

Interchange Operational Analysis Report

I-95 at Wickham Road

FIN Number: 436125-1

Brevard County

February 2, 2021



Interchange Operational Analysis Report (IOAR)







Interstate 95 (I-95) at Wickham Road

FPID - 436125-1

Florida Department of Transportation Determination of Safety, Operational and Engineering Acceptability

Acceptance of this document indicates successful completion of the review and determination of safety, operational and engineering acceptability of the Interchange Access Request. Approval of the access request is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department's Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered approval of the project location design concept described in the environmental document.

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SYSTEMS IMPLEMENTATION OFFICE

QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: 2/2/2021

FM Number: 436125-1

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Quality Control (QC) Statement

This document has been prepared following FDOT Procedure Topic No. 525-030-160 (New or Modified Interchanges) and complies with the FHWA two policy requirements. Appropriate District level quality control reviews have been conducted and all comments and issues have been resolved to their satisfaction. A record of all comments and responses provided during QC review is available in the project file or Electronic Review Comments (ERC) system.

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PROFESSIONAL ENGINEER CERTIFICATE

Financial Project ID: 436125-1

Project: I-95/Wickham Road IOAR

County: Brevard

FDOT District: Five

I, Arjun Chauhan, Florida P.E. Number 85691, have prepared and reviewed the I-95/Wickham Road IOAR. I have specifically followed the guidelines as adopted by the Florida Department of Transportation, FDOT Policy No. 000-525-015-h, and FDOT Procedure No. 525-030-160-i. Based on traffic count information, general data sources, and other pertinent information, the IOAR has been prepared using current traffic engineering, transportation planning, and Florida Department of Transportation practices and procedures.

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Arjun** Digitally signed by
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Date

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District Five has prepared an Interchange Operational Analysis Report (IOAR) for the proposed improvements of the I-95 and Wickham Road interchange located in Brevard County, Florida. The findings, operational and safety analysis, and the Federal Highway Administration (FHWA) Policy Points discussion are summarized as follows:

Purpose and Need

The purpose of this project is to provide operational benefits at the interchange of I-95 and Wickham Road. The following operational deficiencies have been observed at the Wickham Road and I-95 ramp terminal intersections:

