	0	11	0	0	11	0	1	8	0	0	9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	**0**	**0**	**44**	**0**	**0**	**44**	**0**	**2**	**26**	**0**	**0**	**28**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**73**
2:00 PM	0	0	11	0	0	11	0	0	10	0	0	10	21	0	0	0	0	0	0	0	0	0	1	0	1	1	22
2:15 PM	0	0	6	0	0	6	0	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	1	0	1	1	12
2:30 PM	0	0	2	1	0	3	0	0	8	0	0	8	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
2:45 PM	0	0	5	0	0	5	0	0	5	0	0	5	10	0	0	0	0	0	0	0	0	0	1	0	1	1	11
Total	**0**	**0**	**24**	**1**	**0**	**25**	**0**	**0**	**28**	**0**	**0**	**28**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**3**	**56**
3:00 PM	0	0	5	1	0	6	0	0	9	0	0	9	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
3:15 PM	0	0	3	0	0	3	0	0	7	0	0	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:30 PM	0	0	6	0	0	6	0	0	10	0	0	10	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
3:45 PM	0	0	3	0	0	3	0	0	10	0	0	10	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	**0**	**0**	**17**	**1**	**0**	**18**	**0**	**0**	**36**	**0**	**0**	**36**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**
4:00 PM	0	0	7	0	0	7	0	0	3	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
4:15 PM	0	0	10	0	0	10	0	0	3	0	0	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
4:30 PM	0	0	10	0	0	10	0	0	3	0	0	3	13	0	0	0	0	0	0	0	0	0	1	0	1	1	14
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	**0**	**0**	**27**	**0**	**0**	**27**	**0**	**0**	**11**	**0**	**0**	**11**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**39**
5:00 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	2	0	0	2	0	0	7	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:30 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	3	0	0	3	0	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	**0**	**0**	**13**	**0**	**0**	**13**	**0**	**0**	**11**	**0**	**0**	**11**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	S Publix Plaza Access	**MILEPOST:**	
OBSERVER:	VHB	**DATE:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**E/W**
7:00 - 8:00	0	0	654	63	0	**717**	0	31	1,229	0	0	**1,260**	**1,977**	0	0	0	0	0	**0**	0	2	0	45	0	**47**	**47**
8:00 - 9:00	0	0	607	75	0	**682**	0	18	1,021	0	0	**1,039**	**1,721**	0	0	0	0	0	**0**	0	1	0	39	0	**40**	**40**
9:00 - 10:00	0	0	530	87	0	**617**	0	15	805	0	0	**820**	**1,437**	0	0	0	0	0	**0**	0	1	0	38	0	**39**	**39**
13:00 - 14:00	0	0	918	120	0	**1,038**	0	24	776	0	0	**800**	**1,838**	0	0	0	0	0	**0**	0	1	0	87	0	**88**	**88**
14:00 - 15:00	0	0	816	166	0	**982**	0	31	833	0	0	**864**	**1,846**	0	0	0	0	0	**0**	0	1	0	85	0	**86**	**86**
15:00 - 16:00	0	0	981	159	0	**1,140**	0	27	864	0	0	**891**	**2,031**	0	0	0	0	0	**0**	0	1	0	80	0	**81**	**81**
16:00 - 17:00	0	0	1,216	189	0	**1,405**	0	38	869	0	0	**907**	**2,312**	0	0	0	0	0	**0**	0	1	0	115	0	**116**	**116**
17:00 - 18:00	0	0	1,426	193	0	**1,619**	0	36	1,006	0	0	**1,042**	**2,661**	0	0	0	0	0	**0**	0	0	0	142	0	**142**	**142**
TOTAL	0	0	8,652	1,276	0	**9,928**	0	273	9,030	0	0	**9,303**	**19,231**	0	0	0	0	0	**0**	0	9	0	769	0	**778**	**778**

Percentage	0.0%	0.0%	87.1%	12.9%	0.0%	100.0%	0.0%	2.9%	97.1%	0.0%	0.0%	100.0%	N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	98.8%	0.0%	100.0%	N/A
Maximum	0	0	1,426	193	0	1,619	0	38	1,229	0	0	1,260	2,661	0	0	0	0	0	0	0	2	0	142	0	142	142
Total Heavy Veh	0		222	8	0	230	5		246	0	0	251	481	0		0	0	0	0	0		0	9	0	9	9
% Heavy Veh	0.0%		2.6%	0.6%		2.3%	1.8%		2.7%	0.0%		2.7%	2.5%	0.0%		0.0%		0.0%	0.0%	0.0%		0.0%	1.2%		1.2%	1.2%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	S Publix Plaza Access
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**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	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

WEST APPROACH
0

NORTH APPROACH
Rock Springs Road

S Publix Plaza Access
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	1	1	**2**
7-8	3	2	**5**
8-9	1	3	**4**
9-10	0	1	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	1	1	**2**
14-15	2	1	**3**
15-16	0	2	**2**
16-17	1	0	**1**
17-18	0	0	**0**
18-19	0	2	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**9**	**13**	**22**

Rock Springs Road
SOUTH APPROACH

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	S Publix Plaza Access
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NORTH APPROACH
Rock Springs Road

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

WEST APPROACH
0

S Publix Plaza Access
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	2	1	**3**
7-8	2	3	**5**
8-9	1	0	**1**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	2	0	**2**
14-15	1	3	**4**
15-16	1	0	**1**
16-17	0	1	**1**
17-18	2	0	**2**
18-19	1	2	**3**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**13**	**10**	**23**

Rock Springs Road
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Welch Road	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	6	95	12	3	116	0	88	196	8	1	293	409	0	14	49	14	8	85	0	22	29	33	35	119	204	613
7:15 AM	0	7	107	15	3	132	0	126	219	22	3	370	502	0	21	54	15	13	103	0	23	38	43	27	131	234	736
7:30 AM	0	4	80	11	2	97	0	140	178	12	5	335	432	0	12	50	15	8	85	0	23	39	29	27	118	203	635
7:45 AM	0	12	89	10	2	113	0	100	150	22	2	274	387	0	21	53	17	12	103	0	25	42	38	39	144	247	634
Total	**0**	**29**	**371**	**48**	**10**	**458**	**0**	**454**	**743**	**64**	**11**	**1,272**	**1,730**	**0**	**68**	**206**	**61**	**41**	**376**	**0**	**93**	**148**	**143**	**128**	**512**	**888**	**2,618**
8:00 AM	0	15	90	9	3	117	0	97	123	8	0	228	345	0	14	40	16	13	83	0	21	49	28	34	132	215	560
8:15 AM	0	15	74	9	3	101	0	102	141	14	1	258	359	0	13	55	12	12	92	0	28	35	37	49	149	241	600
8:30 AM	0	14	84	15	0	113	0	111	155	9	3	278	391	0	28	63	18	10	119	0	28	44	39	28	139	258	649
8:45 AM	0	11	85	14	1	111	0	74	156	19	3	252	363	0	27	56	11	10	104	0	28	38	22	25	113	217	580
Total	**0**	**55**	**333**	**47**	**7**	**442**	**0**	**384**	**575**	**50**	**7**	**1,016**	**1,458**	**0**	**82**	**214**	**57**	**45**	**398**	**0**	**105**	**166**	**126**	**136**	**533**	**931**	**2,389**
9:00 AM	0	2	83	11	1	97	0	73	123	12	6	214	311	0	22	39	20	9	90	0	26	35	41	18	120	210	521
9:15 AM	0	8	67	12	1	88	0	102	117	13	1	233	321	0	7	34	9	11	61	0	25	40	28	24	117	178	499
9:30 AM	0	14	79	16	2	111	0	61	119	15	1	196	307	0	16	37	6	11	70	0	23	31	24	25	103	173	480
9:45 AM	0	14	79	16	3	112	0	60	81	8	1	150	262	0	30	49	12	9	100	0	24	45	37	26	132	232	494
Total	**0**	**38**	**308**	**55**	**7**	**408**	**0**	**296**	**440**	**48**	**9**	**793**	**1,201**	**0**	**75**	**159**	**47**	**40**	**321**	**0**	**98**	**151**	**130**	**93**	**472**	**793**	**1,994**
1:00 PM	0	13	126	14	2	155	0	66	95	7	1	169	324	0	26	41	10	6	83	0	35	42	28	35	140	223	547
1:15 PM	0	17	152	17	0	186	0	62	120	9	0	191	377	0	24	37	5	10	76	0	40	48	32	49	169	245	622
1:30 PM	0	15	183	21	2	221	0	71	116	14	2	203	424	0	24	43	13	5	85	0	33	39	39	55	166	251	675
1:45 PM	0	17	150	17	2	186	0	64	126	7	1	198	384	0	34	37	9	15	95	0	38	52	42	38	170	265	649
Total	**0**	**62**	**611**	**69**	**6**	**748**	**0**	**263**	**457**	**37**	**4**	**761**	**1,509**	**0**	**108**	**158**	**37**	**36**	**339**	**0**	**146**	**181**	**141**	**177**	**645**	**984**	**2,493**
2:00 PM	0	21	131	11	3	166	0	76	112	11	1	200	366	0	43	45	9	11	108	0	32	43	37	41	153	261	627
2:15 PM	0	22	151	18	2	193	0	71	123	15	1	210	403	0	34	40	8	7	89	0	44	48	50	25	167	256	659
2:30 PM	1	16	129	14	4	164	0	81	140	9	0	230	394	0	29	37	5	17	88	0	35	44	40	39	158	246	640
2:45 PM	0	16	115	14	5	150	0	67	121	8	2	198	348	0	24	54	7	4	89	0	42	51	49	30	172	261	609
Total	**1**	**75**	**526**	**57**	**14**	**673**	**0**	**295**	**496**	**43**	**4**	**838**	**1,511**	**0**	**130**	**176**	**29**	**39**	**374**	**0**	**153**	**186**	**176**	**135**	**650**	**1,024**	**2,535**
3:00 PM	0	16	144	21	9	190	0	72	131	9	2	214	404	0	33	52	14	13	112	0	38	51	38	36	163	275	679
3:15 PM	0	12	146	18	2	178	0	82	106	11	6	205	383	0	29	51	8	11	99	0	46	58	50	50	204	303	686
3:30 PM	0	16	158	16	4	194	0	78	134	13	3	228	422	0	33	55	10	10	108	0	43	63	34	51	191	299	721
3:45 PM	0	19	166	15	5	205	0	74	127	8	5	214	419	0	42	56	9	12	119	0	42	50	72	49	213	332	751
Total	**0**	**63**	**614**	**70**	**20**	**767**	**0**	**306**	**498**	**41**	**16**	**861**	**1,628**	**0**	**137**	**214**	**41**	**46**	**438**	**0**	**169**	**222**	**194**	**186**	**771**	**1,209**	**2,837**
4:00 PM	0	19	192	19	0	230	0	82	114	9	0	205	435	0	38	42	10	7	97	0	49	40	89	31	209	306	741
4:15 PM	0	22	203	19	3	247	0	73	133	16	3	225	472	0	34	42	5	7	88	0	50	54	68	29	201	289	761
4:30 PM	0	28	179	20	2	229	0	75	112	11	1	199	428	0	46	66	12	11	135	0	47	46	82	48	223	358	786
4:45 PM	0	29	203	15	6	253	0	75	137	11	2	225	478	0	35	49	11	8	103	0	50	62	83	40	235	338	816
Total	**0**	**98**	**777**	**73**	**11**	**959**	**0**	**305**	**496**	**47**	**6**	**854**	**1,813**	**0**	**153**	**199**	**38**	**33**	**423**	**0**	**196**	**202**	**322**	**148**	**868**	**1,291**	**3,104**
5:00 PM	0	33	247	23	2	305	0	72	144	25	1	242	547	0	34	60	13	8	115	0	40	53	78	34	205	320	867
5:15 PM	0	27	265	16	0	308	0	76	179	10	0	265	573	0	40	47	6	3	96	0	33	63	68	47	211	307	880
5:30 PM	0	29	250	20	4	303	0	84	148	12	2	246	549	0	47	58	7	10	122	0	36	60	62	57	215	337	886
5:45 PM	0	29	229	21	3	282	0	63	170	20	0	253	535	0	54	59	11	13	137	0	42	67	75	41	225	362	897
Total	**0**	**118**	**991**	**80**	**9**	**1,198**	**0**	**295**	**641**	**67**	**3**	**1,006**	**2,204**	**0**	**175**	**224**	**37**	**34**	**470**	**0**	**151**	**243**	**283**	**179**	**856**	**1,326**	**3,530**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Welch Road	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

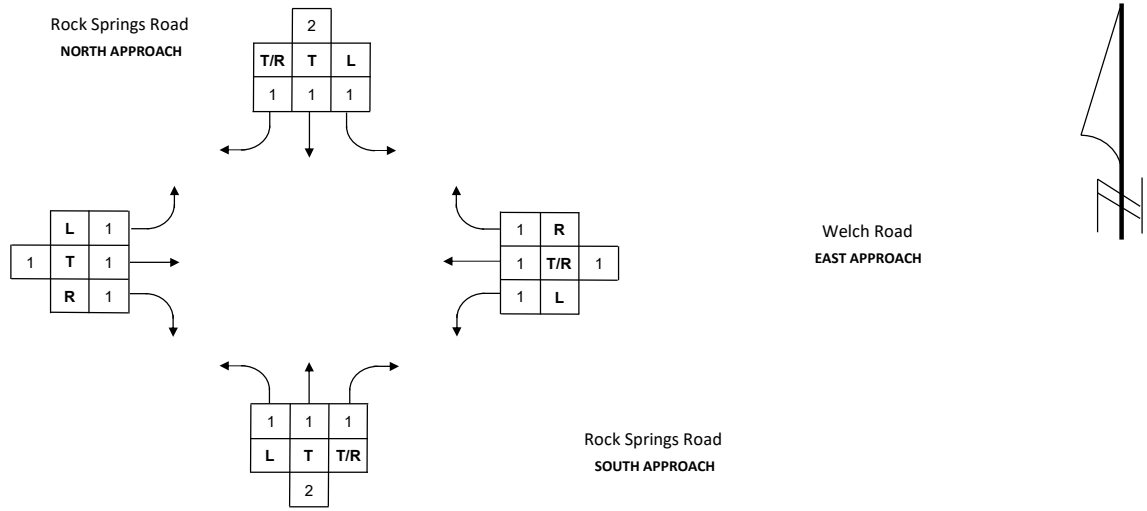
HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
7:00 AM	0	3	7	0	0	10	0	3	3	0	0	6	16	0	0	0	0	0	0	0	0	1	0	0	1	1	17
7:15 AM	0	0	3	1	0	4	0	2	4	1	0	7	11	0	1	2	1	0	4	0	0	0	1	2	3	7	18
7:30 AM	0	0	4	1	0	5	0	5	4	0	0	9	14	0	1	0	1	0	2	0	2	3	0	1	6	8	22
7:45 AM	0	0	4	0	1	5	0	3	3	3	0	9	14	0	0	1	0	1	2	0	0	2	2	0	4	6	20
Total	**0**	**3**	**18**	**2**	**1**	**24**	**0**	**13**	**14**	**4**	**0**	**31**	**55**	**0**	**2**	**3**	**2**	**1**	**8**	**0**	**2**	**6**	**3**	**3**	**14**	**22**	**77**
8:00 AM	0	2	5	1	0	8	0	0	1	1	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	2	1	0	0	3	0	1	5	1	0	7	10	0	0	1	1	1	3	0	0	0	2	5	7	10	20
8:30 AM	0	1	3	1	0	5	0	3	4	0	0	7	12	0	2	0	3	0	5	0	1	2	0	1	4	9	21
8:45 AM	0	1	1	0	0	2	0	0	1	0	0	1	3	0	0	5	1	0	6	0	0	2	2	1	5	11	14
Total	**0**	**6**	**10**	**2**	**0**	**18**	**0**	**4**	**11**	**2**	**0**	**17**	**35**	**0**	**2**	**6**	**5**	**1**	**14**	**0**	**1**	**4**	**4**	**7**	**16**	**30**	**65**
9:00 AM	0	0	2	0	0	2	0	5	5	0	0	10	12	0	1	0	1	0	2	0	1	0	1	0	2	4	16
9:15 AM	0	0	3	1	0	4	0	5	14	0	0	19	23	0	0	0	1	0	1	0	1	0	2	0	3	4	27
9:30 AM	0	1	2	1	0	4	0	0	19	0	0	19	23	0	0	0	1	0	1	0	2	2	2	0	6	7	30
9:45 AM	0	0	4	3	0	7	0	2	3	0	0	5	12	0	2	0	0	1	3	0	1	3	6	4	14	17	29
Total	**0**	**1**	**11**	**5**	**0**	**17**	**0**	**12**	**41**	**0**	**0**	**53**	**70**	**0**	**3**	**0**	**3**	**1**	**7**	**0**	**5**	**5**	**11**	**4**	**25**	**32**	**102**
1:00 PM	0	0	3	1	0	4	0	4	1	0	0	5	9	0	1	1	0	0	2	0	1	0	0	2	3	5	14
1:15 PM	0	1	17	0	0	18	0	1	4	1	0	6	24	0	1	1	0	0	2	0	0	1	1	1	3	5	29
1:30 PM	0	1	6	1	0	8	0	3	2	1	0	6	14	0	1	1	1	0	3	0	0	1	3	0	4	7	21
1:45 PM	0	1	7	0	0	8	0	4	5	0	0	9	17	0	1	0	1	1	3	0	2	1	3	1	7	10	27
Total	**0**	**3**	**33**	**2**	**0**	**38**	**0**	**12**	**12**	**2**	**0**	**26**	**64**	**0**	**4**	**3**	**2**	**1**	**10**	**0**	**3**	**3**	**7**	**4**	**17**	**27**	**91**
2:00 PM	0	1	5	0	0	6	0	6	3	0	0	9	15	0	3	1	1	0	5	0	1	0	1	2	4	9	24
2:15 PM	0	5	4	0	0	9	0	1	4	0	0	5	14	0	0	0	1	1	2	0	0	0	2	0	2	4	18
2:30 PM	0	0	0	0	0	0	0	3	4	0	0	7	7	0	1	2	0	1	4	0	2	2	1	1	6	10	17
2:45 PM	0	3	4	0	1	8	0	1	4	0	0	5	13	0	0	1	0	0	1	0	3	0	0	1	4	5	18
Total	**0**	**9**	**13**	**0**	**1**	**23**	**0**	**11**	**15**	**0**	**0**	**26**	**49**	**0**	**4**	**4**	**2**	**2**	**12**	**0**	**6**	**2**	**4**	**4**	**16**	**28**	**77**
3:00 PM	0	0	4	1	0	5	0	3	4	1	1	9	14	0	0	2	0	0	2	0	1	1	0	1	3	5	19
3:15 PM	0	0	2	0	0	2	0	1	5	0	0	6	8	0	1	1	2	1	5	0	0	0	0	2	2	7	15
3:30 PM	0	0	1	0	0	1	0	2	9	0	0	11	12	0	0	0	2	0	2	0	1	0	1	3	5	7	19
3:45 PM	0	0	0	0	0	0	0	0	9	0	0	9	9	0	0	1	0	0	1	0	0	0	3	1	4	5	14
Total	**0**	**0**	**7**	**1**	**0**	**8**	**0**	**6**	**27**	**1**	**1**	**35**	**43**	**0**	**1**	**4**	**4**	**1**	**10**	**0**	**2**	**1**	**4**	**7**	**14**	**24**	**67**
4:00 PM	0	0	3	0	0	3	0	0	2	0	0	2	5	0	1	1	0	0	2	0	0	1	2	0	3	5	10
4:15 PM	0	1	5	0	0	6	0	1	1	1	0	3	9	0	1	2	0	0	3	0	0	1	3	3	7	10	19
4:30 PM	0	0	3	2	0	5	0	1	2	0	0	3	8	0	0	0	0	1	1	0	0	0	5	2	7	8	16
4:45 PM	0	0	0	0	0	0	0	1	1	0	0	2	2	0	0	1	0	0	1	0	0	0	0	0	0	1	3
Total	**0**	**1**	**11**	**2**	**0**	**14**	**0**	**3**	**6**	**1**	**0**	**10**	**24**	**0**	**2**	**4**	**0**	**1**	**7**	**0**	**0**	**2**	**10**	**5**	**17**	**24**	**48**
5:00 PM	0	0	3	0	0	3	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	1	1	1	5
5:15 PM	0	0	3	0	0	3	0	2	5	0	0	7	10	0	0	0	0	0	0	0	0	2	0	2	4	4	14
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	1	0	0	1	1	2	4	5	6
5:45 PM	0	0	1	0	0	1	0	0	2	0	0	2	3	0	1	1	0	0	2	0	0	0	1	0	1	3	6
Total	**0**	**0**	**7**	**0**	**0**	**7**	**0**	**2**	**9**	**0**	**0**	**11**	**18**	**0**	**1**	**1**	**0**	**1**	**3**	**0**	**0**	**3**	**2**	**5**	**10**	**13**	**31**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	Rock Springs Road	**INTERSECTING ROUTE:**	Welch Road	**MILEPOST:**	
OBSERVER:	VHB	**DATE:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**E/W**
7:00 - 8:00	0	29	371	48	10	**458**	0	454	743	64	11	**1,272**	**1,730**	0	68	206	61	41	**376**	0	93	148	143	128	**512**	**888**
8:00 - 9:00	0	55	333	47	7	**442**	0	384	575	50	7	**1,016**	**1,458**	0	82	214	57	45	**398**	0	105	166	126	136	**533**	**931**
9:00 - 10:00	0	38	308	55	7	**408**	0	296	440	48	9	**793**	**1,201**	0	75	159	47	40	**321**	0	98	151	130	93	**472**	**793**
13:00 - 14:00	0	62	611	69	6	**748**	0	263	457	37	4	**761**	**1,509**	0	108	158	37	36	**339**	0	146	181	141	177	**645**	**984**
14:00 - 15:00	1	75	526	57	14	**673**	0	295	496	43	4	**838**	**1,511**	0	130	176	29	39	**374**	0	153	186	176	135	**650**	**1,024**
15:00 - 16:00	0	63	614	70	20	**767**	0	306	498	41	16	**861**	**1,628**	0	137	214	41	46	**438**	0	169	222	194	186	**771**	**1,209**
16:00 - 17:00	0	98	777	73	11	**959**	0	305	496	47	6	**854**	**1,813**	0	153	199	38	33	**423**	0	196	202	322	148	**868**	**1,291**
17:00 - 18:00	0	118	991	80	9	**1,198**	0	295	641	67	3	**1,006**	**2,204**	0	175	224	37	34	**470**	0	151	243	283	179	**856**	**1,326**
TOTAL	1	649	5,528	598	96	**6,872**	0	3,142	5,277	504	76	**8,999**	**15,871**	0	1,124	1,835	409	381	**3,749**	0	1,331	1,814	1,841	1,398	**6,384**	**10,133**

Percentage	0.0%	9.4%	80.4%	8.7%	1.4%	100.0%	0.0%	34.9%	58.6%	5.6%	0.8%	100.0%	N/A	0.0%	30.0%	48.9%	10.9%	10.2%	100.0%	0.0%	20.8%	28.4%	28.8%	21.9%	100.0%	N/A
Maximum	1	118	991	80	20	1,198	0	454	743	67	16	1,272	2,204	0	175	224	61	46	470	0	196	243	322	186	868	1,326
Total Heavy Veh	24		130	15	3	172	69		155	13	1	238	410	22		28	22	12	84	26		30	48	42	146	230
% Heavy Veh	3.7%		2.4%	2.6%		2.5%	2.2%		2.9%	2.4%		2.6%	2.6%	2.0%		1.5%	4.3%		2.2%	2.0%		1.7%	2.8%		2.3%	2.3%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Welch Road
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

NORTH APPROACH
Rock Springs Road

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	**4**
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	**4**
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**8**

WEST APPROACH
Welch Road

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	1	0	**1**
7-8	0	0	**0**
8-9	4	2	**6**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	1	**1**
14-15	3	0	**3**
15-16	0	4	**4**
16-17	0	1	**1**
17-18	2	2	**4**
18-19	1	0	**1**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**11**	**10**	**21**

Welch Road
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	1	1	**2**
7-8	1	1	**2**
8-9	3	4	**7**
9-10	0	1	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	2	2	**4**
15-16	3	2	**5**
16-17	0	1	**1**
17-18	1	0	**1**
18-19	0	2	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**11**	**14**	**25**

Rock Springs Road
SOUTH APPROACH

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	**6**
0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	**4**
0	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**10**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	Rock Springs Road	**INTERSECTING ROUTE**	Welch Road
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

NORTH APPROACH
Rock Springs Road

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**2**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

WEST APPROACH
Welch Road

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	1	1	**2**
15-16	0	2	**2**
16-17	0	0	**0**
17-18	0	1	**1**
18-19	0	1	**1**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**2**	**5**	**7**

Welch Road
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	1	1	**2**
7-8	1	1	**2**
8-9	1	1	**2**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	3	1	**4**
14-15	1	2	**3**
15-16	1	1	**2**
16-17	2	1	**3**
17-18	1	0	**1**
18-19	0	2	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**12**	**10**	**22**

Rock Springs Road
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	**4**
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	0	0	0	0	0	**5**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**9**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	N Park Avenue	**INTERSECTING ROUTE:**	E Nightingale Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	117	0	0	117	0	0	256	0	0	256	373	0	2	0	3	0	5	0	0	0	0	0	0	5	378
7:15 AM	0	0	141	0	0	141	0	0	279	3	0	282	423	0	1	0	2	0	3	0	0	0	0	0	0	3	426
7:30 AM	0	0	112	0	0	112	0	0	240	1	0	241	353	0	1	0	2	0	3	0	0	0	0	0	0	3	356
7:45 AM	0	2	123	0	0	125	0	0	235	1	0	236	361	0	1	0	5	0	6	0	0	0	0	0	0	6	367
Total	**0**	**2**	**493**	**0**	**0**	**495**	**0**	**0**	**1,010**	**5**	**0**	**1,015**	**1,510**	**0**	**5**	**0**	**12**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**1,527**
8:00 AM	0	1	120	0	0	121	0	0	194	0	0	194	315	0	1	0	3	0	4	0	0	0	0	0	0	4	319
8:15 AM	0	1	129	0	0	130	0	0	211	1	0	212	342	0	0	0	2	0	2	0	0	0	0	0	0	2	344
8:30 AM	0	2	134	0	0	136	0	0	232	2	0	234	370	0	0	0	5	0	5	0	0	0	0	0	0	5	375
8:45 AM	0	1	129	0	0	130	0	0	223	1	0	224	354	0	0	0	1	0	1	0	0	0	0	0	0	1	355
Total	**0**	**5**	**512**	**0**	**0**	**517**	**0**	**0**	**860**	**4**	**0**	**864**	**1,381**	**0**	**1**	**0**	**11**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**1,393**
9:00 AM	0	0	121	0	0	121	0	0	182	0	0	182	303	0	1	0	5	0	6	0	0	0	0	0	0	6	309
9:15 AM	0	0	112	0	0	112	0	0	179	1	0	180	292	0	0	0	1	0	1	0	0	0	0	0	0	1	293
9:30 AM	0	1	128	0	0	129	0	0	166	2	0	168	297	0	0	0	0	0	0	0	0	0	0	0	0	0	297
9:45 AM	0	2	125	0	0	127	0	0	150	0	0	150	277	0	0	0	3	0	3	0	0	0	0	0	0	3	280
Total	**0**	**3**	**486**	**0**	**0**	**489**	**0**	**0**	**677**	**3**	**0**	**680**	**1,169**	**0**	**1**	**0**	**9**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1,179**
1:00 PM	0	1	169	0	0	170	0	0	174	2	0	176	346	0	0	0	0	0	0	0	0	0	0	0	0	0	346
1:15 PM	0	1	216	0	0	217	0	0	206	3	0	209	426	0	4	0	0	0	4	0	0	0	0	0	0	4	430
1:30 PM	0	1	222	0	0	223	0	0	179	4	0	183	406	0	0	0	0	0	0	0	0	0	0	0	0	0	406
1:45 PM	0	2	196	0	0	198	0	0	194	1	0	195	393	0	0	0	2	0	2	0	0	0	0	0	0	2	395
Total	**0**	**5**	**803**	**0**	**0**	**808**	**0**	**0**	**753**	**10**	**0**	**763**	**1,571**	**0**	**4**	**0**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1,577**
2:00 PM	0	1	216	0	0	217	0	0	186	0	0	186	403	0	0	0	1	0	1	0	0	0	0	0	0	1	404
2:15 PM	0	1	187	0	0	188	0	0	186	1	0	187	375	0	1	0	3	0	4	0	0	0	0	0	0	4	379
2:30 PM	0	1	156	0	0	157	0	0	213	0	0	213	370	0	1	0	0	0	1	0	0	0	0	0	0	1	371
2:45 PM	0	1	203	0	0	204	0	0	178	7	0	185	389	0	1	0	1	0	2	0	0	0	0	0	0	2	391
Total	**0**	**4**	**762**	**0**	**0**	**766**	**0**	**0**	**763**	**8**	**0**	**771**	**1,537**	**0**	**3**	**0**	**5**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1,545**
3:00 PM	0	0	216	0	0	216	0	0	200	4	0	204	420	0	1	0	2	0	3	0	0	0	0	0	0	3	423
3:15 PM	0	2	228	0	0	230	0	0	173	3	0	176	406	0	0	0	0	0	0	0	0	0	0	0	0	0	406
3:30 PM	0	1	204	0	0	205	0	0	212	2	0	214	419	0	2	0	1	0	3	0	0	0	0	0	0	3	422
3:45 PM	0	1	244	0	0	245	0	0	177	5	0	182	427	0	0	0	1	0	1	0	0	0	0	0	0	1	428
Total	**0**	**4**	**892**	**0**	**0**	**896**	**0**	**0**	**762**	**14**	**0**	**776**	**1,672**	**0**	**3**	**0**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1,679**
4:00 PM	0	0	257	0	0	257	0	0	202	0	0	202	459	0	1	0	2	0	3	0	0	0	0	0	0	3	462
4:15 PM	0	4	269	0	0	273	0	0	190	4	0	194	467	0	2	0	2	0	4	0	0	0	0	0	0	4	471
4:30 PM	0	0	263	0	0	263	0	0	199	0	0	199	462	0	0	0	1	0	1	0	0	0	0	0	0	1	463
4:45 PM	0	0	285	0	0	285	0	0	211	0	0	211	496	0	0	0	2	0	2	0	0	0	0	0	0	2	498
Total	**0**	**4**	**1,074**	**0**	**0**	**1,078**	**0**	**0**	**802**	**4**	**0**	**806**	**1,884**	**0**	**3**	**0**	**7**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1,894**
5:00 PM	0	2	331	0	0	333	0	0	221	2	0	223	556	0	0	0	1	0	1	0	0	0	0	0	0	1	557
5:15 PM	0	3	351	0	0	354	0	0	229	0	0	229	583	0	0	0	0	0	0	0	0	0	0	0	0	0	583
5:30 PM	0	0	322	0	0	322	0	0	201	4	0	205	527	0	0	0	1	0	1	0	0	0	0	0	0	1	528
5:45 PM	0	2	376	0	0	378	0	0	221	3	0	224	602	0	3	0	4	0	7	0	0	0	0	0	0	7	609
Total	**0**	**7**	**1,380**	**0**	**0**	**1,387**	**0**	**0**	**872**	**9**	**0**	**881**	**2,268**	**0**	**3**	**0**	**6**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**2,277**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	N Park Avenue	**INTERSECTING ROUTE:**	E Nightingale Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

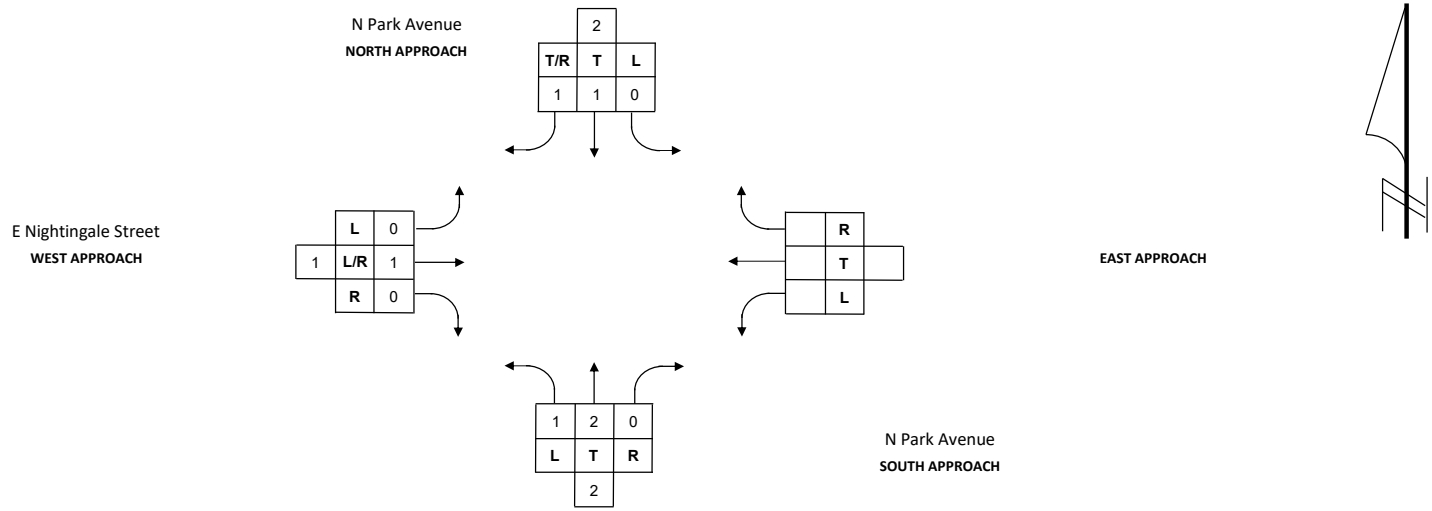
HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	8	0	0	8	0	0	5	0	0	5	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:15 AM	0	0	4	0	0	4	0	0	4	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:30 AM	0	0	6	0	0	6	0	0	6	0	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	0	0	8	0	0	8	0	0	4	0	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	**0**	**0**	**26**	**0**	**0**	**26**	**0**	**0**	**19**	**0**	**0**	**19**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
8:00 AM	0	0	3	0	0	3	0	0	2	0	0	2	5	0	0	0	1	0	1	0	0	0	0	0	0	1	6
8:15 AM	0	0	2	0	0	2	0	0	6	0	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	3	0	0	3	0	0	4	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	0	2	0	0	2	0	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	**0**	**0**	**10**	**0**	**0**	**10**	**0**	**0**	**16**	**0**	**0**	**16**	**26**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**27**
9:00 AM	0	0	2	0	0	2	0	0	6	0	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
9:15 AM	0	0	4	0	0	4	0	0	14	0	0	14	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
9:30 AM	0	0	5	0	0	5	0	0	24	0	0	24	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29
9:45 AM	0	0	6	0	0	6	0	0	6	0	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	**0**	**0**	**17**	**0**	**0**	**17**	**0**	**0**	**50**	**0**	**0**	**50**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**67**
1:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	11	0	0	11	0	0	9	0	0	9	20	0	3	0	0	0	3	0	0	0	0	0	0	3	23
1:30 PM	0	0	4	0	0	4	0	0	2	2	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1:45 PM	0	0	9	0	0	9	0	0	8	0	0	8	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	**0**	**0**	**24**	**0**	**0**	**24**	**0**	**0**	**21**	**2**	**0**	**23**	**47**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**50**
2:00 PM	0	0	4	0	0	4	0	0	5	0	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:15 PM	0	0	7	0	0	7	0	0	6	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
2:30 PM	0	0	4	0	0	4	0	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2:45 PM	0	0	8	0	0	8	0	0	5	2	0	7	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Total	**0**	**0**	**23**	**0**	**0**	**23**	**0**	**0**	**22**	**2**	**0**	**24**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
3:00 PM	0	0	6	0	0	6	0	0	8	0	0	8	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
3:15 PM	0	0	2	0	0	2	0	0	7	1	0	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:30 PM	0	0	1	0	0	1	0	0	12	0	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3:45 PM	0	0	1	0	0	1	0	0	10	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	**0**	**0**	**10**	**0**	**0**	**10**	**0**	**0**	**37**	**1**	**0**	**38**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
4:00 PM	0	0	3	0	0	3	0	0	5	0	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	0	5	0	0	5	0	0	2	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	0	3	0	0	3	0	0	4	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	**0**	**0**	**11**	**0**	**0**	**11**	**0**	**0**	**12**	**0**	**0**	**12**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
5:00 PM	0	0	5	0	0	5	0	0	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	1	0	0	1	0	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	**0**	**0**	**7**	**0**	**0**	**7**	**0**	**0**	**9**	**0**	**0**	**9**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	63383.13	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	N Park Avenue	**INTERSECTING ROUTE:**	E Nightingale Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**E/W**
7:00 - 8:00	0	2	493	0	0	**495**	0	0	1,010	5	0	**1,015**	**1,510**	0	5	0	12	0	**17**	0	0	0	0	0	**0**	**17**
8:00 - 9:00	0	5	512	0	0	**517**	0	0	860	4	0	**864**	**1,381**	0	1	0	11	0	**12**	0	0	0	0	0	**0**	**12**
9:00 - 10:00	0	3	486	0	0	**489**	0	0	677	3	0	**680**	**1,169**	0	1	0	9	0	**10**	0	0	0	0	0	**0**	**10**
13:00 - 14:00	0	5	803	0	0	**808**	0	0	753	10	0	**763**	**1,571**	0	4	0	2	0	**6**	0	0	0	0	0	**0**	**6**
14:00 - 15:00	0	4	762	0	0	**766**	0	0	763	8	0	**771**	**1,537**	0	3	0	5	0	**8**	0	0	0	0	0	**0**	**8**
15:00 - 16:00	0	4	892	0	0	**896**	0	0	762	14	0	**776**	**1,672**	0	3	0	4	0	**7**	0	0	0	0	0	**0**	**7**
16:00 - 17:00	0	4	1,074	0	0	**1,078**	0	0	802	4	0	**806**	**1,884**	0	3	0	7	0	**10**	0	0	0	0	0	**0**	**10**
17:00 - 18:00	0	7	1,380	0	0	**1,387**	0	0	872	9	0	**881**	**2,268**	0	3	0	6	0	**9**	0	0	0	0	0	**0**	**9**
TOTAL	1	42	7,639	0	0	**7,682**	0	0	7,873	66	0	**7,939**	**15,621**	0	31	0	67	0	**98**	0	0	0	0	0	**0**	**98**

Percentage	0.0%	0.5%	99.4%	0.0%	0.0%	100.0%	0.0%	0.0%	99.2%	0.8%	0.0%	100.0%	N/A	0.0%	31.6%	0.0%	68.4%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N/A
Maximum	1	7	1,380	0	0	1,387	0	0	1,010	14	0	1,015	2,268	0	5	0	12	0	17	0	0	0	0	0	0	17
Total Heavy Veh	0		153	0	0	153	0		218	5	0	223	376	3		0	1	0	4	0		0	0	0	0	4
% Heavy Veh	0.0%		2.0%	0.0%		2.0%	0.0%		2.8%	7.6%		2.8%	2.4%	9.7%		0.0%	1.5%		4.1%	0.0%		0.0%		0.0%	0.0%	4.1%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	N Park Avenue	**INTERSECTING ROUTE**	E Nightingale Street
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

NORTH APPROACH
N Park Avenue

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	0	0	0	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

WEST APPROACH
E Nightingale Street

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	1	0	**1**
7-8	3	1	**4**
8-9	3	1	**4**
9-10	0	2	**2**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	1	0	**1**
14-15	3	3	**6**
15-16	0	8	**8**
16-17	1	2	**3**
17-18	1	3	**4**
18-19	4	0	**4**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**17**	**20**	**37**

EAST APPROACH
0

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

N Park Avenue
SOUTH APPROACH

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	**2**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	63383.13	**CITY**	Apopka
STATE ROUTE	N Park Avenue	**INTERSECTING ROUTE**	E Nightingale Street
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NORTH APPROACH
N Park Avenue

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	1	0	**1**
8-9	4	0	**4**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	3	1	**4**
15-16	0	2	**2**
16-17	3	1	**4**
17-18	2	0	**2**
18-19	2	0	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**16**	**4**	**20**

WEST APPROACH
E Nightingale Street

0
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

N Park Avenue
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	N Park Avenue	**INTERSECTING ROUTE:**	Sandpiper Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	1	101	4	0	106	0	51	202	0	0	253	359	0	0	0	2	0	2	0	9	1	8	0	18	20	379
7:15 AM	0	1	117	0	0	118	0	52	221	1	0	274	392	0	0	0	2	0	2	0	1	0	21	0	22	24	416
7:30 AM	0	0	92	2	0	94	0	54	190	1	0	245	339	0	0	0	2	0	2	0	9	0	13	0	22	24	363
7:45 AM	0	1	109	5	0	115	0	43	195	0	0	238	353	0	1	0	0	0	1	0	5	0	21	0	26	27	380
Total	**0**	**3**	**419**	**11**	**0**	**433**	**0**	**200**	**808**	**2**	**0**	**1,010**	**1,443**	**0**	**1**	**0**	**6**	**0**	**7**	**0**	**24**	**1**	**63**	**0**	**88**	**95**	**1,538**
8:00 AM	0	0	101	5	0	106	0	42	160	0	0	202	308	0	0	0	1	0	1	0	4	0	21	0	25	26	334
8:15 AM	0	1	116	5	0	122	0	44	178	3	0	225	347	0	1	0	1	0	2	1	1	0	13	0	15	17	364
8:30 AM	0	0	114	9	0	123	0	65	193	2	0	260	383	0	0	1	1	0	2	0	5	0	23	0	28	30	413
8:45 AM	0	0	112	1	0	113	0	54	175	0	0	229	342	0	0	0	1	0	1	1	5	1	17	0	24	25	367
Total	**0**	**1**	**443**	**20**	**0**	**464**	**0**	**205**	**706**	**5**	**0**	**916**	**1,380**	**0**	**1**	**1**	**4**	**0**	**6**	**2**	**15**	**1**	**74**	**0**	**92**	**98**	**1,478**
9:00 AM	0	1	95	7	0	103	1	24	167	1	0	193	296	0	0	2	3	0	5	2	5	0	18	0	25	30	326
9:15 AM	1	0	100	3	0	104	1	39	152	1	0	193	297	0	1	0	0	0	1	0	3	1	17	0	21	22	319
9:30 AM	0	0	104	4	0	108	1	25	141	0	0	167	275	0	2	3	2	0	7	0	2	0	25	0	27	34	309
9:45 AM	0	1	112	0	0	113	0	26	127	3	0	156	269	0	1	0	0	0	1	0	3	0	13	0	16	17	286
Total	**1**	**2**	**411**	**14**	**0**	**428**	**3**	**114**	**587**	**5**	**0**	**709**	**1,137**	**0**	**4**	**5**	**5**	**0**	**14**	**2**	**13**	**1**	**73**	**0**	**89**	**103**	**1,240**
1:00 PM	0	1	147	3	0	151	0	21	151	1	0	173	324	0	0	1	0	0	1	0	4	1	25	0	30	31	355
1:15 PM	0	0	184	8	0	192	0	22	180	2	0	204	396	0	0	0	2	0	2	1	4	0	28	0	33	35	431
1:30 PM	0	1	209	8	0	218	1	24	151	1	0	177	395	0	2	0	2	0	4	0	9	0	19	0	28	32	427
1:45 PM	0	1	159	8	0	168	1	32	160	1	0	194	362	0	0	1	6	0	7	0	5	0	39	0	44	51	413
Total	**0**	**3**	**699**	**27**	**0**	**729**	**2**	**99**	**642**	**5**	**0**	**748**	**1,477**	**0**	**2**	**2**	**10**	**0**	**14**	**1**	**22**	**1**	**111**	**0**	**135**	**149**	**1,626**
2:00 PM	0	0	175	3	0	178	0	29	157	1	0	187	365	0	1	0	2	0	3	0	2	0	37	0	39	42	407
2:15 PM	0	2	158	7	0	167	0	37	149	2	0	188	355	0	0	0	4	0	4	0	4	0	34	0	38	42	397
2:30 PM	0	2	131	3	0	136	0	34	171	3	0	208	344	0	0	0	1	0	1	0	5	0	23	0	28	29	373
2:45 PM	0	0	156	3	0	159	0	20	162	2	0	184	343	0	0	0	0	0	0	0	2	0	52	0	54	54	397
Total	**0**	**4**	**620**	**16**	**0**	**640**	**0**	**120**	**639**	**8**	**0**	**767**	**1,407**	**0**	**1**	**0**	**7**	**0**	**8**	**0**	**13**	**0**	**146**	**0**	**159**	**167**	**1,574**
3:00 PM	0	0	187	11	0	198	0	30	172	1	0	203	401	0	1	0	1	0	2	0	8	0	25	0	33	35	436
3:15 PM	0	1	188	6	0	195	0	36	142	2	0	180	375	0	0	1	8	0	9	1	5	1	38	0	45	54	429
3:30 PM	0	0	174	5	0	179	0	37	181	1	0	219	398	0	0	0	4	0	4	1	9	1	39	0	50	54	452
3:45 PM	1	1	203	2	0	207	1	29	152	1	0	183	390	0	1	0	2	0	3	1	6	0	44	0	51	54	444
Total	**1**	**2**	**752**	**24**	**0**	**779**	**1**	**132**	**647**	**5**	**0**	**785**	**1,564**	**0**	**2**	**1**	**15**	**0**	**18**	**3**	**28**	**2**	**146**	**0**	**179**	**197**	**1,761**
4:00 PM	1	0	212	4	0	217	0	22	178	1	0	201	418	0	0	0	1	0	1	0	4	1	47	0	52	53	471
4:15 PM	0	0	214	9	0	223	1	37	155	0	0	193	416	0	0	0	1	0	1	1	3	1	53	0	58	59	475
4:30 PM	0	3	215	11	0	229	0	34	167	1	0	202	431	0	0	0	0	0	0	0	7	2	58	0	67	67	498
4:45 PM	0	2	226	9	0	237	0	32	173	0	0	205	442	0	1	0	4	0	5	2	5	1	64	0	72	77	519
Total	**1**	**5**	**867**	**33**	**0**	**906**	**1**	**125**	**673**	**2**	**0**	**801**	**1,707**	**0**	**1**	**0**	**6**	**0**	**7**	**3**	**19**	**5**	**222**	**0**	**249**	**256**	**1,963**
5:00 PM	0	3	264	13	0	280	3	34	183	1	0	221	501	0	1	0	2	0	3	2	2	0	67	0	71	74	575
5:15 PM	0	1	283	7	0	291	1	32	190	3	0	226	517	0	2	1	2	0	5	3	3	0	60	0	66	71	588
5:30 PM	1	2	255	7	0	265	0	42	163	2	0	207	472	0	0	0	1	0	1	0	4	1	67	0	72	73	545
5:45 PM	0	0	288	11	0	299	0	33	192	1	0	226	525	0	0	1	2	0	3	0	5	0	85	0	90	93	618
Total	**1**	**6**	**1,090**	**38**	**0**	**1,135**	**4**	**141**	**728**	**7**	**0**	**880**	**2,015**	**0**	**3**	**2**	**7**	**0**	**12**	**5**	**14**	**1**	**279**	**0**	**299**	**311**	**2,326**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	63383	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	N Park Avenue	**INTERSECTING ROUTE:**	Sandpiper Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE OF COUNT:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
		COUNT PERIODS:			

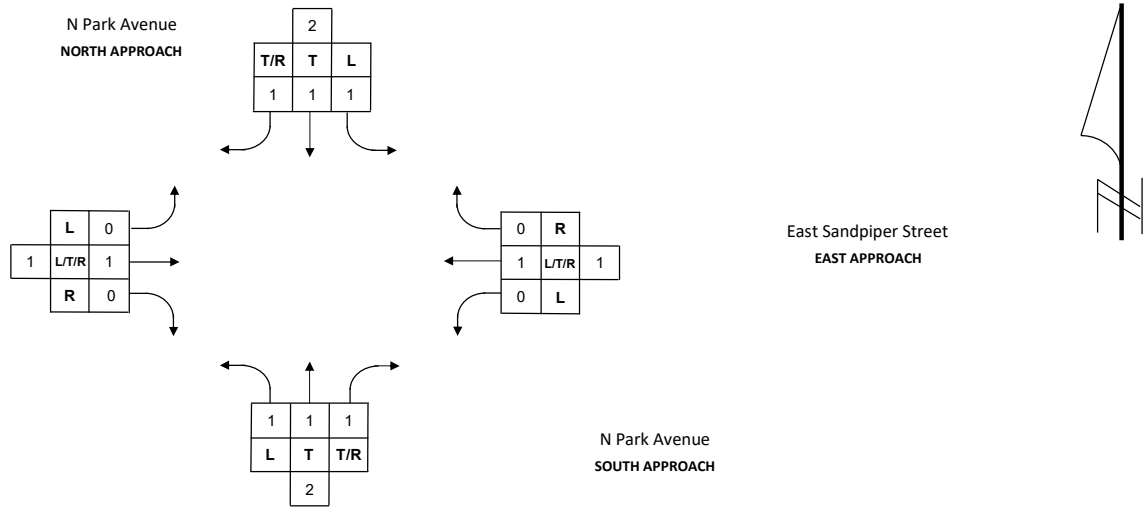
HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	**NBU**	**NBL**	**NBT**	**NBR**	**NBRTOR**	**Total**	**SBU**	**SBL**	**SBT**	**SBR**	**SBRTOR**	**Total**	**NS Total**	**EBU**	**EBL**	**EBT**	**EBR**	**EBRTOR**	**Total**	**WBU**	**WBL**	**WBT**	**WBR**	**WBRTOR**	**Total**	**EW Total**	**Grand Total**
7:00 AM	0	0	8	0	0	8	0	0	3	0	0	3	11	0	0	0	0	0	0	0	2	0	0	0	2	2	13
7:15 AM	0	0	4	0	0	4	0	0	3	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	0	5	0	0	5	0	0	6	1	0	7	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	0	0	5	2	0	7	0	0	5	0	0	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	**0**	**0**	**22**	**2**	**0**	**24**	**0**	**0**	**17**	**1**	**0**	**18**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**2**	**44**
8:00 AM	0	0	5	0	0	5	0	0	1	0	0	1	6	0	0	0	0	0	0	0	0	0	1	0	1	1	7
8:15 AM	0	0	2	0	0	2	0	0	6	0	0	6	8	0	0	0	0	0	0	0	0	0	1	0	1	1	9
8:30 AM	0	0	4	0	0	4	0	1	2	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	0	2	0	0	2	0	1	3	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	**0**	**0**	**13**	**0**	**0**	**13**	**0**	**2**	**12**	**0**	**0**	**14**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**2**	**29**
9:00 AM	0	0	2	2	0	4	0	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
9:15 AM	0	0	3	0	0	3	1	1	14	0	0	16	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
9:30 AM	0	0	7	0	0	7	0	0	23	0	0	23	30	0	0	0	0	0	0	0	0	0	0	0	0	0	30
9:45 AM	0	0	7	0	0	7	0	0	5	0	0	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	**0**	**0**	**19**	**2**	**0**	**21**	**1**	**1**	**48**	**0**	**0**	**50**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	0	0	1	1	2
1:15 PM	0	0	10	3	0	13	0	0	7	0	0	7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
1:30 PM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	1	0	0	0	1	0	0	0	1	0	1	2	8
1:45 PM	0	1	7	0	0	8	1	2	3	0	0	6	14	0	0	0	4	0	4	0	0	0	0	0	0	4	18
Total	**0**	**1**	**20**	**3**	**0**	**24**	**1**	**2**	**13**	**1**	**0**	**17**	**41**	**0**	**1**	**0**	**4**	**0**	**5**	**0**	**1**	**0**	**1**	**0**	**2**	**7**	**48**
2:00 PM	0	0	3	1	0	4	0	0	7	0	0	7	11	0	0	0	0	0	0	0	0	0	1	0	1	1	12
2:15 PM	0	0	5	1	0	6	0	1	5	0	0	6	12	0	0	0	0	0	0	0	0	0	3	0	3	3	15
2:30 PM	0	1	4	0	0	5	0	0	7	0	0	7	12	0	0	0	0	0	0	0	1	0	0	0	1	1	13
2:45 PM	0	0	5	0	0	5	0	1	6	0	0	7	12	0	0	0	0	0	0	0	0	0	3	0	3	3	15
Total	**0**	**1**	**17**	**2**	**0**	**20**	**0**	**2**	**25**	**0**	**0**	**27**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**0**	**8**	**8**	**55**
3:00 PM	0	0	5	0	0	5	0	1	5	0	0	6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
3:15 PM	0	0	2	1	0	3	0	0	7	0	0	7	10	0	0	0	1	0	1	0	0	0	0	0	0	1	11
3:30 PM	0	0	1	0	0	1	0	1	10	0	0	11	12	0	0	0	0	0	0	0	0	1	0	0	1	1	13
3:45 PM	0	0	0	0	0	0	0	0	10	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	**0**	**0**	**8**	**1**	**0**	**9**	**0**	**2**	**32**	**0**	**0**	**34**	**43**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**45**
4:00 PM	0	0	3	0	0	3	0	0	5	0	0	5	8	0	0	0	0	0	0	0	1	0	0	0	1	1	9
4:15 PM	0	0	3	0	0	3	0	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	0	4	0	0	4	0	0	4	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	**0**	**0**	**10**	**0**	**0**	**10**	**0**	**0**	**12**	**0**	**0**	**12**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**23**
5:00 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	1	0	0	0	1	0	0	0	0	0	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	1	0	1	0	0	1	0	0	1	2	0	0	1	0	0	1	0	0	0	0	0	0	1	3
Total	**0**	**0**	**4**	**1**	**0**	**5**	**0**	**0**	**6**	**1**	**0**	**7**	**12**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**14**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	63383	**CITY:**	Apopka	**COUNTY:**	Orange
STATE ROUTE:	N Park Avenue	**INTERSECTING ROUTE:**	Sandpiper Street	**MILEPOST:**	
OBSERVER:	VHB	**DATE:**	3/24/21	**COMPLETED BY:**	VHB
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	3/24/21
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**U**	**L**	**T**	**R**	**RTOR**	**TOT**	**E/W**
7:00 - 8:00	0	3	419	11	0	**433**	0	200	808	2	0	**1,010**	**1,443**	0	1	0	6	0	**7**	0	24	1	63	0	**88**	**95**
8:00 - 9:00	0	1	443	20	0	**464**	0	205	706	5	0	**916**	**1,380**	0	1	1	4	0	**6**	2	15	1	74	0	**92**	**98**
9:00 - 10:00	1	2	411	14	0	**428**	3	114	587	5	0	**709**	**1,137**	0	4	5	5	0	**14**	2	13	1	73	0	**89**	**103**
13:00 - 14:00	0	3	699	27	0	**729**	2	99	642	5	0	**748**	**1,477**	0	2	2	10	0	**14**	1	22	1	111	0	**135**	**149**
14:00 - 15:00	0	4	620	16	0	**640**	0	120	639	8	0	**767**	**1,407**	0	1	0	7	0	**8**	0	13	0	146	0	**159**	**167**
15:00 - 16:00	1	2	752	24	0	**779**	1	132	647	5	0	**785**	**1,564**	0	2	1	15	0	**18**	3	28	2	146	0	**179**	**197**
16:00 - 17:00	1	5	867	33	0	**906**	1	125	673	2	0	**801**	**1,707**	0	1	0	6	0	**7**	3	19	5	222	0	**249**	**256**
17:00 - 18:00	1	6	1,090	38	0	**1,135**	4	141	728	7	0	**880**	**2,015**	0	3	2	7	0	**12**	5	14	1	279	0	**299**	**311**
TOTAL	4	34	6,334	222	0	**6,594**	11	1,323	6,623	43	0	**8,000**	**14,594**	0	20	12	72	0	**104**	19	176	16	1,331	0	**1,542**	**1,646**

Percentage	0.1%	0.5%	96.1%	3.4%	0.0%	100.0%	0.1%	16.5%	82.8%	0.5%	0.0%	100.0%	N/A	0.0%	19.2%	11.5%	69.2%	0.0%	100.0%	1.2%	11.4%	1.0%	86.3%	0.0%	100.0%	N/A
Maximum	1	7	1,090	38	0	1,135	4	205	808	8	0	1,010	2,015	0	4	5	15	0	18	5	28	5	279	0	299	311
Total Heavy Veh	2		138	12	0	152	12		198	3	0	213	365	2		1	5	0	8	5		1	11	0	17	25
% Heavy Veh	5.3%		2.2%	5.4%		2.3%	0.9%		3.0%	7.0%		2.7%	2.5%	10.0%		8.3%	6.9%		7.7%	2.6%		6.3%	0.8%		1.1%	1.5%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	63383	**CITY**	Apopka
STATE ROUTE	N Park Avenue	**INTERSECTING ROUTE**	Sandpiper Street
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NORTH APPROACH
N Park Avenue

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	2	0	**2**
7-8	1	0	**1**
8-9	4	0	**4**
9-10	1	1	**2**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	1	0	**1**
14-15	3	2	**5**
15-16	0	8	**8**
16-17	1	0	**1**
17-18	1	1	**2**
18-19	4	0	**4**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**18**	**12**	**30**

WEST APPROACH
West Sandpiper Street

East Sandpiper Street
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	1	**1**
7-8	3	2	**5**
8-9	1	6	**7**
9-10	3	0	**3**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	4	**4**
14-15	2	0	**2**
15-16	0	2	**2**
16-17	0	1	**1**
17-18	1	2	**3**
18-19	1	1	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**11**	**19**	**30**

N Park Avenue
SOUTH APPROACH

0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	63383	**CITY**	Apopka
STATE ROUTE	N Park Avenue	**INTERSECTING ROUTE**	Sandpiper Street
OBSERVER	VHB	**DATE OF COUNT**	3/24/21
COUNTY	Orange	**WEATHER**	Good
MILEPOST		**COMPLETED BY**	VHB
COUNT HOURS		**DATE**	3/24/21

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NORTH APPROACH
N Park Avenue

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	2	0	**2**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	2	0	**2**
15-16	0	2	**2**
16-17	4	1	**5**
17-18	0	0	**0**
18-19	2	0	**2**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**11**	**3**	**14**

WEST APPROACH
West Sandpiper Street

East Sandpiper Street
EAST APPROACH

0-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	2	1	**3**
7-8	3	3	**6**
8-9	1	1	**2**
9-10	1	0	**1**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	3	2	**5**
14-15	0	2	**2**
15-16	2	5	**7**
16-17	0	1	**1**
17-18	4	1	**5**
18-19	2	3	**5**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**18**	**19**	**37**

N Park Avenue
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix C

FDOT Seasonal & Axle Adjustment Factors

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7500 ORANGE COUNTYWIDE

MOCF: 0.91

WEEK	DATES	SF	PSCF
* 1	01/01/2020 - 01/04/2020	0.98	1.08
* 2	01/05/2020 - 01/11/2020	0.92	1.01
* 3	01/12/2020 - 01/18/2020	0.86	0.95
* 4	01/19/2020 - 01/25/2020	0.85	0.93
* 5	01/26/2020 - 02/01/2020	0.85	0.93
* 6	02/02/2020 - 02/08/2020	0.84	0.92
* 7	02/09/2020 - 02/15/2020	0.84	0.92
* 8	02/16/2020 - 02/22/2020	0.87	0.96
* 9	02/23/2020 - 02/29/2020	0.90	0.99
*10	03/01/2020 - 03/07/2020	0.93	1.02
*11	03/08/2020 - 03/14/2020	0.96	1.05
*12	03/15/2020 - 03/21/2020	0.99	1.09
*13	03/22/2020 - 03/28/2020	1.10	1.21
14	03/29/2020 - 04/04/2020	1.21	1.33
15	04/05/2020 - 04/11/2020	1.31	1.44
16	04/12/2020 - 04/18/2020	1.42	1.56
17	04/19/2020 - 04/25/2020	1.35	1.48
18	04/26/2020 - 05/02/2020	1.27	1.40
19	05/03/2020 - 05/09/2020	1.19	1.31
20	05/10/2020 - 05/16/2020	1.11	1.22
21	05/17/2020 - 05/23/2020	1.10	1.21
22	05/24/2020 - 05/30/2020	1.08	1.19
23	05/31/2020 - 06/06/2020	1.06	1.16
24	06/07/2020 - 06/13/2020	1.04	1.14
25	06/14/2020 - 06/20/2020	1.03	1.13
26	06/21/2020 - 06/27/2020	1.03	1.13
27	06/28/2020 - 07/04/2020	1.04	1.14
28	07/05/2020 - 07/11/2020	1.04	1.14
29	07/12/2020 - 07/18/2020	1.05	1.15
30	07/19/2020 - 07/25/2020	1.03	1.13
31	07/26/2020 - 08/01/2020	1.02	1.12
32	08/02/2020 - 08/08/2020	1.01	1.11
33	08/09/2020 - 08/15/2020	1.00	1.10
34	08/16/2020 - 08/22/2020	1.00	1.10
35	08/23/2020 - 08/29/2020	1.00	1.10
36	08/30/2020 - 09/05/2020	1.00	1.10
37	09/06/2020 - 09/12/2020	1.00	1.10
38	09/13/2020 - 09/19/2020	1.00	1.10
39	09/20/2020 - 09/26/2020	0.99	1.09
40	09/27/2020 - 10/03/2020	0.98	1.08
41	10/04/2020 - 10/10/2020	0.97	1.07
42	10/11/2020 - 10/17/2020	0.97	1.07
43	10/18/2020 - 10/24/2020	0.97	1.07
44	10/25/2020 - 10/31/2020	0.97	1.07
45	11/01/2020 - 11/07/2020	0.98	1.08
46	11/08/2020 - 11/14/2020	0.98	1.08
47	11/15/2020 - 11/21/2020	0.99	1.09
48	11/22/2020 - 11/28/2020	0.99	1.09
49	11/29/2020 - 12/05/2020	0.98	1.08
50	12/06/2020 - 12/12/2020	0.98	1.08
51	12/13/2020 - 12/19/2020	0.98	1.08
52	12/20/2020 - 12/26/2020	0.92	1.01
53	12/27/2020 - 12/31/2020	0.86	0.95

* PEAK SEASON

Appendix D

Existing Synchro Analysis Outputs

Existing AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	210	1	1	0	114	666	1	0	1213	17
Future Volume (veh/h)	18	0	210	1	1	0	114	666	1	0	1213	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	418	418	1900	1856	1856	1900	1900	1856	1900
Adj Flow Rate, veh/h	20	0	239	1	1	0	130	757	1	0	1378	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	100	100	0	3	3	0	0	3	0
Cap, veh/h	310	0	276	0	0	0	249	2267	3	436	1773	24
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.06	0.63	0.63	0.00	0.50	0.50
Sat Flow, veh/h	1810	0	1610	204	204	0	1767	3613	5	1810	3560	49
Grp Volume(v), veh/h	20	0	239	2	0	0	130	369	389	0	682	715
Grp Sat Flow(s),veh/h/ln	1810	0	1610	408	0	0	1767	1763	1855	1810	1763	1847
Q Serve(g_s), s	0.9	0.0	13.6	0.2	0.0	0.0	3.2	9.3	9.3	0.0	29.8	29.8
Cycle Q Clear(g_c), s	0.9	0.0	13.6	0.2	0.0	0.0	3.2	9.3	9.3	0.0	29.8	29.8
Prop In Lane	1.00		1.00	0.50		0.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	310	0	276	1	0	0	249	1106	1164	436	878	920
V/C Ratio(X)	0.06	0.00	0.87	2.26	0.00	0.00	0.52	0.33	0.33	0.00	0.78	0.78
Avail Cap(c_a), veh/h	385	0	343	130	0	0	710	1126	1184	1012	1126	1179
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	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	37.9	46.9	0.0	0.0	17.2	8.3	8.3	0.0	19.3	19.3
Incr Delay (d2), s/veh	0.1	0.0	17.2	1012.5	0.0	0.0	1.7	0.3	0.2	0.0	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	10.7	0.5	0.0	0.0	2.1	5.3	5.6	0.0	16.9	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	55.1	1059.4	0.0	0.0	18.9	8.5	8.5	0.0	22.5	22.4
LnGrp LOS	C	A	E	F	A	A	B	A	A	A	C	C
Approach Vol, veh/h		259			2			888			1397	
Approach Delay, s/veh		53.3			1059.4			10.0			22.4	
Approach LOS		D			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	65.6		22.1	12.2	53.5		6.2
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	30.0	60.0		20.0	30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	11.3		15.6	5.2	31.8		2.2
Green Ext Time (p_c), s	0.0	7.4		0.6	0.3	15.0		0.0

Intersection Summary			
HCM 6th Ctrl Delay			22.0
HCM 6th LOS			C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	377	112	102	263	298	32	415	64	599	817	83
Future Volume (veh/h)	75	377	112	102	263	298	32	415	64	599	817	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1841	1870	1752	1826	1826	1856	1870	1826
Adj Flow Rate, veh/h	84	424	126	115	296	335	36	466	72	673	918	93
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, %	3	2	3	2	4	2	10	5	5	3	2	5
Cap, veh/h	140	269	226	168	293	253	278	1086	167	698	1905	193
Arrive On Green	0.05	0.14	0.14	0.07	0.16	0.16	0.03	0.36	0.36	0.25	0.58	0.58
Sat Flow, veh/h	1767	1870	1572	1781	1841	1585	1668	3014	463	1767	3258	330
Grp Volume(v), veh/h	84	424	126	115	296	335	36	267	271	673	501	510
Grp Sat Flow(s),veh/h/ln	1767	1870	1572	1781	1841	1585	1668	1735	1743	1767	1777	1811
Q Serve(g_s), s	6.1	22.0	11.4	8.3	24.4	24.4	2.1	17.8	18.0	35.4	24.9	24.9
Cycle Q Clear(g_c), s	6.1	22.0	11.4	8.3	24.4	24.4	2.1	17.8	18.0	35.4	24.9	24.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.18
Lane Grp Cap(c), veh/h	140	269	226	168	293	253	278	625	628	698	1039	1059
V/C Ratio(X)	0.60	1.58	0.56	0.68	1.01	1.33	0.13	0.43	0.43	0.96	0.48	0.48
Avail Cap(c_a), veh/h	301	269	226	326	293	253	453	625	628	787	1039	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	65.5	61.0	52.4	64.3	64.3	29.5	37.0	37.1	22.4	18.4	18.4
Incr Delay (d2), s/veh	4.1	276.6	1.8	1.8	54.9	171.6	0.1	2.1	2.2	21.8	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	47.9	8.1	6.8	22.3	33.2	1.5	12.4	12.6	24.6	15.6	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	342.1	62.8	54.2	119.2	235.9	29.6	39.2	39.2	44.2	20.0	19.9
LnGrp LOS	E	F	E	D	F	F	C	D	D	D	B	B
Approach Vol, veh/h		634			746			574			1684	
Approach Delay, s/veh		248.9			161.6			38.6			29.7	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.1	61.9	17.2	28.8	10.7	96.3	14.8	31.2
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.0	34.0	24.0	22.0	20.0	60.0	22.0	24.0
Max Q Clear Time (g_c+I1), s	37.4	20.0	10.3	24.0	4.1	26.9	8.1	26.4
Green Ext Time (p_c), s	0.8	1.6	0.1	0.0	0.0	3.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	96.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	114	0	18	1
Veh. Perm. R. Flow in Walk (v/h)	17	1	0	210
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	71.9	71.9	71.9	71.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.29	1.75	3.09	2.97
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.1	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	32	499	75	102
Veh. Perm. R. Flow in Walk (v/h)	83	64	298	112
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	65.9	65.9	65.9	65.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.50	3.57	2.94	3.22
Pedestrian Crosswalk LOS	C	D	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	259	2	888	1397
Effct. Green for Bike (s)	6.7	5.9	66.2	60.3
Cross Street Width (ft)	60.2	60.0	32.5	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	81	72	802	731
Bicycle Delay (s/bike)	75.9	76.7	29.6	33.2
Bicycle Compliance	Poor	Poor	Fair	Poor
Bicycle LOS Score	2.91	2.48	2.79	3.26
Bicycle LOS	C	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	634	746	574	1684
Effct. Green for Bike (s)	40.6	41.4	28.2	70.4
Cross Street Width (ft)	61.1	61.4	48.0	48.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	531	541	369	920
Bicycle Delay (s/bike)	41.3	40.7	50.9	22.3
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	3.54	3.73	2.77	3.68
Bicycle LOS	D	D	C	D

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	37	12	764	1423	3
Future Vol, veh/h	14	37	12	764	1423	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	3	0	3	2	0
Mvmt Flow	16	44	14	899	1674	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2154	839	1678	0	-	0
Stage 1	1676	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	42	307	387	-	-	-
Stage 1	140	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	40	307	387	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.3	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	387	-	207	-	-
HCM Lane V/C Ratio	0.036	-	0.29	-	-
HCM Control Delay (s)	14.7	-	29.3	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	17	1	771	1452	2
Future Vol, veh/h	8	17	1	771	1452	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	9	19	1	876	1650	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2091	826	1652	0	-	0
Stage 1	1651	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	46	319	396	-	-	-
Stage 1	145	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	319	396	-	-	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	145	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	396	-	207	-	-
HCM Lane V/C Ratio	0.003	-	0.137	-	-
HCM Control Delay (s)	14.1	-	25.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	6	762	4	0	1473
Future Vol, veh/h	26	6	762	4	0	1473
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	20	3	0	0	3
Mvmt Flow	30	7	886	5	0	1713

