TOLEDO BLADE

COMPREHENSIVE PLAN AMENDMENT & REZONING

TRAFFIC IMPACT STUDY

June 2, 2023

Since 1978

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Date Prepared:
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DPA Job #:
22519

TOLEDO BLADE 320 PROPERTY
TRAFFIC IMPACT STATEMENT

Introduction

The Toledo Blade 320 Property, hereafter referred to as the Project, is located in the northeast quadrant of the Toledo Blade Boulevard and Tropicaire Boulevard intersection in the City of North Port, Florida (Exhibit 1).

The property is currently classified as agricultural estates in the City's future land use map and does not have a zoning designation. The Project is seeking a comprehensive plan amendment and rezoning to allow for a maximum development of 900 residential dwelling units and 900,000 square feet of industrial uses. The Project is anticipated to be built out in the year 2028.

The purpose of this Traffic Impact Statement (TIS) is to assess the traffic impacts associated with the proposed land use amendment and rezoning coincident with the buildout of the Project. This TIS has been prepared consistent with the City of North Port's guidelines and will address the following:

- Recommended Improvements to the Sarasota-Manatee County MPO Long-Range Transportation Plan (LRTP)
- Recommended Improvements to the City of North Port Capital Improvement Program (CIP).

Development Parameters

The proposed developmental tracts are depicted in Exhibit 2 and is summarized in the following.

Toledo Blade 320 Property Development Parameters	
	Size
Total Residential	900 d.u.
Single-Family	200 d.u.
Townhome	160 d.u.
Multifamily	540 d.u.
Industrial	900,000 sq. ft.

The Project is anticipated to be built out in year 2028.

Project Access

The Project site has frontage onto Toledo Blade Boulevard and the future planned east-west roadway located along the northern border of the property. Access to the Project's residential

tracts will be provided via access points onto the future roadway as depicted in Exhibit 2. The industrial tract will have two access points. The southern industrial entrance will be full movement and will be designed to only accommodate cars, due to a smaller turning radius. The northern industrial entrance will be a right-in and left-out movement, which will be the only entrance for the heavy trucks. Cross-access between the residential development and the industrial tract is planned as emergency only.

Study Area

The study area consists of the following roadway segments. These segments were identified by the project traffic consuming 5% or greater of the roadway service volume at LOS D.

- Toledo Blade Boulevard north of the Charlotte County line
  - The existing 2L of Toledo Blade Boulevard is expected to be LOS deficient in the 2045 MPO Long Rang Transportation Plan (Appendix F)
  - The needed widening of Toledo Blade Boulevard is not currently included in the 2045 MPO Cost Feasible Plan
- Price Boulevard west and east of Toledo Blade Boulevard
  - The widening of Price Boulevard (Sumter Blvd. to Toledo Blade Blvd.) from 2L to 5L (with center left-turn lane) is programmed in the City of North Port CIP (Appendix F)
  - Construction of the 5L widening is expected to be completed in 2026.
- Tropicaire Boulevard west of Toledo Blade Boulevard

In addition to the above roadway segments, the following intersections are included as part of the study area.

- Toledo Blade Boulevard / I-75 South Ramps
  - The construction of a signal to serve the I-75 northbound entrance and exit ramps expected to be completed in 2024 (Appendix F)
- Toledo Blade Boulevard / I-75 North Ramps
  - The construction of a signal to serve the I-75 northbound entrance and exit ramps expected to be completed in 2024 (Appendix F)
- Toledo Blade Boulevard / Tropicaire Boulevard
- Tropicaire Boulevard / Sumter Boulevard
- Tropicaire Boulevard / Salford Boulevard
- Tropicaire Boulevard / Chamberlain Boulevard
- Toledo Blade Boulevard / South Industrial Tract Entrance
- Toledo Blade Boulevard / North Industrial Tract Entrance
- Toledo Blade Boulevard / Future Roadway
- Future Roadway / Multifamily Tract Entrance
- Future Roadway / Townhome Tract Entrance
- Future Roadway / Single-Family Tract Entrance

Existing 2022 Intersection Turning Movement Volumes

Intersection turning movement counts were conducted at the following intersections.

- Toledo Blade Boulevard / I-75 South Ramps
- Toledo Blade Boulevard / I-75 North Ramps
- Toledo Blade Boulevard / Tropicaire Boulevard
- Tropicaire Boulevard / Sumter Boulevard
- Tropicaire Boulevard / Salford Boulevard
- Tropicaire Boulevard / Chamberlain Boulevard

Intersection turning movement volumes were conducted in August, 2022 and adjusted to peak season conditions using the latest FDOT peak season adjustment factors for Sarasota County. The raw intersection turning movement counts and FDOT peak season conversion factors are provided in Appendix A. The existing intersection volumes (adjusted for peak season) are summarized in Exhibit 3.

Existing Traffic Conditions

Existing traffic conditions for the roadway segments and intersections under study are provided below.

Existing Roadway LOS

A roadway level of service (LOS) analysis using FDOT generalized service volumes (2023 Quality/Level of Service Handbook) for existing 2022 traffic conditions is presented in Exhibit 4 and summarized as follows.

Toledo Blade 320 Property
Existing Traffic Conditions
Roadway Level of Service

Roadway	From	To	LOS
West Price Blvd.	West of Toledo Blade Blvd.	Toledo Blade Blvd.	C
	Toledo Blade Blvd.	East of Toledo Blade Blvd.	C
Toledo Blade Blvd.	Charlotte County Line	Price Blvd.	C
	Price Blvd.	I-75 South Ramp	F (1)
	I-75 South Ramp	I-75 North Ramp	C
	I-75 North Ramp	Future North Port Gardens Entrance	C
	Future North Port Gardens Entrance	Tropicaire Blvd.	C
	Tropicaire Blvd.	Future Project Roadway	C
Tropicaire Blvd.	West of Sumter Blvd.	Sumter Blvd.	C
	Sumter Blvd.	Salford Blvd.	C
	Salford Blvd.	Chamberlain Blvd.	C
	Chamberlain Blvd.	Toledo Blade Blvd.	C

Footnote:
(1) Chapter 163.3180, F.S. – Transportation Deficient (backlogged) facility.

All roadway segments operate at acceptable levels of service under existing conditions with the exception of Toledo Blade Boulevard from the south I-75 ramp to West Price Boulevard.

Existing Intersection LOS

Intersection capacity analysis was performed for the intersections under study reflective of the existing traffic volumes presented in Exhibit 3. The operation of the intersections was evaluated based on methodologies from the Highway Capacity Manual, 6th Edition (HCM 6).

The resultant HCM analysis output sheets are included in Appendix B and summarized below.

Toledo Blade 320 Property
Existing Traffic Conditions
Intersection Level of Service

Intersection	Level of Service, Peak Hour	
	AM	PM
Toledo Blade Boulevard / I-75 South Ramps	C/E (2,3)	A/F (2,3)
Toledo Blade Boulevard / I-75 North Ramps	F/B (2,3)	A/F (1,3)
Toledo Blade Boulevard / Tropicaire Boulevard	A/A (1)	A/A (1)
Tropicaire Boulevard / Sumter Boulevard	A/C (1)	A/D (1)
Tropicaire Boulevard / Salford Boulevard	A/B (1)	A/A (1)
Tropicaire Boulevard / Chamberlain Boulevard	A/B (1)	A/B (1)

Footnotes:
(1) Unsignalized TWSC – Major street left-turn / Minor street left-turn LOS reported.
(2) Unsignalized TWSC – Major street left-turn / Minor street right-turn LOS reported.
(3) Chapter 163.3180, F.S. – Transportation Deficient (backlogged) facility.

The intersection analysis indicates that certain movements at the Toledo Blade Boulevard / I-75 interchange exceed LOS standards under existing conditions. Field observations of the AM turning movement counts indicate a portion of northbound thru volumes make a U-turn north of the interchange and subsequently turn right onto the I-75 ramp in lieu of taking the northbound left-turn directly at the interchange. Similarly, it was also observed that some eastbound right-turn vehicles make a U-turn north of the interchange in order to head south rather than making a left-turn directly at the WB off-ramp.

The analysis indicates that all intersections, with the exception of the I-75 ramps, operate at acceptable levels of service under existing conditions. Design and permitting for interchange improvements are identified in the City's Capital Improvement Program.

Future 2028 Traffic Projections

The projection of future traffic volumes coincident with the buildout of the Project at year 2028 is described by the following.

Background Traffic Volumes

A traffic growth factor of 1.30 (equivalent to 4.94% percent growth per year) was applied to the existing intersection volumes. The growth factor is based on growth trend analysis reflective of historic AADT volumes reported by FDOT for three count stations nearest to the Project. Appendix C documents the historic growth trend analysis. The future 2028 background traffic volumes without the Project are depicted in Exhibit 5.

Project Trip Generation

The trip generation estimate for the Project was estimated based on trip generation rates and equations from the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition (Appendix D). The calculated trip generation for the Project is presented in Exhibit 6 and is summarized below.

Toledo Blade 320 Property
Trip Generation Summary

Land Use	LUC	Size	AM Peak Hour (1)			PM Peak Hour (1)			Daily Total
			In	Out	Total	In	Out	Total	
Single-Family Residential	210	200 d.u.	36	104	140	120	71	191	1,909
Townhome Residential	215	160 d.u.	24	54	78	52	40	92	1,169
Multifamily Residential	220	540 d.u.	46	144	190	159	94	253	3,537
Industrial	110	900 ksf	542	74	616	82	503	585	3,434
Total Trips			648	376	1,024	413	708	1,121	10,049
Internal Trips			0	0	0	0	0	0	0
External			648	376	1,024	413	708	1,121	10,049
Pass-by			0	0	0	0	0	0	0
Net New External			648	376	1,024	413	708	1,121	10,049

Footnote:
(1) Peak hour of adjacent street.

Project Trip Distribution and Assignment

The MPO D1RPM travel model was utilized to establish Project distribution based on a select zone analysis (Appendix E). Project trips were distributed to the external road network as depicted in Exhibit 7. The resultant AM and PM peak hour trip assignment at the Project entrances is summarized in Exhibit 8.

Future 2028 Traffic Volumes with Project

Exhibit 9 reflects the total traffic volumes (future background plus Project traffic) during the peak hours of the adjacent street at the intersections under study.

Future 2028 Background Traffic Conditions

Future background traffic conditions for the roadway segments and intersections under study are provided below.

Future Background Roadway LOS

A roadway level of service (LOS) analysis using FDOT generalized service volumes (2023 Quality/Level of Service Handbook) for future 2028 background traffic conditions is presented in Exhibit 10 and summarized as follows.

Toledo Blade 320 Property Future Background (without Project) Traffic Conditions Roadway Level of Service			
Roadway	**From**	**To**	**LOS**
West Price Blvd.	West of Toledo Blade Blvd.	Toledo Blade Blvd.	C
	Toledo Blade Blvd.	East of Toledo Blade Blvd.	C
Toledo Blade Blvd.	Charlotte County Line	Price Blvd.	C
	Price Blvd.	I-75 South Ramp	F (1)
	I-75 South Ramp	I-75 North Ramp	C
	I-75 North Ramp	Future North Port Gardens Entrance	C
	Future North Port Gardens Entrance	Tropicaire Blvd.	C
	Tropicaire Blvd.	Future Project Roadway	C
Tropicaire Blvd.	West of Sumter Blvd.	Sumter Blvd.	C
	Sumter Blvd.	Salford Blvd.	C
	Salford Blvd.	Chamberlain Blvd.	C
	Chamberlain Blvd.	Toledo Blade Blvd.	C

Footnote:
(1) Chapter 163.3180, F.S. – Transportation Deficient (backlogged) facility.

All roadway segments are projected to operate at acceptable levels of service under future background traffic conditions with the exception of Toledo Blade Boulevard from the south I-75 ramp to West Price Boulevard. Per Chapter 163.3180, F.S., the Project is not responsible to help reduce or eliminate the transportation deficient (backlogged) facility.

Future Background Intersection LOS

Intersection capacity analysis was performed for the intersections under study reflective of the future background traffic volumes presented in Exhibit 5. The operation of the intersections was evaluated based on methodologies from the Highway Capacity Manual, 6th Edition (HCM 6).

The resultant HCM analysis output sheets are included in Appendix B and summarized below.

Toledo Blade 320 Property Future Background Traffic Conditions Intersection Level of Service		
	Level of Service, Peak Hour	
Intersection	**AM**	**PM**
Toledo Blade Boulevard / I-75 South Ramps	A [2]	A [2]
Toledo Blade Boulevard / I-75 North Ramps	B [2]	B [2]
Toledo Blade Boulevard / Tropicaire Boulevard	A/B [1]	A/A [1]
Tropicaire Boulevard / Sumter Boulevard	B/E [1,3]	A/F [1,3]
Tropicaire Boulevard / Salford Boulevard	A/B [1]	A/B [1]
Tropicaire Boulevard / Chamberlain Boulevard	A/B [1]	A/B [1]

Footnotes:
(1) Unsignalized TWSC – Major street left-turn / Minor street left-turn LOS reported.
(2) Signalized Intersection – Overall intersection LOS reported.
(3) Chapter 163.3180, F.S. – Transportation Deficient (backlogged) facility.

The intersection analysis indicates that certain movements at the Toledo Blade Boulevard / I-75 interchange may require improvements in addition to the committed signal construction. The above LOS analysis indicates that dual northbound left-turn lanes are needed at the north ramps to accommodate future traffic volumes without the Project. The northbound lane at the Tropicaire Boulevard / Sumter Boulevard intersection is projected to experience delay during the PM peak hour. Per Chapter 163.3180, F.S., the Project is not responsible to help reduce or eliminate the transportation deficient (backlogged) facility.

Future 2028 Traffic Conditions With Project

Future traffic conditions with the Project for the roadway segments and intersections under study are provided below.

Future Roadway LOS With Project

A roadway level of service (LOS) analysis using FDOT generalized service volumes (2023 Quality/Level of Service Handbook) for future 2028 traffic conditions with the Project is presented in Exhibit 11 and summarized as follows.

Toledo Blade 320 Property Future Traffic Conditions With Project Roadway Level of Service			
Roadway	**From**	**To**	**LOS**
West Price Blvd.	West of Toledo Blade Blvd.	Toledo Blade Blvd.	C
	Toledo Blade Blvd.	East of Toledo Blade Blvd.	C
Toledo Blade Blvd.	Sarasota County Line	Price Blvd.	C
	Price Blvd.	I-75 South Ramp	F [1]
	I-75 South Ramp	I-75 North Ramp	C
	I-75 North Ramp	Future North Port Gardens Entrance	C
	Future North Port Gardens Entrance	Tropicaire Blvd.	C
	Tropicaire Blvd.	Future Project Roadway	C

Toledo Blade 320 Property Future Traffic Conditions With Project Roadway Level of Service (Continued)			
Roadway	**From**	**To**	**LOS**
Tropicaire Blvd.	West of Sumter Blvd.	Sumter Blvd.	C
	Sumter Blvd.	Salford Blvd.	C
	Salford Blvd.	Chamberlain Blvd.	C
	Chamberlain Blvd.	Toledo Blade Blvd.	C

Footnote:
(1) Chapter 163.3180, F.S. – Transportation Deficient (backlogged) facility.

All roadway segments are projected to operate at acceptable levels of service under future traffic conditions with the Project with the exception of Toledo Blade Boulevard south of I-75 to the Charlotte County Line. The Project does not cause any roadway deficiencies beyond those anticipated under background conditions without the Project. Therefore, in accordance with Chapter 163.018, F.S., the Project is not responsible to help reduce or eliminate transportation deficient (backlogged) roadway facilities.

Future Intersection LOS With Project

Intersection capacity analysis was performed for the intersections under study reflective of the future traffic volumes with the Project presented in Exhibit 9. The operation of the intersections was evaluated based on methodologies from the Highway Capacity Manual, 6th Edition (HCM 6).

The resultant HCM analysis output sheets are included in Appendix B and summarized below.

Toledo Blade 320 Property Future Traffic Conditions With Project Intersection Level of Service		
	Level of Service, Peak Hour	
Intersection	**AM**	**PM**
Toledo Blade Boulevard / I-75 South Ramps	C (2)	C (2)
Toledo Blade Boulevard / I-75 North Ramps	D (2)	B (2)
Toledo Blade Boulevard / Tropicaire Boulevard	A/F (1,4)	B/F (1,4)
Tropicaire Boulevard / Sumter Boulevard	B/E (1,3)	A/F (1,3)
Tropicaire Boulevard / Salford Boulevard	A/B (1)	A/B (1)
Tropicaire Boulevard / Chamberlain Boulevard	A/B (1)	A/B (1)
Toledo Blade Boulevard / South Industrial Entrance	A/C (1)	A/D (1)
Toledo Blade Boulevard / North Industrial Entrance	- /B (1)	-/C (1)
Toledo Blade Boulevard / Future Roadway	A/B (1)	A/B (1)
Future Roadway / Multifamily Tract Entrance	A/B (1)	A/B (1)
Future Roadway / Townhome Tract Entrance	A/A (1)	A/B (1)
Future Roadway / Single-Family Tract Entrance	A/A (1)	A/A (1)

Footnotes:
(1) Unsignalized TWSC – Major street left-turn / Minor street left-turn LOS reported.
(2) Signalized Intersection – Overall LOS reported.
(3) Chapter 163.3180, F.S. – Transportation Deficient (backlogged) facility.
(4) Signalize, if and when warranted.

The intersection analysis indicates that the Toledo Blade / I-75 interchange will continue to operate at acceptable levels of service with the needed improvements identified in the Background (without Project) traffic conditions. The stop-controlled movements at Toledo Blade Boulevard / Tropicaire Boulevard and Tropicaire Boulevard / Sumter Boulevard are shown to experience the same delay under future conditions without the Project. Per Chapter 163.3180, F.S., the Project is not responsible to help reduce or eliminate the transportation deficient (backlogged) facility.

Recommended Improvements

Based on the forecasted future traffic volumes, the following roadway improvements are recommended to support the overall area development, including the Project.

- Toledo Blade Boulevard from I-75 South Ramps to Price Boulevard
  - Widen from 4 to 6 lanes
  - Reflect improvement in 2045 MPO Cost Feasible Plan

The following intersection improvements are recommended to accommodate the projected horizon year traffic volumes, including the Project traffic.

- Toledo Blade Boulevard / I-75 South Ramps
  - Signalization (committed for construction)
- Toledo Blade Boulevard / I-75 North Ramps
  - Signalization (committed for construction)
  - Add dual northbound left-turn lanes
- Toledo Blade Boulevard / Tropicaire Boulevard
  - Add northbound left-turn lane
  - Add southbound right-turn lane
  - Add eastbound right-turn lane
  - Signalization, if and when warranted
- Tropicaire Boulevard / Sumter Boulevard
  - Add northbound right-turn lane
  - Add westbound left-turn lane
  - Add eastbound right-turn lane
  - Signalization, if and when warranted

Driveway Turn Lane Requirements

Turn lane warrants for the Project's entrances will be reviewed during the application of the Development Master Plan (DPM), once a more detailed site plan becomes available for the project entrances.

Project Mitigation

The project will fully mitigate its off-site impacts through the payment of road impact fees. All site-related improvements will be addressed at the time of Development Master Plan (DMP) application.

Conclusions

The conclusions of the Toledo Blade 320 Property TIS are as follows.

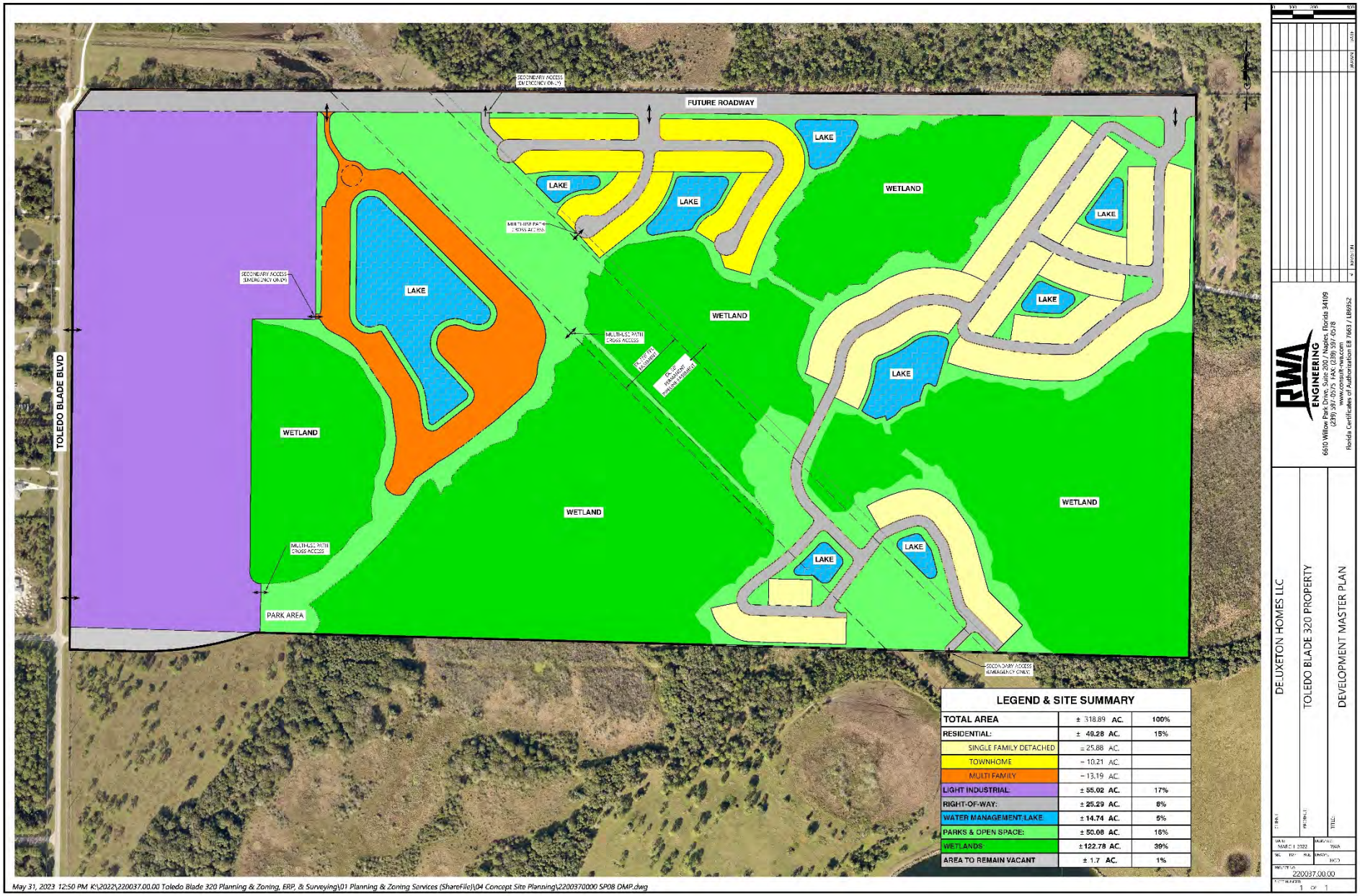
- The Project is seeking a comprehensive plan amendment and rezoning to allow for 900 residential dwelling units and 900,000 square feet of industrial uses. The Project is anticipated to be built out in year 2028.

- Add the widening of Toledo Boulevard from I-75 to Price Boulevard from 4L to 6L to the 2045 MPO Long-Range Transportation Plan. Direct future road impact fees (RIF) generated by this Project and future area developments to fund improvement.

- The following intersection improvements are recommended to accommodate the projected horizon year traffic volumes, including the Project traffic.

    - Toledo Blade Boulevard / I-75 North Ramps
        - Add dual northbound left-turn lanes to the Capital Improvement Program (CIP)
    - Toledo Blade Boulevard / Tropicaire Boulevard
        - Signalization, if and when warranted
        - Funding through RIF generated by this Project and future area developments
    - Tropicaire Boulevard / Sumter Boulevard
        - Signalization, if and when warranted
        - Funding through RIF generated by this Project and future area developments

dpa	TOLEDO BLADE 320 PROPERTY TRAFFIC IMPACT STATEMENT	PROJECT LOCATION	22519/0623 EXHIBIT 1



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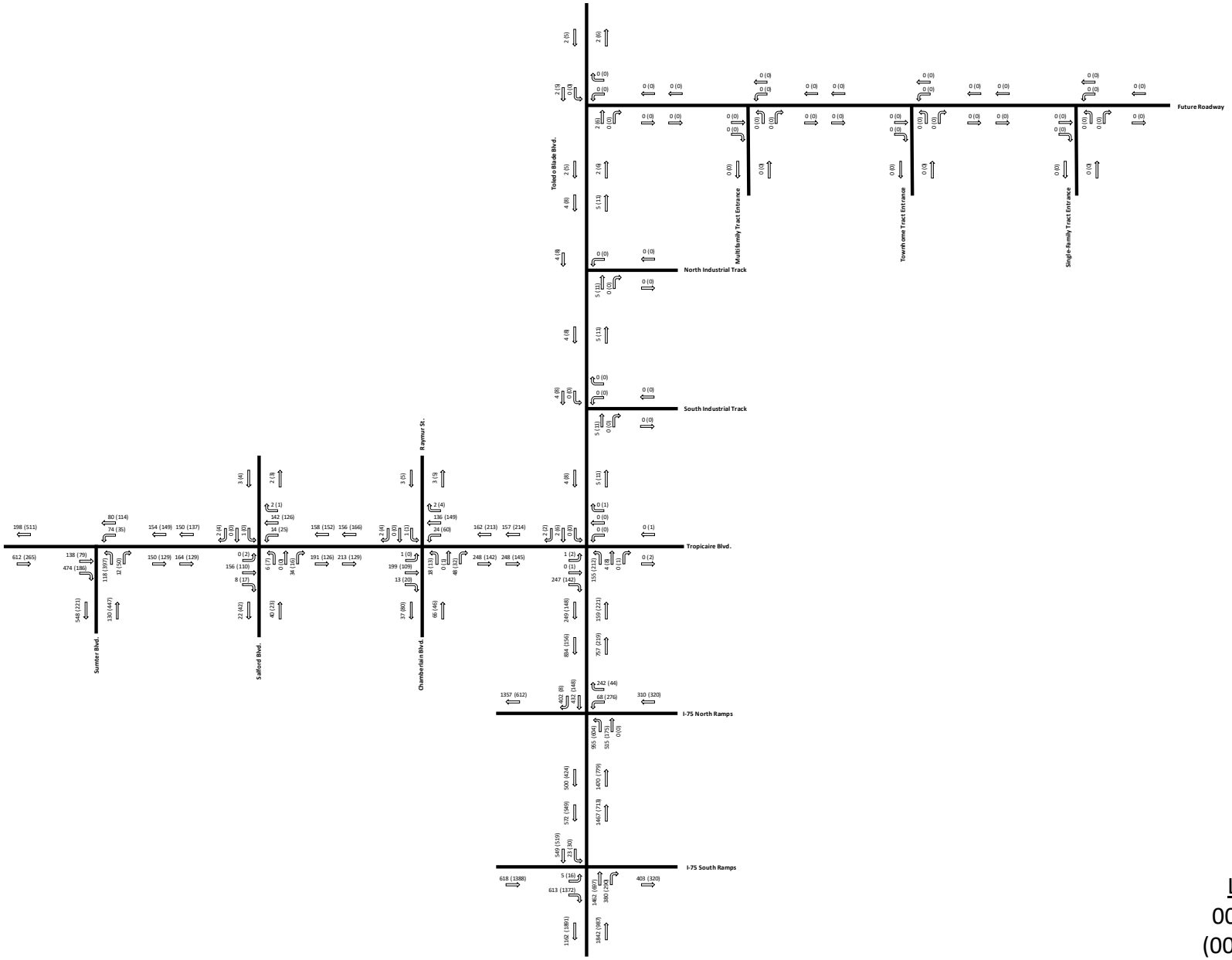
TOLEDO BLADE 320 PROPERTY
TRAFFIC IMPACT STATEMENT