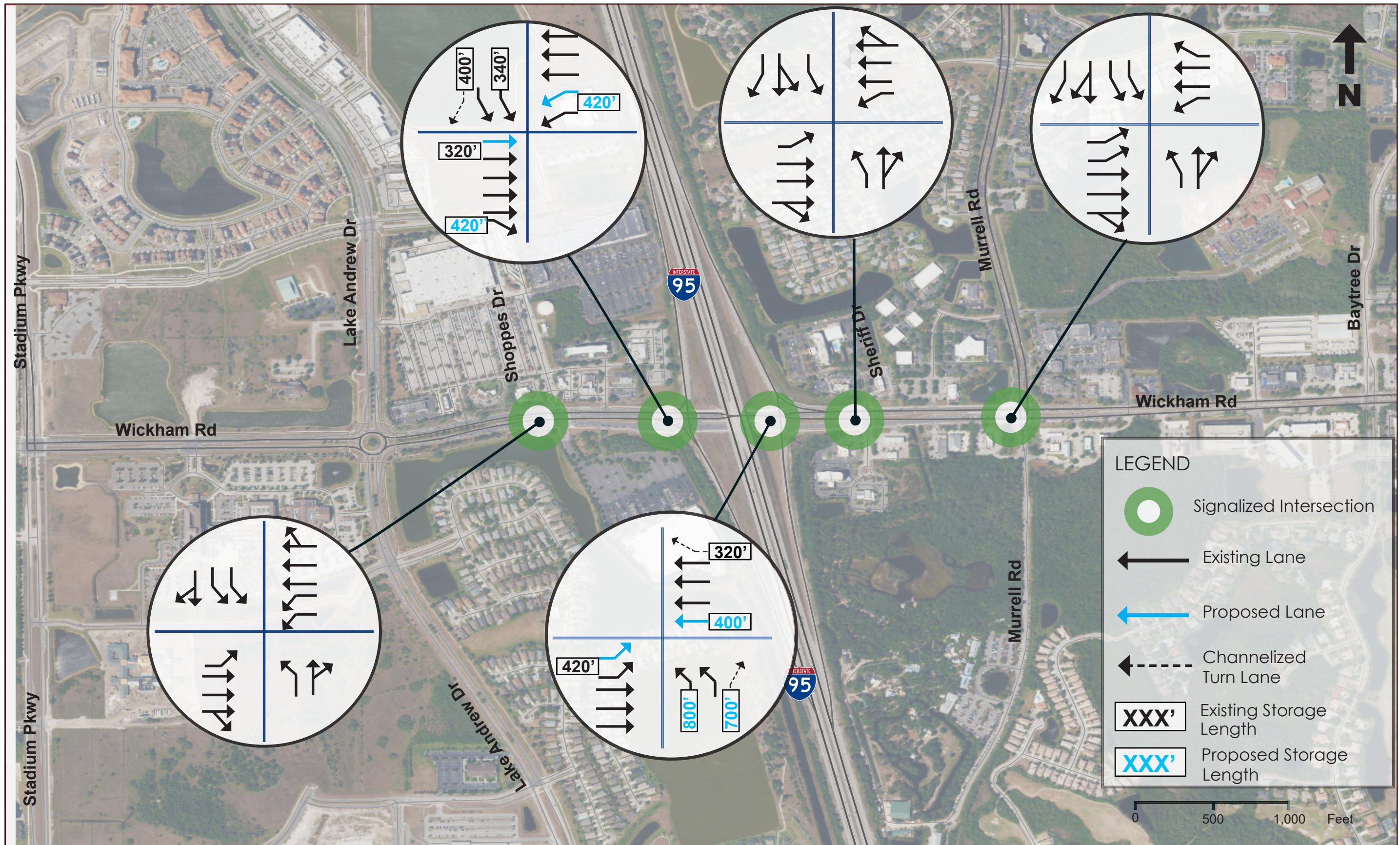
- Wickham Road at the I-95 Southbound Ramps
 - In the existing peak hours, the intersection operates within the designated target for Level of Service (LOS). However, the eastbound left turn at Wickham Road and the I-95 northbound ramp terminal does back up on Wickham Road.
- Wickham Road at the I-95 Northbound Ramps
 - In the existing PM peak hour, heavy queues (95th Percentile) have been observed on the I-95 northbound off-ramp.
 - In the existing AM peak hour, queuing beyond the storage was observed on the I-95 northbound off-ramp and the eastbound left turn movements. In addition, significant delays were observed for the eastbound left turn movement and the northbound left turn movement causing these movements to experience failing conditions.
 - While the existing queues do not back onto the I-95 mainline, the delays and queues are anticipated to worsen in the future conditions, which could have an impact on the I-95 mainline operations.

The proposed improvements are expected to improve operating conditions at both ramp terminals and prevent adverse impacts to the I-95 mainline. The proposed improvements are expected to also provide safety benefits.

Proposed Improvements

The I-95 and Wickham Road interchange improvement is planned and funded for construction in FY 2022. Design for the improvements is on-going with 60% plans recently released. The construction letting date of the project is currently set for December 2021 with an anticipated opening year in 2023. The proposed improvements at the two ramp intersections are listed below and illustrated in **Figure E-1**:

- Wickham Road at the I-95 Southbound ramps
 - Additional westbound left turn lane and the corresponding widening of the I-95 southbound on-ramp to accommodate the dual left turn lanes. The two lane on-ramp merges to one lane before the freeway ramp gore, therefore maintaining existing lanes at the gore point.
 - Additional eastbound through lane that serves as storage for the eastbound left turn lane at the downstream northbound ramps intersection.
 - Extension of storage for the eastbound right turn lane on Wickham Road by nearly 80 feet.
- Wickham Road at the I-95 Northbound ramps
 - Additional eastbound left turn lane and the corresponding widening of the I-95 northbound on-ramp to accommodate the dual left turn lanes. The two lane on-ramp merges to one lane before the freeway ramp gore, therefore maintaining existing lanes at the gore point.
 - Additional westbound through lane that serves as storage for the westbound left turn at the downstream southbound ramps intersection and an extension of the storage length by nearly 150 feet.
 - Extension of storage for the northbound left and right turn lanes by nearly 400 feet and 420 feet respectively.