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1746	446	0	0	891	0
Stage 1	889	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Critical Hdwy	6.8	7.3	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.5	-	-	2.2	-
Pot Cap-1 Maneuver	79	513	-	-	769	-
Stage 1	367	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	79	513	-	-	769	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	381	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	233	769	-
HCM Lane V/C Ratio	-	-	0.16	-	-
HCM Control Delay (s)	-	-	23.4	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	95	26	761	1493	2
Future Vol, veh/h	10	95	26	761	1493	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	4	4	3	0
Mvmt Flow	11	109	30	875	1716	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2215	859	1718	0	-	0
Stage 1	1717	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.18	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.24	-	-	-
Pot Cap-1 Maneuver	38	302	356	-	-	-
Stage 1	133	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	35	302	356	-	-	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	122	-	-	-	-	-
Stage 2	582	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.6	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	356	-	253	-	-
HCM Lane V/C Ratio	0.084	-	0.477	-	-
HCM Control Delay (s)	16	-	31.6	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.4	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	64	719	45	87	1507
Future Vol, veh/h	15	64	719	45	87	1507
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	7	3	15	5	2
Mvmt Flow	17	73	817	51	99	1713

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1898	434	0	0	868	0
Stage 1	843	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.8	7.04	-	-	4.2	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.37	-	-	2.25	-
Pot Cap-1 Maneuver	63	556	-	-	753	-
Stage 1	388	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	55	556	-	-	753	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	262	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	386	753	-
HCM Lane V/C Ratio	-	-	0.233	0.131	-
HCM Control Delay (s)	-	-	17.1	10.5	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.9	0.5	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	50	719	69	34	1497
Future Vol, veh/h	0	50	719	69	34	1497
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	4	2	0	3
Mvmt Flow	0	57	817	78	39	1701

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	448	0	0	895	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.2	-
Pot Cap-1 Maneuver	0	558	-	-	767	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	558	-	-	767	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	558	767	-
HCM Lane V/C Ratio	-	-	0.102	0.05	-
HCM Control Delay (s)	-	-	12.2	9.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	13	2	542	1111	6
Future Vol, veh/h	6	13	2	542	1111	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	5	2	0
Mvmt Flow	7	14	2	602	1234	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1543	621	1241	0	-	0
Stage 1	1238	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	108	435	568	-	-	-
Stage 1	241	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	435	568	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	240	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	568	-	316	-	-
HCM Lane V/C Ratio	0.004	-	0.067	-	-
HCM Control Delay (s)	11.4	-	17.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	7	26	1	69	3	461	12	220	889	2
Future Vol, veh/h	1	0	7	26	1	69	3	461	12	220	889	2
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	-	-	-	-	-	-	100	-	-	75	-	-
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, %	0	0	0	8	0	0	0	5	18	0	2	50
Mvmt Flow	1	0	8	28	1	75	3	501	13	239	966	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1702	1965	484	1475	1960	257	968	0	0	514	0	0
Stage 1	1445	1445	-	514	514	-	-	-	-	-	-	-
Stage 2	257	520	-	961	1446	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.66	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.66	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.66	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.58	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	61	64	534	83	64	748	720	-	-	1062	-	-
Stage 1	141	199	-	496	539	-	-	-	-	-	-	-
Stage 2	731	535	-	264	199	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	49	534	67	49	748	720	-	-	1062	-	-
Mov Cap-2 Maneuver	44	49	-	67	49	-	-	-	-	-	-	-
Stage 1	140	154	-	494	537	-	-	-	-	-	-	-
Stage 2	654	533	-	202	154	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.8	44.1	0.1	1.9
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	720	-	-	223	192	1062	-	-
HCM Lane V/C Ratio	0.005	-	-	0.039	0.543	0.225	-	-
HCM Control Delay (s)	10	-	-	21.8	44.1	9.4	-	-
HCM Lane LOS	B	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.8	0.9	-	-

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	70.8	73.0	143.8	0.88	22.1	C
	II	45	42.8	8.3	51.1	0.54	37.8	A
Total	II		113.6	81.3	194.9	1.42	26.2	C

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	12.5	16.6	29.1	0.11	14.2	E
	II	45	42.8	33.4	76.2	0.54	25.3	C
Total	II		55.3	50.0	105.3	0.65	22.2	C

Existing PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1	229	8	1	0	304	1371	6	0	981	28
Future Volume (veh/h)	34	1	229	8	1	0	304	1371	6	0	981	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	35	1	239	8	1	0	317	1428	6	0	1022	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	302	1	281	15	2	0	399	2199	9	216	1406	40
Arrive On Green	0.18	0.18	0.18	0.01	0.01	0.00	0.13	0.60	0.60	0.00	0.40	0.40
Sat Flow, veh/h	1725	7	1604	1617	202	0	1810	3658	15	1810	3557	101
Grp Volume(v), veh/h	35	0	240	9	0	0	317	699	735	0	515	536
Grp Sat Flow(s),veh/h/ln	1725	0	1611	1819	0	0	1810	1791	1882	1810	1791	1867
Q Serve(g_s), s	1.5	0.0	12.6	0.4	0.0	0.0	8.4	22.2	22.2	0.0	21.2	21.2
Cycle Q Clear(g_c), s	1.5	0.0	12.6	0.4	0.0	0.0	8.4	22.2	22.2	0.0	21.2	21.2
Prop In Lane	1.00		1.00	0.89		0.00	1.00		0.01	1.00		0.05
Lane Grp Cap(c), veh/h	302	0	282	16	0	0	399	1077	1132	216	708	738
V/C Ratio(X)	0.12	0.00	0.85	0.55	0.00	0.00	0.80	0.65	0.65	0.00	0.73	0.73
Avail Cap(c_a), veh/h	396	0	370	627	0	0	789	1234	1297	837	1234	1287
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	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	34.8	43.0	0.0	0.0	16.7	11.4	11.4	0.0	22.3	22.3
Incr Delay (d2), s/veh	0.2	0.0	13.6	25.8	0.0	0.0	3.6	1.2	1.2	0.0	2.0	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	0.6	0.0	5.8	0.3	0.0	0.0	3.2	7.3	7.7	0.0	8.4	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	0.0	48.4	68.8	0.0	0.0	20.4	12.6	12.5	0.0	24.4	24.3
LnGrp LOS	C	A	D	E	A	A	C	B	B	A	C	C
Approach Vol, veh/h		275			9			1751			1051	
Approach Delay, s/veh		46.1			68.8			14.0			24.3	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	59.0		21.2	17.9	41.1		6.8
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	30.0	60.0		20.0	30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	24.2		14.6	10.4	23.2		2.4
Green Ext Time (p_c), s	0.0	17.6		0.7	0.8	11.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	246	78	166	267	508	130	1090	98	325	745	77
Future Volume (veh/h)	193	246	78	166	267	508	130	1090	98	325	745	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1885	1900	1885	1870	1900	1885	1900	1885	1885	1900
Adj Flow Rate, veh/h	197	251	80	169	272	518	133	1112	100	332	760	79
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, %	1	0	1	0	1	2	0	1	0	1	1	0
Cap, veh/h	246	324	272	259	296	249	384	1406	126	355	1655	172
Arrive On Green	0.10	0.17	0.17	0.09	0.16	0.16	0.06	0.42	0.42	0.14	0.51	0.51
Sat Flow, veh/h	1795	1900	1598	1810	1885	1585	1810	3324	299	1795	3275	340
Grp Volume(v), veh/h	197	251	80	169	272	518	133	599	613	332	416	423
Grp Sat Flow(s),veh/h/ln	1795	1900	1598	1810	1885	1585	1810	1791	1831	1795	1791	1824
Q Serve(g_s), s	13.9	19.3	6.7	11.8	21.8	24.0	6.3	44.3	44.4	18.6	22.9	22.9
Cycle Q Clear(g_c), s	13.9	19.3	6.7	11.8	21.8	24.0	6.3	44.3	44.4	18.6	22.9	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.19
Lane Grp Cap(c), veh/h	246	324	272	259	296	249	384	758	775	355	905	922
V/C Ratio(X)	0.80	0.78	0.29	0.65	0.92	2.08	0.35	0.79	0.79	0.93	0.46	0.46
Avail Cap(c_a), veh/h	315	324	272	378	296	249	521	758	775	648	905	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	60.7	55.4	48.8	63.6	64.5	22.9	38.2	38.3	38.7	24.4	24.4
Incr Delay (d2), s/veh	8.4	10.2	0.2	1.0	31.7	501.1	0.2	8.2	8.1	6.1	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	10.2	2.7	5.4	12.9	44.1	2.7	20.6	21.1	13.0	9.9	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	70.9	55.6	49.9	95.2	565.6	23.1	46.5	46.4	44.8	26.0	26.0
LnGrp LOS	E	E	E	D	F	F	C	D	D	D	C	C
Approach Vol, veh/h		528			959			1345			1171	
Approach Delay, s/veh		63.4			341.3			44.1			31.3	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	71.5	20.8	32.9	15.2	84.1	22.9	30.8
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.0	34.0	24.0	22.0	20.0	60.0	22.0	24.0
Max Q Clear Time (g_c+I1), s	20.6	46.4	13.8	21.3	8.3	24.9	15.9	26.0
Green Ext Time (p_c), s	0.4	0.0	0.1	0.1	0.1	3.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	114.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	304	0	34	8
Veh. Perm. R. Flow in Walk (v/h)	28	6	0	229
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	71.9	71.9	71.9	71.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.64	1.75	3.26	3.08
Pedestrian Crosswalk LOS	C	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.0	60.0	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	130	325	193	166
Veh. Perm. R. Flow in Walk (v/h)	77	98	508	78
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	65.9	65.9	65.9	65.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.63	3.27	3.29	3.44
Pedestrian Crosswalk LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	275	9	1751	1051
Effct. Green for Bike (s)	8.5	6.4	64.7	50.7
Cross Street Width (ft)	60.2	60.0	32.5	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	103	78	784	615
Bicycle Delay (s/bike)	74.2	76.2	30.5	39.6
Bicycle Compliance	Poor	Poor	Poor	Poor
Bicycle LOS Score	2.93	2.49	3.50	2.98
Bicycle LOS	C	B	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	528	959	1345	1171
Effct. Green for Bike (s)	29.0	26.7	55.0	72.3
Cross Street Width (ft)	60.0	61.4	60.0	48.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	379	349	719	945
Bicycle Delay (s/bike)	50.2	52.1	31.4	21.3
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	3.35	4.08	3.59	3.26
Bicycle LOS	C	D	D	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	21	32	1676	1202	19
Future Vol, veh/h	8	21	32	1676	1202	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	0	0	1	1	0
Mvmt Flow	8	22	33	1728	1239	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2179	630	1259	0	-	0
Stage 1	1249	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Critical Hdwy	7.08	6.9	4.1	-	-	-
Critical Hdwy Stg 1	6.08	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.64	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	34	429	559	-	-	-
Stage 1	211	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	32	429	559	-	-	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	317	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	559	-	257	-	-
HCM Lane V/C Ratio	0.059	-	0.116	-	-
HCM Control Delay (s)	11.8	-	20.8	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	11	8	1708	1211	6
Future Vol, veh/h	4	11	8	1708	1211	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	10	0	1	1	0
Mvmt Flow	4	11	8	1743	1236	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2127	621	1242	0	-	0
Stage 1	1239	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Critical Hdwy	6.8	7.1	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.4	2.2	-	-	-
Pot Cap-1 Maneuver	44	411	568	-	-	-
Stage 1	240	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	43	411	568	-	-	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	367	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	568	-	281	-	-
HCM Lane V/C Ratio	0.014	-	0.054	-	-
HCM Control Delay (s)	11.4	-	18.5	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	14	1694	41	9	1210
Future Vol, veh/h	26	14	1694	41	9	1210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	27	15	1783	43	9	1274

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2460	913	0	0	1826	0
Stage 1	1805	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 26	280	-	-	339	-
Stage 1	119	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 25	280	-	-	339	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	119	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	49.3	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	122	339	-
HCM Lane V/C Ratio	-	-	0.345	0.028	-
HCM Control Delay (s)	-	-	49.3	15.9	-
HCM Lane LOS	-	-	E	C	-
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-

Notes

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	107	99	1719	1205	26
Future Vol, veh/h	19	107	99	1719	1205	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	1	1	0
Mvmt Flow	20	110	102	1772	1242	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2346	635	1269	0	-	0
Stage 1	1256	-	-	-	-	-
Stage 2	1090	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	31	424	549	-	-	-
Stage 1	235	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	25	424	549	-	-	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	288	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.5	0.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	549	-	303	-	-
HCM Lane V/C Ratio	0.186	-	0.429	-	-
HCM Control Delay (s)	13	-	25.5	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.7	-	2.1	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	189	1637	95	142	1166
Future Vol, veh/h	23	189	1637	95	142	1166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	24	197	1705	99	148	1215

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2659	902	0	0	1804	0
Stage 1	1755	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 19	285	-	-	346	-
Stage 1	127	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 11	285	-	-	346	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	127	-	-	-	-	-
Stage 2	206	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	108.2	0	2.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	220	346	-
HCM Lane V/C Ratio	-	-	1.004	0.428	-
HCM Control Delay (s)	-	-	108.2	23	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	9.2	2.1	-

Notes

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

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	156	1579	212	40	1147
Future Vol, veh/h	0	156	1579	212	40	1147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	161	1628	219	41	1182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	924	0	0	1847	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	0	275	-	-	333	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	275	-	-	333	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35	0	0.6
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	275	333	-
HCM Lane V/C Ratio	-	-	0.585	0.124	-
HCM Control Delay (s)	-	-	35	17.3	-
HCM Lane LOS	-	-	E	C	-
HCM 95th %tile Q(veh)	-	-	3.4	0.4	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	7	8	1518	959	10
Future Vol, veh/h	3	7	8	1518	959	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	3	7	9	1615	1020	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1852	516	1031	0	-	0
Stage 1	1026	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	67	509	682	-	-	-
Stage 1	311	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	509	682	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	395	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	682	-	336	-	-
HCM Lane V/C Ratio	0.012	-	0.032	-	-
HCM Control Delay (s)	10.3	-	16.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	128.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	2	8	21	1	307	8	1199	42	160	801	8
Future Vol, veh/h	3	2	8	21	1	307	8	1199	42	160	801	8
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	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	33	50	0	0	0	0	0	0	3	0	1	14
Mvmt Flow	3	2	9	22	1	327	9	1276	45	170	852	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1854	2536	431	2084	2518	661	861	0	0	1321	0	0
Stage 1	1197	1197	-	1317	1317	-	-	-	-	-	-	-
Stage 2	657	1339	-	767	1201	-	-	-	-	-	-	-
Critical Hdwy	8.16	7.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.16	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.16	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.5	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	32	13	578	31	28	410	789	-	-	530	-	-
Stage 1	154	178	-	169	229	-	-	-	-	-	-	-
Stage 2	354	147	-	365	260	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	5	578	~ 11	11	410	789	-	-	530	-	-
Mov Cap-2 Maneuver	~ 3	5	-	~ 11	11	-	-	-	-	-	-	-
Stage 1	152	68	-	167	226	-	-	-	-	-	-	-
Stage 2	71	145	-	134	100	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1065.4	$ 941	0.1	5.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	789	-	-	9	120	530	-	-
HCM Lane V/C Ratio	0.011	-	-	1.537	2.917	0.321	-	-
HCM Control Delay (s)	9.6	-	$	1065.4	$ 941	15	3.3	-
HCM Lane LOS	A	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.6	32.8	1.4	-	-

Notes

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

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	70.8	63.7	134.5	0.88	23.7	C
	II	45	42.8	13.1	55.9	0.54	34.5	B
Total	II		113.6	76.8	190.4	1.42	26.9	C

Arterial Level of Service: SB Rock Springs Rd

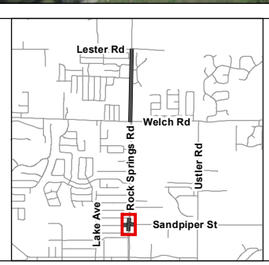
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	12.5	21.7	34.2	0.11	12.0	F
	II	45	42.8	29.8	72.6	0.54	26.6	C
Total	II		55.3	51.5	106.8	0.65	21.9	D

Appendix E

Historical Crash Data

Legend

- Angle
- Bicycle
- Head On
- Left Turn
- Off Road
- Other
- Pedestrian
- Rear End
- Right Turn
- Sideswipe
- Unknown

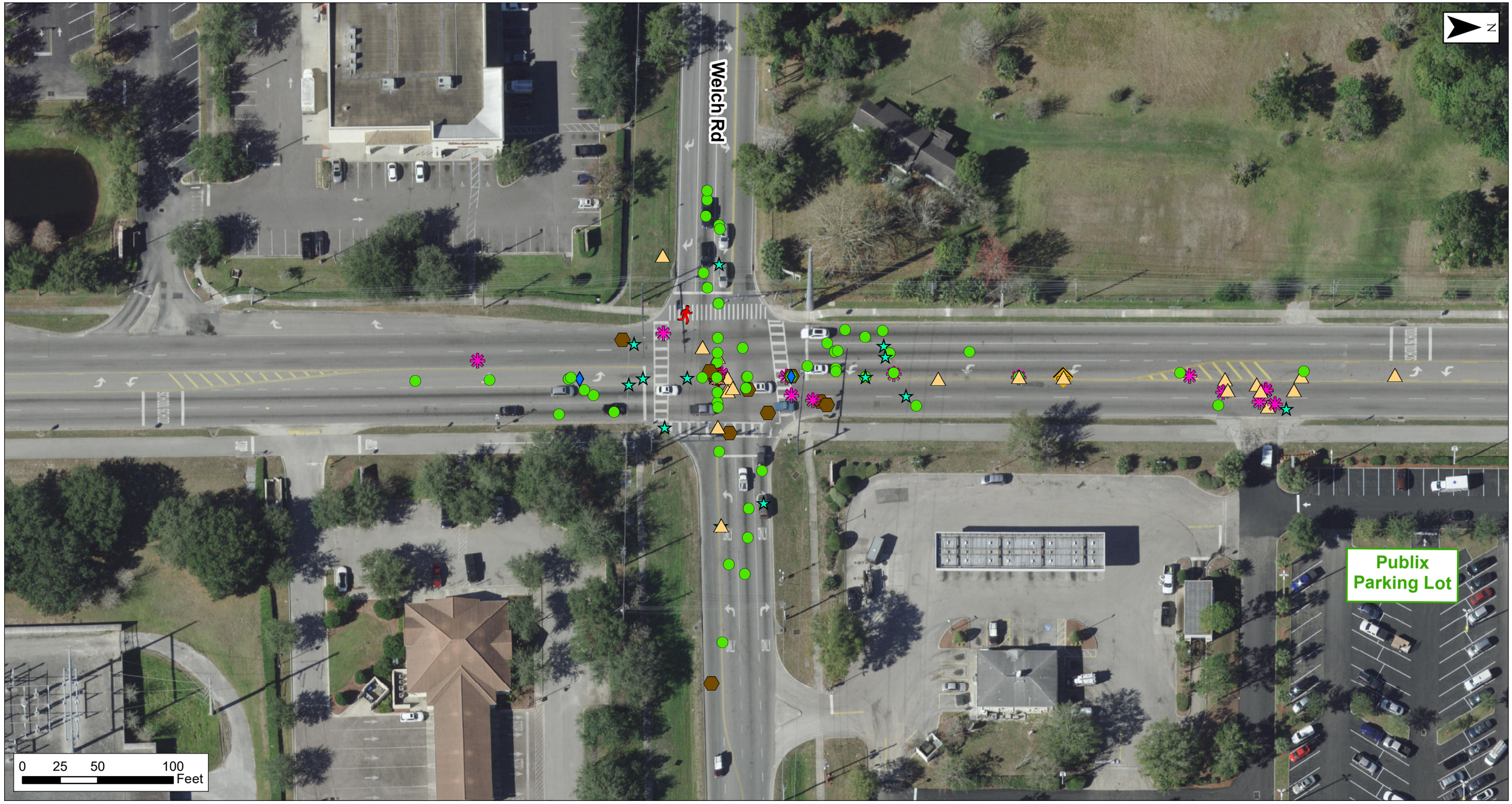


Rock Springs Road and West Orange Trail Phase 4 Studies

Crash Map Series

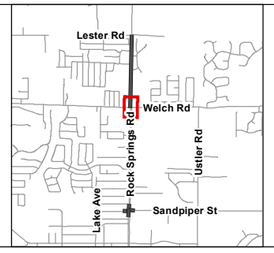
Sandpiper St Intersection

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Legend

- Angle
- Bicycle
- Head On
- Left Turn
- Off Road
- Other
- Pedestrian
- Rear End
- Right Turn
- Sideswipe
- Unknown



Rock Springs Road and West Orange Trail Phase 4 Studies

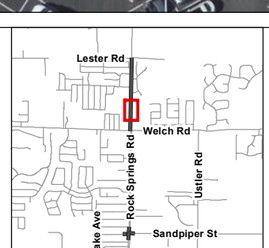
Crash Map Series

Welch Rd Intersection

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

- Angle
- Bicycle
- Head On
- Left Turn
- Off Road
- Other
- Pedestrian
- Rear End
- Right Turn
- Sideswipe
- Unknown

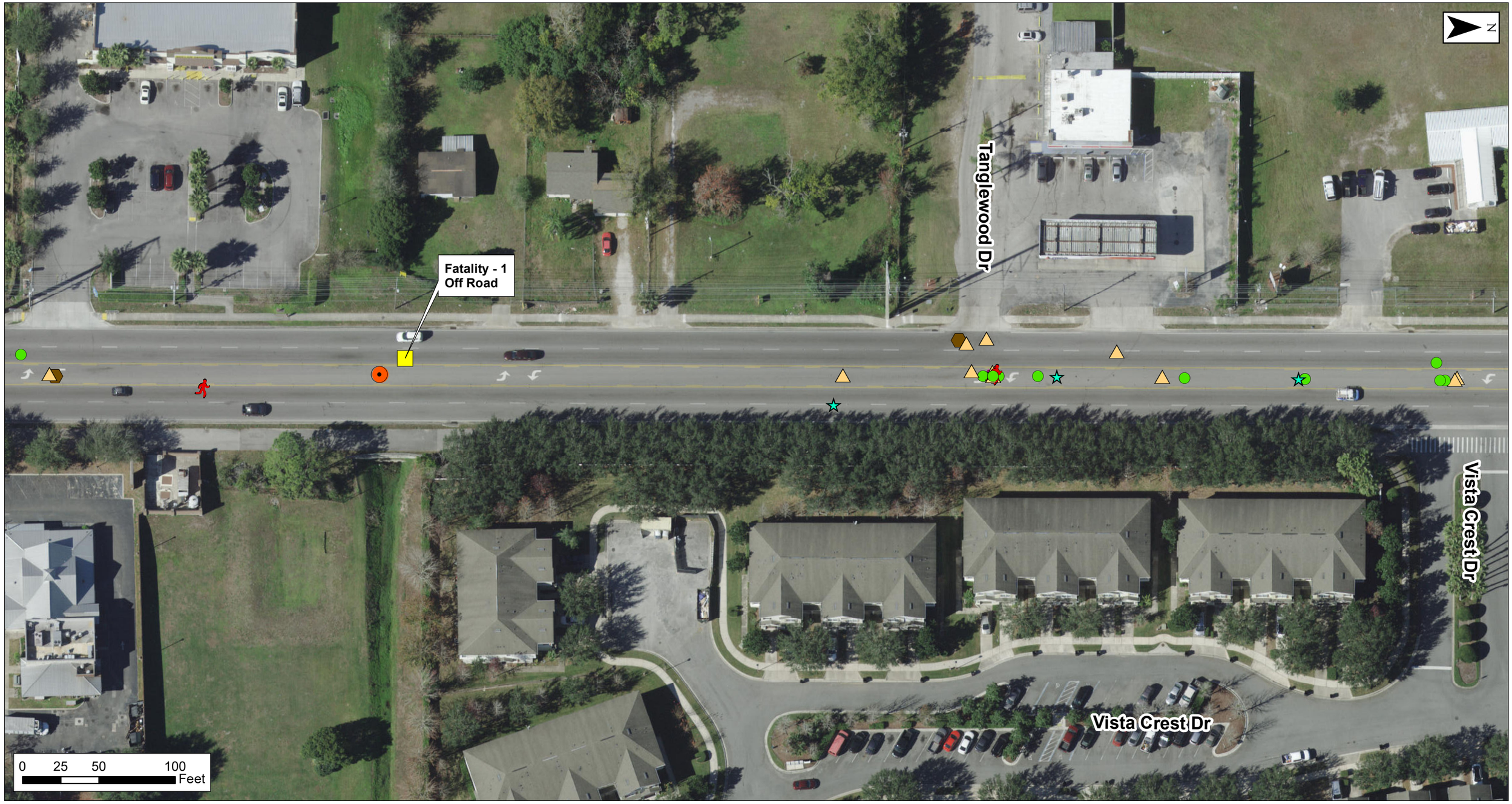


Rock Springs Road and West Orange Trail Phase 4 Studies

Crash Map Series

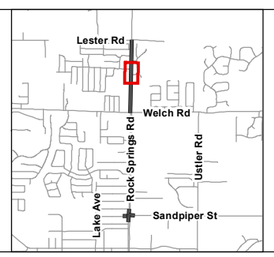
Rock Springs Rd (north of Public Parking Lot)

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Legend

- Angle
- Bicycle
- Head On
- Left Turn
- Off Road
- Other
- Pedestrian
- Rear End
- Right Turn
- Sideswipe
- Unknown

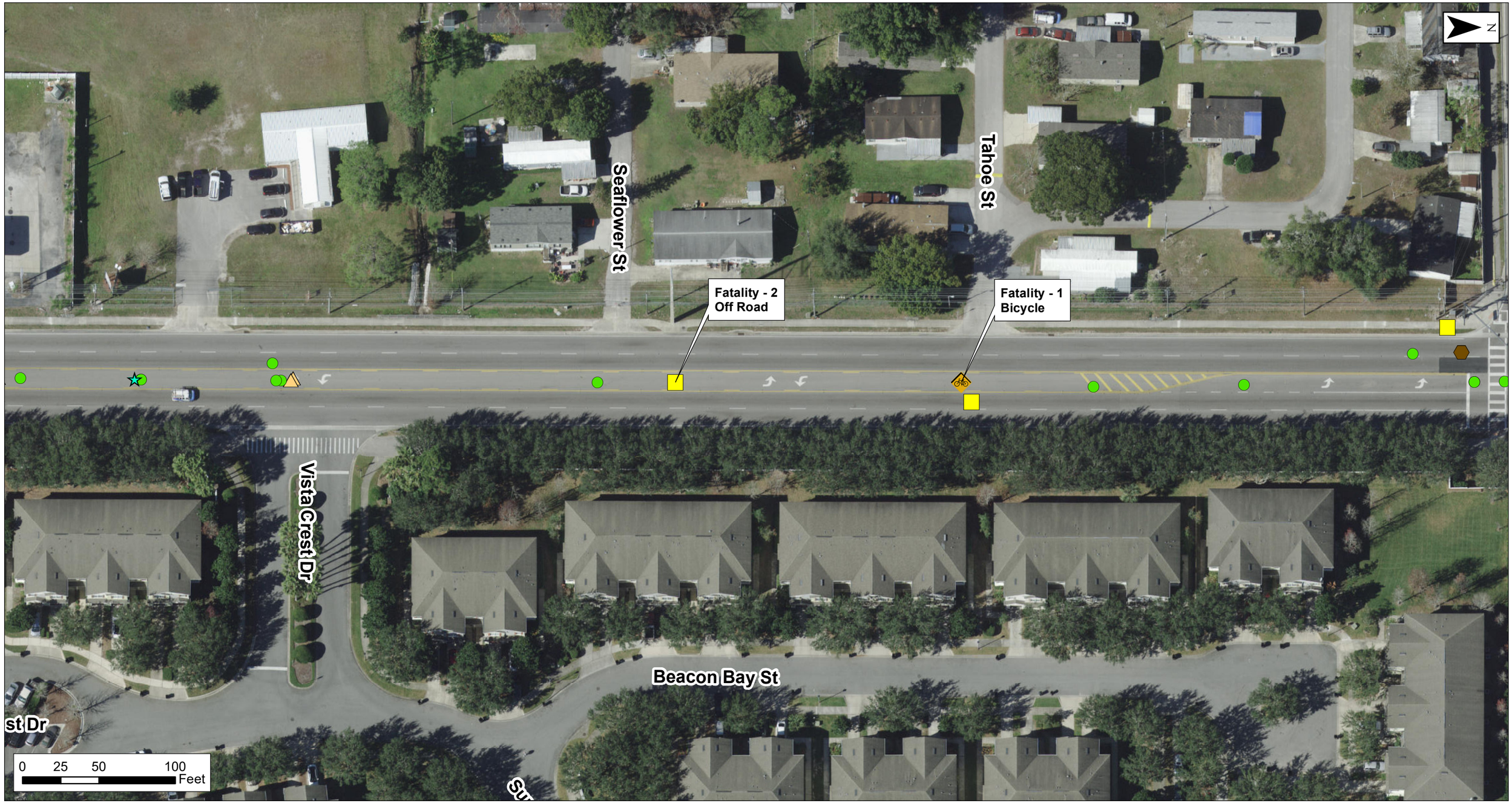


Rock Springs Road and West Orange Trail Phase 4 Studies

Crash Map Series

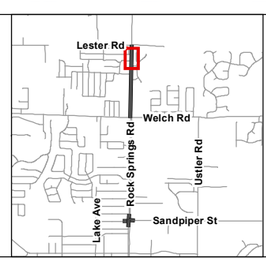
Parking Lot to Vista Crest Dr

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Legend

- Angle
- Bicycle
- Head On
- Left Turn
- Off Road
- Other
- Pedestrian
- Rear End
- Right Turn
- Sideswipe
- Unknown



Rock Springs Road and West Orange Trail Phase 4 Studies

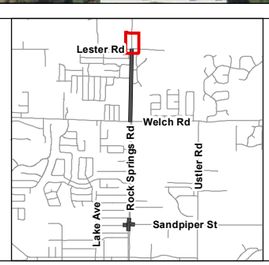
Crash Map Series

Vista Crest Dr to Tahoe St

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

- Angle
- Bicycle
- Head On
- Left Turn
- Off Road
- Other
- Pedestrian
- Rear End
- Right Turn
- Sideswipe
- Unknown



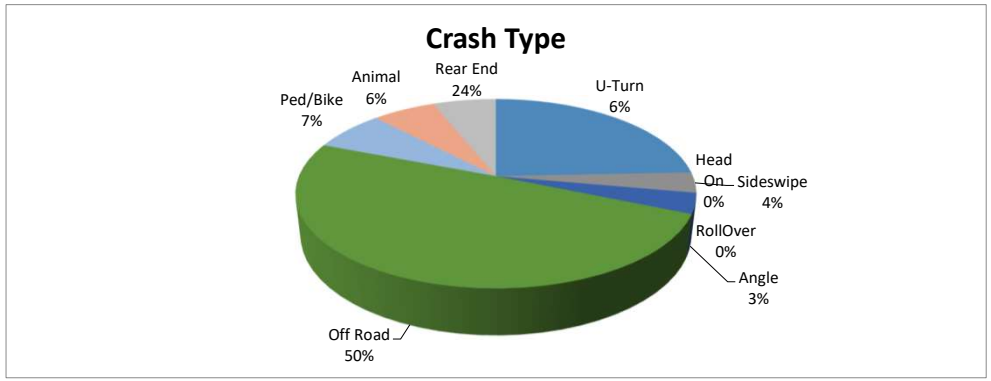
Rock Springs Road and West Orange Trail Phase 4 Studies

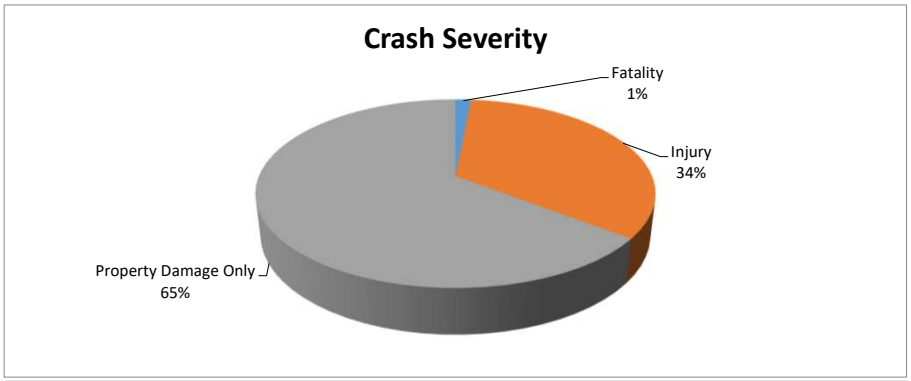
Crash Map Series

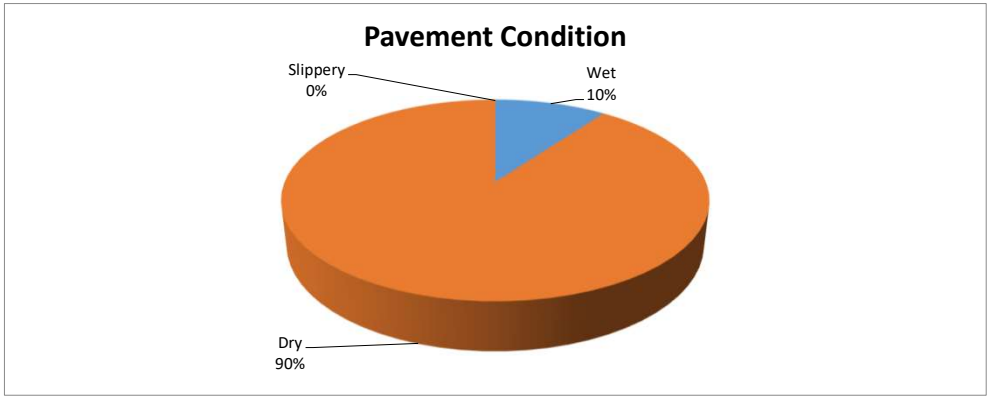
Lester Rd Intersection

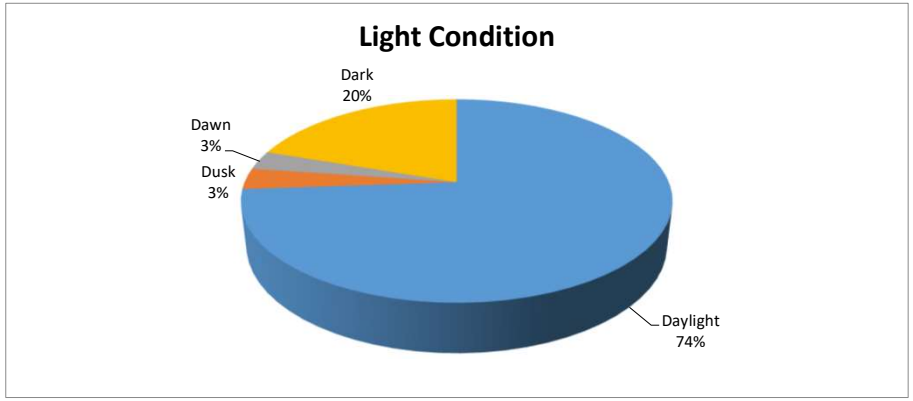
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Crash Data Analysis - Rock Springs Road/N Park Avenue at Sandpiper Street and between Welch Road to Lester Road









Crash Data Summary

No.	Crash ID	Date	Day	Time	Hour	Year	Crash Type	Crash Severity	Fatalities	Injuries	Property Damage	Day/Night	Wet/Dry	Vehicle Type
1	85248388	1/2/2016	Saturday	9:52 AM	09	2016	Rear End	Property Damage Only	0	0	$2,300	Daylight	Dry	0
2	85243424	1/6/2016	Wednesday	6:00 PM	18	2016	Sideswipe	Property Damage Only	0	0	$2,400	Dark - Lighted	Dry	0
3	<Null>	1/9/2016	Saturday	6:29 PM	18	2016	Sideswipe	Property Damage Only	0	0	$500	Dark - Lighted	Dry	0
4	85244655	1/12/2016	Tuesday	7:02 PM	19	2016	Rear End	Property Damage Only	0	0	$2,600	Dark - Lighted	Dry	0
5	85252766	1/12/2016	Tuesday	12:27 PM	12	2016	Left Turn	Property Damage Only	0	0	$1,500	Daylight	Dry	0
6	86251891	1/19/2016	Tuesday	8:15 PM	20	2016	Rear End	Property Damage Only	0	0	$10,100	Dark - Lighted	Dry	0
7	85255081	2/6/2016	Saturday	8:50 PM	20	2016	Left Turn	Property Damage Only	0	0	$10,800	Dark - Lighted	Wet	0
8	86252306	2/14/2016	Sunday	2:55 PM	14	2016	Left Turn	Injury	0	1	$17,000	Daylight	Dry	0
9	86252172	2/23/2016	Tuesday	6:57 PM	18	2016	Left Turn	Property Damage Only	0	0	$6,000	Dark - Lighted	Dry	0
10	85281370	2/24/2016	Wednesday	10:10 AM	10	2016	Right Turn	Property Damage Only	0	0	$1,900	Daylight	Wet	0
11	86251604	2/25/2016	Thursday	4:34 PM	16	2016	Angle	Property Damage Only	0	0	$1,500	Daylight	Dry	0
12	<Null>	2/28/2016	Sunday	6:35 PM	18	2016	Off Road	Injury	0	1	$10,000	Dawn	Dry	0
13	86252391	3/7/2016	Monday	7:15 AM	07	2016	Left Turn	Injury	0	1	$5,000	Daylight	Dry	0
14	85279449	3/12/2016	Saturday	1:27 PM	13	2016	Left Turn	Property Damage Only	0	0	$1,500	Daylight	Dry	0
15	85277618	3/18/2016	Friday	9:54 PM	21	2016	Left Turn	Injury	0	3	$24,500	Dark - Lighted	Dry	0
16	86252419	3/28/2016	Monday	3:48 PM	15	2016	Rear End	Property Damage Only	0	0	$1,500	Daylight	Dry	0
17	85304064	4/7/2016	Thursday	1:35 PM	13	2016	Rear End	Property Damage Only	0	0	$50	Daylight	Dry	0
18	86252538	4/8/2016	Friday	4:40 PM	16	2016	Rear End	Injury	0	1	$1,500	Daylight	Dry	0
19	86252294	4/23/2016	Saturday	6:50 PM	18	2016	Left Turn	Injury	0	3	$10,000	Daylight	Dry	0
20	86252606	4/27/2016	Wednesday	8:50 PM	20	2016	Rear End	Property Damage Only	0	0	$700	Dark - Lighted	Dry	0
21	86252405	4/28/2016	Thursday	9:17 PM	21	2016	Rear End	Property Damage Only	0	0	$301	Dark - Lighted	Dry	0
22	85304100	4/30/2016	Saturday	5:20 PM	17	2016	Rear End	Property Damage Only	0	0	$300	Daylight	Dry	0
23	85315145	5/2/2016	Monday	5:35 PM	17	2016	Left Turn	Property Damage Only	0	0	$7,800	Daylight	Dry	0
24	85317384	5/4/2016	Wednesday	4:20 PM	16	2016	Right Turn	Property Damage Only	0	0	$1,200	Daylight	Wet	0
25	86252558	5/16/2016	Monday	5:22 PM	17	2016	Rear End	Property Damage Only	0	0	$200	Daylight	Wet	0
26	85305173	5/23/2016	Monday	5:04 PM	17	2016	Sideswipe	Property Damage Only	0	0	$500	Daylight	Dry	0
27	85305188	5/30/2016	Monday	3:36 PM	15	2016	Rear End	Property Damage Only	0	0	$1,000	Daylight	Dry	0
28	85328689	6/3/2016	Friday	5:05 PM	17	2016	Angle	Injury	0	4	$3,100	Daylight	Dry	0
29	85345195	6/6/2016	Monday	9:05 PM	21	2016	Head On	Injury	0	2	$6,500	Dark - Lighted	Wet	0
30	86252575	6/28/2016	Tuesday	6:18 PM	18	2016	Angle	Property Damage Only	0	0	$3,500	Daylight	Dry	0
31	86252727	6/30/2016	Thursday	4:07 PM	16	2016	Rear End	Property Damage Only	0	0	$2,200	Daylight	Dry	0
32	85356387	7/3/2016	Sunday	8:30 PM	20	2016	Rear End	Property Damage Only	0	0	$150	Dark - Lighted	Dry	0
33	85347556	7/6/2016	Wednesday	5:40 PM	17	2016	Rear End	Injury	0	2	$400	Daylight	Dry	0
34	85355678	7/15/2016	Friday	11:09 AM	11	2016	Rear End	Property Damage Only	0	0	$10,000	Daylight	Dry	0
35	86252842	7/17/2016	Sunday	12:55 PM	12	2016	Rear End	Property Damage Only	0	0	$500	Daylight	Dry	0
36	85346329	7/27/2016	Wednesday	10:10 AM	10	2016	Rear End	Property Damage Only	0	0	$201	Daylight	Dry	0
37	85359642	7/27/2016	Wednesday	6:50 PM	18	2016	Sideswipe	Property Damage Only	0	0	$1,000	Daylight	Dry	0
38	86253032	8/12/2016	Friday	11:11 AM	11	2016	Rear End	Injury	0	1	$1,000	Daylight	Dry	0
39	<Null>	8/13/2016	Saturday	5:49 PM	17	2016	Left Turn	Injury	0	1	$15,500	Daylight	Dry	0
40	86252963	8/17/2016	Wednesday	1:29 PM	13	2016	Rear End	Property Damage Only	0	0	$200	Daylight	Dry	0
41	86252799	8/20/2016	Saturday	7:24 PM	19	2016	Rear End	Property Damage Only	0	0	$500	Daylight	Dry	0

42	<Null>	8/25/2016	Thursday	5:48 PM	17	2016	Rear End	Property Damage Only	0	0	$500	Daylight	Dry	0
43	86253082	8/26/2016	Friday	7:30 AM	07	2016	Sideswipe	Property Damage Only	0	0	$1,500	Daylight	Dry	0
44	85377280	8/27/2016	Saturday	1:14 PM	13	2016	Left Turn	Injury	0	1	$4,500	Daylight	Dry	0
45	86253099	8/29/2016	Monday	4:49 PM	16	2016	Rear End	Property Damage Only	0	0	$500	Daylight	Wet	0
46	<Null>	8/29/2016	Monday	7:50 AM	07	2016	Sideswipe	Property Damage Only	0	0	$1,000	Daylight	Dry	0
47	85390406	9/3/2016	Saturday	3:17 AM	03	2016	Left Turn	Property Damage Only	0	0	$15,000	Dark - Lighted	Dry	0
48	87121265	12/30/2017	Saturday	11:57 PM	23	2017	Bicycle	Fatality	1	0	$2,100	Dark - Not Lighted	Dry	0
49	<Null>	9/14/2016	Wednesday	6:30 PM	18	2016	Rear End	Injury	0	1	$3,300	Daylight	Dry	0
50	85395491	10/11/2016	Tuesday	7:39 PM	19	2016	Left Turn	Property Damage Only	0	0	$1,500	Dark - Lighted	Wet	0
51	85404405	10/13/2016	Thursday	2:41 PM	14	2016	Left Turn	Property Damage Only	0	0	$11,500	Daylight	Dry	0
52	85431756	11/18/2016	Friday	6:10 PM	18	2016	Rear End	Property Damage Only	0	0	$300	Dark - Lighted	Dry	0
53	85415685	11/21/2016	Monday	10:49 PM	22	2016	Off Road	Property Damage Only	0	0	$2,500	Dark - Not Lighted	Dry	0
54	<Null>	11/28/2016	Monday	4:38 PM	16	2016	Other	Property Damage Only	0	0	$6,000	Daylight	Dry	0
55	85115962	12/7/2016	Wednesday	6:25 AM	06	2016	Left Turn	Property Damage Only	0	0	$3,000	Dawn	Dry	0
56	85425637	12/11/2016	Sunday	10:40 AM	10	2016	Left Turn	Property Damage Only	0	0	$5,200	Daylight	Dry	0
57	86741630	12/15/2016	Thursday	5:50 PM	17	2016	Rear End	Property Damage Only	0	0	$1,000	Dark - Lighted	Dry	0
58	85436251	12/16/2016	Friday	5:40 PM	17	2016	Rear End	Injury	0	1	$750	Dusk	Dry	0
59	86741366	12/24/2016	Saturday	12:24 PM	12	2016	Angle	Injury	0	3	$2,000	Daylight	Dry	0
60	85432964	12/26/2016	Monday	2:30 PM	14	2016	Other	Property Damage Only	0	0	$6,100	Daylight	Dry	0
61	85444094	1/3/2017	Tuesday	1:42 PM	13	2017	Left Turn	Injury	0	1	$10,000	Daylight	Dry	0
62	86741805	1/16/2017	Monday	5:15 PM	17	2017	Right Turn	Property Damage Only	0	0	$15,000	Daylight	Dry	0
63	86741757	1/16/2017	Monday	6:20 PM	18	2017	Left Turn	Property Damage Only	0	0	$7,000	Dark - Lighted	Dry	0
64	86741703	1/23/2017	Monday	8:12 AM	08	2017	Rear End	Property Damage Only	0	0	$2,500	Daylight	Wet	0
65	86741825	1/25/2017	Wednesday	2:44 PM	14	2017	Rear End	Property Damage Only	0	0	$4,000	Daylight	Dry	0
66	86741573	2/7/2017	Tuesday	4:06 PM	16	2017	Rear End	Injury	0	1	$5,000	Daylight	Dry	0
67	86741857	2/13/2017	Monday	7:10 PM	19	2017	Left Turn	Injury	0	6	$30,000	Dark - Lighted	Dry	0
68	85475776	2/14/2017	Tuesday	5:42 PM	17	2017	Right Turn	Property Damage Only	0	0	$7,000	Dusk	Dry	0
69	85476690	2/14/2017	Tuesday	6:35 PM	18	2017	Rear End	Property Damage Only	0	0	$800	Dark - Lighted	Dry	0
70	86741776	2/22/2017	Wednesday	10:05 PM	22	2017	Other	Injury	0	2	$3,000	Dark - Not Lighted	Wet	0
71	86741777	2/22/2017	Wednesday	10:07 PM	22	2017	Angle	Injury	0	1	$1,500	Dark - Not Lighted	Wet	0
72	85323903	2/28/2017	Tuesday	2:45 PM	14	2017	Left Turn	Injury	0	2	$25,000	Daylight	Dry	0
73	85490307	2/28/2017	Tuesday	9:44 PM	21	2017	Left Turn	Property Damage Only	0	0	$1,500	Dark - Lighted	Dry	0
74	86741661	3/6/2017	Monday	6:09 PM	18	2017	Sideswipe	Property Damage Only	0	0	$5,000	Daylight	Dry	0
75	86741603	3/19/2017	Sunday	1:03 PM	13	2017	Rear End	Injury	0	1	$13,000	Daylight	Dry	0
76	86741866	3/20/2017	Monday	10:59 AM	10	2017	Other	Property Damage Only	0	0	$3,500	Daylight	Dry	0
77	85496276	3/21/2017	Tuesday	9:40 PM	21	2017	Left Turn	Injury	0	2	$4,000	Dark - Lighted	Dry	0
78	85479174	3/24/2017	Friday	3:07 PM	15	2017	Rear End	Injury	0	2	$8,000	Daylight	Dry	0
79	85507771	3/24/2017	Friday	10:52 AM	10	2017	Rear End	Property Damage Only	0	0	$1,500	Daylight	Dry	0
80	86742020	3/28/2017	Tuesday	5:24 PM	17	2017	Rear End	Property Damage Only	0	0	$3,000	Daylight	Dry	0
81	86741835	4/2/2017	Sunday	5:38 PM	17	2017	Angle	Property Damage Only	0	0	$2,000	Daylight	Wet	0
82	86742086	4/10/2017	Monday	11:06 PM	23	2017	Sideswipe	Property Damage Only	0	0	$200	Dark - Not Lighted	Dry	0
83	85505097	4/13/2017	Thursday	4:52 PM	16	2017	Right Turn	Property Damage Only	0	0	$2,300	Daylight	Dry	0
84	85498917	4/24/2017	Monday	2:25 PM	14	2017	Rear End	Property Damage Only	0	0	$800	Daylight	Dry	0
85	85409842	4/26/2017	Wednesday	11:30 AM	11	2017	Right Turn	Property Damage Only	0	0	$2,000	Daylight	Dry	0

86	85518451	4/27/2017	Thursday	8:50 PM	20	2017	Rear End	Property Damage Only	0	0	$350	Dark - Lighted	Dry	0
87	85519494	4/28/2017	Friday	6:50 AM	06	2017	Rear End	Property Damage Only	0	0	$1,200	Dawn	Dry	0
88	85533187	5/19/2017	Friday	7:30 AM	07	2017	Left Turn	Property Damage Only	0	0	$10,000	Daylight	Dry	0
89	85523176	5/21/2017	Sunday	3:49 PM	15	2017	Off Road	Fatality	1	1	$25,000	Daylight	Dry	0
90	85522187	5/23/2017	Tuesday	4:33 PM	16	2017	Right Turn	Property Damage Only	0	0	$700	Daylight	Dry	0
91	85519609	5/30/2017	Tuesday	5:00 AM	05	2017	Left Turn	Injury	0	1	$14,500	Dark - Lighted	Dry	0
92	85523184	5/31/2017	Wednesday	1:30 PM	13	2017	Rear End	Property Damage Only	0	0	$400	Daylight	Dry	0
93	85542554	6/6/2017	Tuesday	6:05 PM	18	2017	Rear End	Property Damage Only	0	0	$500	Dark - Not Lighted	Dry	0
94	85545220	6/15/2017	Thursday	7:15 PM	19	2017	Left Turn	Injury	0	1	$9,000	Daylight	Dry	0
95	86252001	6/23/2017	Friday	9:53 PM	21	2017	Left Turn	Injury	0	4	$4,000	Dark - Lighted	Dry	0
96	85524014	6/23/2017	Friday	6:04 PM	18	2017	Rear End	Injury	0	1	$2,000	Daylight	Dry	0
97	<Null>	6/26/2017	Monday	7:15 AM	07	2017	Off Road	Injury	0	1	$1,000	Daylight	Dry	0
98	<Null>	7/14/2017	Friday	3:27 PM	15	2017	Sideswipe	Property Damage Only	0	0	$1,500	Daylight	Dry	0
99	86742280	7/28/2017	Friday	7:04 PM	19	2017	Right Turn	Property Damage Only	0	0	$1,300	Daylight	Dry	0
100	87436224	8/23/2017	Wednesday	12:42 PM	12	2017	Rear End	Property Damage Only	0	0	$1,500	Daylight	Dry	0
101	85568277	8/24/2017	Thursday	5:55 PM	17	2017	Rear End	Property Damage Only	0	0	$700	Daylight	Dry	0
102	87467410	8/31/2017	Thursday	5:35 PM	17	2017	Sideswipe	Property Damage Only	0	0	$850	Daylight	Dry	0
103	87467429	9/1/2017	Friday	3:44 PM	15	2017	Angle	Property Damage Only	0	0	$1,000	Daylight	Dry	0
104	<Null>	9/12/2017	Tuesday	4:30 PM	16	2017	Rear End	Property Damage Only	0	0	$1,300	Daylight	Dry	0
105	87467454	9/15/2017	Friday	6:27 PM	18	2017	Rear End	Property Damage Only	0	0	$200	Daylight	Dry	0
106	85587880	9/22/2017	Friday	12:56 PM	12	2017	Right Turn	Property Damage Only	0	0	$4,500	Daylight	Dry	0
107	87467522	10/4/2017	Wednesday	4:22 PM	16	2017	Left Turn	Property Damage Only	0	0	$2,000	Daylight	Dry	0
108	87467525	10/5/2017	Thursday	6:09 PM	18	2017	Rear End	Property Damage Only	0	0	$1,000	Daylight	Wet	0
109	87467558	10/6/2017	Friday	10:24 AM	10	2017	Sideswipe	Property Damage Only	0	0	$2,000	Daylight	Dry	0
110	<Null>	10/11/2017	Wednesday	7:26 AM	07	2017	Angle	Injury	0	3	$15,000	Daylight	Dry	0
111	85606897	10/13/2017	Friday	5:07 PM	17	2017	Angle	Property Damage Only	0	0	$2,000	Daylight	Dry	0
112	85607536	10/20/2017	Friday	2:28 PM	14	2017	Rear End	Property Damage Only	0	0	$2,000	Daylight	Dry	0
113	87107851	12/4/2017	Monday	4:00 PM	16	2017	Rear End	Injury	0	1	$6,300	Daylight	Dry	0
114	87467813	12/10/2017	Sunday	4:26 PM	16	2017	Rear End	Injury	0	1	$1,000	Daylight	Dry	0
115	87133810	12/13/2017	Wednesday	5:31 PM	17	2017	Left Turn	Injury	0	1	$18,000	Dusk	Dry	0
116	87255129	7/16/2018	Monday	6:00 PM	18	2018	Left Turn	Injury	0	3	$700	Daylight	Dry	0
117	87155832	1/2/2018	Tuesday	7:37 AM	07	2018	Rear End	Property Damage Only	0	0	$19,000	Daylight	Dry	0
118	87146310	1/10/2018	Wednesday	7:03 PM	19	2018	Rear End	Property Damage Only	0	0	$1,200	Dusk	Dry	0
119	<Null>	1/22/2018	Monday	5:41 PM	17	2018	Bicycle	Injury	0	1	$250	Daylight	Dry	0
120	87468538	1/23/2018	Tuesday	5:45 AM	05	2018	Left Turn	Injury	0	1	$10,000	Dark - Lighted	Wet	0
121	87144129	1/24/2018	Wednesday	9:01 AM	09	2018	Rear End	Property Damage Only	0	0	$200	Daylight	Dry	0
122	87152891	1/28/2018	Sunday	10:47 AM	10	2018	Left Turn	Injury	0	2	$16,000	Daylight	Dry	0
123	85204402	1/29/2018	Monday	8:40 AM	08	2018	Angle	Property Damage Only	0	0	$3,000	Daylight	Wet	0
124	87143859	2/5/2018	Monday	4:03 PM	16	2018	Left Turn	Property Damage Only	0	0	$400	Daylight	Dry	0
125	87152912	2/10/2018	Saturday	9:53 AM	09	2018	Left Turn	Property Damage Only	0	0	$1,100	Daylight	Dry	0
126	87468028	2/20/2018	Tuesday	3:08 PM	15	2018	Rear End	Property Damage Only	0	0	$3,500	Daylight	Dry	0
127	87159221	2/23/2018	Friday	4:17 PM	16	2018	Rear End	Property Damage Only	0	0	$200	Daylight	Dry	0
128	87183914	2/27/2018	Tuesday	7:00 AM	07	2018	Rear End	Injury	0	1	$3,000	Daylight	Dry	0
129	87183933	3/5/2018	Monday	12:40 PM	12	2018	Sideswipe	Property Damage Only	0	0	$500	Daylight	Dry	0
130	87468114	3/23/2018	Friday	1:08 AM	01	2018	Rear End	Property Damage Only	0	0	$10,000	Dark - Lighted	Dry	0
131	87199500	3/29/2018	Thursday	7:00 AM	07	2018	Rear End	Property Damage Only	0	0	$1,500	Daylight	Dry	0

132	87207587	4/2/2018	Monday	5:16 PM	17	2018	Rear End	Property Damage Only	0	0	$1,100	Daylight	Dry	0
133	87207453	4/5/2018	Thursday	5:15 PM	17	2018	Rear End	Property Damage Only	0	0	$900	Daylight	Dry	0
134	87468174	4/8/2018	Sunday	11:11 AM	11	2018	Rear End	Property Damage Only	0	0	$500	Daylight	Dry	0
135	87468181	4/10/2018	Tuesday	4:32 PM	16	2018	Rear End	Property Damage Only	0	0	$1,000	Daylight	Wet	0
136	<Null>	9/6/2019	Friday	12:03 PM	12	2019	Bicycle	Property Damage Only	0	0	$100	Daylight	Dry	0
137	87212070	4/24/2018	Tuesday	3:55 PM	15	2018	Left Turn	Injury	0	3	$6,500	Daylight	Dry	0
138	87195681	4/27/2018	Friday	4:21 PM	16	2018	Rear End	Injury	0	2	$4,000	Daylight	Dry	0
139	<Null>	4/27/2018	Friday	3:20 PM	15	2018	Left Turn	Property Damage Only	0	0	$2,500	Daylight	Dry	0
140	<Null>	5/6/2018	Sunday	1:08 PM	13	2018	Right Turn	Injury	0	1	$1,000	Daylight	Wet	0
141	87223837	5/30/2018	Wednesday	4:15 PM	16	2018	Left Turn	Property Damage Only	0	0	$5,500	Daylight	Wet	0
142	87468479	7/6/2018	Friday	3:25 PM	15	2018	Rear End	Property Damage Only	0	0	$3,500	Daylight	Wet	0
143	88010257	10/12/2018	Friday	6:40 PM	18	2018	Bicycle	Injury	0	1	$25	Daylight	Dry	0
144	87255855	7/19/2018	Thursday	5:42 PM	17	2018	Rear End	Property Damage Only	0	0	$900	Daylight	Dry	0
145	87468519	7/19/2018	Thursday	5:35 PM	17	2018	Left Turn	Property Damage Only	0	0	$1,200	Daylight	Dry	0
146	87255136	7/20/2018	Friday	5:53 PM	17	2018	Other	Injury	0	1	$200	Daylight	Dry	0
147	87255862	7/25/2018	Wednesday	4:45 PM	16	2018	Rear End	Property Damage Only	0	0	$100	Daylight	Dry	0
148	<Null>	7/26/2018	Thursday	2:49 PM	14	2018	Left Turn	Injury	0	2	$10,000	Daylight	Wet	0
149	87468600	8/13/2018	Monday	12:45 PM	12	2018	Rear End	Property Damage Only	0	0	$200	Daylight	Dry	0
150	87278897	8/16/2018	Thursday	9:20 AM	09	2018	Off Road	Injury	0	1	$3,000	Daylight	Dry	0
151	87468607	8/16/2018	Thursday	9:50 AM	09	2018	Rear End	Property Damage Only	0	0	$510	Daylight	Dry	0
152	87468624	8/18/2018	Saturday	2:00 PM	14	2018	Angle	Property Damage Only	0	0	$2,000	Daylight	Dry	0
153	87468635	8/21/2018	Tuesday	7:36 AM	07	2018	Head On	Injury	0	2	$10,000	Daylight	Dry	0
154	87288270	8/21/2018	Tuesday	5:38 AM	05	2018	Rear End	Property Damage Only	0	0	$900	Daylight	Dry	0
155	87225431	8/24/2018	Friday	8:05 AM	08	2018	Left Turn	Property Damage Only	0	0	$6,000	Daylight	Dry	0
156	87468661	8/28/2018	Tuesday	3:15 PM	15	2018	Rear End	Property Damage Only	0	0	$0	Daylight	Wet	0
157	87281586	9/6/2018	Thursday	1:27 PM	13	2018	Left Turn	Injury	0	5	$9,000	Daylight	Dry	0
158	87468732	9/15/2018	Saturday	12:00 PM	12	2018	Sideswipe	Property Damage Only	0	0	$1,000	Daylight	Dry	0
159	87263816	9/18/2018	Tuesday	8:20 AM	08	2018	Left Turn	Injury	0	3	$8,500	Daylight	Dry	0
160	87263821	9/20/2018	Thursday	9:00 AM	09	2018	Rear End	Injury	0	1	$3,000	Daylight	Dry	0
161	88011039	9/21/2018	Friday	7:00 AM	07	2018	Right Turn	Injury	0	2	$5,000	Dawn	Dry	0
162	87294421	9/24/2018	Monday	4:22 PM	16	2018	Angle	Property Damage Only	0	0	$5,100	Daylight	Dry	0
163	87263073	9/25/2018	Tuesday	7:58 AM	07	2018	Sideswipe	Property Damage Only	0	0	$3,750	Daylight	Dry	0
164	85377296	9/7/2016	Wednesday	8:51 AM	08	2016	Pedestrian	Injury	0	1	$0	Daylight	Dry	0
165	87468827	10/2/2018	Tuesday	5:22 PM	17	2018	Rear End	Property Damage Only	0	0	$2,500	Daylight	Dry	0
166	<Null>	10/3/2018	Wednesday	5:45 PM	17	2018	Rear End	Property Damage Only	0	0	$1,500	Daylight	Dry	0
167	88013757	10/10/2018	Wednesday	7:00 AM	07	2018	Sideswipe	Property Damage Only	0	0	$1,000	Daylight	Dry	0
168	87468234	4/20/2018	Friday	9:30 AM	09	2018	Pedestrian	Injury	0	1	$0	Daylight	Dry	0
169	88010256	10/12/2018	Friday	6:06 PM	18	2018	Left Turn	Injury	0	1	$4,500	Daylight	Dry	0
170	87468880	10/13/2018	Saturday	12:33 PM	12	2018	Rear End	Property Damage Only	0	0	$1,500	Daylight	Dry	0
171	88018066	10/14/2018	Sunday	3:20 PM	15	2018	Rear End	Property Damage Only	0	0	$4,000	Daylight	Dry	0
172	83751478	10/16/2018	Tuesday	4:44 PM	16	2018	Rear End	Property Damage Only	0	0	$3,500	Daylight	Dry	0
173	83751479	10/16/2018	Tuesday	8:03 PM	20	2018	Sideswipe	Property Damage Only	0	0	$2,000	Dark - Lighted	Dry	0
174	87468896	10/24/2018	Wednesday	2:29 PM	14	2018	Rear End	Injury	0	1	$3,000	Daylight	Dry	0
175	88013447	11/5/2018	Monday	6:37 PM	18	2018	Right Turn	Property Damage Only	0	0	$1,600	Dark - Lighted	Dry	0
176	87468943	11/7/2018	Wednesday	3:40 PM	15	2018	Rear End	Injury	0	3	$5,000	Daylight	Dry	0
177	88026702	11/23/2018	Friday	10:06 AM	10	2018	Rear End	Injury	0	1	$7,500	Daylight	Dry	0

178	<Null>	12/7/2018	Friday	12:35 AM	00	2018	Angle	Property Damage Only	0	0	$16,000	Dark - Lighted	Dry	0
179	87469111	12/14/2018	Friday	11:00 AM	11	2018	Left Turn	Injury	0	2	$7,000	Dark - Lighted	Dry	0
180	88048485	12/22/2018	Saturday	12:47 PM	12	2018	Right Turn	Injury	0	4	$4,000	Daylight	Dry	0
181	87469221	1/14/2019	Monday	3:43 PM	15	2019	Left Turn	Injury	0	1	$13,000	Daylight	Dry	0
182	87469234	1/19/2019	Saturday	3:23 PM	15	2019	Head On	Injury	0	4	$16,000	Daylight	Dry	0
183	88076687	1/20/2019	Sunday	10:36 PM	22	2019	Left Turn	Property Damage Only	0	0	$1,000	Dark - Lighted	Dry	0
184	88071344	1/26/2019	Saturday	9:17 PM	21	2019	Rear End	Property Damage Only	0	0	$200	Dark - Lighted	Dry	0
185	87469272	1/26/2019	Saturday	7:20 PM	19	2019	Rear End	Property Damage Only	0	0	$2,000	Dusk	Dry	0
186	<Null>	2/2/2019	Saturday	2:51 PM	14	2019	Other	Property Damage Only	0	0	$3,500	Daylight	Dry	0
187	88070728	2/3/2019	Sunday	10:33 PM	22	2019	Left Turn	Injury	0	3	$23,000	Dark - Lighted	Dry	0
188	88068567	2/18/2019	Monday	10:08 AM	10	2019	Left Turn	Injury	0	4	$33,000	Daylight	Dry	0
189	87468803	9/29/2018	Saturday	2:00 PM	14	2018	Pedestrian	Injury	0	1	$0	Daylight	Dry	0
190	88090385	2/28/2019	Thursday	3:20 PM	15	2019	Rear End	Injury	0	3	$350	Daylight	Dry	0
191	88102085	3/14/2019	Thursday	7:04 AM	07	2019	Angle	Property Damage Only	0	0	$600	Dark - Lighted	Dry	0
192	88098207	3/16/2019	Saturday	3:24 PM	15	2019	Left Turn	Property Damage Only	0	0	$6,000	Daylight	Dry	0
193	89117708	3/22/2019	Friday	5:00 PM	17	2019	Angle	Property Damage Only	0	0	$2,500	Daylight	Dry	0
194	88116362	3/30/2019	Saturday	3:14 PM	15	2019	Right Turn	Property Damage Only	0	0	$2,200	Daylight	Dry	0
195	88113121	4/1/2019	Monday	3:55 AM	03	2019	Off Road	Fatality	2	0	$4,500	Dark - Lighted	Dry	0
196	89117781	4/5/2019	Friday	4:20 PM	16	2019	Rear End	Property Damage Only	0	0	$500	Daylight	Dry	0
197	<Null>	4/7/2019	Sunday	4:09 PM	16	2019	Angle	Property Damage Only	0	0	$7,000	Daylight	Dry	0
198	88121382	4/18/2019	Thursday	6:10 PM	18	2019	Right Turn	Property Damage Only	0	0	$13,000	Daylight	Dry	0
199	89117878	4/27/2019	Saturday	7:28 PM	19	2019	Sideswipe	Injury	0	1	$3,000	Daylight	Dry	0
200	88118141	4/28/2019	Sunday	10:33 PM	22	2019	Left Turn	Injury	0	1	$44,000	Dark - Lighted	Dry	0
201	89117868	5/1/2019	Wednesday	3:58 PM	15	2019	Rear End	Property Damage Only	0	0	$2,000	Daylight	Dry	0
202	<Null>	5/3/2019	Friday	11:00 AM	11	2019	Rear End	Property Damage Only	0	0	$1,000	Daylight	Dry	0
203	89118007	6/4/2019	Tuesday	3:30 PM	15	2019	Rear End	Property Damage Only	0	0	$100	Daylight	Dry	0
204	89118014	6/11/2019	Tuesday	4:51 PM	16	2019	Rear End	Injury	0	1	$1,500	Daylight	Dry	0
205	88127498	6/14/2019	Friday	6:13 PM	18	2019	Left Turn	Injury	0	2	$10,000	Dusk	Dry	0
206	89118078	7/1/2019	Monday	2:06 PM	14	2019	Rear End	Property Damage Only	0	0	$100	Daylight	Dry	0
207	88154264	7/8/2019	Monday	3:24 PM	15	2019	Rear End	Property Damage Only	0	0	$50	Daylight	Dry	0
208	89118168	8/2/2019	Friday	3:18 PM	15	2019	Angle	Property Damage Only	0	0	$1,000	Daylight	Wet	0
209	89118250	8/26/2019	Monday	7:58 AM	07	2019	Rear End	Property Damage Only	0	0	$2,000	Daylight	Dry	0
210	89118257	8/27/2019	Tuesday	7:07 AM	07	2019	Rear End	Injury	0	2	$35,000	Dawn	Dry	0
211	89118265	8/28/2019	Wednesday	5:29 PM	17	2019	Rear End	Property Damage Only	0	0	$1,000	Daylight	Dry	0
212	88093511	2/26/2019	Tuesday	6:15 AM	06	2019	Pedestrian	Property Damage Only	0	0	$0	Daylight	Dry	0
213	<Null>	9/9/2019	Monday	9:11 AM	09	2019	Other	Property Damage Only	0	0	$100	Daylight	Dry	0
214	89118353	9/16/2019	Monday	3:35 PM	15	2019	Rear End	Property Damage Only	0	0	$2,000	Daylight	Dry	0
215	89118358	9/17/2019	Tuesday	11:54 AM	11	2019	Angle	Injury	0	4	$10,000	Daylight	Dry	0
216	89118357	9/18/2019	Wednesday	6:56 AM	06	2019	Right Turn	Property Damage Only	0	0	$7,000	Dawn	Dry	0
217	89118395	9/29/2019	Sunday	4:41 PM	16	2019	Angle	Property Damage Only	0	0	$3,000	Daylight	Dry	0
218	89118406	10/1/2019	Tuesday	7:06 AM	07	2019	Angle	Property Damage Only	0	0	$10,000	Dawn	Dry	0
219	89118425	10/6/2019	Sunday	3:20 PM	15	2019	Sideswipe	Property Damage Only	0	0	$2,001	Daylight	Dry	0
220	89118451	10/11/2019	Friday	5:40 PM	17	2019	Angle	Injury	0	1	$2,000	Daylight	Dry	0
221	88313909	3/18/2020	Wednesday	7:34 PM	19	2020	Pedestrian	Injury	0	1	$0	Daylight	Dry	0
222	89118503	10/25/2019	Friday	8:56 AM	08	2019	Sideswipe	Injury	0	1	$1,500	Dawn	Dry	0
223	88221912	11/2/2019	Saturday	6:33 PM	18	2019	Rear End	Injury	0	1	$3,300	Daylight	Dry	0