CONCEPTUAL SITE PLAN

22519/0623

EXHIBIT 2



LEGEND

00 AM PEAK

(00) PM PEAK

dpa

TOLEDO BLADE 320 PROPERTY
TRAFFIC IMPACT STATEMENT

EXISTING 2022 PEAK SEASON
PEAK HOUR TRAFFIC VOLUMES

22519/0623

EXHIBIT 3

EXHIBIT 4

TOLEDO BLADE 320 PROPERTY
TRAFFIC IMPACT STATEMENT

ROAD SEGMENT ANALYSIS - EXISTING TRAFFIC CONDITIONS

Roadway	From	To	Existing # of Lanes	LOS Facility Type [1]	LOS Std. [2]	Existing 2022 Peak Hour Directional Traffic [3] NB/EB	SB/WB	Directional Service Volumes [4] LOS A	LOS B	LOS C	LOS D	LOS E	LOS	V/SV Ratio
West Price Blvd. [5]	West of Toledo Blade Blvd.	Toledo Blade Blvd.	4L	C3C_2W_4L_D	D	714	636	0	0	1368	1629	0	C	0.44
	Toledo Blade Blvd.	East of Toledo Blade Blvd.	4L	C3C_2W_4L_D	D	157	140	0	0	1368	1629	0	C	0.10
Toledo Blade Blvd.	Sarasota County Line	Price Blvd.	4L	C3C_2W_4L_D	D	848	952	0	0	1368	1629	0	C	0.58
	Price Boulevard	I-75 South Ramp	4L	C3C_2W_4L_D	D	987	1,891	0	0	1368	1629	0	F	1.16
	I-75 South Ramp	I-75 North Ramp	4L	C3C_2W_4L_D	D	779	549	0	0	1368	1629	0	C	0.48
	I-75 North Ramp	Future North Port Gardens Entrance	4L	C3C_2W_4L_D	D	219	156	0	0	1368	1629	0	C	0.13
	Future North Port Gardens Entrance	Tropicaire Blvd.	2L	C3R_2W_2L_U	D	221	148	0	0	873	999	0	C	0.22
	Tropicaire Blvd.	Future Project Roadway	2L	C3R_2W_2L_U	D	11	8	0	0	873	999	0	C	0.01
Tropicaire Blvd.	West of Sumter Blvd.	Sumter Blvd.	2L	C3R_2W_2L_U	D	265	511	0	0	873	999	0	C	0.51
	Sumter Blvd.	Salford Blvd.	2L	C3R_2W_2L_U	D	129	149	0	0	873	999	0	C	0.15
	Salford Blvd.	Chamberlain Blvd.	2L	C3R_2W_2L_U	D	129	166	0	0	873	999	0	C	0.17
	Chamberlain Blvd.	Toledo Blade Blvd.	2L	C3R_2W_2L_U	D	145	214	0	0	873	999	0	C	0.21

Footnotes:

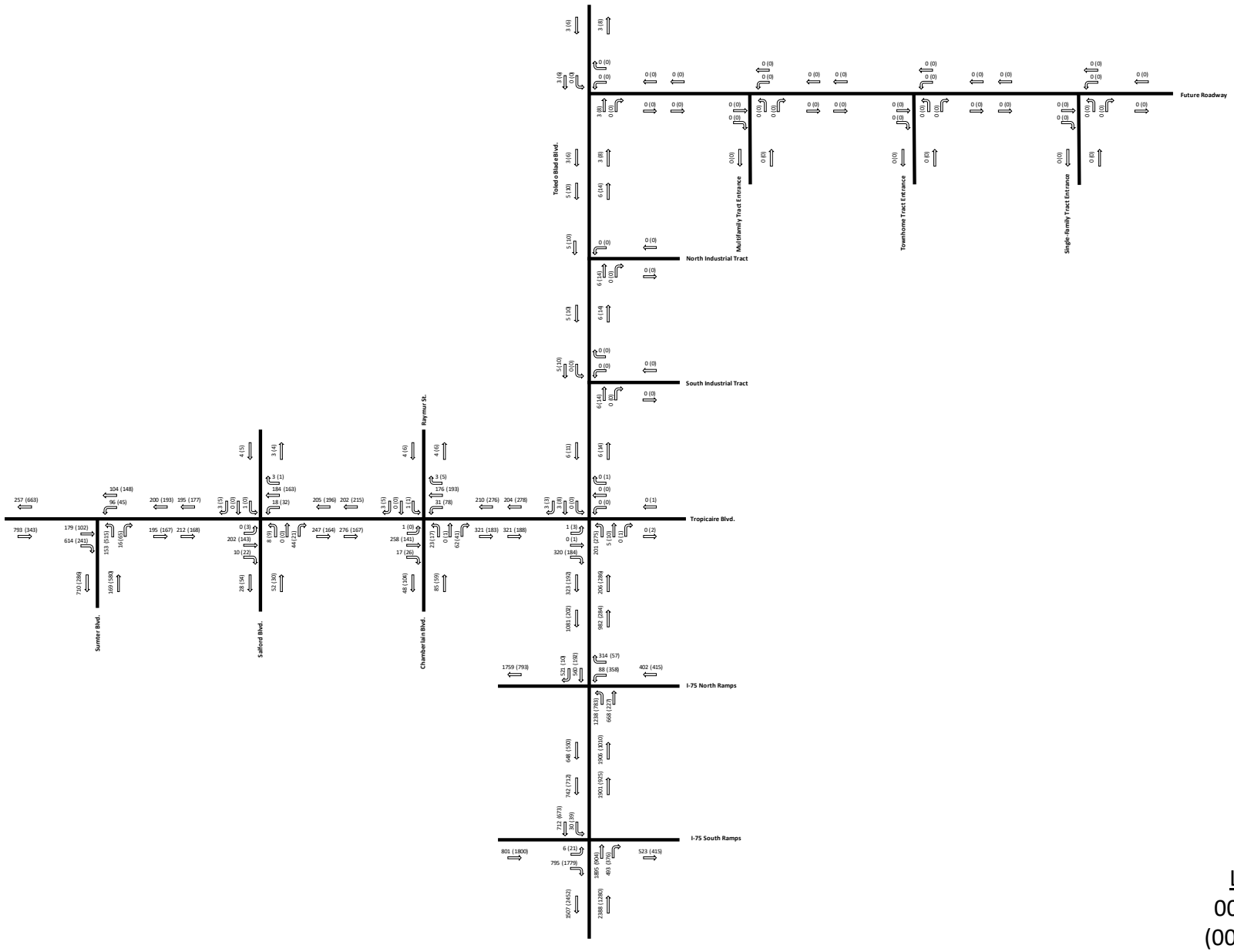
(1) LOS Facility Type for Service Volumes. Adjustments in accordance with FDOT 2023 Quality / Level of Service Handbook.

(2) City of North Port adopted level of service.

(3) Based on intersection turning movement counts.

(4) Service Volumes based on FDOT 2023 Quality / Level of Service Handbook adjusted for Non-State roadways - Motor Vehicle Arterial Generalized Service Volume Tables

(5) Existing 2022 Peak Hour Direction traffic volumes were derived from nearby FDOT COSITES (Appendix A).



LEGEND

00 AM PEAK

(00) PM PEAK

dpa

TOLEDO BLADE 320 PROPERTY
TRAFFIC IMPACT STATEMENT

FUTURE YEAR 2028 BACKGROUND
PEAK HOUR TRAFFIC VOLUMES

22519/0623

EXHIBIT 5

EXHIBIT 6

TOLEDO BLADE 320 PROPERTY
TRIP GENERATION[1]

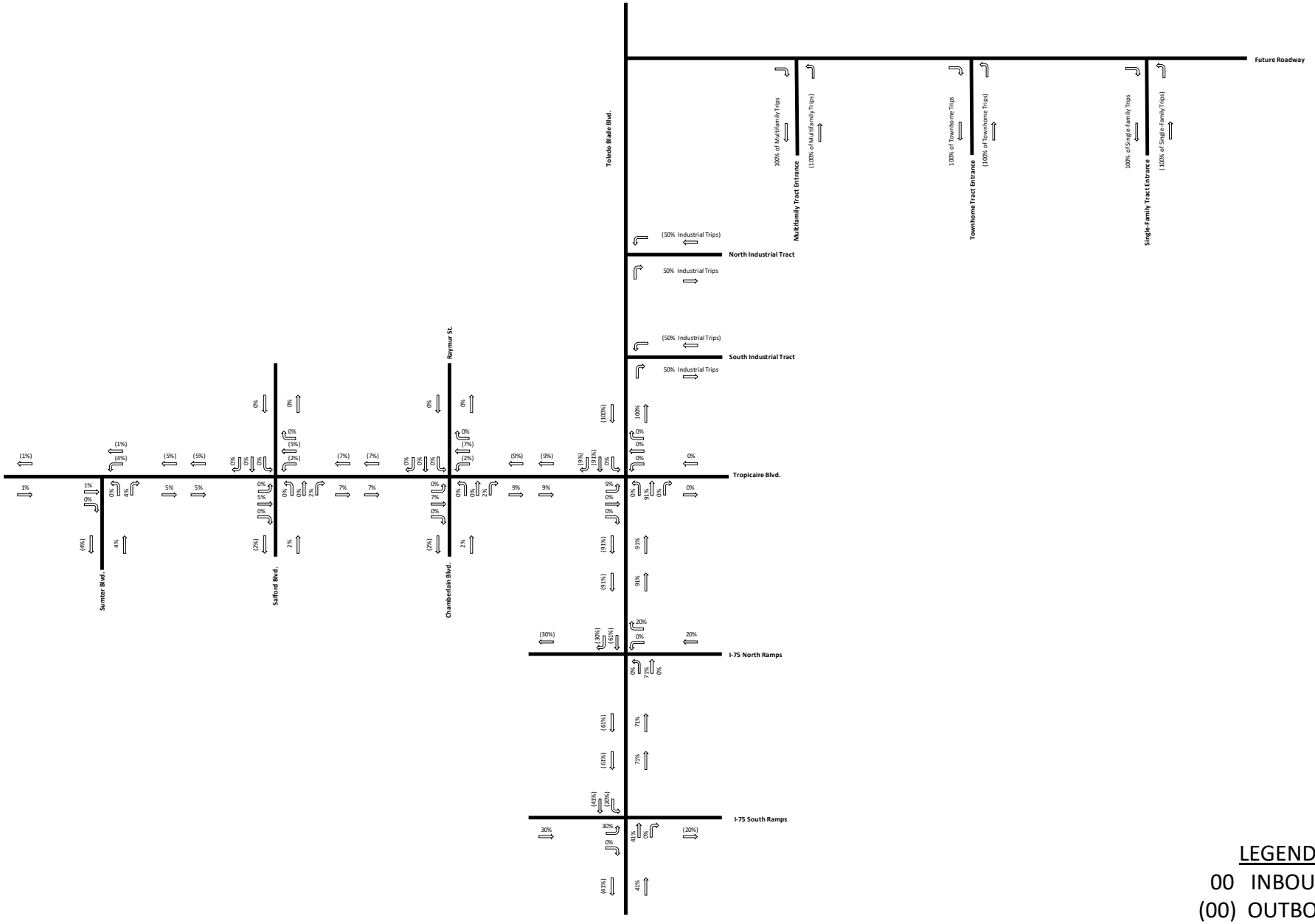
LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	AM In		AM Out		AM Total	AM %	PM PEAK HOUR Rate/Equation	PM In		PM Out		PM Total	PM %	DAILY Rate/Equation	DAILY Total	DAILY %
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	200	Dwelling Units	Fitted Curve	26%	36	74%	104	140		Fitted Curve	63%	120	37%	71	191		Fitted Curve	1,909	
Single-Family Attached Housing (General Urban/Suburban)	215	160	Dwelling Units	Fitted Curve	31%	24	69%	54	78		Fitted Curve	57%	52	43%	40	92		Fitted Curve	1,169	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urba	220	540	Dwelling Units	Fitted Curve	24%	46	76%	144	190		Fitted Curve	63%	159	37%	94	253		Fitted Curve	3,537	
Trips						106		302	408				331		205	536			6,615	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						106		302	408				331		205	536			6,615	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	900.000	1000 Sq. Ft. GFA	Fitted Curve	88%	542	12%	74	616		Average	14%	82	86%	503	585		Fitted Curve	3,434	
Trips						542		74	616				82		503	585			3,434	
External						542		74	616				82		503	585			3,434	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						542		74	616				82		503	585			3,434	
					In		**Out**		**Total**	**%**		**In**		**Out**		**Total**	**%**		**Total**	**%**
TOTAL						648		376	1,024				413		708	1,121			10,049	
NCHRP INTERNAL CAPTURE [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
EXTERNAL						648		376	1,024				413		708	1,121			10,049	
PASS-BY - AUTOMOBILE TRIPS [3]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
NET NEW EXTERNAL AUTOMOBILE TRIPS						648		376	1,024				413		708	1,121			10,049	

Footnote:

(1) Trip generation estimate based on ITE Trip Generation (11th Edition). A fitted curve equation used if available and applicable per ITE guidelines.

(2) Consistent with NCHRP internal capture calculations. ITE, Trip Generation Handbook - An ITE Proposed Recommended Practice (3rd Edition). Chapter 6 - Trip Generation for Mixed-Use Development.

(3) ITE, Trip Generation Handbook - An ITE Proposed Recommended Practice (3rd Edition). Appendix E - Database on Pass-By, Diverted, and Primary Trips.
Average rate assumed and reduced to ensure pass-by does not exceed 10% of adjacent street traffic, where needed.



LEGEND

00 INBOUND

(00) OUTBOUND

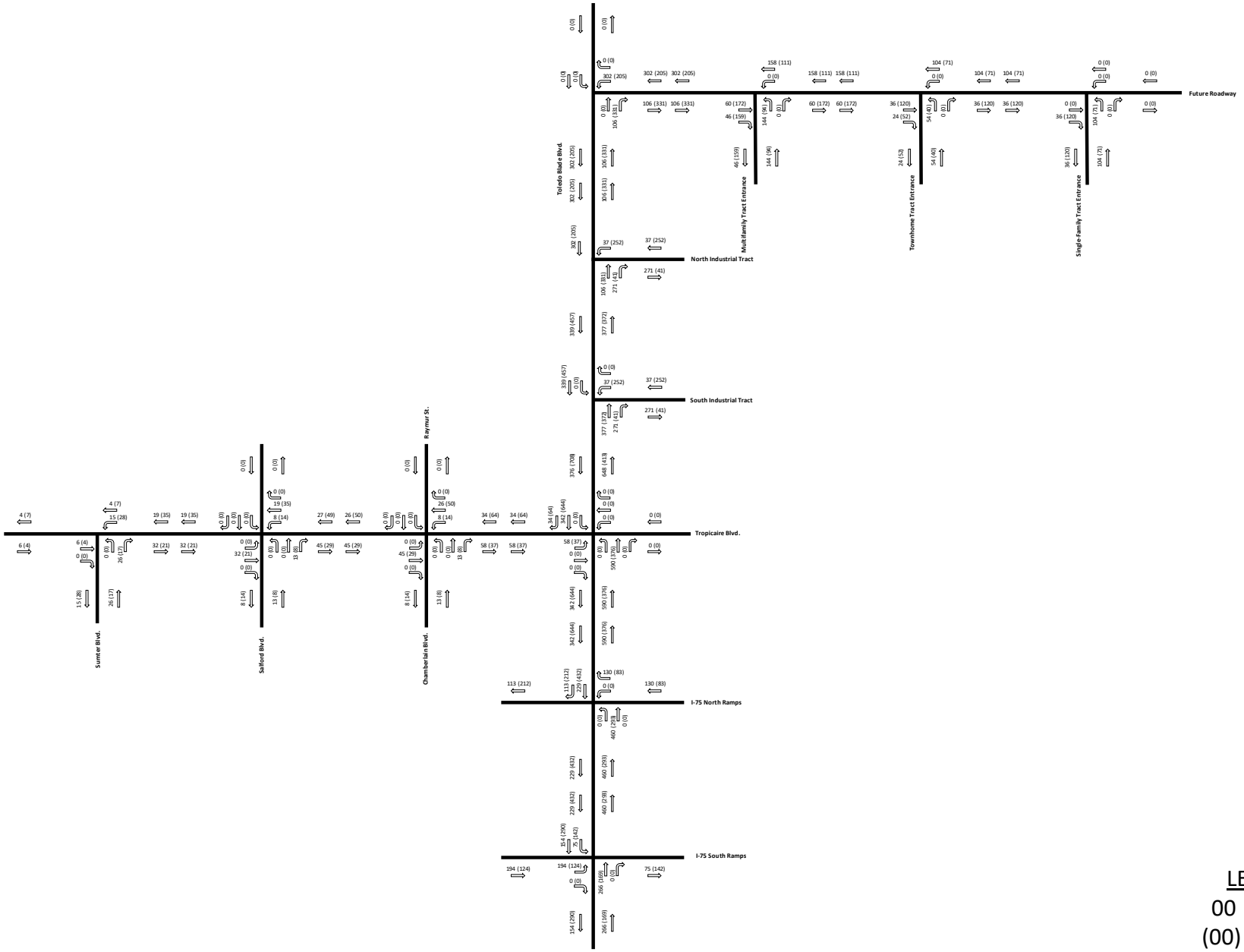
dpa

TOLEDO BLADE 320 PROPERTY
TRAFFIC IMPACT STATEMENT

PROJECT TRAFFIC DISTRIBUTION

22519/0623

EXHIBIT 7



LEGEND

00 AM PEAK

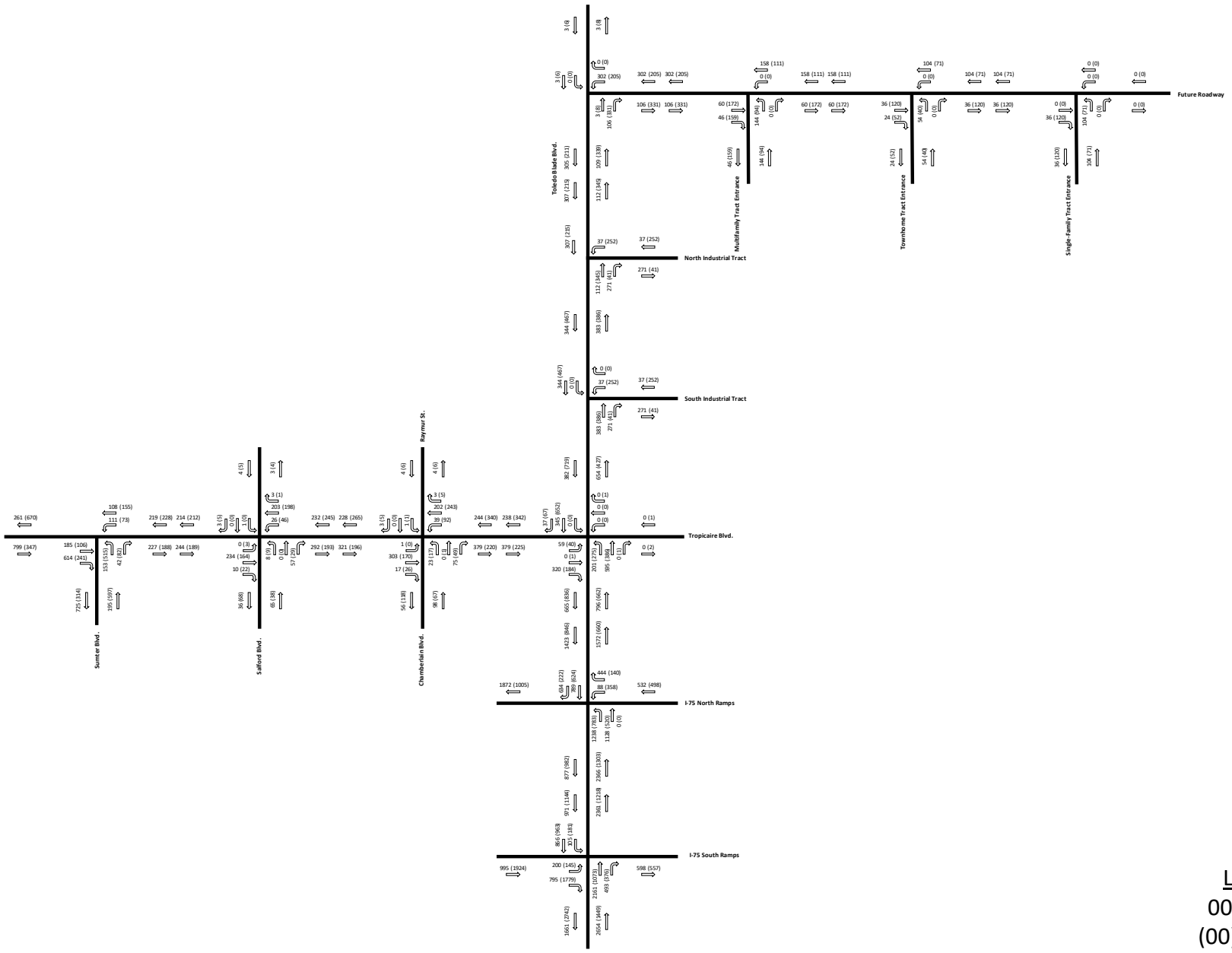
(00) PM PEAK

TOLEDO BLADE 320 PROPERTY
TRAFFIC IMPACT STATEMENT

PROJECT TRAFFIC VOLUMES

22519/0623

EXHIBIT 8



LEGEND

00 AM PEAK

(00) PM PEAK

dpa

TOLEDO BLADE 320 PROPERTY
TRAFFIC IMPACT STATEMENT

FUTURE YEAR 2028 WITH PROJECT
PEAK HOUR TRAFFIC VOLUMES

22519/0623

EXHIBIT 9

EXHIBIT 10

TOLEDO BLADE 320 PROPERTY
TRAFFIC IMPACT STATEMENT

ROAD SEGMENT ANALYSIS - FUTURE 2028 BACKGROUND TRAFFIC CONDITIONS

Roadway	From	To	Existing # of Lanes	LOS Facility Type [1]	LOS Std. [2]	Future 2028 Background Peak Hour Directional Traffic [3] NB/EB	SB/WB	Directional Service Volumes [4] LOS A	LOS B	LOS C	LOS D	LOS E	LOS	V/SV Ratio
West Price Blvd. [5]	West of Toledo Blade Blvd.	Toledo Blade Blvd.	4L	C3C_2W_4L_D	D	926	824	0	0	1368	1629	0	C	0.57
	Toledo Blade Blvd.	East of Toledo Blade Blvd.	4L	C3C_2W_4L_D	D	204	181	0	0	1368	1629	0	C	0.13
Toledo Blade Blvd.	Sarasota County Line	Price Blvd.	4L	C3C_2W_4L_D	D	1,099	1,234	0	0	1368	1629	0	C	0.76
	Price Boulevard	I-75 South Ramp	4L	C3C_2W_4L_D	D	1,280	2,452	0	0	1368	1629	0	F	1.51
	I-75 South Ramp	I-75 North Ramp	4L	C3C_2W_4L_D	D	1,010	712	0	0	1368	1629	0	C	0.62
	I-75 North Ramp	Future North Port Gardens Entrance	4L	C3C_2W_4L_D	D	284	202	0	0	1368	1629	0	C	0.17
	Future North Port Gardens Entrance	Tropicaire Blvd.	2L	C3R_2W_2L_U	D	286	192	0	0	873	999	0	C	0.29
	Tropicaire Blvd.	Future Project Roadway	2L	C3R_2W_2L_U	D	14	11	0	0	873	999	0	C	0.01
Tropicaire Blvd.	West of Sumter Blvd.	Sumter Blvd.	2L	C3R_2W_2L_U	D	343	663	0	0	873	999	0	C	0.66
	Sumter Blvd.	Salford Blvd.	2L	C3R_2W_2L_U	D	168	193	0	0	873	999	0	C	0.19
	Salford Blvd.	Chamberlain Blvd.	2L	C3R_2W_2L_U	D	167	215	0	0	873	999	0	C	0.22
	Chamberlain Blvd.	Toledo Blade Blvd.	2L	C3R_2W_2L_U	D	188	278	0	0	873	999	0	C	0.28

Footnotes:

(1) LOS Facility Type for Service Volumes. Adjustments in accordance with FDOT 2023 Quality / Level of Service Handbook.

(2) City of North Port adopted level of service.

(3) Based on intersection turning movement counts plus background growth.

(4) Service Volumes based on FDOT 2023 Quality / Level of Service Handbook adjusted for Non-State roadways - Motor Vehicle Arterial Generalized Service Volume Tables

(5) Existing 2022 Peak Hour Direction traffic volumes were derived from nearby FDOT COSITES (Appendix A).

EXHIBIT 11

TOLEDO BLADE 320 PROPERTY
TRAFFIC IMPACT STATEMENT

ROAD SEGMENT ANALYSIS - FUTURE 2028 WITH PROJECT TRAFFIC CONDITIONS

			Existing		LOS	Future 2028 With Project												
						Peak Hour Directional Traffic		Project Trips		Peak Hour Directional Traffic [3]		Directional Service Volumes [4]						V/SV
Roadway	From	To	# of Lanes	LOS Facility Type [1]	Std. [2]	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	LOS A	LOS B	LOS C	LOS D	LOS E	LOS	Ratio
West Price Blvd. [5]	West of Toledo Blade Blvd.	Toledo Blade Blvd.	4L	C3C_2W_4L_D	D	926	824	8	14	934	838	0	0	1368	1629	0	C	0.57
	Toledo Blade Blvd.	East of Toledo Blade Blvd.	4L	C3C_2W_4L_D	D	204	181	17	28	221	209	0	0	1368	1629	0	C	0.14
Toledo Blade Blvd.	Sarasota County Line	Price Blvd.	4L	C3C_2W_4L_D	D	1,099	1,234	58	99	1,157	1,333	0	0	1368	1629	0	C	0.82
	Price Boulevard	I-75 South Ramp	4L	C3C_2W_4L_D	D	1,280	2,452	169	290	1,449	2,742	0	0	1368	1629	0	F	1.68
	I-75 South Ramp	I-75 North Ramp	4L	C3C_2W_4L_D	D	1,010	712	293	432	1,303	1,144	0	0	1368	1629	0	C	0.80
	I-75 North Ramp	Future North Port Gardens Entrance	4L	C3C_2W_4L_D	D	284	202	376	644	660	846	0	0	1368	1629	0	C	0.52
	Future North Port Gardens Entrance	Tropicaire Blvd.	2L	C3R_2W_2L_U	D	286	192	376	644	662	836	0	0	873	999	0	C	0.84
	Tropicaire Blvd.	Future Project Roadway	2L	C3R_2W_2L_U	D	14	11	413	708	427	719	0	0	873	999	0	C	0.72
Tropicaire Blvd.	West of Sumter Blvd.	Sumter Blvd.	2L	C3R_2W_2L_U	D	343	663	4	7	347	670	0	0	873	999	0	C	0.67
	Sumter Blvd.	Salford Blvd.	2L	C3R_2W_2L_U	D	168	193	21	35	189	228	0	0	873	999	0	C	0.23
	Salford Blvd.	Chamberlain Blvd.	2L	C3R_2W_2L_U	D	167	215	29	50	196	265	0	0	873	999	0	C	0.27
	Chamberlain Blvd.	Toledo Blade Blvd.	2L	C3R_2W_2L_U	D	188	278	37	64	225	342	0	0	873	999	0	C	0.34

Footnotes:
(1) LOS Facility Type for Service Volumes. Adjustments in accordance with FDOT 2023 Quality / Level of Service Handbook.
(2) City of North Port adopted level of service.
(3) Based on intersection turning movement counts plus background growth and Project trip assignment.
(4) Service Volumes based on FDOT 2023 Quality / Level of Service Handbook adjusted for Non-State roadways - Motor Vehicle Arterial Generalized Service Volume Tables
(5) Existing 2022 Peak Hour Direction traffic volumes were derived from nearby FDOT COSITES (Appendix A).