FHWA Policy Points

The proposed improvements are consistent with FHWA's Policy Points.

Policy Point 1: *An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).*

A detailed operational and safety analysis was conducted in this IOAR to address this policy point. The response is provided in two parts, discussion of the operational improvements and safety performance.

Operational Analysis

- Traffic operational analysis was performed for existing year (2019), opening year (2023) and design year (2033).
- Existing Year
 - Congestion, delays, and queuing are experienced at the I-95 northbound ramps intersection in the existing year analysis.
- No-Build Conditions and Build Conditions
 - 2023 and 2033 No-Build analysis indicates traffic conditions will continue to worsen if no improvements are made.

- 2023 and 2033 Build analysis indicates that, the proposed improvements will improve operations at the I-95 southbound and northbound ramp terminals and will not have any adverse impacts to the I-95 mainline operations.
- Some movements at the I-95 southbound and northbound ramp terminals were observed to operate at LOS E. However, the overall LOS of the intersection is projected to improve. The queues for these movements were observed to be within the storage provided.
- The overall intersection LOS and Delay (sec/veh) are expected to improve and meet the LOS target (LOS D) for both the ramp terminal intersections. **Table E-1** summarizes the ramp intersection operational analysis results.
- Analysis shows a reduction of the 95th percentile queue ensuring there will be no queue spillback onto the I-95 mainline during the design year peak hours. **Table E-2** summarizes the off-ramp queues at both the ramp terminal intersections.

Table E-1 Operational Analysis Results

Intersection	2019 Existing		2023 (No-Build)		2023 (Build)		2033 (No-Build)		2033 (Build)	
	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
AM Peak Hour										
Wickham Rd at I-95 SB Ramps	15.9	B	16.6	B	14.6	B	17.4	B	14.8	B
Wickham Rd at I-95 NB Ramps	58.1	E	61.1	E	41.8	D	84.8	F	43.4	D
PM Peak Hour										
Wickham Rd at I-95 SB Ramps	13.1	B	14.1	B	10.6	B	16.6	B	12.4	B
Wickham Rd at I-95 NB Ramps	43.5	D	58.2	E	29.6	C	61.0	E	31.1	C

*Delay is reported in seconds/vehicle.

Table E-2 95th Percentile Queue Length

Intersection	Ramp Length* (ft.)	95 th Percentile Queue Length (ft.)				
		2019 Existing	2023 (No-Build)	2023 (Build)	2033 (No-Build)	2033 (Build)
AM Peak Hour						
Wickham Rd at I-95 SB Ramps	2,160	275	300	275	325	325
Wickham Rd at I-95 NB Ramps	2,200	1,100	1,225	675	1,675	800
PM Peak Hour						
Wickham Rd at I-95 SB Ramps	2,160	225	225	225	225	225
Wickham Rd at I-95 NB Ramps	2,200	750	975	600	1,075	650

*Ramp lengths are measured as the distance from the stop bar to the painted nose of the gore

Safety Performance

- The historical crash analysis indicates no existing safety issues when compared with statewide crash rates. The existing crash rate on Wickham Road is 3.97 which is lower than the statewide average of 4.90 for a six-lane urban divided roadway.
- Crash Modification Factor (CMF) Clearing House and FHWA sources were reviewed to determine crash modification factors for the proposed improvements. While there are no CMF's that can be applied to quantify the benefits, FDOT's Crash Reduction Factors (CRF) are available for the improvements proposed. The CRF's show a positive effect on safety for the proposed improvements with up to 11% reduction in total crashes.
- Additionally, the FHWA Signalized Intersections Safety Guide cites studies performed at similar intersections with dual left turn lane improvements showing reduction by at least 20% in angle fatal/injury collisions and 29% in fatal/injury rear-end collisions. The literature review also found that dual left-turn lanes with protected-only phasing generally operate with minimal negative safety impacts.
- The analysis shows that the proposed improvements are projected to reduce the crashes and improve safety in the study area including the I-95 northbound and southbound ramp terminals.

Policy Point 2: *The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on-ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design*

The existing interchange is a traditional diamond interchange providing full access to all traffic movements on the connecting crossroad (Wickham Road). The proposed improvement will maintain full access to all traffic movements. The interchange access conditions will remain the same in the Build condition.