224	89118583	11/9/2019	Saturday	10:52 AM	10	2019	Rear End	Property Damage Only	0	0	$1,200	Daylight	Dry	0
225	89118632	11/25/2019	Monday	12:50 PM	12	2019	Angle	Property Damage Only	0	0	$4,100	Daylight	Dry	0
226	89502025	12/13/2019	Friday	7:44 PM	19	2019	Rear End	Injury	0	1	$2,000	Dark - Lighted	Wet	0
227	89502021	12/13/2019	Friday	6:45 AM	06	2019	Angle	Injury	0	2	$9,000	Dark - Lighted	Wet	0
228	89502077	12/23/2019	Monday	6:43 PM	18	2019	Right Turn	Property Damage Only	0	0	$2,000	Dark - Lighted	Wet	0
229	88267664	12/24/2019	Tuesday	8:40 PM	20	2019	Angle	Injury	0	1	$4,000	Dark - Lighted	Dry	0
230	88267704	1/18/2020	Saturday	7:39 PM	19	2020	Off Road	Property Damage Only	0	0	$2,000	Dusk	Dry	0
231	89502277	1/26/2020	Sunday	9:28 PM	21	2020	Rear End	Injury	0	1	$3,200	Dark - Lighted	Dry	0
232	<Null>	2/3/2020	Monday	5:30 PM	17	2020	Head On	Property Damage Only	0	0	$4,000	Daylight	Dry	0
233	88204270	2/16/2020	Sunday	9:27 PM	21	2020	Rear End	Injury	0	2	$9,000	Dark - Lighted	Wet	0
234	88299974	3/4/2020	Wednesday	7:12 PM	19	2020	Off Road	Property Damage Only	0	0	$5,500	Dusk	Dry	0
235	<Null>	3/10/2020	Tuesday	2:50 PM	14	2020	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	0
236	89502601	5/31/2020	Sunday	12:07 PM	12	2020	Pedestrian	Injury	0	1	$3,100	Daylight	Dry	0
237	<Null>	3/27/2020	Friday	7:50 AM	07	2020	Angle	Injury	0	2	$9,000	Daylight	Dry	0
238	89502463	4/8/2020	Wednesday	6:20 PM	18	2020	Right Turn	Property Damage Only	0	0	$11,000	Daylight	Dry	0
239	89502501	4/24/2020	Friday	1:10 PM	13	2020	Left Turn	Property Damage Only	0	0	$2,000	Daylight	Dry	0
240	89502509	4/29/2020	Wednesday	3:41 PM	15	2020	Rear End	Property Damage Only	0	0	$50	Daylight	Dry	0
241	89502529	5/5/2020	Tuesday	5:15 PM	17	2020	Rear End	Property Damage Only	0	0	$2,500	Daylight	Dry	0
242	<Null>	10/15/2019	Tuesday	7:42 PM	19	2019	Pedestrian	Fatality	1	0	$400	Dark - Not Lighted	Dry	0
243	89502605	5/31/2020	Sunday	1:35 PM	13	2020	Rear End	Property Damage Only	0	0	$1,000	Daylight	Dry	0
244	89502637	6/5/2020	Friday	1:30 PM	13	2020	Rear End	Property Damage Only	0	0	$8,500	Daylight	Dry	0
245	88353531	6/6/2020	Saturday	7:44 PM	19	2020	Left Turn	Injury	0	2	$8,000	Dusk	Wet	0
246	89502692	6/30/2020	Tuesday	12:50 PM	12	2020	Sideswipe	Property Damage Only	0	0	$3,500	Daylight	Dry	0
247	89502745	7/19/2020	Sunday	3:40 PM	15	2020	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	0
248	89502766	7/25/2020	Saturday	3:25 PM	15	2020	Rear End	Property Damage Only	0	0	$5,000	Daylight	Dry	0
249	89502791	7/26/2020	Sunday	3:00 PM	15	2020	Angle	Property Damage Only	0	0	$500	Daylight	Dry	0
250	<Null>	8/1/2020	Saturday	5:41 PM	17	2020	Rear End	Property Damage Only	0	0	$1,500	Daylight	Dry	0
251	88371697	8/4/2020	Tuesday	11:58 AM	11	2020	Left Turn	Injury	0	2	$6,000	Daylight	Dry	0
252	89502834	8/8/2020	Saturday	12:00 PM	12	2020	Rear End	Property Damage Only	0	0	$4,500	Daylight	Dry	0
253	88361132	8/19/2020	Wednesday	12:02 PM	12	2020	Rear End	Injury	0	2	$10,000	Daylight	Dry	0
254	89502861	8/22/2020	Saturday	2:46 PM	14	2020	Rear End	Injury	0	1	$2,000	Daylight	Dry	0
255	88387311	9/14/2020	Monday	12:55 PM	12	2020	Rear End	Injury	0	1	$2,500	Daylight	Wet	0
256	89503012	9/30/2020	Wednesday	4:07 PM	16	2020	Angle	Property Damage Only	0	0	$550	Daylight	Dry	0
257	<Null>	10/20/2020	Tuesday	4:14 PM	16	2020	Rear End	Property Damage Only	0	0	$1,000	Daylight	Dry	0
258	89503142	10/30/2020	Friday	7:31 PM	19	2020	Left Turn	Injury	0	1	$20,000	Dark - Lighted	Dry	0
259	89503183	11/5/2020	Thursday	8:30 AM	08	2020	Rear End	Injury	0	1	$700	Daylight	Dry	0
260	89503200	11/22/2020	Sunday	3:55 PM	15	2020	Rear End	Property Damage Only	0	0	$4,000	Daylight	Dry	0
261	89503263	12/6/2020	Sunday	2:19 PM	14	2020	Rear End	Property Damage Only	0	0	$500	Daylight	Dry	0
262	89503269	12/14/2020	Monday	7:50 PM	19	2020	Sideswipe	Property Damage Only	0	0	$5,500	Dark - Not Lighted	Dry	0
263	89503271	12/15/2020	Tuesday	12:00 PM	12	2020	Left Turn	Property Damage Only	0	0	$2,500	Daylight	Dry	0
264	89503285	12/19/2020	Saturday	10:28 PM	22	2020	Left Turn	Injury	0	2	$10,000	Dark - Lighted	Dry	0
265	89503283	12/19/2020	Saturday	3:44 PM	15	2020	Angle	Injury	0	4	$20,500	Daylight	Dry	0
266	88431738	12/20/2020	Sunday	6:56 PM	18	2020	Sideswipe	Property Damage Only	0	0	$300	Dark - Not Lighted	Dry	0
267	89503292	12/21/2020	Monday	3:20 PM	15	2020	Left Turn	Injury	0	1	$10,000	Daylight	Dry	0
268	89503301	12/24/2020	Thursday	6:35 PM	18	2020	Sideswipe	Property Damage Only	0	0	$6,000	Dark - Lighted	Dry	0

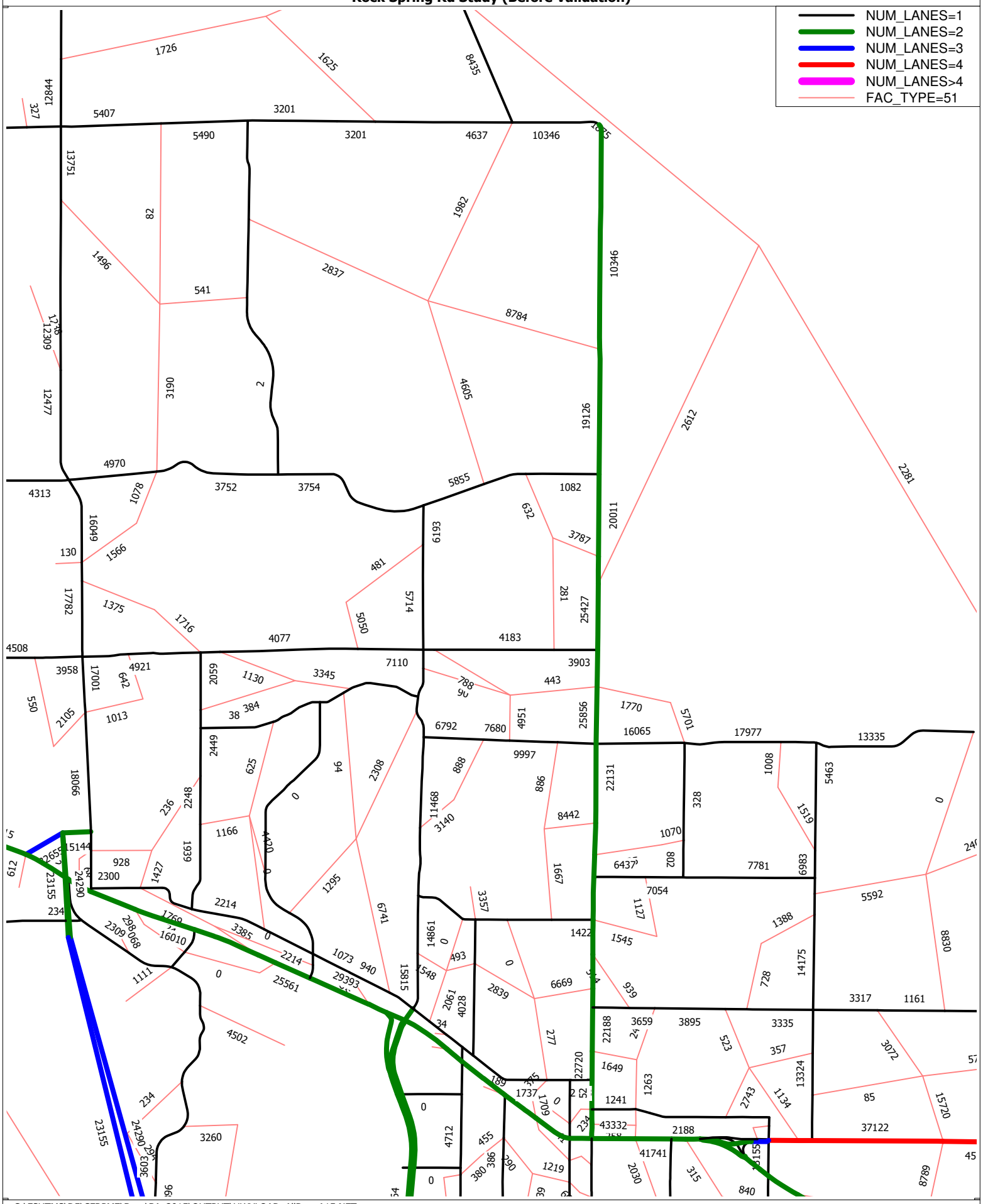
Appendix F

Base Year Model Validation

Validation Link Report

Roadway Name	from	to	FDOT FTI Year 2015 AADT Count	Orange County 2015 AADT Counts	Facility Type Before	2015 Model AADT Before Validation Total	Facility Type After	2015 Model PSWADT After Validation	2015 Model AADT After Validation Total	Volume / Count (Before)	Volume / Count (After)
Rock Springs Rd.	Kelly Park Rd	Ponkan Rd		16,583	24	18,744	24	19,130	18,747	1.13	1.13
	Ponkan Rd	Welch Rd		19,390	24	25,339	24	25,790	25,274	1.31	1.30
	Welch Rd	Martin Rd		22,241	24	21,688	24	22,046	21,605	0.98	0.97
	Martin Rd	Orange Blossom Tl	20500	22,067	24	21,746	24	23,182	22,718	0.99	1.03
Welch Rd	Rock Springs Rd	Thompson Rd	15000	16,442	33	17,617	33	17,749	17,394	1.07	1.06
	Vick Rd	Rock Springs Rd		10,410	33	9,797	33	9,948	9,749	0.94	0.94
	Thompson Rd	Wekiwa Spring		14,457	33	13,068	33	14,912	14,614	0.90	1.01
W Ponkan Rd	West of Rock Springs Rd.		city count	3,756	42	2,828	42	2,874	2,817	0.75	0.75
	West of Jason Dwelley Py			3,799	42	3,676	42	3,724	3,650	0.97	0.96
Kelly Park Rd	Polymouth Sorrento Rd	Rock Springs Rd	city county	10,376	33	10,139	33	10,349	10,142	0.98	0.98
Plymouth Sorrento Rd	North of Ponka Rd			10,100	42	12,226	42	12,523	12,273	1.21	1.22
	South of Ponka Rd			11,986	42	15,729	42	16,061	15,740	1.31	1.31
Thompson Rd	North of Votaw Rd			10,148	42	13,890	42	12,008	11,768	1.37	1.16
	North of Seminole Rd		9200	9,882	42	12,972	42	8,859	8,682	1.31	0.88
Votaw Rd	East of Rock Spring Rd		7100	7,100	45	3,727	45	5,694	5,580	0.52	0.79
Total			61400	**197,122**		**203,188**			**200,752**		

Year 2015 BA CFRPM7 - Ttotal Traffic Volumes (PSWADT)
Rock Spring Rd Study (Before Validation)



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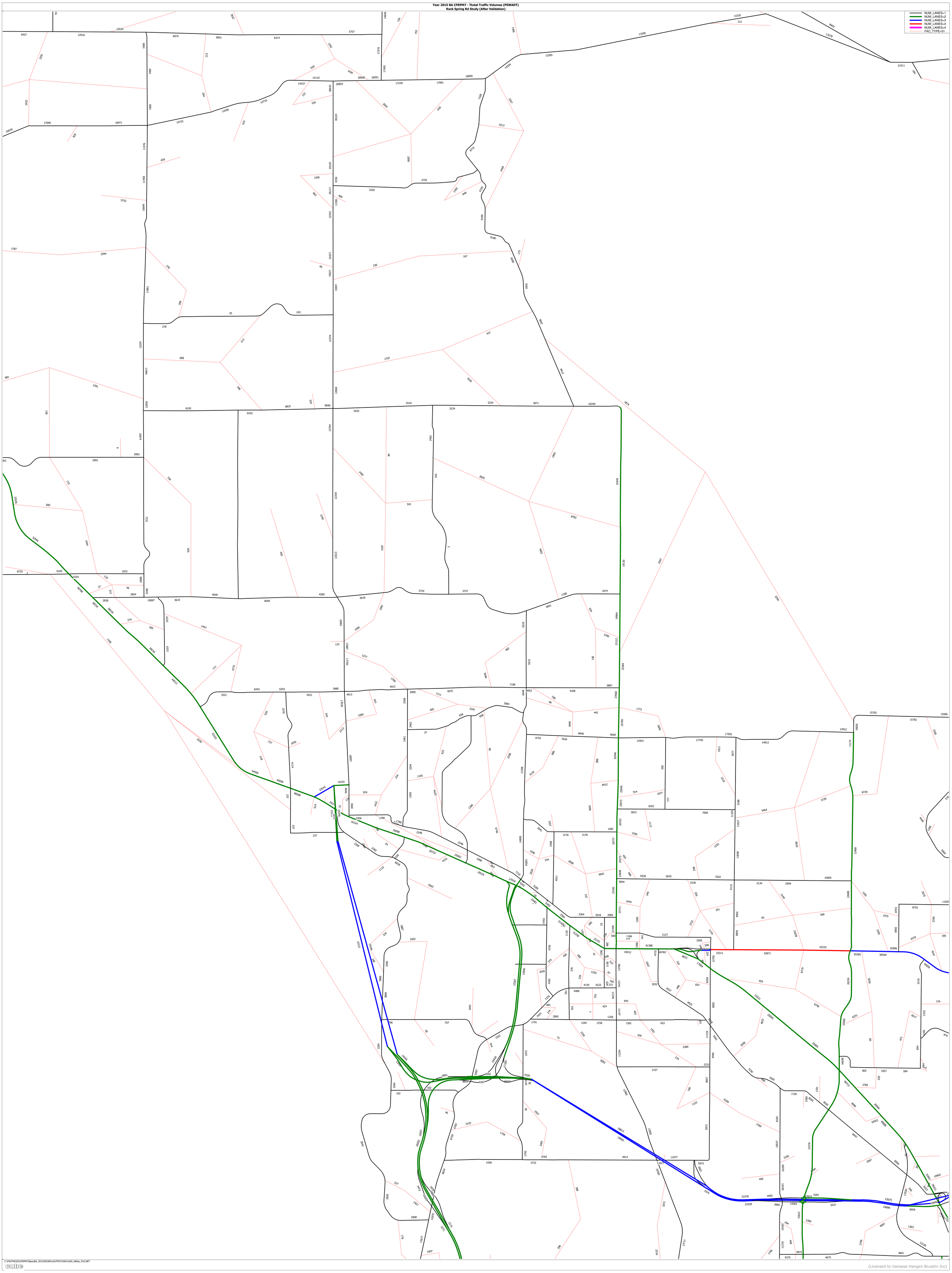
cube

(Licensed to Vanasse Hangen Brustlin Inc)

Year 2015 BA CFRPM7 - Ttotal Traffic Volumes (PSWADT)
Rock Spring Rd Study (After Validation)



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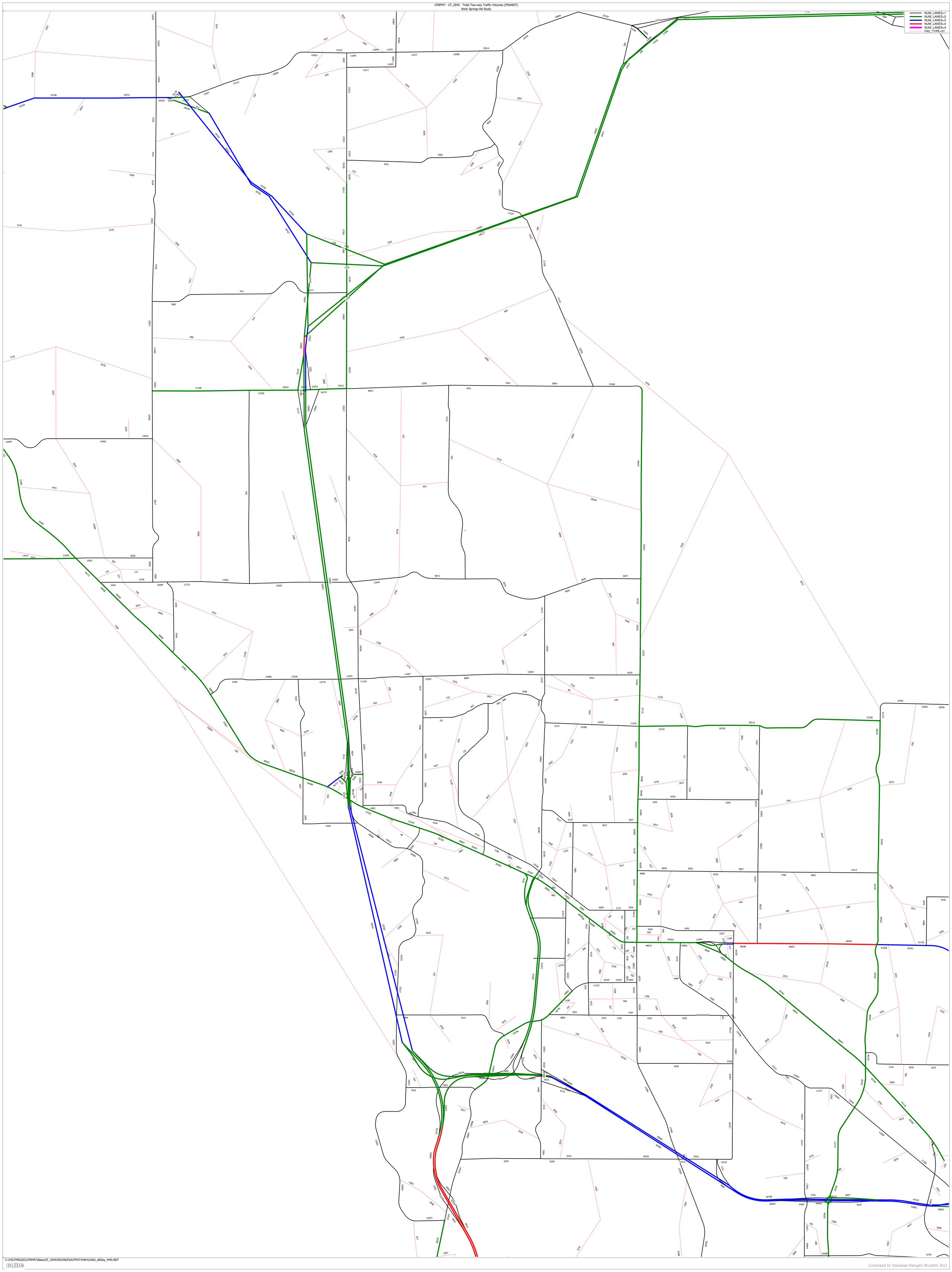
Appendix G

Future Model Plots

CFRPM7 - CF_2045 - Total Two-way Traffic Volumes (PSWADT)
Rock Springs Rd Study



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Appendix H

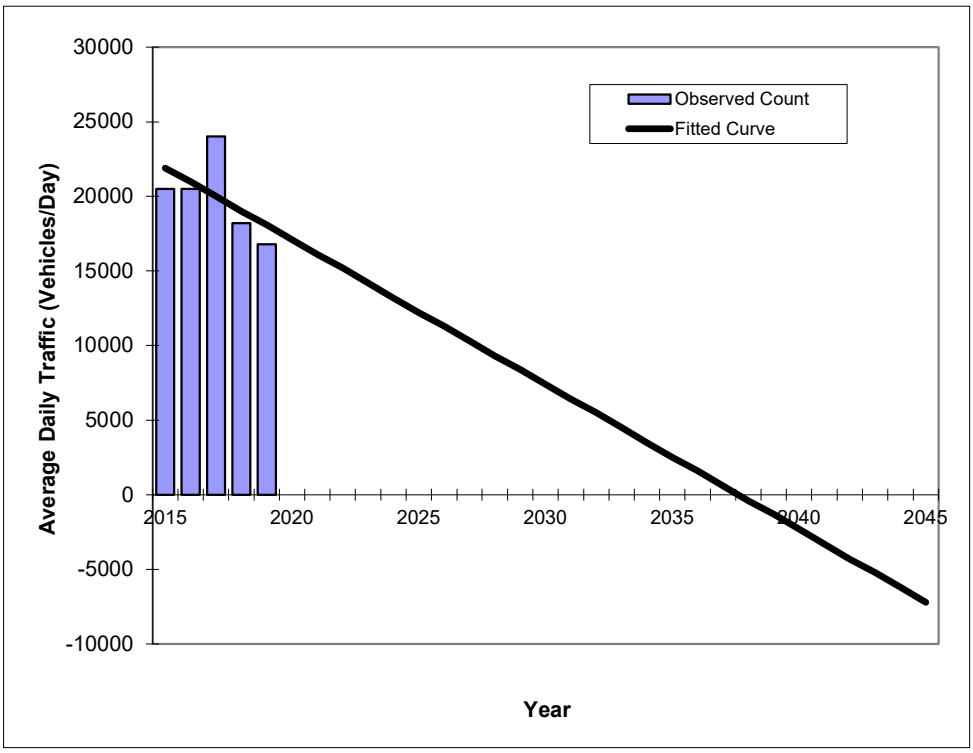
Trends Analysis

Traffic Trends - V03.a

N Park Ave -- S of Sandpiper St

FIN#	1234
Location	1

County:	Orange (75)
Station #:	755145
Highway:	N Park Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2015	20500	21900
2016	20500	21000
2017	24000	20000
2018	18200	19000
2019	16800	18100
2025 Opening Year Trend		
2025	N/A	12200
2035 Mid-Year Trend		
2035	N/A	2500
2045 Design Year Trend		
2045	N/A	-7200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-970
Trend R-squared:	31.38%
Trend Annual Historic Growth Rate:	-4.34%
Trend Growth Rate (2019 to Design Year):	-5.38%
Printed:	15-Jun-21

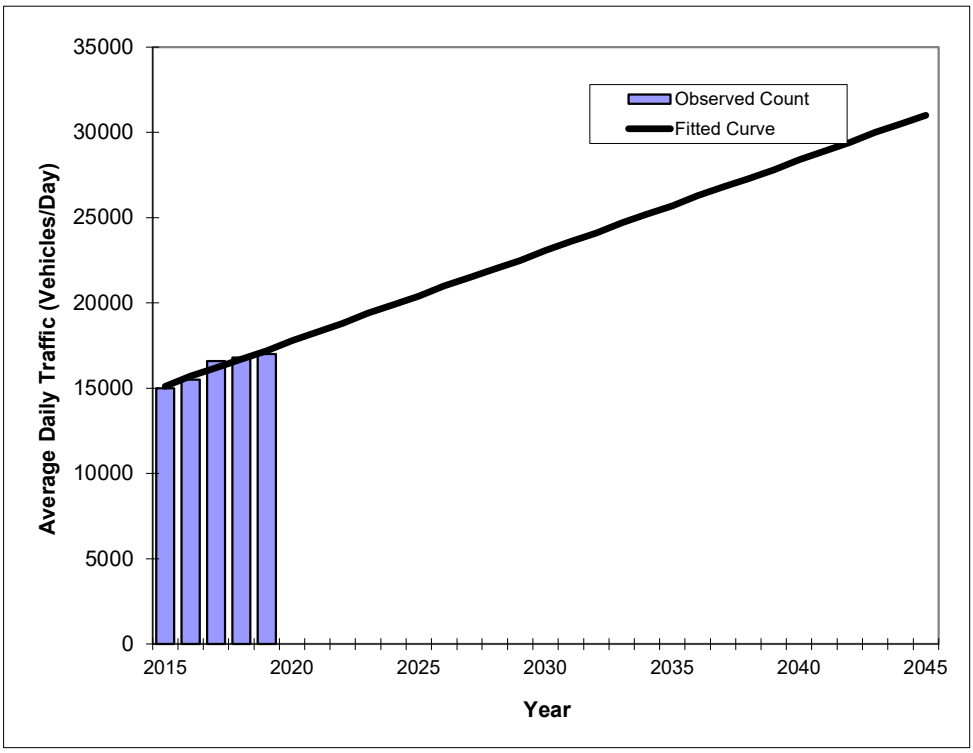
Straight Line Growth Option

Traffic Trends - V03.a

Welch Rd -- E of Rock Springs Rd

FIN#	1234
Location	1

County:	Orange (75)
Station #:	758088
Highway:	Welch Rd



Year	Traffic (ADT/AADT) Count*	Trend**
2015	15000	15100
2016	15500	15700
2017	16600	16200
2018	16800	16700
2019	17000	17200
2025 Opening Year Trend		
2025	N/A	20400
2035 Mid-Year Trend		
2035	N/A	25700
2045 Design Year Trend		
2045	N/A	31000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	530
Trend R-squared:	90.97%
Trend Annual Historic Growth Rate:	3.48%
Trend Growth Rate (2019 to Design Year):	3.09%
Printed:	15-Jun-21

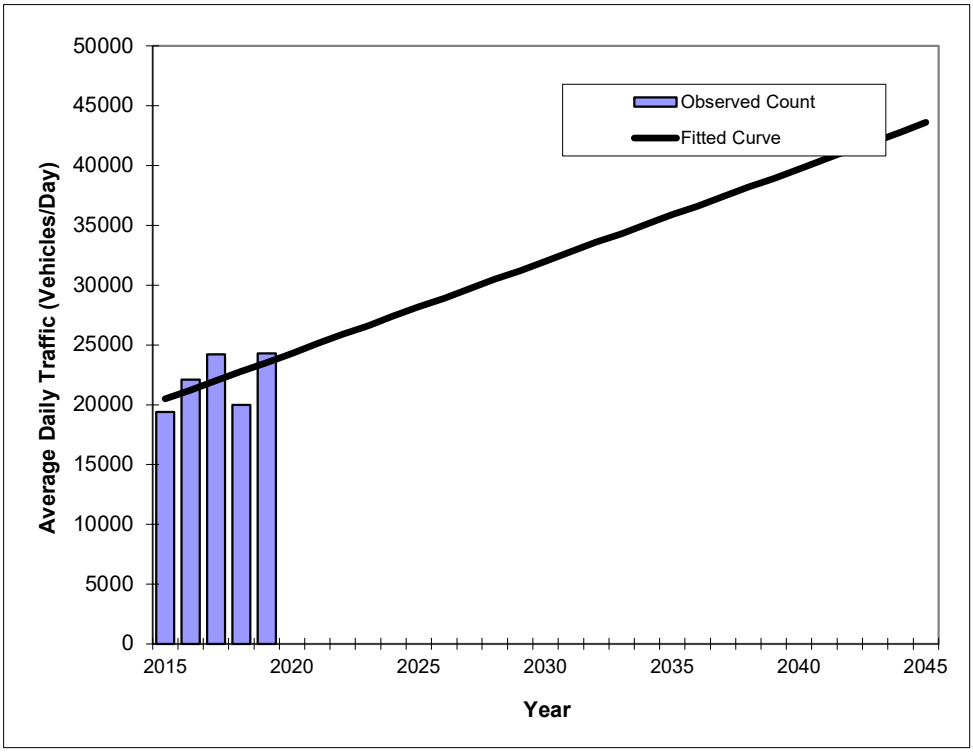
Straight Line Growth Option

Traffic Trends - V03.a

Rock Springs Rd -- N of Lester Rd

FIN#	1234
Location	1

County:	Orange (75)
Station #:	19
Highway:	Rock Springs Rd



Year	Traffic (ADT/AADT) Count*	Trend**
2015	19400	20500
2016	22100	21200
2017	24200	22000
2018	20000	22800
2019	24300	23500
2025 Opening Year Trend		
2025	N/A	28200
2035 Mid-Year Trend		
2035	N/A	35900
2045 Design Year Trend		
2045	N/A	43600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	770
Trend R-squared:	28.37%
Trend Annual Historic Growth Rate:	3.66%
Trend Growth Rate (2019 to Design Year):	3.29%
Printed:	15-Jun-21

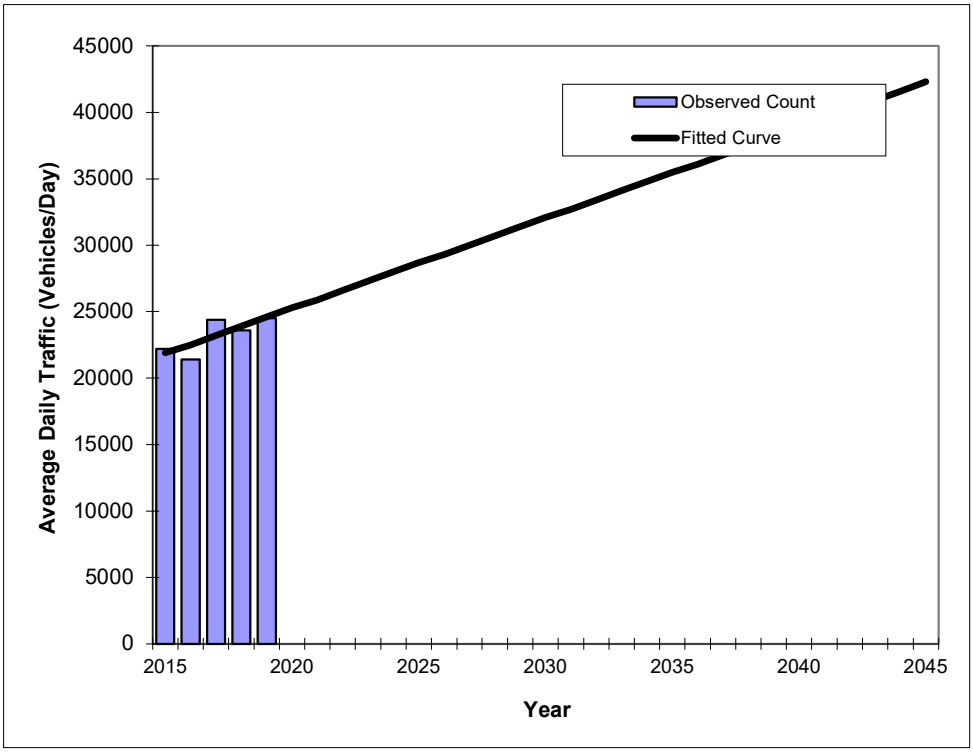
Straight Line Growth Option

Traffic Trends - V03.a

N Park Ave -- N of Sandpiper St

FIN#	1234
Location	1

County:	Orange (75)
Station #:	21
Highway:	N Park Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2015	22200	21900
2016	21400	22500
2017	24400	23200
2018	23600	23900
2019	24500	24600
2025 Opening Year Trend		
2025	N/A	28700
2035 Mid-Year Trend		
2035	N/A	35500
2045 Design Year Trend		
2045	N/A	42300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	680
Trend R-squared:	61.42%
Trend Annual Historic Growth Rate:	3.08%
Trend Growth Rate (2019 to Design Year):	2.77%
Printed:	15-Jun-21

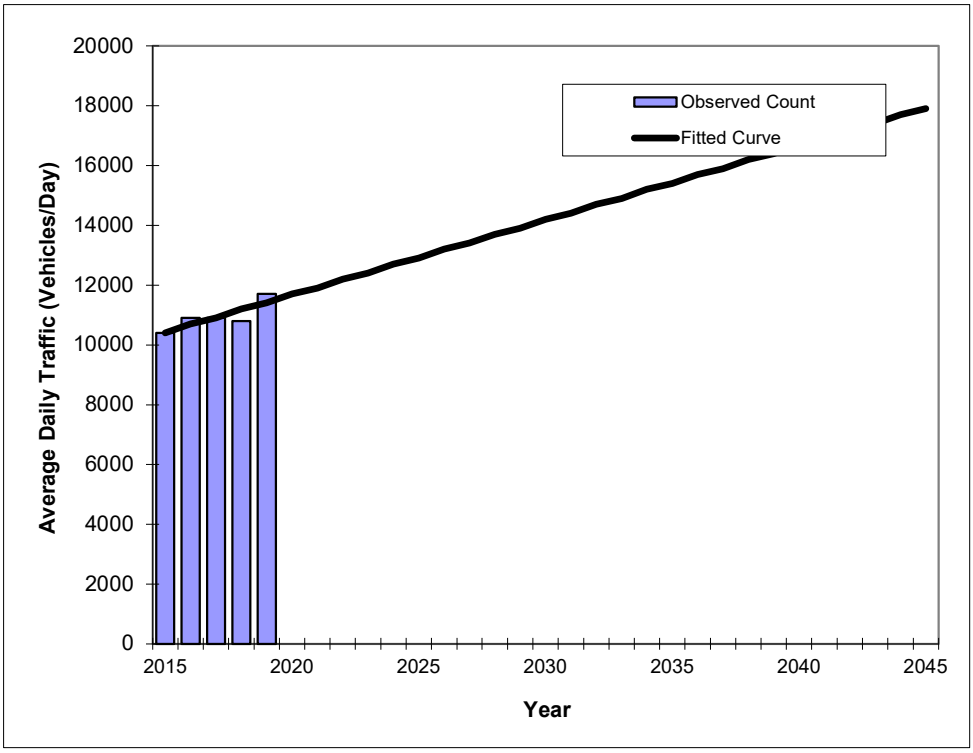
Straight Line Growth Option

Traffic Trends - V03.a

Welch Rd -- W of Rock Springs Rd

FIN#	1234
Location	1

County:	Orange (75)
Station #:	2017
Highway:	Welch Rd



Year	Traffic (ADT/AADT) Count*	Trend**
2015	10400	10400
2016	10900	10700
2017	10900	10900
2018	10800	11200
2019	11700	11400
2025 Opening Year Trend		
2025	N/A	12900
2035 Mid-Year Trend		
2035	N/A	15400
2045 Design Year Trend		
2045	N/A	17900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	250
Trend R-squared:	70.07%
Trend Annual Historic Growth Rate:	2.40%
Trend Growth Rate (2019 to Design Year):	2.19%
Printed:	15-Jun-21

Straight Line Growth Option

Appendix I

BEBR Estimates

College of Liberal Arts and Sciences
Bureau of Economic and Business Research

Florida Population Studies

BEBR

Volume 54, Bulletin 189, April 2021

Projections of Florida Population by County, 2025–2045, with Estimates for 2020

Stefan Rayer, Population Program Director
Ying Wang, Research Demographer

The Bureau of Economic and Business Research (BEBR) has been making population projections for Florida and its counties since the 1970s. This report presents our most recent set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections. We believe the medium series is the most likely to provide accurate forecasts in most circumstances, but the low and high series provide an indication of the uncertainty surrounding the medium series. It should be noted that these projections refer solely to permanent residents of Florida; they do not include tourists or seasonal residents. Furthermore, we note that this set of projections is still based on the Census 2010 counts and the BEBR population estimates since then. The next set of BEBR county projections, scheduled for release in early 2022, will incorporate the Census 2020 counts.

State projections

The starting point for the state-level projections was the April 1, 2010 census population count by age, sex, race, and Hispanic origin, as adjusted by the National Center for Health Statistics (NCHS) in the Vintage 2017 bridged race population estimates. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics. We applied three different sets of assumptions to provide low, medium, and high series of projections. Although the low and high series do not provide absolute bounds on future population change, they provide a reasonable range in which Florida's future population is likely to fall.

Survival rates were applied by single year of age, sex, race, and Hispanic origin to project future deaths in the population. These rates were based on Florida Life Tables for 2012–2018, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. The survival rates were adjusted upward each year until 2044 to account for projected increases in life expectancy. These adjustments were based on projected increases in survival rates released by the U.S. Census Bureau. We used the same mortality assumptions for all three series of projections because there is less uncertainty regarding future changes in mortality rates than is true for migration and fertility rates.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2010–2019 American Community Survey (ACS) 1-year estimates, and the 2014–2018 and 2015–2019 ACS 5-year estimates. We first calculated an average of the 2010–2018 1-year estimates and the 2014–2018 5-year estimates. Next, we calculated an average of the 2011–2019 1-year estimates and the 2015–2019 5-year estimates. Our final domestic migration rates were based on an average of these two

sets of migration estimates. Projections based on input data from more than one time period tend to be more accurate than those based on a single time period. By combining 1-year ACS estimates, which are more current, with 5-year ACS estimates, which are more stable, we make use of the different strengths of each type of ACS data.

For all three racial/ethnic groups, we applied smoothing techniques to the age/sex-specific migration rates to adjust for data irregularities caused by small sample size. The smoothed in- and out-migration rates were weighted to account for recent changes in Florida's population growth rates. Projections of domestic in-migration were made by applying weighted in-migration rates to the projected population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population. In both instances, rates were calculated separately for males and females by race and ethnicity for each age up to 90 and over.

For the medium projection series, in-migration weights for non-Hispanic whites varied from 1.26 to 1.02, and out-migration weights varied from 0.96 to 0.98; for non-Hispanic nonwhites and for Hispanics, in-migration weights varied from 1.23 to 1.02, and out-migration weights varied from 0.99 to 0.98. For the low projection series, the in-migration weights described above were lowered for all three racial/ethnic groups over time – from 7% in 2021 to 11% in 2045; the out-migration weights were raised by the same margins. For the high projection series, the in-migration weights described above were raised for all three racial/ethnic groups over time – from 7% in 2021 to 11% in 2045; the out-migration weights were lowered by the same margins.

The distribution of foreign immigrants for the three racial/ethnic groups by age and sex was also based on averages of the patterns observed over the same time periods using the same ACS data sets as for domestic migration. Again, we smoothed the estimates to account for irregularities in the age/sex distribution of immigrants. For the medium projection series, we held foreign immigration at an average of the observed levels, with some short-term adjustments based on recent trends. In addition, we made minor adjustments to the racial/ethnic distribution of those migrants based on recent trends. For the low series, foreign immigration was projected to decrease by 1,250 per year from the average of the observed levels; for the high series, foreign immigration was projected to increase by 1,000 per year. Foreign emigration was assumed to equal 25% of foreign immigration for each series of projections.

Projections were made in one-year intervals, with each projection serving as the base for the following projection. Projected in-migration for each one-year interval was added to the survived Florida population at the end of the interval and projected out-migration was subtracted, giving a projection of the population age one and older.

Births were projected by applying age-specific birth rates (adjusted for child mortality) to the projected female population of each racial/ethnic group. These birth rates were based on Florida birth data for 2012–2018 published by the Office of Vital Statistics in the Florida Department of Health. They imply a total fertility rate (TFR) of 1.64 births per woman for non-Hispanic whites, 1.91 births per woman for non-Hispanic nonwhites, 1.78 births per woman for Hispanics, and 1.75 births per woman for total population. These rates were adjusted in the short-term projections to make them consistent with recent fertility trends. We also raised them long-term, though to a lesser extent than in previous years. We still expect fertility rates to increase, but more slowly and to a lower level than previously projected. We made this downward adjustment because recorded resident births in Florida, after having increased each year from 2012 through 2016, have trended downward again over the past four years (the birth data for 2020 are still provisional). By 2030, the adjusted rates imply a total fertility rate of 1.68 births per woman for non-Hispanic whites, 1.97 births per woman for non-Hispanic nonwhites, 1.84 births per

woman for Hispanics, and 1.80 births per woman for total population.

As a final step, projections for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics were added together to provide projections of the total population. The medium projections of total population for 2021–2025 were adjusted to be consistent with the state population forecasts for those years produced by the State of Florida's Demographic Estimating Conference (DEC) held March 3, 2021. None of the projections after 2025 had any further adjustments. In this publication, we provide projections for 2025, 2030, 2035, 2040, and 2045. State projections for other years are available by request.

County projections

The cohort-component method is a good way to make population projections at the state level but is not necessarily the best way to make projections at the county level. Many counties in Florida are so small that the number of persons in each age-sex category is inadequate for making reliable cohort-component projections, given the lack of detailed small-area data. Even more important, county growth patterns are so volatile that a single technique based on data from a single time period may provide misleading results. We believe more useful projections of total population can be made by using several different techniques and historical base periods.

For counties, we started with the population estimate constructed by BEBR for April 1, 2020. We made projections for each county using five different techniques in five-year increments. The five techniques were:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.

2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.

3. Share-of-growth – each county's share of state population growth in the future will be the same as its share during the base period.

4. Shift-share – each county's share of the state population will change by the same annual amount in the future as the average annual change during the base period.

5. Constant-share – each county's share of the state population will remain constant at its 2020 level.

For the linear and share-of-growth techniques we used base periods of two, ten, and twenty years (2018–2020, 2010–2020, and 2000–2020), yielding three sets of projections for each technique. For the exponential and shift-share techniques we used base periods of five and fifteen years (2015–2020 and 2005–2020), yielding two sets of projections for each technique. The constant-share method was based on data for a single year (2020).

This methodology produced eleven projections for each county for each projection year (2025, 2030, 2035, 2040, and 2045). From these, we calculated five averages: one using all eleven projections (AVE-11), one that excluded the highest and lowest projections (AVE-9), one that excluded the two highest and two lowest projections (AVE-7), one that excluded the three highest and three lowest projections (AVE-5), and one that excluded the four highest and four lowest projections (AVE-3). Based on the results of previous research, we designated the average that excluded the three highest and three lowest projections (AVE-5) as the default technique for each county. We evaluated the resulting projections by comparing them with historical population trends and with the level of population growth projected for the state as a whole. For counties in which AVE-5 did not provide reasonable projections, we selected the technique producing projections that fit most closely with our evaluation criteria.

For 52 counties we selected AVE-5, the average in which the three highest and three lowest projections

were excluded. In the remaining 15 counties, we selected projections made from an individual technique or calculated a custom average (e.g., an average of two or more of the individual techniques, or an average of one or more of the individual techniques and one of the above described averages). These include Bay, Calhoun, Franklin, Gadsden, Gulf, Hardee, Holmes, Jackson, Jefferson, Liberty, Madison, Monroe, Pinellas, Sumter, and Union counties.

We also made adjustments in several counties to account for changes in institutional populations such as university students and prison inmates. Adjustments were made only in counties in which institutional populations account for a large proportion of total population or where changes in the institutional population have been substantially different than changes in the rest of the population. In the present set of projections, adjustments were made for Alachua, Baker, Bradford, Calhoun, Columbia, DeSoto, Dixie, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Holmes, Jackson, Jefferson, Lafayette, Leon, Liberty, Madison, Okeechobee, Santa Rosa, Sumter, Suwannee, Taylor, Union, Wakulla, Walton, and Washington counties.

We did not make a specific adjustment to these county projections to account for any potential impacts of the COVID-19 pandemic. Pandemic-related population effects are highly uncertain at the local level, and there are no good data available yet to assess them. Furthermore, the latest state projections from the March 3, 2021 DEC, to which these county projections are controlled, show a similar state total for April 1, 2025 as the state projections adopted at the December 3, 2019 DEC before the pandemic. Thus, while there may be some short-term effects, we currently expect no significant impacts from the pandemic on the projections for 2025 and beyond.

Range of county projections

The techniques described in the previous section were used to construct the medium series of county projections. This is the series we believe will generally provide the most accurate forecasts of future population change. We also constructed low and high projections to provide an indication of the uncertainty surrounding the medium county projections. The low and high projections were based on analyses of past population forecast errors for counties in Florida, broken down by population size and growth rate. They indicate the range into which approximately three-quarters of future county populations will fall, if the future distribution of forecast errors is similar to the past distribution.

The range between the low and high projections varies according to a county's population size in 2020 (less than 30,000; 30,000 to 199,999; and 200,000 or more), rate of population growth between 2010 and 2020 (less than 7.5%; 7.5–15%; 15–30%; and 30% or more), and the length of the projection horizon (on average, projection errors grow with the length of the projection horizon). Our studies have found that the distribution of absolute percent errors tends to remain fairly stable over time, leading us to believe that the low and high projections provide a reasonable range of errors for most counties. It must be emphasized, however, that the actual future population of any given county could be below the low projection or above the high projection.

For the medium series of projections, the sum of the county projections equals the state projection for each year (except for slight differences due to rounding). For the low and high series, however, the sum of the county projections does not equal the state projection. The sum of the low projections for counties is lower than the state's low projection and the sum of the high projections for counties is higher than the state's high projection. This occurs because potential variation around the medium projection is greater for counties than for the state as a whole.

Acknowledgement

Funding for these projections was provided by the Florida Legislature.

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Projections of Florida Population by County, 2025–2045, with Estimates for 2020

County and State	Estimates April 1, 2020	2025	2030	2035	2040	2045
ALACHUA	271,588					
Low		264,000	265,800	265,800	264,200	261,200
Medium		283,000	292,700	300,300	306,300	311,300
High		301,300	319,900	335,100	348,500	360,000
BAKER	28,532					
Low		27,500	27,700	27,700	27,600	27,300
Medium		29,900	31,000	32,000	32,700	33,400
High		32,400	34,900	37,400	39,600	41,900
BAY	174,410					
Low		173,000	176,300	177,700	177,800	177,000
Medium		185,000	193,100	199,000	203,700	207,600
High		198,200	213,600	227,100	238,900	250,000
BRADFORD	28,725					
Low		26,900	26,400	25,700	25,100	24,500
Medium		29,300	29,700	29,900	30,200	30,400
High		31,800	33,300	34,700	36,100	37,600
BREVARD	606,671					
Low		599,900	610,300	616,400	621,200	623,800
Medium		643,100	671,300	694,300	714,900	733,600
High		684,900	734,500	777,200	819,400	859,600
BROWARD	1,932,212					
Low		1,878,000	1,892,200	1,897,800	1,896,000	1,888,800
Medium		2,013,800	2,083,800	2,142,300	2,192,700	2,237,800
High		2,144,000	2,277,300	2,392,800	2,500,800	2,602,800
CALHOUN	14,489					
Low		13,900	13,900	13,800	13,600	13,400
Medium		15,100	15,600	16,000	16,200	16,500
High		16,400	17,500	18,600	19,600	20,500
CHARLOTTE	187,904					
Low		183,100	187,200	189,100	189,700	189,400
Medium		203,000	215,500	225,600	234,400	242,500
High		221,500	243,200	263,600	283,100	303,100
CITRUS	149,383					
Low		146,300	148,100	148,800	149,000	149,000
Medium		156,600	162,400	166,900	170,800	174,300
High		167,600	179,500	190,200	200,200	210,500
CLAY	219,575					
Low		217,700	224,400	228,600	230,800	231,700
Medium		237,300	252,400	264,600	274,800	283,900
High		255,000	278,900	299,600	318,900	337,100
COLLIER	387,450					
Low		388,500	402,800	413,900	422,100	426,600
Medium		423,600	452,800	477,800	499,700	519,000
High		455,100	500,600	542,500	583,100	620,700
COLUMBIA	70,617					
Low		68,700	69,200	69,200	68,900	68,300
Medium		73,500	75,900	77,700	79,200	80,500
High		78,700	83,800	88,400	92,500	96,500
DESOTO	37,082					
Low		36,200	36,400	36,500	36,300	36,100
Medium		38,700	40,000	40,900	41,800	42,500
High		41,500	44,100	46,600	48,800	51,000
DIXIE	16,663					
Low		15,600	15,300	14,900	14,500	14,100
Medium		17,000	17,200	17,300	17,400	17,500
High		18,400	19,300	20,100	20,800	21,600

Projections of Florida Population by County, 2025–2045, with Estimates for 2020 (continued)

County and State	Estimates April 1, 2020	2025	2030	2035	2040	2045
DUVAL	982,080					
Low		973,100	993,300	1,005,400	1,010,900	1,011,700
Medium		1,043,200	1,092,200	1,131,500	1,164,100	1,192,500
High		1,110,900	1,195,500	1,267,600	1,333,400	1,394,100
ESCAMBIA	323,714					
Low		312,500	312,100	310,300	308,000	305,000
Medium		335,100	344,000	351,200	357,700	363,500
High		356,700	375,600	391,200	406,200	420,300
FLAGLER	114,173					
Low		115,800	122,800	127,700	130,700	132,400
Medium		128,300	140,800	150,900	159,400	166,900
High		140,100	159,500	178,000	195,000	212,000
FRANKLIN	11,864					
Low		11,200	11,100	10,900	10,600	10,300
Medium		12,400	12,800	13,100	13,300	13,500
High		13,600	14,500	15,400	16,200	17,000
GADSDEN	46,226					
Low		43,700	42,900	41,900	40,800	39,700
Medium		46,800	47,200	47,400	47,600	47,600
High		50,100	52,000	53,600	54,800	56,000
GILCHRIST	18,269					
Low		17,500	17,500	17,500	17,300	17,000
Medium		19,300	20,200	20,800	21,400	21,900
High		21,200	23,000	24,700	26,300	28,000
GLADES	13,609					
Low		13,100	13,200	13,200	13,100	12,900
Medium		14,300	14,800	15,200	15,600	15,900
High		15,500	16,700	17,800	18,800	19,900
GULF	14,724					
Low		14,200	14,200	14,100	13,900	13,700
Medium		15,400	15,900	16,300	16,600	16,800
High		16,700	17,900	19,000	20,000	21,000
HAMILTON	14,570					
Low		13,600	13,400	13,000	12,600	12,200
Medium		14,800	15,000	15,100	15,200	15,300
High		16,100	16,800	17,500	18,200	18,800
HARDEE	27,443					
Low		25,200	24,400	23,600	22,700	21,900
Medium		27,500	27,500	27,500	27,500	27,500
High		29,800	30,800	31,800	32,700	33,600
HENDRY	40,953					
Low		39,400	39,400	39,200	38,800	38,300
Medium		42,900	44,400	45,600	46,600	47,500
High		46,400	49,500	52,400	55,000	57,700
HERNANDO	192,186					
Low		189,400	194,300	196,800	197,500	197,000
Medium		206,400	218,200	227,500	235,000	241,500
High		223,100	244,000	263,100	280,100	296,800
HIGHLANDS	104,834					
Low		101,900	102,500	102,600	102,500	102,200
Medium		109,000	112,400	115,200	117,700	119,900
High		116,700	124,100	131,200	137,700	144,300
HILLSBOROUGH	1,478,759					
Low		1,480,500	1,533,000	1,567,300	1,591,700	1,605,800
Medium		1,614,200	1,723,500	1,811,800	1,889,200	1,958,300
High		1,734,300	1,905,000	2,054,300	2,198,900	2,336,700

Projections of Florida Population by County, 2025–2045, with Estimates for 2020 (continued)

County and State	Estimates April 1, 2020	2025	2030	2035	2040	2045
HOLMES	20,001					
Low		18,400	17,900	17,300	16,700	16,200
Medium		20,100	20,100	20,200	20,200	20,300
High		21,800	22,600	23,300	24,100	24,800
INDIAN RIVER	158,834					
Low		154,500	157,800	159,100	159,100	158,000
Medium		171,300	181,700	189,900	196,900	203,100
High		187,000	205,000	221,800	237,400	253,000
JACKSON	46,587					
Low		44,000	43,200	42,200	41,000	39,800
Medium		47,100	47,500	47,700	47,800	47,900
High		50,400	52,300	53,900	55,100	56,200
JEFFERSON	14,394					
Low		13,400	13,100	12,800	12,400	12,100
Medium		14,600	14,700	14,800	15,000	15,100
High		15,800	16,500	17,200	17,900	18,600
LAFAYETTE	8,690					
Low		8,300	8,300	8,300	8,200	8,100
Medium		9,000	9,300	9,600	9,800	9,900
High		9,800	10,500	11,200	11,800	12,400
LAKE	366,742					
Low		375,400	397,100	414,100	426,400	436,300
Medium		409,200	445,400	475,800	501,700	525,200
High		439,800	493,500	542,700	589,100	634,900
LEE	750,493					
Low		760,700	796,700	823,500	843,800	858,100
Medium		829,300	894,600	948,800	996,100	1,038,500
High		891,100	990,000	1,079,400	1,165,600	1,248,600
LEON	299,484					
Low		291,300	293,300	293,400	292,200	289,800
Medium		312,300	323,000	331,400	338,500	344,600
High		332,500	353,000	369,900	385,400	399,300
LEVY	41,699					
Low		40,300	40,300	40,200	39,900	39,600
Medium		43,100	44,300	45,200	45,900	46,700
High		46,200	48,900	51,400	53,600	55,900
LIBERTY	8,575					
Low		8,100	8,100	8,000	7,800	7,600
Medium		8,800	9,100	9,200	9,400	9,500
High		9,600	10,200	10,700	11,200	11,700
MADISON	18,954					
Low		17,500	17,000	16,500	15,900	15,400
Medium		19,000	19,100	19,200	19,200	19,300
High		20,700	21,400	22,200	22,900	23,600
MANATEE	398,503					
Low		401,400	419,000	431,900	442,600	449,200
Medium		437,600	470,600	498,000	522,600	544,400
High		470,200	520,600	566,100	611,400	653,700
MARION	368,135					
Low		368,400	379,800	386,600	390,100	391,300
Medium		394,900	417,100	434,200	448,100	460,000
High		420,600	457,100	487,400	514,500	539,300
MARTIN	161,301					
Low		156,500	157,800	158,200	158,000	157,000
Medium		170,500	177,600	183,500	188,700	193,300
High		184,300	198,200	211,400	224,000	236,600

Projections of Florida Population by County, 2025–2045, with Estimates for 2020 (continued)

County and State	Estimates April 1, 2020	2025	2030	2035	2040	2045
MIAMI-DADE	2,832,794					
Low		2,791,500	2,844,300	2,871,900	2,880,900	2,876,900
Medium		2,992,700	3,128,300	3,234,600	3,322,200	3,398,200
High		3,186,900	3,423,300	3,621,000	3,799,900	3,964,600
MONROE	77,823					
Low		73,600	72,200	70,500	68,700	66,700
Medium		78,800	79,400	79,800	80,000	80,200
High		84,300	87,500	90,100	92,200	94,200
NASSAU	89,258					
Low		89,500	93,600	96,800	99,300	100,800
Medium		99,200	107,500	114,600	121,100	126,900
High		108,200	121,600	134,900	148,200	161,400
OKALOOSA	203,951					
Low		200,200	202,800	204,000	204,500	203,800
Medium		214,600	223,200	230,000	236,000	241,100
High		228,500	244,000	257,200	269,700	280,900
OKEECHOBEE	42,112					
Low		40,600	40,500	40,300	39,900	39,500
Medium		43,400	44,500	45,300	46,000	46,700
High		46,500	49,100	51,500	53,700	55,900
ORANGE	1,415,260					
Low		1,429,800	1,494,500	1,542,300	1,577,800	1,602,500
Medium		1,558,700	1,678,400	1,777,900	1,864,300	1,941,800
High		1,674,800	1,857,100	2,021,600	2,179,700	2,331,800
OSCEOLA	387,055					
Low		409,200	447,500	476,000	499,500	518,300
Medium		453,600	512,500	560,700	603,600	643,100
High		491,900	574,500	649,300	723,900	798,500
PALM BEACH	1,466,494					
Low		1,440,900	1,465,500	1,482,000	1,491,200	1,491,500
Medium		1,544,900	1,612,200	1,668,600	1,717,000	1,758,500
High		1,645,000	1,763,800	1,868,600	1,966,800	2,055,400
PASCO	542,638					
Low		543,900	565,700	578,700	586,200	589,400
Medium		593,000	635,700	668,800	696,400	720,500
High		637,100	703,000	758,500	809,700	857,600
PINELLAS	984,054					
Low		960,600	959,500	953,100	943,000	930,500
Medium		1,011,800	1,031,400	1,045,200	1,055,500	1,063,800
High		1,067,900	1,116,700	1,153,300	1,184,100	1,210,200
POLK	715,090					
Low		718,300	747,800	770,200	785,000	794,600
Medium		783,100	840,200	888,400	929,300	965,800
High		841,400	929,200	1,009,500	1,084,500	1,156,200
PUTNAM	73,723					
Low		69,300	67,900	66,400	64,800	63,300
Medium		74,200	74,700	75,100	75,500	75,800
High		79,400	82,200	84,900	87,100	89,400
ST. JOHNS	261,900					
Low		274,700	297,000	314,400	328,600	339,400
Medium		304,600	340,500	370,900	398,000	422,800
High		330,200	381,300	428,800	476,200	522,900
ST. LUCIE	322,265					
Low		326,300	342,800	353,400	360,300	364,400
Medium		355,800	384,800	407,500	426,400	443,100
High		382,300	426,000	463,200	497,800	530,300

Projections of Florida Population by County, 2025–2045, with Estimates for 2020 (continued)

County and State	Estimates April 1, 2020	2025	2030	2035	2040	2045
SANTA ROSA	184,653					
Low		182,000	187,800	191,600	194,400	195,700
Medium		201,800	215,900	227,800	238,700	248,500
High		220,200	244,000	267,100	290,100	313,300
SARASOTA	438,816					
Low		432,900	442,400	449,000	453,100	454,900
Medium		472,100	498,200	520,400	539,900	557,500
High		507,100	549,800	588,600	625,900	661,900
SEMINOLE	476,727					
Low		471,200	480,600	487,500	491,400	492,200
Medium		505,100	528,500	548,400	565,100	579,400
High		537,900	578,400	614,700	648,100	678,300
SUMTER	141,422					
Low		148,800	162,100	171,400	178,000	182,100
Medium		167,800	190,000	208,200	223,800	237,900
High		185,000	218,000	249,600	280,000	310,600
SUWANNEE	45,463					
Low		44,100	44,400	44,400	44,200	43,900
Medium		47,200	48,700	49,900	50,800	51,700
High		50,600	53,800	56,800	59,400	62,000
TAYLOR	22,436					
Low		20,900	20,400	19,900	19,300	18,600
Medium		22,800	23,000	23,100	23,200	23,300
High		24,700	25,800	26,800	27,700	28,600
UNION	15,410					
Low		14,300	14,000	13,500	13,100	12,600
Medium		15,600	15,700	15,800	15,800	15,800
High		16,900	17,600	18,300	18,800	19,300
VOLUSIA	551,588					
Low		544,700	553,500	558,000	560,500	561,900
Medium		583,900	608,900	628,800	646,100	662,000
High		621,800	666,200	703,500	739,300	774,300
WAKULLA	33,981					
Low		33,400	34,200	34,700	34,800	34,700
Medium		36,400	38,400	40,100	41,400	42,600
High		39,300	42,900	46,400	49,400	52,300
WALTON	74,724					
Low		76,100	81,300	85,000	87,900	90,200
Medium		85,900	95,500	103,600	110,900	117,900
High		94,600	109,300	123,800	138,300	153,900
WASHINGTON	25,334					
Low		24,100	23,900	23,600	23,200	22,700
Medium		26,200	26,800	27,300	27,700	28,100
High		28,400	30,200	31,800	33,300	34,800
FLORIDA	21,596,068					
Low		22,164,100	23,037,100	23,650,600	24,090,900	24,405,600
Medium		23,138,600	24,419,100	25,461,900	26,356,400	27,149,800
High		24,109,200	25,798,900	27,275,900	28,634,200	29,921,300

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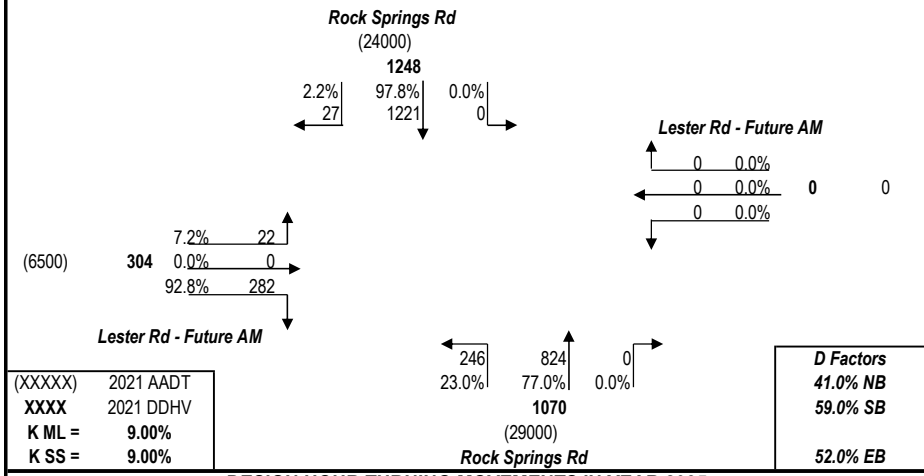
Appendix J

TURNS5 Analysis

PROJECT TRAFFIC FOR Rock Springs Rd AT Lester Rd - Future AM

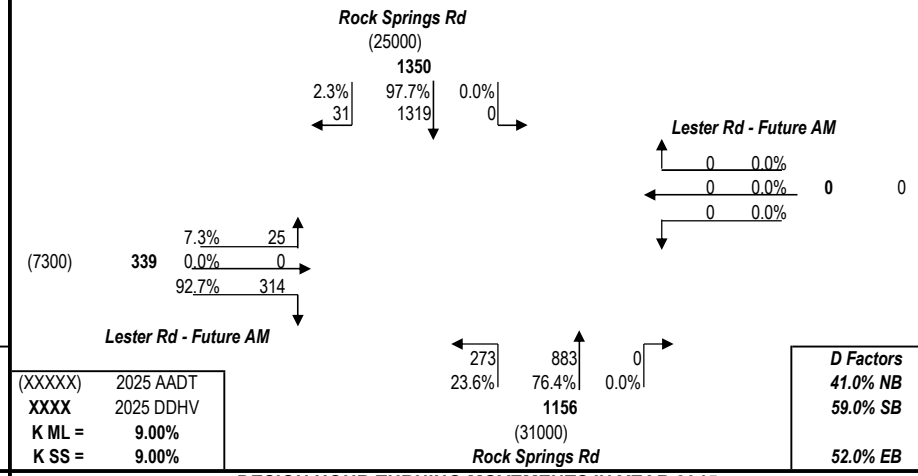
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
52.0% EB

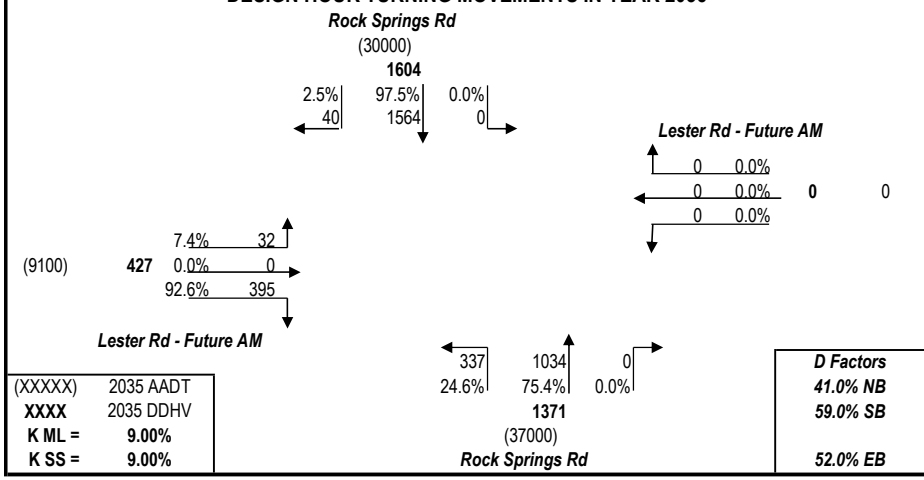
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
52.0% EB

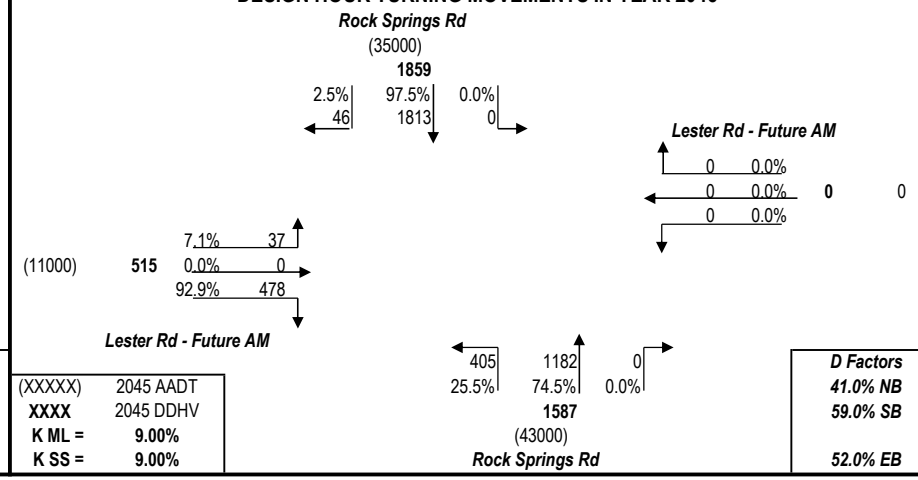
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
52.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

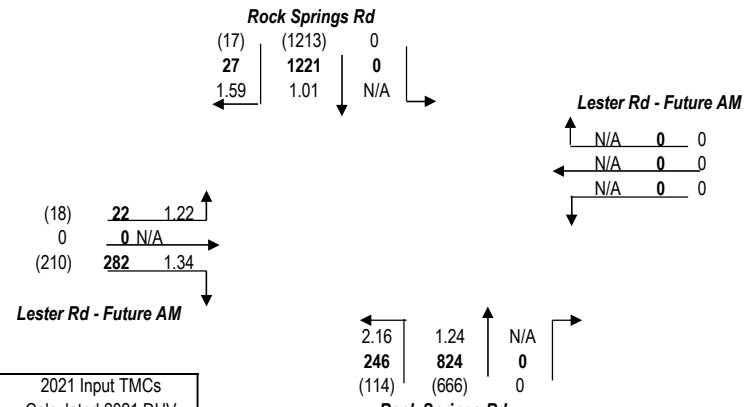


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
52.0% EB

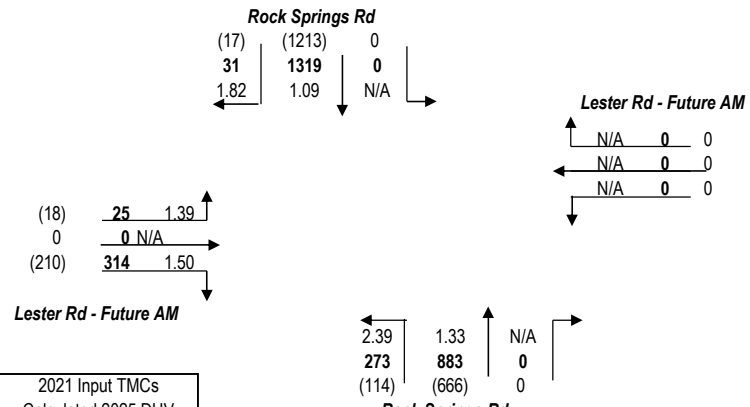
PROJECT TRAFFIC FOR Rock Springs Rd AT Lester Rd - Future AM

2021 INPUT TMCs COMPARED TO 2021 DHV



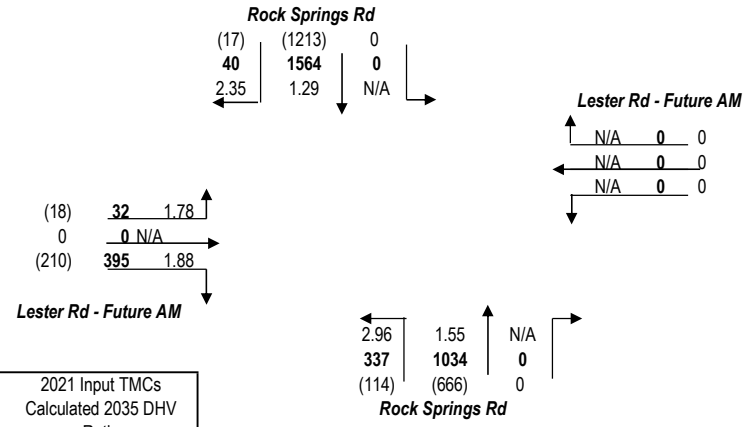
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