APPENDIX A

INTERSECTION TURNING MOVEMENT COUNTS

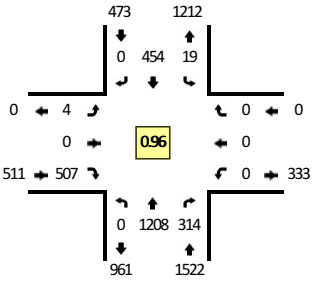
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

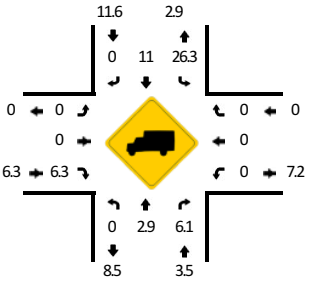
LOCATION: Toledo Blade Blvd -- I-75 SB Ramps
CITY/STATE: North Port, FL

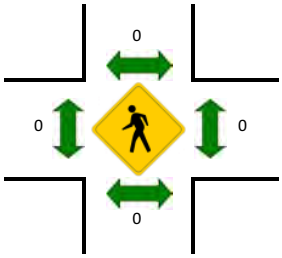
QC JOB #: 15905901
DATE: Wed, Aug 17 2022

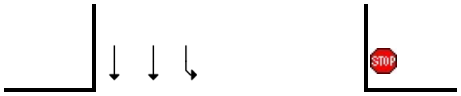
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

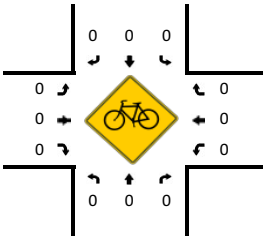


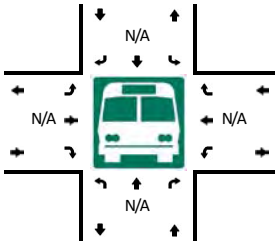
Quality Counts
DATA THAT DRIVES COMMUNITIES

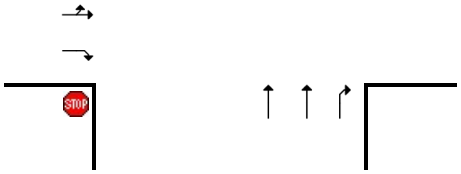


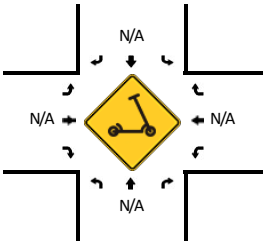












15-Min Count Period Beginning At	Toledo Blade Blvd (Northbound)				Toledo Blade Blvd (Southbound)				I-75 SB Ramps (Eastbound)				I-75 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	335	70	0	4	91	0	0	2	0	92	0	0	0	0	0	594	
7:15 AM	0	316	72	0	3	109	0	0	0	0	156	0	0	0	0	0	656	
7:30 AM	0	300	89	0	7	116	0	0	2	0	111	0	0	0	0	0	625	
7:45 AM	0	257	83	0	5	138	0	0	0	0	148	0	0	0	0	0	631	2506
8:00 AM	0	281	86	0	5	87	0	0	0	0	109	0	0	0	0	0	568	2480
8:15 AM	0	232	70	0	7	76	0	0	0	0	103	0	0	0	0	0	488	2312
8:30 AM	0	177	63	0	10	80	0	0	2	0	96	0	0	0	0	0	428	2115
8:45 AM	0	182	49	0	8	64	0	0	0	0	89	0	0	0	0	0	392	1876

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1264	288	0	12	436	0	0	0	0	624	0	0	0	0	0	2624
Heavy Trucks	0	28	32		0	36	0		0	0	44		0	0	0		140
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM

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

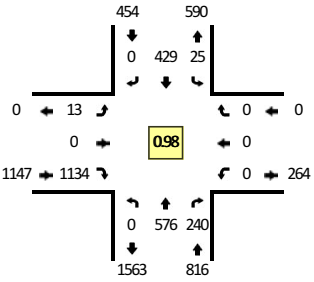
Type of peak hour being reported: Intersection Peak

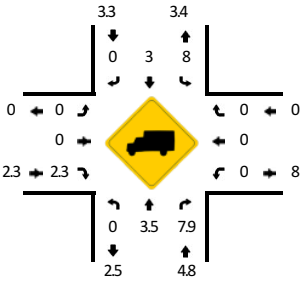
Method for determining peak hour: Total Entering Volume

LOCATION: Toledo Blade Blvd -- I-75 SB Ramps
CITY/STATE: North Port, FL

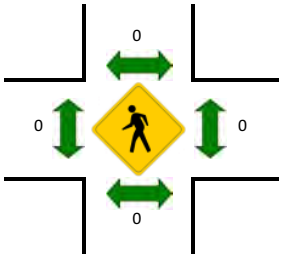
QC JOB #: 15905902
DATE: Wed, Aug 17 2022

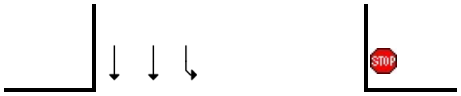
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

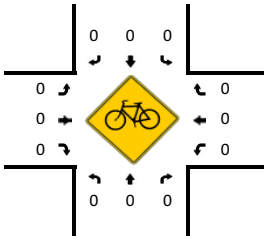


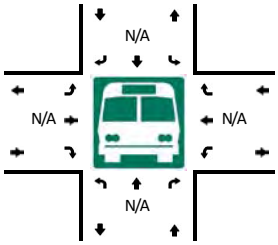


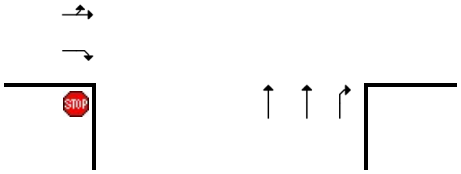
Quality Counts
DATA THAT DRIVES COMMUNITIES

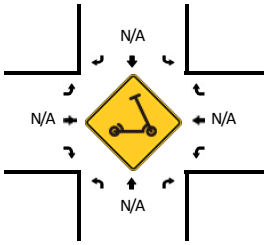












15-Min Count Period Beginning At	Toledo Blade Blvd (Northbound)				Toledo Blade Blvd (Southbound)				I-75 SB Ramps (Eastbound)				I-75 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	151	64	0	5	88	0	0	3	0	217	0	0	0	0	0	528	
4:15 PM	0	162	48	0	3	90	0	0	3	0	235	0	0	0	0	0	541	
4:30 PM	0	142	74	0	8	80	0	0	7	0	253	0	0	0	0	0	564	
4:45 PM	0	145	61	0	3	104	0	0	1	0	301	0	0	0	0	0	615	2248
5:00 PM	0	151	61	0	10	94	0	0	3	0	250	0	0	0	0	0	569	2289
5:15 PM	0	132	65	0	6	112	0	0	5	0	295	0	0	0	0	0	615	2363
5:30 PM	0	148	53	0	5	119	0	1	4	0	288	0	0	0	0	0	618	2417
5:45 PM	0	122	57	0	3	82	0	0	4	0	218	0	0	0	0	0	486	2288

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	592	212	0	20	476	0	4	16	0	1152	0	0	0	0	0	2472
Heavy Trucks	0	24	16		0	24	0		0	0	24		0	0	0		88
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM

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

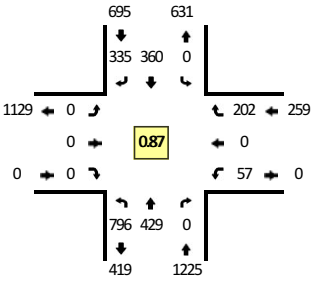
Type of peak hour being reported: Intersection Peak

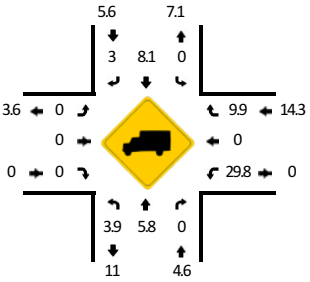
Method for determining peak hour: Total Entering Volume

LOCATION: Toledo Blade Blvd -- I-75 NB Ramps
CITY/STATE: North Port, FL

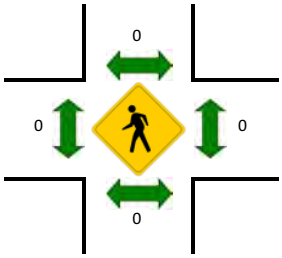
QC JOB #: 15905903
DATE: Thu, Aug 11 2022

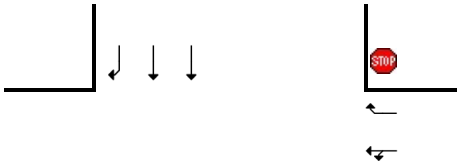
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

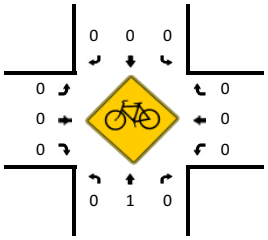


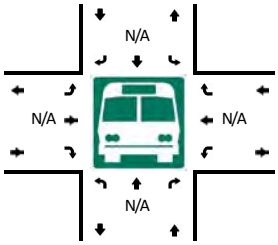


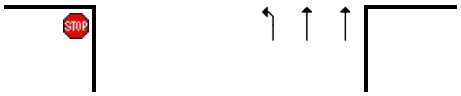
Quality Counts
DATA THAT DRIVES COMMUNITIES

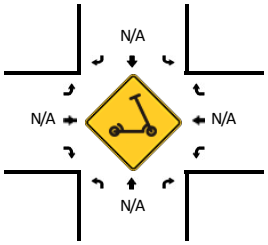












15-Min Count Period Beginning At	Toledo Blade Blvd (Northbound)				Toledo Blade Blvd (Southbound)				I-75 NB Ramps (Eastbound)				I-75 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	224	89	0	1	0	67	67	0	0	0	0	0	14	0	38	0	500	
7:15 AM	216	103	0	0	0	82	86	0	0	0	0	0	12	0	47	0	546	
7:30 AM	160	144	0	1	0	120	120	0	0	0	0	0	18	0	61	0	624	
7:45 AM	194	93	0	0	0	91	62	0	0	0	0	0	13	0	56	0	509	2179
8:00 AM	243	35	0	1	0	65	19	0	0	0	0	0	23	0	30	0	416	2095
8:15 AM	207	25	0	0	0	37	4	0	0	0	0	0	32	1	10	0	316	1865
8:30 AM	150	19	0	0	0	35	2	0	0	0	0	0	49	0	12	0	267	1508
8:45 AM	136	24	0	1	0	35	4	0	0	0	0	0	49	0	10	0	259	1258

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	640	576	0	4	0	480	480	0	0	0	0	0	72	0	244	0	2496
Heavy Trucks	20	40	0		0	32	20		0	0	0		20	0	16		148
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM

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

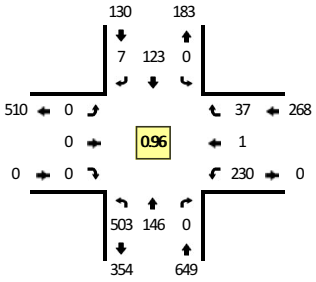
Type of peak hour being reported: Intersection Peak

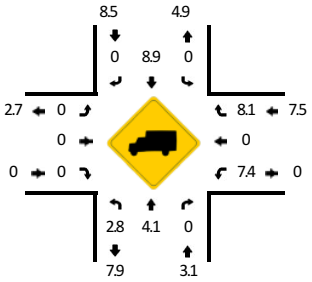
Method for determining peak hour: Total Entering Volume

LOCATION: Toledo Blade Blvd -- I-75 NB Ramps
CITY/STATE: North Port, FL

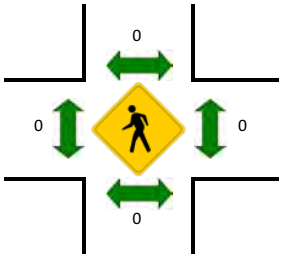
QC JOB #: 15905904
DATE: Thu, Aug 11 2022

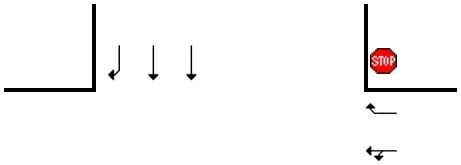
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

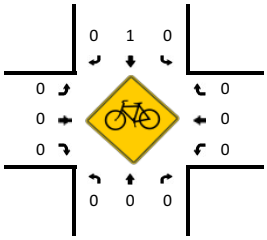


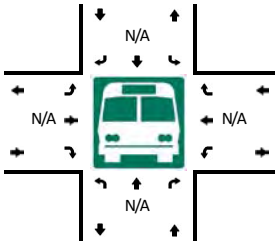


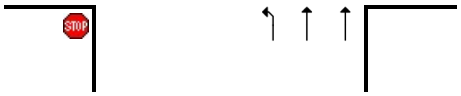
Quality Counts
DATA THAT DRIVES COMMUNITIES

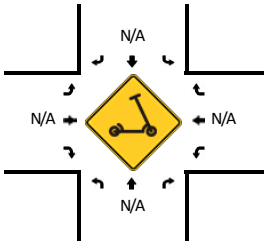












15-Min Count Period Beginning At	Toledo Blade Blvd (Northbound)				Toledo Blade Blvd (Southbound)				I-75 NB Ramps (Eastbound)				I-75 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	134	37	0	0	0	30	1	0	0	0	0	0	52	0	12	0	266	
4:15 PM	123	31	0	1	0	40	4	0	0	0	0	0	64	0	10	0	273	
4:30 PM	135	39	0	0	0	20	2	0	0	0	0	0	48	0	6	0	250	
4:45 PM	110	39	0	0	0	33	0	0	0	0	0	0	66	1	9	0	258	1047
5:00 PM	109	31	0	0	0	30	2	0	0	0	0	0	76	0	10	0	258	1039
5:15 PM	92	37	0	0	0	29	1	0	0	0	0	0	84	0	11	0	254	1020
5:30 PM	106	44	0	0	0	39	0	0	0	0	0	0	73	1	5	0	268	1038
5:45 PM	81	39	0	1	0	26	0	0	0	0	0	0	71	0	10	0	228	1008

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	492	124	0	4	0	160	16	0	0	0	0	0	256	0	40	0	1092
Heavy Trucks	12	0	0		0	24	0		0	0	0		20	0	4		60
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM

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

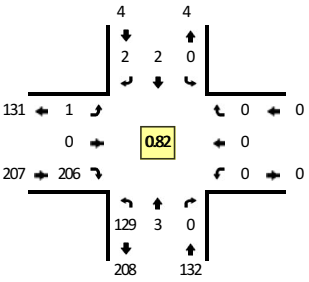
Type of peak hour being reported: Intersection Peak

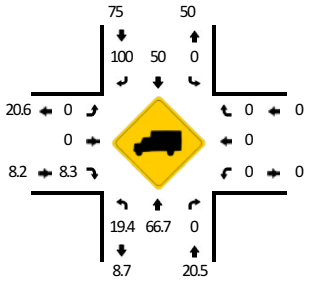
Method for determining peak hour: Total Entering Volume

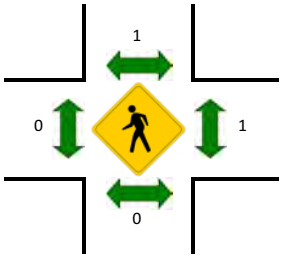
LOCATION: Toledo Blade Blvd -- Tropicaire Blvd
CITY/STATE: North Port, FL

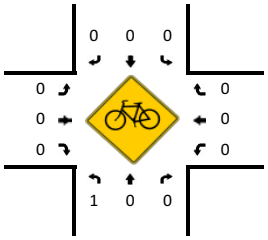
QC JOB #: 15905905
DATE: Thu, Aug 11 2022

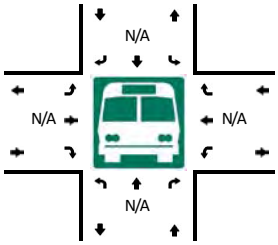
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

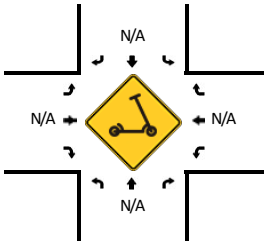












15-Min Count Period Beginning At	Toledo Blade Blvd (Northbound)				Toledo Blade Blvd (Southbound)				Tropicaire Blvd (Eastbound)				Tropicaire Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	23	1	0	0	0	0	1	0	0	0	36	0	0	0	0	0	61	
7:15 AM	20	3	0	0	0	1	1	0	1	0	48	0	0	0	0	0	74	
7:30 AM	29	0	0	0	0	1	1	0	0	0	73	0	0	0	0	0	104	
7:45 AM	52	0	0	0	0	0	0	0	0	0	49	0	0	0	0	0	101	340
8:00 AM	28	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	64	343
8:15 AM	30	0	0	0	0	1	0	0	1	0	32	0	0	0	0	0	64	333
8:30 AM	19	0	1	0	0	1	0	0	0	0	22	0	0	0	0	0	43	272
8:45 AM	27	1	0	0	0	0	0	0	0	0	33	0	0	0	0	0	61	232

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	116	0	0	0	0	4	4	0	0	0	292	0	0	0	0	0	416
Heavy Trucks	32	0	0		0	4	4		0	0	20		0	0	0		60
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM

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

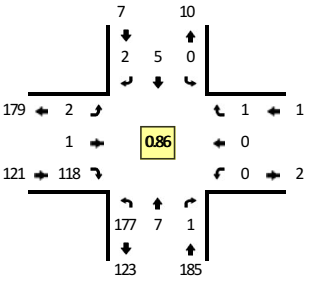
Type of peak hour being reported: Intersection Peak

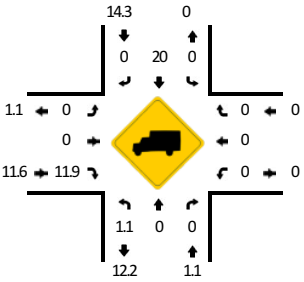
Method for determining peak hour: Total Entering Volume

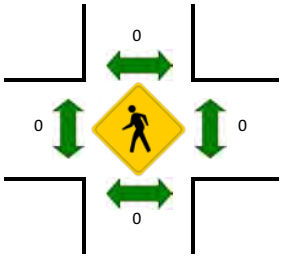
LOCATION: Toledo Blade Blvd -- Tropicaire Blvd
CITY/STATE: North Port, FL

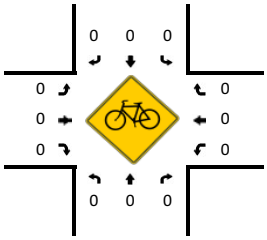
QC JOB #: 15905906
DATE: Thu, Aug 11 2022

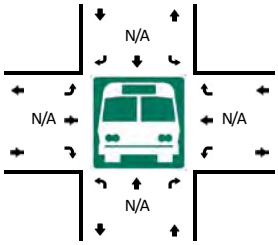
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

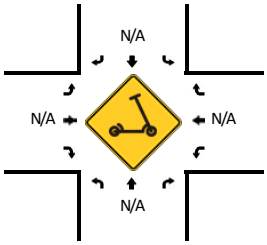












15-Min Count Period Beginning At	Toledo Blade Blvd (Northbound)				Toledo Blade Blvd (Southbound)				Tropicaire Blvd (Eastbound)				Tropicaire Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	49	1	0	0	0	0	2	0	1	0	34	0	0	0	0	0	87	
4:15 PM	35	1	0	0	0	0	0	0	1	0	35	0	0	0	0	0	72	
4:30 PM	44	2	0	0	0	0	1	0	0	0	22	0	0	0	0	0	69	
4:45 PM	46	0	0	0	0	1	0	0	1	0	25	0	0	0	0	0	73	301
5:00 PM	41	2	0	0	0	1	0	0	1	0	33	0	0	0	0	0	78	292
5:15 PM	43	2	1	0	0	1	0	0	0	0	25	0	0	0	0	0	72	292
5:30 PM	47	3	0	0	0	2	2	0	0	1	35	0	0	0	1	0	91	314
5:45 PM	44	2	0	0	0	2	0	0	0	0	24	0	0	1	0	0	73	314

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	188	12	0	0	0	8	8	0	0	4	140	0	0	0	4	0	364
Heavy Trucks	0	0	0		0	4	0		0	0	8		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM

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

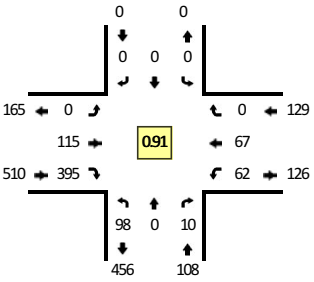
Type of peak hour being reported: Intersection Peak

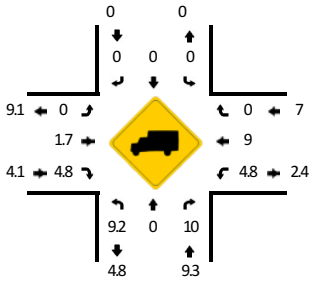
Method for determining peak hour: Total Entering Volume

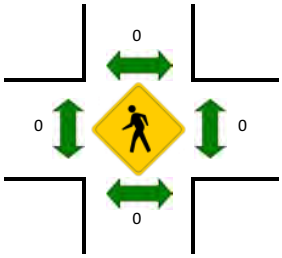
LOCATION: Sumter Blvd -- Tropicaire Blvd
CITY/STATE: North Port, FL

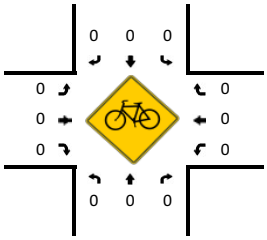
QC JOB #: 15905909
DATE: Wed, Aug 17 2022

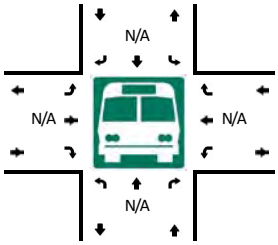
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

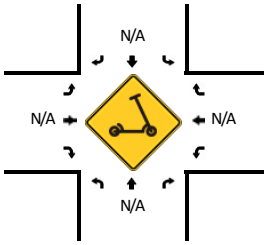












15-Min Count Period Beginning At	Sumter Blvd (Northbound)				Sumter Blvd (Southbound)				Tropicaire Blvd (Eastbound)				Tropicaire Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	19	0	4	0	0	0	0	0	0	23	94	1	10	9	0	0	160	
7:15 AM	21	0	2	0	0	0	0	0	0	31	98	0	6	14	0	1	173	
7:30 AM	17	0	4	0	0	0	0	0	0	36	118	0	18	12	0	0	205	
7:45 AM	23	0	1	0	0	0	0	0	0	32	88	0	21	22	0	0	187	725
8:00 AM	37	0	3	0	0	0	0	0	0	16	91	0	16	19	0	0	182	747
8:15 AM	41	0	4	0	0	0	0	0	0	16	77	0	7	16	0	0	161	735
8:30 AM	54	0	5	0	0	0	0	0	0	15	59	0	6	10	0	0	149	679
8:45 AM	26	0	6	0	0	0	0	0	0	12	46	0	15	13	0	0	118	610

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	0	16	0	0	0	0	0	0	144	472	0	72	48	0	0	820
Heavy Trucks	4	0	0		0	0	0		0	0	12		4	12	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

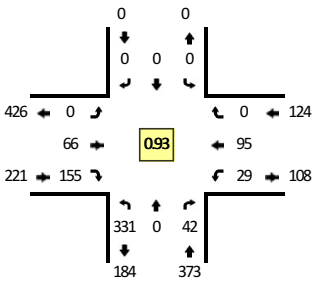
Report generated on 9/16/2022 1:53 PM

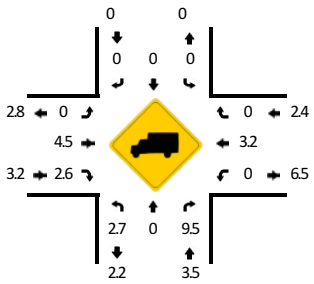
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

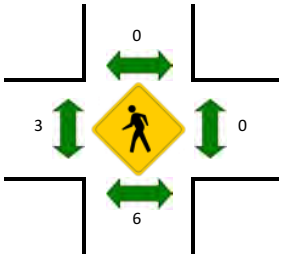
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

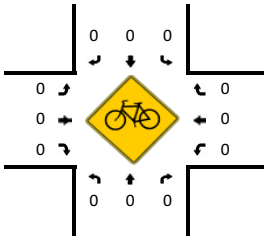
LOCATION: Sumter Blvd -- Tropicaire Blvd | **QC JOB #:** 15905910
CITY/STATE: North Port, FL | **DATE:** Wed, Aug 17 2022

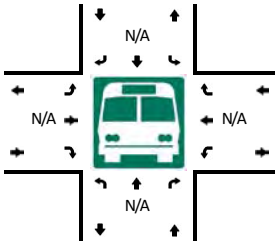
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

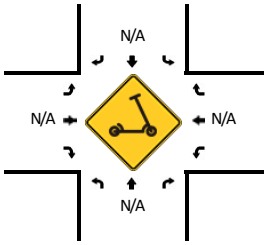












15-Min Count Period Beginning At	Sumter Blvd (Northbound)				Sumter Blvd (Southbound)				Tropicaire Blvd (Eastbound)				Tropicaire Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	81	0	4	0	0	0	0	0	0	19	48	0	9	17	0	0	178	
4:15 PM	80	0	5	0	0	0	0	0	0	11	30	0	3	16	0	0	145	
4:30 PM	69	0	9	0	0	0	0	0	0	8	29	0	7	25	0	0	147	
4:45 PM	71	0	8	0	0	0	0	0	0	22	31	0	7	31	0	0	170	640
5:00 PM	76	0	17	0	0	0	0	0	0	16	36	0	8	16	0	0	169	631
5:15 PM	84	0	9	0	0	0	0	0	0	13	46	0	9	26	0	0	187	673
5:30 PM	100	0	8	0	0	0	0	0	0	15	42	0	5	22	0	0	192	718
5:45 PM	82	0	8	0	0	0	0	0	0	16	29	0	6	21	0	0	162	710

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	400	0	32	0	0	0	0	0	0	60	168	0	20	88	0	0	768
Heavy Trucks	8	0	0		0	0	0		0	4	8		0	4	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

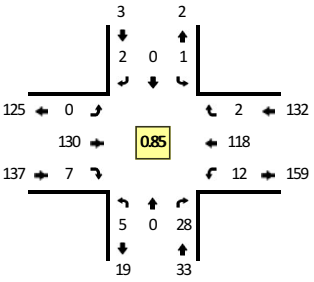
Type of peak hour being reported: Intersection Peak

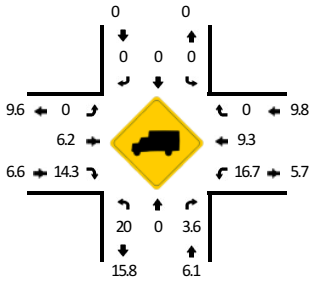
Method for determining peak hour: Total Entering Volume

LOCATION: Salford Blvd -- Tropicaire Blvd
CITY/STATE: North Port, FL

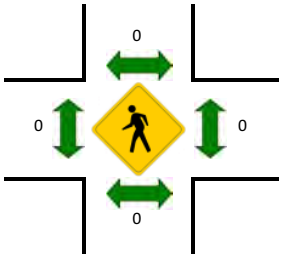
QC JOB #: 15905911
DATE: Thu, Aug 11 2022

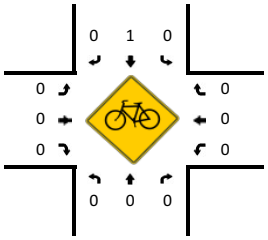
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

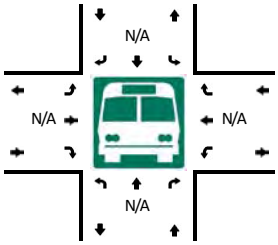


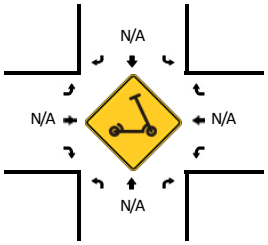


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Salford Blvd (Northbound)				Salford Blvd (Southbound)				Tropicaire Blvd (Eastbound)				Tropicaire Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	5	0	0	0	2	0	0	18	0	0	3	22	0	0	52	
7:15 AM	0	0	8	0	1	0	0	0	0	31	1	0	1	20	0	0	62	
7:30 AM	0	0	8	0	0	0	1	0	0	42	3	0	3	33	0	0	90	
7:45 AM	5	0	8	0	0	0	1	0	0	27	1	0	4	40	1	0	87	291
8:00 AM	0	0	4	0	0	0	0	0	0	30	2	0	4	25	1	0	66	305
8:15 AM	0	0	1	0	0	0	1	0	0	15	2	0	3	21	1	0	44	287
8:30 AM	1	0	4	0	0	0	0	0	0	14	2	0	1	18	0	0	40	237
8:45 AM	1	0	4	0	1	0	1	0	0	17	1	0	6	20	1	0	52	202

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	32	0	0	0	4	0	0	168	12	0	12	132	0	0	360
Heavy Trucks	0	0	0		0	0	0		0	4	0		4	12	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM

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

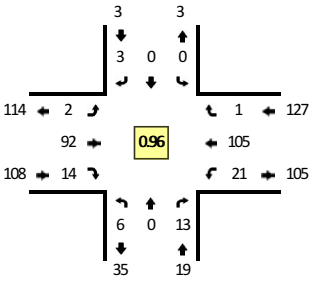
Type of peak hour being reported: Intersection Peak

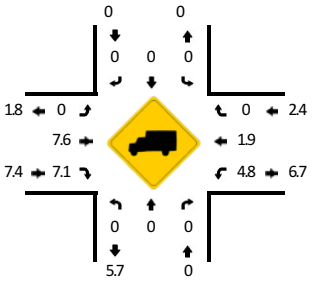
Method for determining peak hour: Total Entering Volume

LOCATION: Salford Blvd -- Tropicaire Blvd
CITY/STATE: North Port, FL

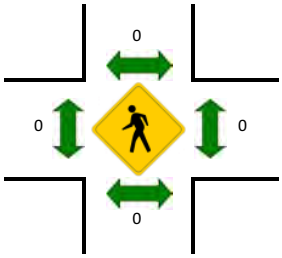
QC JOB #: 15905912
DATE: Thu, Aug 11 2022

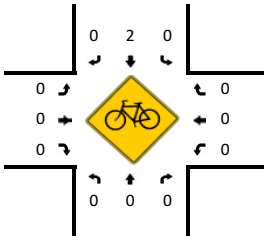
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

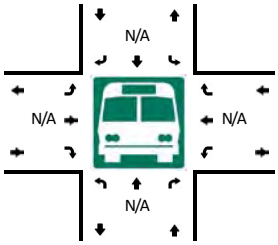


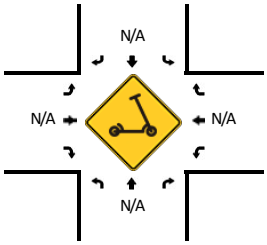


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Salford Blvd (Northbound)				Salford Blvd (Southbound)				Tropicaire Blvd (Eastbound)				Tropicaire Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	1	2	0	0	0	0	0	0	26	0	0	3	25	0	0	59	
4:15 PM	1	0	5	0	0	0	0	0	0	20	0	0	5	21	0	0	52	
4:30 PM	0	0	0	0	0	0	0	0	1	12	2	0	7	27	1	0	50	
4:45 PM	2	0	3	0	0	0	0	0	2	21	3	0	3	29	0	0	63	224
5:00 PM	2	0	1	0	0	0	0	0	0	25	2	0	1	29	1	0	61	226
5:15 PM	1	0	2	0	0	0	1	0	0	21	7	0	10	25	0	0	67	241
5:30 PM	1	0	7	0	0	0	2	0	0	25	2	0	7	22	0	0	66	257
5:45 PM	1	0	4	0	1	0	2	1	1	17	0	0	8	22	0	0	57	251