The proposed improvements are expected to improve operations and safety along Wickham Road and at the I-95 ramp terminal intersections. Based on the analysis performed in support of this IOAR, the proposed improvements have safety, operational and engineering viability and do not have an adverse impact on the I-95 mainline operations.

1.0 GENERAL PROJECT INFORMATION

1.1 Introduction

The Florida Department of Transportation (FDOT) District Five has prepared this Interchange Operational Analysis Report (IOAR) for the proposed improvements at the I-95 and Wickham Road interchange located in Brevard County, Florida. The project location is illustrated in **Figure 1**. The project is currently under design. The construction letting date is currently set for December 2021 with an anticipated opening in year 2023. Two (2) other interchanges providing access to the residential communities and places of work located in the area are adjacent to the I-95 and Wickham Road interchange in Brevard County.

1.2 Purpose and Need

The purpose of this project is to provide operational benefits at the interchange of I-95 and Wickham Road. The following operational deficiencies have been observed at the Wickham Road and I-95 ramp terminal intersections:

- Wickham Road at the I-95 Southbound Ramps
 - In the existing peak hours, the intersection operates within the designated target for Level of Service (LOS). However, the eastbound left turn at Wickham Road and the I-95 northbound ramp terminal does back up on Wickham Road.
- Wickham Road at the I-95 Northbound Ramps
 - In the existing PM peak hour, heavy queues (95th percentile) have been observed on the I-95 northbound off-ramp.
 - In the existing AM peak hour, queuing beyond the storage was observed on the I-95 northbound off-ramp and the eastbound left turn movements. In addition, significant delays were observed for the eastbound left turn movement and the northbound left turn movement causing these movements to experience failing conditions.
 - While the existing queues do not back onto the I-95 mainline, the delays and queues are anticipated to worsen in the future conditions, which could have an impact on the I-95 mainline operations.

The proposed improvements are expected to improve operating conditions at both ramp terminals and prevent adverse impacts to the I-95 mainline. The proposed improvements are expected to also provide safety benefits.

To address the existing and future needs, the proposed improvements include the following:

- Wickham Road at the I-95 Southbound ramps
 - Additional westbound left turn lane and the corresponding widening of the I-95 southbound on-ramp to accommodate the dual left turn lanes. The two lane on-ramp merges to one lane before the freeway ramp gore, therefore maintaining existing lanes at the gore point.
 - Additional eastbound through lane that serves as storage for the eastbound left turn lane at the downstream northbound ramps intersection.
 - Extension of storage for the eastbound right turn lane on Wickham Road by nearly 80 feet.
- Wickham Road at the I-95 Northbound ramps
 - Additional eastbound left turn lane and the corresponding widening of the I-95 northbound on-ramp to accommodate the dual left turn lanes. The two lane on-ramp merges to one lane before the freeway ramp gore, therefore maintaining existing lanes at the gore point.
 - Additional westbound through lane that serves as storage for the westbound left turn at the downstream southbound ramps intersection and an extension of the storage length by nearly 150 feet.
 - Extension of storage for the northbound left and right turn lanes by nearly 400 feet and 420 feet respectively.



1.3 Methodology

The methodology is developed in accordance with the FDOT Policy No 000-525-015-h, approval of new or modified Access to Limited Access Highways on the State Highway System (SHS) and FDOT Procedure 525-030-160-i, new or modified interchanges. Synchro 10 software was used to perform the traffic operational analysis and for reporting the measures of effectiveness (MOEs). The MOEs are reported using HCM 6th edition methodology and include intersection delay, intersection LOS, 95th percentile queue length and individual movement delay and individual movement LOS. LOS is a qualitative measure of how efficiently a roadway or intersection operates. LOS A represents the highest traffic flow quality, while LOS E represents traffic flow at capacity. LOS F represents forced flow congested conditions. The LOS performance criteria targets as per FDOT Policy No 000-525-006-c, level of service for the SHS, sets standards for the SHS to be planned, designed and operate at acceptable LOS as follows:

MOE's	
INTERSECTION DELAY	INTERSECTION LOS
MOVEMENT QUEUE LENGTH (95 TH PERCENTILE)	MOVEMENT DELAY

- I-95 Mainline – LOS D
- Wickham Road – Segment: LOS D

A ramp capacity analysis based on HCM 6th edition methodology was conducted for existing and future traffic conditions. For traffic forecasting, the Central Florida Regional Planning Model (CFRPM) v6.1 travel demand model was utilized, and growth rates were compared with other sources such as FDOT's historic traffic trends tool and University of Florida's Bureau of Economic and Business Research (BEBR) population growth rates. The analysis years for this project are as follows:

- Existing Year – 2019
- Opening Year – 2023
- Design Year – 2033

A safety analysis was performed in this IOAR with data obtained from FDOT's Crash Analysis Reporting (CAR) System. Historical crash rates are computed and compared with statewide standards as received from the FDOT District 5 safety office.

1.4 Area of Influence

The Area of Influence (AOI) of the study interchange is shown in **Figure 2** and includes five intersections along Wickham Road. The key signalized intersections on Wickham Road evaluated for the analysis are:

- Wickham Road at Shoppes Drive
- Wickham Road at I-95 southbound ramps
- Wickham Road at I-95 northbound ramps
- Wickham Road at Sheriff Drive
- Wickham Road at Murrell Road

The intersection of Lake Andrews Drive is a roundabout and is 0.4 miles to the west of the I-95 southbound ramps intersection on Wickham Road. The roundabout is currently built-out with bypass lanes in three of the four quadrants and there are no planned improvements in the future. The traffic entering and exiting the roundabout does not impact the adjacent signalized intersection of Wickham Road and Shoppes Drive based on field observations and feedback from local agencies. In addition, obtaining the traffic count data for this intersection was also challenging owing to the COVID-19 pandemic. Therefore, this intersection is not a part of the area of influence.

The adjacent interchanges along I-95 are at Viera Boulevard to the north and at Pineada Causeway to the south and are located approximately 2.6 miles away. The AOI for this IOAR does not include the adjacent interchanges, as the proposed improvements do not involve I-95 mainline. Also, as described in the 2020 Interchange Access Request User Guide (IARUG) Section 2.4.2, for IOARs, the mainline and interchange ramps are included in the AOI.



2.0 EXISTING CONDITIONS

2.1 Data Collection

Eight (8) hour turning movement counts were collected on December 11, 2019 at the following intersections:

- Wickham Road at I-95 southbound ramps
- Wickham Road at I-95 northbound ramps

The eight (8) hour turning movement counts for the adjacent intersections identified in the Area of Influence were obtained from a recent retiming study. The counts were collected on April 30, 2019 at the following intersections

- Wickham Road at Shoppes Drive
- Wickham Road at Sheriff Drive
- Wickham Road at Murrell Road

The data collection locations are illustrated in **Figure 3**. The raw data collection efforts and counts obtained from retiming study are included in **Appendix A**. The 2019 Annual Average Daily Traffic (AADT) obtained from Florida Traffic Online (FTO) were used in the analysis. Seasonal factors were also obtained from FTO and are included in **Appendix B**. Additional AADT data and signal timings were obtained from Brevard County. Truck percentage factors were obtained from the existing peak hour counts. A field visit was conducted to supplement aerial photographs and FDOT's Straight Line Diagram (SLD) of road inventory in collecting general information on existing geometry, storage information, speed limits, traffic signal phasing, distances between interchanges and other traffic operation conditions. The SLD was used to gather I-95 mainline information. Safety analysis performed in this study utilized data obtained from FDOT's CAR database.