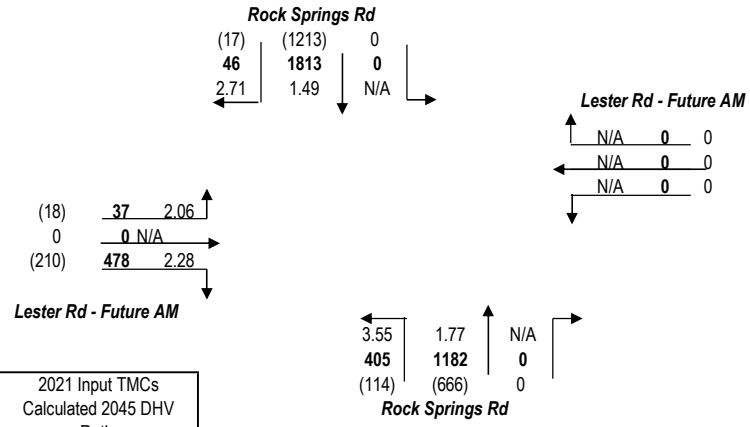
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

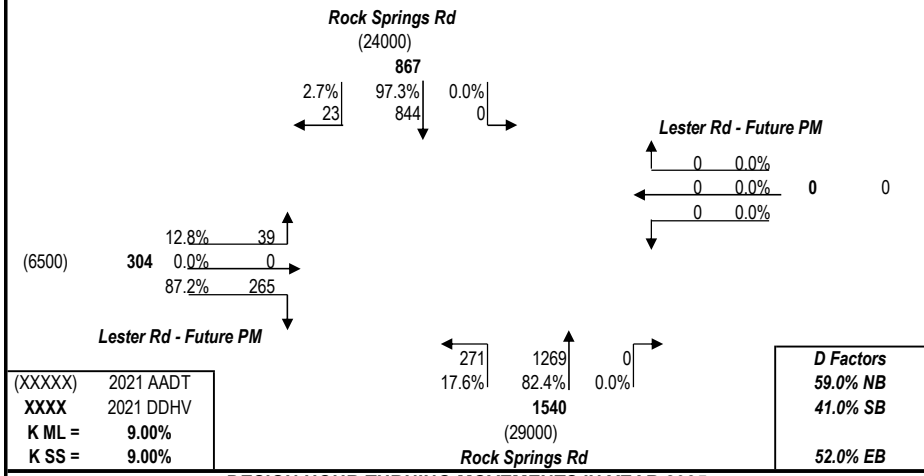
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Lester Rd - Future PM

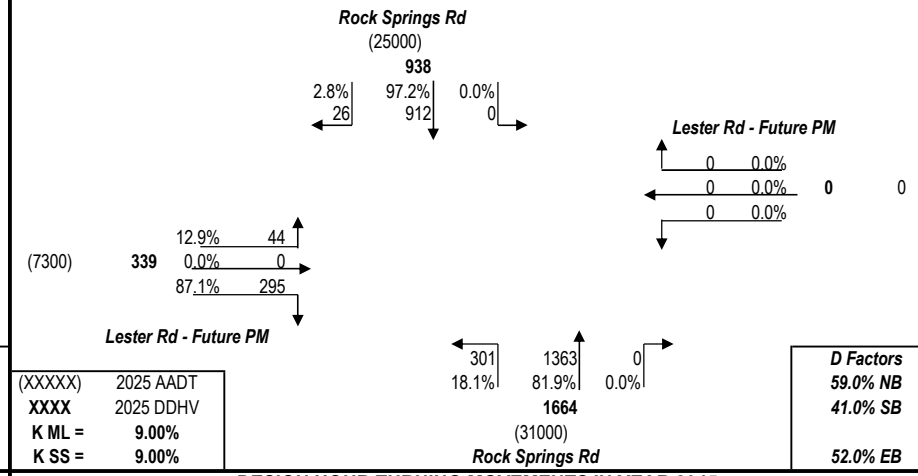
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
59.0% NB
41.0% SB
52.0% EB

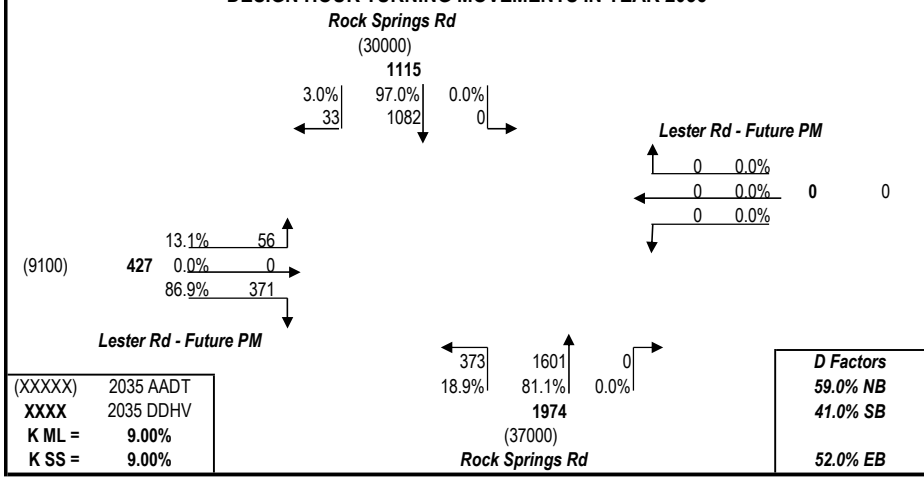
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
59.0% NB
41.0% SB
52.0% EB

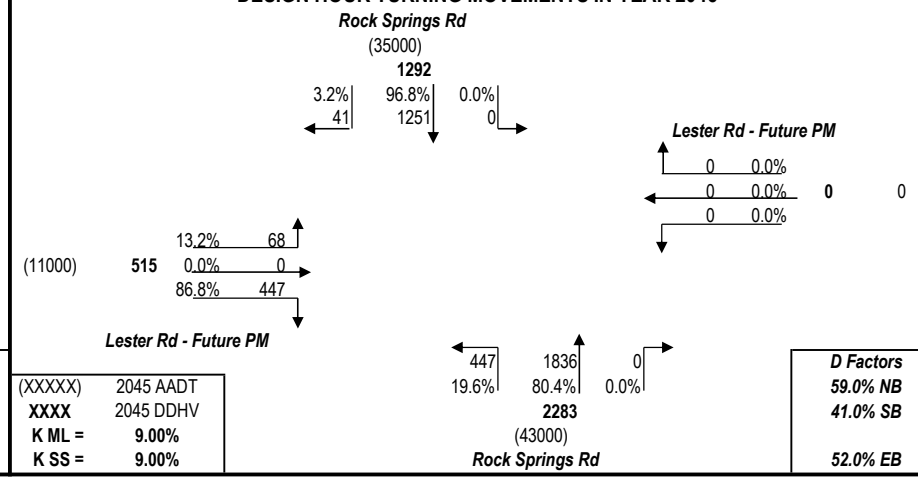
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
59.0% NB
41.0% SB
52.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

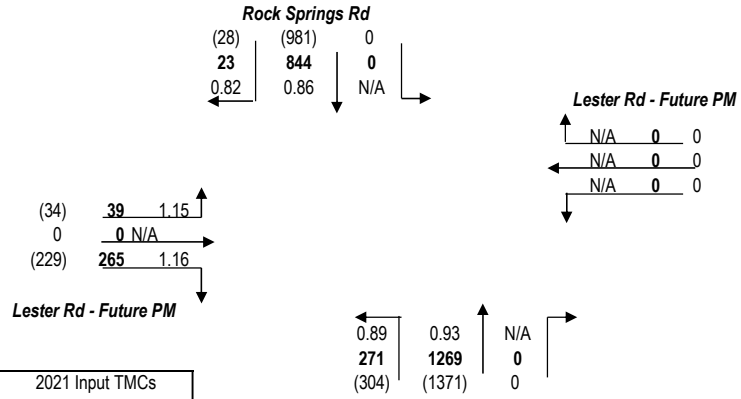


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
59.0% NB
41.0% SB
52.0% EB

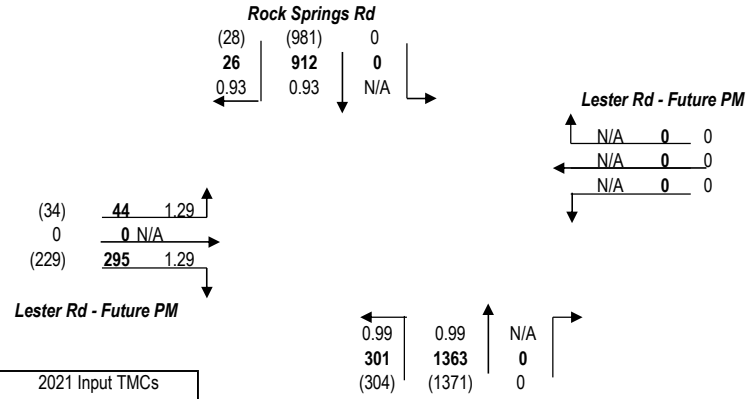
PROJECT TRAFFIC FOR Rock Springs Rd AT Lester Rd - Future PM

2021 INPUT TMCs COMPARED TO 2021 DHV



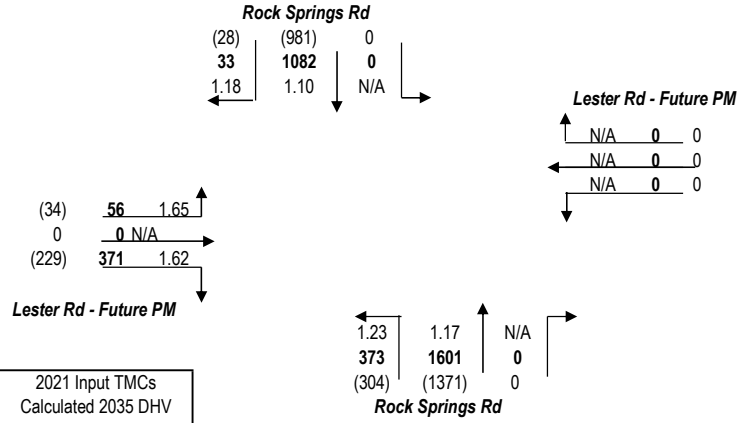
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



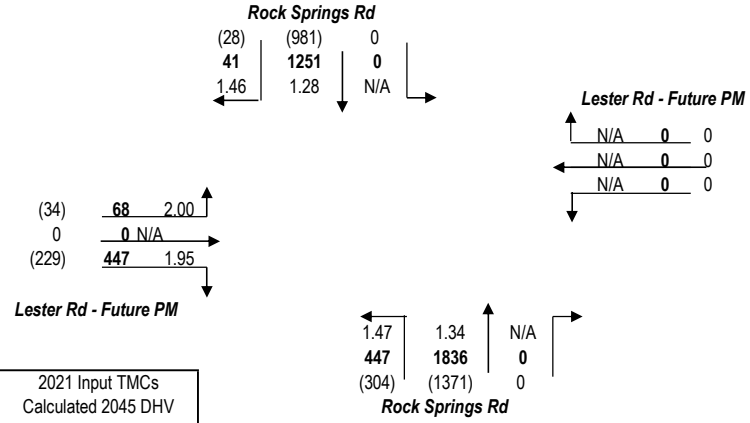
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Tahoe St - Future AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021

Rock Springs Rd
(29000)
1540

0.3% 5 | 99.7% 1535 | 0.0% 0

Tahoe St - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

28.0% 15
(900) **52** 0.0% 0
72.0% 37

Tahoe St - Future AM

24 | 1046 | 0
2.2% | 97.8% | 0.0%
1070
(29000)
Rock Springs Rd

(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
64.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Rock Springs Rd
(31000)
1664

0.3% 5 | 99.7% 1659 | 0.0% 0

Tahoe St - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

28.0% 15
(930) **54** 0.0% 0
72.0% 39

Tahoe St - Future AM

24 | 1132 | 0
2.1% | 97.9% | 0.0%
1156
(31000)
Rock Springs Rd

(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
64.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Rock Springs Rd
(37000)
1974

0.3% 6 | 99.7% 1968 | 0.0% 0

Tahoe St - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

28.0% 17
(1000) **59** 0.0% 0
72.0% 42

Tahoe St - Future AM

27 | 1344 | 0
2.0% | 98.0% | 0.0%
1371
(37000)
Rock Springs Rd

(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
64.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Rock Springs Rd
(43000)
2283

0.3% 7 | 99.7% 2276 | 0.0% 0

Tahoe St - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

28.0% 18
(1100) **63** 0.0% 0
72.0% 45

Tahoe St - Future AM

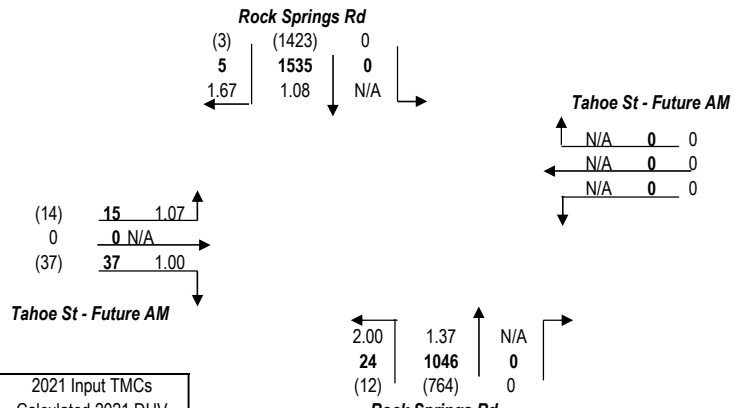
30 | 1557 | 0
1.9% | 98.1% | 0.0%
1587
(43000)
Rock Springs Rd

(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
64.0% EB

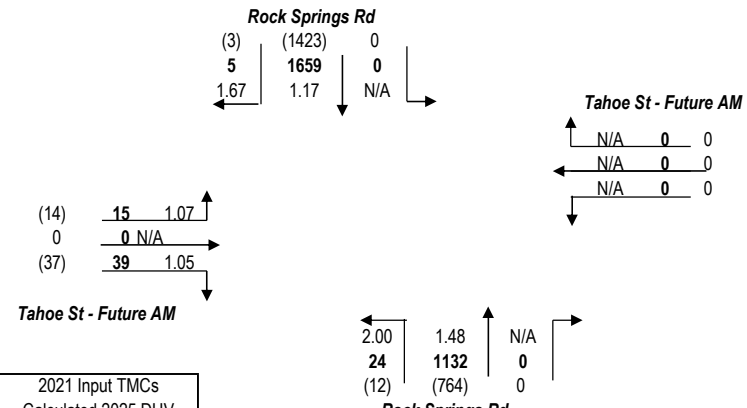
PROJECT TRAFFIC FOR Rock Springs Rd AT Tahoe St - Future AM

2021 INPUT TMCs COMPARED TO 2021 DHV



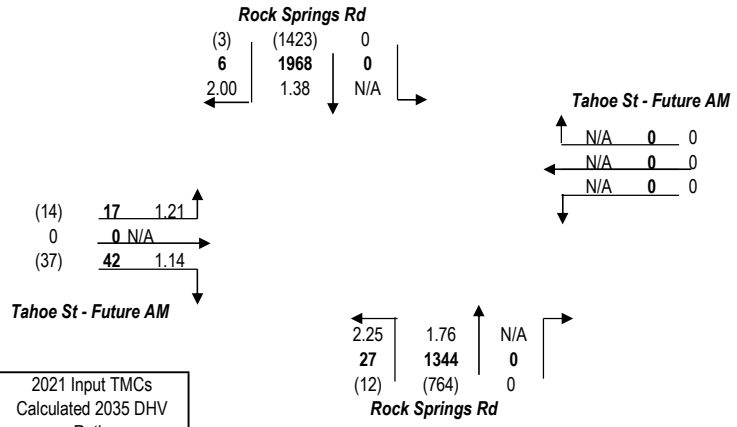
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



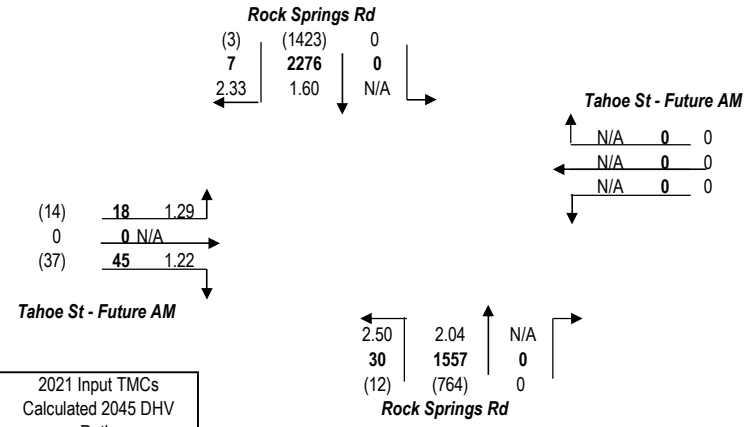
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

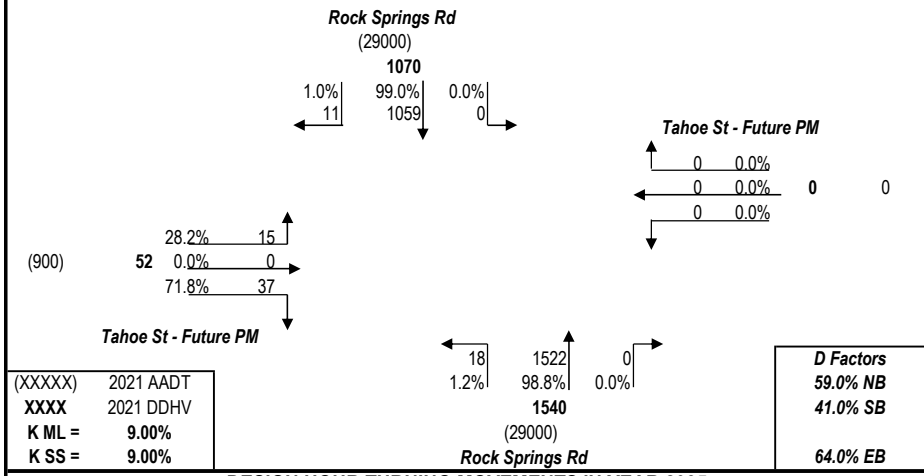
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Tahoe St - Future PM

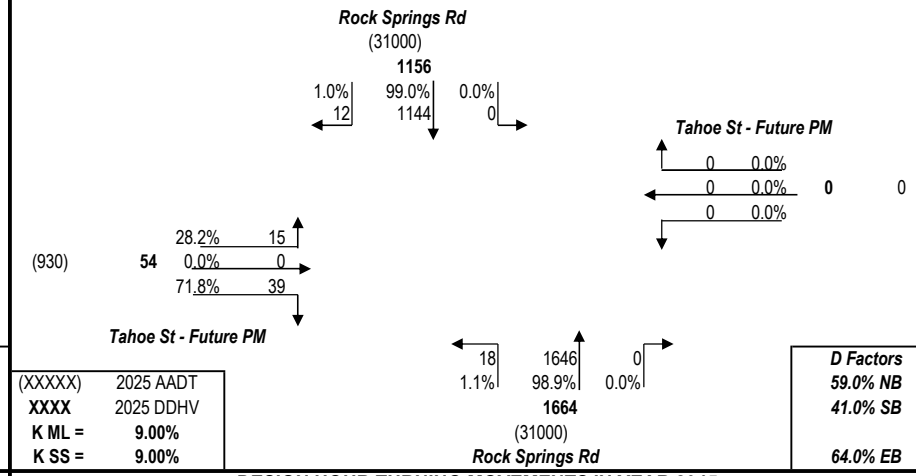
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
59.0% NB
41.0% SB
64.0% EB

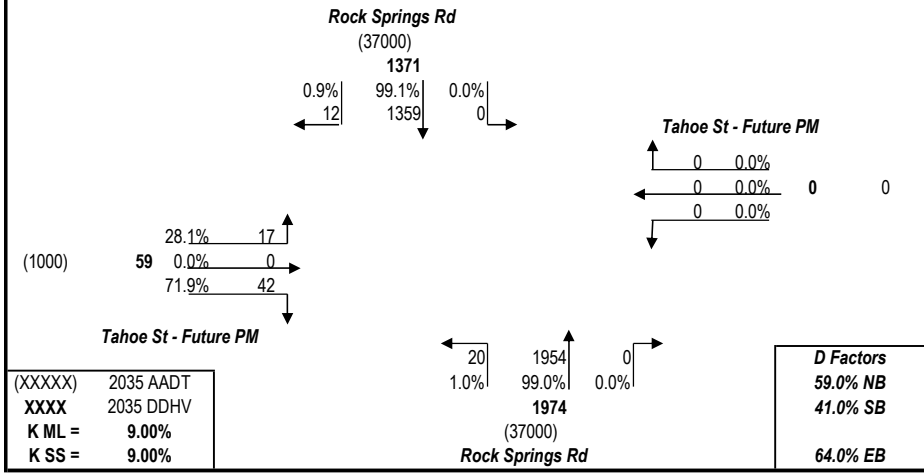
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
59.0% NB
41.0% SB
64.0% EB

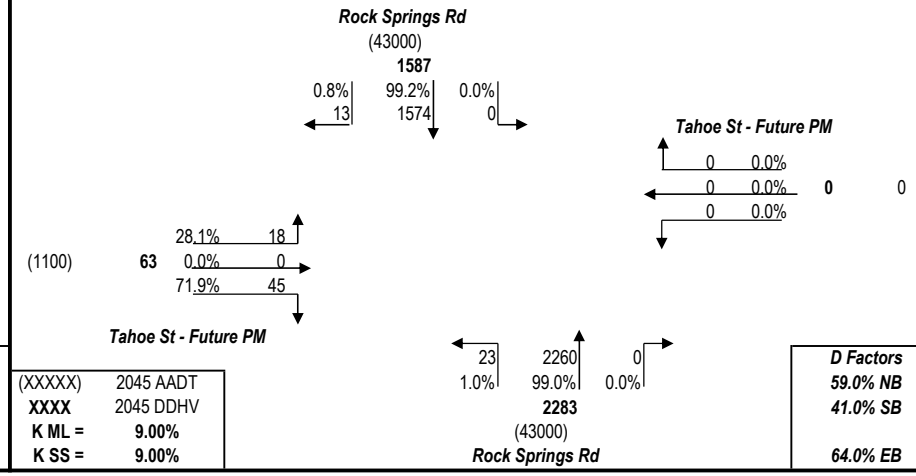
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
59.0% NB
41.0% SB
64.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

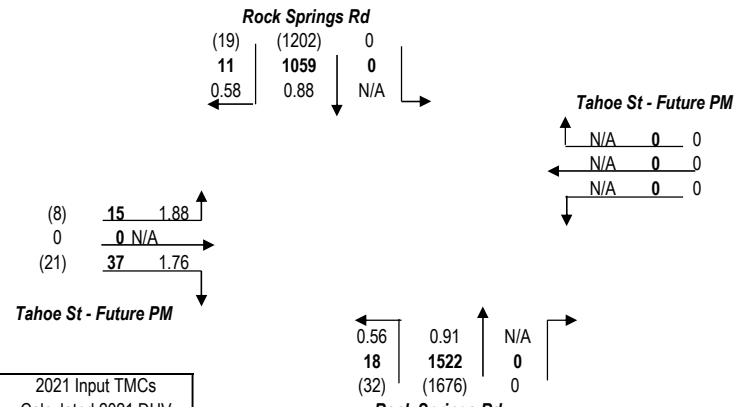


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
59.0% NB
41.0% SB
64.0% EB

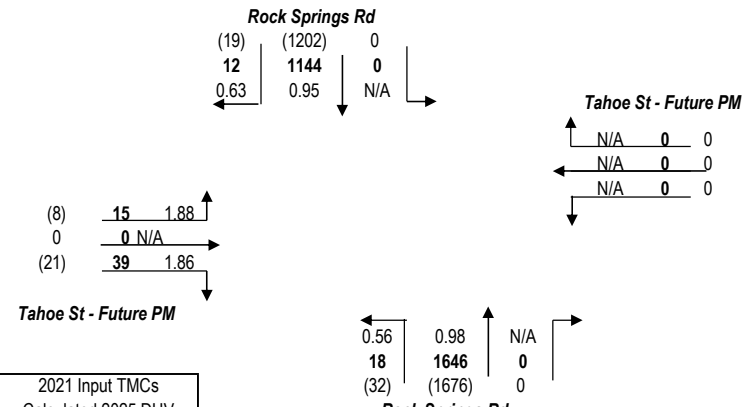
PROJECT TRAFFIC FOR Rock Springs Rd AT Tahoe St - Future PM

2021 INPUT TMCs COMPARED TO 2021 DHV



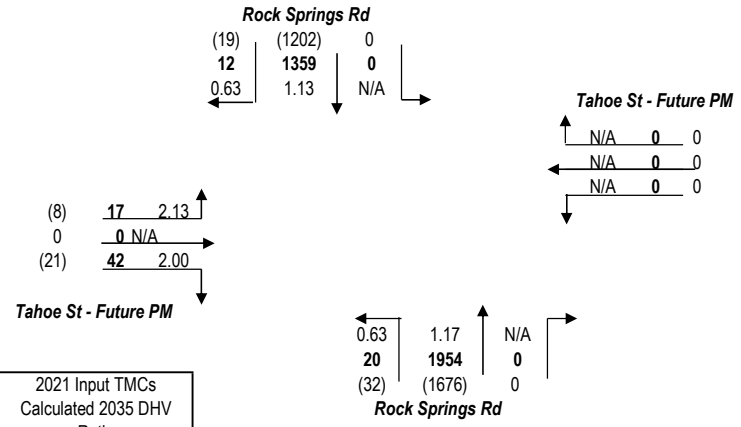
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



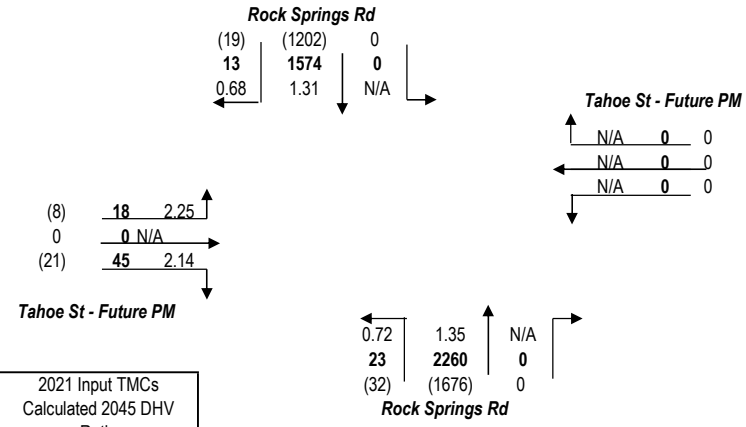
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

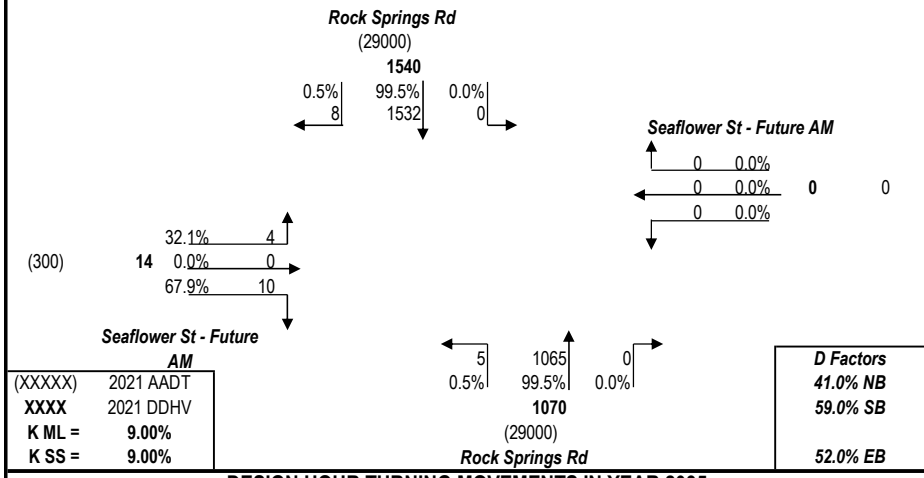
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Seaflower St - Future AM

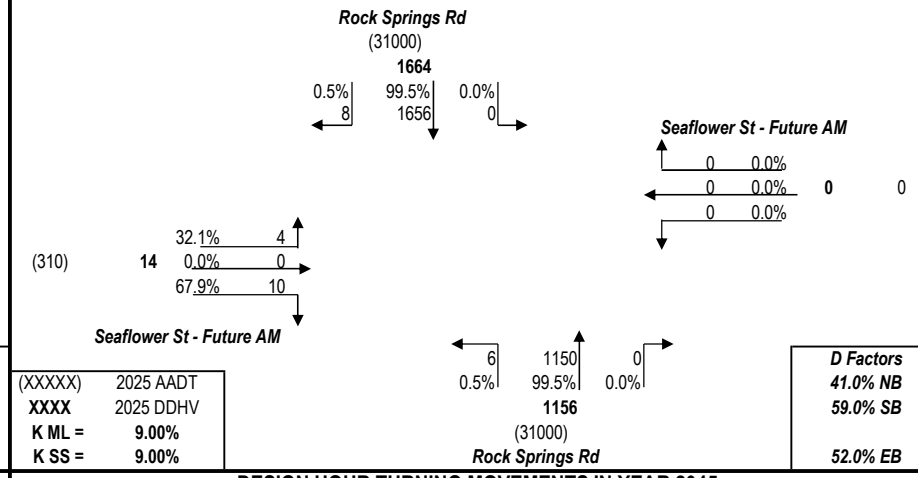
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
41.0% NB
59.0% SB
52.0% EB

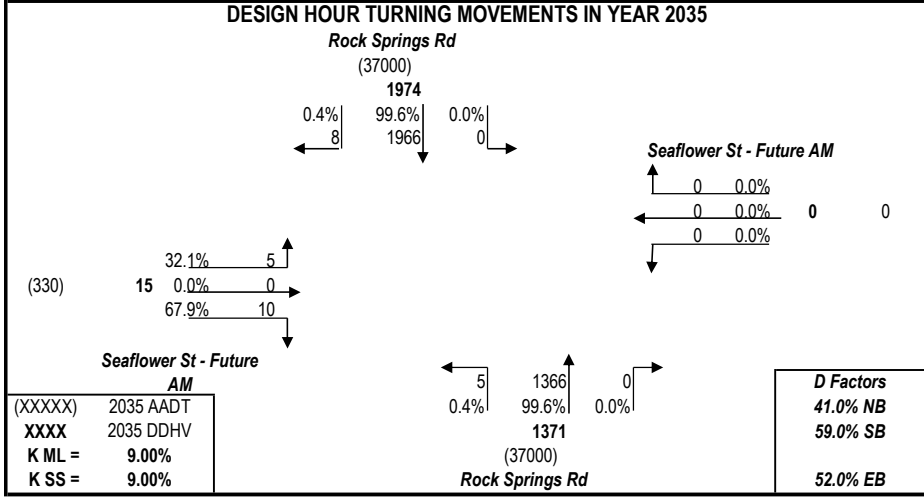
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
41.0% NB
59.0% SB
52.0% EB

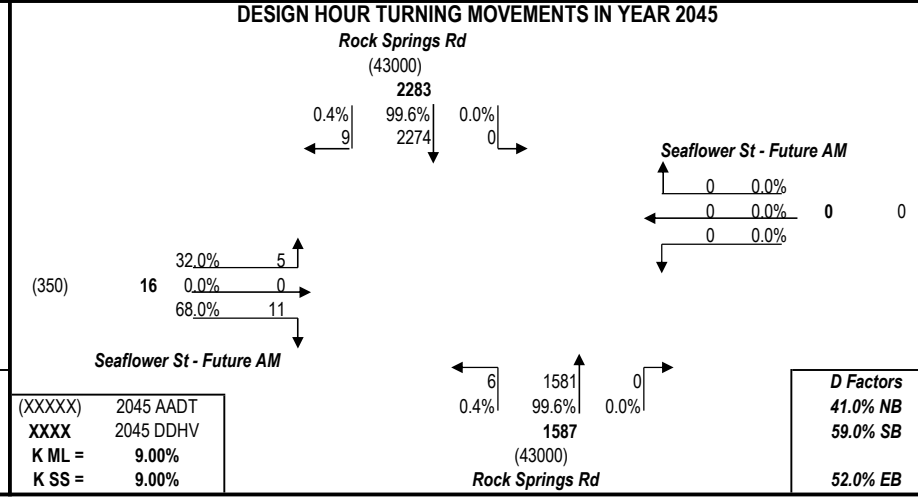
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
41.0% NB
59.0% SB
52.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

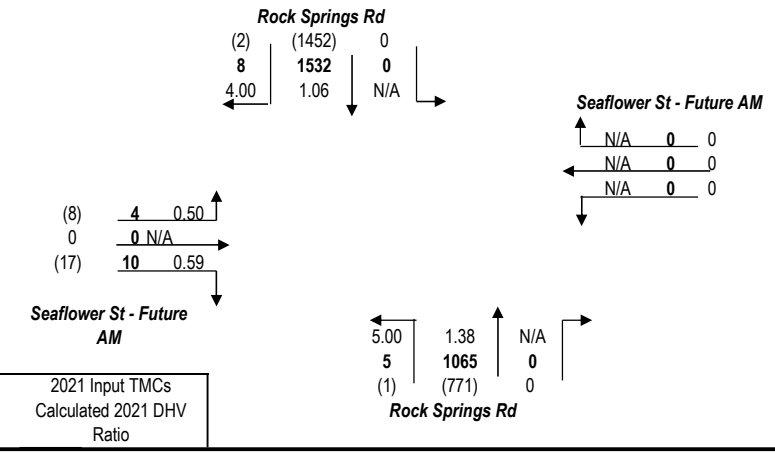


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
41.0% NB
59.0% SB
52.0% EB

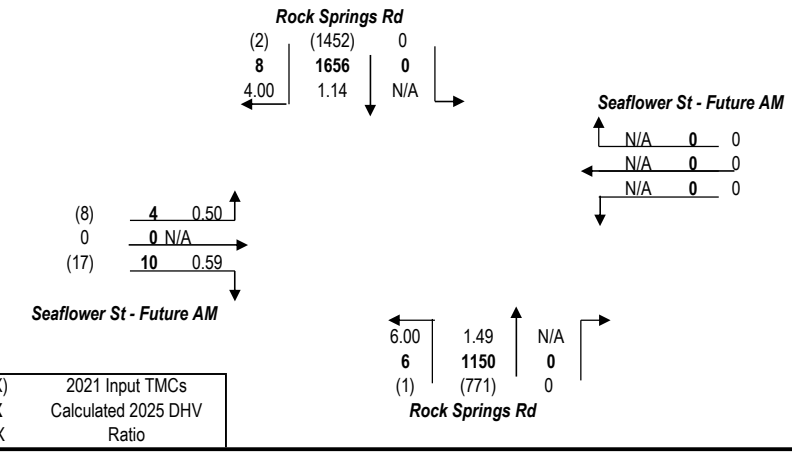
PROJECT TRAFFIC FOR Rock Springs Rd AT Seaflower St - Future AM

2021 INPUT TMCs COMPARED TO 2021 DHV



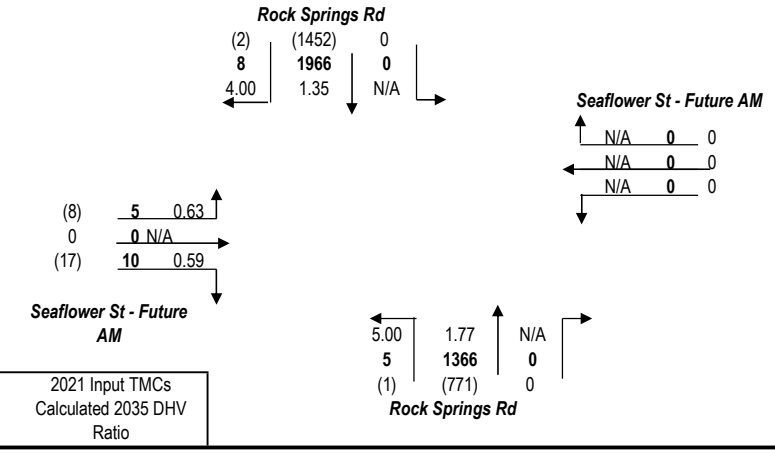
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



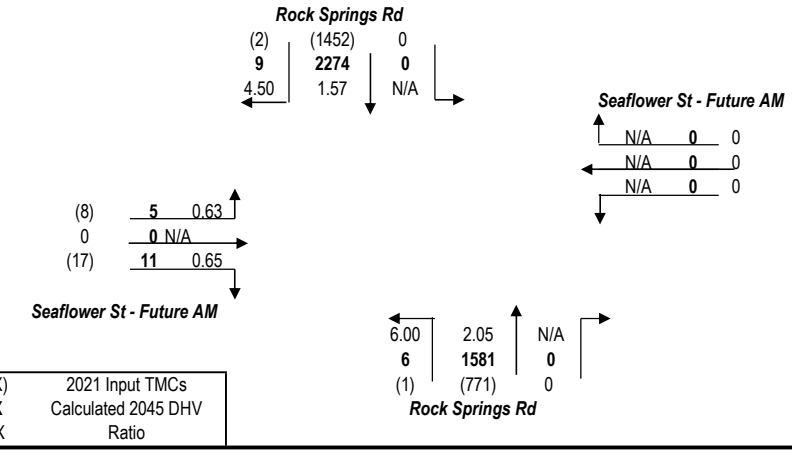
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

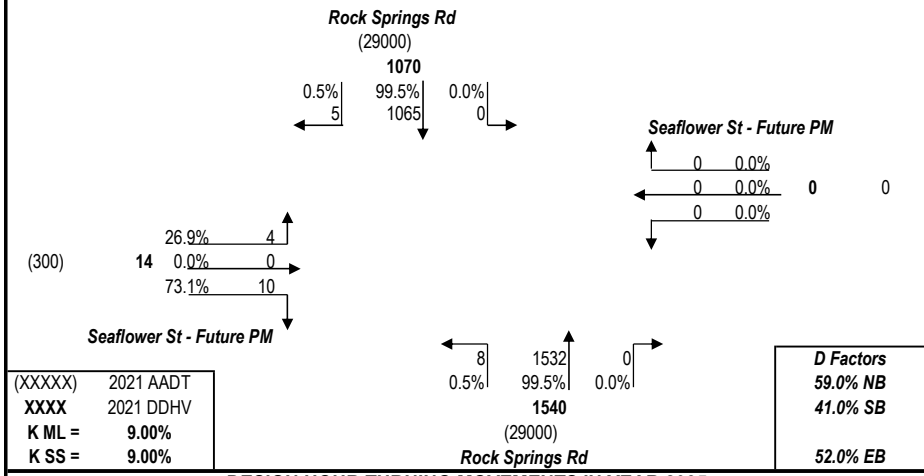
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Seaflower St - Future PM

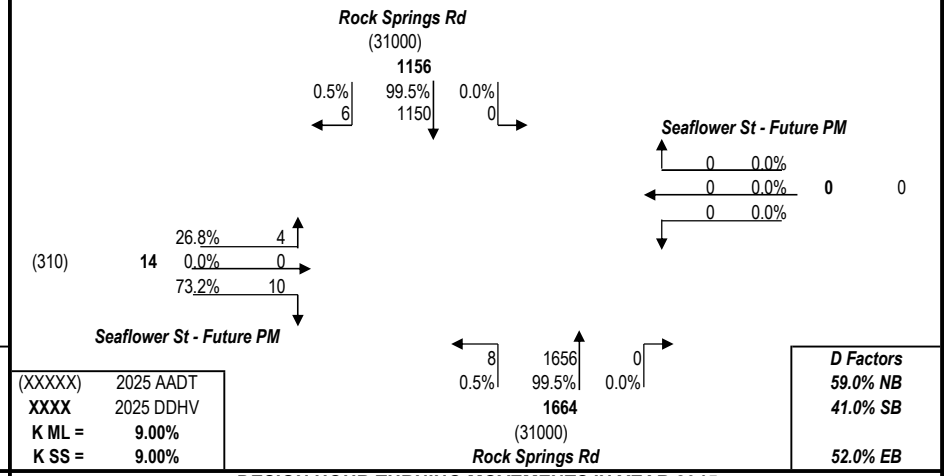
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
59.0% NB
41.0% SB
52.0% EB

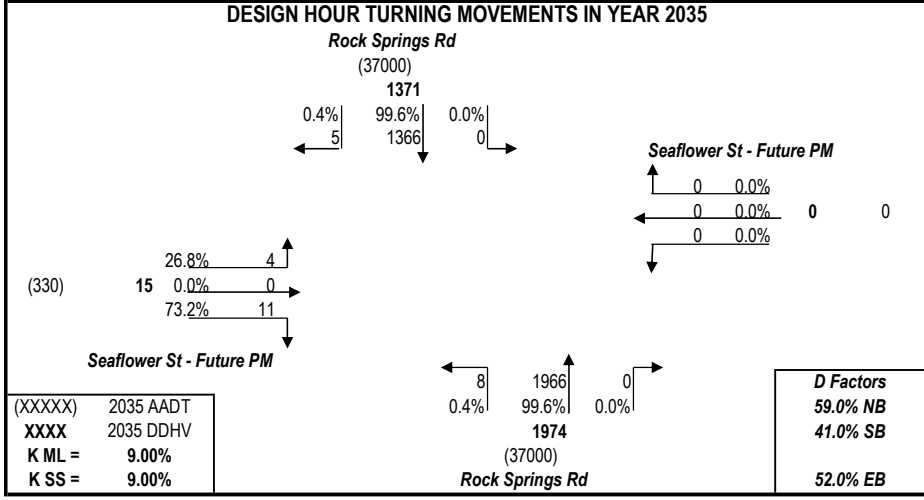
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
59.0% NB
41.0% SB
52.0% EB

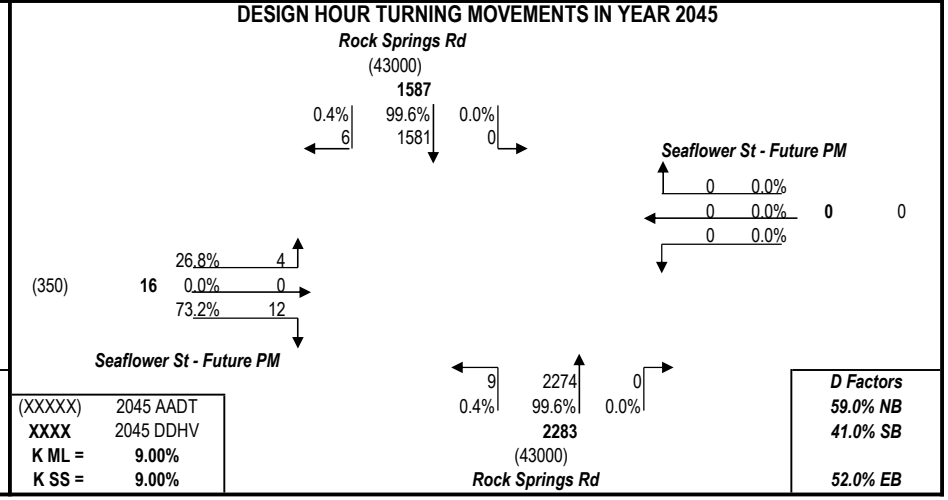
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
59.0% NB
41.0% SB
52.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

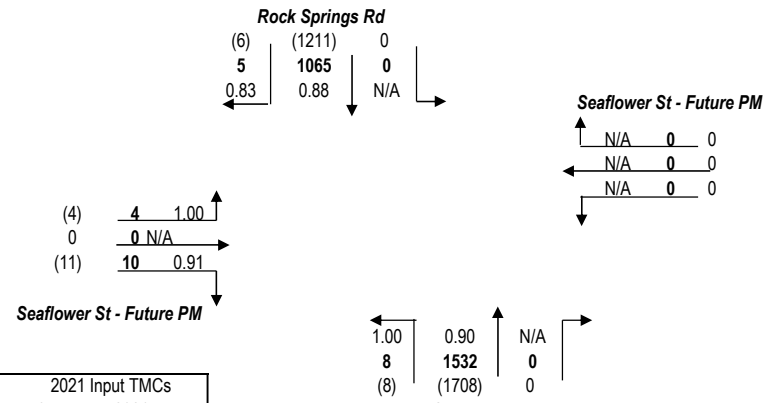


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
59.0% NB
41.0% SB
52.0% EB

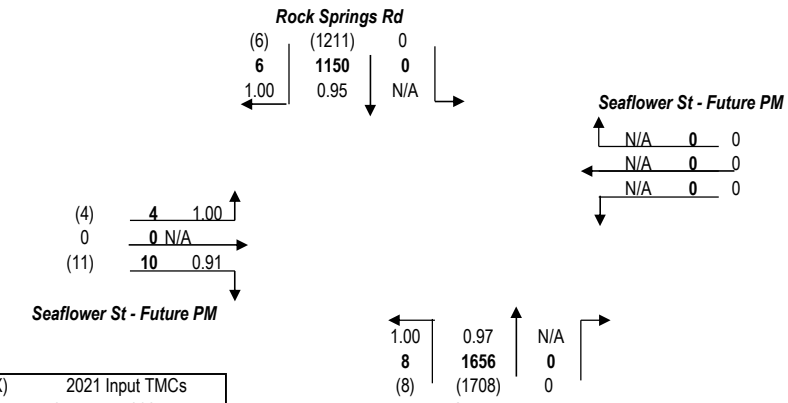
PROJECT TRAFFIC FOR Rock Springs Rd AT Seaflower St - Future PM

2021 INPUT TMCs COMPARED TO 2021 DHV



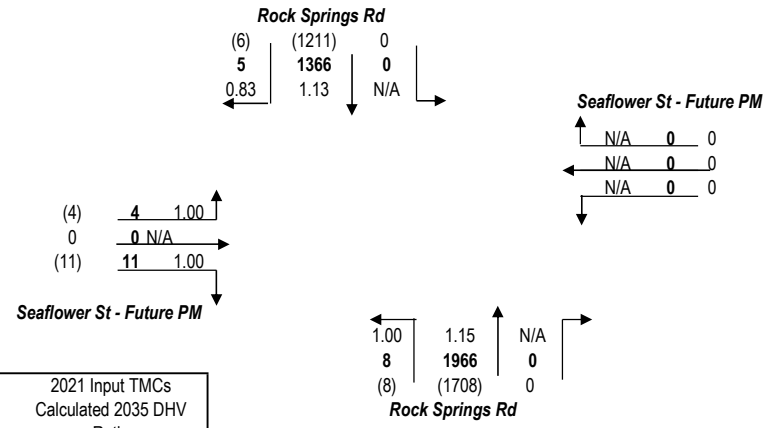
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



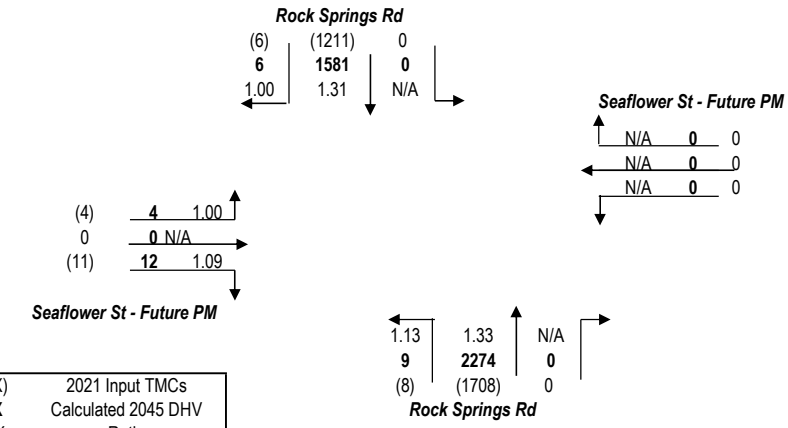
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

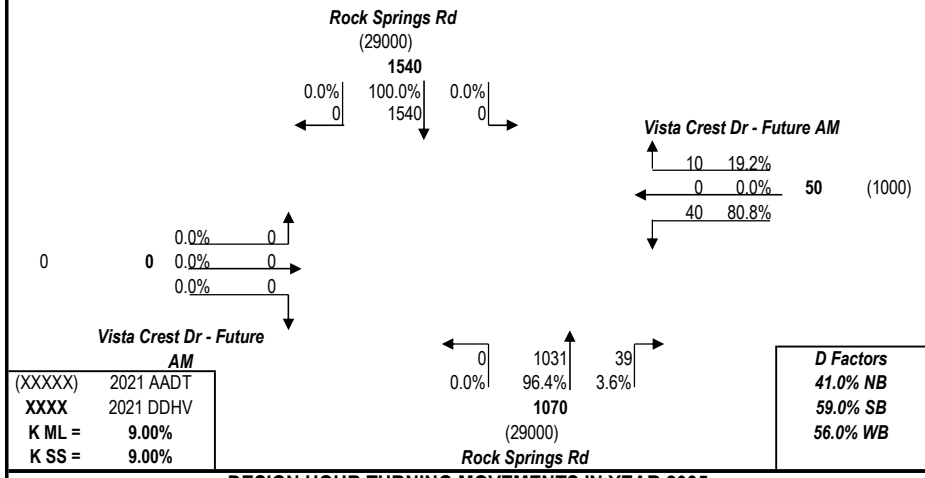
2021 INPUT TMCs COMPARED TO 2045 DHV



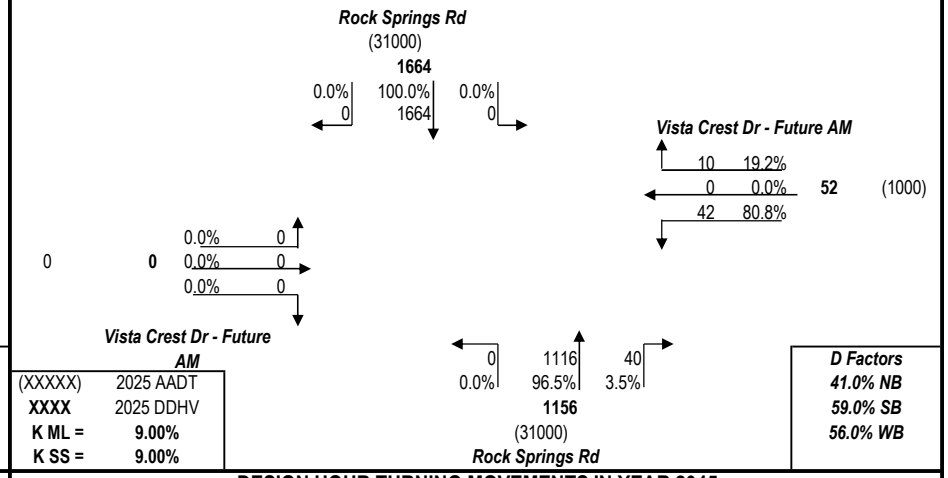
(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Vista Crest Dr - Future AM

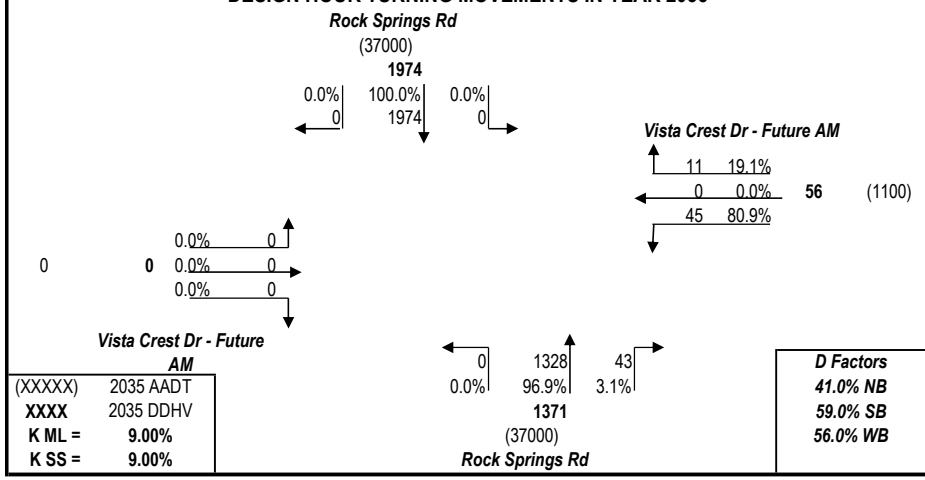
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



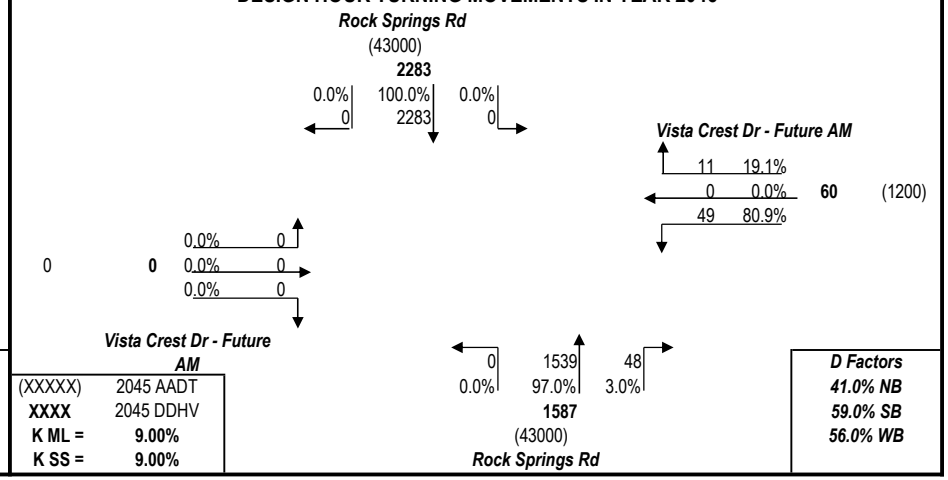
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

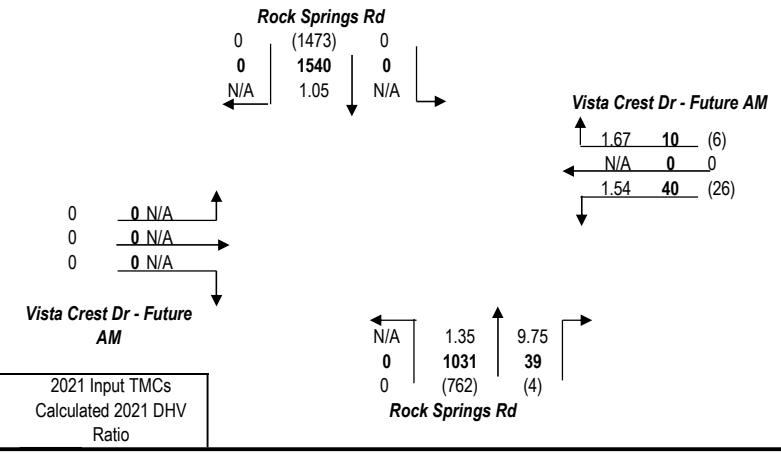


DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



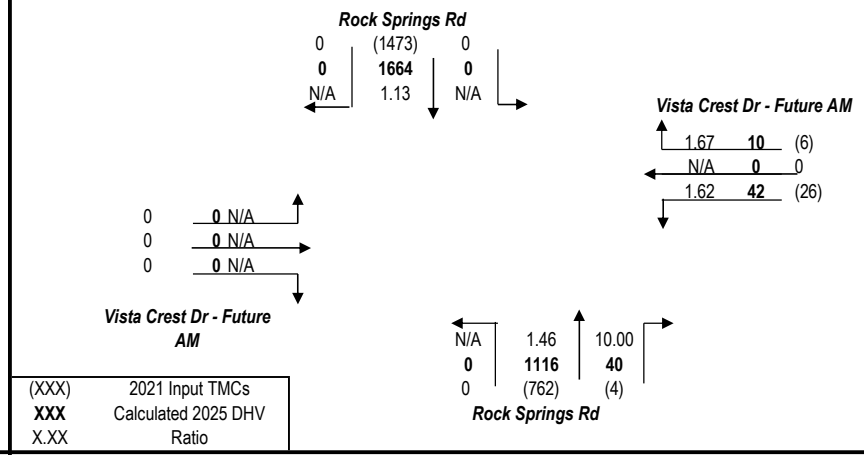
PROJECT TRAFFIC FOR Rock Springs Rd AT Vista Crest Dr - Future AM

2021 INPUT TMCs COMPARED TO 2021 DHV



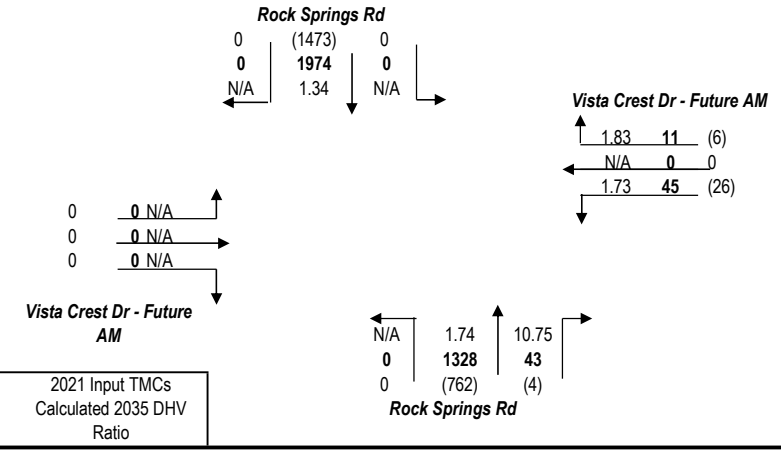
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



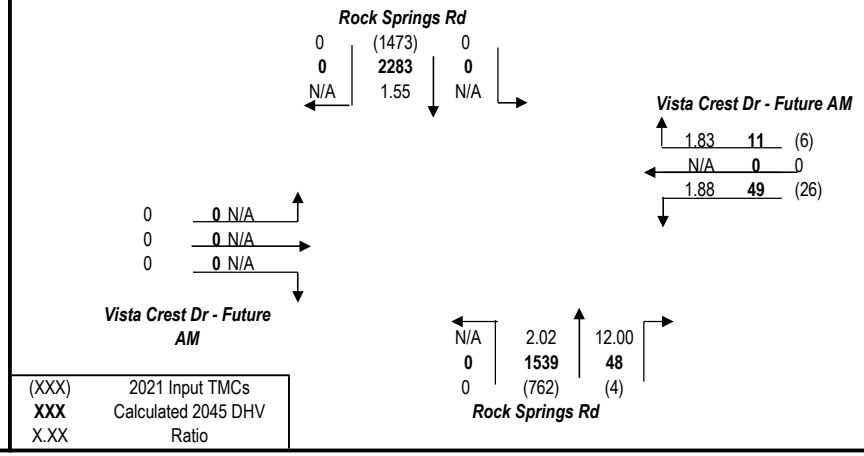
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

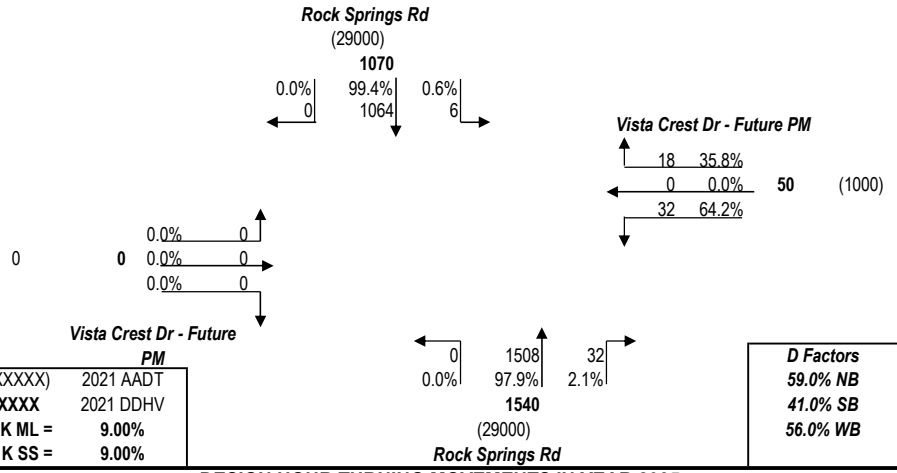
2021 INPUT TMCs COMPARED TO 2045 DHV



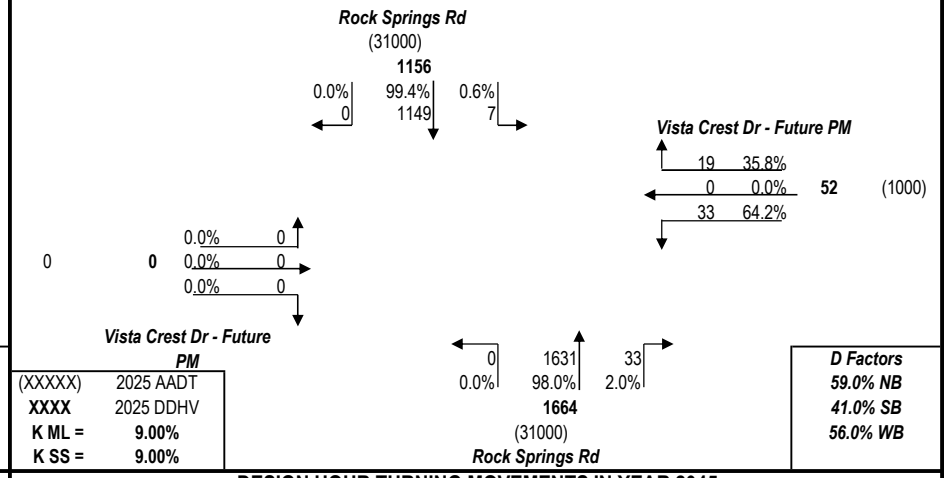
(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Vista Crest Dr - Future PM

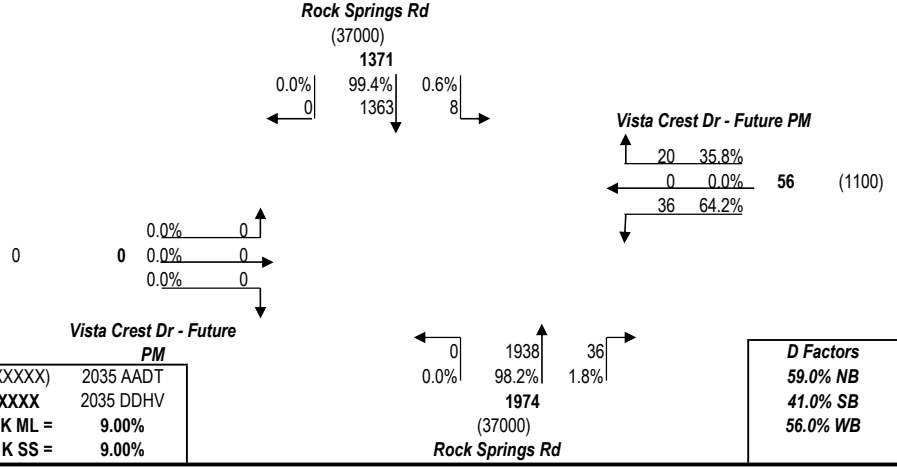
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



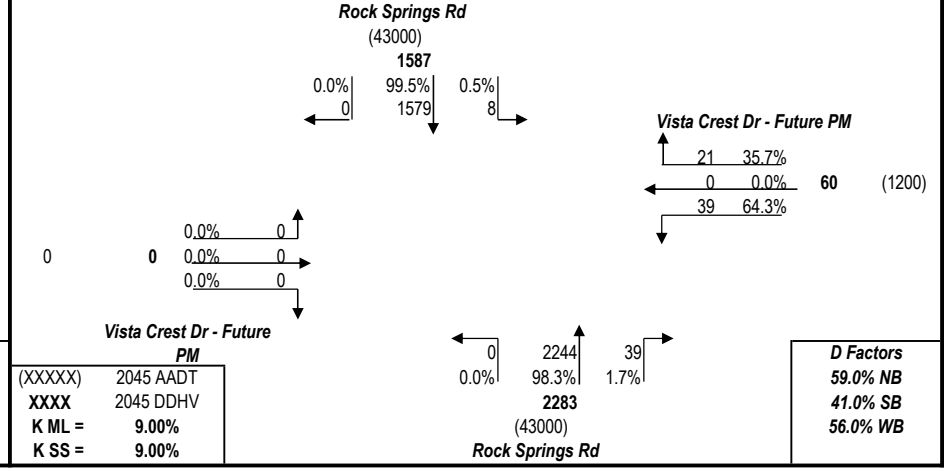
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

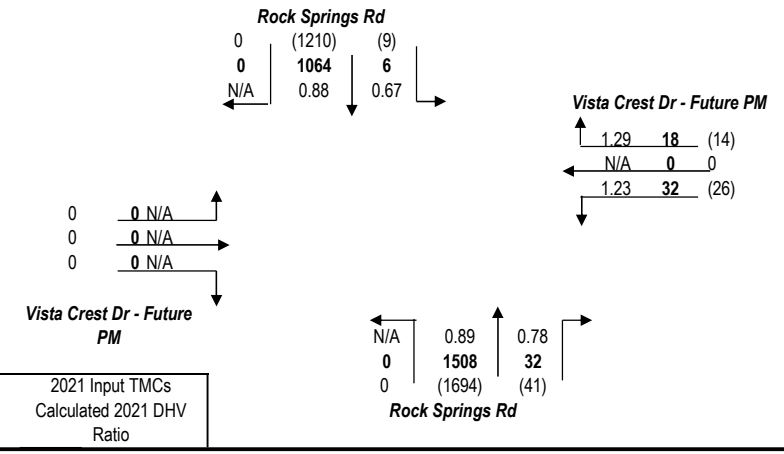


DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045



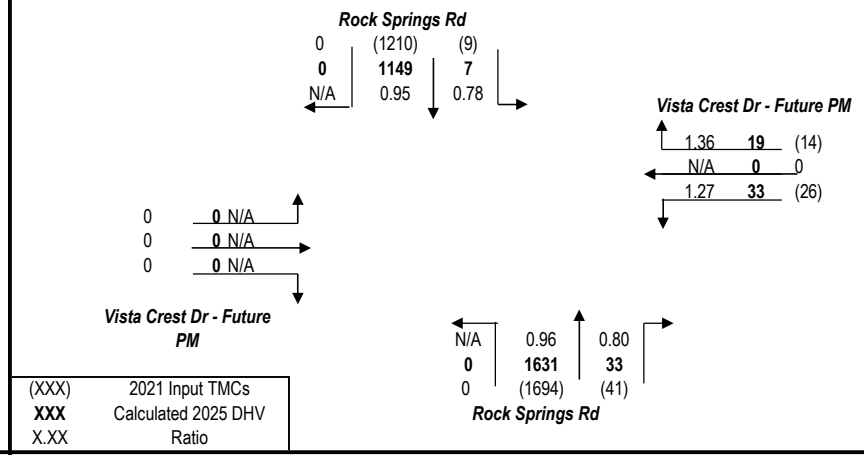
PROJECT TRAFFIC FOR Rock Springs Rd AT Vista Crest Dr - Future PM

2021 INPUT TMCs COMPARED TO 2021 DHV



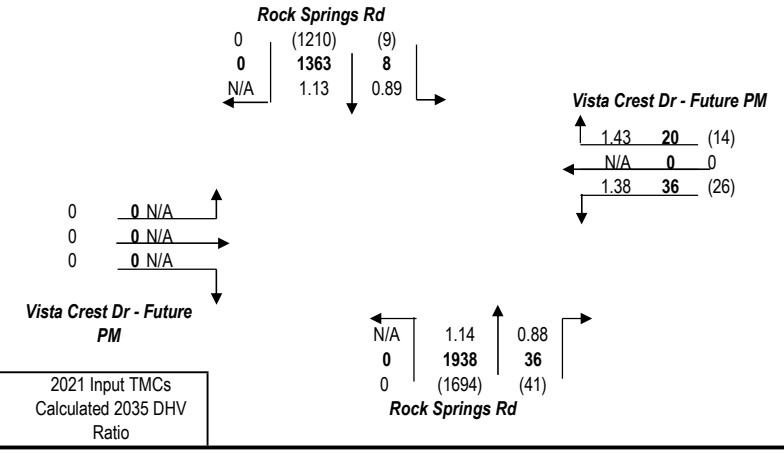
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



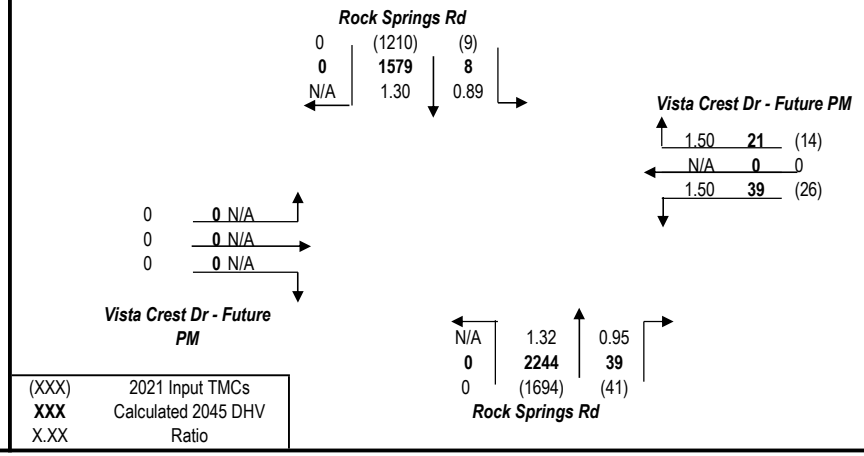
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Tanglewod Dr - Future AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021