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	8	0	0	0	4	0	0	84	28	0	40	100	0	0	268
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM

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

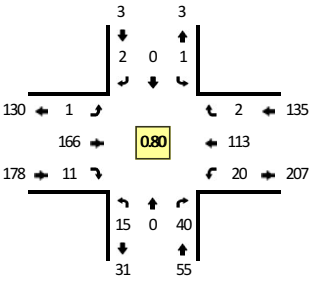
Type of peak hour being reported: Intersection Peak

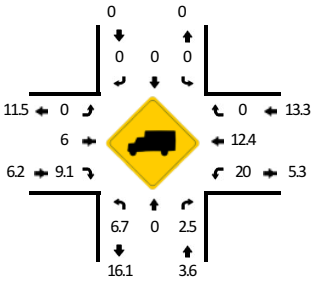
Method for determining peak hour: Total Entering Volume

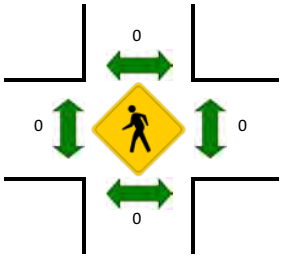
LOCATION: Chamberlain Blvd -- Tropicaire Blvd
CITY/STATE: North Port, FL

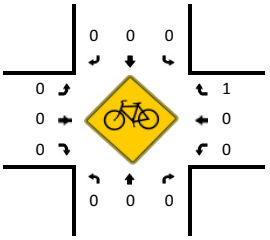
QC JOB #: 15905913
DATE: Thu, Aug 11 2022

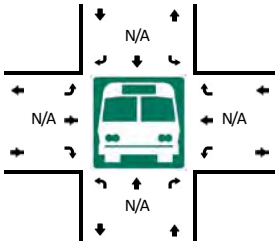
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

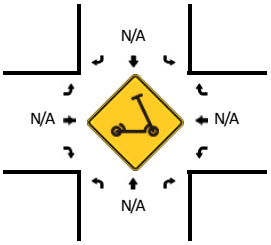












15-Min Count Period Beginning At	Chamberlain Blvd (Northbound)				Chamberlain Blvd (Southbound)				Tropicaire Blvd (Eastbound)				Tropicaire Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	0	10	0	0	0	1	0	0	27	0	0	1	23	0	0	66	
7:15 AM	3	0	8	0	0	0	0	0	0	42	3	0	0	19	1	0	76	
7:30 AM	5	0	21	0	1	0	0	0	1	52	5	0	7	24	0	0	116	
7:45 AM	4	0	7	0	0	0	2	0	0	41	2	0	7	45	1	0	109	367
8:00 AM	3	0	4	0	0	0	0	0	0	31	1	0	6	25	0	0	70	371
8:15 AM	1	0	6	0	1	0	1	0	0	27	2	0	6	23	0	0	67	362
8:30 AM	2	0	3	0	0	0	1	0	0	17	0	0	4	16	0	0	43	289
8:45 AM	4	0	14	0	3	0	0	0	0	17	6	0	4	22	1	0	71	251

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	0	84	0	4	0	0	0	4	208	20	0	28	96	0	0	464
Heavy Trucks	4	0	4		0	0	0		0	12	0		4	12	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	4		4
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM

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

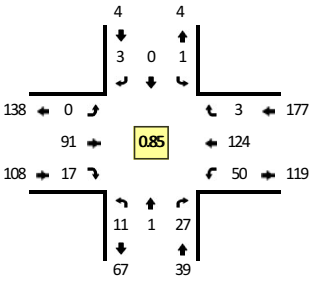
Type of peak hour being reported: Intersection Peak

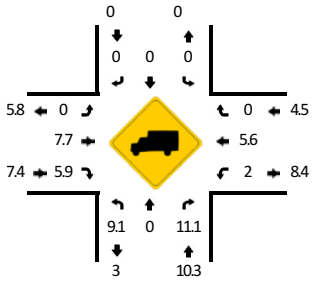
Method for determining peak hour: Total Entering Volume

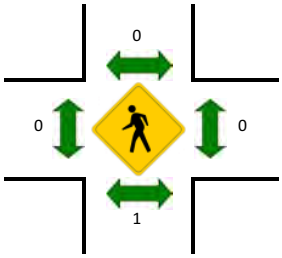
LOCATION: Chamberlain Blvd -- Tropicaire Blvd
CITY/STATE: North Port, FL

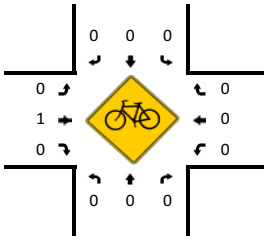
QC JOB #: 15905914
DATE: Thu, Aug 11 2022

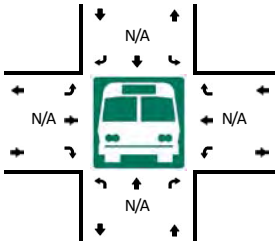
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

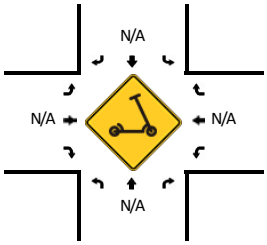












15-Min Count Period Beginning At	Chamberlain Blvd (Northbound)				Chamberlain Blvd (Southbound)				Tropicaire Blvd (Eastbound)				Tropicaire Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	0	8	0	0	0	0	0	0	27	7	0	19	32	0	0	96	
4:15 PM	0	1	11	0	0	0	0	0	0	21	2	0	9	26	0	0	70	
4:30 PM	2	0	5	0	0	0	1	0	0	21	3	0	14	33	0	0	79	
4:45 PM	6	0	3	0	1	0	2	0	0	22	5	0	8	33	3	0	83	328
5:00 PM	3	0	10	0	0	0	0	0	0	22	1	0	9	32	1	0	78	310
5:15 PM	0	0	7	0	0	0	0	0	0	18	1	0	10	33	0	0	69	309
5:30 PM	1	0	7	0	1	0	1	0	0	28	3	0	12	33	1	0	87	317
5:45 PM	0	0	2	0	0	0	0	0	0	22	3	0	10	34	1	0	72	306

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	0	32	0	0	0	0	0	0	108	28	0	76	128	0	0	384
Heavy Trucks	0	0	0		0	0	0		0	0	4		0	20	0		24
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/16/2022 1:53 PM

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

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1700 SARASOTA COUNTYWIDE

MOCF: 0.90

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.13	1.26
2	01/02/2022 - 01/08/2022	1.06	1.18
3	01/09/2022 - 01/15/2022	0.98	1.09
4	01/16/2022 - 01/22/2022	0.96	1.07
* 5	01/23/2022 - 01/29/2022	0.94	1.04
* 6	01/30/2022 - 02/05/2022	0.92	1.02
* 7	02/06/2022 - 02/12/2022	0.90	1.00
* 8	02/13/2022 - 02/19/2022	0.88	0.98
* 9	02/20/2022 - 02/26/2022	0.88	0.98
*10	02/27/2022 - 03/05/2022	0.88	0.98
*11	03/06/2022 - 03/12/2022	0.87	0.97
*12	03/13/2022 - 03/19/2022	0.87	0.97
*13	03/20/2022 - 03/26/2022	0.88	0.98
*14	03/27/2022 - 04/02/2022	0.89	0.99
*15	04/03/2022 - 04/09/2022	0.91	1.01
*16	04/10/2022 - 04/16/2022	0.92	1.02
*17	04/17/2022 - 04/23/2022	0.93	1.03
18	04/24/2022 - 04/30/2022	0.95	1.06
19	05/01/2022 - 05/07/2022	0.97	1.08
20	05/08/2022 - 05/14/2022	0.98	1.09
21	05/15/2022 - 05/21/2022	1.00	1.11
22	05/22/2022 - 05/28/2022	1.01	1.12
23	05/29/2022 - 06/04/2022	1.03	1.14
24	06/05/2022 - 06/11/2022	1.04	1.16
25	06/12/2022 - 06/18/2022	1.06	1.18
26	06/19/2022 - 06/25/2022	1.06	1.18
27	06/26/2022 - 07/02/2022	1.06	1.18
28	07/03/2022 - 07/09/2022	1.06	1.18
29	07/10/2022 - 07/16/2022	1.07	1.19
30	07/17/2022 - 07/23/2022	1.07	1.19
31	07/24/2022 - 07/30/2022	1.07	1.19
32	07/31/2022 - 08/06/2022	1.08	1.20
33	08/07/2022 - 08/13/2022	1.08	1.20
34	08/14/2022 - 08/20/2022	1.09	1.21
35	08/21/2022 - 08/27/2022	1.11	1.23
36	08/28/2022 - 09/03/2022	1.12	1.24
37	09/04/2022 - 09/10/2022	1.14	1.27
38	09/11/2022 - 09/17/2022	1.16	1.29
39	09/18/2022 - 09/24/2022	1.13	1.26
40	09/25/2022 - 10/01/2022	1.10	1.22
41	10/02/2022 - 10/08/2022	1.07	1.19
42	10/09/2022 - 10/15/2022	1.04	1.16
43	10/16/2022 - 10/22/2022	1.05	1.17
44	10/23/2022 - 10/29/2022	1.05	1.17
45	10/30/2022 - 11/05/2022	1.06	1.18
46	11/06/2022 - 11/12/2022	1.07	1.19
47	11/13/2022 - 11/19/2022	1.08	1.20
48	11/20/2022 - 11/26/2022	1.09	1.21
49	11/27/2022 - 12/03/2022	1.11	1.23
50	12/04/2022 - 12/10/2022	1.12	1.24
51	12/11/2022 - 12/17/2022	1.13	1.26
52	12/18/2022 - 12/24/2022	1.06	1.18
53	12/25/2022 - 12/31/2022	0.98	1.09

* PEAK SEASON

23-FEB-2023 09:11:19 830UPD 1_1700_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 4554 - E PRICE BLVD EAST OF ATWATER DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	3300 C	E 1700	W 1600	9.00	52.90	11.90
2021	2400 T	E 1200	W 1200	9.00	52.60	4.00
2020	2400 S	E 1200	W 1200	9.00	52.20	6.30
2019	2400 F	E 1200	W 1200	9.00	52.30	6.30
2018	2400 C	E 1200	W 1200	9.00	52.40	6.30
2017	2000 T	E 1000	W 1000	9.00	52.30	3.30
2016	2000 S	E 1000	W 1000	9.00	52.60	4.00
2015	2000 F	E 1000	W 1000	9.00	52.80	4.00
2014	1950 C	E 1000	W 950	9.00	52.40	4.00
2013	8600 S	E 4300	W 4300	9.50	52.60	3.30
2012	8600 F	E 4300	W 4300	9.50	52.70	3.30
2011	8600 C	E 4300	W 4300	9.50	52.90	3.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 4905 - PRICE BLVD, WEST OF CR 39/TOLEDO BLADE BLVD NORTH PORT

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	15000 E			9.00	52.90	3.60
2021	14800 S	E 7400	W 7400	9.00	52.60	4.60
2020	14600 F	E 7300	W 7300	9.00	52.20	4.60
2019	15000 C	E 7500	W 7500	9.00	52.30	4.60
2018	14300 C	E 7100	W 7200	9.00	52.40	4.70
2017	14700 T			9.00	52.30	3.30
2016	14100 S	E 7100	W 7000	9.00	52.60	3.70
2015	13500 F	E 6800	W 6700	9.00	52.80	3.70
2014	13100 C	E 6600	W 6500	9.00	52.40	3.70
2013	13100 S	E 6600	W 6500	9.00	52.60	3.80
2012	13100 F	E 6600	W 6500	9.00	52.70	3.80
2011	13100 C	E 6600	W 6500	9.00	52.90	3.80
2010	10000 S	E 4800	W 5200	10.38	52.56	4.60
2009	10200 F	E 4900	W 5300	10.58	53.66	4.60
2008	10600 C	E 5100	W 5500	10.63	52.82	4.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX B

INTERSECTION CAPACITY ANALYSIS

EXISTING 2022 TRAFFIC CONDITIONS

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	247	0	0	0	155	4	0	0	2	2
Future Vol, veh/h	1	0	247	0	0	0	155	4	0	0	2	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	8	2	2	2	19	67	2	2	50	100
Mvmt Flow	1	0	301	0	0	0	189	5	0	0	2	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	386	386	3	537	387	5	4	0	0	5	0	0
Stage 1	3	3	-	383	383	-	-	-	-	-	-	-
Stage 2	383	383	-	154	4	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.28	7.12	6.52	6.22	4.29	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.372	3.518	4.018	3.318	2.371	-	-	2.218	-	-
Pot Cap-1 Maneuver	573	548	1064	455	547	1078	1513	-	-	1616	-	-
Stage 1	1020	893	-	640	612	-	-	-	-	-	-	-
Stage 2	640	612	-	848	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	518	480	1064	295	479	1078	1513	-	-	1616	-	-
Mov Cap-2 Maneuver	518	480	-	295	479	-	-	-	-	-	-	-
Stage 1	893	893	-	560	536	-	-	-	-	-	-	-
Stage 2	560	536	-	608	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	0	7.5	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1513	-	-	1059	-	1616	-	-
HCM Lane V/C Ratio	0.125	-	-	0.286	-	-	-	-
HCM Control Delay (s)	7.7	0	-	9.8	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	1.2	-	0	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	142	0	0	1	212	8	1	0	6	2
Future Vol, veh/h	2	1	142	0	0	1	212	8	1	0	6	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	12	2	2	2	2	2	2	2	20	2
Mvmt Flow	2	1	165	0	0	1	247	9	1	0	7	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	512	512	8	595	513	10	9	0	0	10	0	0
Stage 1	8	8	-	504	504	-	-	-	-	-	-	-
Stage 2	504	504	-	91	9	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.32	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.408	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	472	465	1046	416	465	1071	1611	-	-	1610	-	-
Stage 1	1013	889	-	550	541	-	-	-	-	-	-	-
Stage 2	550	541	-	916	888	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	416	393	1046	308	393	1071	1611	-	-	1610	-	-
Mov Cap-2 Maneuver	416	393	-	308	393	-	-	-	-	-	-	-
Stage 1	857	889	-	465	458	-	-	-	-	-	-	-
Stage 2	465	458	-	770	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	8.4	7.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1611	-	-	1013	1071	1610	-	-
HCM Lane V/C Ratio	0.153	-	-	0.166	0.001	-	-	-
HCM Control Delay (s)	7.6	0	-	9.3	8.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	22

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	68	0	242	955	515	0	0	432	402
Future Vol, veh/h	0	0	0	68	0	242	955	515	0	0	432	402
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	200	-	-	-	-	400
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	30	2	10	4	6	2	2	8	3
Mvmt Flow	0	0	0	78	0	278	1098	592	0	0	497	462

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	3037	-	296	497	0	-	-	-	0	
Stage 1	2788	-	-	-	-	-	-	-	-	
Stage 2	249	-	-	-	-	-	-	-	-	
Critical Hdwy	7.4	-	7.1	4.18	-	-	-	-	-	
Critical Hdwy Stg 1	6.4	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.4	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.8	-	3.4	2.24	-	-	-	-	-	
Pot Cap-1 Maneuver	~ 6	0	677	~ 1049	-	0	0	-	-	
Stage 1	~ 21	0	-	-	-	0	0	-	-	
Stage 2	692	0	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	0	0	677	~ 1049	-	-	-	-	-	
Mov Cap-2 Maneuver	0	0	-	-	-	-	-	-	-	
Stage 1	0	0	-	-	-	-	-	-	-	
Stage 2	692	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s		39.2	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	~ 1049	-	-	677	-	-
HCM Lane V/C Ratio	1.046	-	-	0.411	-	-
HCM Control Delay (s)	60.4	-	-	14	-	-
HCM Lane LOS	F	-	-	B	-	-
HCM 95th %tile Q(veh)	23.6	-	-	2	-	-

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

Intersection	
Int Delay, s/veh	236.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	276	0	44	604	175	0	0	148	8
Future Vol, veh/h	0	0	0	276	0	44	604	175	0	0	148	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	-	-	Yield	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	0	200	-	-	-	-	400
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	7	2	8	3	4	2	2	9	2
Mvmt Flow	0	0	0	288	0	46	629	182	0	0	154	8

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	1517	-	91	154	0	-	-	-	0	
Stage 1	1440	-	-	-	-	-	-	-	-	
Stage 2	77	-	-	-	-	-	-	-	-	
Critical Hdwy	6.94	-	7.06	4.16	-	-	-	-	-	
Critical Hdwy Stg 1	5.94	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.94	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.57	-	3.38	2.23	-	-	-	-	-	
Pot Cap-1 Maneuver	~ 105	0	930	1417	-	0	0	-	-	
Stage 1	~ 176	0	-	-	-	0	0	-	-	
Stage 2	922	0	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	~ 58	0	930	1417	-	-	-	-	-	
Mov Cap-2 Maneuver	~ 92	0	-	-	-	-	-	-	-	
Stage 1	~ 98	0	-	-	-	-	-	-	-	
Stage 2	922	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	$ 911	7.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1417	-	92	930	-	-
HCM Lane V/C Ratio	0.444	-	3.125	0.049	-	-
HCM Control Delay (s)	9.6	-	$ 1054.8	9.1	-	-
HCM Lane LOS	A	-	F	A	-	-
HCM 95th %tile Q(veh)	2.3	-	28.3	0.2	-	-

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

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	613	0	0	0	0	1462	380	23	549	0
Future Vol, veh/h	5	0	613	0	0	0	0	1462	380	23	549	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	250	-	-	-	-	-	400	100	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	6	2	2	2	2	3	6	26	11	2
Mvmt Flow	5	0	639	0	0	0	0	1523	396	24	572	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1382	-	286	-	0	0	1523	0	0
Stage 1	620	-	-	-	-	-	-	-	-
Stage 2	762	-	-	-	-	-	-	-	-
Critical Hdwy	6.84	-	7.02	-	-	-	4.62	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.36	-	-	-	2.46	-	-
Pot Cap-1 Maneuver	135	0	699	0	-	-	333	-	0
Stage 1	499	0	-	0	-	-	-	-	0
Stage 2	421	0	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	125	0	699	-	-	-	333	-	-
Mov Cap-2 Maneuver	302	0	-	-	-	-	-	-	-
Stage 1	499	0	-	-	-	-	-	-	-
Stage 2	391	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.4	0	0.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	302	699	333	-
HCM Lane V/C Ratio	-	-	0.017	0.914	0.072	-
HCM Control Delay (s)	-	-	17.1	40.6	16.6	-
HCM Lane LOS	-	-	C	E	C	-
HCM 95th %tile Q(veh)	-	-	0.1	12.2	0.2	-

Intersection	
Int Delay, s/veh	201.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	0	1372	0	0	0	0	697	290	30	519	0
Future Vol, veh/h	16	0	1372	0	0	0	0	697	290	30	519	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	250	-	-	-	-	-	400	100	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	4	8	8	3	2
Mvmt Flow	16	0	1400	0	0	0	0	711	296	31	530	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	948	-	265	-	0	0	711	0	0
Stage 1	592	-	-	-	-	-	-	-	-
Stage 2	356	-	-	-	-	-	-	-	-
Critical Hdwy	6.84	-	6.94	-	-	-	4.26	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	-	-	-	2.28	-	-
Pot Cap-1 Maneuver	259	0	~ 733	0	-	-	845	-	0
Stage 1	516	0	-	0	-	-	-	-	0
Stage 2	680	0	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	249	0	~ 733	-	-	-	845	-	-
Mov Cap-2 Maneuver	432	0	-	-	-	-	-	-	-
Stage 1	516	0	-	-	-	-	-	-	-
Stage 2	655	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s$	424.7	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	432	733	845	-
HCM Lane V/C Ratio	-	-	0.038	1.91	0.036	-
HCM Control Delay (s)	-	-	13.7$	429.5	9.4	-
HCM Lane LOS	-	-	B	F	A	-
HCM 95th %tile Q(veh)	-	-	0.1	89.3	0.1	-

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	199	13	24	136	2	18	0	48	1	0	2
Future Vol, veh/h	1	199	13	24	136	2	18	0	48	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	6	9	20	12	2	7	2	3	2	2	2
Mvmt Flow	1	249	16	30	170	3	23	0	60	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	265	0	0	492	492	257	521	499	172
Stage 1	-	-	-	-	-	-	259	259	-	232	232	-
Stage 2	-	-	-	-	-	-	233	233	-	289	267	-
Critical Hdwy	4.12	-	-	4.3	-	-	7.17	6.52	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.38	-	-	3.563	4.018	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	1404	-	-	1202	-	-	479	478	779	466	473	872
Stage 1	-	-	-	-	-	-	735	694	-	771	713	-
Stage 2	-	-	-	-	-	-	759	712	-	719	688	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1404	-	-	1202	-	-	467	464	779	421	459	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	467	464	-	421	459	-
Stage 1	-	-	-	-	-	-	734	693	-	770	693	-
Stage 2	-	-	-	-	-	-	736	692	-	663	687	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	11.2	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	659	1404	-	-	1202	-	-	643
HCM Lane V/C Ratio	0.125	0.001	-	-	0.025	-	-	0.006
HCM Control Delay (s)	11.2	7.6	0	-	8.1	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	109	20	60	149	4	13	1	32	1	0	4
Future Vol, veh/h	0	109	20	60	149	4	13	1	32	1	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	8	6	2	6	2	9	2	11	2	2	2
Mvmt Flow	0	128	24	71	175	5	15	1	38	1	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	152	0	0	462	462	140	480	472	178
Stage 1	-	-	-	-	-	-	140	140	-	320	320	-
Stage 2	-	-	-	-	-	-	322	322	-	160	152	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.19	6.52	6.31	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.581	4.018	3.399	3.518	4.018	3.318
Pot Cap-1 Maneuver	1396	-	-	1429	-	-	498	497	885	496	490	865
Stage 1	-	-	-	-	-	-	847	781	-	692	652	-
Stage 2	-	-	-	-	-	-	675	651	-	842	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1396	-	-	1429	-	-	475	470	885	454	463	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	475	470	-	454	463	-
Stage 1	-	-	-	-	-	-	847	781	-	692	616	-
Stage 2	-	-	-	-	-	-	634	615	-	805	772	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.2	10.6	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	701	1396	-	-	1429	-	-	732
HCM Lane V/C Ratio	0.077	-	-	-	0.049	-	-	0.008
HCM Control Delay (s)	10.6	0	-	-	7.6	0	-	10
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	156	8	14	142	2	6	0	34	1	0	2
Future Vol, veh/h	0	156	8	14	142	2	6	0	34	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	6	14	17	9	2	20	2	4	2	2	2
Mvmt Flow	0	184	9	16	167	2	7	0	40	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	169	0	0	193	0	0	390	390	189	409	393	168
Stage 1	-	-	-	-	-	-	189	189	-	200	200	-
Stage 2	-	-	-	-	-	-	201	201	-	209	193	-
Critical Hdwy	4.12	-	-	4.27	-	-	7.3	6.52	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.353	-	-	3.68	4.018	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1409	-	-	1295	-	-	538	545	848	553	543	876
Stage 1	-	-	-	-	-	-	773	744	-	802	736	-
Stage 2	-	-	-	-	-	-	761	735	-	793	741	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1409	-	-	1295	-	-	531	537	848	521	535	876
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	537	-	521	535	-
Stage 1	-	-	-	-	-	-	773	744	-	802	726	-
Stage 2	-	-	-	-	-	-	748	725	-	756	741	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	9.9	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	778	1409	-	-	1295	-	-	714
HCM Lane V/C Ratio	0.06	-	-	-	0.013	-	-	0.005
HCM Control Delay (s)	9.9	0	-	-	7.8	0	-	10.1
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	110	17	25	126	1	7	0	16	0	0	4
Future Vol, veh/h	2	110	17	25	126	1	7	0	16	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	8	7	5	2	2	2	2	2	2	2	2
Mvmt Flow	2	115	18	26	131	1	7	0	17	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	132	0	0	133	0	0	314	312	124	321	321	132
Stage 1	-	-	-	-	-	-	128	128	-	184	184	-
Stage 2	-	-	-	-	-	-	186	184	-	137	137	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1453	-	-	1433	-	-	639	603	927	632	596	917
Stage 1	-	-	-	-	-	-	876	790	-	818	747	-
Stage 2	-	-	-	-	-	-	816	747	-	866	783	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1453	-	-	1433	-	-	626	590	927	611	583	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	626	590	-	611	583	-
Stage 1	-	-	-	-	-	-	875	789	-	817	732	-
Stage 2	-	-	-	-	-	-	796	732	-	850	782	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.2	9.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	809	1453	-	-	1433	-	-	917
HCM Lane V/C Ratio	0.03	0.001	-	-	0.018	-	-	0.005
HCM Control Delay (s)	9.6	7.5	0	-	7.6	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	474	74	80	118	12
Future Vol, veh/h	138	474	74	80	118	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	5	5	9	9	10
Mvmt Flow	152	521	81	88	130	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	673	0	663	413
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	-	-	4.15	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.245	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	904	-	416	622
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	904	-	377	622
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.5	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	391	-	-	904	-
HCM Lane V/C Ratio	0.365	-	-	0.09	-
HCM Control Delay (s)	19.4	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0.3	-

Intersection	
Int Delay, s/veh	15

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	79	186	35	114	397	50
Future Vol, veh/h	79	186	35	114	397	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	3	2	3	3	10
Mvmt Flow	85	200	38	123	427	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	285	0	384	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	-	-	4.12	-	6.43	6.3
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.39
Pot Cap-1 Maneuver	-	-	1277	-	617	837
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1277	-	597	837
Mov Cap-2 Maneuver	-	-	-	-	597	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	28.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	617	-	-	1277	-
HCM Lane V/C Ratio	0.779	-	-	0.029	-
HCM Control Delay (s)	28.3	-	-	7.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	7.4	-	-	0.1	-

FUTURE 2028 BACKGROUND TRAFFIC CONDITIONS

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	320	0	0	0	201	5	0	0	3	3
Future Vol, veh/h	1	0	320	0	0	0	201	5	0	0	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	8	2	2	2	19	67	2	2	50	100
Mvmt Flow	1	0	390	0	0	0	245	6	0	0	4	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	502	502	6	697	504	6	8	0	0	6	0	0
Stage 1	6	6	-	496	496	-	-	-	-	-	-	-
Stage 2	496	496	-	201	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.28	7.12	6.52	6.22	4.29	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.372	3.518	4.018	3.318	2.371	-	-	2.218	-	-
Pot Cap-1 Maneuver	480	471	1059	356	470	1077	1508	-	-	1615	-	-
Stage 1	1016	891	-	556	545	-	-	-	-	-	-	-
Stage 2	556	545	-	801	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	420	394	1059	197	393	1077	1508	-	-	1615	-	-
Mov Cap-2 Maneuver	420	394	-	197	393	-	-	-	-	-	-	-
Stage 1	850	891	-	465	456	-	-	-	-	-	-	-
Stage 2	465	456	-	506	889	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	0	7.7	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1508	-	-	1054	-	1615	-	-
HCM Lane V/C Ratio	0.163	-	-	0.371	-	-	-	-
HCM Control Delay (s)	7.8	0	-	10.4	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	1.7	-	0	-	-

Intersection	
Int Delay, s/veh	8.1

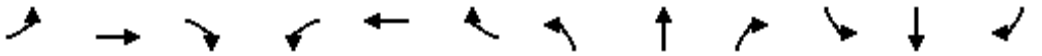
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	184	0	0	1	275	10	1	0	8	3
Future Vol, veh/h	3	1	184	0	0	1	275	10	1	0	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	12	2	2	2	2	2	2	2	20	2
Mvmt Flow	3	1	214	0	0	1	320	12	1	0	9	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	664	664	11	771	665	13	12	0	0	13	0	0
Stage 1	11	11	-	653	653	-	-	-	-	-	-	-
Stage 2	653	653	-	118	12	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.32	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.408	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	374	381	1042	317	381	1067	1607	-	-	1606	-	-
Stage 1	1010	886	-	456	464	-	-	-	-	-	-	-
Stage 2	456	464	-	887	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	316	304	1042	212	304	1067	1607	-	-	1606	-	-
Mov Cap-2 Maneuver	316	304	-	212	304	-	-	-	-	-	-	-
Stage 1	807	886	-	364	371	-	-	-	-	-	-	-
Stage 2	364	371	-	704	886	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	8.4	7.5	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	993	1067	1606	-	-
HCM Lane V/C Ratio	0.199	-	-	0.22	0.001	-	-	-
HCM Control Delay (s)	7.8	0	-	9.6	8.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.8	0	0	-	-