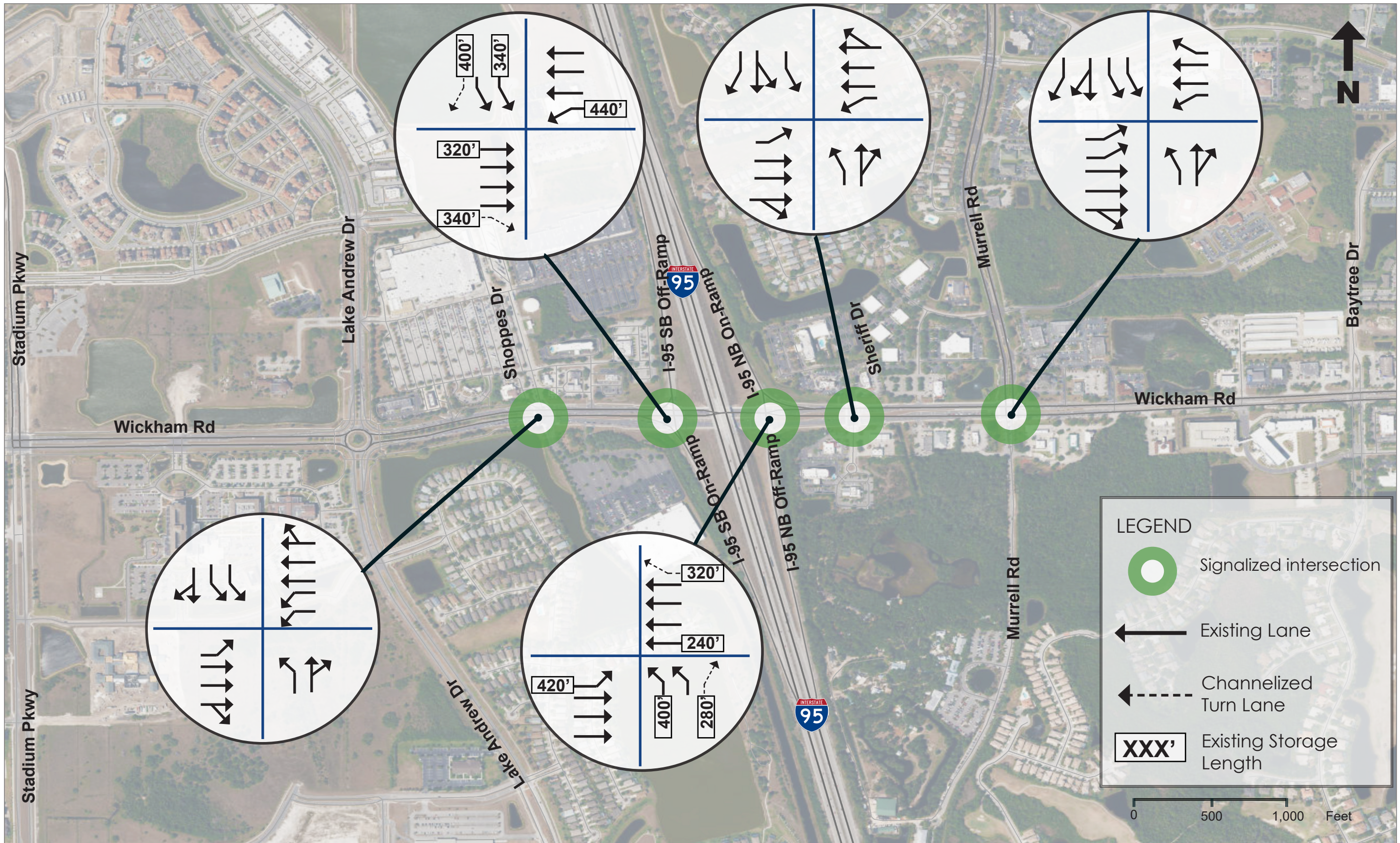
2.2 Existing Roadway Characteristics

Wickham Road, around the study area, is an east-west oriented six (6) lane divided arterial with a grass median and painted median under the overpass. The functional classification of Wickham Road is “**Principal Arterial – Other Urban**” as obtained from FDOT’s website¹. Wickham Road has a posted speed limit of 40 miles per hour (mph) on either side of the interstate. I-95, around the study area, is a six (6) lane interstate facility and has a posted speed limit of 70 mph. The speed limit on the off-ramps is 35 mph. The geometry information was obtained from aerial photographs and field visits. Both the ramp terminals are signalized intersections and have protected left turns to and from the I-95 ramps. The three adjacent intersections are signalized with protected left turn movements on the mainline Wickham Road. The existing lane configurations for each of the study intersections are illustrated in **Figure 4**. **Table 1** shows the existing storage lengths for the I-95 off-ramps to help understand queuing concerns at the off-ramps. Storage lengths are measured as the distance from the stop bar to the end of the taper. Ramp lengths are measured as the distance from the stop bar to the painted nose of the gore.