Rock Springs Rd
(29000)
1540

4.6% 71 | 95.4% 1469 | 0.0% 0

Tanglewod Dr - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

73.2% 92
(2800) **126** 0.0% 0
26.8% 34

Tanglewod Dr - Future AM

60 | 955 | 0
5.9% | 94.1% | 0.0%

1015
(28000)
Rock Springs Rd

(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
50.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Rock Springs Rd
(31000)
1664

4.6% 77 | 95.4% 1587 | 0.0% 0

Tanglewod Dr - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

75.1% 98
(2900) **131** 0.0% 0
24.9% 33

Tanglewod Dr - Future AM

59 | 1036 | 0
5.4% | 94.6% | 0.0%

1095
(30000)
Rock Springs Rd

(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
50.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Rock Springs Rd
(37000)
1974

4.6% 91 | 95.4% 1883 | 0.0% 0

Tanglewod Dr - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

78.5% 113
(3200) **144** 0.0% 0
21.5% 31

Tanglewod Dr - Future AM

58 | 1237 | 0
4.5% | 95.5% | 0.0%

1295
(35000)
Rock Springs Rd

(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
50.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Rock Springs Rd
(43000)
2283

4.7% 107 | 95.3% 2176 | 0.0% 0

Tanglewod Dr - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

81.8% 129
(3500) **158** 0.0% 0
18.2% 29

Tanglewod Dr - Future AM

57 | 1437 | 0
3.8% | 96.2% | 0.0%

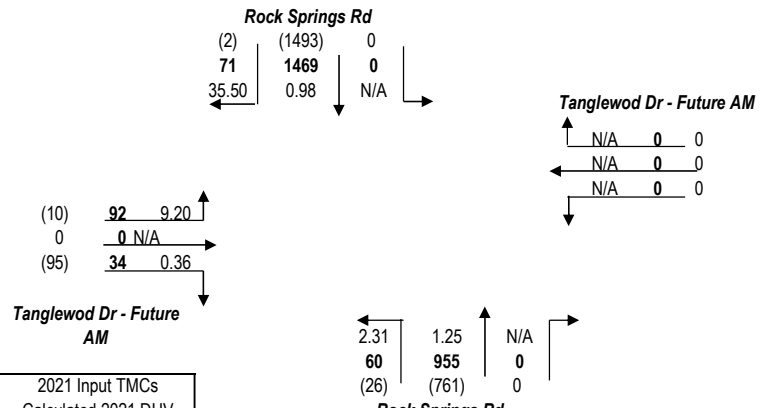
1494
(41000)
Rock Springs Rd

(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
41.0% NB
59.0% SB
50.0% EB

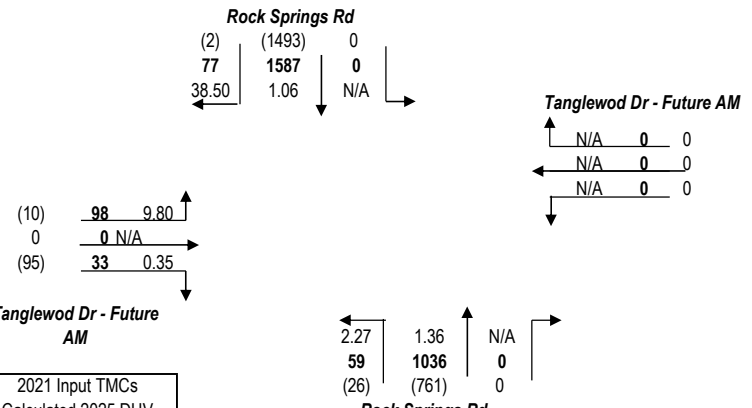
PROJECT TRAFFIC FOR Rock Springs Rd AT Tanglewod Dr - Future AM

2021 INPUT TMCs COMPARED TO 2021 DHV



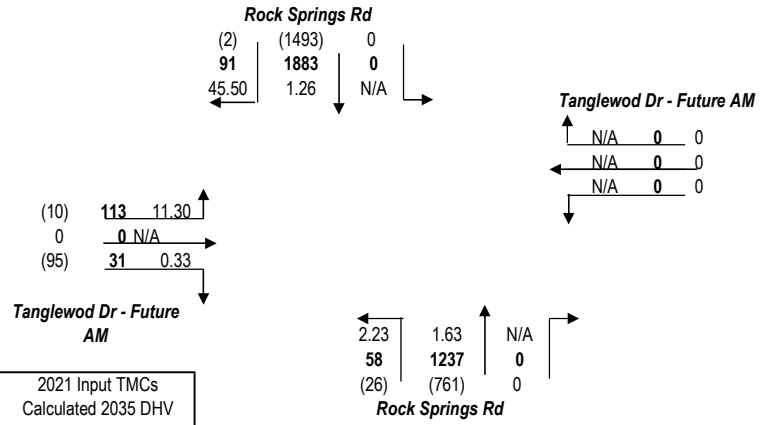
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



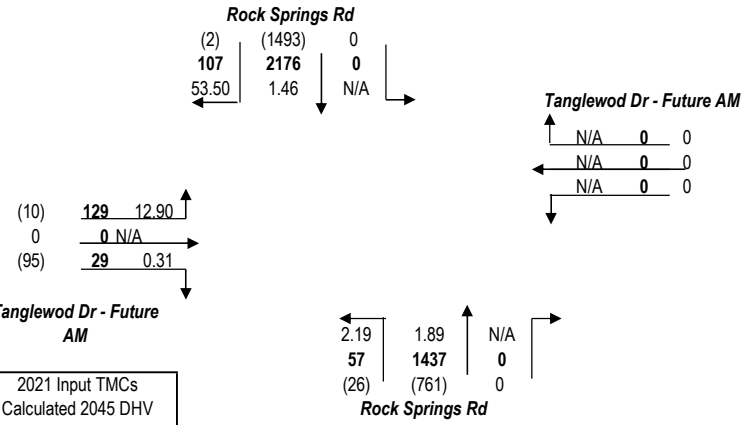
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

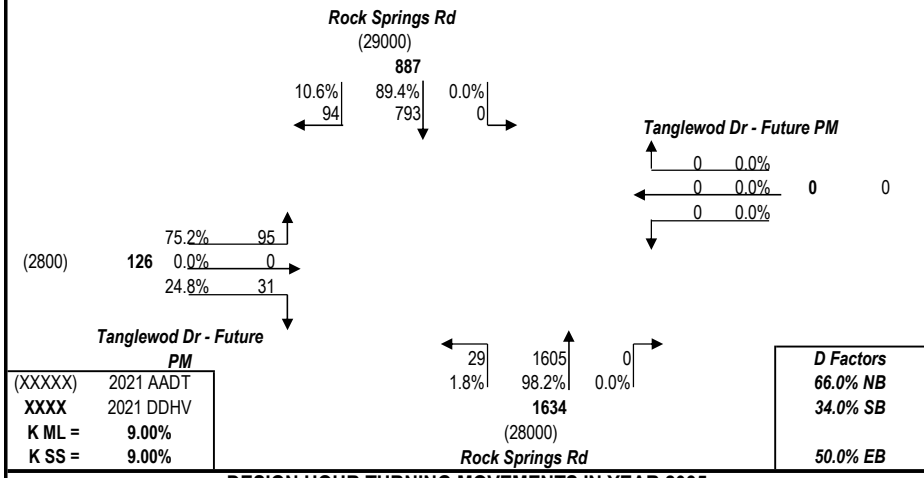
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Tanglewod Dr - Future PM

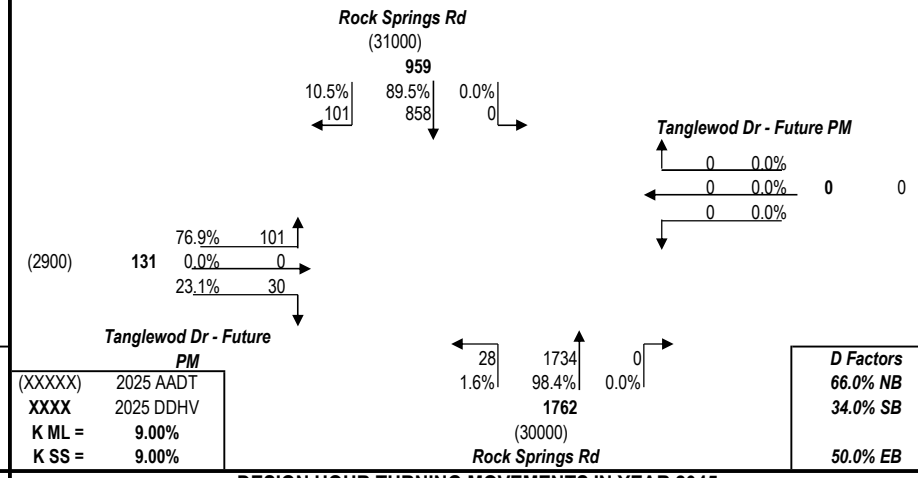
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
50.0% EB

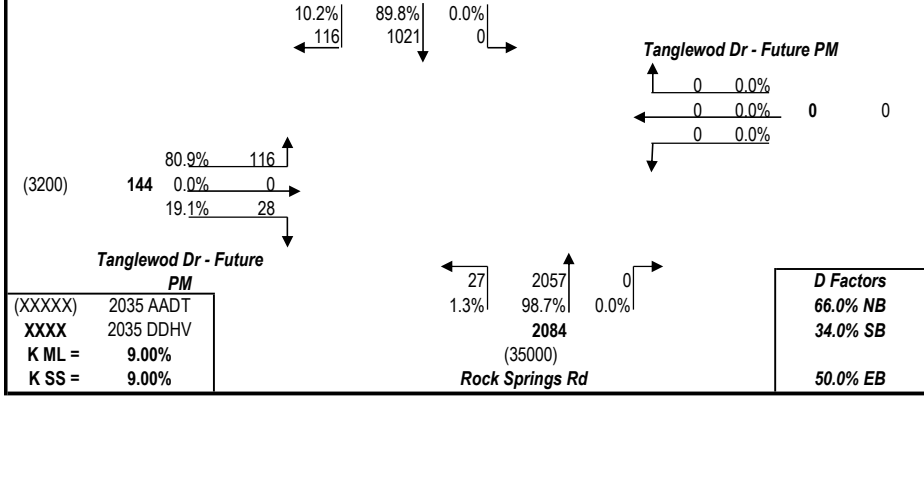
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
50.0% EB

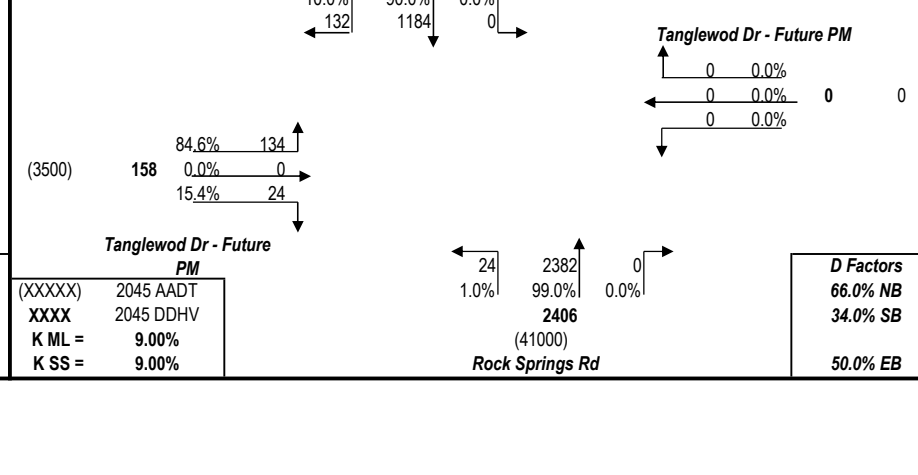
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
50.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

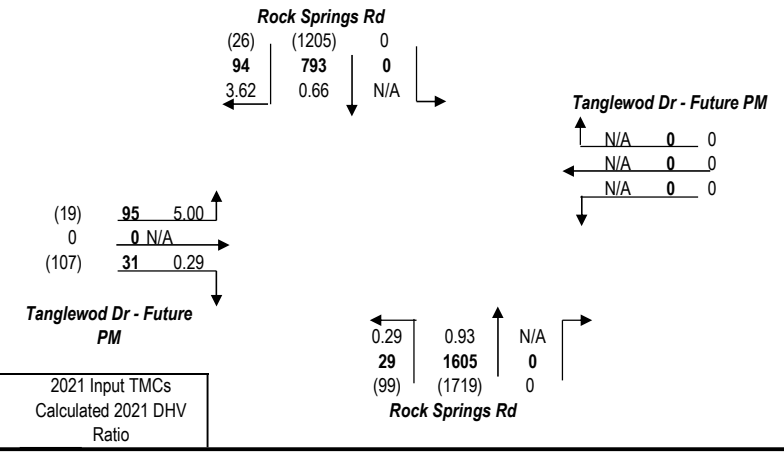


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
50.0% EB

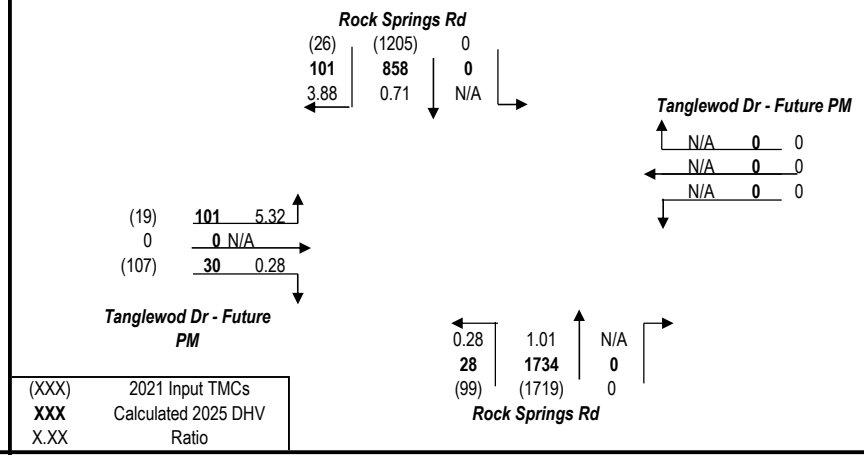
PROJECT TRAFFIC FOR Rock Springs Rd AT Tanglewod Dr - Future PM

2021 INPUT TMCs COMPARED TO 2021 DHV



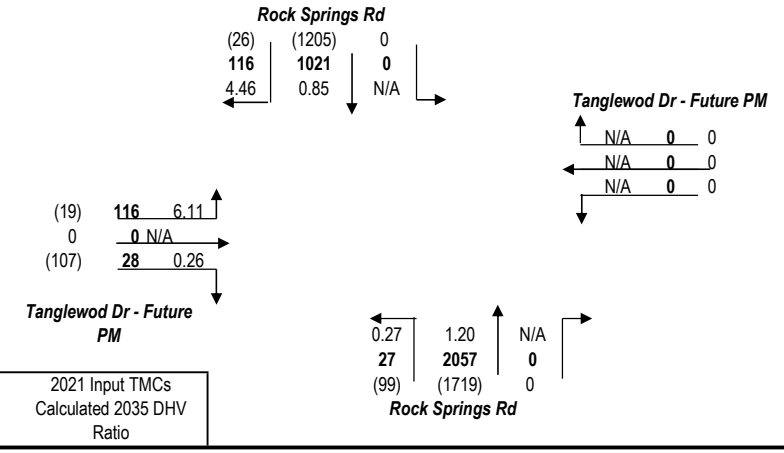
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



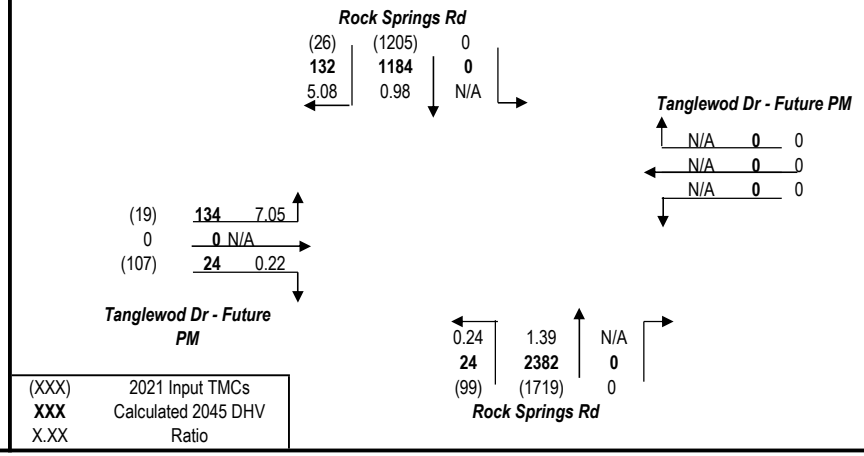
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

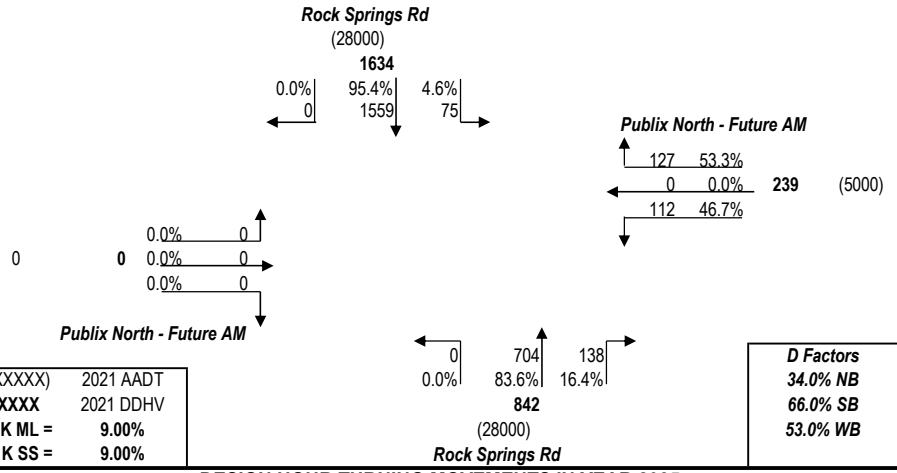
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Publix North - Future AM

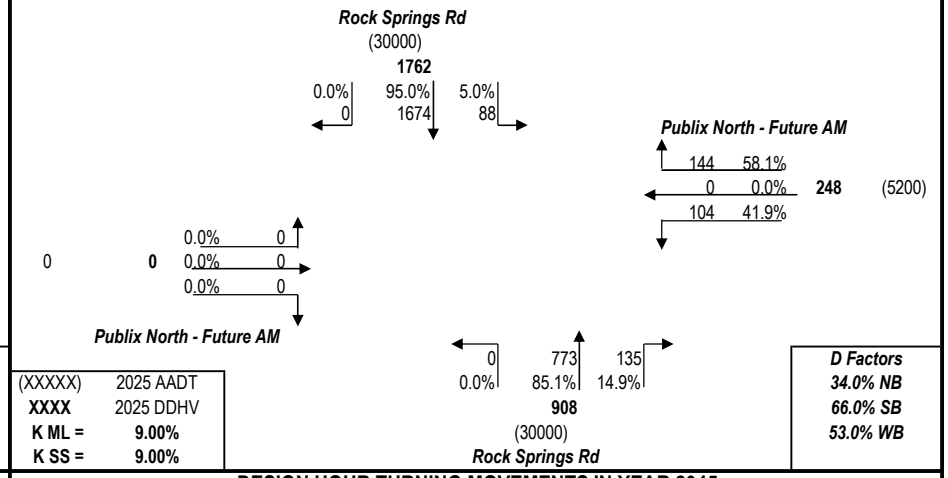
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
34.0% NB
66.0% SB
53.0% WB

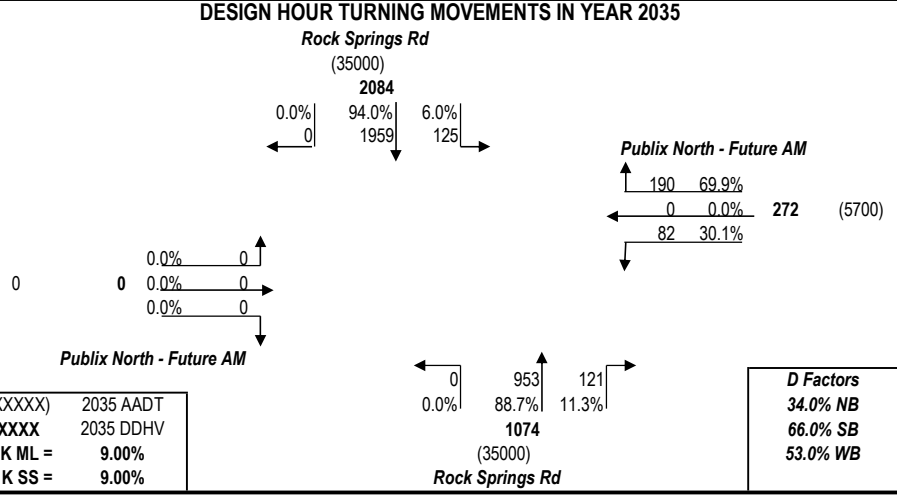
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
34.0% NB
66.0% SB
53.0% WB

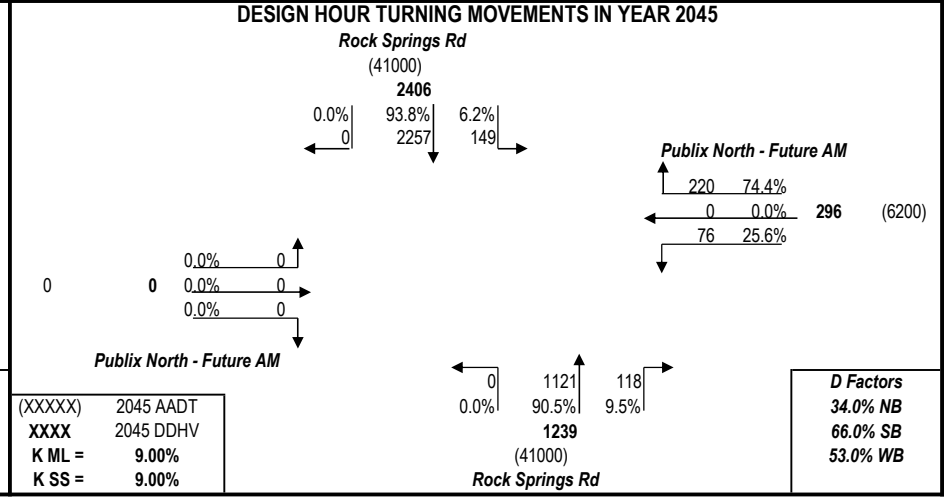
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
34.0% NB
66.0% SB
53.0% WB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

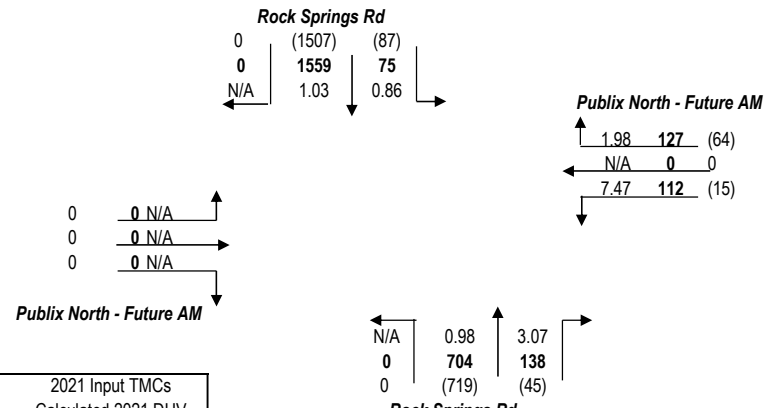


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
34.0% NB
66.0% SB
53.0% WB

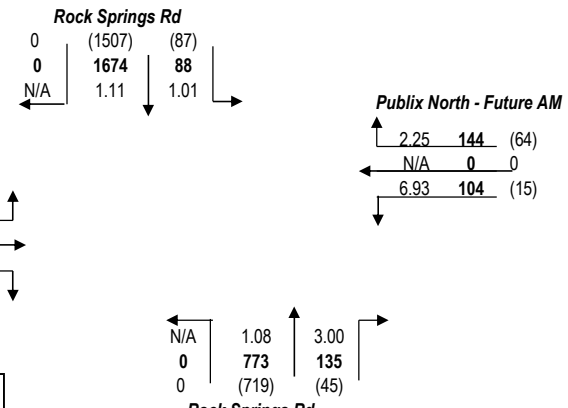
PROJECT TRAFFIC FOR Rock Springs Rd AT Publix North - Future AM

2021 INPUT TMCs COMPARED TO 2021 DHV



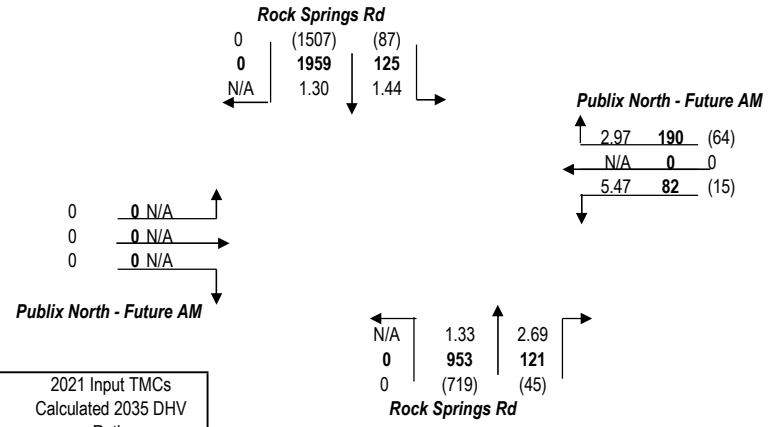
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



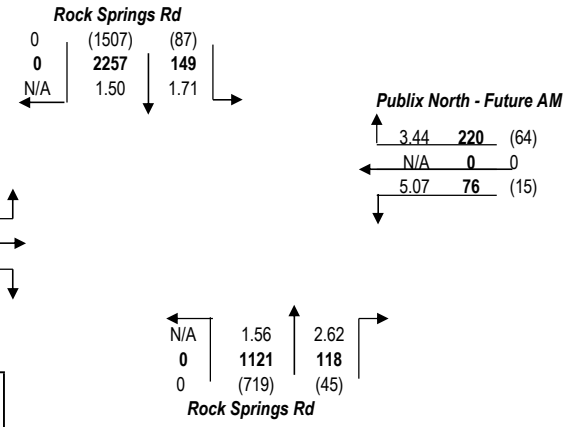
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

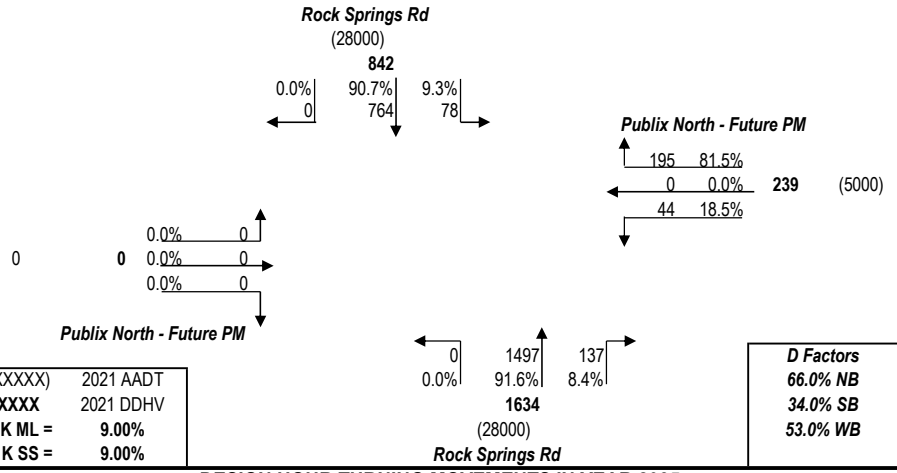
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Publix North - Future PM

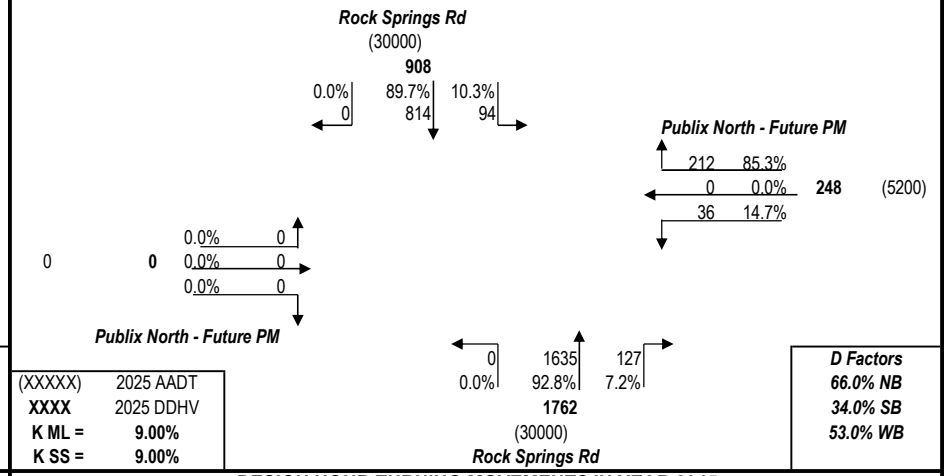
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
53.0% WB

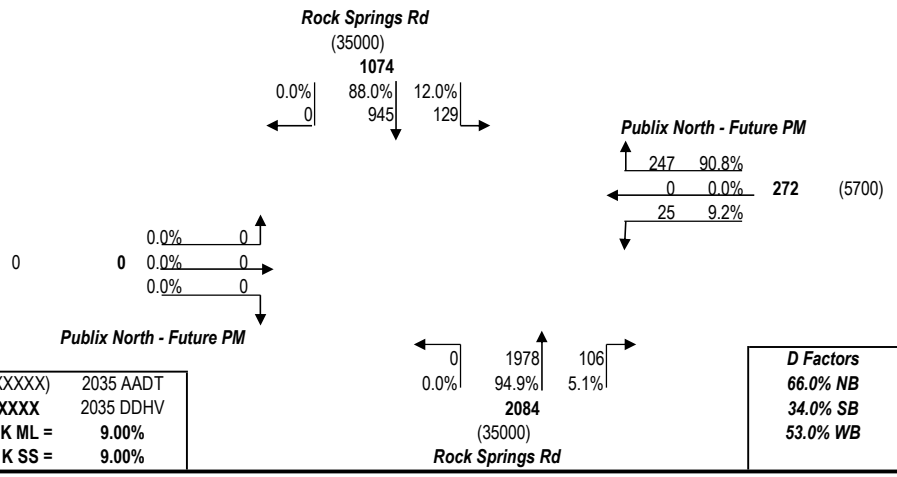
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
53.0% WB

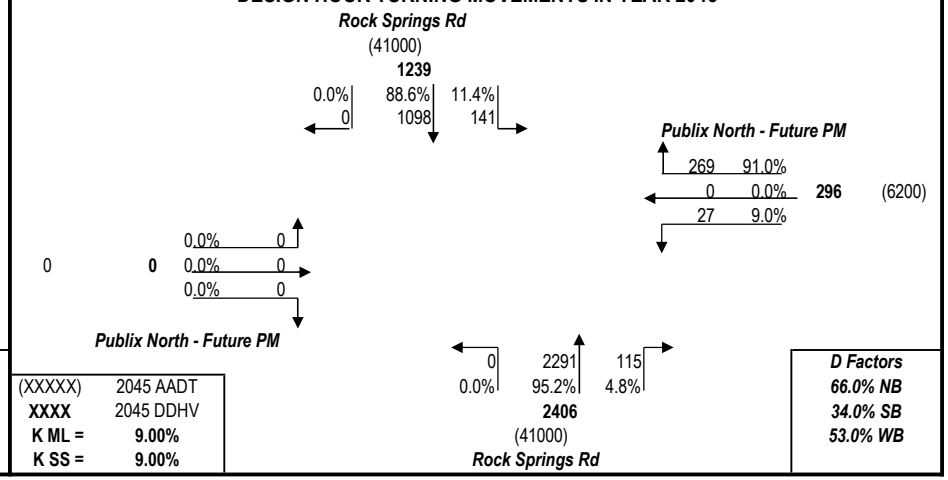
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
53.0% WB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

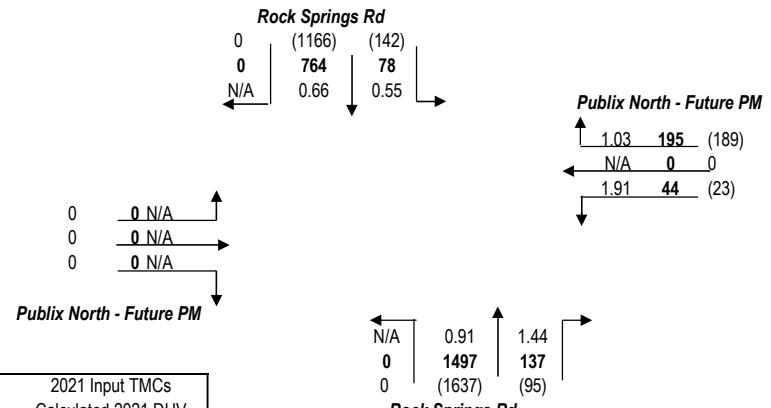


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
53.0% WB

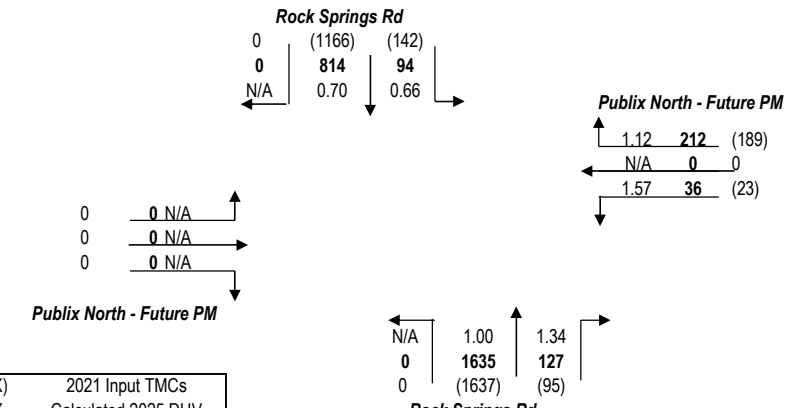
PROJECT TRAFFIC FOR Rock Springs Rd AT Publix North - Future PM

2021 INPUT TMCs COMPARED TO 2021 DHV



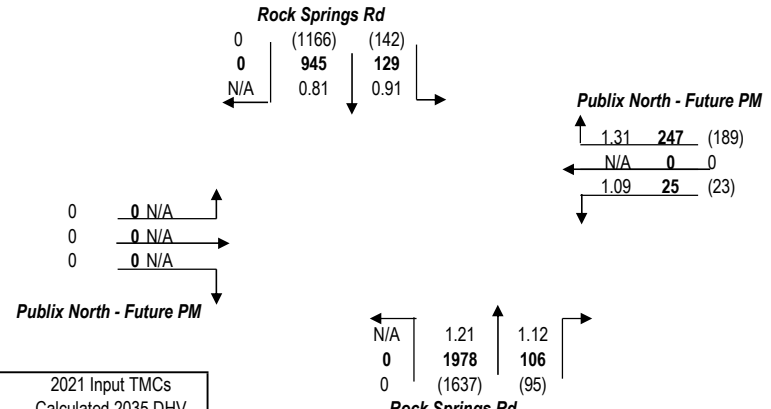
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



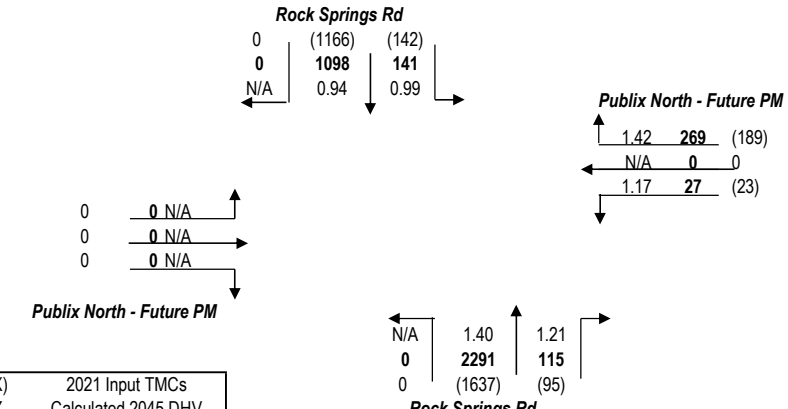
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Publix South - Future AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021

Rock Springs Rd
(28000)
1634

0.0% 0 | 99.6% 1627 | 0.4% 7

Publix South - Future AM
169 67.5%
0 0.0% **251** (4500)
82 32.5%

0 **0** 0.0% 0 | 0.0% 0 | 0.0% 0

Publix South - Future AM

0 | 693 | 149
0.0% | 82.3% | 17.7%
842
(28000)
Rock Springs Rd

(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
34.0% NB
66.0% SB
62.0% WB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Rock Springs Rd
(30000)
1762

0.0% 0 | 99.4% 1751 | 0.6% 11

Publix South - Future AM
199 76.1%
0 0.0% **261** (4700)
62 23.9%

0 **0** 0.0% 0 | 0.0% 0 | 0.0% 0

Publix South - Future AM

0 | 754 | 154
0.0% | 83.0% | 17.0%
908
(30000)
Rock Springs Rd

(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
34.0% NB
66.0% SB
62.0% WB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Rock Springs Rd
(35000)
2084

0.0% 0 | 98.0% 2042 | 2.0% 42

Publix South - Future AM
268 93.4%
0 0.0% **287** (5100)
19 6.6%

0 **0** 0.0% 0 | 0.0% 0 | 0.0% 0

Publix South - Future AM

0 | 928 | 146
0.0% | 86.4% | 13.6%
1074
(35000)
Rock Springs Rd

(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
34.0% NB
66.0% SB
62.0% WB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Rock Springs Rd
(41000)
2406

0.0% 0 | 97.8% 2353 | 2.2% 53

Publix South - Future AM
295 94.6%
0 0.0% **312** (5600)
17 5.4%

0 **0** 0.0% 0 | 0.0% 0 | 0.0% 0

Publix South - Future AM

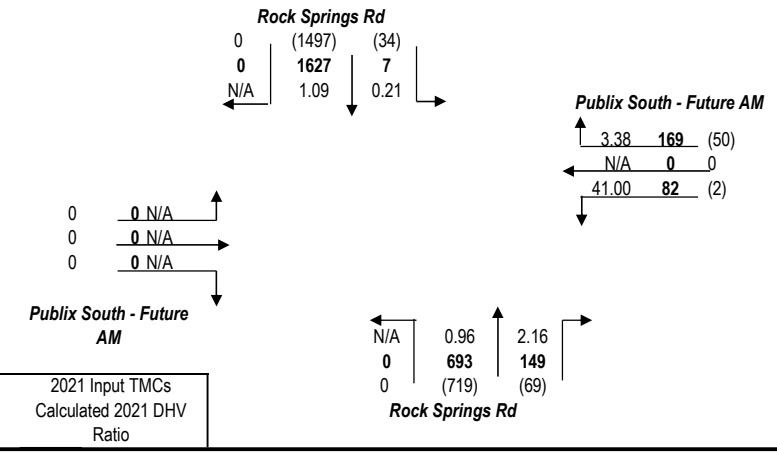
0 | 1087 | 152
0.0% | 87.7% | 12.3%
1239
(41000)
Rock Springs Rd

(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
34.0% NB
66.0% SB
62.0% WB

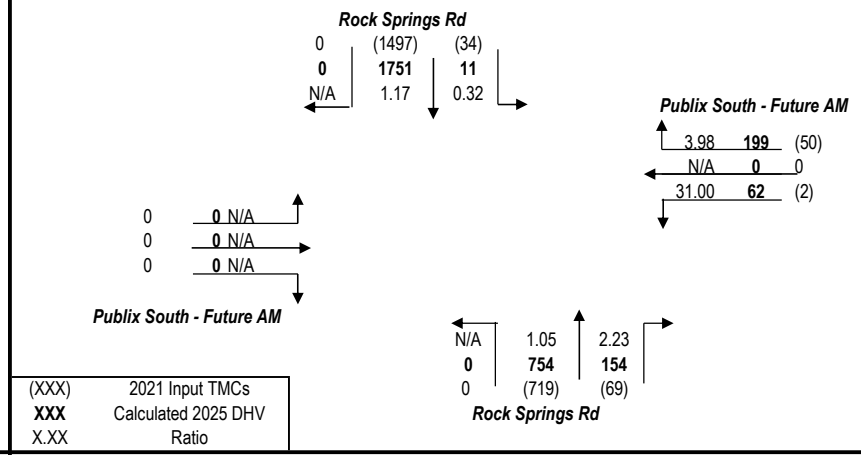
PROJECT TRAFFIC FOR Rock Springs Rd AT Publix South - Future AM

2021 INPUT TMCs COMPARED TO 2021 DHV



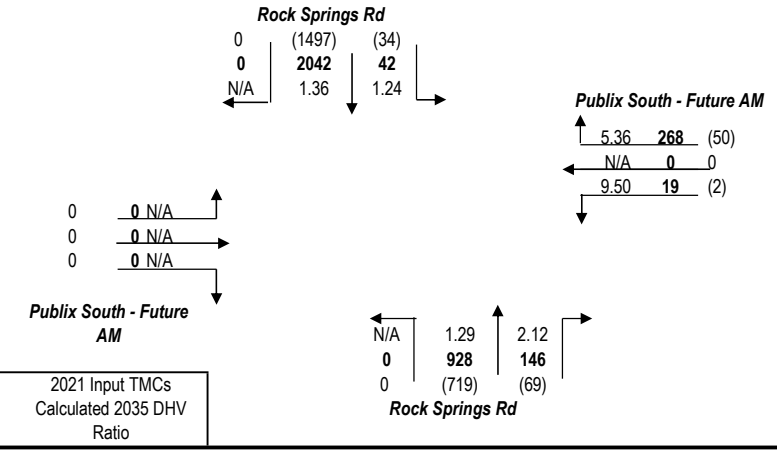
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



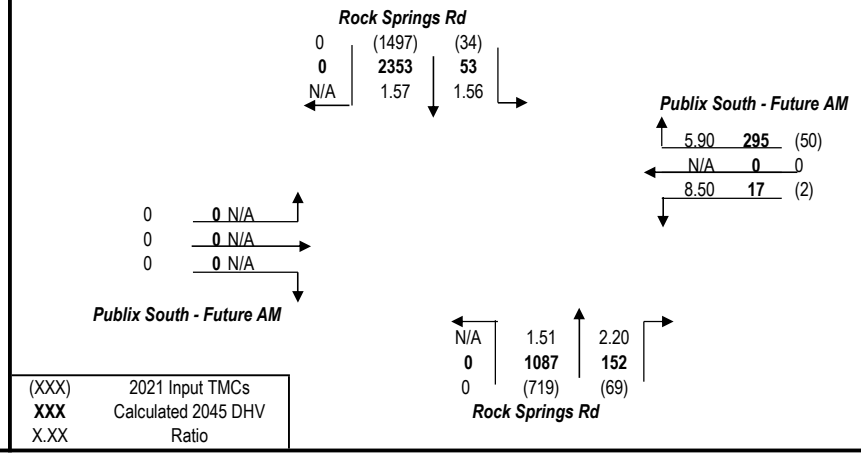
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

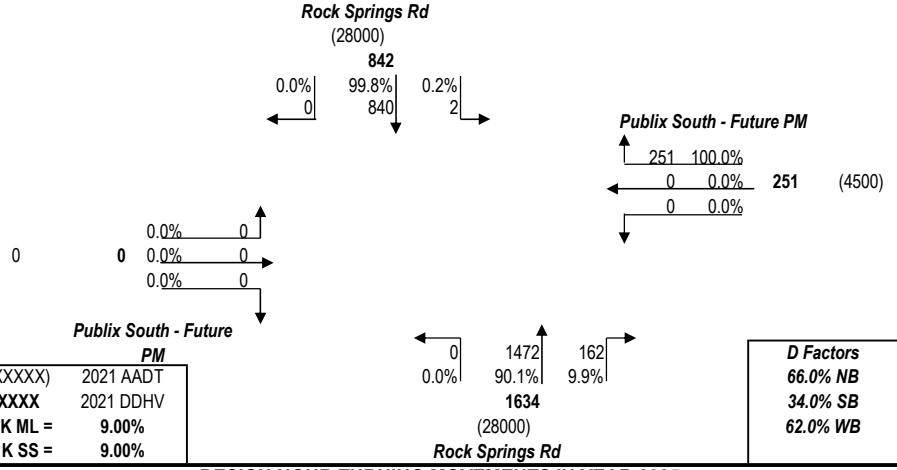
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Publix South - Future PM

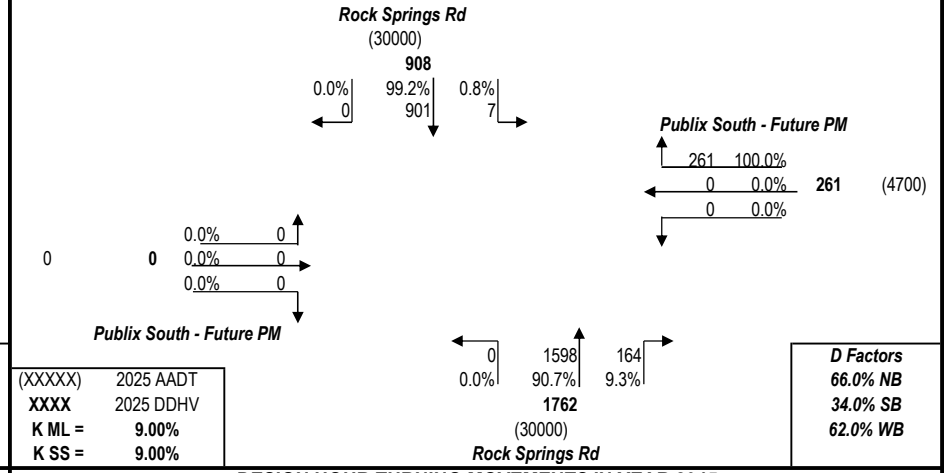
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
62.0% WB

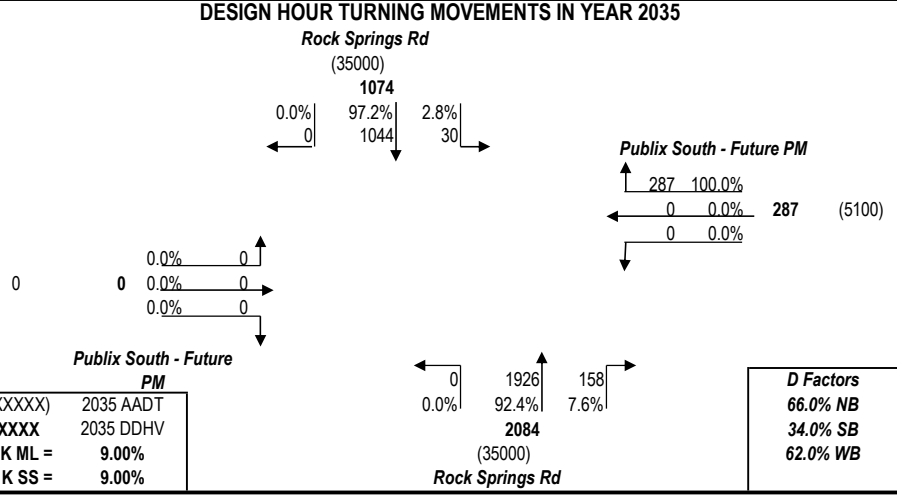
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
62.0% WB

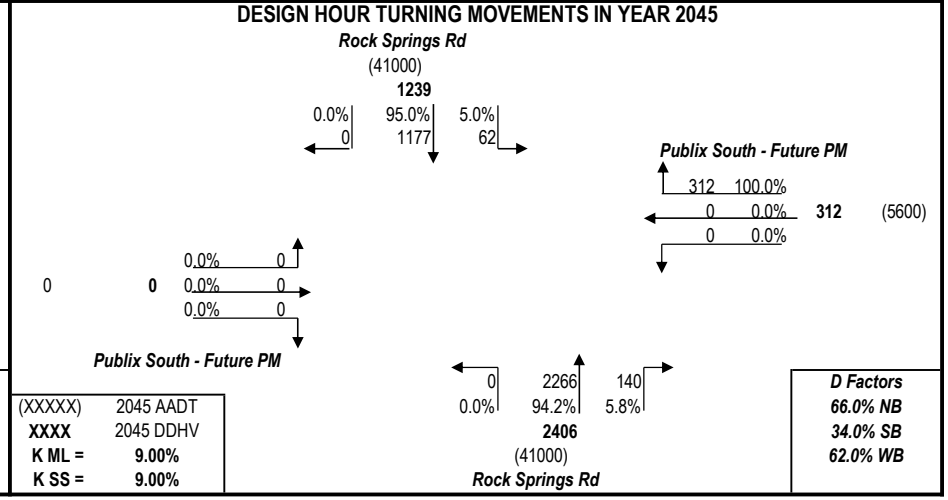
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
62.0% WB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

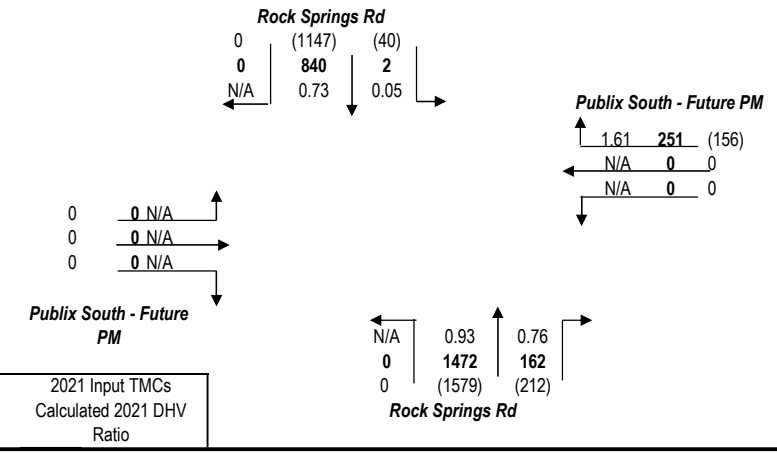


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	9.00%
K SS =	9.00%

D Factors
66.0% NB
34.0% SB
62.0% WB

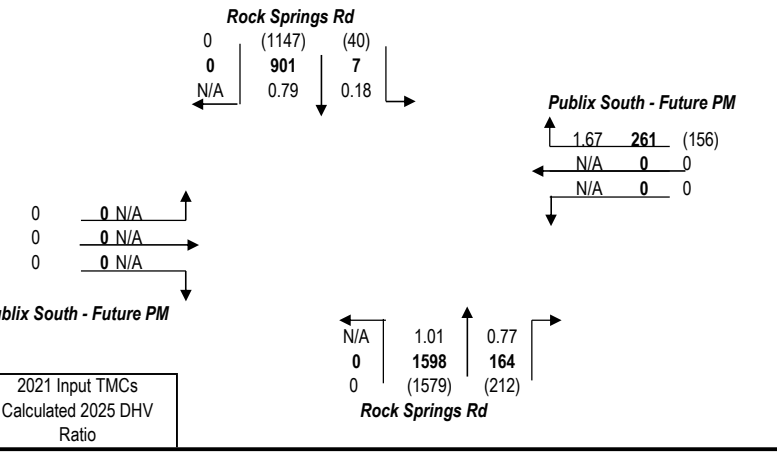
PROJECT TRAFFIC FOR Rock Springs Rd AT Publix South - Future PM

2021 INPUT TMCs COMPARED TO 2021 DHV



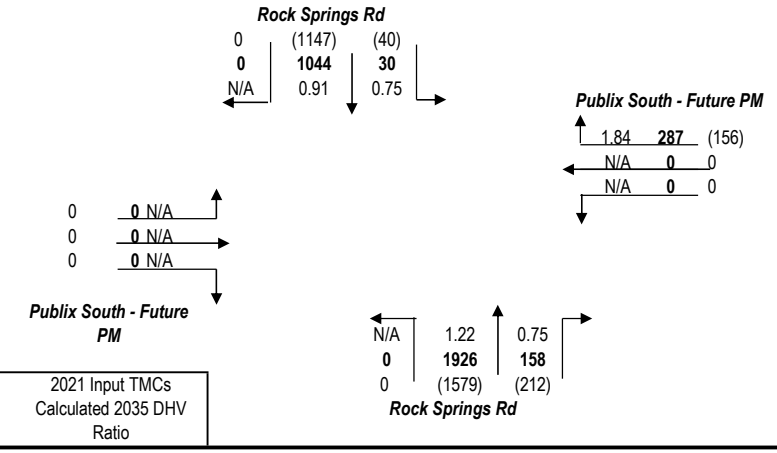
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



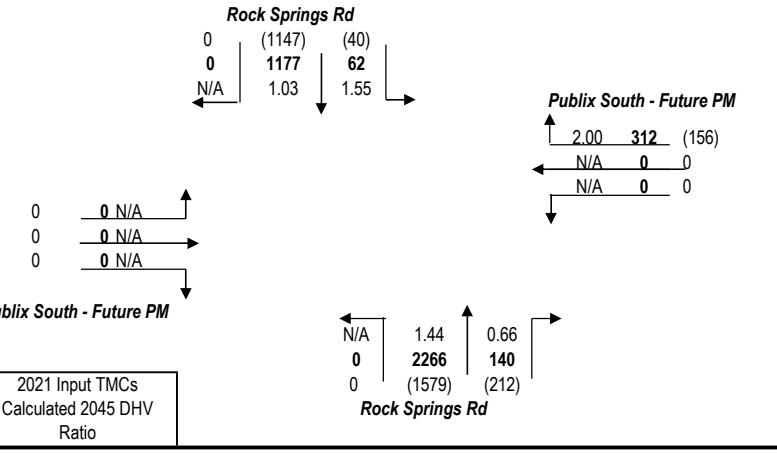
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

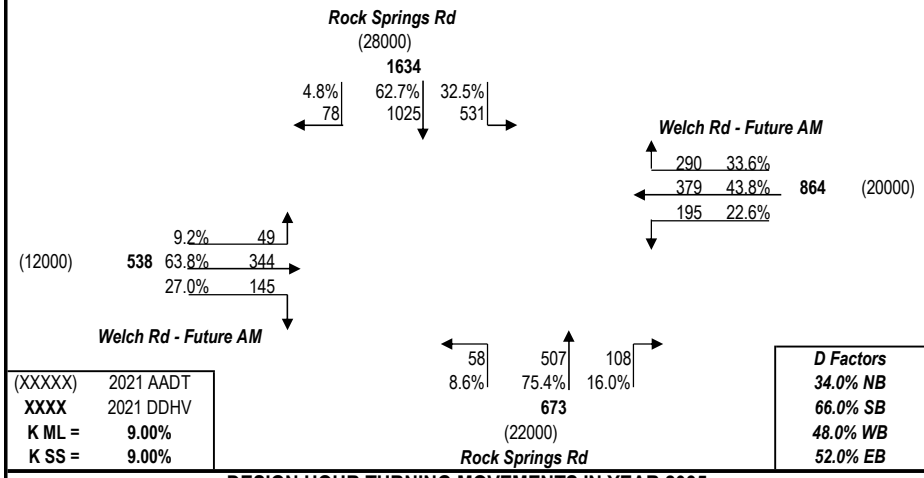
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Welch Rd - Future AM

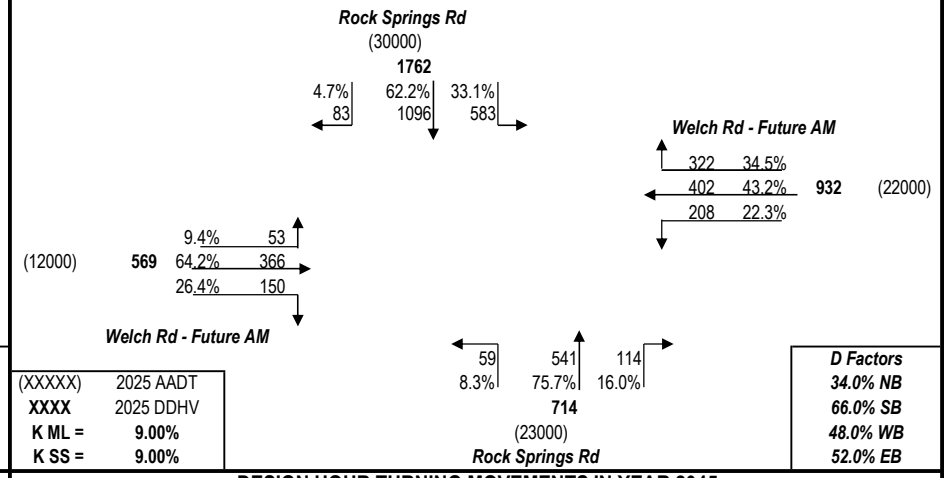
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
34.0% NB
66.0% SB
48.0% WB
52.0% EB

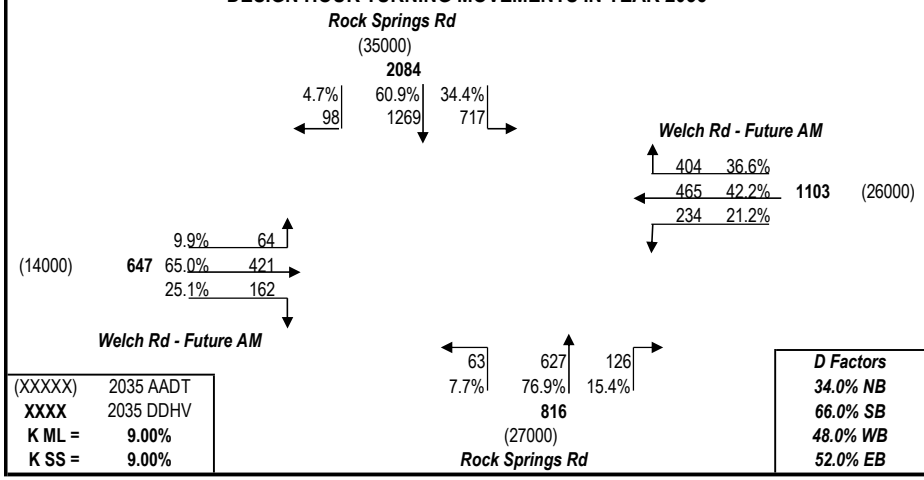
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
34.0% NB
66.0% SB
48.0% WB
52.0% EB

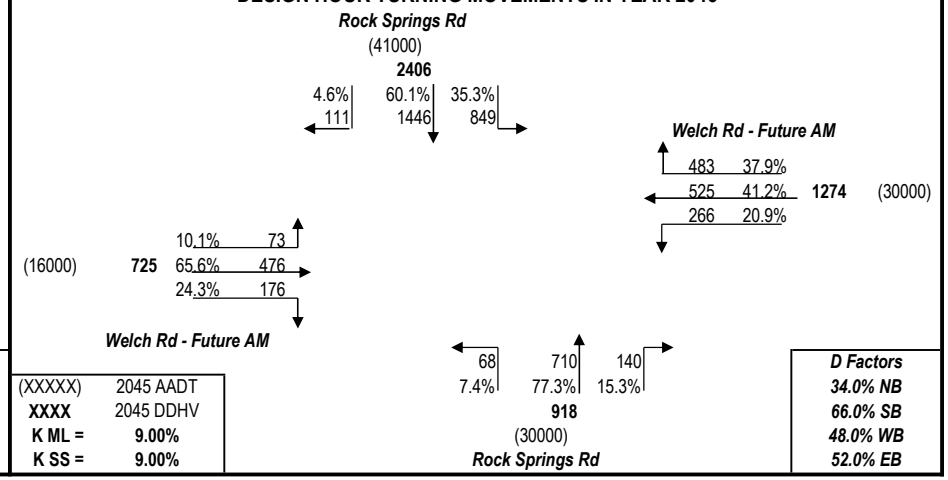
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
34.0% NB
66.0% SB
48.0% WB
52.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

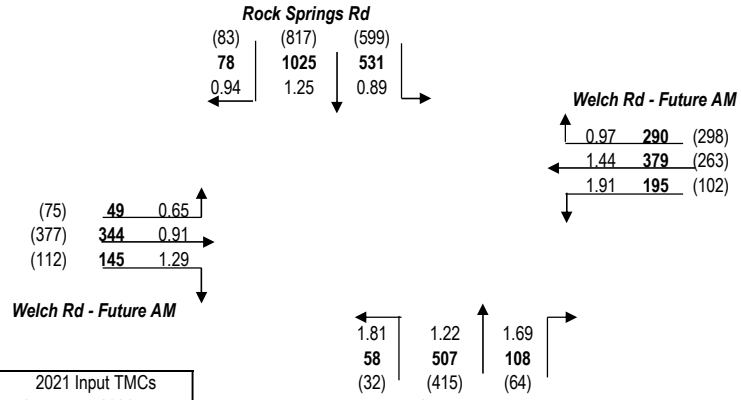


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
34.0% NB
66.0% SB
48.0% WB
52.0% EB

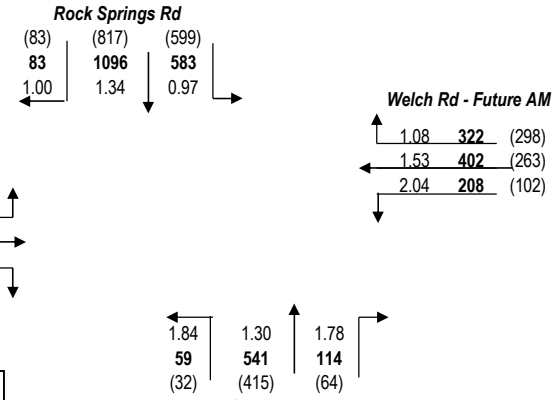
PROJECT TRAFFIC FOR Rock Springs Rd AT Welch Rd - Future AM

2021 INPUT TMCs COMPARED TO 2021 DHV



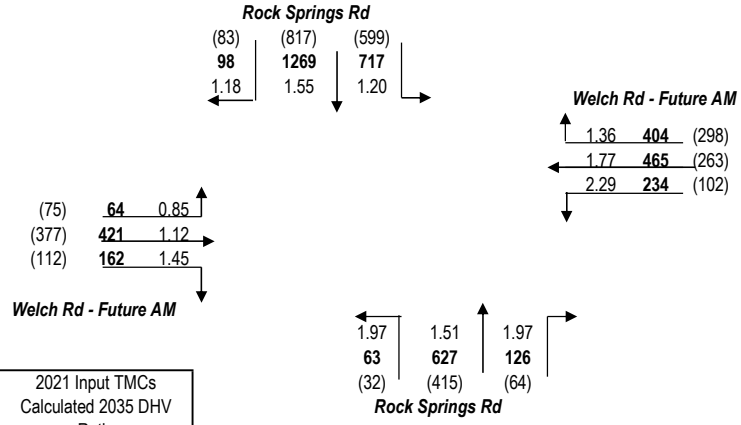
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



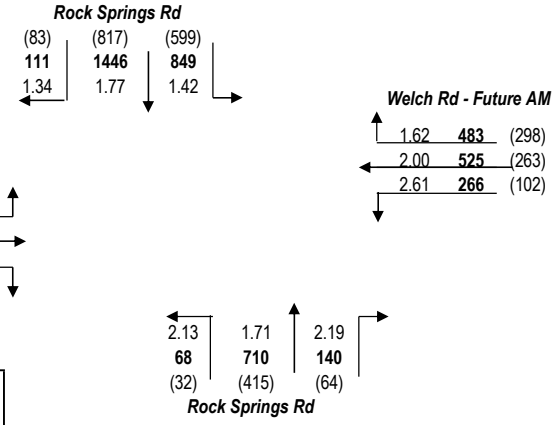
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

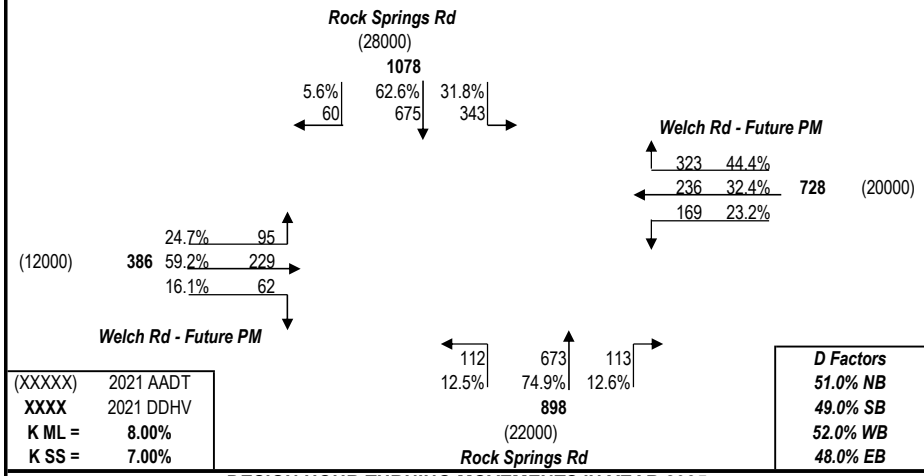
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Welch Rd - Future PM

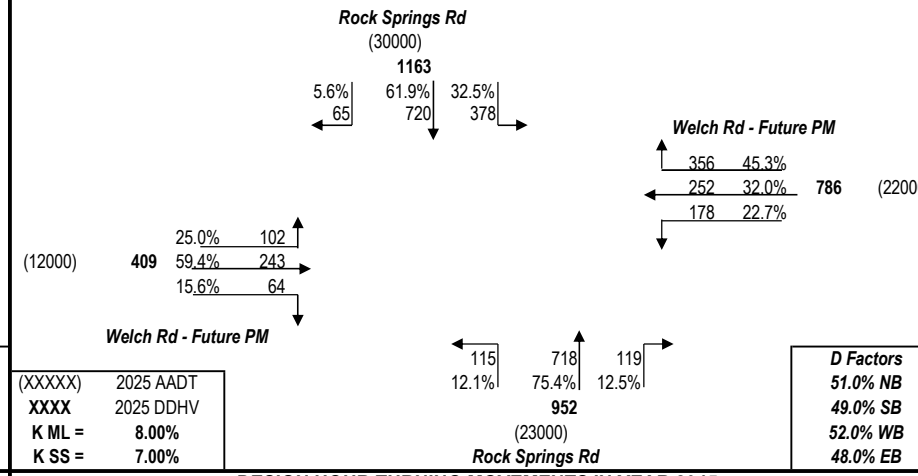
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	8.00%
K SS =	7.00%

D Factors
51.0% NB
49.0% SB
52.0% WB
48.0% EB

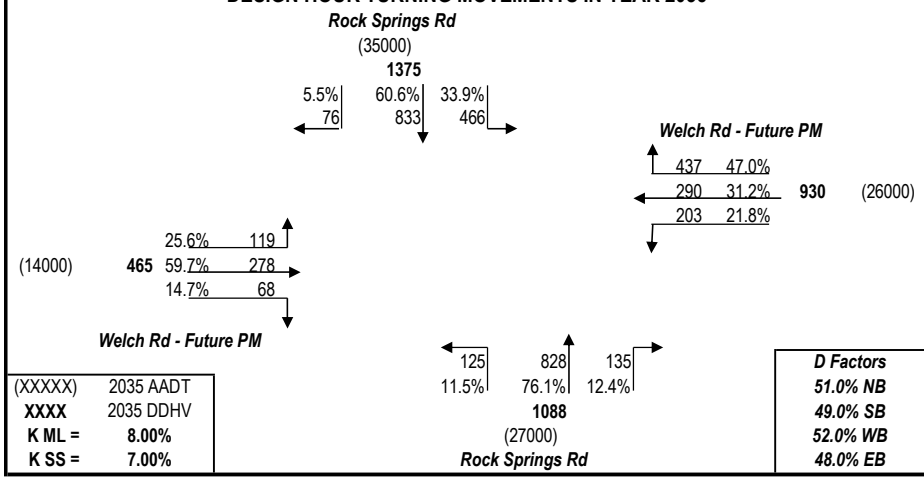
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	8.00%
K SS =	7.00%