HCM 6th Signalized Intersection Summary
2: Toledo Blade Blvd & I-75 North Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	88	0	314	1238	669	0	0	560	521
Future Volume (veh/h)	0	0	0	88	0	314	1238	669	0	0	560	521
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1455	0	1752	1841	1811	0	0	1781	1856
Adj Flow Rate, veh/h				101	0	0	1423	769	0	0	644	0
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				30	0	10	4	6	0	0	8	3
Cap, veh/h				123	0		1665	2538	0	0	885	
Arrive On Green				0.09	0.00	0.00	0.39	0.74	0.00	0.00	0.26	0.00
Sat Flow, veh/h				1386	0	1485	3401	3532	0	0	3474	1572
Grp Volume(v), veh/h				101	0	0	1423	769	0	0	644	0
Grp Sat Flow(s),veh/h/ln				1386	0	1485	1700	1721	0	0	1692	1572
Q Serve(g_s), s				4.9	0.0	0.0	18.4	5.2	0.0	0.0	12.0	0.0
Cycle Q Clear(g_c), s				4.9	0.0	0.0	18.4	5.2	0.0	0.0	12.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				123	0		1665	2538	0	0	885	
V/C Ratio(X)				0.82	0.00		0.85	0.30	0.00	0.00	0.73	
Avail Cap(c_a), veh/h				422	0		2508	4336	0	0	1814	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				30.9	0.0	0.0	10.7	3.1	0.0	0.0	23.3	0.0
Incr Delay (d2), s/veh				12.7	0.0	0.0	2.0	0.1	0.0	0.0	1.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.0	0.0	0.0	4.8	0.7	0.0	0.0	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				43.7	0.0	0.0	12.7	3.1	0.0	0.0	24.4	0.0
LnGrp LOS				D	A		B	A	A	A	C	
Approach Vol, veh/h					101			2192			644	
Approach Delay, s/veh					43.7			9.4			24.4	
Approach LOS					D			A			C	

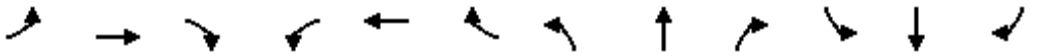
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		56.9			32.9	24.1		12.1				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		87.0			44.0	37.0		21.0				
Max Q Clear Time (g_c+I1), s		7.2			20.4	14.0		6.9				
Green Ext Time (p_c), s		5.7			6.4	4.1		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.8									
HCM 6th LOS			B									

Notes

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

HCM 6th Signalized Intersection Summary
2: Toledo Blade Blvd & I-75 North Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	358	0	57	783	227	0	0	192	10
Future Volume (veh/h)	0	0	0	358	0	57	783	227	0	0	192	10
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1796	0	1781	1856	1841	0	0	1767	1870
Adj Flow Rate, veh/h				373	0	0	816	236	0	0	200	0
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				7	0	8	3	4	0	0	9	2
Cap, veh/h				451	0		1358	1768	0	0	375	
Arrive On Green				0.26	0.00	0.00	0.28	0.51	0.00	0.00	0.11	0.00
Sat Flow, veh/h				1711	0	1510	3428	3589	0	0	3445	1585
Grp Volume(v), veh/h				373	0	0	816	236	0	0	200	0
Grp Sat Flow(s),veh/h/ln				1711	0	1510	1714	1749	0	0	1678	1585
Q Serve(g_s), s				10.7	0.0	0.0	9.3	1.9	0.0	0.0	2.9	0.0
Cycle Q Clear(g_c), s				10.7	0.0	0.0	9.3	1.9	0.0	0.0	2.9	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				451	0		1358	1768	0	0	375	
V/C Ratio(X)				0.83	0.00		0.60	0.13	0.00	0.00	0.53	
Avail Cap(c_a), veh/h				1052	0		3698	5109	0	0	1290	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				18.0	0.0	0.0	11.5	6.8	0.0	0.0	21.8	0.0
Incr Delay (d2), s/veh				3.9	0.0	0.0	0.4	0.0	0.0	0.0	1.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	0.0	0.0	2.6	0.5	0.0	0.0	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				21.9	0.0	0.0	11.9	6.9	0.0	0.0	23.0	0.0
LnGrp LOS				C	A		B	A	A	A	C	
Approach Vol, veh/h					373			1052			200	
Approach Delay, s/veh					21.9			10.8			23.0	
Approach LOS					C			B			C	

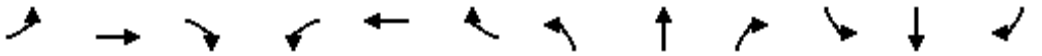
Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	32.3		20.5	11.8		19.7						
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0						
Max Green Setting (Gmax), s	76.0		50.0	20.0		32.0						
Max Q Clear Time (g_c+I1), s	3.9		11.3	4.9		12.7						
Green Ext Time (p_c), s	1.5		3.2	0.9		1.1						

Intersection Summary		
HCM 6th Ctrl Delay		14.9
HCM 6th LOS		B

Notes

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

HCM 6th Signalized Intersection Summary
1: Toledo Blade Blvd & I-75 South Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	795	0	0	0	0	1895	493	30	712	0
Future Volume (veh/h)	6	0	795	0	0	0	0	1895	493	30	712	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1811				0	1856	1811	1515	1737	0
Adj Flow Rate, veh/h	6	0	0				0	1974	0	31	742	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	6				0	3	6	26	11	0
Cap, veh/h	14	0					0	2296		209	2599	0
Arrive On Green	0.01	0.00	0.00				0.00	0.65	0.00	0.03	0.79	0.00
Sat Flow, veh/h	1781	0	1535				0	3618	1535	1443	3387	0
Grp Volume(v), veh/h	6	0	0				0	1974	0	31	742	0
Grp Sat Flow(s),veh/h/ln	1781	0	1535				0	1763	1535	1443	1650	0
Q Serve(g_s), s	0.2	0.0	0.0				0.0	26.0	0.0	0.4	3.6	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0				0.0	26.0	0.0	0.4	3.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	14	0					0	2296		209	2599	0
V/C Ratio(X)	0.42	0.00					0.00	0.86		0.15	0.29	0.00
Avail Cap(c_a), veh/h	790	0					0	2465		283	2926	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0				0.0	8.1	0.0	10.5	1.7	0.0
Incr Delay (d2), s/veh	18.9	0.0	0.0				0.0	3.1	0.0	0.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0				0.0	5.7	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.0	0.0				0.0	11.2	0.0	10.8	1.8	0.0
LnGrp LOS	D	A					A	B		B	A	A
Approach Vol, veh/h		6						1974			773	
Approach Delay, s/veh		47.8						11.2			2.1	
Approach LOS		D						B			A	

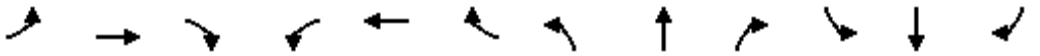
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.0	44.2		6.5		52.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	5.0	41.0		26.0		52.0
Max Q Clear Time (g_c+I1), s	2.4	28.0		2.2		5.6
Green Ext Time (p_c), s	0.0	10.2		0.0		5.4

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
1: Toledo Blade Blvd & I-75 South Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	0	1779	0	0	0	0	904	376	39	673	0
Future Volume (veh/h)	21	0	1779	0	0	0	0	904	376	39	673	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1841	1781	1781	1856	0
Adj Flow Rate, veh/h	21	0	0				0	922	0	40	687	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	0	2				0	4	8	8	3	0
Cap, veh/h	48	0					0	1569		480	2310	0
Arrive On Green	0.03	0.00	0.00				0.00	0.45	0.00	0.05	0.66	0.00
Sat Flow, veh/h	1781	0	1585				0	3589	1510	1697	3618	0
Grp Volume(v), veh/h	21	0	0				0	922	0	40	687	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1749	1510	1697	1763	0
Q Serve(g_s), s	0.3	0.0	0.0				0.0	5.6	0.0	0.3	2.4	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0				0.0	5.6	0.0	0.3	2.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	48	0					0	1569		480	2310	0
V/C Ratio(X)	0.44	0.00					0.00	0.59		0.08	0.30	0.00
Avail Cap(c_a), veh/h	3114	0					0	2718		699	3922	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.6	0.0	0.0				0.0	5.8	0.0	3.8	2.1	0.0
Incr Delay (d2), s/veh	6.2	0.0	0.0				0.0	0.4	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0				0.0	0.6	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	0.0				0.0	6.2	0.0	3.9	2.2	0.0
LnGrp LOS	B	A					A	A		A	A	A
Approach Vol, veh/h		21						922			727	
Approach Delay, s/veh		19.8						6.2			2.3	
Approach LOS		B						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	5.8	17.2	5.3	23.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	22.0	49.5	31.5
Max Q Clear Time (g_c+I1), s	2.3	7.6	2.3	4.4
Green Ext Time (p_c), s	0.0	5.1	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	4.7
HCM 6th LOS	A

Notes

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

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	258	17	31	176	3	23	0	62	1	0	3
Future Vol, veh/h	1	258	17	31	176	3	23	0	62	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	6	9	20	12	2	7	2	3	2	2	2
Mvmt Flow	1	323	21	39	220	4	29	0	78	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	344	0	0	638	638	334	675	646	222
Stage 1	-	-	-	-	-	-	336	336	-	300	300	-
Stage 2	-	-	-	-	-	-	302	302	-	375	346	-
Critical Hdwy	4.12	-	-	4.3	-	-	7.17	6.52	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.38	-	-	3.563	4.018	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	1345	-	-	1121	-	-	382	394	706	368	390	818
Stage 1	-	-	-	-	-	-	668	642	-	709	666	-
Stage 2	-	-	-	-	-	-	697	664	-	646	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1121	-	-	368	378	706	317	374	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	378	-	317	374	-
Stage 1	-	-	-	-	-	-	667	641	-	708	639	-
Stage 2	-	-	-	-	-	-	666	637	-	575	634	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	12.8	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	565	1345	-	-	1121	-	-	586
HCM Lane V/C Ratio	0.188	0.001	-	-	0.035	-	-	0.009
HCM Control Delay (s)	12.8	7.7	0	-	8.3	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	141	26	78	193	5	17	1	41	1	0	5
Future Vol, veh/h	0	141	26	78	193	5	17	1	41	1	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	8	6	2	6	2	9	2	11	2	2	2
Mvmt Flow	0	166	31	92	227	6	20	1	48	1	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	197	0	0	599	599	182	620	611	230
Stage 1	-	-	-	-	-	-	182	182	-	414	414	-
Stage 2	-	-	-	-	-	-	417	417	-	206	197	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.19	6.52	6.31	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.581	4.018	3.399	3.518	4.018	3.318
Pot Cap-1 Maneuver	1335	-	-	1376	-	-	403	415	838	400	409	809
Stage 1	-	-	-	-	-	-	804	749	-	616	593	-
Stage 2	-	-	-	-	-	-	600	591	-	796	738	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1335	-	-	1376	-	-	376	383	838	354	378	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	376	383	-	354	378	-
Stage 1	-	-	-	-	-	-	804	749	-	616	547	-
Stage 2	-	-	-	-	-	-	550	545	-	749	738	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.2	11.7	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	610	1335	-	-	1376	-	-	666
HCM Lane V/C Ratio	0.114	-	-	-	0.067	-	-	0.011
HCM Control Delay (s)	11.7	0	-	-	7.8	0	-	10.5
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.2	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	202	10	18	184	3	8	0	44	1	0	3
Future Vol, veh/h	0	202	10	18	184	3	8	0	44	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	6	14	17	9	2	20	2	4	2	2	2
Mvmt Flow	0	238	12	21	216	4	9	0	52	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	250	0	0	506	506	244	530	510	218
Stage 1	-	-	-	-	-	-	244	244	-	260	260	-
Stage 2	-	-	-	-	-	-	262	262	-	270	250	-
Critical Hdwy	4.12	-	-	4.27	-	-	7.3	6.52	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.353	-	-	3.68	4.018	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1233	-	-	449	469	790	460	467	822
Stage 1	-	-	-	-	-	-	721	704	-	745	693	-
Stage 2	-	-	-	-	-	-	705	691	-	736	700	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1233	-	-	440	460	790	424	458	822
Mov Cap-2 Maneuver	-	-	-	-	-	-	440	460	-	424	458	-
Stage 1	-	-	-	-	-	-	721	704	-	745	680	-
Stage 2	-	-	-	-	-	-	689	678	-	688	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	10.6	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	704	1349	-	-	1233	-	-	666
HCM Lane V/C Ratio	0.087	-	-	-	0.017	-	-	0.007
HCM Control Delay (s)	10.6	0	-	-	8	0	-	10.4
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	143	22	32	163	1	9	0	21	0	0	5
Future Vol, veh/h	3	143	22	32	163	1	9	0	21	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	8	7	5	2	2	2	2	2	2	2	2
Mvmt Flow	3	149	23	33	170	1	9	0	22	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	172	0	0	406	404	161	415	415	171
Stage 1	-	-	-	-	-	-	167	167	-	237	237	-
Stage 2	-	-	-	-	-	-	239	237	-	178	178	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1406	-	-	1387	-	-	555	536	884	548	528	873
Stage 1	-	-	-	-	-	-	835	760	-	766	709	-
Stage 2	-	-	-	-	-	-	764	709	-	824	752	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1406	-	-	1387	-	-	540	521	884	523	513	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	521	-	523	513	-
Stage 1	-	-	-	-	-	-	833	758	-	764	691	-
Stage 2	-	-	-	-	-	-	740	691	-	802	750	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.3	10.1	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	1406	-	-	1387	-	-	873
HCM Lane V/C Ratio	0.042	0.002	-	-	0.024	-	-	0.006
HCM Control Delay (s)	10.1	7.6	0	-	7.7	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	614	96	104	153	16
Future Vol, veh/h	179	614	96	104	153	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	5	5	9	9	10
Mvmt Flow	197	675	105	114	168	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	872	0	859	535
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	-	-	4.15	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.245	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	761	-	318	530
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	717	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	761	-	271	530
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	612	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5	38.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	284	-	-	761	-
HCM Lane V/C Ratio	0.654	-	-	0.139	-
HCM Control Delay (s)	38.8	-	-	10.5	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	4.2	-	-	0.5	-

Intersection	
Int Delay, s/veh	64.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	102	241	45	148	515	65
Future Vol, veh/h	102	241	45	148	515	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	3	2	3	3	10
Mvmt Flow	110	259	48	159	554	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	369	0	495	240
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.12	-	6.43	6.3
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.39
Pot Cap-1 Maneuver	-	-	1190	-	~ 532	780
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1190	-	~ 509	780
Mov Cap-2 Maneuver	-	-	-	-	~ 509	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	123.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	530	-	-	1190	-
HCM Lane V/C Ratio	1.177	-	-	0.041	-
HCM Control Delay (s)	123.5	-	-	8.2	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	22.2	-	-	0.1	-

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

FUTURE 2028 WITH PROJECT TRAFFIC CONDITIONS

Intersection	
Int Delay, s/veh	112.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	58	0	320	0	0	0	201	584	0	0	334	36
Future Vol, veh/h	58	0	320	0	0	0	201	584	0	0	334	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	8	2	2	2	19	10	2	2	10	10
Mvmt Flow	71	0	390	0	0	0	245	712	0	0	407	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1631	1631	429	1826	1653	712	451	0	0	712	0	0
Stage 1	429	429	-	1202	1202	-	-	-	-	-	-	-
Stage 2	1202	1202	-	624	451	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.28	7.12	6.52	6.22	4.29	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.372	3.518	4.018	3.318	2.371	-	-	2.218	-	-
Pot Cap-1 Maneuver	81	101	613	59	98	432	1025	-	-	888	-	-
Stage 1	604	584	-	225	258	-	-	-	-	-	-	-
Stage 2	225	258	-	473	571	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 56	61	613	15	59	432	1025	-	-	888	-	-
Mov Cap-2 Maneuver	~ 56	61	-	15	59	-	-	-	-	-	-	-
Stage 1	365	584	-	136	156	-	-	-	-	-	-	-
Stage 2	136	156	-	172	571	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 452.7	0	2.5	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1025	-	-	243	-	888	-	-
HCM Lane V/C Ratio	0.239	-	-	1.897	-	-	-	-
HCM Control Delay (s)	9.6	0	-	$ 452.7	0	0	-	-
HCM Lane LOS	A	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	32.6	-	0	-	-

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

Intersection	
Int Delay, s/veh	81.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	40	1	184	0	0	1	275	384	1	0	641	66
Future Vol, veh/h	40	1	184	0	0	1	275	384	1	0	641	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	12	2	2	2	2	2	2	2	10	2
Mvmt Flow	47	1	214	0	0	1	320	447	1	0	745	77

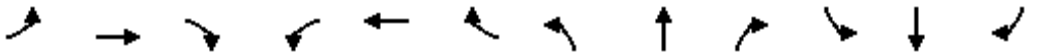
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1872	1872	784	1979	1910	448	822	0	0	448	0	0
Stage 1	784	784	-	1088	1088	-	-	-	-	-	-	-
Stage 2	1088	1088	-	891	822	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.32	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.408	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	55	72	378	46	68	611	807	-	-	1112	-	-
Stage 1	386	404	-	261	292	-	-	-	-	-	-	-
Stage 2	261	292	-	337	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 32	34	378	11	32	611	807	-	-	1112	-	-
Mov Cap-2 Maneuver	~ 32	34	-	11	32	-	-	-	-	-	-	-
Stage 1	182	404	-	123	138	-	-	-	-	-	-	-
Stage 2	123	138	-	146	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 560.2	10.9	5.1	0
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	807	-	-	127	611	1112	-	-
HCM Lane V/C Ratio	0.396	-	-	2.06	0.002	-	-	-
HCM Control Delay (s)	12.4	0	-	$ 560.2	10.9	0	-	-
HCM Lane LOS	B	A	-	F	B	A	-	-
HCM 95th %tile Q(veh)	1.9	-	-	21.4	0	0	-	-

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

HCM 6th Signalized Intersection Summary
2: Toledo Blade Blvd & I-75 North Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	88	0	444	1238	1128	0	0	789	634
Future Volume (veh/h)	0	0	0	88	0	444	1238	1128	0	0	789	634
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1455	0	1752	1841	1811	0	0	1781	1856
Adj Flow Rate, veh/h				101	0	0	1423	1297	0	0	907	0
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				30	0	10	4	6	0	0	8	3
Cap, veh/h				121	0		1483	2743	0	0	1027	
Arrive On Green				0.09	0.00	0.00	0.44	0.80	0.00	0.00	0.30	0.00
Sat Flow, veh/h				1386	0	1485	3401	3532	0	0	3474	1572
Grp Volume(v), veh/h				101	0	0	1423	1297	0	0	907	0
Grp Sat Flow(s),veh/h/ln				1386	0	1485	1700	1721	0	0	1692	1572
Q Serve(g_s), s				7.5	0.0	0.0	42.2	12.8	0.0	0.0	26.5	0.0
Cycle Q Clear(g_c), s				7.5	0.0	0.0	42.2	12.8	0.0	0.0	26.5	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				121	0		1483	2743	0	0	1027	
V/C Ratio(X)				0.83	0.00		0.96	0.47	0.00	0.00	0.88	
Avail Cap(c_a), veh/h				280	0		1505	2879	0	0	1139	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				46.7	0.0	0.0	28.4	3.4	0.0	0.0	34.5	0.0
Incr Delay (d2), s/veh				13.5	0.0	0.0	14.6	0.1	0.0	0.0	7.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.0	0.0	0.0	18.6	2.5	0.0	0.0	11.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				60.1	0.0	0.0	43.1	3.6	0.0	0.0	42.3	0.0
LnGrp LOS				E	A		D	A	A	A	D	
Approach Vol, veh/h					101			2720			907	
Approach Delay, s/veh					60.1			24.2			42.3	
Approach LOS					E			C			D	

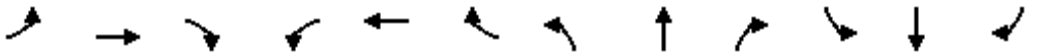
Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	88.9		51.3	37.5		15.1						
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0						
Max Green Setting (Gmax), s	87.0		46.0	35.0		21.0						
Max Q Clear Time (g_c+I1), s	14.8		44.2	28.5		9.5						
Green Ext Time (p_c), s	12.6		1.1	3.0		0.2						

Intersection Summary		
HCM 6th Ctrl Delay		29.6
HCM 6th LOS		C

Notes

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

HCM 6th Signalized Intersection Summary
2: Toledo Blade Blvd & I-75 North Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	358	0	139	783	519	0	0	617	219
Future Volume (veh/h)	0	0	0	358	0	139	783	519	0	0	617	219
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1796	0	1781	1856	1841	0	0	1767	1870
Adj Flow Rate, veh/h				373	0	0	816	541	0	0	643	0
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				7	0	8	3	4	0	0	9	2
Cap, veh/h				423	0		967	2115	0	0	835	
Arrive On Green				0.25	0.00	0.00	0.28	0.60	0.00	0.00	0.25	0.00
Sat Flow, veh/h				1711	0	1510	3428	3589	0	0	3445	1585
Grp Volume(v), veh/h				373	0	0	816	541	0	0	643	0
Grp Sat Flow(s),veh/h/ln				1711	0	1510	1714	1749	0	0	1678	1585
Q Serve(g_s), s				17.0	0.0	0.0	18.2	5.9	0.0	0.0	14.4	0.0
Cycle Q Clear(g_c), s				17.0	0.0	0.0	18.2	5.9	0.0	0.0	14.4	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				423	0		967	2115	0	0	835	
V/C Ratio(X)				0.88	0.00		0.84	0.26	0.00	0.00	0.77	
Avail Cap(c_a), veh/h				717	0		1438	3192	0	0	1408	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				29.4	0.0	0.0	27.4	7.5	0.0	0.0	28.3	0.0
Incr Delay (d2), s/veh				6.9	0.0	0.0	3.1	0.1	0.0	0.0	1.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.5	0.0	0.0	7.2	1.7	0.0	0.0	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.3	0.0	0.0	30.5	7.6	0.0	0.0	29.8	0.0
LnGrp LOS				D	A		C	A	A	A	C	
Approach Vol, veh/h					373			1357			643	
Approach Delay, s/veh					36.3			21.4			29.8	
Approach LOS					D			C			C	

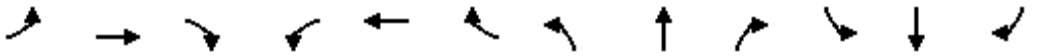
Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	55.0		28.9	26.2		26.0						
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0						
Max Green Setting (Gmax), s	74.0		34.0	34.0		34.0						
Max Q Clear Time (g_c+I1), s	7.9		20.2	16.4		19.0						
Green Ext Time (p_c), s	3.7		2.7	3.7		1.0						

Intersection Summary		
HCM 6th Ctrl Delay		26.0
HCM 6th LOS		C

Notes

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

HCM 6th Signalized Intersection Summary
1: Toledo Blade Blvd & I-75 South Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	795	0	0	0	0	2161	493	105	866	0
Future Volume (veh/h)	200	0	795	0	0	0	0	2161	493	105	866	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1811				0	1856	1811	1515	1737	0
Adj Flow Rate, veh/h	208	0	0				0	2251	0	109	902	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	6				0	3	6	26	11	0
Cap, veh/h	250	0					0	2177		149	2415	0
Arrive On Green	0.14	0.00	0.00				0.00	0.62	0.00	0.05	0.73	0.00
Sat Flow, veh/h	1781	0	1535				0	3618	1535	1443	3387	0
Grp Volume(v), veh/h	208	0	0				0	2251	0	109	902	0
Grp Sat Flow(s),veh/h/ln	1781	0	1535				0	1763	1535	1443	1650	0
Q Serve(g_s), s	10.7	0.0	0.0				0.0	58.0	0.0	2.4	9.5	0.0
Cycle Q Clear(g_c), s	10.7	0.0	0.0				0.0	58.0	0.0	2.4	9.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	250	0					0	2177		149	2415	0
V/C Ratio(X)	0.83	0.00					0.00	1.03		0.73	0.37	0.00
Avail Cap(c_a), veh/h	740	0					0	2177		153	2425	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.3	0.0	0.0				0.0	18.0	0.0	24.1	4.7	0.0
Incr Delay (d2), s/veh	7.0	0.0	0.0				0.0	28.6	0.0	15.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0				0.0	27.0	0.0	2.1	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	0.0	0.0				0.0	46.6	0.0	40.0	4.7	0.0
LnGrp LOS	D	A					A	F		D	A	A
Approach Vol, veh/h		208						2251			1011	
Approach Delay, s/veh		46.3						46.6			8.5	
Approach LOS		D						D			A	

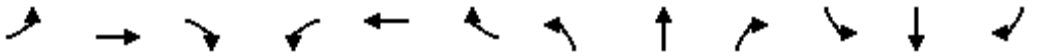
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.7	64.0		19.2		74.7
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	5.0	58.0		39.0		69.0
Max Q Clear Time (g_c+I1), s	4.4	60.0		12.7		11.5
Green Ext Time (p_c), s	0.0	0.0		0.6		7.1

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary
1: Toledo Blade Blvd & I-75 South Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	0	1779	0	0	0	0	1073	376	178	958	0
Future Volume (veh/h)	144	0	1779	0	0	0	0	1073	376	178	958	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1841	1781	1781	1856	0
Adj Flow Rate, veh/h	147	0	0				0	1095	0	182	978	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	0	2				0	4	8	8	3	0
Cap, veh/h	198	0					0	1465		228	2345	0
Arrive On Green	0.11	0.00	0.00				0.00	0.42	0.00	0.13	0.67	0.00
Sat Flow, veh/h	1781	0	1585				0	3589	1510	1697	3618	0
Grp Volume(v), veh/h	147	0	0				0	1095	0	182	978	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1749	1510	1697	1763	0
Q Serve(g_s), s	4.3	0.0	0.0				0.0	14.2	0.0	5.6	6.9	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0				0.0	14.2	0.0	5.6	6.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	198	0					0	1465		228	2345	0
V/C Ratio(X)	0.74	0.00					0.00	0.75		0.80	0.42	0.00
Avail Cap(c_a), veh/h	1991	0					0	2020		348	3152	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.1	0.0	0.0				0.0	13.2	0.0	22.5	4.2	0.0
Incr Delay (d2), s/veh	5.4	0.0	0.0				0.0	1.0	0.0	7.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0				0.0	4.3	0.0	2.4	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	0.0				0.0	14.2	0.0	29.8	4.3	0.0
LnGrp LOS	C	A					A	B		C	A	A
Approach Vol, veh/h		147						1095			1160	
Approach Delay, s/veh		28.5						14.2			8.3	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.2	28.5		12.0		41.7
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	11.0	31.0		60.0		48.0
Max Q Clear Time (g_c+I1), s	7.6	16.2		6.3		8.9
Green Ext Time (p_c), s	0.1	6.3		0.4		7.6

Intersection Summary		
HCM 6th Ctrl Delay		12.2
HCM 6th LOS		B

Notes

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	303	17	38	201	3	23	0	75	1	0	3
Future Vol, veh/h	1	303	17	38	201	3	23	0	75	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	6	9	20	12	2	7	2	3	2	2	2
Mvmt Flow	1	379	21	48	251	4	29	0	94	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	400	0	0	743	743	390	788	751	253
Stage 1	-	-	-	-	-	-	392	392	-	349	349	-
Stage 2	-	-	-	-	-	-	351	351	-	439	402	-
Critical Hdwy	4.12	-	-	4.3	-	-	7.17	6.52	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.38	-	-	3.563	4.018	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	1310	-	-	1068	-	-	325	343	656	309	340	786
Stage 1	-	-	-	-	-	-	623	606	-	667	633	-
Stage 2	-	-	-	-	-	-	655	632	-	597	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1068	-	-	310	325	656	254	322	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	325	-	254	322	-
Stage 1	-	-	-	-	-	-	622	605	-	666	600	-
Stage 2	-	-	-	-	-	-	618	599	-	511	599	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.3	14	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	520	1310	-	-	1068	-	-	516
HCM Lane V/C Ratio	0.236	0.001	-	-	0.044	-	-	0.01
HCM Control Delay (s)	14	7.8	0	-	8.5	0	-	12
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	170	26	92	242	5	17	1	49	1	0	5
Future Vol, veh/h	0	170	26	92	242	5	17	1	49	1	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	8	6	2	6	2	9	2	11	2	2	2
Mvmt Flow	0	200	31	108	285	6	20	1	58	1	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	291	0	0	231	0	0	723	723	216	749	735	288
Stage 1	-	-	-	-	-	-	216	216	-	504	504	-
Stage 2	-	-	-	-	-	-	507	507	-	245	231	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.19	6.52	6.31	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.581	4.018	3.399	3.518	4.018	3.318
Pot Cap-1 Maneuver	1271	-	-	1337	-	-	333	352	802	328	347	751
Stage 1	-	-	-	-	-	-	771	724	-	550	541	-
Stage 2	-	-	-	-	-	-	535	539	-	759	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1271	-	-	1337	-	-	306	318	802	281	314	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	306	318	-	281	314	-
Stage 1	-	-	-	-	-	-	771	724	-	550	489	-
Stage 2	-	-	-	-	-	-	480	487	-	703	713	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.2	12.5	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	559	1271	-	-	1337	-	-	587
HCM Lane V/C Ratio	0.141	-	-	-	0.081	-	-	0.012
HCM Control Delay (s)	12.5	0	-	-	7.9	0	-	11.2
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	234	10	25	202	3	8	0	57	1	0	3
Future Vol, veh/h	0	234	10	25	202	3	8	0	57	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	6	14	17	9	2	20	2	4	2	2	2
Mvmt Flow	0	275	12	29	238	4	9	0	67	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	287	0	0	581	581	281	613	585	240
Stage 1	-	-	-	-	-	-	281	281	-	298	298	-
Stage 2	-	-	-	-	-	-	300	300	-	315	287	-
Critical Hdwy	4.12	-	-	4.27	-	-	7.3	6.52	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.353	-	-	3.68	4.018	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1324	-	-	1194	-	-	399	425	753	405	423	799
Stage 1	-	-	-	-	-	-	688	678	-	711	667	-
Stage 2	-	-	-	-	-	-	672	666	-	696	674	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1324	-	-	1194	-	-	389	413	753	361	411	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	389	413	-	361	411	-
Stage 1	-	-	-	-	-	-	688	678	-	711	648	-
Stage 2	-	-	-	-	-	-	650	647	-	634	674	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	11	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	675	1324	-	-	1194	-	-	613
HCM Lane V/C Ratio	0.113	-	-	-	0.025	-	-	0.008
HCM Control Delay (s)	11	0	-	-	8.1	0	-	10.9
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	164	22	46	198	1	9	0	29	0	0	5
Future Vol, veh/h	3	164	22	46	198	1	9	0	29	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	8	7	5	2	2	2	2	2	2	2	2
Mvmt Flow	3	171	23	48	206	1	9	0	30	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	207	0	0	194	0	0	494	492	183	507	503	207
Stage 1	-	-	-	-	-	-	189	189	-	303	303	-
Stage 2	-	-	-	-	-	-	305	303	-	204	200	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1364	-	-	1361	-	-	486	478	859	476	471	833
Stage 1	-	-	-	-	-	-	813	744	-	706	664	-
Stage 2	-	-	-	-	-	-	705	664	-	798	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1364	-	-	1361	-	-	468	458	859	445	451	833
Mov Cap-2 Maneuver	-	-	-	-	-	-	468	458	-	445	451	-
Stage 1	-	-	-	-	-	-	811	743	-	705	637	-
Stage 2	-	-	-	-	-	-	673	637	-	768	735	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	10.3	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	717	1364	-	-	1361	-	-	833
HCM Lane V/C Ratio	0.055	0.002	-	-	0.035	-	-	0.006
HCM Control Delay (s)	10.3	7.6	0	-	7.7	0	-	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	8.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	614	107	111	153	35
Future Vol, veh/h	192	614	107	111	153	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	5	5	9	9	10
Mvmt Flow	211	675	118	122	168	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	886	0	907	549
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	-	-	4.15	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.245	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	752	-	297	520
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	752	-	247	520
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	576	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.2	49.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	274	-	-	752	-
HCM Lane V/C Ratio	0.754	-	-	0.156	-
HCM Control Delay (s)	49.5	-	-	10.7	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	5.5	-	-	0.6	-

Intersection	
Int Delay, s/veh	94.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	241	66	162	515	77
Future Vol, veh/h	110	241	66	162	515	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	3	2	3	3	10
Mvmt Flow	118	259	71	174	554	83

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	377	0	564	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	-	-	4.12	-	6.43	6.3
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.39
Pot Cap-1 Maneuver	-	-	1181	-	~ 485	772
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1181	-	~ 453	772
Mov Cap-2 Maneuver	-	-	-	-	~ 453	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	186.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	-	-	1181	-
HCM Lane V/C Ratio	1.329	-	-	0.06	-
HCM Control Delay (s)	186.4	-	-	8.2	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	28.2	-	-	0.2	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	1	382	260	11	333
Future Vol, veh/h	36	1	382	260	11	333
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	1	415	283	12	362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	943	557	0	0	698	0
Stage 1	557	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	291	530	-	-	898	-
Stage 1	574	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	286	530	-	-	898	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	290	898	-
HCM Lane V/C Ratio	-	-	0.139	0.013	-
HCM Control Delay (s)	-	-	19.4	9.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	15.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	241	10	376	39	2	465
Future Vol, veh/h	241	10	376	39	2	465
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	11	409	42	2	505

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	939	430	0	0	451	0
Stage 1	430	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	293	625	-	-	1109	-
Stage 1	656	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	292	625	-	-	1109	-
Mov Cap-2 Maneuver	292	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	71.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	298	1109	-
HCM Lane V/C Ratio	-	-	0.916	0.002	-
HCM Control Delay (s)	-	-	71.1	8.3	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	8.7	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	0	112	271	0	307
Future Vol, veh/h	37	0	112	271	0	307
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	0	122	295	0	334

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	604	-	0	0	-	-
Stage 1	270	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	-	-	-	-
Pot Cap-1 Maneuver	461	0	-	-	0	-
Stage 1	775	0	-	-	0	-
Stage 2	725	0	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	461	-	-	-	-	-
Mov Cap-2 Maneuver	461	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	461	-
HCM Lane V/C Ratio	-	-	0.087	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	7.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	252	0	345	41	0	215
Future Vol, veh/h	252	0	345	41	0	215
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	274	0	375	45	0	234

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	632	-	0	0	-	-
Stage 1	398	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	-	-	-	-
Pot Cap-1 Maneuver	444	0	-	-	0	-
Stage 1	678	0	-	-	0	-
Stage 2	805	0	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	444	-	-	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	444	-
HCM Lane V/C Ratio	-	-	0.617	-
HCM Control Delay (s)	-	-	25.3	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	4.1	-

Intersection	
Int Delay, s/veh	8.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	302	0	3	106	0	3
Future Vol, veh/h	302	0	3	106	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	368	0	4	129	0	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	73	69	0	0	133	0
Stage 1	69	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	931	994	-	-	1452	-
Stage 1	954	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	931	994	-	-	1452	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	931	1452	-
HCM Lane V/C Ratio	-	-	0.396	-	-
HCM Control Delay (s)	-	-	11.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.9	0	-

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	205	0	8	331	0	6
Future Vol, veh/h	205	0	8	331	0	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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	250	0	10	404	0	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	219	212	0	0	414	0
Stage 1	212	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	769	828	-	-	1145	-
Stage 1	823	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	769	828	-	-	1145	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	769	1145	-
HCM Lane V/C Ratio	-	-	0.325	-	-
HCM Control Delay (s)	-	-	11.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	46	0	158	144	0
Future Vol, veh/h	60	46	0	158	144	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	56	0	193	176	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	294	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1457	-	697	954
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	697	954
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	840	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	697	-	-	1457	-
HCM Lane V/C Ratio	0.252	-	-	-	-
HCM Control Delay (s)	11.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	205	0	8	331	0	6
Future Vol, veh/h	205	0	8	331	0	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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	250	0	10	404	0	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	219	212	0	0	414	0
Stage 1	212	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	769	828	-	-	1145	-
Stage 1	823	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	769	828	-	-	1145	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	769	1145	-
HCM Lane V/C Ratio	-	-	0.325	-	-
HCM Control Delay (s)	-	-	11.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	24	0	104	54	0
Future Vol, veh/h	36	24	0	104	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	29	0	127	66	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	73	0	186	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1527	-	803	1007
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1527	-	803	1007
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	899	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	803	-	-	1527	-
HCM Lane V/C Ratio	0.082	-	-	-	-
HCM Control Delay (s)	9.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	52	0	71	40	0
Future Vol, veh/h	120	52	0	71	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	63	0	87	49	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	209	0	265	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1362	-	724	865
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1362	-	724	865
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	936	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	724	-	-	1362	-
HCM Lane V/C Ratio	0.067	-	-	-	-
HCM Control Delay (s)	10.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	36	0	0	104	0
Future Vol, veh/h	0	36	0	0	104	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	44	0	0	127	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	23	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1564	-	993	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1564	-	993	1055
Mov Cap-2 Maneuver	-	-	-	-	993	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	993	-	-	1564	-
HCM Lane V/C Ratio	0.128	-	-	-	-
HCM Control Delay (s)	9.2	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	120	0	0	71	0
Future Vol, veh/h	0	120	0	0	71	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	146	0	0	87	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	146	0	74	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1436	-	930	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	930	989
Mov Cap-2 Maneuver	-	-	-	-	930	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	930	-	-	1436	-
HCM Lane V/C Ratio	0.093	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

APPENDIX C

HISTORIC GROWTH TREND ANALYSIS

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 4541 - N. SUMTER BLVD., NORTH OF S.R. 93 / I-75

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	6900 C	N 3400	S 3500	9.00	52.90	8.60
2021	6000 T	N 2900	S 3100	9.00	52.60	4.00
2020	6000 S	N 2900	S 3100	9.00	52.20	6.30
2019	6200 F	N 3000	S 3200	9.00	52.30	6.30
2018	6200 C	N 3000	S 3200	9.00	52.40	6.30
2017	5500 T	N 2700	S 2800	9.00	52.30	3.30
2016	5300 S	N 2600	S 2700	9.00	52.60	4.10
2015	5100 F	N 2500	S 2600	9.00	52.80	4.10
2014	4900 C	N 2400	S 2500	9.00	52.40	4.10
2013	2400 S	N 1200	S 1200	9.50	52.60	3.30
2012	2400 F	N 1200	S 1200	9.50	52.70	3.30
2011	2400 C	N 1200	S 1200	9.50	52.90	3.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 4559 - TROPICAIRE BLVD BETWEEN REISTERTOWN RD AND SUMTER BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	5300 E			9.50	52.90	3.60
2021	5300 S	E 2700	W 2600	9.50	52.60	7.70
2020	5300 F	E 2700	W 2600	9.50	52.20	7.70
2019	5500 C	E 2800	W 2700	9.50	52.30	7.70
2018	4900 C	E 2500	W 2400	9.50	52.40	5.50
2017	5300 F	E 2700	W 2600	9.50	52.30	6.00
2016	5100 C	E 2600	W 2500	9.50	52.60	6.00
2015	4700 S	E 2400	W 2300	9.50	52.80	6.00
2014	4500 F	E 2300	W 2200	9.50	52.40	6.00
2013	4500 C	E 2300	W 2200	9.50	52.60	6.00
2012	300 F	0	0	9.50	52.70	3.30
2011	300 C	E 0	W 0	9.50	52.90	3.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 4906 - TOLEDO BLADE/CHOCTAW, N OF I-75 NORTH PORT

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	2900 E			9.50	52.90	3.60
2021	2900 S	N 1400	S 1500	9.50	52.60	10.70
2020	2900 F	N 1400	S 1500	9.50	52.20	10.70
2019	2900 C	N 1400	S 1500	9.50	52.30	10.70
2018	2700 C	N 1400	S 1300	9.50	52.40	8.40
2017	2000 T			9.50	52.30	3.30
2016	2000 S	N 1000	S 1000	9.50	52.60	9.80
2015	2000 F	N 1000	S 1000	9.50	52.80	9.80
2014	2000 C	N 1000	S 1000	9.50	52.40	9.80
2013	2000 S	N 1000	S 1000	9.00	52.60	8.60
2012	2000 F	N 1000	S 1000	9.00	52.70	8.60
2011	2000 C	N 1000	S 1000	9.00	52.90	8.60
2010	2000 S	N 900	S 1100	10.38	52.56	9.20
2009	2000 F	N 900	S 1100	10.58	53.66	9.20
2008	2050 C	N 950	S 1100	10.63	52.82	9.20

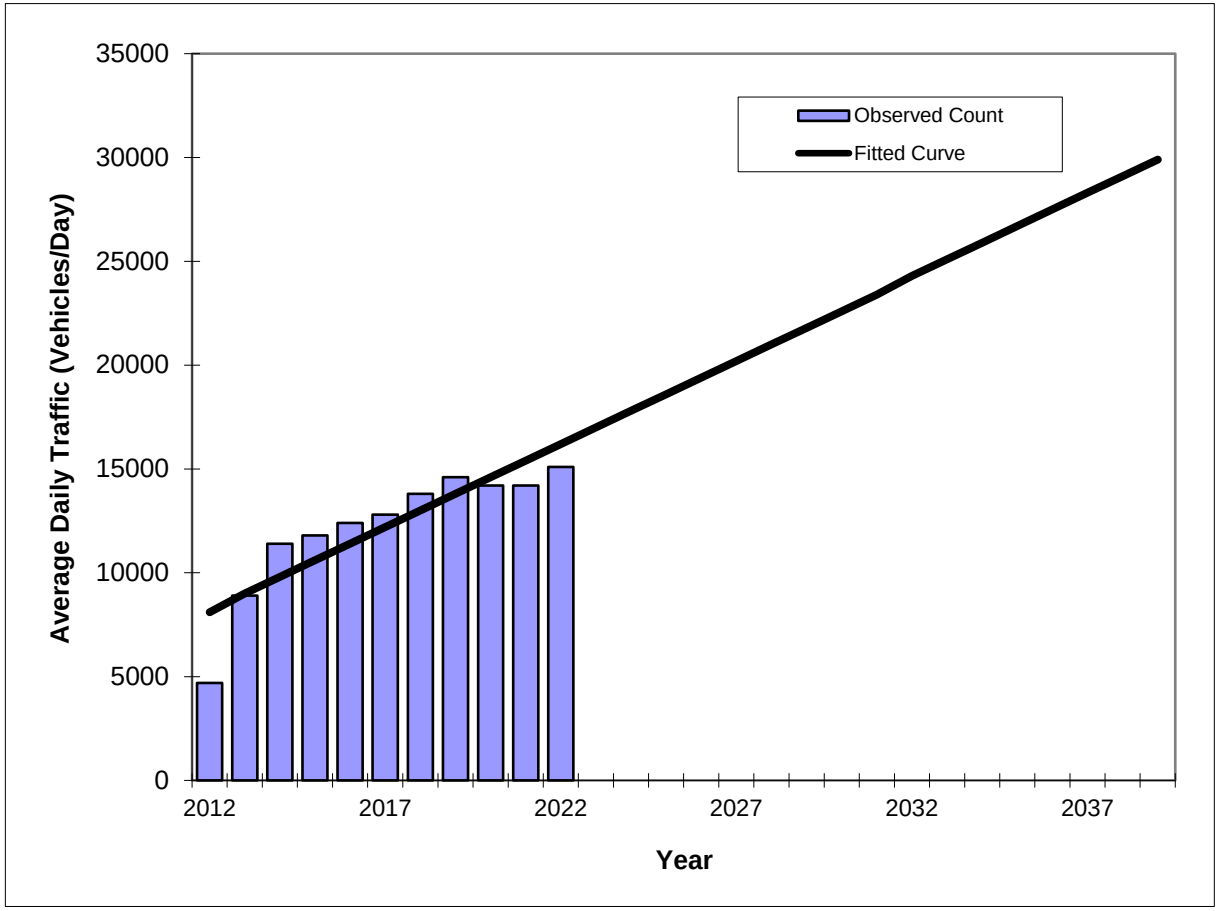
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

FDOT CO-SITE 174541, 174559, & 174906

TOTAL SUM OF STATIONS

County:	Sarasota
Station #:	174541, 174559, & 174906
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2012	4700	8100
2013	8900	9000
2014	11400	9800
2015	11800	10600
2016	12400	11400
2017	12800	12200
2018	13800	13000
2019	14600	13800
2020	14200	14600
2021	14200	15400
2022	15100	16200
2028 Opening Year Trend		
2028	N/A	21000
2028 Mid-Year Trend		
2028	N/A	21000
2028 Design Year Trend		
2028	N/A	21000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

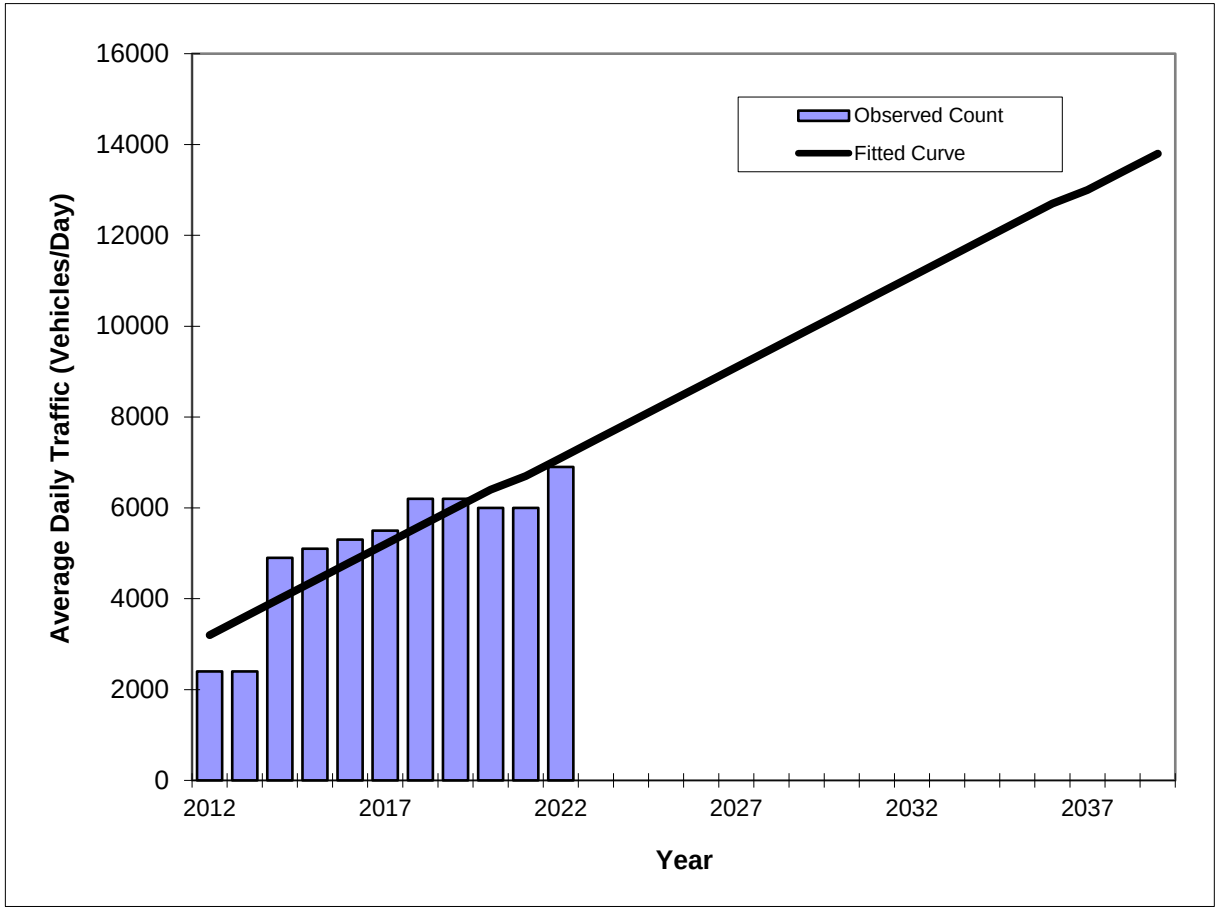
** Annual Trend Increase:	805
Trend R-squared:	76.68%
Trend Annual Historic Growth Rate:	10.00%
Trend Growth Rate (2022 to Design Year):	4.94%
Printed:	2-Jun-23

Straight Line Growth Option

Traffic Trends - V03.a

FDOT CO-SITE 174541

County:	Sarasota
Station #:	174541
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2012	2400	3200
2013	2400	3600
2014	4900	4000
2015	5100	4400
2016	5300	4800
2017	5500	5200
2018	6200	5600
2019	6200	6000
2020	6000	6400
2021	6000	6700
2022	6900	7100
2028 Opening Year Trend		
2028	N/A	9500
2028 Mid-Year Trend		
2028	N/A	9500
2028 Design Year Trend		
2028	N/A	9500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

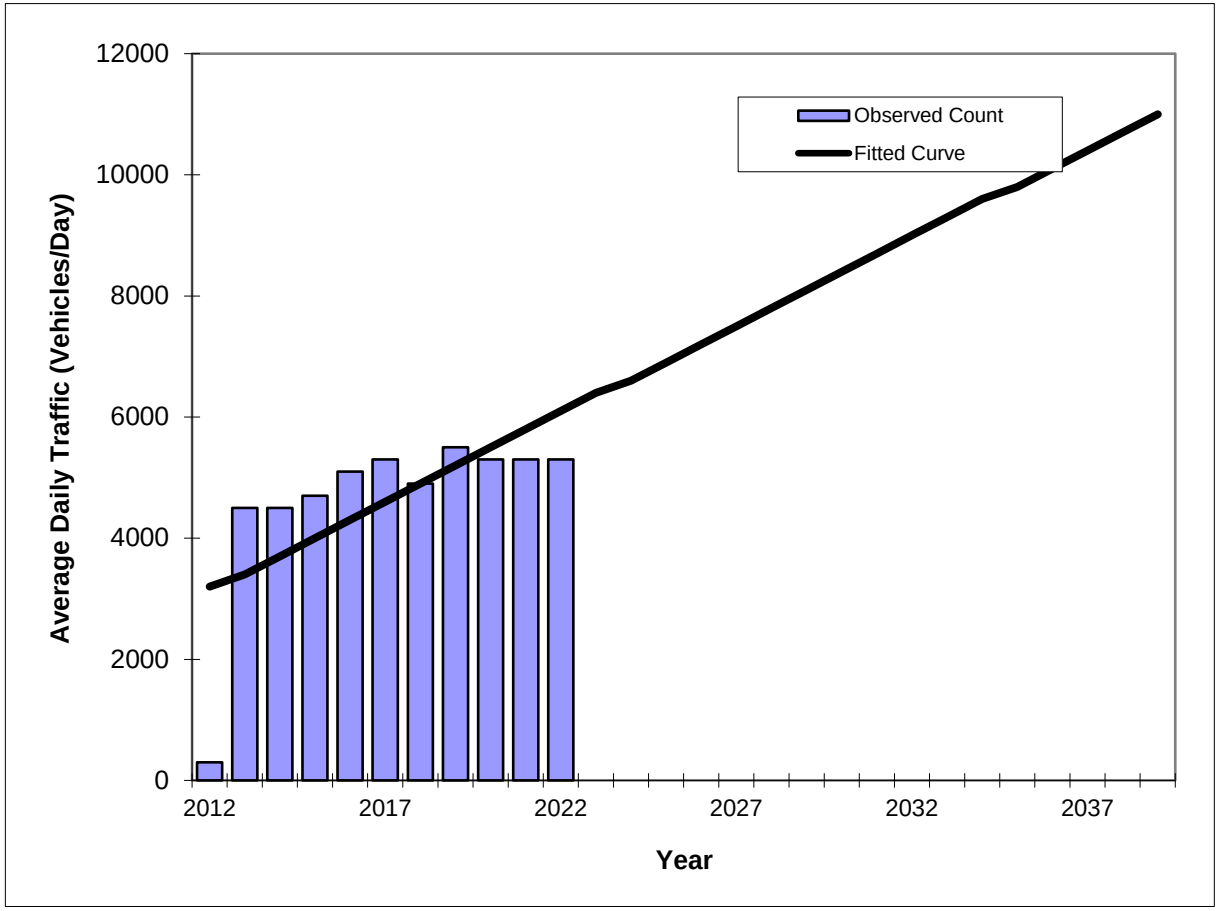
** Annual Trend Increase:	394
Trend R-squared:	77.33%
Trend Annual Historic Growth Rate:	12.19%
Trend Growth Rate (2022 to Design Year):	5.63%
Printed:	2-Jun-23

Straight Line Growth Option

Traffic Trends - V03.a

FDOT CO-SITE 174559

County:	Sarasota
Station #:	174559
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2012	300	3200
2013	4500	3400
2014	4500	3700
2015	4700	4000
2016	5100	4300
2017	5300	4600
2018	4900	4900
2019	5500	5200
2020	5300	5500
2021	5300	5800
2022	5300	6100
2028 Opening Year Trend		
2028	N/A	7800
2028 Mid-Year Trend		
2028	N/A	7800
2028 Design Year Trend		
2028	N/A	7800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

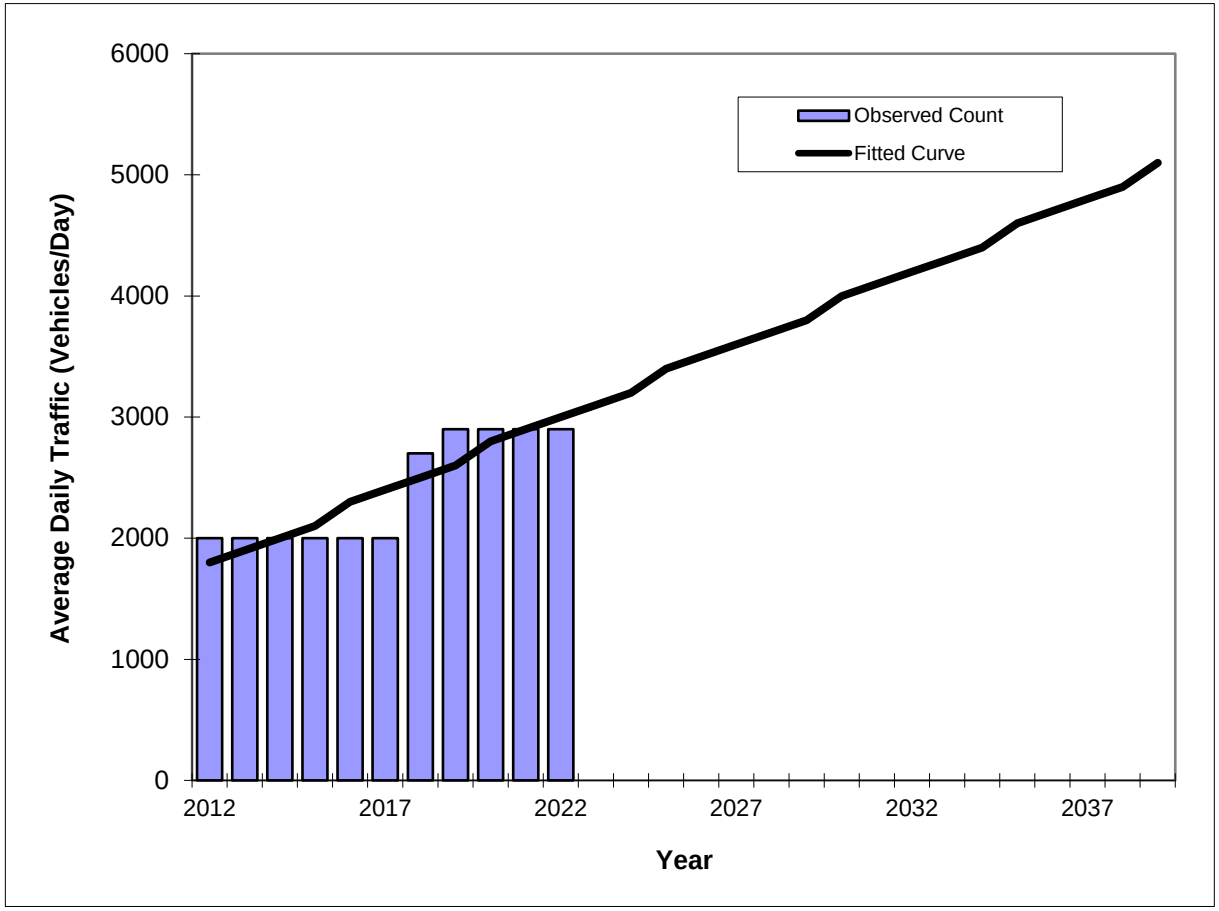
** Annual Trend Increase:	291
Trend R-squared:	43.04%
Trend Annual Historic Growth Rate:	9.06%
Trend Growth Rate (2022 to Design Year):	4.64%
Printed:	2-Jun-23

Straight Line Growth Option

Traffic Trends - V03.a

FDOT CO-SITE 174906

County:	Sarasota
Station #:	174906
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2012	2000	1800
2013	2000	1900
2014	2000	2000
2015	2000	2100
2016	2000	2300
2017	2000	2400
2018	2700	2500
2019	2900	2600
2020	2900	2800
2021	2900	2900
2022	2900	3000
2028 Opening Year Trend		
2028	N/A	3700
2028 Mid-Year Trend		
2028	N/A	3700
2028 Design Year Trend		
2028	N/A	3700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	121
Trend R-squared:	78.48%
Trend Annual Historic Growth Rate:	6.67%
Trend Growth Rate (2022 to Design Year):	3.89%
Printed:	2-Jun-23