D Factors
51.0% NB
49.0% SB
52.0% WB
48.0% EB

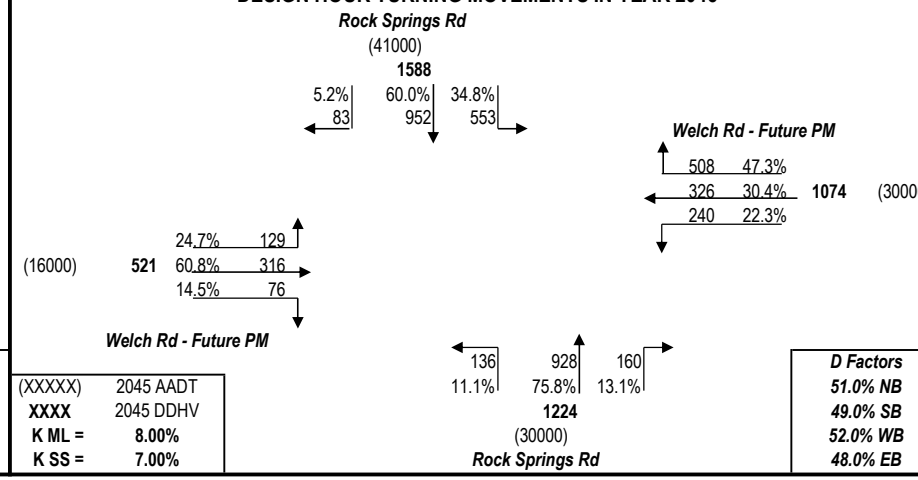
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	8.00%
K SS =	7.00%

D Factors
51.0% NB
49.0% SB
52.0% WB
48.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

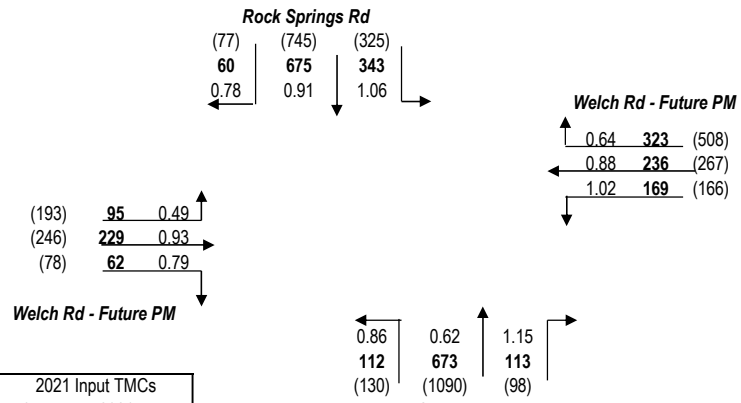


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	8.00%
K SS =	7.00%

D Factors
51.0% NB
49.0% SB
52.0% WB
48.0% EB

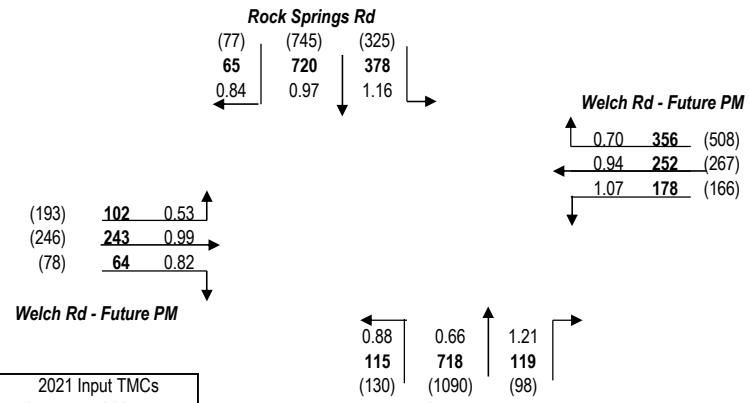
PROJECT TRAFFIC FOR Rock Springs Rd AT Welch Rd - Future PM

2021 INPUT TMCs COMPARED TO 2021 DHV



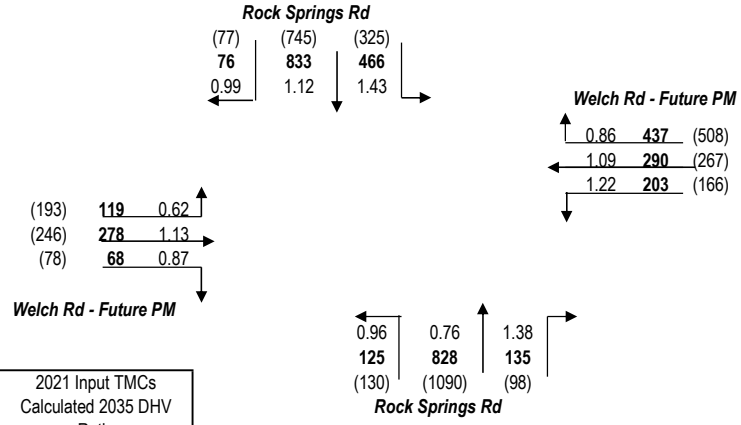
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



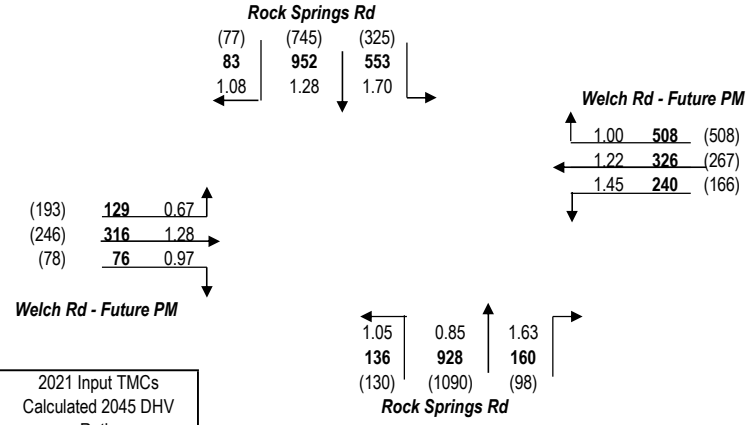
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Nightingale St - Future AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021

Rock Springs Rd
(22000)
898

0.7% 6 | 99.3% 892 | 0.0% 0

Nightingale St - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

(300) **17** 39.0% 7 / 0.0% 0 / 61.0% 10

Nightingale St - Future AM

3 0.4% | 859 99.6% | 0 0.0%

862
(22000)
Rock Springs Rd

(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	**8.00%**
K SS =	**9.00%**

D Factors
49.0% NB
51.0% SB
64.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Rock Springs Rd
(23000)
952

0.7% 7 | 99.3% 945 | 0.0% 0

Nightingale St - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

(310) **18** 39.0% 7 / 0.0% 0 / 61.0% 11

Nightingale St - Future AM

4 0.4% | 911 99.6% | 0 0.0%

915
(23000)
Rock Springs Rd

(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**8.00%**
K SS =	**9.00%**

D Factors
49.0% NB
51.0% SB
64.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Rock Springs Rd
(27000)
1088

0.6% 7 | 99.4% 1081 | 0.0% 0

Nightingale St - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

(330) **19** 39.0% 7 / 0.0% 0 / 61.0% 12

Nightingale St - Future AM

4 0.4% | 1041 99.6% | 0 0.0%

1045
(27000)
Rock Springs Rd

(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**8.00%**
K SS =	**9.00%**

D Factors
49.0% NB
51.0% SB
64.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Rock Springs Rd
(30000)
1224

0.6% 7 | 99.4% 1217 | 0.0% 0

Nightingale St - Future AM
0 0.0%
0 0.0% **0** 0
0 0.0%

(350) **20** 39.0% 8 / 0.0% 0 / 61.0% 12

Nightingale St - Future AM

4 0.3% | 1172 99.7% | 0 0.0%

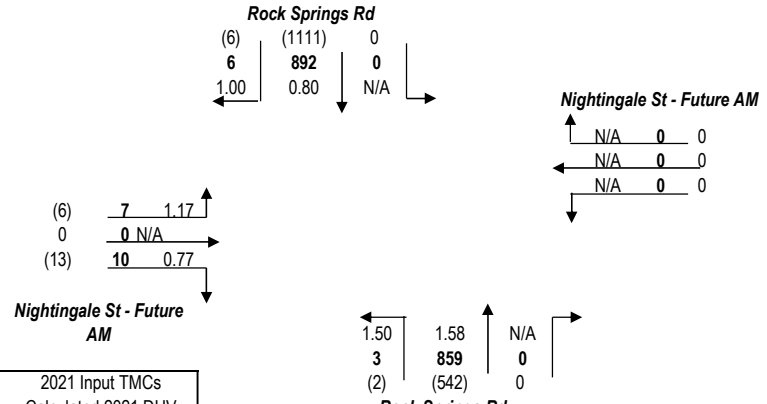
1176
(30000)
Rock Springs Rd

(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**8.00%**
K SS =	**9.00%**

D Factors
49.0% NB
51.0% SB
64.0% EB

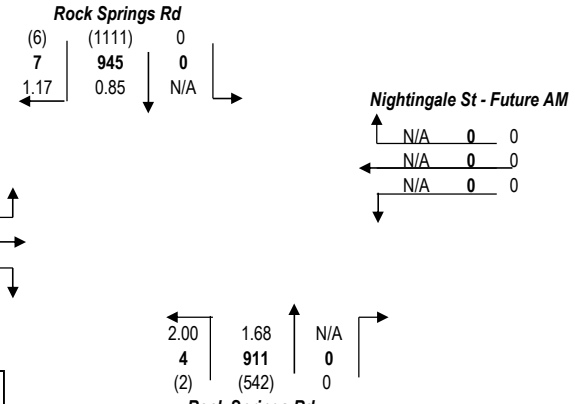
PROJECT TRAFFIC FOR Rock Springs Rd AT Nightingale St - Future AM

2021 INPUT TMCs COMPARED TO 2021 DHV



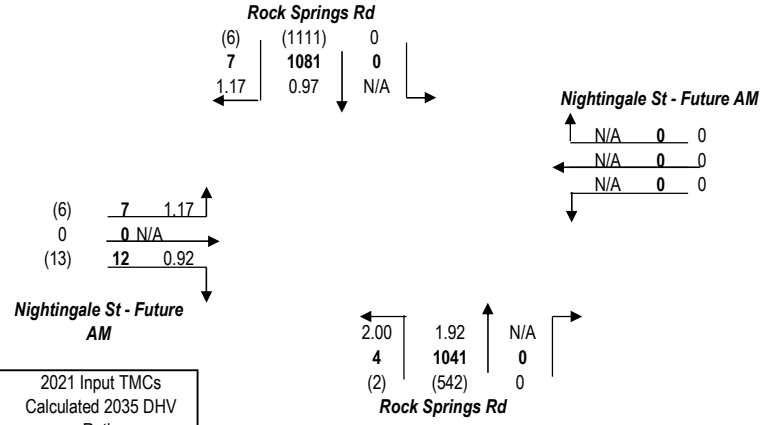
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



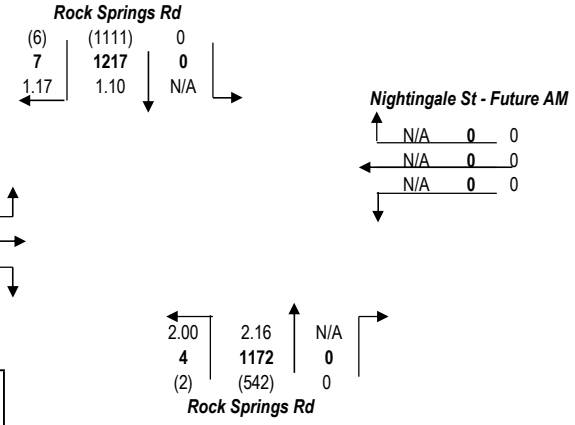
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Nightingale St - Future PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021

Rock Springs Rd
(22000)
862

0.7% 6 | 99.3% 856 | 0.0% 0

Nightingale St - Future PM
0 0.0%
0 0.0% **0** 0
0 0.0%

(300) **17**
23.8% 4
0.0% 0
76.2% 13

Nightingale St - Future PM

4 894 0
0.5% 99.5% 0.0%
898
(22000)
Rock Springs Rd

(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	**8.00%**
K SS =	**9.00%**

D Factors
51.0% NB
49.0% SB
64.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Rock Springs Rd
(23000)
915

0.6% 5 | 99.4% 910 | 0.0% 0

Nightingale St - Future PM
0 0.0%
0 0.0% **0** 0
0 0.0%

(310) **18**
23.7% 4
0.0% 0
76.3% 14

Nightingale St - Future PM

4 948 0
0.4% 99.6% 0.0%
952
(23000)
Rock Springs Rd

(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**8.00%**
K SS =	**9.00%**

D Factors
51.0% NB
49.0% SB
64.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Rock Springs Rd
(27000)
1045

0.6% 6 | 99.4% 1039 | 0.0% 0

Nightingale St - Future PM
0 0.0%
0 0.0% **0** 0
0 0.0%

(330) **19**
23.7% 5
0.0% 0
76.3% 14

Nightingale St - Future PM

4 1084 0
0.4% 99.6% 0.0%
1088
(27000)
Rock Springs Rd

(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**8.00%**
K SS =	**9.00%**

D Factors
51.0% NB
49.0% SB
64.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Rock Springs Rd
(30000)
1176

0.5% 6 | 99.5% 1170 | 0.0% 0

Nightingale St - Future PM
0 0.0%
0 0.0% **0** 0
0 0.0%

(350) **20**
23.7% 5
0.0% 0
76.3% 15

Nightingale St - Future PM

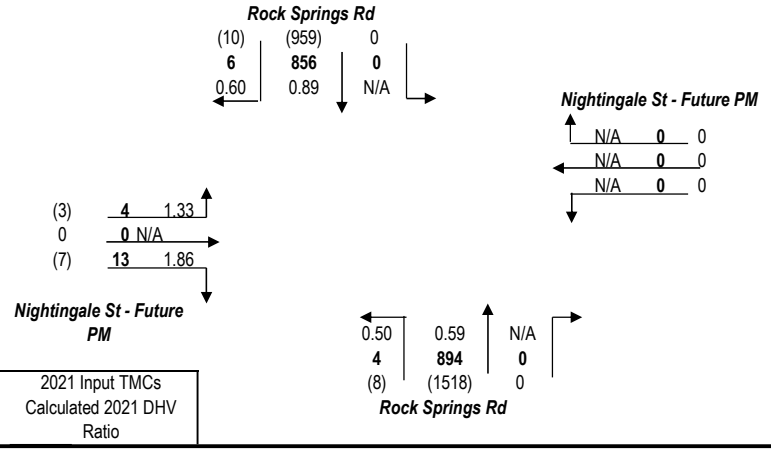
5 1219 0
0.4% 99.6% 0.0%
1224
(30000)
Rock Springs Rd

(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**8.00%**
K SS =	**9.00%**

D Factors
51.0% NB
49.0% SB
64.0% EB

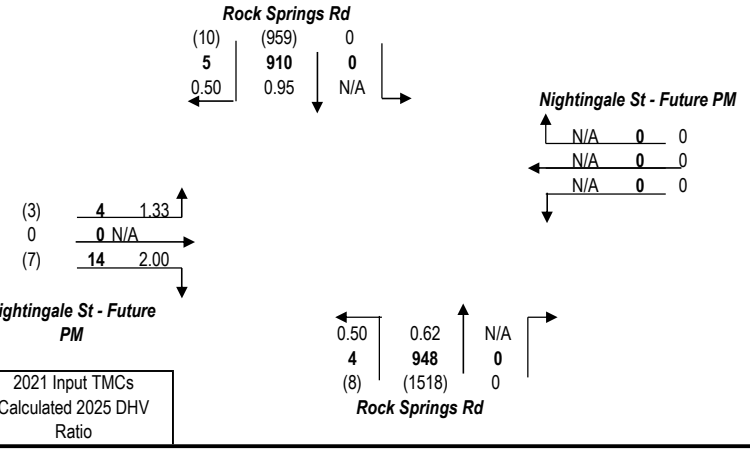
PROJECT TRAFFIC FOR Rock Springs Rd AT Nightingale St - Future PM

2021 INPUT TMCs COMPARED TO 2021 DHV



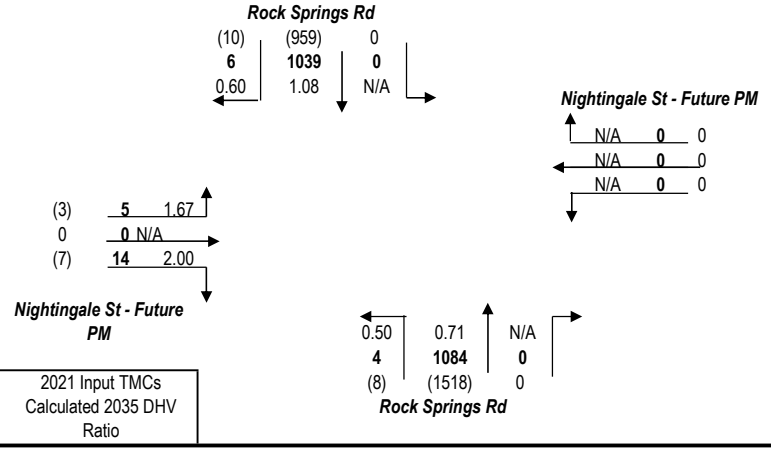
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



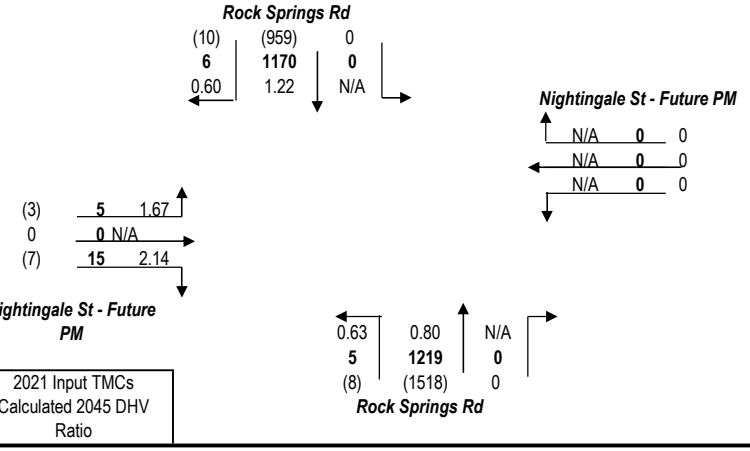
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

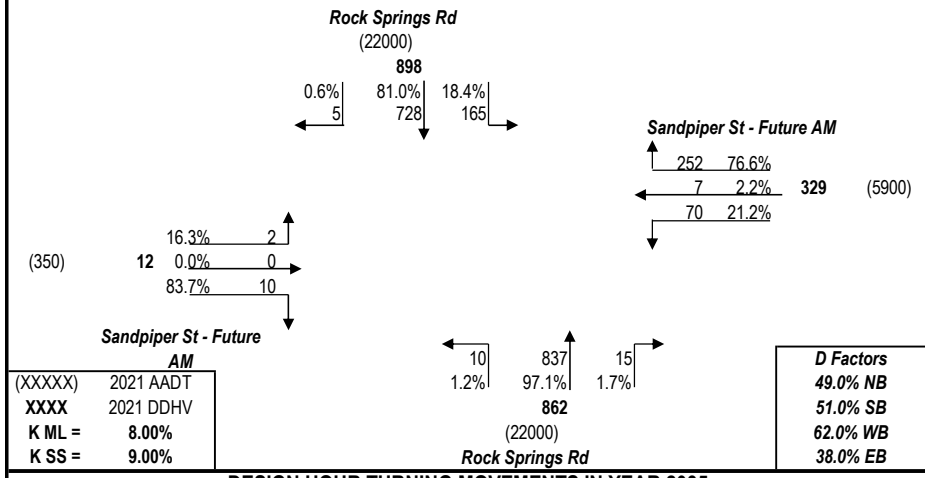
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Sandpiper St - Future AM

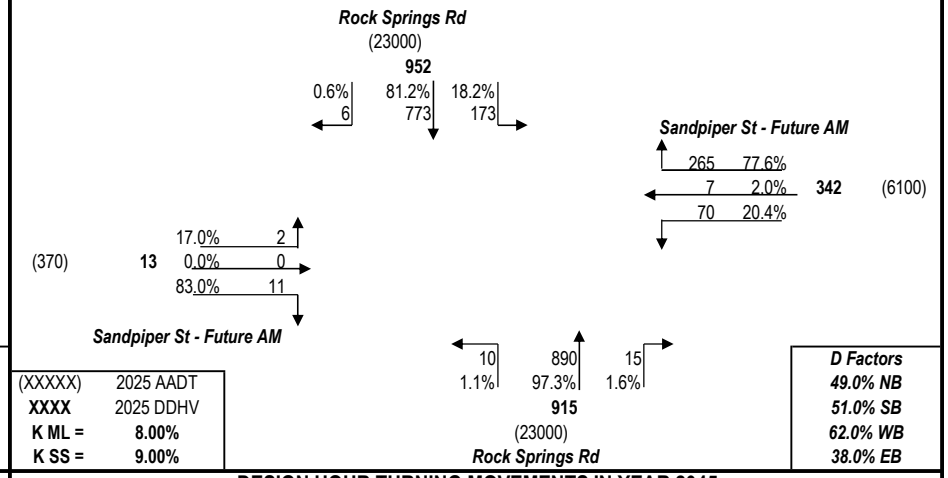
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	8.00%
K SS =	9.00%

D Factors
49.0% NB
51.0% SB
62.0% WB
38.0% EB

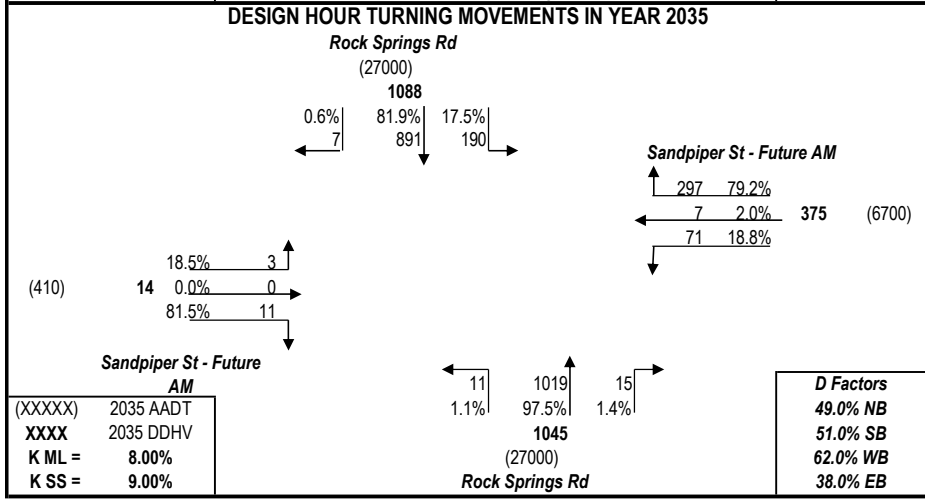
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	8.00%
K SS =	9.00%

D Factors
49.0% NB
51.0% SB
62.0% WB
38.0% EB

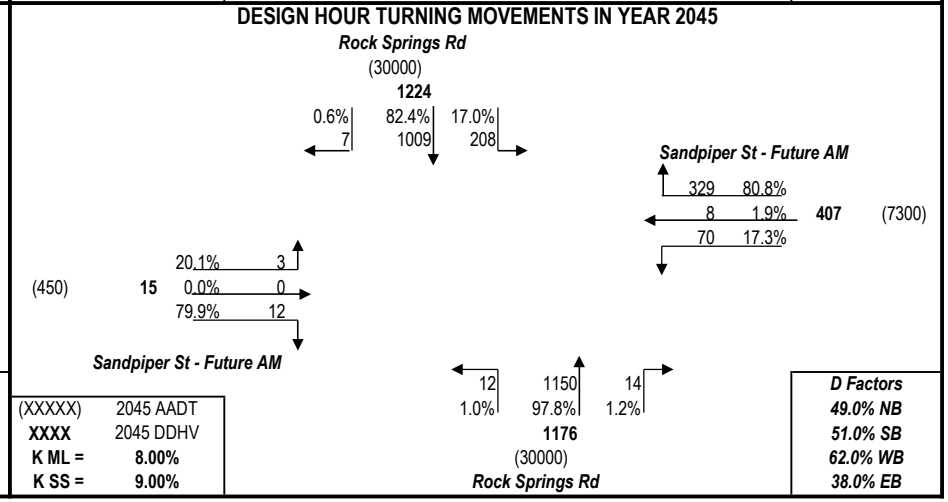
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	8.00%
K SS =	9.00%

D Factors
49.0% NB
51.0% SB
62.0% WB
38.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

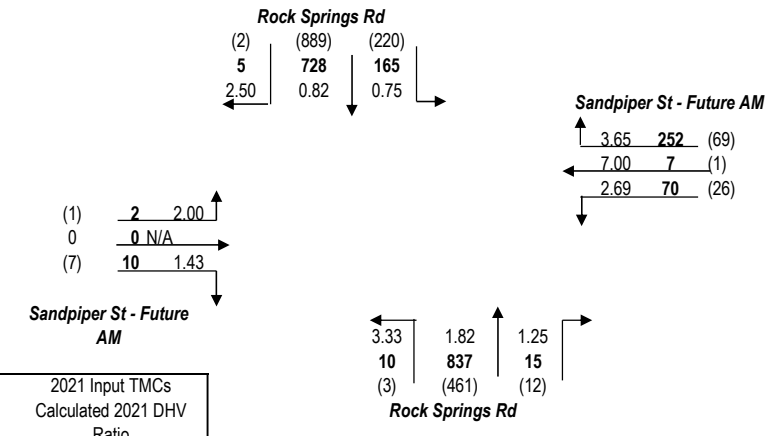


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	8.00%
K SS =	9.00%

D Factors
49.0% NB
51.0% SB
62.0% WB
38.0% EB

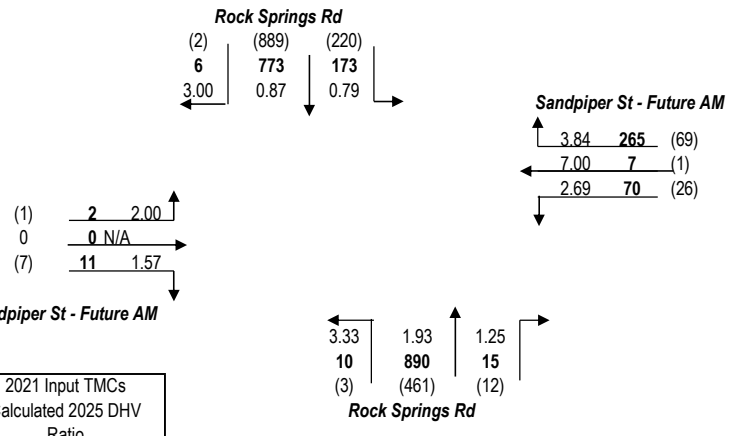
PROJECT TRAFFIC FOR Rock Springs Rd AT Sandpiper St - Future AM

2021 INPUT TMCs COMPARED TO 2021 DHV



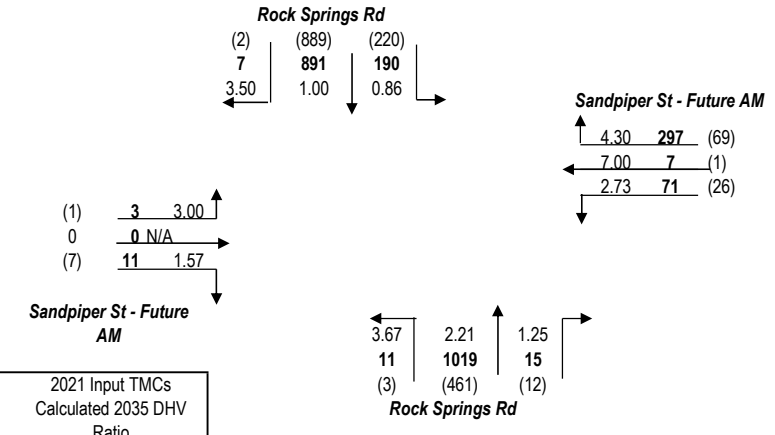
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



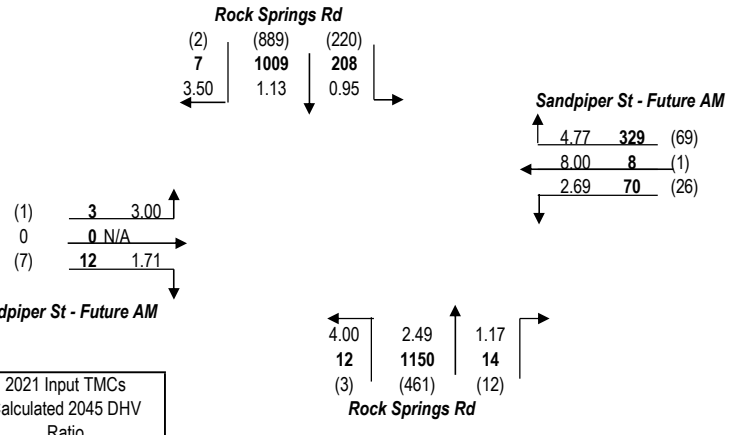
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

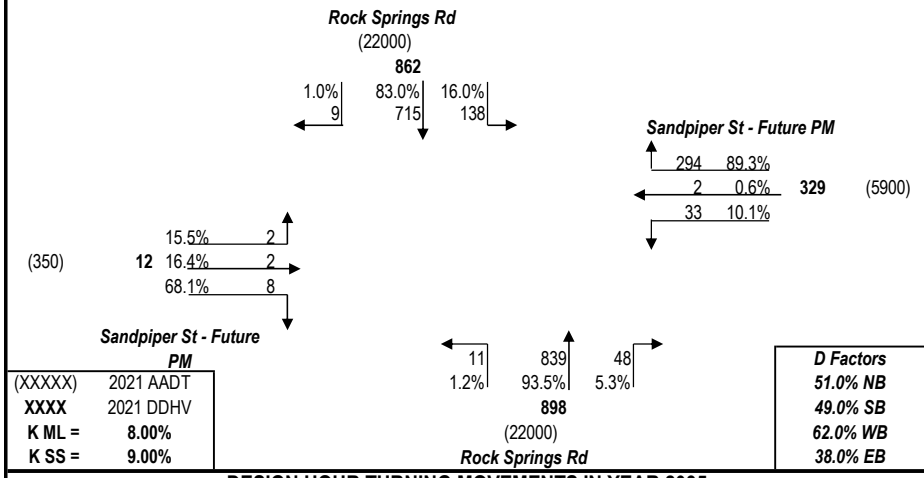
2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

PROJECT TRAFFIC FOR Rock Springs Rd AT Sandpiper St - Future PM

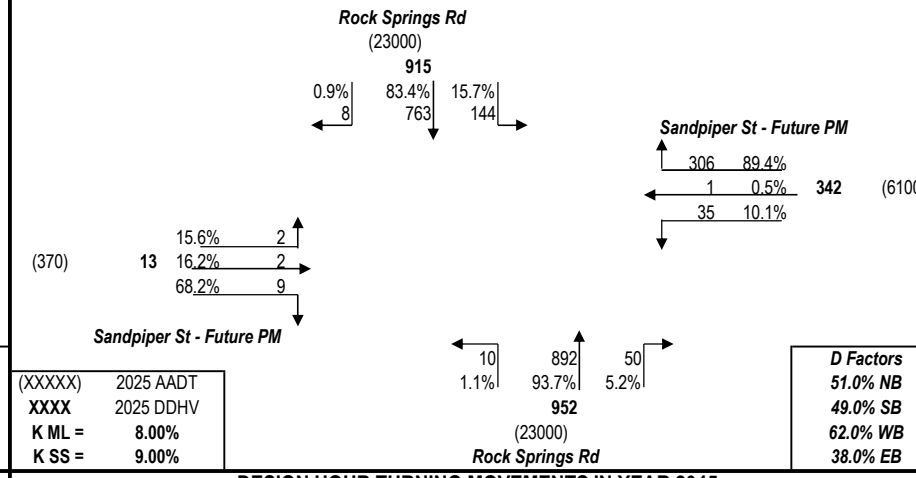
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2021



(XXXXX)	2021 AADT
XXXX	2021 DDHV
K ML =	8.00%
K SS =	9.00%

D Factors
51.0% NB
49.0% SB
62.0% WB
38.0% EB

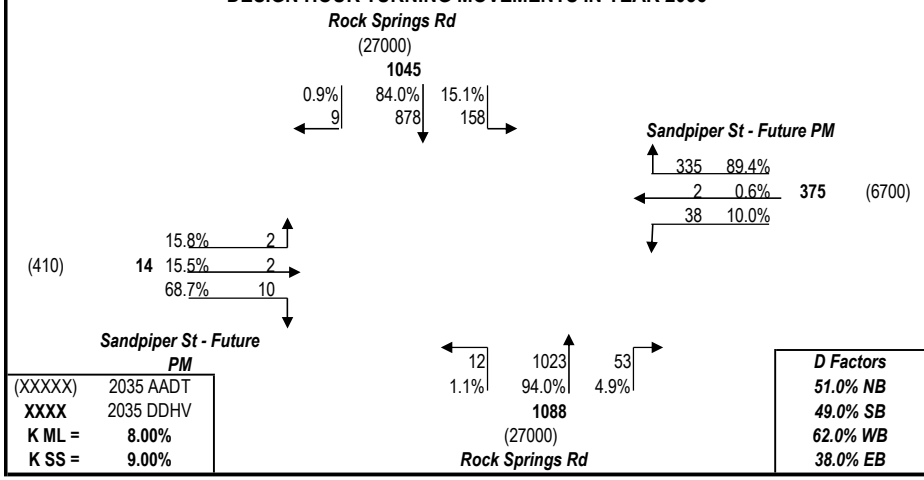
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	8.00%
K SS =	9.00%

D Factors
51.0% NB
49.0% SB
62.0% WB
38.0% EB

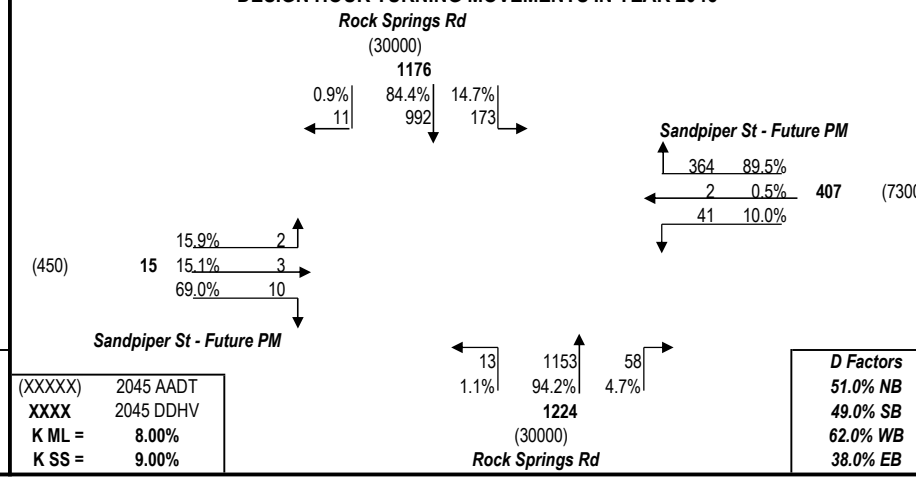
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	8.00%
K SS =	9.00%

D Factors
51.0% NB
49.0% SB
62.0% WB
38.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

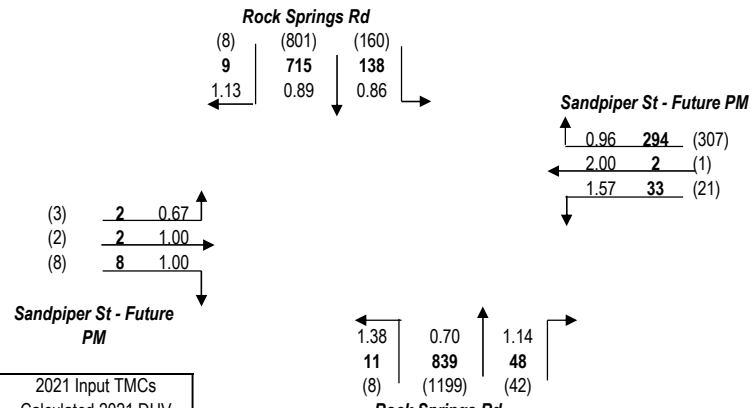


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	8.00%
K SS =	9.00%

D Factors
51.0% NB
49.0% SB
62.0% WB
38.0% EB

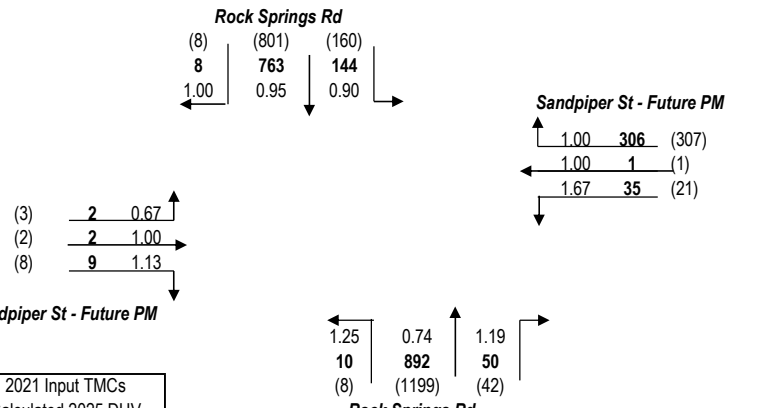
PROJECT TRAFFIC FOR Rock Springs Rd AT Sandpiper St - Future PM

2021 INPUT TMCs COMPARED TO 2021 DHV



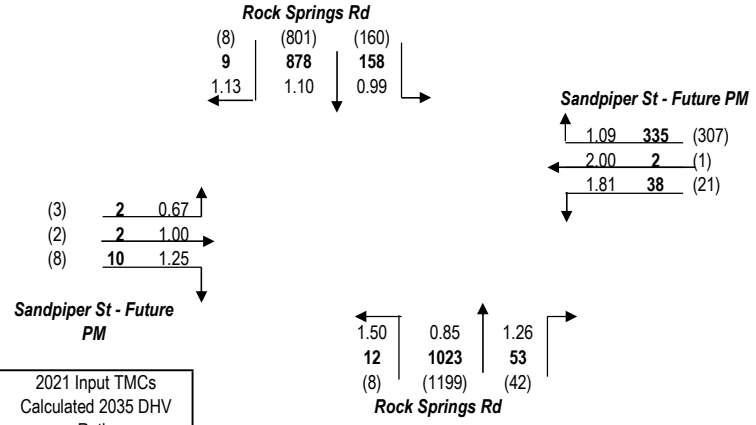
(XXX)	2021 Input TMCs
XXX	Calculated 2021 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2025 DHV



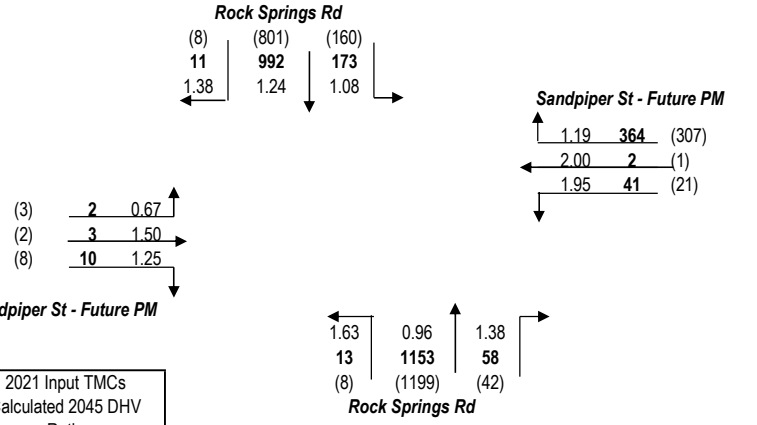
(XXX)	2021 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

2021 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2021 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

Appendix K

No Build Synchro

2025 AM No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	0	243	1	1	0	163	747	1	0	1287	22
Future Volume (veh/h)	21	0	243	1	1	0	163	747	1	0	1287	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	418	418	1900	1856	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	24	0	276	1	1	0	185	849	1	0	1462	25
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	4	0	100	100	0	3	6	0	0	6	0
Cap, veh/h	339	0	292	0	0	0	241	2240	3	400	1736	30
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.07	0.64	0.64	0.00	0.50	0.50
Sat Flow, veh/h	1810	0	1560	204	204	0	1767	3527	4	1810	3462	59
Grp Volume(v), veh/h	24	0	276	2	0	0	185	414	436	0	726	761
Grp Sat Flow(s),veh/h/ln	1810	0	1560	408	0	0	1767	1721	1810	1810	1721	1800
Q Serve(g_s), s	1.2	0.0	18.6	0.2	0.0	0.0	5.1	12.3	12.3	0.0	38.8	38.9
Cycle Q Clear(g_c), s	1.2	0.0	18.6	0.2	0.0	0.0	5.1	12.3	12.3	0.0	38.8	38.9
Prop In Lane	1.00		1.00	0.50		0.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	339	0	292	1	0	0	241	1093	1150	400	863	903
V/C Ratio(X)	0.07	0.00	0.94	2.27	0.00	0.00	0.77	0.38	0.38	0.00	0.84	0.84
Avail Cap(c_a), veh/h	339	0	292	115	0	0	612	1093	1150	907	968	1012
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	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	42.8	53.2	0.0	0.0	22.5	9.4	9.4	0.0	22.9	23.0
Incr Delay (d2), s/veh	0.1	0.0	37.8	1017.1	0.0	0.0	5.1	0.3	0.3	0.0	6.6	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(95%),veh/ln	0.9	0.0	15.3	0.5	0.0	0.0	4.6	7.3	7.7	0.0	22.2	23.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	80.6	1070.4	0.0	0.0	27.6	9.7	9.6	0.0	29.6	29.4
LnGrp LOS	D	A	F	F	A	A	C	A	A	A	C	C
Approach Vol, veh/h		300			2			1035			1487	
Approach Delay, s/veh		77.0			1070.4			12.9			29.5	
Approach LOS		E			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	74.5		26.0	14.3	60.2		6.2
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	30.0	60.0		20.0	30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	14.3		20.6	7.1	40.9		2.2
Green Ext Time (p_c), s	0.0	8.6		0.0	0.5	12.6		0.0

Intersection Summary			
HCM 6th Ctrl Delay			29.2
HCM 6th LOS			C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	395	136	123	284	329	45	483	87	624	882	88
Future Volume (veh/h)	80	395	136	123	284	329	45	483	87	624	882	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1826	1856	1870	1826	1870	1752	1811	1826	1856	1811	1826
Adj Flow Rate, veh/h	90	444	153	138	319	370	51	543	98	701	991	99
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, %	3	5	3	2	5	2	10	6	5	3	6	5
Cap, veh/h	146	263	226	188	305	265	243	870	156	686	1797	179
Arrive On Green	0.06	0.14	0.14	0.08	0.17	0.17	0.03	0.30	0.30	0.30	0.57	0.57
Sat Flow, veh/h	1767	1826	1572	1781	1826	1585	1668	2913	524	1767	3159	316
Grp Volume(v), veh/h	90	444	153	138	319	370	51	320	321	701	540	550
Grp Sat Flow(s),veh/h/ln	1767	1826	1572	1781	1826	1585	1668	1721	1717	1767	1721	1754
Q Serve(g_s), s	6.6	22.0	14.1	10.0	25.6	25.6	3.2	24.5	24.7	46.0	30.1	30.2
Cycle Q Clear(g_c), s	6.6	22.0	14.1	10.0	25.6	25.6	3.2	24.5	24.7	46.0	30.1	30.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.18
Lane Grp Cap(c), veh/h	146	263	226	188	305	265	243	514	513	686	979	998
V/C Ratio(X)	0.62	1.69	0.68	0.73	1.05	1.40	0.21	0.62	0.63	1.02	0.55	0.55
Avail Cap(c_a), veh/h	301	263	226	326	305	265	410	514	513	686	979	998
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	65.5	62.1	51.7	63.7	63.7	35.5	46.2	46.3	33.3	20.7	20.7
Incr Delay (d2), s/veh	4.2	327.0	6.5	2.1	63.8	199.8	0.2	5.6	5.7	40.1	2.2	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(95%),veh/ln	5.6	52.7	10.0	8.0	24.4	38.1	2.4	16.6	16.7	42.8	17.9	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	392.5	68.6	53.7	127.5	263.5	35.7	51.8	52.0	73.4	23.0	22.9
LnGrp LOS	E	F	E	D	F	F	D	D	D	F	C	C
Approach Vol, veh/h		687			827			692			1791	
Approach Delay, s/veh		276.4			176.1			50.7			42.7	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	52.8	52.5	18.9	28.8	11.5	93.8	15.3	32.4
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.0	34.0	24.0	22.0	20.0	60.0	22.0	24.0
Max Q Clear Time (g_c+I1), s	48.0	26.7	12.0	24.0	5.2	32.2	8.6	27.6
Green Ext Time (p_c), s	0.0	1.4	0.1	0.0	0.0	4.3	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	111.9
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	114	0	18	1
Veh. Perm. R. Flow in Walk (v/h)	17	1	0	210
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	71.9	71.9	71.9	71.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.32	1.75	3.17	3.02
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.1	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	32	499	75	102
Veh. Perm. R. Flow in Walk (v/h)	83	64	298	112
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	65.9	65.9	65.9	65.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.53	3.62	3.01	3.29
Pedestrian Crosswalk LOS	C	D	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	300	2	1035	1487
Effct. Green for Bike (s)	7.0	5.9	69.8	60.6
Cross Street Width (ft)	60.2	60.0	32.5	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	85	72	846	735
Bicycle Delay (s/bike)	75.6	76.7	27.5	33.0
Bicycle Compliance	Poor	Poor	Fair	Poor
Bicycle LOS Score	2.98	2.48	2.91	3.34
Bicycle LOS	C	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	687	827	692	1791
Effct. Green for Bike (s)	35.2	37.2	31.9	73.5
Cross Street Width (ft)	61.1	61.4	48.0	48.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	460	486	417	961
Bicycle Delay (s/bike)	45.3	43.8	47.9	20.7
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	3.63	3.86	2.86	3.77
Bicycle LOS	D	D	C	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	38	15	893	1529	4
Future Vol, veh/h	15	38	15	893	1529	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	3	0	6	6	0
Mvmt Flow	18	45	18	1051	1799	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2364	902	1804	0	-	0
Stage 1	1802	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	30	279	346	-	-	-
Stage 1	120	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	28	279	346	-	-	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	114	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.8	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	346	-	178	-	-
HCM Lane V/C Ratio	0.051	-	0.35	-	-
HCM Control Delay (s)	16	-	35.8	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	17	2	902	1559	3
Future Vol, veh/h	8	17	2	902	1559	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	9	19	2	1025	1772	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2291	888	1775	0	-	0
Stage 1	1774	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	34	291	355	-	-	-
Stage 1	124	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	34	291	355	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	123	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	355	-	182	-	-
HCM Lane V/C Ratio	0.006	-	0.156	-	-
HCM Control Delay (s)	15.2	-	28.4	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	7	893	11	2	1578
Future Vol, veh/h	30	7	893	11	2	1578
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	20	6	0	0	6
Mvmt Flow	35	8	1038	13	2	1835

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1967	526	0	0	1051	0
Stage 1	1045	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Critical Hdwy	6.8	7.3	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.5	-	-	2.2	-
Pot Cap-1 Maneuver	56	452	-	-	670	-
Stage 1	304	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	56	452	-	-	670	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	197	670	-
HCM Lane V/C Ratio	-	-	0.218	0.003	-
HCM Control Delay (s)	-	-	28.3	10.4	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	101	28	890	1585	20
Future Vol, veh/h	18	101	28	890	1585	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	4	6	6	0
Mvmt Flow	21	116	32	1023	1822	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2410	923	1845	0	-	0
Stage 1	1834	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.18	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.24	-	-	-
Pot Cap-1 Maneuver	28	274	317	-	-	-
Stage 1	115	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	25	274	317	-	-	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	103	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	52	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	317	-	205	-	-
HCM Lane V/C Ratio	0.102	-	0.667	-	-
HCM Control Delay (s)	17.6	-	52	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	4.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	90	824	52	92	1599
Future Vol, veh/h	25	90	824	52	92	1599
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	7	6	15	5	6
Mvmt Flow	28	102	936	59	105	1817

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2085	498	0	0	995	0
Stage 1	966	-	-	-	-	-
Stage 2	1119	-	-	-	-	-
Critical Hdwy	6.8	7.04	-	-	4.2	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.37	-	-	2.25	-
Pot Cap-1 Maneuver	47	505	-	-	673	-
Stage 1	335	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	40	505	-	-	673	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	235	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	673	-
HCM Lane V/C Ratio	-	-	0.4	0.155	-
HCM Control Delay (s)	-	-	23.1	11.3	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1.9	0.5	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	73	808	83	37	1589
Future Vol, veh/h	0	73	808	83	37	1589
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	6	2	0	6
Mvmt Flow	0	83	918	94	42	1806

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	506	0	0	1012	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.2	-
Pot Cap-1 Maneuver	0	512	-	-	693	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	512	-	-	693	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	693	-
HCM Lane V/C Ratio	-	-	0.162	0.061	-
HCM Control Delay (s)	-	-	13.4	10.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	13	2	642	1202	6
Future Vol, veh/h	6	13	2	642	1202	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	7	14	2	713	1336	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1701	672	1343	0	-	0
Stage 1	1340	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	85	403	520	-	-	-
Stage 1	212	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	85	403	520	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	211	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	520	-	284	-	-
HCM Lane V/C Ratio	0.004	-	0.074	-	-
HCM Control Delay (s)	12	-	18.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	8	28	2	82	5	551	12	225	976	3
Future Vol, veh/h	1	0	8	28	2	82	5	551	12	225	976	3
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	-	-	-	-	-	-	100	-	-	100	-	-
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, %	0	0	0	8	0	0	0	6	18	0	6	50
Mvmt Flow	1	0	9	30	2	89	5	599	13	245	1061	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1864	2175	532	1637	2170	306	1064	0	0	612	0	0
Stage 1	1553	1553	-	616	616	-	-	-	-	-	-	-
Stage 2	311	622	-	1021	1554	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.66	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.66	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.66	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.58	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	46	47	497	63	47	696	662	-	-	977	-	-
Stage 1	121	176	-	430	485	-	-	-	-	-	-	-
Stage 2	680	482	-	242	176	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	35	497	50	35	696	662	-	-	977	-	-
Mov Cap-2 Maneuver	31	35	-	50	35	-	-	-	-	-	-	-
Stage 1	120	132	-	427	481	-	-	-	-	-	-	-
Stage 2	586	478	-	178	132	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.4	86.6	0.1	1.9
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	186	152	977	-	-
HCM Lane V/C Ratio	0.008	-	-	0.053	0.801	0.25	-	-
HCM Control Delay (s)	10.5	-	-	25.4	86.6	9.9	-	-
HCM Lane LOS	B	-	-	D	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	5.1	1	-	-

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	70.8	76.3	147.1	0.88	21.6	D
	II	45	42.8	8.6	51.4	0.54	37.6	A
Total	II		113.6	84.9	198.5	1.42	25.8	C

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	12.5	21.2	33.7	0.11	12.2	F
	II	45	42.8	33.3	76.1	0.54	25.4	C
Total	II		55.3	54.5	109.8	0.65	21.3	D

2025 PM No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1	256	8	1	0	328	1440	6	0	999	30
Future Volume (veh/h)	40	1	256	8	1	0	328	1440	6	0	999	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1841	1900	1900	1900	1900	1900	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	42	1	267	8	1	0	342	1500	6	0	1041	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	4	0	0	0	0	0	6	0	0	6	0
Cap, veh/h	331	1	298	14	2	0	391	2124	8	186	1366	41
Arrive On Green	0.19	0.19	0.19	0.01	0.01	0.00	0.13	0.60	0.60	0.00	0.40	0.40
Sat Flow, veh/h	1725	6	1555	1617	202	0	1810	3515	14	1810	3412	102
Grp Volume(v), veh/h	42	0	268	9	0	0	342	734	772	0	525	547
Grp Sat Flow(s),veh/h/ln	1725	0	1561	1819	0	0	1810	1721	1809	1810	1721	1793
Q Serve(g_s), s	1.9	0.0	16.1	0.5	0.0	0.0	9.9	28.2	28.3	0.0	25.2	25.2
Cycle Q Clear(g_c), s	1.9	0.0	16.1	0.5	0.0	0.0	9.9	28.2	28.3	0.0	25.2	25.2
Prop In Lane	1.00		1.00	0.89		0.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	331	0	299	16	0	0	391	1040	1093	186	689	718
V/C Ratio(X)	0.13	0.00	0.90	0.56	0.00	0.00	0.88	0.71	0.71	0.00	0.76	0.76
Avail Cap(c_a), veh/h	360	0	325	569	0	0	714	1076	1131	751	1076	1122
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	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	37.8	47.3	0.0	0.0	18.8	13.1	13.1	0.0	24.8	24.8
Incr Delay (d2), s/veh	0.2	0.0	24.4	26.6	0.0	0.0	6.3	2.3	2.2	0.0	2.5	2.4
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	0.0	8.0	0.3	0.0	0.0	4.2	9.6	10.1	0.0	9.8	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	0.0	62.3	74.0	0.0	0.0	25.1	15.4	15.3	0.0	27.3	27.2
LnGrp LOS	C	A	E	E	A	A	C	B	B	A	C	C
Approach Vol, veh/h		310			9			1848			1072	
Approach Delay, s/veh		58.2			74.0			17.1			27.3	
Approach LOS		E			E			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	64.7		24.4	19.5	45.1		6.9
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	30.0	60.0		20.0	30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	30.3		18.1	11.9	27.2		2.5
Green Ext Time (p_c), s	0.0	17.1		0.3	0.9	11.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	274	95	188	294	526	139	1141	107	351	763	80
Future Volume (veh/h)	207	274	95	188	294	526	139	1141	107	351	763	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1900	1826	1870	1900	1811	1900	1885	1811	1900
Adj Flow Rate, veh/h	211	280	97	192	300	537	142	1164	109	358	779	82
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, %	1	5	1	0	5	2	0	6	0	1	6	0
Cap, veh/h	247	304	266	247	286	249	371	1173	110	381	1545	163
Arrive On Green	0.11	0.17	0.17	0.10	0.16	0.16	0.06	0.37	0.37	0.19	0.49	0.49
Sat Flow, veh/h	1795	1826	1598	1810	1826	1585	1810	3181	297	1795	3141	331
Grp Volume(v), veh/h	211	280	97	192	300	537	142	629	644	358	427	434
Grp Sat Flow(s),veh/h/ln	1795	1826	1598	1810	1826	1585	1810	1721	1758	1795	1721	1752
Q Serve(g_s), s	14.9	23.1	8.2	13.5	24.0	24.0	7.4	55.6	55.9	25.9	25.6	25.6
Cycle Q Clear(g_c), s	14.9	23.1	8.2	13.5	24.0	24.0	7.4	55.6	55.9	25.9	25.6	25.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.19
Lane Grp Cap(c), veh/h	247	304	266	247	286	249	371	635	648	381	846	861
V/C Ratio(X)	0.85	0.92	0.37	0.78	1.05	2.16	0.38	0.99	0.99	0.94	0.50	0.50
Avail Cap(c_a), veh/h	305	304	266	346	286	249	495	635	648	588	846	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	62.8	56.6	48.8	64.5	64.5	27.1	48.0	48.1	50.6	26.3	26.3
Incr Delay (d2), s/veh	15.0	31.7	0.3	4.4	66.1	535.1	0.2	33.6	33.8	13.7	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	13.4	3.3	6.3	16.2	46.5	3.2	29.0	29.7	14.8	10.7	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	94.5	56.9	53.2	130.6	599.6	27.3	81.6	81.9	64.2	28.4	28.4
LnGrp LOS	E	F	E	D	F	F	C	F	F	E	C	C
Approach Vol, veh/h		588			1029			1415			1219	
Approach Delay, s/veh		77.1			360.9			76.3			38.9	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.1	63.2	22.4	32.2	16.3	82.1	23.8	30.8
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.0	34.0	24.0	22.0	20.0	60.0	22.0	24.0
Max Q Clear Time (g_c+I1), s	27.9	57.9	15.5	25.1	9.4	27.6	16.9	26.0
Green Ext Time (p_c), s	0.5	0.0	0.2	0.0	0.1	3.2	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	134.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	304	0	34	8
Veh. Perm. R. Flow in Walk (v/h)	28	6	0	229
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	71.9	71.9	71.9	71.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.66	1.75	3.30	3.10
Pedestrian Crosswalk LOS	C	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.0	60.0	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	130	325	193	166
Veh. Perm. R. Flow in Walk (v/h)	77	98	508	78
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	65.9	65.9	65.9	65.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.66	3.27	3.33	3.48
Pedestrian Crosswalk LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	310	9	1848	1072
Effct. Green for Bike (s)	8.9	6.4	67.0	49.4
Cross Street Width (ft)	60.2	60.0	32.5	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	108	78	812	599
Bicycle Delay (s/bike)	73.8	76.2	29.1	40.5
Bicycle Compliance	Poor	Poor	Fair	Poor
Bicycle LOS Score	2.99	2.49	3.58	3.00
Bicycle LOS	C	B	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	588	1029	1415	1219
Effct. Green for Bike (s)	29.2	28.5	50.7	69.8
Cross Street Width (ft)	61.1	61.4	48.0	48.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	382	373	663	912
Bicycle Delay (s/bike)	50.1	50.7	34.2	22.6
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	3.46	4.20	3.46	3.30
Bicycle LOS	C	D	C	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	25	34	1768	1246	21
Future Vol, veh/h	10	25	34	1768	1246	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	0	0	6	6	0
Mvmt Flow	10	26	35	1823	1285	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2278	654	1307	0	-	0
Stage 1	1296	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Critical Hdwy	7.08	6.9	4.1	-	-	-
Critical Hdwy Stg 1	6.08	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.64	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	29	414	536	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	27	414	536	-	-	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	297	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	536	-	239	-	-
HCM Lane V/C Ratio	0.065	-	0.151	-	-
HCM Control Delay (s)	12.2	-	22.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	11	9	1801	1259	7
Future Vol, veh/h	5	11	9	1801	1259	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	10	0	6	6	0
Mvmt Flow	5	11	9	1838	1285	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2226	646	1292	0	-	0
Stage 1	1289	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Critical Hdwy	6.8	7.1	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.4	2.2	-	-	-
Pot Cap-1 Maneuver	38	396	543	-	-	-
Stage 1	226	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	396	543	-	-	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	543	-	251	-	-
HCM Lane V/C Ratio	0.017	-	0.065	-	-
HCM Control Delay (s)	11.7	-	20.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	1786	46	10	1259
Future Vol, veh/h	28	16	1786	46	10	1259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	29	17	1880	48	11	1325

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2589	964	0	0	1928	0
Stage 1	1904	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 21	259	-	-	310	-
Stage 1	105	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 20	259	-	-	310	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	105	-	-	-	-	-
Stage 2	451	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	59.7	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	110	310	-
HCM Lane V/C Ratio	-	-	0.421	0.034	-
HCM Control Delay (s)	-	-	59.7	17	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	110	101	1810	1252	30
Future Vol, veh/h	25	110	101	1810	1252	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	6	6	0
Mvmt Flow	26	113	104	1866	1291	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2448	661	1322	0	-	0
Stage 1	1307	-	-	-	-	-
Stage 2	1141	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	26	407	524	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 21	407	524	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	271	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.1	0.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	524	-	268	-	-
HCM Lane V/C Ratio	0.199	-	0.519	-	-
HCM Control Delay (s)	13.6	-	32.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.7	-	2.8	-	-

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

Intersection	
Int Delay, s/veh	12.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	202	1714	107	145	1213
Future Vol, veh/h	25	202	1714	107	145	1213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	26	210	1785	111	151	1264

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2775	948	0	0	1896	0
Stage 1	1841	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 16	265	-	-	319	-
Stage 1	114	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 8	265	-	-	319	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	114	-	-	-	-	-
Stage 2	183	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	167.8	0	2.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	201	319	-
HCM Lane V/C Ratio	-	-	1.176	0.473	-
HCM Control Delay (s)	-	-	167.8	26	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	11.9	2.4	-

Notes

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

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	165	1658	217	44	1193
Future Vol, veh/h	0	165	1658	217	44	1193
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	0	170	1709	224	45	1230

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	967	0	0	1933	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	0	258	-	-	309	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	258	-	-	309	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42.4	0	0.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	258	309	-
HCM Lane V/C Ratio	-	-	0.659	0.147	-
HCM Control Delay (s)	-	-	42.4	18.6	-
HCM Lane LOS	-	-	E	C	-
HCM 95th %tile Q(veh)	-	-	4.2	0.5	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	9	1577	1020	11
Future Vol, veh/h	3	8	9	1577	1020	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	3	9	10	1678	1085	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1950	549	1097	0	-	0
Stage 1	1091	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	58	485	644	-	-	-
Stage 1	288	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	485	644	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	644	-	325	-	-
HCM Lane V/C Ratio	0.015	-	0.036	-	-
HCM Control Delay (s)	10.7	-	16.5	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	131.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	3	9	24	1	327	9	1241	47	166	857	9
Future Vol, veh/h	3	3	9	24	1	327	9	1241	47	166	857	9
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	33	50	0	0	0	0	0	6	3	0	6	14
Mvmt Flow	3	3	10	26	1	348	10	1320	50	177	912	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1952	2661	461	2177	2641	685	922	0	0	1370	0	0
Stage 1	1271	1271	-	1365	1365	-	-	-	-	-	-	-
Stage 2	681	1390	-	812	1276	-	-	-	-	-	-	-
Critical Hdwy	8.16	7.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.16	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.16	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.5	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	27	11	553	27	24	395	749	-	-	508	-	-
Stage 1	137	161	-	158	217	-	-	-	-	-	-	-
Stage 2	341	137	-	343	240	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	7	553	~ 13	15	395	749	-	-	508	-	-
Mov Cap-2 Maneuver	~ 2	7	-	~ 13	15	-	-	-	-	-	-	-
Stage 1	135	105	-	156	214	-	-	-	-	-	-	-
Stage 2	40	135	-	213	156	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1352.6	$ 940.4	0.1	2.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	749	-	-	8	128	508	-	-
HCM Lane V/C Ratio	0.013	-	-	1.995	2.926	0.348	-	-
HCM Control Delay (s)	9.9	-	-	$ 1352.6	$ 940.4	15.8	-	-
HCM Lane LOS	A	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	0	-	-	3	34.8	1.5	-	-

Notes

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

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	70.8	117.0	187.8	0.88	17.0	E
	II	45	42.8	14.4	57.2	0.54	33.7	B
Total	II		113.6	131.4	245.0	1.42	20.9	D

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	12.5	25.1	37.6	0.11	11.0	F
	II	45	42.8	32.1	74.9	0.54	25.8	C
Total	II		55.3	57.2	112.5	0.65	20.8	D

2035 AM No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	0	324	2	2	0	284	950	2	0	1473	34
Future Volume (veh/h)	29	0	324	2	2	0	284	950	2	0	1473	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	418	418	1900	1856	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	33	0	198	2	2	0	323	1080	2	0	1674	39
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	4	0	100	100	0	3	6	0	0	6	0
Cap, veh/h	258	0	223	1	1	0	354	2477	5	314	1655	38
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.00	0.17	0.70	0.70	0.00	0.48	0.48
Sat Flow, veh/h	1810	0	1560	204	204	0	1767	3524	7	1810	3437	80
Grp Volume(v), veh/h	33	0	198	4	0	0	323	527	555	0	836	877
Grp Sat Flow(s),veh/h/ln	1810	0	1560	408	0	0	1767	1721	1810	1810	1721	1797
Q Serve(g_s), s	2.0	0.0	15.5	0.5	0.0	0.0	18.2	16.4	16.4	0.0	60.0	60.0
Cycle Q Clear(g_c), s	2.0	0.0	15.5	0.5	0.0	0.0	18.2	16.4	16.4	0.0	60.0	60.0
Prop In Lane	1.00		1.00	0.50		0.00	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	258	0	223	2	0	0	354	1209	1272	314	829	865
V/C Ratio(X)	0.13	0.00	0.89	2.36	0.00	0.00	0.91	0.44	0.44	0.00	1.01	1.01
Avail Cap(c_a), veh/h	290	0	250	98	0	0	483	1209	1272	749	829	865
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	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	0.0	52.4	62.0	0.0	0.0	41.7	7.9	7.9	0.0	32.3	32.3
Incr Delay (d2), s/veh	0.2	0.0	27.8	888.4	0.0	0.0	17.6	0.4	0.3	0.0	33.5	34.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	12.3	0.8	0.0	0.0	16.8	9.0	9.4	0.0	40.1	42.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	80.2	950.5	0.0	0.0	59.3	8.3	8.3	0.0	65.8	66.3
LnGrp LOS	D	A	F	F	A	A	E	A	A	A	F	F
Approach Vol, veh/h		231			4			1405			1713	
Approach Delay, s/veh		75.5			950.5			20.0			66.1	
Approach LOS		E			F			B			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	94.3		23.8	27.6	66.7		6.5
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	30.0	60.0		20.0	30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	18.4		17.5	20.2	62.0		2.5
Green Ext Time (p_c), s	0.0	12.1		0.3	0.7	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	441	196	174	337	406	76	651	143	687	1044	99
Future Volume (veh/h)	91	441	196	174	337	406	76	651	143	687	1044	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1826	1856	1870	1826	1870	1752	1811	1826	1856	1811	1826
Adj Flow Rate, veh/h	102	496	220	196	379	456	85	731	161	772	1173	111
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, %	3	5	3	2	5	2	10	6	5	3	6	5
Cap, veh/h	157	263	226	235	342	297	227	763	168	588	1666	157
Arrive On Green	0.06	0.14	0.14	0.11	0.19	0.19	0.05	0.27	0.27	0.30	0.52	0.52
Sat Flow, veh/h	1767	1826	1572	1781	1826	1585	1668	2803	617	1767	3177	300
Grp Volume(v), veh/h	102	496	220	196	379	456	85	449	443	772	634	650
Grp Sat Flow(s),veh/h/ln	1767	1826	1572	1781	1826	1585	1668	1721	1700	1767	1721	1757
Q Serve(g_s), s	7.4	22.0	21.3	14.0	28.6	28.6	5.6	39.3	39.3	46.0	42.5	42.7
Cycle Q Clear(g_c), s	7.4	22.0	21.3	14.0	28.6	28.6	5.6	39.3	39.3	46.0	42.5	42.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.17
Lane Grp Cap(c), veh/h	157	263	226	235	342	297	227	469	463	588	902	921
V/C Ratio(X)	0.65	1.89	0.97	0.83	1.11	1.54	0.37	0.96	0.96	1.31	0.70	0.71
Avail Cap(c_a), veh/h	301	263	226	326	342	297	364	469	463	588	902	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	65.5	65.2	48.8	62.2	62.2	37.2	54.8	54.8	45.2	27.4	27.5
Incr Delay (d2), s/veh	4.5	414.2	51.8	9.1	81.3	257.8	0.4	32.2	32.5	152.7	4.6	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.3	62.8	17.2	11.0	29.8	50.2	4.1	28.3	28.0	67.9	24.8	25.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	479.7	117.0	57.9	143.5	320.0	37.6	87.0	87.3	197.8	32.0	32.0
LnGrp LOS	E	F	F	E	F	F	D	F	F	F	C	C
Approach Vol, veh/h		818			1031			977			2056	
Approach Delay, s/veh		329.5			205.3			82.8			94.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	52.8	48.5	22.9	28.8	14.2	87.0	16.3	35.4
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.0	34.0	24.0	22.0	20.0	60.0	22.0	24.0
Max Q Clear Time (g_c+I1), s	48.0	41.3	16.0	24.0	7.6	44.7	9.4	30.6
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.1	4.7	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	154.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	114	0	18	1
Veh. Perm. R. Flow in Walk (v/h)	17	1	0	210
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	71.9	71.9	71.9	71.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.42	1.75	3.36	3.16
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.1	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	32	499	75	102
Veh. Perm. R. Flow in Walk (v/h)	83	64	298	112
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	65.9	65.9	65.9	65.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.60	3.77	3.18	3.45
Pedestrian Crosswalk LOS	C	D	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	401	4	1405	1713
Effct. Green for Bike (s)	7.8	6.3	80.9	60.5
Cross Street Width (ft)	60.2	60.0	32.5	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	95	76	981	733
Bicycle Delay (s/bike)	74.9	76.3	21.4	33.1
Bicycle Compliance	Poor	Poor	Fair	Poor
Bicycle LOS Score	3.14	2.48	3.22	3.53
Bicycle LOS	C	B	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	818	1031	977	2056
Effct. Green for Bike (s)	28.9	34.3	34.0	71.1
Cross Street Width (ft)	61.1	61.4	48.0	48.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	378	448	444	929
Bicycle Delay (s/bike)	50.3	46.0	46.3	21.9
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	3.84	4.20	3.10	3.99
Bicycle LOS	D	D	C	D

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	42	23	1215	1792	5
Future Vol, veh/h	16	42	23	1215	1792	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	3	0	6	6	0
Mvmt Flow	19	49	27	1429	2108	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2880	1057	2114	0	-	0
Stage 1	2111	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	~ 13	220	262	-	-	-
Stage 1	81	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 12	220	262	-	-	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	73	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	63.1	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	262	-	126	-	-
HCM Lane V/C Ratio	0.103	-	0.542	-	-
HCM Control Delay (s)	20.3	-	63.1	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	2.6	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	18	4	1229	1827	6
Future Vol, veh/h	9	18	4	1229	1827	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	10	20	5	1397	2076	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2789	1042	2083	0	-	0
Stage 1	2080	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	15	230	270	-	-	-
Stage 1	84	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	15	230	270	-	-	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	82	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	42.1	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	270	-	127	-	-
HCM Lane V/C Ratio	0.017	-	0.242	-	-
HCM Control Delay (s)	18.6	-	42.1	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	9	1221	30	2	1841
Future Vol, veh/h	39	9	1221	30	2	1841
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	20	6	0	0	6
Mvmt Flow	45	10	1420	35	2	2141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2513	728	0	0	1455	0
Stage 1	1438	-	-	-	-	-
Stage 2	1075	-	-	-	-	-
Critical Hdwy	6.8	7.3	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.5	-	-	2.2	-
Pot Cap-1 Maneuver	~ 24	328	-	-	471	-
Stage 1	188	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 24	328	-	-	471	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	292	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	51.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	131	471	-
HCM Lane V/C Ratio	-	-	0.426	0.005	-
HCM Control Delay (s)	-	-	51.5	12.7	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	1.9	0	-

Notes

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

Intersection	
Int Delay, s/veh	13.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	115	32	1214	1816	63
Future Vol, veh/h	39	115	32	1214	1816	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	4	6	6	0
Mvmt Flow	45	132	37	1395	2087	72

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2895	1080	2159	0	-	0
Stage 1	2123	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.18	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.24	-	-	-
Pot Cap-1 Maneuver	~ 13	215	238	-	-	-
Stage 1	80	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 11	215	238	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	68	-	-	-	-	-
Stage 2	422	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	292.1	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	238	-	125	-	-
HCM Lane V/C Ratio	0.155	-	1.416	-	-
HCM Control Delay (s)	22.9	-	292.1	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	12	-	-

Notes

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

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	155	1088	70	106	1828
Future Vol, veh/h	44	155	1088	70	106	1828
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	7	6	15	5	6
Mvmt Flow	50	176	1236	80	120	2077

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2555	658	0	0	1316	0
Stage 1	1276	-	-	-	-	-
Stage 2	1279	-	-	-	-	-
Critical Hdwy	6.8	7.04	-	-	4.2	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.37	-	-	2.25	-
Pot Cap-1 Maneuver	~ 22	395	-	-	506	-
Stage 1	230	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 17	395	-	-	506	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	230	-	-	-	-	-
Stage 2	175	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	91.3	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	237	506	-
HCM Lane V/C Ratio	-	-	0.954	0.238	-
HCM Control Delay (s)	-	-	91.3	14.3	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	8.6	0.9	-

Notes

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

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	129	1031	117	45	1830
Future Vol, veh/h	0	129	1031	117	45	1830
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	6	2	0	6
Mvmt Flow	0	147	1172	133	51	2080

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	653	0	0	1305	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.2	-
Pot Cap-1 Maneuver	0	410	-	-	537	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	410	-	-	537	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.6	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	410	537	-
HCM Lane V/C Ratio	-	-	0.358	0.095	-
HCM Control Delay (s)	-	-	18.6	12.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1.6	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	14	3	892	1430	7
Future Vol, veh/h	7	14	3	892	1430	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	8	16	3	991	1589	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2095	799	1597	0	-	0
Stage 1	1593	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	46	333	416	-	-	-
Stage 1	155	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	333	416	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	154	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	416	-	213	-	-
HCM Lane V/C Ratio	0.008	-	0.11	-	-
HCM Control Delay (s)	13.7	-	24	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	41.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	10	31	5	116	8	775	13	236	1192	5
Future Vol, veh/h	2	0	10	31	5	116	8	775	13	236	1192	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	-	-	-	-	-	-	100	-	-	75	-	-
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, %	0	0	0	8	0	0	0	6	18	0	6	50
Mvmt Flow	2	0	11	34	5	126	9	842	14	257	1296	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2255	2687	651	2029	2682	428	1301	0	0	856	0	0
Stage 1	1813	1813	-	867	867	-	-	-	-	-	-	-
Stage 2	442	874	-	1162	1815	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.66	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.66	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.66	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.58	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	23	22	416	~ 31	22	581	539	-	-	793	-	-
Stage 1	83	131	-	302	373	-	-	-	-	-	-	-
Stage 2	570	370	-	198	131	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	10	15	416	~ 22	15	581	539	-	-	793	-	-
Mov Cap-2 Maneuver	10	15	-	~ 22	15	-	-	-	-	-	-	-
Stage 1	82	89	-	297	367	-	-	-	-	-	-	-
Stage 2	432	364	-	130	89	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	91.7	$ 630.3	0.1	1.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	539	-	-	54	78	793	-	-
HCM Lane V/C Ratio	0.016	-	-	0.242	2.118	0.323	-	-
HCM Control Delay (s)	11.8	-	-	91.7	$ 630.3	11.7	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	15	1.4	-	-

Notes

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

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	70.8	148.0	218.8	0.88	14.5	E
	II	45	42.8	9.3	52.1	0.54	37.0	A
Total	II		113.6	157.3	270.9	1.42	18.9	D

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	12.5	43.4	55.9	0.11	7.4	F
	II	45	42.8	41.1	83.9	0.54	23.0	C
Total	II		55.3	84.5	139.8	0.65	16.8	E

2035 PM No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	2	324	9	2	0	387	1613	7	1	1045	36
Future Volume (veh/h)	54	2	324	9	2	0	387	1613	7	1	1045	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1841	1900	1900	1900	1900	1900	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	56	2	234	9	2	0	403	1680	7	1	1089	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	4	0	0	0	0	0	6	0	0	6	0
Cap, veh/h	293	2	263	16	3	0	443	1902	8	172	1383	48
Arrive On Green	0.17	0.17	0.17	0.01	0.01	0.00	0.17	0.54	0.54	0.04	0.41	0.41
Sat Flow, veh/h	1725	13	1549	1493	332	0	1810	3514	15	1810	3392	118
Grp Volume(v), veh/h	56	0	236	11	0	0	403	822	865	1	552	575
Grp Sat Flow(s),veh/h/ln	1725	0	1562	1825	0	0	1810	1721	1808	1810	1721	1790
Q Serve(g_s), s	2.9	0.0	15.6	0.6	0.0	0.0	15.1	44.4	44.4	0.0	29.6	29.6
Cycle Q Clear(g_c), s	2.9	0.0	15.6	0.6	0.0	0.0	15.1	44.4	44.4	0.0	29.6	29.6
Prop In Lane	1.00		0.99	0.82		0.00	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	293	0	266	19	0	0	443	931	979	172	702	730
V/C Ratio(X)	0.19	0.00	0.89	0.58	0.00	0.00	0.91	0.88	0.88	0.01	0.79	0.79
Avail Cap(c_a), veh/h	327	0	296	518	0	0	647	977	1027	618	977	1016
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	42.9	52.0	0.0	0.0	24.9	21.3	21.3	20.6	27.3	27.3
Incr Delay (d2), s/veh	0.3	0.0	24.7	24.6	0.0	0.0	12.8	9.6	9.3	0.0	3.6	3.5
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	1.3	0.0	7.7	0.4	0.0	0.0	7.3	18.1	18.9	0.0	11.9	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	0.0	67.6	76.7	0.0	0.0	37.7	30.9	30.6	20.6	30.9	30.8
LnGrp LOS	D	A	E	E	A	A	D	C	C	C	C	C
Approach Vol, veh/h		292			11			2090			1128	
Approach Delay, s/veh		61.9			76.7			32.1			30.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	63.9		24.0	24.8	49.8		7.1
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	30.0	60.0		20.0	30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	2.0	46.4		17.6	17.1	31.6		2.6
Green Ext Time (p_c), s	0.0	10.8		0.4	1.0	11.3		0.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	345	136	244	360	572	163	1270	128	414	807	86
Future Volume (veh/h)	240	345	136	244	360	572	163	1270	128	414	807	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1900	1826	1870	1900	1811	1900	1885	1811	1900
Adj Flow Rate, veh/h	245	352	139	249	367	584	166	1296	131	422	823	88
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, %	1	5	1	0	5	2	0	6	0	1	6	0
Cap, veh/h	275	284	249	279	286	249	352	1000	101	445	1452	155
Arrive On Green	0.13	0.16	0.16	0.13	0.16	0.16	0.08	0.32	0.32	0.22	0.46	0.46
Sat Flow, veh/h	1795	1826	1598	1810	1826	1585	1810	3157	318	1795	3136	335
Grp Volume(v), veh/h	245	352	139	249	367	584	166	704	723	422	452	459
Grp Sat Flow(s),veh/h/ln	1795	1826	1598	1810	1826	1585	1810	1721	1754	1795	1721	1751
Q Serve(g_s), s	17.3	23.8	12.3	17.5	24.0	24.0	9.4	48.5	48.5	31.4	29.2	29.2
Cycle Q Clear(g_c), s	17.3	23.8	12.3	17.5	24.0	24.0	9.4	48.5	48.5	31.4	29.2	29.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.19
Lane Grp Cap(c), veh/h	275	284	249	279	286	249	352	545	556	445	797	811
V/C Ratio(X)	0.89	1.24	0.56	0.89	1.28	2.35	0.47	1.29	1.30	0.95	0.57	0.57
Avail Cap(c_a), veh/h	305	284	249	331	286	249	453	545	556	587	797	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	64.6	59.7	47.3	64.5	64.5	31.3	52.3	52.3	49.2	29.9	29.9
Incr Delay (d2), s/veh	23.0	133.8	1.7	20.4	150.7	619.3	0.4	144.5	148.0	19.7	2.9	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	9.5	21.6	5.0	9.3	22.9	52.3	4.1	42.2	43.6	18.1	12.4	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	198.4	61.5	67.7	215.2	683.8	31.7	196.7	200.3	68.9	32.8	32.8
LnGrp LOS	E	F	E	E	F	F	C	F	F	E	C	C
Approach Vol, veh/h		736			1200			1593			1333	
Approach Delay, s/veh		129.9			412.7			181.1			44.2	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.7	55.3	26.4	30.6	18.3	77.6	26.2	30.8
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.0	34.0	24.0	22.0	20.0	60.0	22.0	24.0
Max Q Clear Time (g_c+I1), s	33.4	50.5	19.5	25.8	11.4	31.2	19.3	26.0
Green Ext Time (p_c), s	0.5	0.0	0.1	0.0	0.1	3.4	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	193.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	304	0	34	8
Veh. Perm. R. Flow in Walk (v/h)	28	6	0	229
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	71.9	71.9	71.9	71.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.72	1.75	3.41	3.18
Pedestrian Crosswalk LOS	C	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.0	60.0	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	130	325	193	166
Veh. Perm. R. Flow in Walk (v/h)	77	98	508	78
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	65.9	65.9	65.9	65.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.73	3.39	3.42	3.57
Pedestrian Crosswalk LOS	C	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	396	11	2090	1128
Effct. Green for Bike (s)	10.2	6.7	73.0	47.9
Cross Street Width (ft)	60.2	60.0	32.5	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	124	81	885	581
Bicycle Delay (s/bike)	72.6	75.9	25.6	41.6
Bicycle Compliance	Poor	Poor	Fair	Poor
Bicycle LOS Score	3.13	2.50	3.78	3.04
Bicycle LOS	C	B	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	736	1200	1593	1333
Effct. Green for Bike (s)	25.7	26.4	45.1	68.7
Cross Street Width (ft)	61.1	61.4	48.0	48.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	336	345	590	898
Bicycle Delay (s/bike)	53.0	52.4	38.0	23.2
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	3.71	4.48	3.61	3.39
Bicycle LOS	D	D	D	C

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	35	40	1999	1355	24
Future Vol, veh/h	14	35	40	1999	1355	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	0	0	6	6	0
Mvmt Flow	14	36	41	2061	1397	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2523	711	1422	0	-	0
Stage 1	1410	-	-	-	-	-
Stage 2	1113	-	-	-	-	-
Critical Hdwy	7.08	6.9	4.1	-	-	-
Critical Hdwy Stg 1	6.08	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.64	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	19	380	485	-	-	-
Stage 1	172	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	380	485	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	157	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.2	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	485	-	205	-	-
HCM Lane V/C Ratio	0.085	-	0.246	-	-
HCM Control Delay (s)	13.1	-	28.2	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	12	10	2032	1380	9
Future Vol, veh/h	6	12	10	2032	1380	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	10	0	6	6	0
Mvmt Flow	6	12	10	2073	1408	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2470	709	1417	0	-	0
Stage 1	1413	-	-	-	-	-
Stage 2	1057	-	-	-	-	-
Critical Hdwy	6.8	7.1	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.4	2.2	-	-	-
Pot Cap-1 Maneuver	26	359	487	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	25	359	487	-	-	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	300	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	487	-	212	-	-
HCM Lane V/C Ratio	0.021	-	0.087	-	-
HCM Control Delay (s)	12.6	-	23.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	21	2015	57	11	1382
Future Vol, veh/h	34	21	2015	57	11	1382
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	36	22	2121	60	12	1455

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2903	1091	0	0	2181	0
Stage 1	2151	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 13	213	-	-	247	-
Stage 1	77	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 12	213	-	-	247	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	77	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	110.2	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	85	247	-
HCM Lane V/C Ratio	-	-	0.681	0.047	-
HCM Control Delay (s)	-	-	110.2	20.3	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	3.3	0.1	-

Notes

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

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	117	105	2036	1368	41
Future Vol, veh/h	39	117	105	2036	1368	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	6	6	0
Mvmt Flow	40	121	108	2099	1410	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2697	726	1452	0	-	0
Stage 1	1431	-	-	-	-	-
Stage 2	1266	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	~ 18	369	467	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 14	369	467	-	-	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	146	-	-	-	-	-
Stage 2	233	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	66.5	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	467	-	205	-	-
HCM Lane V/C Ratio	0.232	-	0.785	-	-
HCM Control Delay (s)	15	-	66.5	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	5.5	-	-

Notes

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

Intersection	
Int Delay, s/veh	31.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	236	1905	136	153	1331
Future Vol, veh/h	31	236	1905	136	153	1331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	32	246	1984	142	159	1386

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3066	1063	0	0	2126	0
Stage 1	2055	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 10	~ 223	-	-	260	-
Stage 1	87	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 4	~ 223	-	-	260	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	87	-	-	-	-	-
Stage 2	123	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 421.5	0	4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	157	260	-
HCM Lane V/C Ratio	-	-	1.771	0.613	-
HCM Control Delay (s)	-	-	$ 421.5	38.5	-
HCM Lane LOS	-	-	F	E	-
HCM 95th %tile Q(veh)	-	-	20.3	3.7	-

Notes

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

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	189	1854	228	53	1308
Future Vol, veh/h	0	189	1854	228	53	1308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	0	195	1911	235	55	1348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1073	0	0	2146	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	0	219	-	-	255	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	219	-	-	255	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	81.5	0	0.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	219	255	-
HCM Lane V/C Ratio	-	-	0.89	0.214	-
HCM Control Delay (s)	-	-	81.5	22.9	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	7.2	0.8	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	12	12	1723	1173	12
Future Vol, veh/h	4	12	12	1723	1173	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	4	13	13	1833	1248	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2198	631	1261	0	-	0
Stage 1	1255	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	39	429	558	-	-	-
Stage 1	236	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	429	558	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	344	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	558	-	286	-	-
HCM Lane V/C Ratio	0.023	-	0.06	-	-
HCM Control Delay (s)	11.6	-	18.4	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	4	10	33	2	375	11	1347	59	179	995	10
Future Vol, veh/h	4	4	10	33	2	375	11	1347	59	179	995	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	33	50	0	0	0	0	0	6	3	0	6	14
Mvmt Flow	4	4	11	35	2	399	12	1433	63	190	1059	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2187	2965	535	2401	2939	748	1070	0	0	1496	0	0
Stage 1	1445	1445	-	1489	1489	-	-	-	-	-	-	-
Stage 2	742	1520	-	912	1450	-	-	-	-	-	-	-
Critical Hdwy	8.16	7.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.16	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.16	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.5	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	17	6	495	~ 18	15	~ 359	659	-	-	454	-	-
Stage 1	104	127	-	132	189	-	-	-	-	-	-	-
Stage 2	311	115	-	299	198	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 3	495	-	9	~ 359	659	-	-	454	-	-
Mov Cap-2 Maneuver	-	~ 3	-	-	9	-	-	-	-	-	-	-
Stage 1	102	74	-	130	186	-	-	-	-	-	-	-
Stage 2	-	113	-	160	115	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.1	2.8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	659	-	-	-	-	454	-	-
HCM Lane V/C Ratio	0.018	-	-	-	-	0.419	-	-
HCM Control Delay (s)	10.6	-	-	-	-	18.5	-	-
HCM Lane LOS	B	-	-	-	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	2	-	-

Notes

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

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	70.8	237.7	308.5	0.88	10.3	F
	II	45	42.8	17.0	59.8	0.54	32.3	B
Total	II		113.6	254.7	368.3	1.42	13.9	E

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	12.5	31.6	44.1	0.11	9.3	F
	II	45	42.8	33.9	76.7	0.54	25.2	C
Total	II		55.3	65.5	120.8	0.65	19.4	D

2045 AM No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	405	2	2	0	405	1152	2	0	1658	46
Future Volume (veh/h)	37	0	405	2	2	0	405	1152	2	0	1658	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	418	418	1900	1856	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	42	0	119	2	2	0	460	1309	2	0	1884	52
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	4	0	100	100	0	3	6	0	0	6	0
Cap, veh/h	169	0	146	1	1	0	471	2665	4	258	1605	44
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.00	0.23	0.76	0.76	0.00	0.47	0.47
Sat Flow, veh/h	1810	0	1560	204	204	0	1767	3525	5	1810	3421	94
Grp Volume(v), veh/h	42	0	119	4	0	0	460	639	672	0	943	993
Grp Sat Flow(s),veh/h/ln	1810	0	1560	408	0	0	1767	1721	1810	1810	1721	1794
Q Serve(g_s), s	2.8	0.0	9.6	0.5	0.0	0.0	28.9	18.4	18.4	0.0	60.0	60.0
Cycle Q Clear(g_c), s	2.8	0.0	9.6	0.5	0.0	0.0	28.9	18.4	18.4	0.0	60.0	60.0
Prop In Lane	1.00		1.00	0.50		0.00	1.00		0.00	1.00		0.05
Lane Grp Cap(c), veh/h	169	0	146	2	0	0	471	1301	1369	258	807	842
V/C Ratio(X)	0.25	0.00	0.82	2.37	0.00	0.00	0.98	0.49	0.49	0.00	1.17	1.18
Avail Cap(c_a), veh/h	283	0	244	96	0	0	471	1301	1369	681	807	842
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	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	0.0	56.9	63.7	0.0	0.0	42.4	6.1	6.1	0.0	33.9	33.9
Incr Delay (d2), s/veh	0.8	0.0	10.5	890.6	0.0	0.0	35.4	0.4	0.4	0.0	89.0	92.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.0	7.5	0.9	0.0	0.0	25.7	9.1	9.5	0.0	60.5	64.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	0.0	67.3	954.3	0.0	0.0	77.8	6.5	6.4	0.0	123.0	126.9
LnGrp LOS	D	A	E	F	A	A	E	A	A	A	F	F
Approach Vol, veh/h		161			4			1771			1936	
Approach Delay, s/veh		64.0			954.3			25.0			125.0	
Approach LOS		E			F			C			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	103.4		18.0	36.7	66.7		6.5
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	30.0	60.0		20.0	30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	20.4		11.6	30.9	62.0		2.5
Green Ext Time (p_c), s	0.0	16.1		0.4	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	77.6
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	486	256	226	390	483	108	820	200	749	1206	111
Future Volume (veh/h)	103	486	256	226	390	483	108	820	200	749	1206	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1826	1856	1870	1826	1870	1752	1811	1826	1856	1811	1826
Adj Flow Rate, veh/h	116	546	288	254	438	543	121	921	225	842	1355	125
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, %	3	5	3	2	5	2	10	6	5	3	6	5
Cap, veh/h	169	263	226	283	378	328	189	673	164	578	1527	140
Arrive On Green	0.07	0.14	0.14	0.13	0.21	0.21	0.07	0.25	0.25	0.30	0.48	0.48
Sat Flow, veh/h	1767	1826	1572	1781	1826	1585	1668	2742	669	1767	3186	293
Grp Volume(v), veh/h	116	546	288	254	438	543	121	577	569	842	729	751
Grp Sat Flow(s),veh/h/ln	1767	1826	1572	1781	1826	1585	1668	1721	1691	1767	1721	1758
Q Serve(g_s), s	8.5	22.0	22.0	18.1	31.7	31.7	8.2	37.6	37.6	46.0	58.6	59.4
Cycle Q Clear(g_c), s	8.5	22.0	22.0	18.1	31.7	31.7	8.2	37.6	37.6	46.0	58.6	59.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.17
Lane Grp Cap(c), veh/h	169	263	226	283	378	328	189	423	415	578	824	843
V/C Ratio(X)	0.69	2.08	1.27	0.90	1.16	1.66	0.64	1.37	1.37	1.46	0.88	0.89
Avail Cap(c_a), veh/h	301	263	226	326	378	328	296	423	415	578	824	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	65.5	65.5	47.0	60.7	60.7	41.8	57.7	57.7	46.1	36.0	36.2
Incr Delay (d2), s/veh	4.8	498.7	153.0	22.4	97.4	308.5	1.3	179.6	181.0	214.6	13.3	13.7
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(95%),veh/ln	7.2	72.4	28.0	14.7	35.4	62.9	6.1	55.2	54.6	83.5	35.0	36.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	564.2	218.5	69.4	158.0	369.1	43.2	237.3	238.7	260.8	49.3	49.9
LnGrp LOS	E	F	F	E	F	F	D	F	F	F	D	D
Approach Vol, veh/h		950			1235			1267			2322	
Approach Delay, s/veh		397.5			232.6			219.4			126.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	52.8	44.4	27.0	28.8	17.1	80.1	17.4	38.5
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.0	34.0	24.0	22.0	20.0	60.0	22.0	24.0
Max Q Clear Time (g_c+I1), s	48.0	39.6	20.1	24.0	10.2	61.4	10.5	33.7
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	214.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	114	0	18	1
Veh. Perm. R. Flow in Walk (v/h)	17	1	0	210
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	71.9	71.9	71.9	71.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.52	1.75	3.56	3.29
Pedestrian Crosswalk LOS	C	B	D	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.1	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	32	499	75	102
Veh. Perm. R. Flow in Walk (v/h)	83	64	298	112
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	65.9	65.9	65.9	65.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.67	3.91	3.36	3.61
Pedestrian Crosswalk LOS	C	D	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	502	4	1771	1936
Effct. Green for Bike (s)	8.6	6.3	84.8	60.2
Cross Street Width (ft)	60.2	60.0	32.5	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	104	76	1028	730
Bicycle Delay (s/bike)	74.1	76.3	19.5	33.3
Bicycle Compliance	Poor	Poor	Fair	Poor
Bicycle LOS Score	3.31	2.48	3.52	3.71
Bicycle LOS	C	B	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	950	1235	1267	2322
Effct. Green for Bike (s)	25.3	33.3	34.0	68.3
Cross Street Width (ft)	61.1	61.4	48.0	48.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	331	435	444	893
Bicycle Delay (s/bike)	53.3	46.8	46.3	23.4
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	4.06	4.54	3.34	4.21
Bicycle LOS	D	E	C	D

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	45	30	1537	2056	7
Future Vol, veh/h	18	45	30	1537	2056	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	3	0	6	6	0
Mvmt Flow	21	53	35	1808	2419	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3397	1214	2427	0	-	0
Stage 1	2423	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	~ 6	172	198	-	-	-
Stage 1	54	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 5	172	198	-	-	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	44	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	158.5	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	198	-	83	-	-
HCM Lane V/C Ratio	0.178	-	0.893	-	-
HCM Control Delay (s)	27.1	-	158.5	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	0.6	-	4.7	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	19	6	1556	2094	9
Future Vol, veh/h	9	19	6	1556	2094	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	10	22	7	1768	2380	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3283	1195	2390	0	-	0
Stage 1	2385	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 7	182	205	-	-	-
Stage 1	57	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 7	182	205	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	55	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	63.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	205	-	92	-	-
HCM Lane V/C Ratio	0.033	-	0.346	-	-
HCM Control Delay (s)	23.2	-	63.5	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-

Notes

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

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	11	1549	48	2	2103
Future Vol, veh/h	49	11	1549	48	2	2103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	20	6	0	0	6
Mvmt Flow	57	13	1801	56	2	2445

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3056	929	0	0	1857	0
Stage 1	1829	-	-	-	-	-
Stage 2	1227	-	-	-	-	-
Critical Hdwy	6.8	7.3	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.5	-	-	2.2	-
Pot Cap-1 Maneuver	~ 10	237	-	-	330	-
Stage 1	116	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 10	237	-	-	330	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	116	-	-	-	-	-
Stage 2	243	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	131.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	87	330	-
HCM Lane V/C Ratio	-	-	0.802	0.007	-
HCM Control Delay (s)	-	-	131.9	16	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	4.2	0	-

Notes

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

Intersection	
Int Delay, s/veh	45

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	129	37	1537	2046	107
Future Vol, veh/h	59	129	37	1537	2046	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	4	6	6	0
Mvmt Flow	68	148	43	1767	2352	123

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3384	1238	2475	0	-	0
Stage 1	2414	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.18	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.24	-	-	-
Pot Cap-1 Maneuver	~ 6	169	178	-	-	-
Stage 1	~ 55	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 5	169	178	-	-	-
Mov Cap-2 Maneuver	~ 35	-	-	-	-	-
Stage 1	~ 42	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 931.7	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	178	-	77	-	-
HCM Lane V/C Ratio	0.239	-	2.806	-	-
HCM Control Delay (s)	31.5	-	$ 931.7	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	21.2	-	-

Notes

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

Intersection	
Int Delay, s/veh	33.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	220	1351	88	119	2057
Future Vol, veh/h	62	220	1351	88	119	2057
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	7	6	15	5	6
Mvmt Flow	70	250	1535	100	135	2338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3024	818	0	0	1635	0
Stage 1	1585	-	-	-	-	-
Stage 2	1439	-	-	-	-	-
Critical Hdwy	6.8	7.04	-	-	4.2	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.37	-	-	2.25	-
Pot Cap-1 Maneuver	~ 11	309	-	-	379	-
Stage 1	157	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	309	-	-	379	-
Mov Cap-2 Maneuver	~ 66	-	-	-	-	-
Stage 1	157	-	-	-	-	-
Stage 2	121	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s$	460.2	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	171	379	-
HCM Lane V/C Ratio	-	-	1.874	0.357	-
HCM Control Delay (s)	-	-	$ 460.2	19.7	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	23.7	1.6	-

Notes

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

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑		↰	↑↑
Traffic Vol, veh/h	0	185	1254	152	53	2066
Future Vol, veh/h	0	185	1254	152	53	2066
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	6	2	0	6
Mvmt Flow	0	210	1425	173	60	2348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	799	0	0	1598	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.2	-
Pot Cap-1 Maneuver	0	328	-	-	415	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	328	-	-	415	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.6	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	328	415	-
HCM Lane V/C Ratio	-	-	0.641	0.145	-
HCM Control Delay (s)	-	-	33.6	15.1	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	4.2	0.5	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	14	4	1142	1657	7
Future Vol, veh/h	8	14	4	1142	1657	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	9	16	4	1269	1841	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2488	925	1849	0	-	0
Stage 1	1845	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	25	275	333	-	-	-
Stage 1	113	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	25	275	333	-	-	-
Mov Cap-2 Maneuver	90	-	-	-	-	-
Stage 1	112	-	-	-	-	-
Stage 2	491	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.1	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	333	-	157	-	-
HCM Lane V/C Ratio	0.013	-	0.156	-	-
HCM Control Delay (s)	16	-	32.1	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	164.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	12	35	8	149	12	1000	14	248	1409	7
Future Vol, veh/h	3	0	12	35	8	149	12	1000	14	248	1409	7
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	-	-	-	-	-	-	100	-	-	75	-	-
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, %	0	0	0	8	0	0	0	6	18	0	6	50
Mvmt Flow	3	0	13	38	9	162	13	1087	15	270	1532	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2650	3204	770	2427	3201	551	1540	0	0	1102	0	0
Stage 1	2076	2076	-	1121	1121	-	-	-	-	-	-	-
Stage 2	574	1128	-	1306	2080	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.66	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.66	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.66	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.58	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	11	10	348	~ 15	10	483	437	-	-	641	-	-
Stage 1	56	97	-	210	284	-	-	-	-	-	-	-
Stage 2	476	282	-	160	96	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	6	348	~ 9	~ 6	483	437	-	-	641	-	-
Mov Cap-2 Maneuver	-	6	-	~ 9	~ 6	-	-	-	-	-	-	-
Stage 1	54	56	-	204	275	-	-	-	-	-	-	-
Stage 2	297	274	-	89	56	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 2458.5	0.2	2.2
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	437	-	-	-	35	641	-	-
HCM Lane V/C Ratio	0.03	-	-	-	5.963	0.421	-	-
HCM Control Delay (s)	13.5	-	-	$	2458.5	14.6	-	-
HCM Lane LOS	B	-	-	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	24.9	2.1	-	-

Notes

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

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	70.8	283.7	354.5	0.88	9.0	F
	II	45	42.8	10.8	53.6	0.54	36.0	A
Total	II		113.6	294.5	408.1	1.42	12.5	F

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	12.5	102.0	114.5	0.11	3.6	F
	II	45	42.8	61.2	104.0	0.54	18.6	D
Total	II		55.3	163.2	218.5	0.65	10.7	F

2045 PM No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	2	392	10	3	0	447	1786	8	2	1091	41
Future Volume (veh/h)	68	2	392	10	3	0	447	1786	8	2	1091	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1841	1900	1900	1900	1900	1900	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	71	2	304	10	3	0	466	1860	8	2	1136	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	4	0	0	0	0	0	6	0	0	6	0
Cap, veh/h	282	2	254	16	5	0	495	2054	9	147	1362	52
Arrive On Green	0.16	0.16	0.16	0.01	0.01	0.00	0.21	0.58	0.58	0.03	0.40	0.40
Sat Flow, veh/h	1725	10	1551	1407	422	0	1810	3514	15	1810	3381	128
Grp Volume(v), veh/h	71	0	306	13	0	0	466	910	958	2	578	601
Grp Sat Flow(s),veh/h/ln	1725	0	1561	1830	0	0	1810	1721	1808	1810	1721	1788
Q Serve(g_s), s	4.4	0.0	20.0	0.9	0.0	0.0	23.6	57.1	57.2	0.1	36.9	37.0
Cycle Q Clear(g_c), s	4.4	0.0	20.0	0.9	0.0	0.0	23.6	57.1	57.2	0.1	36.9	37.0
Prop In Lane	1.00		0.99	0.77		0.00	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	282	0	255	21	0	0	495	1006	1057	147	693	721
V/C Ratio(X)	0.25	0.00	1.20	0.61	0.00	0.00	0.94	0.90	0.91	0.01	0.83	0.83
Avail Cap(c_a), veh/h	282	0	255	449	0	0	551	1006	1057	532	844	877
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	0.0	51.2	60.2	0.0	0.0	33.3	22.4	22.4	24.6	32.8	32.8
Incr Delay (d2), s/veh	0.5	0.0	120.9	24.8	0.0	0.0	23.4	11.6	11.3	0.0	6.7	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	1.9	0.0	16.3	0.5	0.0	0.0	16.5	23.7	24.8	0.0	15.9	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	172.1	85.0	0.0	0.0	56.7	34.0	33.7	24.6	39.6	39.4
LnGrp LOS	D	A	F	F	A	A	E	C	C	C	D	D
Approach Vol, veh/h		377			13			2334			1181	
Approach Delay, s/veh		148.2			85.0			38.4			39.4	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	78.2		26.0	32.9	56.0		7.4
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	30.0	60.0		20.0	30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	2.1	59.2		22.0	25.6	39.0		2.9
Green Ext Time (p_c), s	0.0	0.7		0.0	0.7	10.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	416	178	300	426	618	186	1398	150	478	852	93
Future Volume (veh/h)	274	416	178	300	426	618	186	1398	150	478	852	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1900	1826	1870	1900	1811	1900	1885	1811	1900
Adj Flow Rate, veh/h	280	424	182	306	435	631	190	1427	153	488	869	95
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, %	1	5	1	0	5	2	0	6	0	1	6	0
Cap, veh/h	305	265	232	328	286	249	336	829	88	509	1351	148
Arrive On Green	0.14	0.15	0.15	0.16	0.16	0.16	0.09	0.26	0.26	0.26	0.43	0.43
Sat Flow, veh/h	1795	1826	1598	1810	1826	1585	1810	3137	334	1795	3128	342
Grp Volume(v), veh/h	280	424	182	306	435	631	190	778	802	488	478	486
Grp Sat Flow(s),veh/h/ln	1795	1826	1598	1810	1826	1585	1810	1721	1751	1795	1721	1750
Q Serve(g_s), s	20.1	22.2	16.8	21.8	24.0	24.0	11.6	40.4	40.4	36.9	33.4	33.4
Cycle Q Clear(g_c), s	20.1	22.2	16.8	21.8	24.0	24.0	11.6	40.4	40.4	36.9	33.4	33.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.20
Lane Grp Cap(c), veh/h	305	265	232	328	286	249	336	454	462	509	743	756
V/C Ratio(X)	0.92	1.60	0.78	0.93	1.52	2.54	0.57	1.71	1.73	0.96	0.64	0.64
Avail Cap(c_a), veh/h	305	265	232	331	286	249	410	454	462	587	743	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	65.4	63.1	46.6	64.5	64.5	36.0	56.3	56.3	47.2	34.2	34.2
Incr Delay (d2), s/veh	30.5	286.9	14.8	31.7	250.6	703.8	0.6	329.7	339.4	24.4	4.3	4.2
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	11.6	31.4	7.7	12.5	30.9	58.1	5.1	58.7	61.0	21.5	14.5	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.9	352.3	77.9	78.4	315.1	768.3	36.5	385.9	395.7	71.6	38.4	38.4
LnGrp LOS	E	F	E	E	F	F	D	F	F	E	D	D
Approach Vol, veh/h		886			1372			1770			1452	
Approach Delay, s/veh		209.2			470.7			352.9			49.6	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.2	47.2	30.6	29.0	20.5	72.9	28.8	30.8
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.0	34.0	24.0	22.0	20.0	60.0	22.0	24.0
Max Q Clear Time (g_c+I1), s	38.9	42.4	23.8	24.2	13.6	35.4	22.1	26.0
Green Ext Time (p_c), s	0.5	0.0	0.0	0.0	0.1	3.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	278.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	304	0	34	8
Veh. Perm. R. Flow in Walk (v/h)	28	6	0	229
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	71.9	71.9	71.9	71.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.78	1.76	3.51	3.25
Pedestrian Crosswalk LOS	C	B	D	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.0	60.0	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	130	325	193	166
Veh. Perm. R. Flow in Walk (v/h)	77	98	508	78
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	65.9	65.9	65.9	65.9
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.80	3.51	3.51	3.67
Pedestrian Crosswalk LOS	C	D	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	481	13	2334	1181
Effct. Green for Bike (s)	11.5	6.9	76.7	51.6
Cross Street Width (ft)	60.2	60.0	32.5	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	139	84	930	625
Bicycle Delay (s/bike)	71.4	75.7	23.6	39.0
Bicycle Compliance	Poor	Poor	Fair	Poor
Bicycle LOS Score	3.27	2.50	3.98	3.09
Bicycle LOS	C	B	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	886	1372	1770	1452
Effct. Green for Bike (s)	22.7	24.6	40.0	67.3
Cross Street Width (ft)	61.1	61.4	48.0	48.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	297	322	523	880
Bicycle Delay (s/bike)	55.5	53.9	41.7	24.0
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	3.96	4.76	3.75	3.49
Bicycle LOS	D	E	D	C

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	45	45	2230	1464	28
Future Vol, veh/h	18	45	45	2230	1464	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	0	0	6	6	0
Mvmt Flow	19	46	46	2299	1509	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2766	769	1538	0	-	0
Stage 1	1524	-	-	-	-	-
Stage 2	1242	-	-	-	-	-
Critical Hdwy	7.08	6.9	4.1	-	-	-
Critical Hdwy Stg 1	6.08	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.64	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 13	348	438	-	-	-
Stage 1	148	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 12	348	438	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	213	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	438	-	178	-	-
HCM Lane V/C Ratio	0.106	-	0.365	-	-
HCM Control Delay (s)	14.2	-	36.4	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.4	-	1.6	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	12	11	2264	1501	11
Future Vol, veh/h	7	12	11	2264	1501	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	10	0	6	6	0
Mvmt Flow	7	12	11	2310	1532	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2715	772	1543	0	-	0
Stage 1	1538	-	-	-	-	-
Stage 2	1177	-	-	-	-	-
Critical Hdwy	6.8	7.1	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.4	2.2	-	-	-
Pot Cap-1 Maneuver	17	325	436	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	325	436	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	259	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.1	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	436	-	175	-	-
HCM Lane V/C Ratio	0.026	-	0.111	-	-
HCM Control Delay (s)	13.5	-	28.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	26	2244	69	13	1504
Future Vol, veh/h	39	26	2244	69	13	1504
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	41	27	2362	73	14	1583

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3219	1218	0	0	2435	0
Stage 1	2399	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 8	175	-	-	196	-
Stage 1	56	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	175	-	-	196	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	56	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	234.6	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	65	196	-
HCM Lane V/C Ratio	-	-	1.053	0.07	-
HCM Control Delay (s)	-	-	234.6	24.7	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	5.3	0.2	-

Notes

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

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	54	124	109	2262	1484	52
Future Vol, veh/h	54	124	109	2262	1484	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	6	6	0
Mvmt Flow	56	128	112	2332	1530	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2947	792	1584	0	-	0
Stage 1	1557	-	-	-	-	-
Stage 2	1390	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	~ 12	334	416	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 9	334	416	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	118	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	176.2	0.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	416	-	159	-	-
HCM Lane V/C Ratio	0.27	-	1.154	-	-
HCM Control Delay (s)	16.8	-	176.2	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	1.1	-	10	-	-

Notes

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

Intersection	
Int Delay, s/veh	68.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	269	2097	165	161	1448
Future Vol, veh/h	37	269	2097	165	161	1448
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	39	280	2184	172	168	1508

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3360	1178	0	0	2356	0
Stage 1	2270	-	-	-	-	-
Stage 2	1090	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 6	~ 187	-	-	211	-
Stage 1	66	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 1	~ 187	-	-	211	-
Mov Cap-2 Maneuver	~ 29	-	-	-	-	-
Stage 1	66	-	-	-	-	-
Stage 2	59	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s$	902.9	0	6.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	113	211	-
HCM Lane V/C Ratio	-	-	2.821	0.795	-
HCM Control Delay (s)	-	-	$ 902.9	66.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	29.7	5.7	-

Notes

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

Intersection	
Int Delay, s/veh	9.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑		↰	↑↑
Traffic Vol, veh/h	0	212	2050	240	62	1423
Future Vol, veh/h	0	212	2050	240	62	1423
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	0	219	2113	247	64	1467

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1180	0	0	2360	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	0	~ 186	-	-	210	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	~ 186	-	-	210	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	172.3	0	1.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	186	210	-
HCM Lane V/C Ratio	-	-	1.175	0.304	-
HCM Control Delay (s)	-	-	172.3	29.5	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	11.3	1.2	-

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	15	15	1869	1326	14
Future Vol, veh/h	5	15	15	1869	1326	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	5	16	16	1988	1411	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2445	713	1426	0	-	0
Stage 1	1419	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	27	379	483	-	-	-
Stage 1	193	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	26	379	483	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	311	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	483	-	244	-	-
HCM Lane V/C Ratio	0.033	-	0.087	-	-
HCM Control Delay (s)	12.7	-	21.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	5	12	41	2	424	13	1453	71	193	1134	11
Future Vol, veh/h	4	5	12	41	2	424	13	1453	71	193	1134	11
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	-	-	-	-	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	33	50	0	0	0	0	0	6	3	0	6	14
Mvmt Flow	4	5	13	44	2	451	14	1546	76	205	1206	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2424	3272	609	2628	3240	811	1218	0	0	1622	0	0
Stage 1	1622	1622	-	1612	1612	-	-	-	-	-	-	-
Stage 2	802	1650	-	1016	1628	-	-	-	-	-	-	-
Critical Hdwy	8.16	7.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.16	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.16	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.5	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	11	~ 4	443	~ 12	10	~ 327	580	-	-	407	-	-
Stage 1	78	100	-	111	165	-	-	-	-	-	-	-
Stage 2	283	96	-	259	162	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 2	443	-	5	~ 327	580	-	-	407	-	-
Mov Cap-2 Maneuver	-	~ 2	-	-	5	-	-	-	-	-	-	-
Stage 1	76	50	-	108	161	-	-	-	-	-	-	-
Stage 2	-	94	-	112	80	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.1	3.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	580	-	-	-	-	407	-	-
HCM Lane V/C Ratio	0.024	-	-	-	-	0.504	-	-
HCM Control Delay (s)	11.4	-	-	-	-	22.5	-	-
HCM Lane LOS	B	-	-	-	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	2.8	-	-

Notes

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

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	70.8	389.3	460.1	0.88	6.9	F
	II	45	42.8	23.1	65.9	0.54	29.3	B
Total	II		113.6	412.4	526.0	1.42	9.7	F

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	12.5	34.8	47.3	0.11	8.7	F
	II	45	42.8	36.4	79.2	0.54	24.4	C
Total	II		55.3	71.2	126.5	0.65	18.5	D

Appendix L

Signal Warrant Sheets

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **N Publix Access (WBL+WBR)** Lanes: **1**
Opening Year 2025

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,473	2,870	2,315	2,119	1,926	1,969	1,491	1,859
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	198	198	195	191	173	154	111	92

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ■ Yes ☐ No
100% (70%) Satisfied: ■ Yes ☐ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,473	2,870	2,315	2,119	1,926	1,969	1,491	1,859
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	198	198	195	191	173	154	111	92

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **N Publix Access (WBL+WBR)** Lanes: **1**
Interim Year 2035

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,814	3,266	2,634	2,411	2,191	2,240	1,697	2,116
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	210	210	206	202	184	163	118	97

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ■ Yes ☐ No
100% (70%) Satisfied: ■ Yes ☐ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,814	3,266	2,634	2,411	2,191	2,240	1,697	2,116
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	210	210	206	202	184	163	118	97

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **N Publix Access (WBL+WBR)** Lanes: **1**
Design Year 2045

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	3,155	3,662	2,953	2,703	2,457	2,512	1,902	2,372
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	217	217	214	209	190	169	122	101

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ■ Yes ☐ No
100% (70%) Satisfied: ■ Yes ☐ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	3,155	3,662	2,953	2,703	2,457	2,512	1,902	2,372
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	217	217	214	209	190	169	122	101

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Nightingale St (EB)** Lanes: **1**
Opening Year 2025

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	1,737	2,025	1,604	1,371	2,282	2,769	1,833	2,010
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	17	13	12	10	10	9	8	7

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	1,737	2,025	1,604	1,371	2,282	2,769	1,833	2,010
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	17	13	12	10	10	9	8	7

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Nightingale St (EB)** Lanes: **1**
Interim Year 2035

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	1,976	2,318	1,828	1,564	2,612	3,173	2,095	2,299
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	20	15	14	12	12	11	9	8

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	1,976	2,318	1,828	1,564	2,612	3,173	2,095	2,299
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	20	15	14	12	12	11	9	8

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Nightingale St (EB)** Lanes: **1**
Design Year 2045

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,228	2,606	2,059	1,761	2,937	3,566	2,357	2,585
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	20	15	14	12	12	11	9	8

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,228	2,606	2,059	1,761	2,937	3,566	2,357	2,585
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	20	15	14	12	12	11	9	8

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **S Publix Access (WBR) - Right Turn Only** Lanes: **1**
Opening Year 2025

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,501	2,174	2,025	1,745	1,766	1,930	1,964	1,697
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	148	121	119	92	90	85	49	42

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,501	2,174	2,025	1,745	1,766	1,930	1,964	1,697
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	148	121	119	92	90	85	49	42

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **S Publix Access (WBR) - Right Turn Only** Lanes: **1**
Interim Year 2035

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,886	2,508	2,336	2,018	2,046	2,233	2,295	1,980
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	161	131	129	100	97	92	53	45

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,886	2,508	2,336	2,018	2,046	2,233	2,295	1,980
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	161	131	129	100	97	92	53	45

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **S Publix Access (WBR) - Right Turn Only** Lanes: **1**
Design Year 2045

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	3,301	2,868	2,671	2,311	2,344	2,556	2,638	2,274
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	177	144	142	110	107	101	58	50

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	3,301	2,868	2,671	2,311	2,344	2,556	2,638	2,274
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	177	144	142	110	107	101	58	50

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Sandpiper St (WB)** Lanes: **1**
Opening Year 2025

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	1,939	1,652	1,471	1,522	1,379	1,438	1,379	1,129
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	309	257	219	185	164	140	95	92

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ■ Yes ☐ No
100% (70%) Satisfied: ■ Yes ☐ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	1,939	1,652	1,471	1,522	1,379	1,438	1,379	1,129
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	309	257	219	185	164	140	95	92

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Sandpiper St (WB)** Lanes: **1**
Interim Year 2035

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,228	1,898	1,690	1,749	1,586	1,653	1,588	1,299
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	340	283	241	203	181	153	104	101

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ■ Yes ☐ No
100% (70%) Satisfied: ■ Yes ☐ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,228	1,898	1,690	1,749	1,586	1,653	1,588	1,299
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	340	283	241	203	181	153	104	101

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Sandpiper St (WB)** Lanes: **1**
Design Year 2045

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ■ Yes ☐ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,500	2,130	1,896	1,963	1,779	1,855	1,781	1,457
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	370	308	262	221	197	167	114	110

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ■ Yes ☐ No
100% (70%) Satisfied: ■ Yes ☐ No
56% or 80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,500	2,130	1,896	1,963	1,779	1,855	1,781	1,457
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	370	308	262	221	197	167	114	110

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Seaflower St (EB)** Lanes: **1**
Opening Year 2025

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,089	1,921	1,298	2,895	2,280	1,959	2,492	1,490
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	22	17	15	14	14	9	9	8

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,089	1,921	1,298	2,895	2,280	1,959	2,492	1,490
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	22	17	15	14	14	9	9	8

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Seaflower St (EB)** Lanes: **1**
Interim Year 2035

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,456	2,259	1,527	3,402	2,680	2,302	2,929	1,752
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	26	20	18	16	16	11	11	9

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,456	2,259	1,527	3,402	2,680	2,302	2,929	1,752
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	26	20	18	16	16	11	11	9

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Seaflower St (EB)** Lanes: **1**
Design Year 2045

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,861	2,632	1,779	3,960	3,119	2,681	3,409	2,041
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	26	20	18	16	16	11	11	9

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,861	2,632	1,779	3,960	3,119	2,681	3,409	2,041
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	26	20	18	16	16	11	11	9

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Tahoe St (EB)** Lanes: **1**
Opening Year 2025

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,055	1,248	2,299	2,850	1,904	2,500	1,935	1,929
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	43	36	29	24	23	23	20	20

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,055	1,248	2,299	2,850	1,904	2,500	1,935	1,929
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	43	36	29	24	23	23	20	20

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Tanglewood Dr (EB)** Lanes: **1**
Opening Year 2025

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,976	1,916	2,546	1,991	2,023	2,411	2,126	1,320
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	39	33	33	30	30	30	28	26

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,976	1,916	2,546	1,991	2,023	2,411	2,126	1,320
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	39	33	33	30	30	30	28	26

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Tanglewood Dr (EB)** Lanes: **1**
Interim Year 2035

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	3,516	2,259	3,009	2,352	2,388	2,850	2,506	1,555
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	43	37	37	33	33	33	31	29

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	3,516	2,259	3,009	2,352	2,388	2,850	2,506	1,555
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	43	37	37	33	33	33	31	29

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Tanglewood Dr (EB)** Lanes: **1**
Design Year 2045

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	4,076	2,621	3,488	2,727	2,769	3,303	2,908	1,805
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	47	40	40	36	36	36	34	31

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	4,076	2,621	3,488	2,727	2,769	3,303	2,908	1,805
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	47	40	40	36	36	36	34	31

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Vista Crest Dr (WB)** Lanes: **1**
Opening Year 2025

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,770	1,262	1,476	1,882	2,066	1,890	2,248	2,084
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	37	33	32	30	29	29	29	26

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,770	1,262	1,476	1,882	2,066	1,890	2,248	2,084
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	37	33	32	30	29	29	29	26

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Vista Crest Dr (WB)** Lanes: **1**
Interim Year 2035

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	3,272	1,487	1,741	2,222	2,435	2,228	2,656	2,461
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	41	36	35	33	32	32	32	29

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	3,272	1,487	1,741	2,222	2,435	2,228	2,656	2,461
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	41	36	35	33	32	32	32	29

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Apopka** Engineer: **VHB**
County: **Orange** Date: **September 30, 2021**

Major Street: **Rock Springs Rd (NB+SB)** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Vista Crest Dr (WB)** Lanes: **1**
Design Year 2045

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	3,793	1,726	2,019	2,577	2,825	2,585	3,079	2,853
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	44	40	38	36	35	35	35	31

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% (70%) Satisfied: ☐ Yes ■ No
56% or 80% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%	8-9 AM	9-10 AM	6-7 PM	1-2 PM	10-11 AM	11-12 PM	2-3 PM	12-1 PM
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	3,793	1,726	2,019	2,577	2,825	2,585	3,079	2,853
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	44	40	38	36	35	35	35	31

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

Appendix M

Build Synchro

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	0	243	1	1	0	163	747	1	0	1287	22
Future Volume (veh/h)	21	0	243	1	1	0	163	747	1	0	1287	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	418	418	1900	1856	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	24	0	162	1	1	0	185	849	1	0	1462	25
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	4	0	100	100	0	3	6	0	0	6	0
Cap, veh/h	49	0	100	0	0	0	327	3055	4	565	2751	47
Arrive On Green	0.03	0.00	0.03	0.00	0.00	0.00	0.07	1.00	1.00	0.00	0.79	0.79
Sat Flow, veh/h	1753	0	1610	204	204	0	1767	3527	4	1810	3462	59
Grp Volume(v), veh/h	24	0	162	2	0	0	185	414	436	0	726	761
Grp Sat Flow(s),veh/h/ln	1753	0	1610	408	0	0	1767	1721	1810	1810	1721	1800
Q Serve(g_s), s	2.4	0.0	5.0	0.4	0.0	0.0	3.7	0.0	0.0	0.0	27.0	27.1
Cycle Q Clear(g_c), s	2.4	0.0	5.0	0.4	0.0	0.0	3.7	0.0	0.0	0.0	27.0	27.1
Prop In Lane	1.00		1.00	0.50		0.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	49	0	100	1	0	0	327	1490	1568	565	1367	1431
V/C Ratio(X)	0.49	0.00	1.62	2.32	0.00	0.00	0.57	0.28	0.28	0.00	0.53	0.53
Avail Cap(c_a), veh/h	49	0	100	9	0	0	692	1490	1568	604	1367	1431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	86.3	0.0	84.4	89.8	0.0	0.0	7.1	0.0	0.0	0.0	6.6	6.6
Incr Delay (d2), s/veh	7.5	0.0	319.8	1044.2	0.0	0.0	1.5	0.5	0.4	0.0	1.5	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(95%),veh/ln	2.2	0.0	21.6	0.5	0.0	0.0	3.2	0.3	0.3	0.0	13.9	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.8	0.0	404.2	1134.0	0.0	0.0	8.6	0.5	0.4	0.0	8.0	8.0
LnGrp LOS	F	A	F	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		186			2			1035			1487	
Approach Delay, s/veh		364.1			1134.0			1.9			8.0	
Approach LOS		F			F			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	162.6		11.0	12.9	149.7		6.4
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	4.0	141.6		5.0	43.3	102.3		4.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		7.0	5.7	29.1		2.4
Green Ext Time (p_c), s	0.0	9.0		0.0	0.5	24.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	90	824	52	129	1562
Future Volume (veh/h)	25	90	824	52	129	1562
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1796	1811	1678	1826	1811
Adj Flow Rate, veh/h	28	102	936	59	147	1775
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	7	6	15	5	6
Cap, veh/h	149	208	2190	905	526	2637
Arrive On Green	0.08	0.08	1.00	1.00	0.11	1.00
Sat Flow, veh/h	1810	1522	3532	1422	1739	3532
Grp Volume(v), veh/h	28	102	936	59	147	1775
Grp Sat Flow(s),veh/h/ln	1810	1522	1721	1422	1739	1721
Q Serve(g_s), s	1.3	5.6	0.0	0.0	2.5	0.0
Cycle Q Clear(g_c), s	1.3	5.6	0.0	0.0	2.5	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	149	208	2190	905	526	2637
V/C Ratio(X)	0.19	0.49	0.43	0.07	0.28	0.67
Avail Cap(c_a), veh/h	265	306	2190	905	667	2637
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	35.9	0.0	0.0	3.9	0.0
Incr Delay (d2), s/veh	0.6	1.8	0.6	0.1	0.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.2	0.3	0.1	1.1	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.1	37.7	0.6	0.1	4.1	1.4
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	130		995			1922
Approach Delay, s/veh	38.0		0.6			1.6
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.7	64.1				75.8	14.2
Change Period (Y+Rc), s	6.8	6.8				6.8	6.8
Max Green Setting (Gmax), s	12.2	44.2				63.2	13.2
Max Q Clear Time (g_c+I1), s	4.5	2.0				2.0	7.6
Green Ext Time (p_c), s	0.2	7.5				22.6	0.2

Intersection Summary	
HCM 6th Ctrl Delay	2.8
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	395	136	123	284	329	45	482	87	624	882	88
Future Volume (veh/h)	80	395	136	123	284	329	45	482	87	624	882	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1826	1856	1870	1826	1870	1752	1811	1826	1856	1811	1826
Adj Flow Rate, veh/h	84	416	143	129	299	346	47	507	92	657	928	93
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, %	3	5	3	2	5	2	10	6	5	3	6	5
Cap, veh/h	192	473	270	186	548	1004	59	1504	790	693	2078	934
Arrive On Green	0.05	0.14	0.14	0.07	0.16	0.16	0.04	0.44	0.44	0.40	1.00	1.00
Sat Flow, veh/h	1767	3469	1572	1781	3469	2790	1668	3441	1547	3428	3441	1547
Grp Volume(v), veh/h	84	416	143	129	299	346	47	507	92	657	928	93
Grp Sat Flow(s),veh/h/ln	1767	1735	1572	1781	1735	1395	1668	1721	1547	1714	1721	1547
Q Serve(g_s), s	7.3	21.2	14.9	11.1	14.3	16.3	5.0	17.5	5.6	33.3	0.0	0.0
Cycle Q Clear(g_c), s	7.3	21.2	14.9	11.1	14.3	16.3	5.0	17.5	5.6	33.3	0.0	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	192	473	270	186	548	1004	59	1504	790	693	2078	934
V/C Ratio(X)	0.44	0.88	0.53	0.69	0.55	0.34	0.79	0.34	0.12	0.95	0.45	0.10
Avail Cap(c_a), veh/h	203	599	327	285	846	1244	158	1504	790	889	2078	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.7	76.3	67.9	62.1	69.8	42.1	86.2	33.4	22.9	52.7	0.0	0.0
Incr Delay (d2), s/veh	0.6	10.3	0.6	1.7	0.3	0.1	8.6	0.6	0.3	15.0	0.7	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(95%),veh/ln	6.0	15.4	10.0	8.8	10.4	9.5	4.1	11.9	3.8	19.5	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	86.6	68.5	63.8	70.2	42.2	94.8	34.0	23.2	67.7	0.7	0.2
LnGrp LOS	E	F	E	E	E	D	F	C	C	E	A	A
Approach Vol, veh/h		643			774			646			1678	
Approach Delay, s/veh		79.5			56.6			36.9			26.9	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.2	85.5	20.0	31.3	13.2	115.5	16.1	35.2
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.7	51.8	23.2	31.1	17.0	81.5	10.4	43.9
Max Q Clear Time (g_c+I1), s	35.3	19.5	13.1	23.2	7.0	2.0	9.3	18.3
Green Ext Time (p_c), s	1.1	2.2	0.1	1.3	0.0	4.5	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	8	28	2	82	5	551	12	225	976	3
Future Volume (veh/h)	1	0	8	28	2	82	5	551	12	225	976	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1781	1900	1900	1900	1811	1633	1900	1811	1159
Adj Flow Rate, veh/h	1	0	9	30	2	89	5	599	13	245	1061	3
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	0	0	8	0	0	0	6	18	0	6	50
Cap, veh/h	27	9	121	153	9	496	292	1993	43	840	2806	8
Arrive On Green	0.08	0.00	0.08	0.08	0.08	0.08	0.01	0.58	0.58	0.22	0.80	0.80
Sat Flow, veh/h	54	107	1453	1368	108	1610	1810	3443	75	1810	3520	10
Grp Volume(v), veh/h	10	0	0	32	0	89	5	299	313	245	519	545
Grp Sat Flow(s),veh/h/ln	1615	0	0	1476	0	1610	1810	1721	1798	1810	1721	1809
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	0.0	0.2	16.0	16.0	0.0	15.7	15.7
Cycle Q Clear(g_c), s	1.0	0.0	0.0	3.5	0.0	0.0	0.2	16.0	16.0	0.0	15.7	15.7
Prop In Lane	0.10		0.90	0.94		1.00	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	156	0	0	162	0	496	292	996	1041	840	1372	1443
V/C Ratio(X)	0.06	0.00	0.00	0.20	0.00	0.18	0.02	0.30	0.30	0.29	0.38	0.38
Avail Cap(c_a), veh/h	202	0	0	204	0	542	353	996	1041	840	1372	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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.1	0.0	0.0	77.1	0.0	45.6	19.0	19.3	19.3	11.3	5.3	5.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	0.2	0.0	0.8	0.7	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	0.0	2.6	0.0	5.5	0.2	10.7	11.1	7.1	8.9	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	0.0	0.0	77.7	0.0	45.8	19.0	20.1	20.1	11.5	6.1	6.0
LnGrp LOS	E	A	A	E	A	D	B	C	C	B	A	A
Approach Vol, veh/h		10			121			617			1309	
Approach Delay, s/veh		76.3			54.3			20.1			7.1	
Approach LOS		E			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	47.2	111.0		21.8	7.9	150.3		21.8
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8
Max Green Setting (Gmax), s	35.2	104.2		20.2	7.2	132.2		20.2
Max Q Clear Time (g_c+I1), s	2.0	18.0		3.0	2.2	17.7		5.5
Green Ext Time (p_c), s	0.7	3.7		0.0	0.0	7.8		0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	114	0	18	1
Veh. Perm. R. Flow in Walk (v/h)	17	1	0	210
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.33	1.75	3.17	3.02
Pedestrian Crosswalk LOS	B	B	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	24.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	2	6	3
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.88	3.19	3.20
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.1	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	6	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	32	499	75	102
Veh. Perm. R. Flow in Walk (v/h)	83	64	298	112
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.74	3.74	3.04	3.32
Pedestrian Crosswalk LOS	C	D	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	24.0	24.2	61.2	80.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.76	2.08	2.83	2.92
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	300	2	1035	1487
Effct. Green for Bike (s)	7.9	5.5	150.3	131.9
Cross Street Width (ft)	61.6	60.0	24.0	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	88	61	1670	1466
Bicycle Delay (s/bike)	82.3	84.6	2.5	6.4
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.93	1.41	1.71	2.27
Bicycle LOS	B	A	B	B

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	130	995	1922
Effct. Green for Bike (s)	10.8	140.9	155.6
Cross Street Width (ft)	60.0	24.0	60.0
Through Lanes Number	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	120	1566	1729
Bicycle Delay (s/bike)	79.5	4.2	1.7
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	1.62	1.68	2.99
Bicycle LOS	B	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	643	774	646	1678
Effct. Green for Bike (s)	26.0	29.7	72.5	102.5
Cross Street Width (ft)	84.5	87.8	84.7	73.1
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	289	330	806	1139
Bicycle Delay (s/bike)	65.9	62.8	32.1	16.7
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	2.31	2.47	2.32	2.99
Bicycle LOS	B	B	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	10	121	617	1309
Effct. Green for Bike (s)	15.0	15.0	113.8	154.5
Cross Street Width (ft)	60.0	62.4	36.2	24.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	167	167	1264	1717
Bicycle Delay (s/bike)	75.6	75.6	12.2	1.8
Bicycle Compliance	Poor	Poor	Fair	Good
Bicycle LOS Score	1.42	1.64	1.55	1.93
Bicycle LOS	A	B	B	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	38	15	893	1529	4
Future Vol, veh/h	15	38	15	893	1529	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	3	0	6	6	0
Mvmt Flow	18	45	18	1051	1799	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2364	902	1804	0	-	0
Stage 1	1802	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	30	279	346	-	-	-
Stage 1	120	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	28	279	346	-	-	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	114	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.8	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	346	-	178	-	-
HCM Lane V/C Ratio	0.051	-	0.35	-	-
HCM Control Delay (s)	16	-	35.8	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	17	2	902	1559	3
Future Vol, veh/h	8	17	2	902	1559	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	9	19	2	1025	1772	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2291	888	1775	0	-	0
Stage 1	1774	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	34	291	355	-	-	-
Stage 1	124	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	34	291	355	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	123	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	355	-	182	-	-
HCM Lane V/C Ratio	0.006	-	0.156	-	-
HCM Control Delay (s)	15.2	-	28.4	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	7	893	11	2	1578
Future Vol, veh/h	30	7	893	11	2	1578
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	20	6	0	0	6
Mvmt Flow	35	8	1038	13	2	1835

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1967	526	0	0	1051	0
Stage 1	1045	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Critical Hdwy	6.8	7.3	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.5	-	-	2.2	-
Pot Cap-1 Maneuver	56	452	-	-	670	-
Stage 1	304	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	56	452	-	-	670	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	197	670	-
HCM Lane V/C Ratio	-	-	0.218	0.003	-
HCM Control Delay (s)	-	-	28.3	10.4	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	101	28	890	1585	20
Future Vol, veh/h	18	101	28	890	1585	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	4	6	6	0
Mvmt Flow	21	116	32	1023	1822	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2410	923	1845	0	-	0
Stage 1	1834	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.18	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.24	-	-	-
Pot Cap-1 Maneuver	28	274	317	-	-	-
Stage 1	115	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	25	274	317	-	-	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	103	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	52	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	317	-	205	-	-
HCM Lane V/C Ratio	0.102	-	0.667	-	-
HCM Control Delay (s)	17.6	-	52	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	4.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	73	808	83	0	1594
Future Vol, veh/h	0	73	808	83	0	1594
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	6	2	0	6
Mvmt Flow	0	83	918	94	0	1811

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	459	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	549	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	549	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	549	-
HCM Lane V/C Ratio	-	-	0.151	-
HCM Control Delay (s)	-	-	12.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	13	2	642	1202	6
Future Vol, veh/h	6	13	2	642	1202	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	7	14	2	713	1336	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1701	672	1343	0	-	0
Stage 1	1340	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	85	403	520	-	-	-
Stage 1	212	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	85	403	520	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	211	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	520	-	284	-	-
HCM Lane V/C Ratio	0.004	-	0.074	-	-
HCM Control Delay (s)	12	-	18.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	61.9	36.7	98.6	0.77	28.2	B
Publix Plaza Access	II	45	19.9	10.1	30.0	0.18	21.9	D
	II	45	33.9	7.0	40.9	0.35	31.1	B
Total	II		115.7	53.8	169.5	1.31	27.8	C

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	31.3	14.6	45.9	0.33	25.6	C
Publix Plaza Access	II	45	33.9	6.6	40.5	0.35	31.4	B
	II	45	19.9	21.5	41.4	0.18	15.9	E
Total	II		85.1	42.7	127.8	0.86	24.3	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1	256	8	1	0	328	1440	6	0	999	30
Future Volume (veh/h)	40	1	256	8	1	0	328	1440	6	0	999	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1841	1900	1900	1900	1900	1900	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	42	1	267	8	1	0	342	1500	6	0	1041	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	4	0	0	0	0	0	6	0	0	6	0
Cap, veh/h	248	6	383	13	2	0	446	2614	10	258	2091	62
Arrive On Green	0.14	0.14	0.14	0.01	0.01	0.00	0.19	1.00	1.00	0.00	0.61	0.61
Sat Flow, veh/h	1714	41	1610	1617	202	0	1810	3515	14	1810	3412	102
Grp Volume(v), veh/h	43	0	267	9	0	0	342	734	772	0	525	547
Grp Sat Flow(s),veh/h/ln	1755	0	1610	1819	0	0	1810	1721	1809	1810	1721	1793
Q Serve(g_s), s	3.9	0.0	26.0	0.9	0.0	0.0	13.9	0.0	0.0	0.0	30.6	30.6
Cycle Q Clear(g_c), s	3.9	0.0	26.0	0.9	0.0	0.0	13.9	0.0	0.0	0.0	30.6	30.6
Prop In Lane	0.98		1.00	0.89		0.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	254	0	383	15	0	0	446	1279	1345	258	1054	1099
V/C Ratio(X)	0.17	0.00	0.70	0.61	0.00	0.00	0.77	0.57	0.57	0.00	0.50	0.50
Avail Cap(c_a), veh/h	254	0	383	40	0	0	782	1279	1345	297	1054	1099
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	62.6	89.0	0.0	0.0	14.4	0.0	0.0	0.0	19.4	19.4
Incr Delay (d2), s/veh	0.3	0.0	5.4	35.2	0.0	0.0	2.8	1.9	1.8	0.0	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	0.0	17.5	1.0	0.0	0.0	7.7	1.2	1.2	0.0	18.2	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	0.0	68.1	124.2	0.0	0.0	17.2	1.9	1.8	0.0	21.1	21.0
LnGrp LOS	E	A	E	F	A	A	B	A	A	A	C	C
Approach Vol, veh/h		310			9			1848			1072	
Approach Delay, s/veh		68.0			124.2			4.7			21.1	
Approach LOS		E			F			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	140.6		32.0	23.6	117.0		7.4				
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0				
Max Green Setting (Gmax), s	4.0	120.6		26.0	50.3	74.3		4.0				
Max Q Clear Time (g_c+I1), s	0.0	2.0		28.0	15.9	32.6		2.9				
Green Ext Time (p_c), s	0.0	27.2		0.0	1.0	12.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		16.5
HCM 6th LOS		B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	202	1714	107	189	1169
Future Volume (veh/h)	25	202	1714	107	189	1169
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1811	1900	1900	1811
Adj Flow Rate, veh/h	26	85	1785	111	197	1218
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	6	0	0	6
Cap, veh/h	117	198	2239	1048	288	2699
Arrive On Green	0.06	0.06	0.87	0.87	0.12	1.00
Sat Flow, veh/h	1810	1610	3532	1610	1810	3532
Grp Volume(v), veh/h	26	85	1785	111	197	1218
Grp Sat Flow(s),veh/h/ln	1810	1610	1721	1610	1810	1721
Q Serve(g_s), s	1.2	4.4	20.3	0.9	3.2	0.0
Cycle Q Clear(g_c), s	1.2	4.4	20.3	0.9	3.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	117	198	2239	1048	288	2699
V/C Ratio(X)	0.22	0.43	0.80	0.11	0.68	0.45
Avail Cap(c_a), veh/h	117	198	2239	1048	340	2699
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	36.6	3.5	2.2	12.6	0.0
Incr Delay (d2), s/veh	1.0	1.5	3.1	0.2	4.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	3.3	5.7	0.6	4.3	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.9	38.0	6.5	2.4	17.0	0.5
LnGrp LOS	D	D	A	A	B	A
Approach Vol, veh/h	111		1896			1415
Approach Delay, s/veh	38.7		6.3			2.8
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.0	65.4				77.4	12.6
Change Period (Y+Rc), s	6.8	6.8				6.8	6.8
Max Green Setting (Gmax), s	7.8	56.0				70.6	5.8
Max Q Clear Time (g_c+I1), s	5.2	22.3				2.0	6.4
Green Ext Time (p_c), s	0.1	18.5				11.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	274	95	188	294	526	139	1142	107	351	762	80
Future Volume (veh/h)	207	274	95	188	294	526	139	1142	107	351	762	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1900	1826	1870	1900	1811	1900	1885	1811	1900
Adj Flow Rate, veh/h	211	280	97	192	300	537	142	1165	109	358	778	82
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, %	1	5	1	0	5	2	0	6	0	1	6	0
Cap, veh/h	281	536	389	305	503	721	162	1651	936	395	1734	811
Arrive On Green	0.11	0.15	0.15	0.10	0.15	0.15	0.09	0.48	0.48	0.23	1.00	1.00
Sat Flow, veh/h	1795	3469	1598	1810	3469	2790	1810	3441	1610	3483	3441	1610
Grp Volume(v), veh/h	211	280	97	192	300	537	142	1165	109	358	778	82
Grp Sat Flow(s),veh/h/ln	1795	1735	1598	1810	1735	1395	1810	1721	1610	1742	1721	1610
Q Serve(g_s), s	17.8	13.4	8.8	16.1	14.6	26.1	14.0	47.9	5.5	18.0	0.0	0.0
Cycle Q Clear(g_c), s	17.8	13.4	8.8	16.1	14.6	26.1	14.0	47.9	5.5	18.0	0.0	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	281	536	389	305	503	721	162	1651	936	395	1734	811
V/C Ratio(X)	0.75	0.52	0.25	0.63	0.60	0.75	0.88	0.71	0.12	0.91	0.45	0.10
Avail Cap(c_a), veh/h	314	536	389	383	503	721	303	1651	936	511	1734	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	70.0	54.8	57.6	72.0	61.3	81.0	36.8	16.9	68.7	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.4	0.1	0.8	1.4	3.8	5.8	2.6	0.3	14.8	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(95%),veh/ln	13.5	10.0	6.4	11.8	10.7	17.1	11.0	27.8	3.8	12.5	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	70.5	54.9	58.5	73.4	65.1	86.8	39.4	17.2	83.5	0.8	0.2
LnGrp LOS	E	E	D	E	E	E	F	D	B	F	A	A
Approach Vol, veh/h		588			1029			1416			1218	
Approach Delay, s/veh		65.8			66.3			42.4			25.1	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.2	93.2	25.1	34.6	22.9	97.5	26.7	32.9
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	26.4	77.1	26.0	23.3	30.1	73.4	23.2	26.1
Max Q Clear Time (g_c+I1), s	20.0	49.9	18.1	15.4	16.0	2.0	19.8	28.1
Green Ext Time (p_c), s	0.4	5.8	0.1	0.8	0.1	3.6	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	9	24	1	327	9	1241	47	166	857	9
Future Volume (veh/h)	3	3	9	24	1	327	9	1241	47	166	857	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1411	1159	1900	1900	1900	1900	1900	1811	1856	1900	1811	1693
Adj Flow Rate, veh/h	3	3	10	26	1	242	10	1320	50	177	912	10
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, %	33	50	0	0	0	0	0	6	3	0	6	14
Cap, veh/h	48	34	77	236	8	502	291	1752	66	475	2417	27
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.01	0.52	0.52	0.19	0.69	0.69
Sat Flow, veh/h	96	274	616	1414	64	1610	1810	3381	128	1810	3486	38
Grp Volume(v), veh/h	16	0	0	27	0	242	10	671	699	177	450	472
Grp Sat Flow(s),veh/h/ln	986	0	0	1478	0	1610	1810	1721	1788	1810	1721	1804
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	37.0	37.1	0.5	13.0	13.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.6	0.0	0.0	0.3	37.0	37.1	0.5	13.0	13.0
Prop In Lane	0.19		0.62	0.96		1.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	159	0	0	244	0	502	291	892	927	475	1193	1251
V/C Ratio(X)	0.10	0.00	0.00	0.11	0.00	0.48	0.03	0.75	0.75	0.37	0.38	0.38
Avail Cap(c_a), veh/h	239	0	0	366	0	639	347	892	927	475	1193	1251
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	0.0	0.0	46.6	0.0	33.5	17.4	22.8	22.9	34.6	7.6	7.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.7	0.0	5.8	5.7	0.5	0.9	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(95%),veh/ln	0.8	0.0	0.0	1.3	0.0	9.8	0.3	21.6	22.3	7.6	7.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	0.0	0.0	46.8	0.0	34.2	17.4	28.7	28.5	35.1	8.6	8.5
LnGrp LOS	D	A	A	D	A	C	B	C	C	D	A	A
Approach Vol, veh/h		16			269			1380			1099	
Approach Delay, s/veh		46.9			35.4			28.5			12.8	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	29.2	69.0		21.8	8.2	90.0		21.8
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8
Max Green Setting (Gmax), s	12.2	62.2		25.2	5.1	69.3		25.2
Max Q Clear Time (g_c+I1), s	2.5	39.1		3.6	2.3	15.0		3.6
Green Ext Time (p_c), s	0.3	9.5		0.0	0.0	6.2		0.9