Straight Line Growth Option

***Axle-Adjusted**

APPENDIX D

ITE TRIP GENERATION, 11th EDITION
DATA AND RATES

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

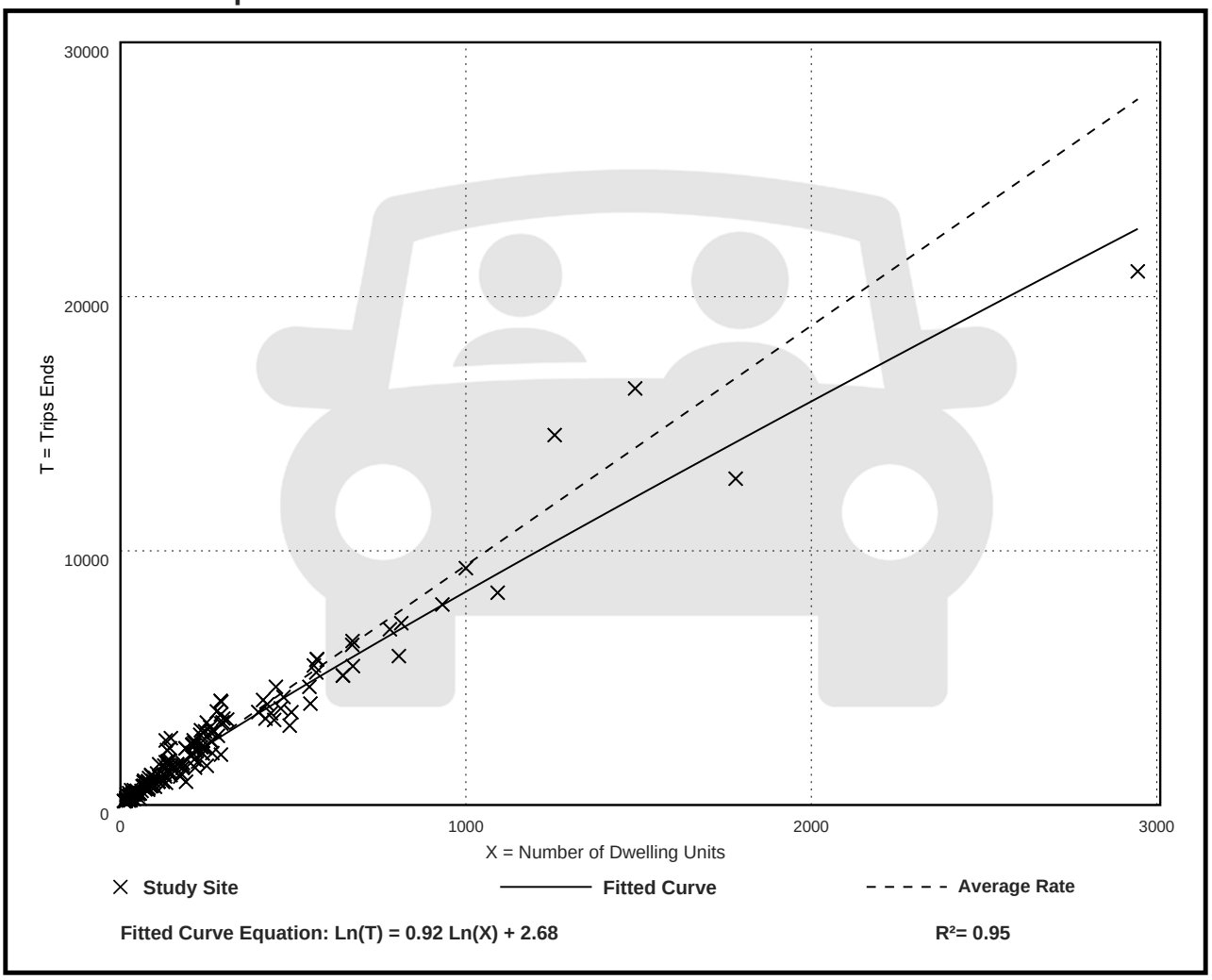
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

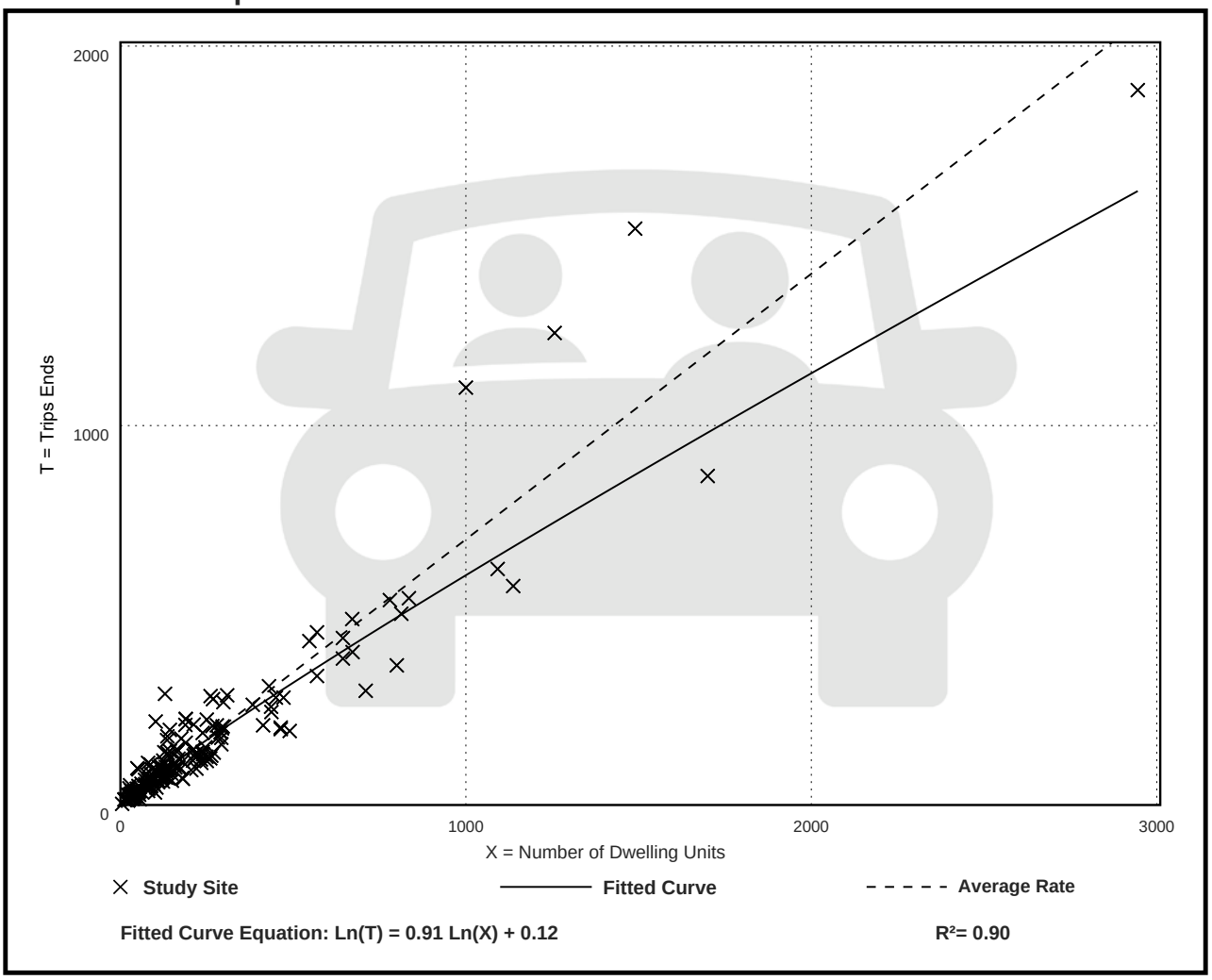
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



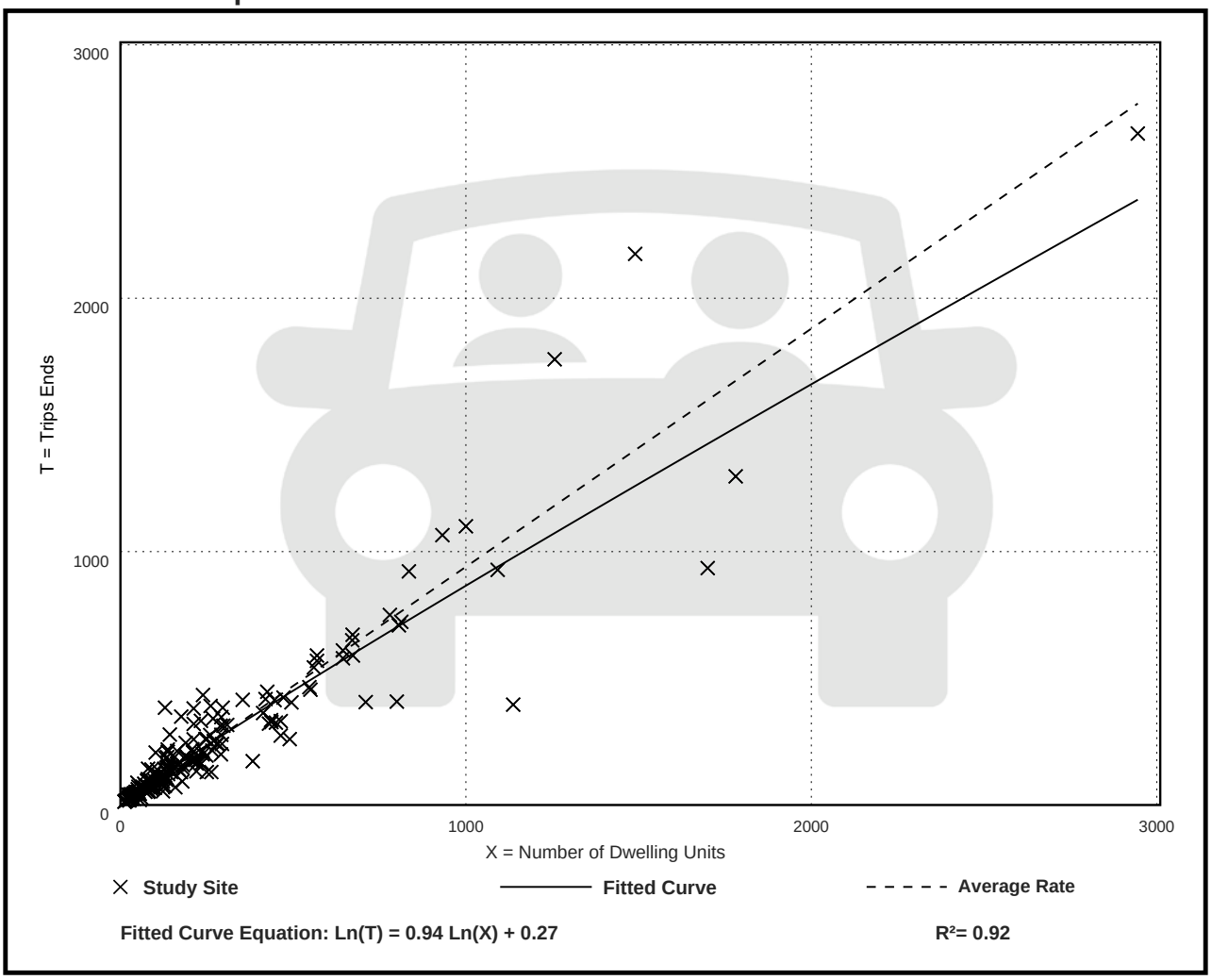
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

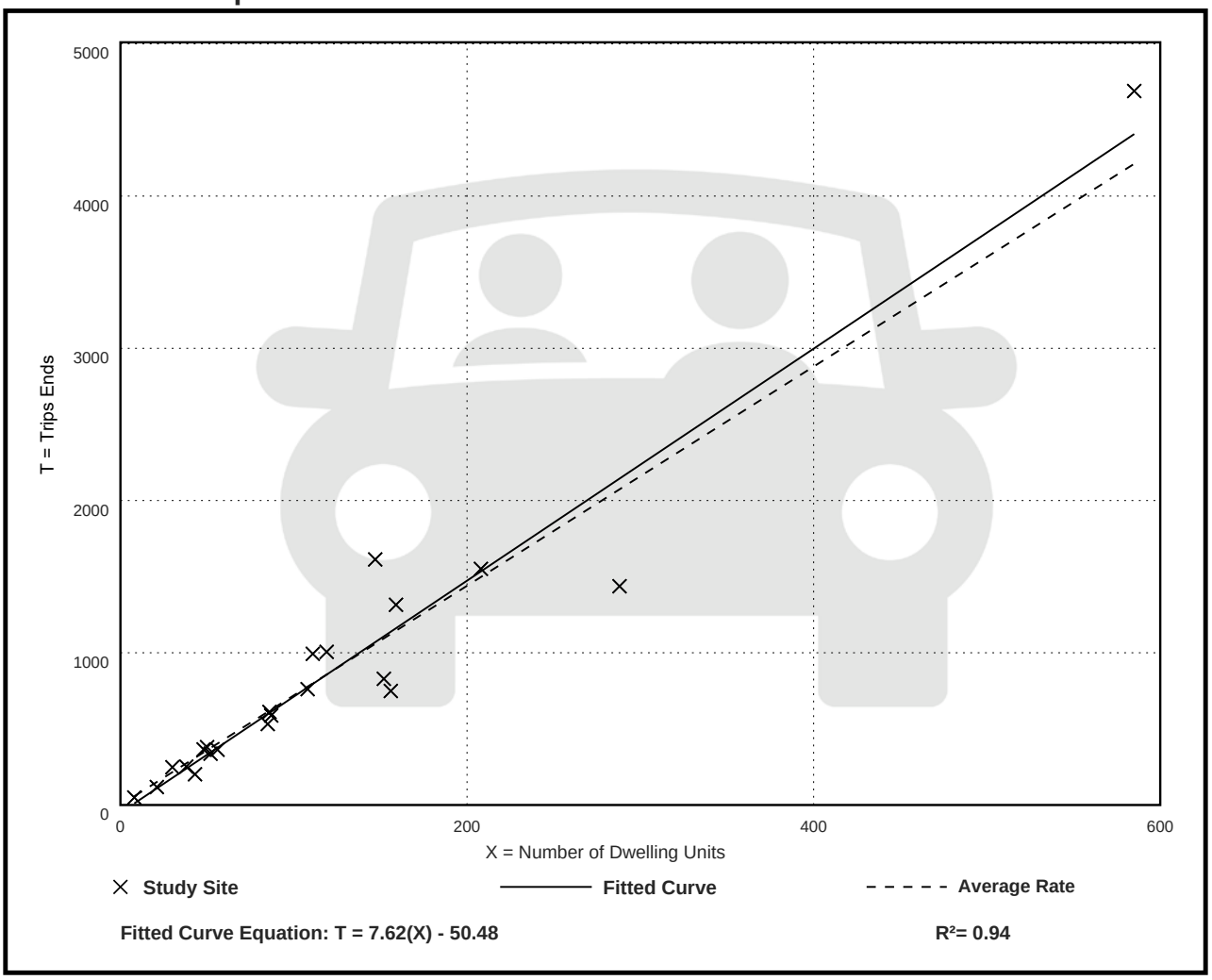
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Fitted Curve Equation: T = 7.62(X) - 50.48

R^2= 0.94

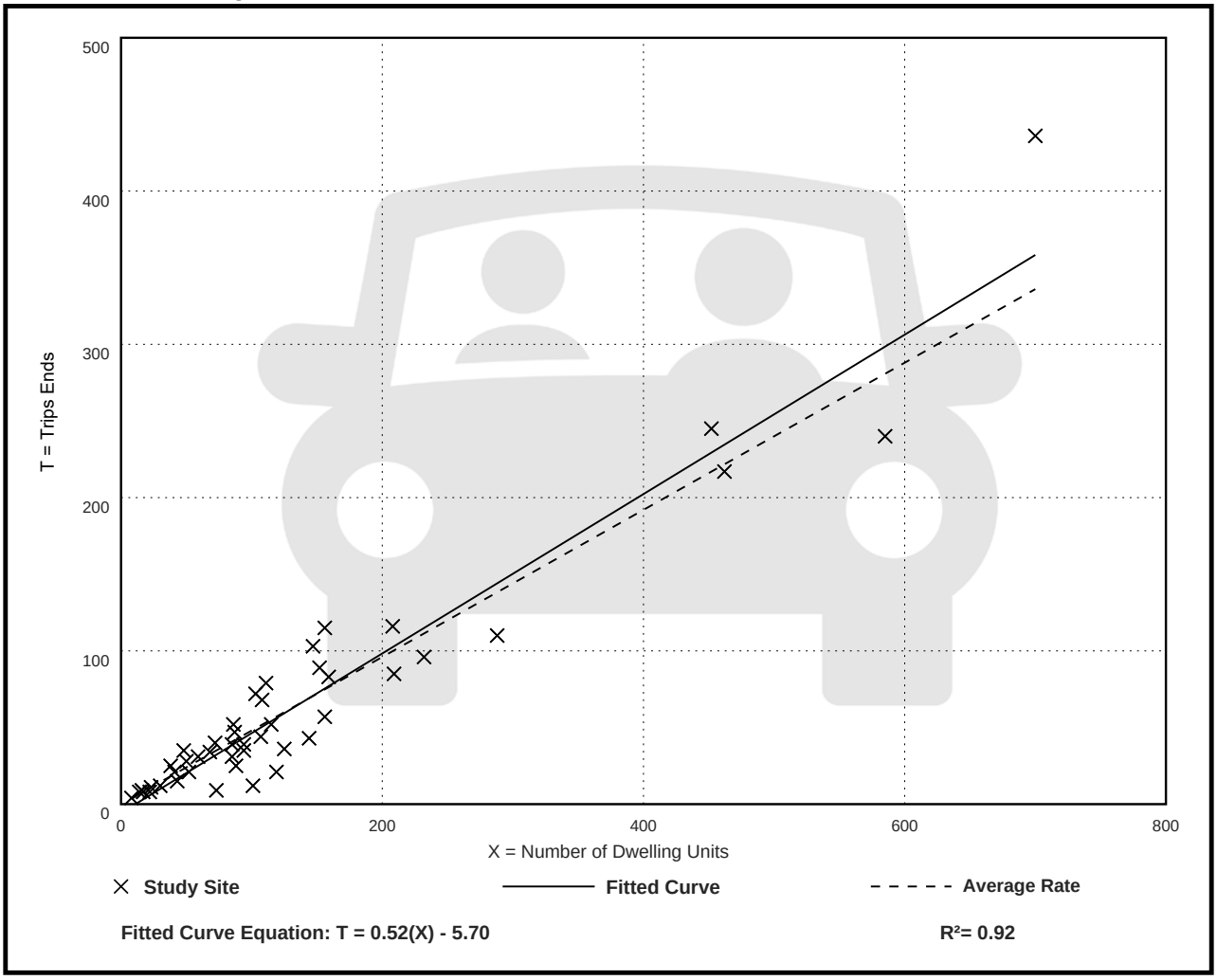
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



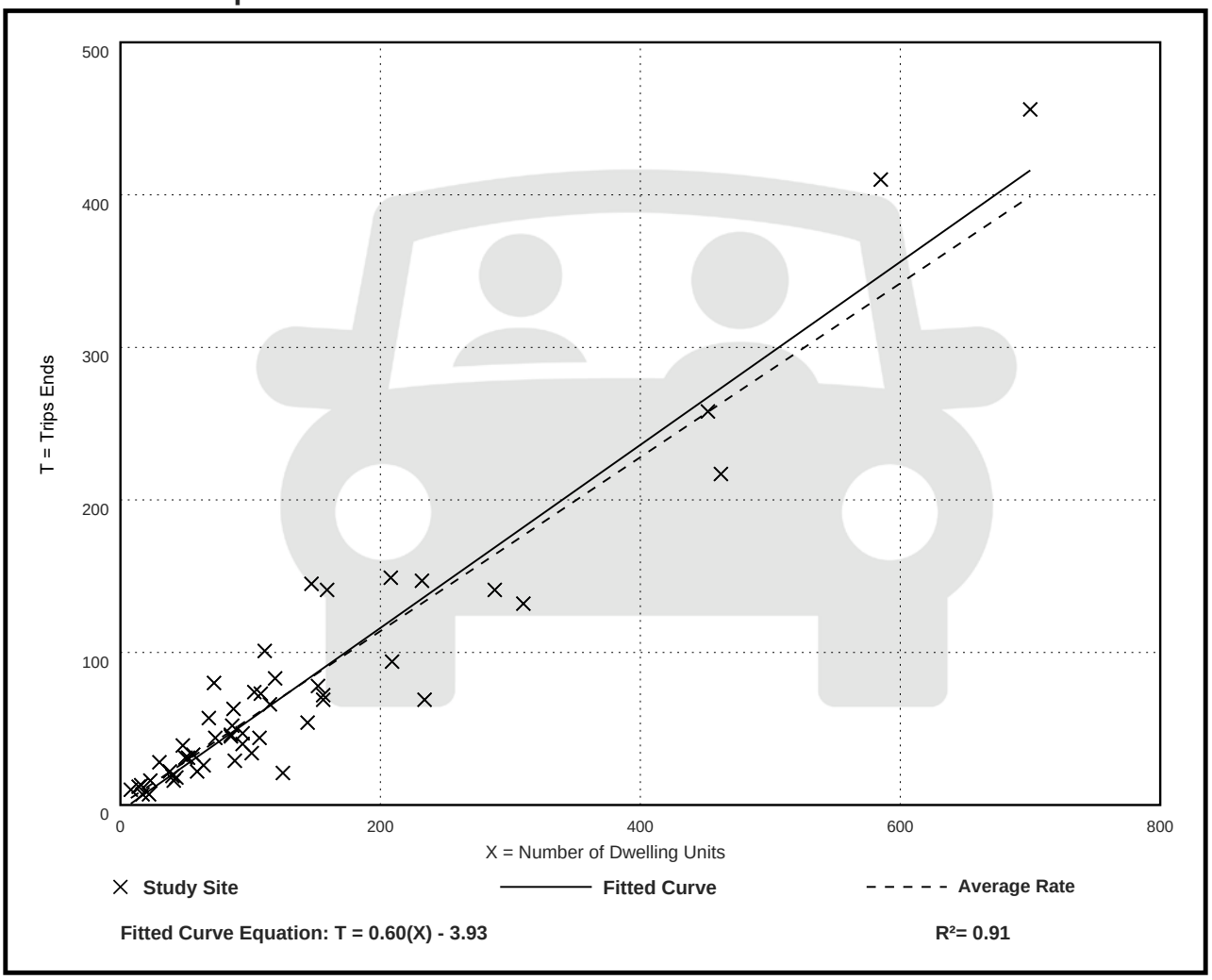
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.60(X) - 3.93

R^2= 0.91

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

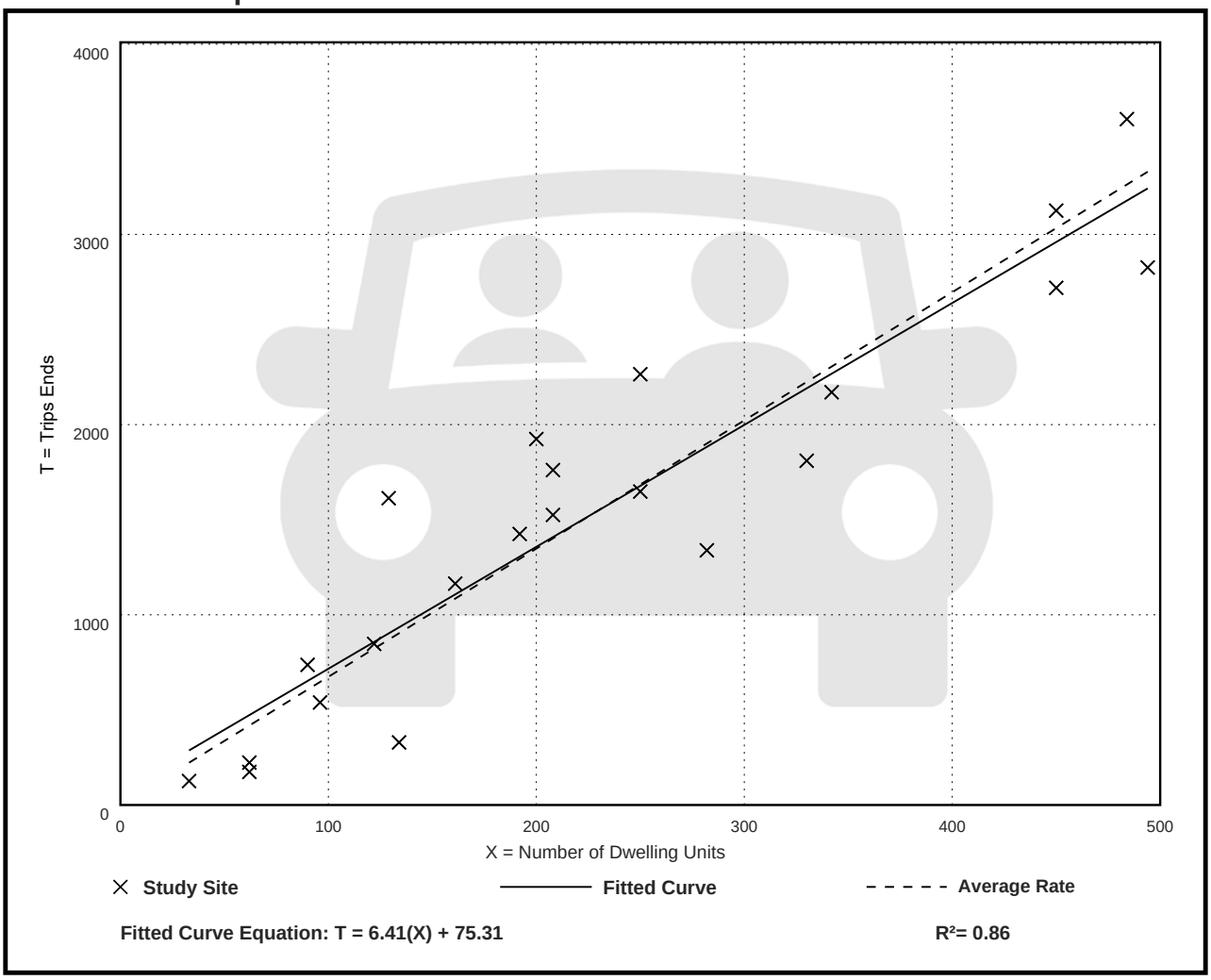
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

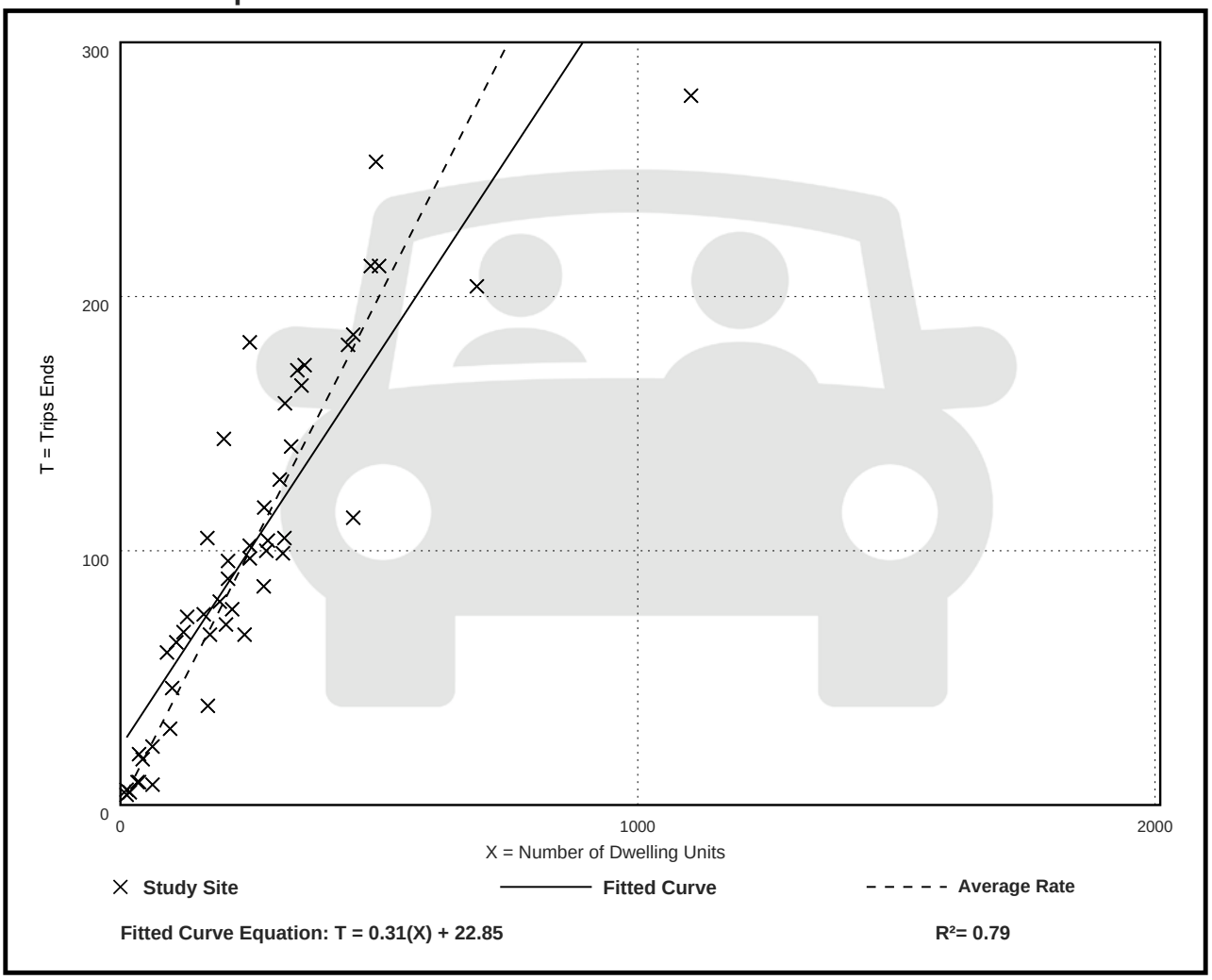
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Fitted Curve Equation: T = 0.31(X) + 22.85