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	304	0	34	8
Veh. Perm. R. Flow in Walk (v/h)	28	6	0	229
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.66	1.76	3.31	3.11
Pedestrian Crosswalk LOS	C	B	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	24.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	2	6	3
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.97	3.31	3.33
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.0	60.0	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	6	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	130	325	193	166
Veh. Perm. R. Flow in Walk (v/h)	77	98	508	78
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.88	3.46	3.37	3.52
Pedestrian Crosswalk LOS	C	C	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	24.0	36.2	60.0	62.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	49.5	49.5	49.5	49.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.74	2.12	2.99	3.12
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	310	9	1848	1072
Effct. Green for Bike (s)	9.9	6.5	142.2	121.8
Cross Street Width (ft)	61.6	60.0	24.0	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	110	72	1580	1353
Bicycle Delay (s/bike)	80.4	83.6	4.0	9.4
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.94	1.42	2.38	1.92
Bicycle LOS	B	A	B	B

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	236	1896	1415
Effct. Green for Bike (s)	16.2	126.6	150.2
Cross Street Width (ft)	60.0	24.0	60.0
Through Lanes Number	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	180	1407	1669
Bicycle Delay (s/bike)	74.5	7.9	2.5
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	1.80	2.42	2.57
Bicycle LOS	B	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	588	1029	1416	1218
Effct. Green for Bike (s)	27.0	25.3	83.9	87.6
Cross Street Width (ft)	84.5	87.8	84.7	73.1
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	300	281	932	973
Bicycle Delay (s/bike)	65.0	66.5	25.7	23.7
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.27	2.68	2.95	2.61
Bicycle LOS	B	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	16	375	1380	1099
Effct. Green for Bike (s)	15.0	15.0	81.1	100.2
Cross Street Width (ft)	60.0	62.4	36.2	24.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	250	250	1352	1670
Bicycle Delay (s/bike)	45.9	45.9	6.3	1.6
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.43	2.06	2.18	1.76
Bicycle LOS	A	B	B	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	25	34	1768	1246	21
Future Vol, veh/h	10	25	34	1768	1246	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	0	0	6	6	0
Mvmt Flow	10	26	35	1823	1285	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2278	654	1307	0	-	0
Stage 1	1296	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Critical Hdwy	7.08	6.9	4.1	-	-	-
Critical Hdwy Stg 1	6.08	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.64	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	29	414	536	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	27	414	536	-	-	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	297	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	536	-	239	-	-
HCM Lane V/C Ratio	0.065	-	0.151	-	-
HCM Control Delay (s)	12.2	-	22.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	11	9	1801	1259	7
Future Vol, veh/h	5	11	9	1801	1259	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	10	0	6	6	0
Mvmt Flow	5	11	9	1838	1285	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2226	646	1292	0	-	0
Stage 1	1289	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Critical Hdwy	6.8	7.1	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.4	2.2	-	-	-
Pot Cap-1 Maneuver	38	396	543	-	-	-
Stage 1	226	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	396	543	-	-	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	543	-	251	-	-
HCM Lane V/C Ratio	0.017	-	0.065	-	-
HCM Control Delay (s)	11.7	-	20.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	1786	46	10	1259
Future Vol, veh/h	28	16	1786	46	10	1259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	29	17	1880	48	11	1325

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2589	964	0	0	1928	0
Stage 1	1904	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 21	259	-	-	310	-
Stage 1	105	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 20	259	-	-	310	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	105	-	-	-	-	-
Stage 2	451	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	59.7	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	110	310	-
HCM Lane V/C Ratio	-	-	0.421	0.034	-
HCM Control Delay (s)	-	-	59.7	17	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	110	101	1810	1252	30
Future Vol, veh/h	25	110	101	1810	1252	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	6	6	0
Mvmt Flow	26	113	104	1866	1291	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2448	661	1322	0	-	0
Stage 1	1307	-	-	-	-	-
Stage 2	1141	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	26	407	524	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 21	407	524	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	271	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.1	0.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	524	-	268	-	-
HCM Lane V/C Ratio	0.199	-	0.519	-	-
HCM Control Delay (s)	13.6	-	32.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.7	-	2.8	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	165	1658	217	0	1193
Future Vol, veh/h	0	165	1658	217	0	1193
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	0	170	1709	224	0	1230

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	855	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	306	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	306	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	306	-
HCM Lane V/C Ratio	-	-	0.556	-
HCM Control Delay (s)	-	-	30.5	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	3.2	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	9	1577	1020	11
Future Vol, veh/h	3	8	9	1577	1020	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	3	9	10	1678	1085	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1950	549	1097	0	-	0
Stage 1	1091	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	58	485	644	-	-	-
Stage 1	288	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	485	644	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	644	-	325	-	-
HCM Lane V/C Ratio	0.015	-	0.036	-	-
HCM Control Delay (s)	10.7	-	16.5	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	61.9	44.1	106.0	0.77	26.3	C
Publix Plaza Access	II	45	19.9	17.5	37.4	0.18	17.6	D
	II	45	33.9	8.2	42.1	0.35	30.2	B
Total	II		115.7	69.8	185.5	1.31	25.4	C

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	31.3	17.7	49.0	0.33	23.9	C
Publix Plaza Access	II	45	33.9	5.2	39.1	0.35	32.5	B
	II	45	19.9	30.1	50.0	0.18	13.2	E
Total	II		85.1	53.0	138.1	0.86	22.5	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	0	324	2	2	0	284	950	2	0	1473	34
Future Volume (veh/h)	29	0	324	2	2	0	284	950	2	0	1473	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	418	418	1900	1856	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	33	0	254	2	2	0	323	1080	2	0	1674	39
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	4	0	100	100	0	3	6	0	0	6	0
Cap, veh/h	49	0	196	1	1	0	341	3046	6	429	2520	59
Arrive On Green	0.03	0.00	0.03	0.00	0.00	0.00	0.19	1.00	1.00	0.00	0.73	0.73
Sat Flow, veh/h	1753	0	1610	204	204	0	1767	3524	7	1810	3437	80
Grp Volume(v), veh/h	33	0	254	4	0	0	323	527	555	0	836	877
Grp Sat Flow(s),veh/h/ln	1753	0	1610	408	0	0	1767	1721	1810	1810	1721	1797
Q Serve(g_s), s	3.4	0.0	5.0	0.7	0.0	0.0	14.0	0.0	0.0	0.0	45.4	45.8
Cycle Q Clear(g_c), s	3.4	0.0	5.0	0.7	0.0	0.0	14.0	0.0	0.0	0.0	45.4	45.8
Prop In Lane	1.00		1.00	0.50		0.00	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	49	0	196	2	0	0	341	1487	1564	429	1261	1317
V/C Ratio(X)	0.68	0.00	1.30	2.43	0.00	0.00	0.95	0.35	0.35	0.00	0.66	0.67
Avail Cap(c_a), veh/h	49	0	196	9	0	0	600	1487	1564	469	1261	1317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	86.7	0.0	79.1	89.6	0.0	0.0	34.3	0.0	0.0	0.0	12.5	12.5
Incr Delay (d2), s/veh	31.6	0.0	165.8	925.8	0.0	0.0	15.6	0.7	0.6	0.0	2.8	2.7
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(95%),veh/ln	3.5	0.0	26.8	0.9	0.0	0.0	20.4	0.5	0.5	0.0	23.6	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.3	0.0	244.9	1015.5	0.0	0.0	49.9	0.7	0.6	0.0	15.2	15.2
LnGrp LOS	F	A	F	F	A	A	D	A	A	A	B	B
Approach Vol, veh/h		287			4			1405			1713	
Approach Delay, s/veh		230.3			1015.5			12.0			15.2	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	162.3		11.0	23.6	138.7		6.7
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	4.0	141.6		5.0	43.3	102.3		4.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		7.0	16.0	47.8		2.7
Green Ext Time (p_c), s	0.0	13.4		0.0	0.9	29.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	155	1088	70	151	1783
Future Volume (veh/h)	44	155	1088	70	151	1783
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1796	1811	1678	1826	1811
Adj Flow Rate, veh/h	50	176	1236	80	172	2026
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	7	6	15	5	6
Cap, veh/h	233	291	2003	828	362	2478
Arrive On Green	0.13	0.13	0.77	0.77	0.12	1.00
Sat Flow, veh/h	1810	1522	3532	1422	1739	3532
Grp Volume(v), veh/h	50	176	1236	80	172	2026
Grp Sat Flow(s),veh/h/ln	1810	1522	1721	1422	1739	1721
Q Serve(g_s), s	2.2	9.5	14.0	1.2	3.5	0.0
Cycle Q Clear(g_c), s	2.2	9.5	14.0	1.2	3.5	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	233	291	2003	828	362	2478
V/C Ratio(X)	0.21	0.60	0.62	0.10	0.47	0.82
Avail Cap(c_a), veh/h	265	318	2003	828	490	2478
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	33.3	5.8	4.4	7.4	0.0
Incr Delay (d2), s/veh	0.5	2.8	1.4	0.2	1.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	6.7	5.8	0.7	1.7	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.6	36.1	7.3	4.6	8.4	3.1
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	226		1316			2198
Approach Delay, s/veh	36.0		7.1			3.5
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.4	59.2				71.6	18.4
Change Period (Y+Rc), s	6.8	6.8				6.8	6.8
Max Green Setting (Gmax), s	12.2	44.2				63.2	13.2
Max Q Clear Time (g_c+I1), s	5.5	16.0				2.0	11.5
Green Ext Time (p_c), s	0.2	10.2				29.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	441	196	174	337	406	76	651	143	687	1044	99
Future Volume (veh/h)	91	441	196	174	337	406	76	651	143	687	1044	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1826	1856	1870	1826	1870	1752	1811	1826	1856	1811	1826
Adj Flow Rate, veh/h	96	464	206	183	355	427	80	685	151	723	1099	104
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, %	3	5	3	2	5	2	10	6	5	3	6	5
Cap, veh/h	207	518	326	226	657	1144	96	1314	741	757	1875	843
Arrive On Green	0.06	0.15	0.15	0.10	0.19	0.19	0.06	0.38	0.38	0.44	1.00	1.00
Sat Flow, veh/h	1767	3469	1572	1781	3469	2790	1668	3441	1547	3428	3441	1547
Grp Volume(v), veh/h	96	464	206	183	355	427	80	685	151	723	1099	104
Grp Sat Flow(s),veh/h/ln	1767	1735	1572	1781	1735	1395	1668	1721	1547	1714	1721	1547
Q Serve(g_s), s	8.2	23.6	21.5	15.3	16.6	19.2	8.5	27.6	10.1	36.7	0.0	0.0
Cycle Q Clear(g_c), s	8.2	23.6	21.5	15.3	16.6	19.2	8.5	27.6	10.1	36.7	0.0	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	207	518	326	226	657	1144	96	1314	741	757	1875	843
V/C Ratio(X)	0.46	0.89	0.63	0.81	0.54	0.37	0.83	0.52	0.20	0.96	0.59	0.12
Avail Cap(c_a), veh/h	209	599	362	283	846	1296	158	1314	741	889	1875	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	75.2	65.1	57.5	65.9	37.0	83.9	42.9	27.1	49.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	13.5	1.9	10.4	0.3	0.1	7.9	1.5	0.6	17.8	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	17.1	13.6	12.0	11.8	10.7	7.0	17.6	7.0	21.2	0.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	88.6	67.0	67.9	66.1	37.0	91.8	44.4	27.7	67.2	1.3	0.3
LnGrp LOS	E	F	E	E	E	D	F	D	C	E	A	A
Approach Vol, veh/h		766			965			916			1926	
Approach Delay, s/veh		79.3			53.6			45.8			26.0	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.5	75.6	24.2	33.7	17.2	104.9	17.0	40.9
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.7	51.8	23.2	31.1	17.0	81.5	10.4	43.9
Max Q Clear Time (g_c+I1), s	38.7	29.6	17.3	25.6	10.5	2.0	10.2	21.2
Green Ext Time (p_c), s	1.0	3.0	0.1	1.3	0.0	5.7	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	10	31	5	116	8	775	13	236	1192	5
Future Volume (veh/h)	2	0	10	31	5	116	8	775	13	236	1192	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1781	1900	1900	1900	1811	1633	1900	1811	1159
Adj Flow Rate, veh/h	2	0	11	34	5	126	9	842	14	257	1296	5
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	0	0	8	0	0	0	6	18	0	6	50
Cap, veh/h	33	11	113	144	19	496	235	2005	33	730	2789	11
Arrive On Green	0.08	0.00	0.08	0.08	0.08	0.08	0.01	0.58	0.58	0.22	0.79	0.79
Sat Flow, veh/h	113	133	1355	1279	225	1610	1810	3464	58	1810	3516	14
Grp Volume(v), veh/h	13	0	0	39	0	126	9	418	438	257	634	667
Grp Sat Flow(s),veh/h/ln	1601	0	0	1505	0	1610	1810	1721	1801	1810	1721	1809
Q Serve(g_s), s	0.0	0.0	0.0	2.8	0.0	0.0	0.4	24.3	24.3	0.0	21.7	21.7
Cycle Q Clear(g_c), s	1.3	0.0	0.0	4.2	0.0	0.0	0.4	24.3	24.3	0.0	21.7	21.7
Prop In Lane	0.15		0.85	0.87		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	156	0	0	163	0	496	235	996	1042	730	1365	1435
V/C Ratio(X)	0.08	0.00	0.00	0.24	0.00	0.25	0.04	0.42	0.42	0.35	0.46	0.46
Avail Cap(c_a), veh/h	201	0	0	205	0	542	289	996	1042	730	1365	1435
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.2	0.0	0.0	77.4	0.0	46.8	19.7	21.1	21.1	17.4	6.1	6.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.8	0.0	0.3	0.1	1.3	1.2	0.3	1.1	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(95%),veh/ln	1.0	0.0	0.0	3.2	0.0	7.8	0.3	15.2	15.8	9.8	11.7	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	0.0	0.0	78.2	0.0	47.1	19.8	22.4	22.3	17.7	7.2	7.2
LnGrp LOS	E	A	A	E	A	D	B	C	C	B	A	A
Approach Vol, veh/h		13			165			865			1558	
Approach Delay, s/veh		76.5			54.4			22.3			8.9	
Approach LOS		E			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	47.2	111.0		21.8	8.6	149.6		21.8
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8
Max Green Setting (Gmax), s	35.2	104.2		20.2	7.2	132.2		20.2
Max Q Clear Time (g_c+I1), s	2.0	26.3		3.3	2.4	23.7		6.2
Green Ext Time (p_c), s	0.7	5.7		0.0	0.0	11.1		0.5

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	114	0	18	1
Veh. Perm. R. Flow in Walk (v/h)	17	1	0	210
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.43	1.75	3.37	3.16
Pedestrian Crosswalk LOS	B	B	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	24.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	2	6	3
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.94	3.40	3.39
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.1	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	6	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	32	499	75	102
Veh. Perm. R. Flow in Walk (v/h)	83	64	298	112
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.78	3.82	3.18	3.43
Pedestrian Crosswalk LOS	C	D	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	24.0	24.2	61.2	80.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.76	2.09	2.98	3.07
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	401	4	1405	1713
Effct. Green for Bike (s)	6.6	5.1	149.2	119.3
Cross Street Width (ft)	61.6	60.0	24.0	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	73	57	1658	1326
Bicycle Delay (s/bike)	83.5	85.0	2.6	10.2
Bicycle Compliance	Poor	Poor	Good	Fair
Bicycle LOS Score	2.09	1.41	2.01	2.45
Bicycle LOS	B	A	B	B

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	226	1316	2198
Effct. Green for Bike (s)	21.9	127.8	144.5
Cross Street Width (ft)	60.0	24.0	60.0
Through Lanes Number	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	243	1420	1606
Bicycle Delay (s/bike)	69.4	7.6	3.5
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	1.78	1.94	3.22
Bicycle LOS	B	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	766	965	916	1926
Effct. Green for Bike (s)	28.0	35.6	63.9	93.2
Cross Street Width (ft)	84.5	87.8	84.7	73.1
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	311	396	710	1036
Bicycle Delay (s/bike)	64.2	57.9	37.4	20.9
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	2.41	2.63	2.54	3.19
Bicycle LOS	B	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	13	165	865	1558
Effct. Green for Bike (s)	15.1	15.1	113.7	151.8
Cross Street Width (ft)	60.0	62.4	36.2	24.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	168	168	1263	1687
Bicycle Delay (s/bike)	75.5	75.5	12.2	2.2
Bicycle Compliance	Poor	Poor	Fair	Good
Bicycle LOS Score	1.43	1.71	1.76	2.14
Bicycle LOS	A	B	B	B

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	42	23	1215	1792	5
Future Vol, veh/h	16	42	23	1215	1792	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	3	0	6	6	0
Mvmt Flow	19	49	27	1429	2108	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2880	1057	2114	0	-	0
Stage 1	2111	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	~ 13	220	262	-	-	-
Stage 1	81	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 12	220	262	-	-	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	73	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	63.1	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	262	-	126	-	-
HCM Lane V/C Ratio	0.103	-	0.542	-	-
HCM Control Delay (s)	20.3	-	63.1	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	2.6	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	18	4	1229	1827	6
Future Vol, veh/h	9	18	4	1229	1827	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	10	20	5	1397	2076	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2789	1042	2083	0	-	0
Stage 1	2080	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	15	230	270	-	-	-
Stage 1	84	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	15	230	270	-	-	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	82	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	42.1	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	270	-	127	-	-
HCM Lane V/C Ratio	0.017	-	0.242	-	-
HCM Control Delay (s)	18.6	-	42.1	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	9	1221	30	2	1841
Future Vol, veh/h	39	9	1221	30	2	1841
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	20	6	0	0	6
Mvmt Flow	45	10	1420	35	2	2141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2513	728	0	0	1455	0
Stage 1	1438	-	-	-	-	-
Stage 2	1075	-	-	-	-	-
Critical Hdwy	6.8	7.3	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.5	-	-	2.2	-
Pot Cap-1 Maneuver	~ 24	328	-	-	471	-
Stage 1	188	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 24	328	-	-	471	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	292	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	51.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	131	471	-
HCM Lane V/C Ratio	-	-	0.426	0.005	-
HCM Control Delay (s)	-	-	51.5	12.7	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	1.9	0	-

Notes

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

Intersection	
Int Delay, s/veh	13.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	115	32	1214	1816	63
Future Vol, veh/h	39	115	32	1214	1816	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	4	6	6	0
Mvmt Flow	45	132	37	1395	2087	72

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2895	1080	2159	0	-	0
Stage 1	2123	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.18	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.24	-	-	-
Pot Cap-1 Maneuver	~ 13	215	238	-	-	-
Stage 1	80	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 11	215	238	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	68	-	-	-	-	-
Stage 2	422	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	292.1	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	238	-	125	-	-
HCM Lane V/C Ratio	0.155	-	1.416	-	-
HCM Control Delay (s)	22.9	-	292.1	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	12	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	129	1031	117	0	1830
Future Vol, veh/h	0	129	1031	117	0	1830
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	6	2	0	6
Mvmt Flow	0	147	1172	133	0	2080

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	586	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	454	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	454	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	454	-
HCM Lane V/C Ratio	-	-	0.323	-
HCM Control Delay (s)	-	-	16.7	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	1.4	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	14	3	892	1430	7
Future Vol, veh/h	7	14	3	892	1430	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	8	16	3	991	1589	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2095	799	1597	0	-	0
Stage 1	1593	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	46	333	416	-	-	-
Stage 1	155	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	333	416	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	154	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	416	-	213	-	-
HCM Lane V/C Ratio	0.008	-	0.11	-	-
HCM Control Delay (s)	13.7	-	24	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	61.9	41.6	103.5	0.77	26.9	C
Publix Plaza Access	II	45	19.9	21.9	41.8	0.18	15.7	E
	II	45	33.9	5.2	39.1	0.35	32.5	B
Total	II		115.7	68.7	184.4	1.31	25.6	C

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	31.3	25.7	57.0	0.33	20.6	D
Publix Plaza Access	II	45	33.9	14.2	48.1	0.35	26.5	C
	II	45	19.9	33.1	53.0	0.18	12.4	F
Total	II		85.1	73.0	158.1	0.86	19.6	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	2	324	9	2	0	387	1613	7	1	1045	36
Future Volume (veh/h)	54	2	324	9	2	0	387	1613	7	1	1045	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1841	1900	1900	1900	1900	1900	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	56	2	338	9	2	0	403	1680	7	1	1089	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	4	0	0	0	0	0	6	0	0	6	0
Cap, veh/h	245	9	420	14	3	0	451	2400	10	255	1996	70
Arrive On Green	0.14	0.14	0.14	0.01	0.01	0.00	0.23	1.00	1.00	0.02	0.59	0.59
Sat Flow, veh/h	1695	61	1610	1493	332	0	1810	3514	15	1810	3392	118
Grp Volume(v), veh/h	58	0	338	11	0	0	403	822	865	1	552	575
Grp Sat Flow(s),veh/h/ln	1756	0	1610	1825	0	0	1810	1721	1808	1810	1721	1790
Q Serve(g_s), s	5.3	0.0	26.0	1.1	0.0	0.0	17.8	0.0	0.0	0.0	35.0	35.0
Cycle Q Clear(g_c), s	5.3	0.0	26.0	1.1	0.0	0.0	17.8	0.0	0.0	0.0	35.0	35.0
Prop In Lane	0.97		1.00	0.82		0.00	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	254	0	420	17	0	0	451	1175	1235	255	1012	1053
V/C Ratio(X)	0.23	0.00	0.80	0.64	0.00	0.00	0.89	0.70	0.70	0.00	0.55	0.55
Avail Cap(c_a), veh/h	254	0	420	41	0	0	745	1175	1235	255	1012	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.1	0.0	62.2	88.9	0.0	0.0	19.0	0.0	0.0	13.7	22.5	22.5
Incr Delay (d2), s/veh	0.5	0.0	10.8	33.5	0.0	0.0	8.0	3.5	3.3	0.0	2.1	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(95%),veh/ln	4.3	0.0	22.3	1.2	0.0	0.0	13.4	2.0	2.1	0.0	20.6	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	0.0	73.0	122.4	0.0	0.0	27.0	3.5	3.3	13.7	24.6	24.5
LnGrp LOS	E	A	E	F	A	A	C	A	A	B	C	C
Approach Vol, veh/h		396			11			2090			1128	
Approach Delay, s/veh		72.4			122.4			8.0			24.5	
Approach LOS		E			F			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	129.6		32.0	27.7	112.6		7.7
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	4.0	120.6		26.0	50.3	74.3		4.0
Max Q Clear Time (g_c+I1), s	2.0	2.0		28.0	19.8	37.0		3.1
Green Ext Time (p_c), s	0.0	36.7		0.0	1.2	12.5		0.0

Intersection Summary			
HCM 6th Ctrl Delay			20.5
HCM 6th LOS			C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	31	236	1905	136	206	1277
Future Volume (veh/h)	31	236	1905	136	206	1277
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1811	1900	1900	1811
Adj Flow Rate, veh/h	32	121	1984	142	215	1330
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	6	0	0	6
Cap, veh/h	117	204	2224	1041	251	2699
Arrive On Green	0.06	0.06	0.86	0.86	0.12	1.00
Sat Flow, veh/h	1810	1610	3532	1610	1810	3532
Grp Volume(v), veh/h	32	121	1984	142	215	1330
Grp Sat Flow(s),veh/h/ln	1810	1610	1721	1610	1810	1721
Q Serve(g_s), s	1.5	5.8	31.2	1.3	3.5	0.0
Cycle Q Clear(g_c), s	1.5	5.8	31.2	1.3	3.5	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	117	204	2224	1041	251	2699
V/C Ratio(X)	0.27	0.59	0.89	0.14	0.86	0.49
Avail Cap(c_a), veh/h	117	204	2224	1041	295	2699
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	37.1	4.4	2.3	18.6	0.0
Incr Delay (d2), s/veh	1.3	4.5	6.0	0.3	19.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	5.0	8.0	0.8	7.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.4	41.6	10.4	2.6	37.7	0.6
LnGrp LOS	D	D	B	A	D	A
Approach Vol, veh/h	153		2126			1545
Approach Delay, s/veh	41.5		9.9			5.8
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.4	65.0				77.4	12.6
Change Period (Y+Rc), s	6.8	6.8				6.8	6.8
Max Green Setting (Gmax), s	7.8	56.0				70.6	5.8
Max Q Clear Time (g_c+I1), s	5.5	33.2				2.0	7.8
Green Ext Time (p_c), s	0.1	16.4				13.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	345	136	244	360	572	163	1270	128	414	808	86
Future Volume (veh/h)	240	345	136	244	360	572	163	1270	128	414	808	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1900	1826	1870	1900	1811	1900	1885	1811	1900
Adj Flow Rate, veh/h	245	352	139	249	367	584	166	1296	131	422	824	88
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, %	1	5	1	0	5	2	0	6	0	1	6	0
Cap, veh/h	293	498	393	315	503	769	186	1536	925	456	1634	764
Arrive On Green	0.13	0.14	0.14	0.13	0.15	0.15	0.10	0.45	0.45	0.26	0.95	0.95
Sat Flow, veh/h	1795	3469	1598	1810	3469	2790	1810	3441	1610	3483	3441	1610
Grp Volume(v), veh/h	245	352	139	249	367	584	166	1296	131	422	824	88
Grp Sat Flow(s),veh/h/ln	1795	1735	1598	1810	1735	1395	1810	1721	1610	1742	1721	1610
Q Serve(g_s), s	20.8	17.4	12.9	20.9	18.2	26.1	16.3	60.2	6.8	21.3	4.2	0.6
Cycle Q Clear(g_c), s	20.8	17.4	12.9	20.9	18.2	26.1	16.3	60.2	6.8	21.3	4.2	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	498	393	315	503	769	186	1536	925	456	1634	764
V/C Ratio(X)	0.84	0.71	0.35	0.79	0.73	0.76	0.89	0.84	0.14	0.93	0.50	0.12
Avail Cap(c_a), veh/h	297	498	393	345	503	769	303	1536	925	511	1634	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	73.5	56.0	56.5	73.6	59.7	79.8	44.2	17.7	65.6	2.5	2.4
Incr Delay (d2), s/veh	17.1	3.9	0.2	9.6	4.7	4.0	11.3	5.8	0.3	20.7	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	12.7	9.0	15.6	13.1	18.3	12.8	34.7	4.7	14.7	2.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	77.4	56.2	66.2	78.2	63.7	91.1	50.1	18.1	86.3	3.6	2.7
LnGrp LOS	E	E	E	E	E	E	F	D	B	F	A	A
Approach Vol, veh/h		736			1200			1593			1334	
Approach Delay, s/veh		72.3			68.6			51.7			29.7	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.3	87.2	29.8	32.6	25.3	92.3	29.6	32.9
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	26.4	77.1	26.0	23.3	30.1	73.4	23.2	26.1
Max Q Clear Time (g_c+I1), s	23.3	62.2	22.9	19.4	18.3	6.2	22.8	28.1
Green Ext Time (p_c), s	0.3	5.6	0.1	0.7	0.2	3.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	4	10	33	2	375	11	1347	59	179	995	10
Future Volume (veh/h)	4	4	10	33	2	375	11	1347	59	179	995	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1411	1159	1900	1900	1900	1900	1900	1811	1856	1900	1811	1693
Adj Flow Rate, veh/h	4	4	11	35	2	293	12	1433	63	190	1059	11
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, %	33	50	0	0	0	0	0	6	3	0	6	14
Cap, veh/h	51	37	71	233	12	502	253	1740	76	448	2412	25
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.01	0.52	0.52	0.19	0.69	0.69
Sat Flow, veh/h	114	297	565	1395	94	1610	1810	3358	147	1810	3489	36
Grp Volume(v), veh/h	19	0	0	37	0	293	12	733	763	190	522	548
Grp Sat Flow(s),veh/h/ln	975	0	0	1489	0	1610	1810	1721	1785	1810	1721	1805
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	0.4	42.9	43.2	3.3	16.1	16.1
Cycle Q Clear(g_c), s	1.9	0.0	0.0	2.2	0.0	0.0	0.4	42.9	43.2	3.3	16.1	16.1
Prop In Lane	0.21		0.58	0.95		1.00	1.00		0.08	1.00		0.02
Lane Grp Cap(c), veh/h	158	0	0	245	0	502	253	892	925	448	1189	1247
V/C Ratio(X)	0.12	0.00	0.00	0.15	0.00	0.58	0.05	0.82	0.83	0.42	0.44	0.44
Avail Cap(c_a), veh/h	237	0	0	367	0	639	305	892	925	448	1189	1247
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	0.00	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	0.0	0.0	46.9	0.0	34.8	17.8	24.2	24.3	37.8	8.2	8.2
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	1.1	0.1	8.4	8.3	0.6	1.2	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(95%),veh/ln	0.9	0.0	0.0	1.8	0.0	11.9	0.3	25.0	25.9	8.2	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	0.0	0.0	47.2	0.0	35.8	17.9	32.7	32.6	38.4	9.4	9.3
LnGrp LOS	D	A	A	D	A	D	B	C	C	D	A	A
Approach Vol, veh/h		19			330			1508			1260	
Approach Delay, s/veh		47.1			37.1			32.5			13.7	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	29.2	69.0		21.8	8.4	89.8		21.8
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8
Max Green Setting (Gmax), s	12.2	62.2		25.2	5.1	69.3		25.2
Max Q Clear Time (g_c+I1), s	5.3	45.2		3.9	2.4	18.1		4.2
Green Ext Time (p_c), s	0.3	9.1		0.0	0.0	7.8		1.2

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	304	0	34	8
Veh. Perm. R. Flow in Walk (v/h)	28	6	0	229
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.72	1.76	3.41	3.18
Pedestrian Crosswalk LOS	C	B	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	24.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	2	6	3
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.01	3.44	3.44
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.0	60.0	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	6	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	130	325	193	166
Veh. Perm. R. Flow in Walk (v/h)	77	98	508	78
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.93	3.53	3.44	3.59
Pedestrian Crosswalk LOS	C	D	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	24.0	36.2	60.0	62.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	49.5	49.5	49.5	49.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.75	2.14	3.08	3.22
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	396	11	2090	1128
Effct. Green for Bike (s)	11.5	6.8	140.6	110.8
Cross Street Width (ft)	61.6	60.0	24.0	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	128	76	1562	1231
Bicycle Delay (s/bike)	78.9	83.3	4.3	13.3
Bicycle Compliance	Poor	Poor	Good	Fair
Bicycle LOS Score	2.08	1.42	2.58	1.97
Bicycle LOS	B	A	C	B

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	278	2126	1545
Effct. Green for Bike (s)	20.8	121.5	145.6
Cross Street Width (ft)	60.0	24.0	60.0
Through Lanes Number	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	231	1350	1618
Bicycle Delay (s/bike)	70.4	9.5	3.3
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	1.86	2.61	2.68
Bicycle LOS	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	736	1200	1593	1334
Effct. Green for Bike (s)	25.4	26.0	79.8	83.5
Cross Street Width (ft)	84.5	87.8	84.7	73.1
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	282	289	887	928
Bicycle Delay (s/bike)	66.4	65.9	27.9	25.9
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.39	2.82	3.10	2.71
Bicycle LOS	B	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	19	436	1508	1260
Effct. Green for Bike (s)	15.0	15.0	81.1	97.6
Cross Street Width (ft)	60.0	62.4	36.2	24.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	250	250	1352	1627
Bicycle Delay (s/bike)	45.9	45.9	6.3	2.1
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.44	2.16	2.29	1.89
Bicycle LOS	A	B	B	B

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	35	40	1999	1355	24
Future Vol, veh/h	14	35	40	1999	1355	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	0	0	6	6	0
Mvmt Flow	14	36	41	2061	1397	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2523	711	1422	0	-	0
Stage 1	1410	-	-	-	-	-
Stage 2	1113	-	-	-	-	-
Critical Hdwy	7.08	6.9	4.1	-	-	-
Critical Hdwy Stg 1	6.08	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.64	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	19	380	485	-	-	-
Stage 1	172	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	380	485	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	157	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.2	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	485	-	205	-	-
HCM Lane V/C Ratio	0.085	-	0.246	-	-
HCM Control Delay (s)	13.1	-	28.2	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	12	10	2032	1380	9
Future Vol, veh/h	6	12	10	2032	1380	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	10	0	6	6	0
Mvmt Flow	6	12	10	2073	1408	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2470	709	1417	0	-	0
Stage 1	1413	-	-	-	-	-
Stage 2	1057	-	-	-	-	-
Critical Hdwy	6.8	7.1	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.4	2.2	-	-	-
Pot Cap-1 Maneuver	26	359	487	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	25	359	487	-	-	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	300	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	487	-	212	-	-
HCM Lane V/C Ratio	0.021	-	0.087	-	-
HCM Control Delay (s)	12.6	-	23.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	21	2015	57	11	1382
Future Vol, veh/h	34	21	2015	57	11	1382
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	36	22	2121	60	12	1455

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2903	1091	0	0	2181	0
Stage 1	2151	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 13	213	-	-	247	-
Stage 1	77	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 12	213	-	-	247	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	77	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	110.2	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	85	247	-
HCM Lane V/C Ratio	-	-	0.681	0.047	-
HCM Control Delay (s)	-	-	110.2	20.3	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	3.3	0.1	-

Notes

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

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	117	105	2036	1368	41
Future Vol, veh/h	39	117	105	2036	1368	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	6	6	0
Mvmt Flow	40	121	108	2099	1410	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2697	726	1452	0	-	0
Stage 1	1431	-	-	-	-	-
Stage 2	1266	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	~ 18	369	467	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 14	369	467	-	-	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	146	-	-	-	-	-
Stage 2	233	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	66.5	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	467	-	205	-	-
HCM Lane V/C Ratio	0.232	-	0.785	-	-
HCM Control Delay (s)	15	-	66.5	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	5.5	-	-

Notes

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

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	189	1854	228	0	1308
Future Vol, veh/h	0	189	1854	228	0	1308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	0	195	1911	235	0	1348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	956	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	262	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	262	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	50.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	262	-
HCM Lane V/C Ratio	-	-	0.744	-
HCM Control Delay (s)	-	-	50.1	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	5.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	12	12	1723	1173	12
Future Vol, veh/h	4	12	12	1723	1173	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	4	13	13	1833	1248	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2198	631	1261	0	-	0
Stage 1	1255	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	39	429	558	-	-	-
Stage 1	236	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	429	558	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	344	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	558	-	286	-	-
HCM Lane V/C Ratio	0.023	-	0.06	-	-
HCM Control Delay (s)	11.6	-	18.4	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	61.9	52.7	114.6	0.77	24.3	C
Publix Plaza Access	II	45	19.9	21.8	41.7	0.18	15.8	E
	II	45	33.9	10.5	44.4	0.35	28.7	B
Total	II		115.7	85.0	200.7	1.31	23.5	C

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	31.3	25.1	56.4	0.33	20.8	D
Publix Plaza Access	II	45	33.9	5.6	39.5	0.35	32.2	B
	II	45	19.9	37.2	57.1	0.18	11.5	F
Total	II		85.1	67.9	153.0	0.86	20.3	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	405	2	2	0	405	1152	2	0	1658	46
Future Volume (veh/h)	37	0	405	2	2	0	405	1152	2	0	1658	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	418	418	1900	1856	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	42	0	346	2	2	0	460	1309	2	0	1884	52
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	4	0	100	100	0	3	6	0	0	6	0
Cap, veh/h	49	0	418	1	1	0	471	3047	5	295	2036	56
Arrive On Green	0.03	0.00	0.03	0.00	0.00	0.00	0.46	1.00	1.00	0.00	0.60	0.60
Sat Flow, veh/h	1753	0	1610	204	204	0	1767	3525	5	1810	3421	94
Grp Volume(v), veh/h	42	0	346	4	0	0	460	639	672	0	943	993
Grp Sat Flow(s),veh/h/ln	1753	0	1610	408	0	0	1767	1721	1810	1810	1721	1794
Q Serve(g_s), s	4.3	0.0	5.0	0.7	0.0	0.0	39.4	0.0	0.0	0.0	88.4	90.2
Cycle Q Clear(g_c), s	4.3	0.0	5.0	0.7	0.0	0.0	39.4	0.0	0.0	0.0	88.4	90.2
Prop In Lane	1.00		1.00	0.50		0.00	1.00		0.00	1.00		0.05
Lane Grp Cap(c), veh/h	49	0	418	2	0	0	471	1487	1564	295	1024	1068
V/C Ratio(X)	0.86	0.00	0.83	2.43	0.00	0.00	0.98	0.43	0.43	0.00	0.92	0.93
Avail Cap(c_a), veh/h	49	0	418	9	0	0	486	1487	1564	334	1024	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	87.2	0.0	62.9	89.6	0.0	0.0	40.7	0.0	0.0	0.0	32.6	33.0
Incr Delay (d2), s/veh	79.6	0.0	13.0	925.8	0.0	0.0	34.3	0.9	0.9	0.0	14.5	15.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.0	23.2	0.9	0.0	0.0	27.4	0.7	0.7	0.0	49.2	52.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	166.7	0.0	75.8	1015.5	0.0	0.0	75.1	0.9	0.9	0.0	47.2	48.1
LnGrp LOS	F	A	E	F	A	A	E	A	A	A	D	D
Approach Vol, veh/h		388			4			1771			1936	
Approach Delay, s/veh		85.7			1015.5			20.2			47.6	
Approach LOS		F			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	162.3		11.0	48.4	113.9		6.7
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	4.0	141.6		5.0	43.3	102.3		4.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		7.0	41.4	92.2		2.7
Green Ext Time (p_c), s	0.0	19.7		0.0	0.3	9.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	62	220	1351	88	172	2004
Future Volume (veh/h)	62	220	1351	88	172	2004
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1796	1811	1678	1826	1811
Adj Flow Rate, veh/h	70	250	1535	100	195	2277
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	7	6	15	5	6
Cap, veh/h	265	332	1911	790	263	2416
Arrive On Green	0.15	0.15	0.56	0.56	0.14	1.00
Sat Flow, veh/h	1810	1522	3532	1422	1739	3532
Grp Volume(v), veh/h	70	250	1535	100	195	2277
Grp Sat Flow(s),veh/h/ln	1810	1522	1721	1422	1739	1721
Q Serve(g_s), s	3.1	13.2	32.2	3.0	4.2	0.0
Cycle Q Clear(g_c), s	3.1	13.2	32.2	3.0	4.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	265	332	1911	790	263	2416
V/C Ratio(X)	0.26	0.75	0.80	0.13	0.74	0.94
Avail Cap(c_a), veh/h	265	332	1911	790	375	2416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	32.9	16.1	9.6	17.0	0.0
Incr Delay (d2), s/veh	0.5	9.4	3.7	0.3	4.7	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	9.9	17.0	1.8	4.1	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.6	42.3	19.8	9.9	21.6	9.0
LnGrp LOS	C	D	B	A	C	A
Approach Vol, veh/h	320		1635			2472
Approach Delay, s/veh	40.6		19.1			10.0
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.2	56.8				70.0	20.0
Change Period (Y+Rc), s	6.8	6.8				6.8	6.8
Max Green Setting (Gmax), s	12.2	44.2				63.2	13.2
Max Q Clear Time (g_c+I1), s	6.2	34.2				2.0	15.2
Green Ext Time (p_c), s	0.2	6.9				36.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	486	256	226	390	483	108	820	200	749	1206	111
Future Volume (veh/h)	103	486	256	226	390	483	108	820	200	749	1206	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1826	1856	1870	1826	1870	1752	1811	1826	1856	1811	1826
Adj Flow Rate, veh/h	108	512	269	238	411	508	114	863	211	788	1269	117
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, %	3	5	3	2	5	2	10	6	5	3	6	5
Cap, veh/h	219	585	389	270	799	1308	131	1109	684	817	1659	746
Arrive On Green	0.06	0.17	0.17	0.12	0.23	0.23	0.08	0.32	0.32	0.48	0.96	0.96
Sat Flow, veh/h	1767	3469	1572	1781	3469	2790	1668	3441	1547	3428	3441	1547
Grp Volume(v), veh/h	108	512	269	238	411	508	114	863	211	788	1269	117
Grp Sat Flow(s),veh/h/ln	1767	1735	1572	1781	1735	1395	1668	1721	1547	1714	1721	1547
Q Serve(g_s), s	9.1	25.9	28.0	19.5	18.6	21.3	12.2	40.8	15.9	40.1	9.1	0.6
Cycle Q Clear(g_c), s	9.1	25.9	28.0	19.5	18.6	21.3	12.2	40.8	15.9	40.1	9.1	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	585	389	270	799	1308	131	1109	684	817	1659	746
V/C Ratio(X)	0.49	0.87	0.69	0.88	0.51	0.39	0.87	0.78	0.31	0.96	0.76	0.16
Avail Cap(c_a), veh/h	219	599	395	287	846	1346	158	1109	684	889	1659	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	73.0	61.5	53.7	60.5	31.0	82.0	55.2	32.5	46.3	1.8	1.7
Incr Delay (d2), s/veh	0.6	12.8	4.2	23.6	0.2	0.1	29.8	5.4	1.2	20.5	3.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	18.4	17.1	15.7	12.9	11.5	10.4	25.3	10.2	22.8	3.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	85.8	65.7	77.4	60.7	31.1	111.8	60.6	33.6	66.9	5.3	2.1
LnGrp LOS	E	F	E	E	E	C	F	E	C	E	A	A
Approach Vol, veh/h		889			1157			1188			2174	
Approach Delay, s/veh		76.4			51.1			60.7			27.4	
Approach LOS		E			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	49.7	64.8	28.3	37.2	20.9	93.6	17.2	48.3
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	46.7	51.8	23.2	31.1	17.0	81.5	10.4	43.9
Max Q Clear Time (g_c+I1), s	42.1	42.8	21.5	30.0	14.2	11.1	11.1	23.3
Green Ext Time (p_c), s	0.9	2.9	0.1	0.4	0.0	7.1	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	12	35	8	149	12	1000	14	248	1409	7
Future Volume (veh/h)	3	0	12	35	8	149	12	1000	14	248	1409	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1781	1900	1900	1900	1811	1633	1900	1811	1159
Adj Flow Rate, veh/h	3	0	13	38	9	162	13	1087	15	270	1532	8
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	0	0	8	0	0	0	6	18	0	6	50
Cap, veh/h	37	12	107	135	29	496	189	2012	28	642	2773	14
Arrive On Green	0.08	0.00	0.08	0.08	0.08	0.08	0.01	0.58	0.58	0.22	0.79	0.79
Sat Flow, veh/h	155	142	1287	1191	342	1610	1810	3475	48	1810	3510	18
Grp Volume(v), veh/h	16	0	0	47	0	162	13	538	564	270	751	789
Grp Sat Flow(s),veh/h/ln	1584	0	0	1533	0	1610	1810	1721	1802	1810	1721	1808
Q Serve(g_s), s	0.0	0.0	0.0	3.4	0.0	0.0	0.6	34.5	34.5	0.0	29.3	29.3
Cycle Q Clear(g_c), s	1.6	0.0	0.0	5.0	0.0	0.0	0.6	34.5	34.5	0.0	29.3	29.3
Prop In Lane	0.19		0.81	0.81		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	156	0	0	164	0	496	189	996	1043	642	1359	1428
V/C Ratio(X)	0.10	0.00	0.00	0.29	0.00	0.33	0.07	0.54	0.54	0.42	0.55	0.55
Avail Cap(c_a), veh/h	200	0	0	207	0	542	237	996	1043	642	1359	1428
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.4	0.0	0.0	77.8	0.0	47.9	21.0	23.2	23.2	29.6	7.0	7.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.0	0.0	0.4	0.2	2.1	2.0	0.4	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.0	3.8	0.0	9.8	0.5	20.5	21.2	14.3	15.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	0.0	0.0	78.7	0.0	48.3	21.2	25.3	25.2	30.1	8.7	8.6
LnGrp LOS	E	A	A	E	A	D	C	C	C	C	A	A
Approach Vol, veh/h		16			209			1115			1810	
Approach Delay, s/veh		76.6			55.2			25.2			11.8	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	47.2	111.0		21.8	9.2	149.0		21.8
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8
Max Green Setting (Gmax), s	35.2	104.2		20.2	7.2	132.2		20.2
Max Q Clear Time (g_c+I1), s	2.0	36.5		3.6	2.6	31.3		7.0
Green Ext Time (p_c), s	0.8	8.3		0.0	0.0	15.8		0.6

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	114	0	18	1
Veh. Perm. R. Flow in Walk (v/h)	17	1	0	210
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.52	1.75	3.56	3.30
Pedestrian Crosswalk LOS	C	B	D	C

Approach	WB	NB	SB
Crosswalk Length (ft)	24.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	2	6	3
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.00	3.62	3.58
Pedestrian Crosswalk LOS	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.1	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	6	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	32	499	75	102
Veh. Perm. R. Flow in Walk (v/h)	83	64	298	112
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.82	3.89	3.31	3.53
Pedestrian Crosswalk LOS	C	D	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	24.0	24.2	61.2	80.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.77	2.11	3.12	3.23
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	502	4	1771	1936
Effct. Green for Bike (s)	5.0	4.0	148.4	104.0
Cross Street Width (ft)	61.6	60.0	24.0	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	56	44	1649	1156
Bicycle Delay (s/bike)	85.1	86.0	2.8	16.0
Bicycle Compliance	Poor	Poor	Good	Fair
Bicycle LOS Score	2.26	1.41	2.32	2.64
Bicycle LOS	B	A	B	C

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	320	1635	2472
Effct. Green for Bike (s)	30.8	114.1	135.6
Cross Street Width (ft)	60.0	24.0	60.0
Through Lanes Number	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	342	1268	1507
Bicycle Delay (s/bike)	61.8	12.1	5.5
Bicycle Compliance	Poor	Fair	Good
Bicycle LOS Score	1.93	2.20	3.45
Bicycle LOS	B	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	889	1157	1188	2174
Effct. Green for Bike (s)	29.4	41.1	57.0	86.3
Cross Street Width (ft)	84.5	87.8	84.7	73.1
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	327	457	633	959
Bicycle Delay (s/bike)	63.0	53.6	42.0	24.4
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	2.51	2.79	2.76	3.40
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	16	209	1115	1810
Effct. Green for Bike (s)	15.4	15.4	113.4	151.4
Cross Street Width (ft)	60.0	62.4	36.2	24.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	171	171	1260	1682
Bicycle Delay (s/bike)	75.3	75.3	12.3	2.3
Bicycle Compliance	Poor	Poor	Fair	Good
Bicycle LOS Score	1.43	1.79	1.96	2.35
Bicycle LOS	A	B	B	B

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	45	30	1537	2056	7
Future Vol, veh/h	18	45	30	1537	2056	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	3	0	6	6	0
Mvmt Flow	21	53	35	1808	2419	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3397	1214	2427	0	-	0
Stage 1	2423	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	~ 6	172	198	-	-	-
Stage 1	54	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 5	172	198	-	-	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	44	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	158.5	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	198	-	83	-	-
HCM Lane V/C Ratio	0.178	-	0.893	-	-
HCM Control Delay (s)	27.1	-	158.5	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	0.6	-	4.7	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	19	6	1556	2094	9
Future Vol, veh/h	9	19	6	1556	2094	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	10	22	7	1768	2380	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3283	1195	2390	0	-	0
Stage 1	2385	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 7	182	205	-	-	-
Stage 1	57	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 7	182	205	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	55	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	63.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	205	-	92	-	-
HCM Lane V/C Ratio	0.033	-	0.346	-	-
HCM Control Delay (s)	23.2	-	63.5	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-

Notes

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

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	11	1549	48	2	2103
Future Vol, veh/h	49	11	1549	48	2	2103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	20	6	0	0	6
Mvmt Flow	57	13	1801	56	2	2445

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3056	929	0	0	1857	0
Stage 1	1829	-	-	-	-	-
Stage 2	1227	-	-	-	-	-
Critical Hdwy	6.8	7.3	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.5	-	-	2.2	-
Pot Cap-1 Maneuver	~ 10	237	-	-	330	-
Stage 1	116	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 10	237	-	-	330	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	116	-	-	-	-	-
Stage 2	243	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	131.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	87	330	-
HCM Lane V/C Ratio	-	-	0.802	0.007	-
HCM Control Delay (s)	-	-	131.9	16	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	4.2	0	-

Notes

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

Intersection	
Int Delay, s/veh	45

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	129	37	1537	2046	107
Future Vol, veh/h	59	129	37	1537	2046	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	4	6	6	0
Mvmt Flow	68	148	43	1767	2352	123

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3384	1238	2475	0	-	0
Stage 1	2414	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.18	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.24	-	-	-
Pot Cap-1 Maneuver	~ 6	169	178	-	-	-
Stage 1	~ 55	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 5	169	178	-	-	-
Mov Cap-2 Maneuver	~ 35	-	-	-	-	-
Stage 1	~ 42	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 931.7	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	178	-	77	-	-
HCM Lane V/C Ratio	0.239	-	2.806	-	-
HCM Control Delay (s)	31.5	-	$ 931.7	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	21.2	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	185	1254	152	0	2066
Future Vol, veh/h	0	185	1254	152	0	2066
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	6	2	0	6
Mvmt Flow	0	210	1425	173	0	2348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	713	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	374	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	374	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	374	-
HCM Lane V/C Ratio	-	-	0.562	-
HCM Control Delay (s)	-	-	26.3	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	3.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	14	4	1142	1657	7
Future Vol, veh/h	8	14	4	1142	1657	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	9	16	4	1269	1841	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2488	925	1849	0	-	0
Stage 1	1845	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	25	275	333	-	-	-
Stage 1	113	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	25	275	333	-	-	-
Mov Cap-2 Maneuver	90	-	-	-	-	-
Stage 1	112	-	-	-	-	-
Stage 2	491	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.1	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	333	-	157	-	-
HCM Lane V/C Ratio	0.013	-	0.156	-	-
HCM Control Delay (s)	16	-	32.1	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	61.9	48.3	110.2	0.77	25.3	C
Publix Plaza Access	II	45	19.9	39.9	59.8	0.18	11.0	F
	II	45	33.9	3.8	37.7	0.35	33.7	B
Total	II		115.7	92.0	207.7	1.31	22.7	C

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	31.3	54.2	85.5	0.33	13.7	E
Publix Plaza Access	II	45	33.9	18.1	52.0	0.35	24.5	C
	II	45	19.9	49.5	69.4	0.18	9.5	F
Total	II		85.1	121.8	206.9	0.86	15.0	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	2	392	10	3	0	447	1786	8	2	1091	41
Future Volume (veh/h)	68	2	392	10	3	0	447	1786	8	2	1091	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1841	1900	1900	1900	1900	1900	1811	1900	1900	1811	1900
Adj Flow Rate, veh/h	71	2	408	10	3	0	466	1860	8	2	1136	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	4	0	0	0	0	0	6	0	0	6	0
Cap, veh/h	247	7	493	15	4	0	483	2395	10	215	1833	69
Arrive On Green	0.14	0.14	0.14	0.01	0.01	0.00	0.32	1.00	1.00	0.02	0.54	0.54
Sat Flow, veh/h	1707	48	1610	1407	422	0	1810	3514	15	1810	3381	128
Grp Volume(v), veh/h	73	0	408	13	0	0	466	910	958	2	578	601
Grp Sat Flow(s),veh/h/ln	1755	0	1610	1830	0	0	1810	1721	1808	1810	1721	1788
Q Serve(g_s), s	6.7	0.0	26.0	1.3	0.0	0.0	25.7	0.0	0.0	0.1	41.7	41.7
Cycle Q Clear(g_c), s	6.7	0.0	26.0	1.3	0.0	0.0	25.7	0.0	0.0	0.1	41.7	41.7
Prop In Lane	0.97		1.00	0.77		0.00	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	254	0	493	19	0	0	483	1173	1233	215	933	969
V/C Ratio(X)	0.29	0.00	0.83	0.67	0.00	0.00	0.97	0.78	0.78	0.01	0.62	0.62
Avail Cap(c_a), veh/h	254	0	493	41	0	0	696	1173	1233	215	933	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.7	0.0	58.0	88.7	0.0	0.0	24.6	0.0	0.0	17.1	28.4	28.4
Incr Delay (d2), s/veh	0.6	0.0	11.2	33.1	0.0	0.0	21.3	5.1	4.9	0.0	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.0	26.0	1.4	0.0	0.0	17.6	3.0	3.0	0.1	24.5	25.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	0.0	69.2	121.8	0.0	0.0	45.9	5.1	4.9	17.1	31.5	31.4
LnGrp LOS	E	A	E	F	A	A	D	A	A	B	C	C
Approach Vol, veh/h		481			13			2334			1181	
Approach Delay, s/veh		69.2			121.8			13.1			31.4	
Approach LOS		E			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	129.4		32.0	35.8	104.3		7.9
Change Period (Y+Rc), s	6.7	6.7		6.0	6.7	6.7		6.0
Max Green Setting (Gmax), s	4.0	120.6		26.0	50.3	74.3		4.0
Max Q Clear Time (g_c+I1), s	2.1	2.0		28.0	27.7	43.7		3.3
Green Ext Time (p_c), s	0.0	48.7		0.0	1.4	12.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	269	2097	165	223	1386
Future Volume (veh/h)	37	269	2097	165	223	1386
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1811	1900	1900	1811
Adj Flow Rate, veh/h	39	155	2184	172	232	1444
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	6	0	0	6
Cap, veh/h	117	243	2141	1002	237	2699
Arrive On Green	0.06	0.06	0.62	0.62	0.17	1.00
Sat Flow, veh/h	1810	1610	3532	1610	1810	3532
Grp Volume(v), veh/h	39	155	2184	172	232	1444
Grp Sat Flow(s),veh/h/ln	1810	1610	1721	1610	1810	1721
Q Serve(g_s), s	1.9	5.8	56.0	4.1	7.5	0.0
Cycle Q Clear(g_c), s	1.9	5.8	56.0	4.1	7.5	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	117	243	2141	1002	237	2699
V/C Ratio(X)	0.33	0.64	1.02	0.17	0.98	0.53
Avail Cap(c_a), veh/h	117	243	2141	1002	237	2699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	35.9	17.0	7.2	27.4	0.0
Incr Delay (d2), s/veh	1.7	5.4	24.7	0.4	52.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	6.4	32.6	2.5	10.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.9	41.3	41.7	7.6	80.0	0.8
LnGrp LOS	D	D	F	A	E	A
Approach Vol, veh/h	194		2356			1676
Approach Delay, s/veh	41.4		39.2			11.7
Approach LOS	D		D			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.6	62.8				77.4	12.6
Change Period (Y+Rc), s	6.8	6.8				6.8	6.8
Max Green Setting (Gmax), s	7.8	56.0				70.6	5.8
Max Q Clear Time (g_c+I1), s	9.5	58.0				2.0	7.8
Green Ext Time (p_c), s	0.0	0.0				15.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	416	178	300	426	618	186	1398	150	478	852	93
Future Volume (veh/h)	274	416	178	300	426	618	186	1398	150	478	852	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1900	1826	1870	1900	1811	1900	1885	1811	1900
Adj Flow Rate, veh/h	280	424	182	306	435	631	190	1427	153	488	869	95
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, %	1	5	1	0	5	2	0	6	0	1	6	0
Cap, veh/h	283	449	392	308	503	814	209	1474	922	511	1580	739
Arrive On Green	0.13	0.13	0.13	0.14	0.15	0.15	0.12	0.43	0.43	0.29	0.92	0.92
Sat Flow, veh/h	1795	3469	1598	1810	3469	2790	1810	3441	1610	3483	3441	1610
Grp Volume(v), veh/h	280	424	182	306	435	631	190	1427	153	488	869	95
Grp Sat Flow(s),veh/h/ln	1795	1735	1598	1810	1735	1395	1810	1721	1610	1742	1721	1610
Q Serve(g_s), s	23.2	21.8	17.5	26.0	22.1	26.1	18.7	72.9	8.1	24.8	7.5	1.0
Cycle Q Clear(g_c), s	23.2	21.8	17.5	26.0	22.1	26.1	18.7	72.9	8.1	24.8	7.5	1.0
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	283	449	392	308	503	814	209	1474	922	511	1580	739
V/C Ratio(X)	0.99	0.94	0.46	0.99	0.86	0.78	0.91	0.97	0.17	0.96	0.55	0.13
Avail Cap(c_a), veh/h	283	449	392	308	503	814	303	1474	922	511	1580	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	77.7	57.9	59.0	75.2	58.4	78.6	50.3	18.2	63.0	4.3	4.0
Incr Delay (d2), s/veh	50.0	28.5	0.3	49.2	14.0	4.3	18.4	17.0	0.4	28.6	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.6	17.1	11.4	22.9	16.1	19.5	14.8	43.6	5.6	17.2	3.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.0	106.2	58.2	108.2	89.2	62.7	97.0	67.2	18.5	91.6	5.7	4.4
LnGrp LOS	F	F	E	F	F	E	F	E	B	F	A	A
Approach Vol, veh/h		886			1372			1770			1452	
Approach Delay, s/veh		97.9			81.2			66.2			34.4	
Approach LOS		F			F			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.2	83.9	32.8	30.1	27.6	89.5	30.0	32.9
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	26.4	77.1	26.0	23.3	30.1	73.4	23.2	26.1
Max Q Clear Time (g_c+I1), s	26.8	74.9	28.0	23.8	20.7	9.5	25.2	28.1
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.2	4.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	66.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	5	12	41	2	424	13	1453	71	193	1134	11
Future Volume (veh/h)	4	5	12	41	2	424	13	1453	71	193	1134	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1411	1159	1900	1900	1900	1900	1900	1811	1856	1900	1811	1693
Adj Flow Rate, veh/h	4	5	13	44	2	345	14	1546	76	205	1206	12
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, %	33	50	0	0	0	0	0	6	3	0	6	14
Cap, veh/h	47	39	73	236	9	502	219	1731	85	424	2407	24
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.02	0.52	0.52	0.19	0.69	0.69
Sat Flow, veh/h	90	312	580	1414	76	1610	1810	3339	164	1810	3491	35
Grp Volume(v), veh/h	22	0	0	46	0	345	14	794	828	205	594	624
Grp Sat Flow(s),veh/h/ln	982	0	0	1490	0	1610	1810	1721	1782	1810	1721	1805
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.1	0.5	49.5	50.2	6.0	19.7	19.7
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.9	0.0	0.1	0.5	49.5	50.2	6.0	19.7	19.7
Prop In Lane	0.18		0.59	0.96		1.00	1.00		0.09	1.00		0.02
Lane Grp Cap(c), veh/h	158	0	0	245	0	502	219	892	923	424	1186	1244
V/C Ratio(X)	0.14	0.00	0.00	0.19	0.00	0.69	0.06	0.89	0.90	0.48	0.50	0.50
Avail Cap(c_a), veh/h	237	0	0	367	0	639	268	892	923	424	1186	1244
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	47.1	0.0	36.2	18.5	25.8	26.0	40.2	8.8	8.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.4	0.0	2.2	0.1	13.0	13.2	0.9	1.5	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(95%),veh/ln	1.1	0.0	0.0	2.3	0.0	14.2	0.4	29.2	30.5	8.9	10.9	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	0.0	0.0	47.5	0.0	38.3	18.6	38.8	39.2	41.1	10.4	10.3
LnGrp LOS	D	A	A	D	A	D	B	D	D	D	B	B
Approach Vol, veh/h		22			391			1636			1423	
Approach Delay, s/veh		47.3			39.4			38.8			14.8	
Approach LOS		D			D			D			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	29.2	69.0		21.8	8.7	89.5		21.8
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8
Max Green Setting (Gmax), s	12.2	62.2		25.2	5.1	69.3		25.2
Max Q Clear Time (g_c+I1), s	8.0	52.2		4.3	2.5	21.7		4.9
Green Ext Time (p_c), s	0.2	6.8		0.1	0.0	9.5		1.5

Intersection Summary	
HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	32.5	60.2	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	304	0	34	8
Veh. Perm. R. Flow in Walk (v/h)	28	6	0	229
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.78	1.76	3.52	3.25
Pedestrian Crosswalk LOS	C	B	D	C

Approach	WB	NB	SB
Crosswalk Length (ft)	24.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	2	6	3
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.04	3.57	3.54
Pedestrian Crosswalk LOS	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.0	60.0	61.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	6	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	130	325	193	166
Veh. Perm. R. Flow in Walk (v/h)	77	98	508	78
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.97	3.60	3.52	3.65
Pedestrian Crosswalk LOS	C	D	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	24.0	36.2	60.0	62.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	49.5	49.5	49.5	49.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.75	2.17	3.16	3.32
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	481	13	2334	1181
Effct. Green for Bike (s)	13.0	7.0	136.3	98.8
Cross Street Width (ft)	61.6	60.0	24.0	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	144	78	1514	1098
Bicycle Delay (s/bike)	77.5	83.1	5.3	18.3
Bicycle Compliance	Poor	Poor	Good	Fair
Bicycle LOS Score	2.22	1.43	2.78	2.01
Bicycle LOS	B	A	C	B

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	319	2356	1676
Effct. Green for Bike (s)	23.8	121.5	142.6
Cross Street Width (ft)	60.0	24.0	60.0
Through Lanes Number	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	264	1350	1584
Bicycle Delay (s/bike)	67.8	9.5	3.9
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	1.93	2.80	2.79
Bicycle LOS	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	886	1372	1770	1452
Effct. Green for Bike (s)	23.3	26.1	76.8	80.0
Cross Street Width (ft)	84.5	87.8	84.7	73.1
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	259	290	853	889
Bicycle Delay (s/bike)	68.2	65.8	29.6	27.8
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.51	2.96	3.24	2.80
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	22	497	1636	1423
Effct. Green for Bike (s)	15.0	15.0	76.8	91.9
Cross Street Width (ft)	60.0	62.4	36.2	24.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	250	250	1280	1532
Bicycle Delay (s/bike)	45.9	45.9	7.8	3.3
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.44	2.26	2.39	2.03
Bicycle LOS	A	B	B	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	45	45	2230	1464	28
Future Vol, veh/h	18	45	45	2230	1464	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	0	0	6	6	0
Mvmt Flow	19	46	46	2299	1509	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2766	769	1538	0	-	0
Stage 1	1524	-	-	-	-	-
Stage 2	1242	-	-	-	-	-
Critical Hdwy	7.08	6.9	4.1	-	-	-
Critical Hdwy Stg 1	6.08	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.64	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 13	348	438	-	-	-
Stage 1	148	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 12	348	438	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	213	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	438	-	178	-	-
HCM Lane V/C Ratio	0.106	-	0.365	-	-
HCM Control Delay (s)	14.2	-	36.4	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.4	-	1.6	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	12	11	2264	1501	11
Future Vol, veh/h	7	12	11	2264	1501	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	10	0	6	6	0
Mvmt Flow	7	12	11	2310	1532	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2715	772	1543	0	-	0
Stage 1	1538	-	-	-	-	-
Stage 2	1177	-	-	-	-	-
Critical Hdwy	6.8	7.1	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.4	2.2	-	-	-
Pot Cap-1 Maneuver	17	325	436	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	325	436	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	259	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.1	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	436	-	175	-	-
HCM Lane V/C Ratio	0.026	-	0.111	-	-
HCM Control Delay (s)	13.5	-	28.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	26	2244	69	13	1504
Future Vol, veh/h	39	26	2244	69	13	1504
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	41	27	2362	73	14	1583

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3219	1218	0	0	2435	0
Stage 1	2399	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 8	175	-	-	196	-
Stage 1	56	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	175	-	-	196	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	56	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	234.6	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	65	196	-
HCM Lane V/C Ratio	-	-	1.053	0.07	-
HCM Control Delay (s)	-	-	234.6	24.7	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	5.3	0.2	-

Notes

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

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	54	124	109	2262	1484	52
Future Vol, veh/h	54	124	109	2262	1484	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	6	6	0
Mvmt Flow	56	128	112	2332	1530	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2947	792	1584	0	-	0
Stage 1	1557	-	-	-	-	-
Stage 2	1390	-	-	-	-	-
Critical Hdwy	6.8	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	~ 12	334	416	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 9	334	416	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	118	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	176.2	0.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	416	-	159	-	-
HCM Lane V/C Ratio	0.27	-	1.154	-	-
HCM Control Delay (s)	16.8	-	176.2	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	1.1	-	10	-	-

Notes

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

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	212	2050	240	0	1423
Future Vol, veh/h	0	212	2050	240	0	1423
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	0	219	2113	247	0	1467

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1057	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	225	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	225	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	98.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	225	-
HCM Lane V/C Ratio	-	-	0.971	-
HCM Control Delay (s)	-	-	98.4	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	8.7	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	15	15	1869	1326	14
Future Vol, veh/h	5	15	15	1869	1326	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	5	16	16	1988	1411	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2445	713	1426	0	-	0
Stage 1	1419	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	27	379	483	-	-	-
Stage 1	193	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	26	379	483	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	311	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	483	-	244	-	-
HCM Lane V/C Ratio	0.033	-	0.087	-	-
HCM Control Delay (s)	12.7	-	21.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Arterial Level of Service: NB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Welch Rd	II	45	61.9	70.2	132.1	0.77	21.1	D
Publix Plaza Access	II	45	19.9	37.6	57.5	0.18	11.4	F
	II	45	33.9	11.8	45.7	0.35	27.8	C
Total	II		115.7	119.6	235.3	1.31	20.0	D

Arterial Level of Service: SB Rock Springs Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lester Rd	II	45	31.3	33.6	64.9	0.33	18.1	D
Publix Plaza Access	II	45	33.9	6.2	40.1	0.35	31.7	B
	II	45	19.9	32.3	52.2	0.18	12.6	F
Total	II		85.1	72.1	157.2	0.86	19.7	D