R^2= 0.79

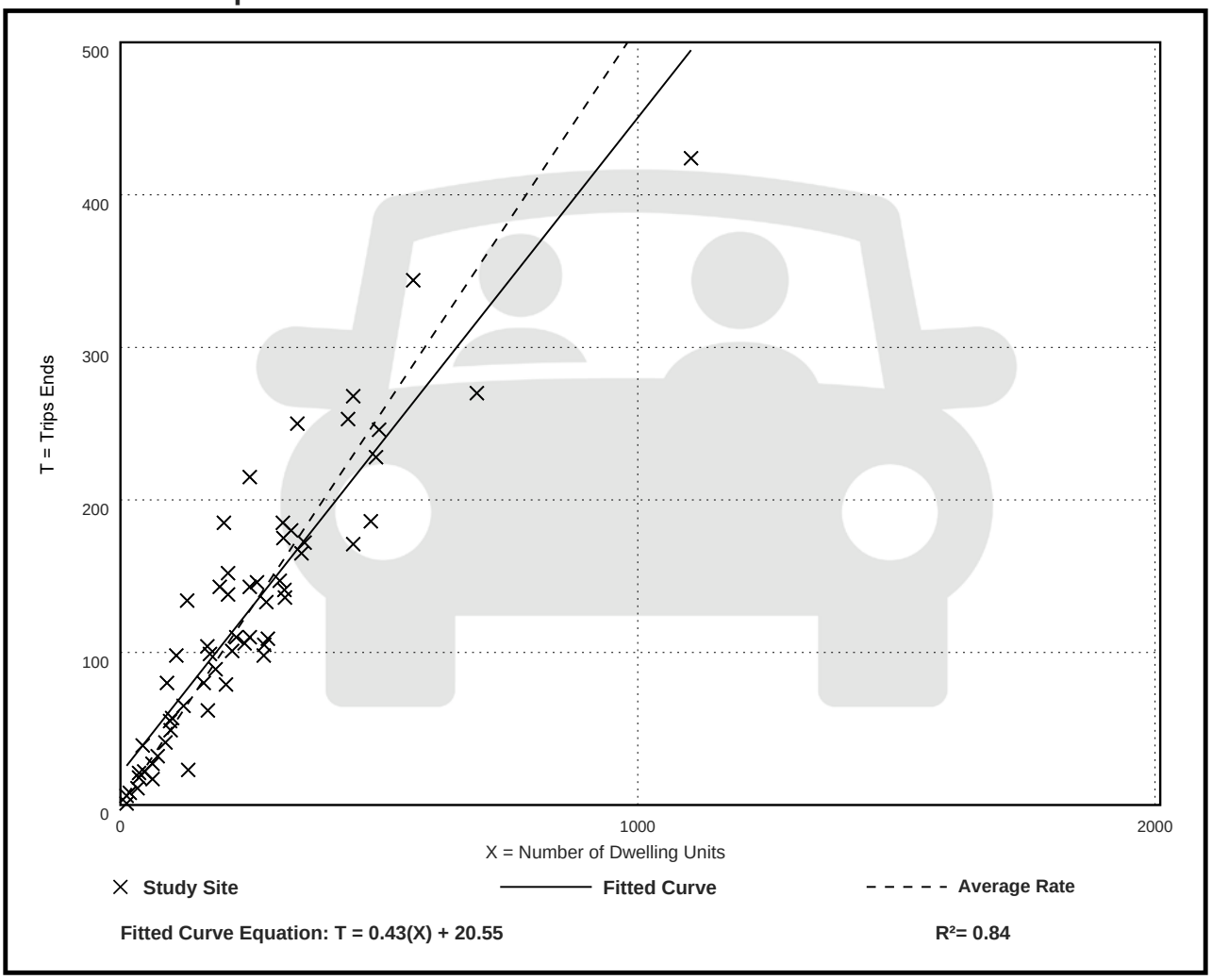
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55

R^2= 0.84

Land Use: 110
General Light Industrial

Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

General Light Industrial
(110)

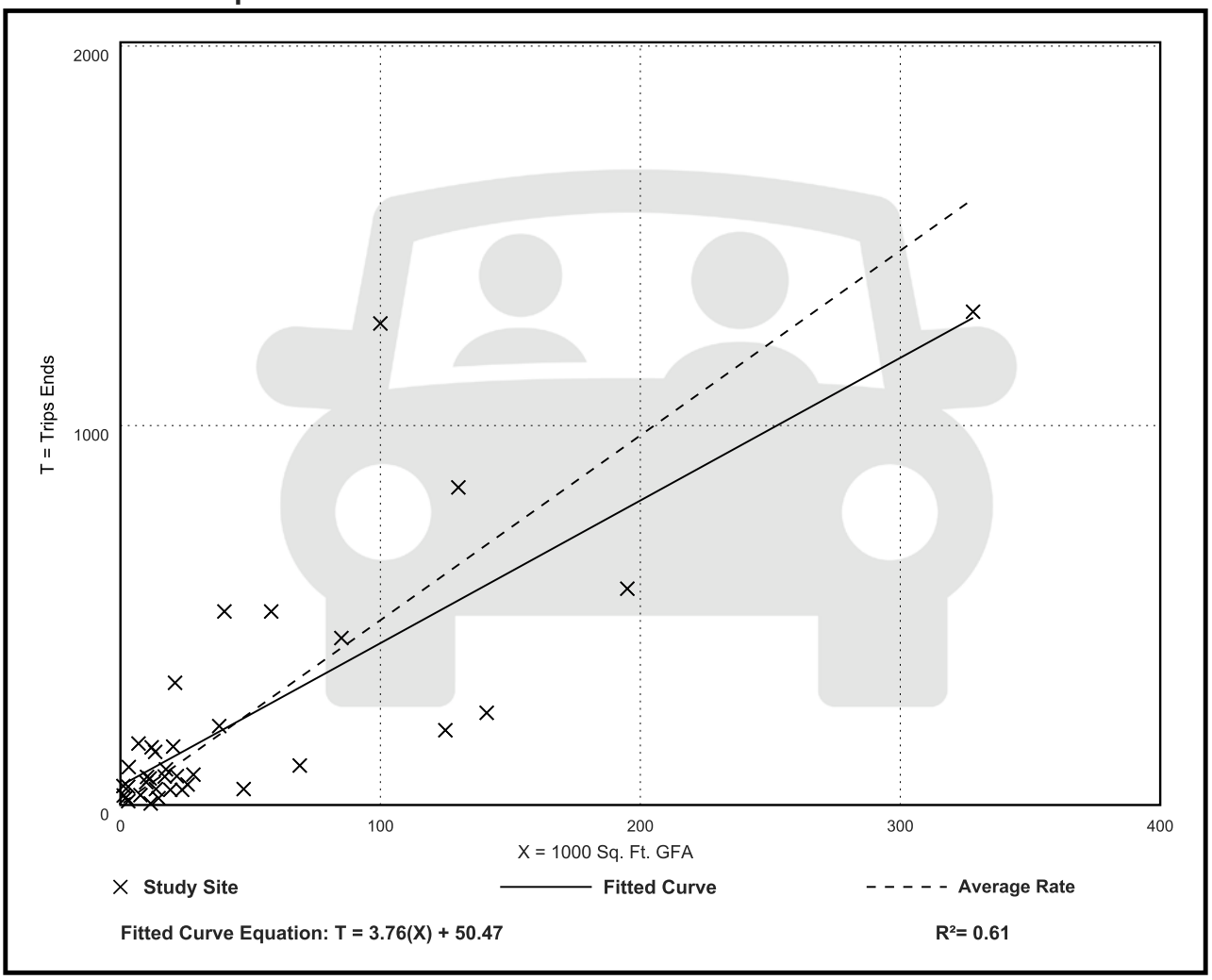
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 45
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.87	0.34 - 43.86	4.08

Data Plot and Equation



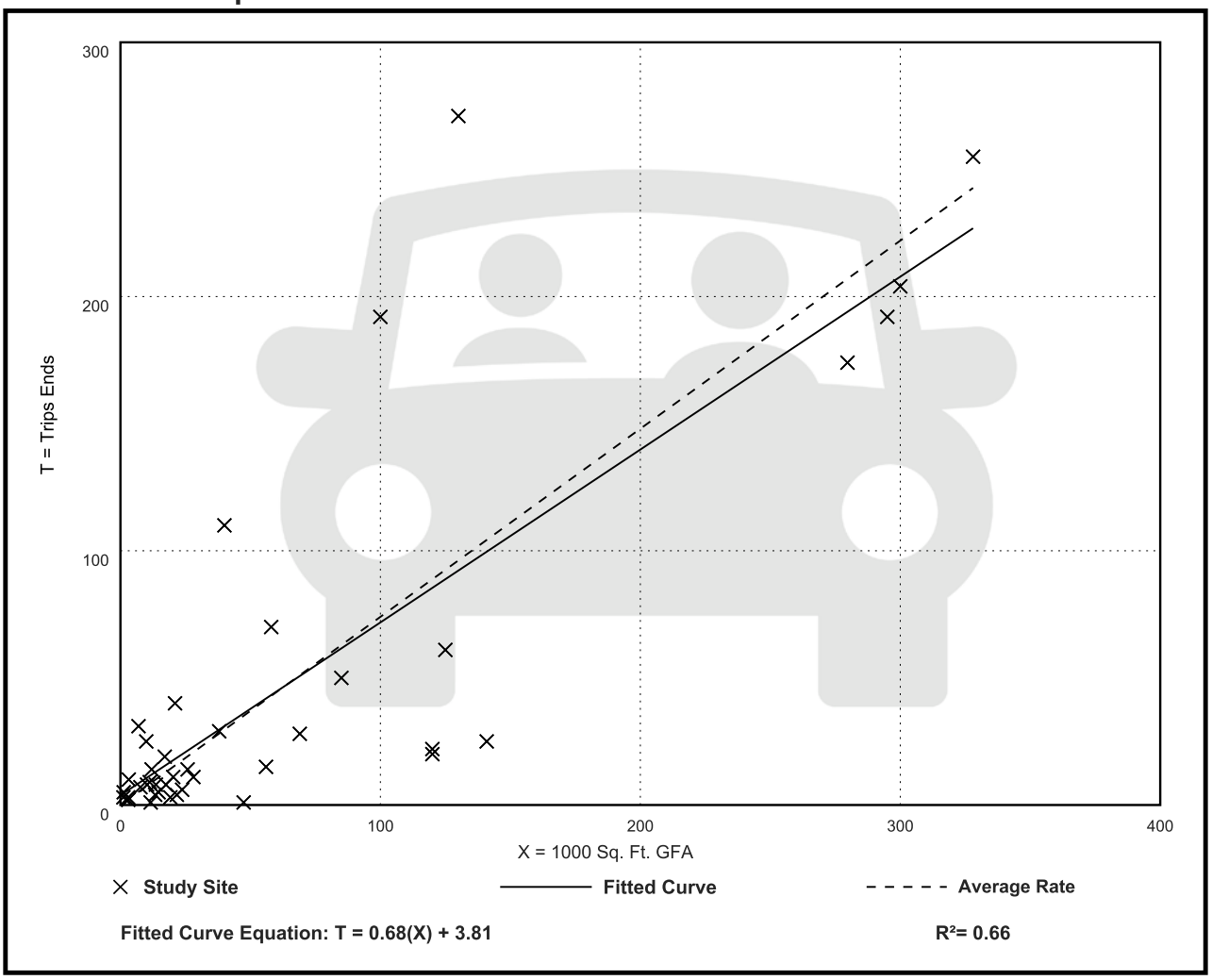
General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 65
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.02 - 4.46	0.61

Data Plot and Equation



General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. 1000 Sq. Ft. GFA: 58
Directional Distribution: 14% entering, 86% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.65	0.07 - 7.02	0.56

Data Plot and Equation

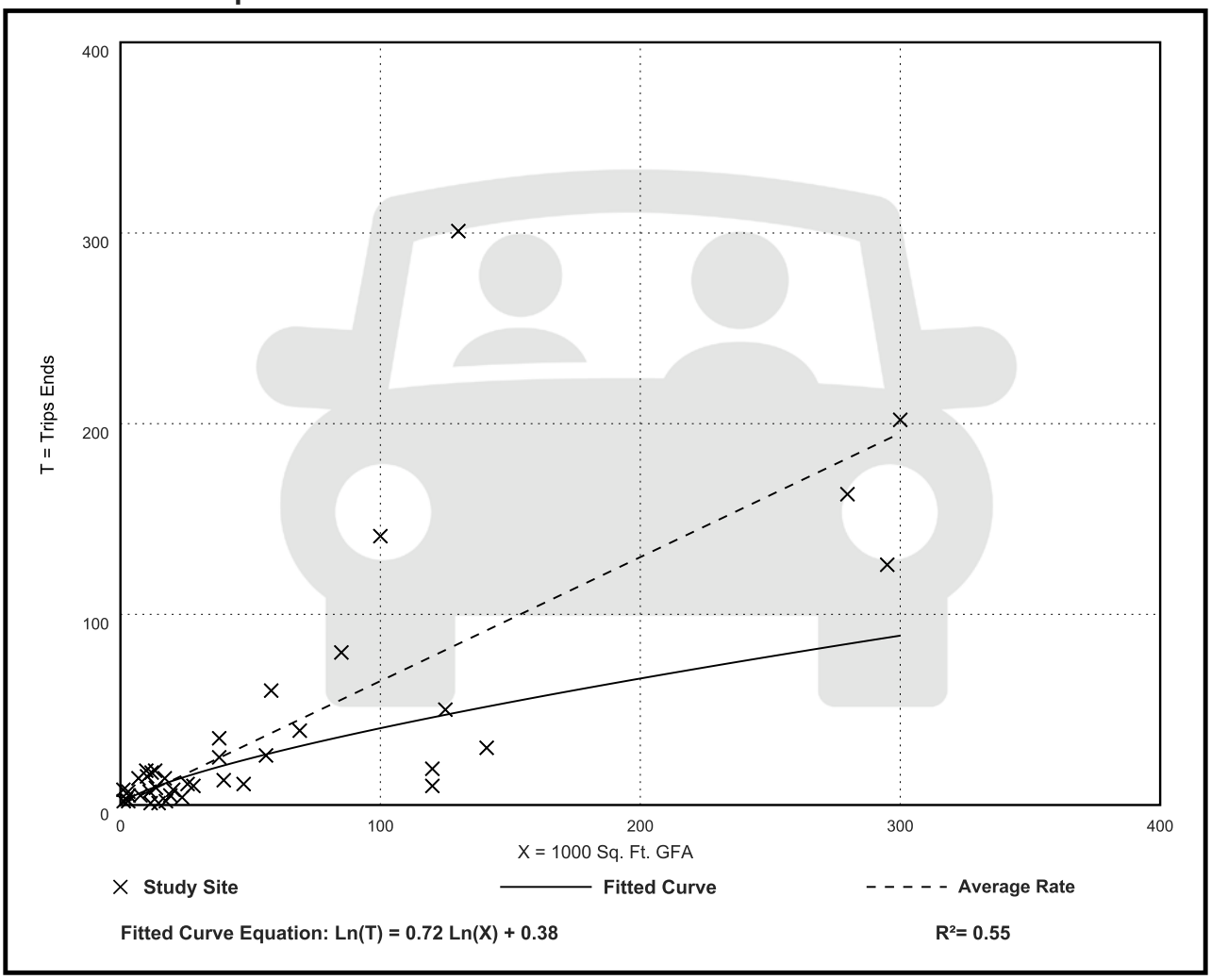


Table 6.1 Unconstrained Internal Person Trip Capture Rates for Trip Origins within a Mixed-Use Development

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
	To Hotel	0%	2%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

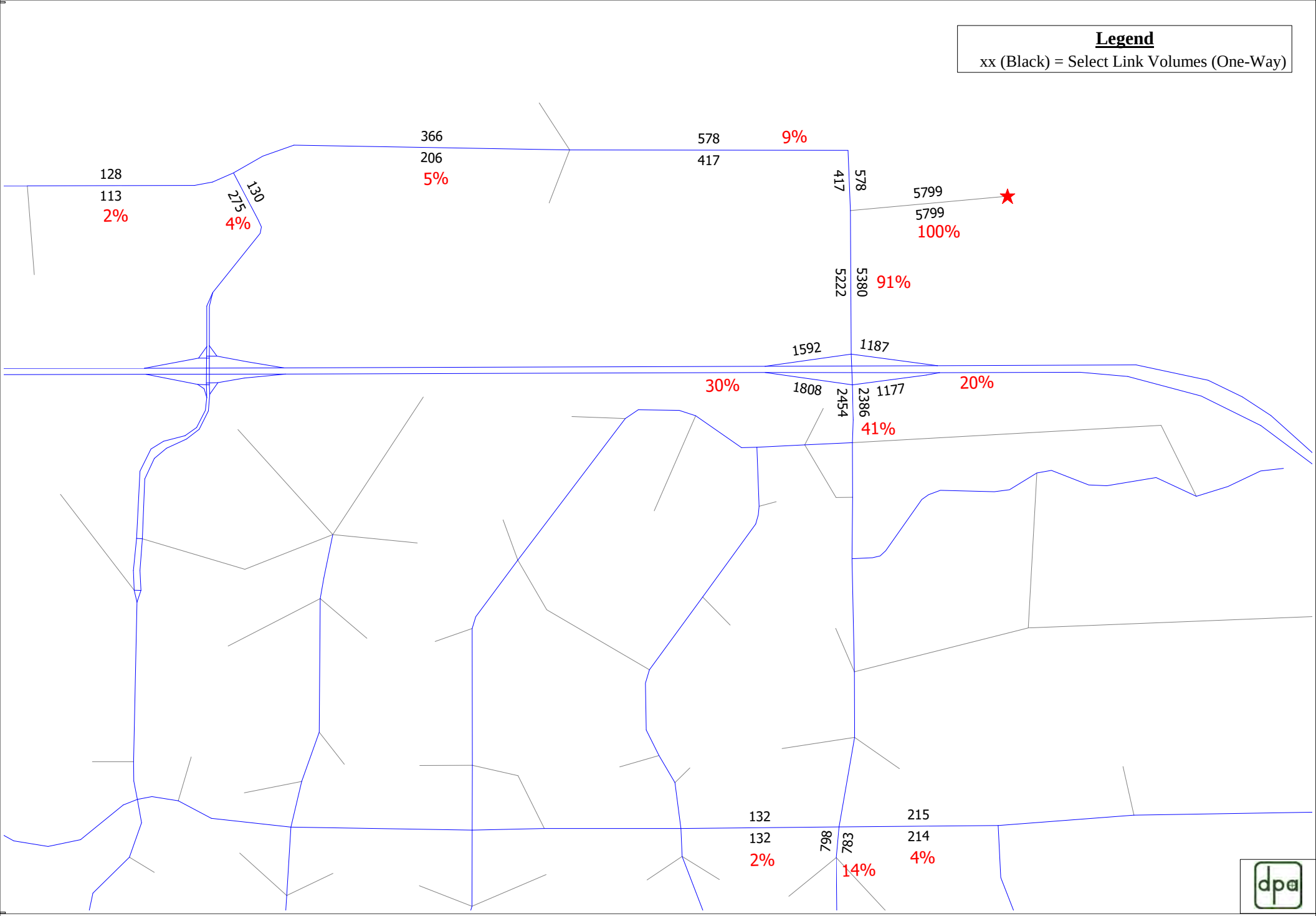
Table 6.2 Unconstrained Internal Person Trip Capture Rates for Trip Destinations within a Mixed-Use Development

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

APPENDIX E

D1RPM SELECT ZONE ANALYSIS



Toledo Blade 320
D1RPMv2.0 - 2028 Select Link Volumes
2023 E + C Network

Year: 2028

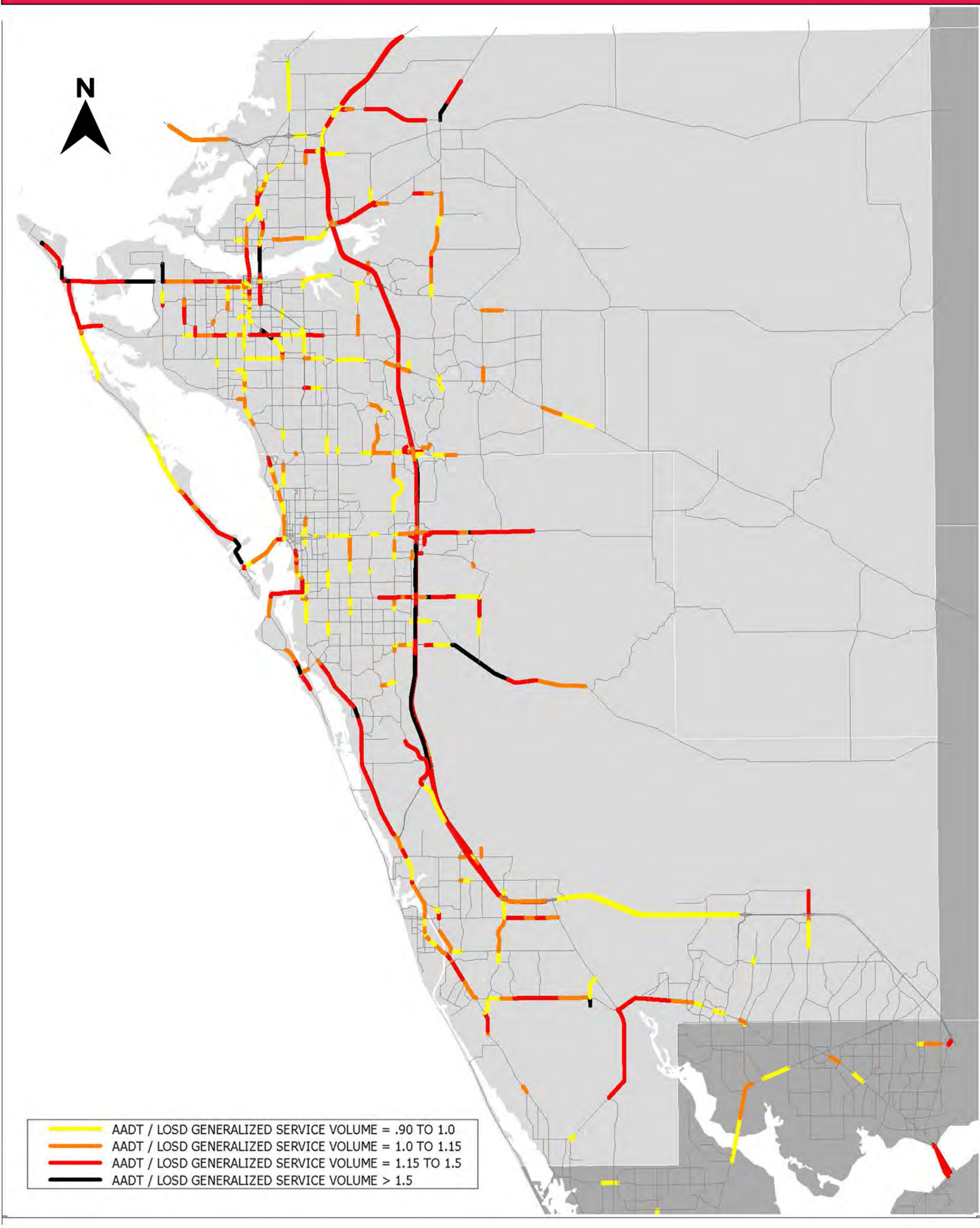
Toledo Blade 2028 Zonal Data

TAZ15	TAZ10	CC	COUNTYNAME	ZONE	ST_CNTY	SFDU	SF_PCTVAC	SF_PCTVNP	SFPOP	SF_POPDU	SF_0AUTO	SF_1AUTO	SF_2AUTO	MFDU	MF_PCTVAC	MF_PCTVNP	MFPOP	MF_POPDU	MF_0AUTO	MF_1AUTO	MF_2AUTO	RESDHHLD	RESDPOP	POPPHHLD	HHINCOME	HHINCINDEX	HHLDSIZE	WRKRPHHLD	WORKERS	IND_EMP	COMM_EMP	SERV_EMP	TOT_EMP	HMDU	HMOCC	HMPOP	SCHOOL	UNIVERSITY	SHORTPARK	LONGPARK	NOTES
5663	0.00	11.00	SARASOTA	5663	12115	200	0	20	500	2.50	0	0	100	700	0	40	1400	2.00	0	100	0	900.00	1900	2.11	55385	1312	1.47	1.00	900	1,800	0	0	1800	0	0	0	0	0	0	1	Toledo Blade

APPENDIX F

MPO LRTP & NORTH PORT CIP

2045 EXISTING + COMMITTED NETWORK



TRANSFORM 2045

Date: April 20, 2020
Created by: Traf-O-Data
Source(s): Sarasota/Manatee MPO & FDOT District 1

Sarasota MPO Manatee

CIP Detail Sheets

Project: R22I75	**Title:** I-75 Interchange Road Infrastructure Improvements (Toledo Blade Blvd)	**Status:** Existing CIP Project - Revised Request
Category: Public Works - Transportation	**Department:** ROAD & DRAINAGE	**LMS:**

Comprehensive Plan Information		Project Location
CIE Project: Yes	**Capital Improvement:**	**District:**
LOS/Concurrency:	**Project Need:**	**Location:**

Programmed Funding

Programmed Funding	Appropriated To Date	Budgeted FY 2023	*Non-Appropriated Programmed CIP Funding* FY 2024	FY 2025	FY 2026	FY 2027	Future Funding
500,000	500,000	0	0	0	0	0	2,000,000

Strategic Pillar

Infrastructure & Facilities Integrity

Project Description

Construct a traffic signal on Toledo Blade Boulevard at the I-75 northbound entrance and exit ramps. Planning and design in Fiscal Year 2022 and construction in Fiscal Year 2023.

Project Rationale

There are extremely long queues in the morning and evening peak hours at the I-75 interchange at Toledo Blade Boulevard creating unsafe conditions. The installation of the traffic signal can greatly improve the operations and safety of this interchange.

Funding Strategy

As the Florida Department of Transportation (FDOT) will not have this improvement on their project list until at least 2027, the quickest alternative is for the City to move forward with design and apply for construction grants including FDOT Local Agency Program (LAP) funding. Surtax has been allocated for the Plan/Design/Engineering phase.

Expenditures To Date $0

Operation Budget Impact

Operational impacts include signal maintenance.

Project Image

Schedule of Activities

Project Activities	From - To	Amount
DESIGN/ENGINEERING	10/2021 - 09/2022	500,000
CONSTRUCTION	10/2022 - 09/2023	2,000,000
	Total Budgetary Cost Estimate:	2,500,000

Means of Financing

Funding Source	Amount
SURTAX	500,000
Total Programmed Funding:	500,000
Future Funding Requirements:	2,000,000

CIP Detail Sheets

Project: R15PW1/U15PW1	**Title:** Price Boulevard Widening Phase I	**Status:** Existing CIP Project
Category: Public Works - Transportation	**Department:** ROAD & DRAINAGE	**LMS:** A

Comprehensive Plan Information		**Project Location**
CIE Project: Yes	**Capital Improvement:**	**District:**
LOS/Concurrency: Yes	**Project Need:** N/A	**Location:**

Programmed Funding

Programmed Funding	Appropriated To Date	Budgeted FY 2023	*Non-Appropriated Programmed CIP Funding* FY 2024	FY 2025	FY 2026	FY 2027	Future Funding
7,487,150	7,487,150	0	0	0	0	0	57,000,000

Strategic Pillar

Infrastructure & Facilities Integrity

Project Description

This Project is to design and prepare engineering plans, specifications and estimates for competitive bidding to Award a Contract for the acquisition of land for stormwater ponds, dark fiber installation, and construction needed to expand Price Boulevard to 5 lanes within the existing 100-foot right-of-way between Sumter Boulevard and Toledo Blade Boulevard.

Project Rationale

Project also includes water and reclaimed water. Staff will evaluate potential financing.

Funding Strategy

This Project is partially funded with the following sources: Escheated Lots, Transportation Impact Fees, Surtax, and Utilities. Alternative funding sources are being pursued for the remainder of the Project costs.

Expenditures To Date $3,685,733

Operation Budget Impact

The operating impact of this project includes the addition of general maintenance and electrical for streetlights. Future maintenance costs for utilities include the water line and hydrants, and will be calculated when design is complete. Debt service is the potential financing.

Project Image

Schedule of Activities

Project Activities	From - To	Amount
DESIGN/ENGINEERING	10/2014 - 09/2025	3,467,530
LAND ACQUISITION	10/2014 - 09/2025	2,000,000
CONSTRUCTION	10/2014 - 09/2026	59,019,620
	Total Budgetary Cost Estimate:	64,487,150

Means of Financing

Funding Source	Amount
ROAD & DRAINAGE DISTRICT	100,000
SEWER CAPACITY FEE FUND	52,260
ESCH LOT-LAND/FUTURE PROJ	1,850,000
SURTAX	850,000
UTILITY REVENUE FUND	731,890
NP TRANSPORT IMPACT FEES	3,903,000
Total Programmed Funding:	7,487,150
Future Funding Requirements:	57,000,000

FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

Web Application

Office of Work Program and Budget Cynthia Lorenzo - Director **Updated: 4/5/2023**

Five Year Work Program

Selection Criteria
All in State
2023-2028 G1
Item Number:452357-1

Scheduled Activities may or may not be confirmed dates and are subject to change without notice.
Please contact the Program Services Office at the appropriate District office for validation.

452357-1 I-75 AT TOLEDO BLADE INTERCHANGE IMPROVEMENTS
District 01 - Sarasota County **Project Manager:** JMK-KCS-JAJ

Type of Work: INTERCHANGE IMPROVEMENT

Activity	Description	Planned Start	Planned Finish
250000000	P.E. BEGIN	07/03/2023	06/28/2024
283000000	OPEN DESIGN BUILD BID	05/29/2024	05/29/2024
203000000	C.E.I. CONS. CONT. EXEC.	06/26/2024	06/28/2024

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Florida Department of Transportation

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