Table 1 Existing Turn Lane Storage

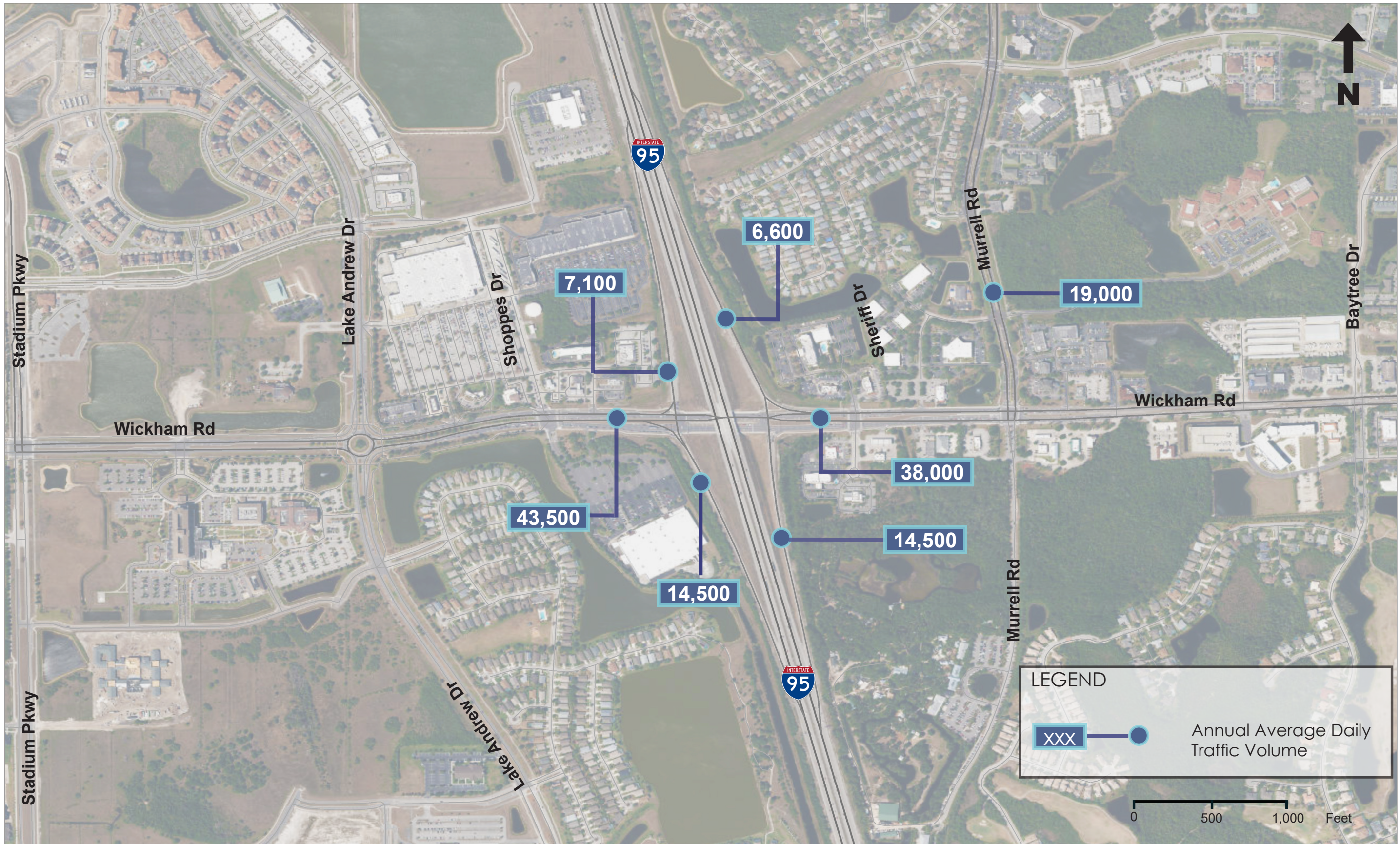
Location	Left Turn Storage Lane Length (ft.)	Ramp Length (ft.)
I-95 SB Off-ramp at Wickham Rd	340	2,160
I-95 NB Off-ramp at Wickham Rd	400	2,200

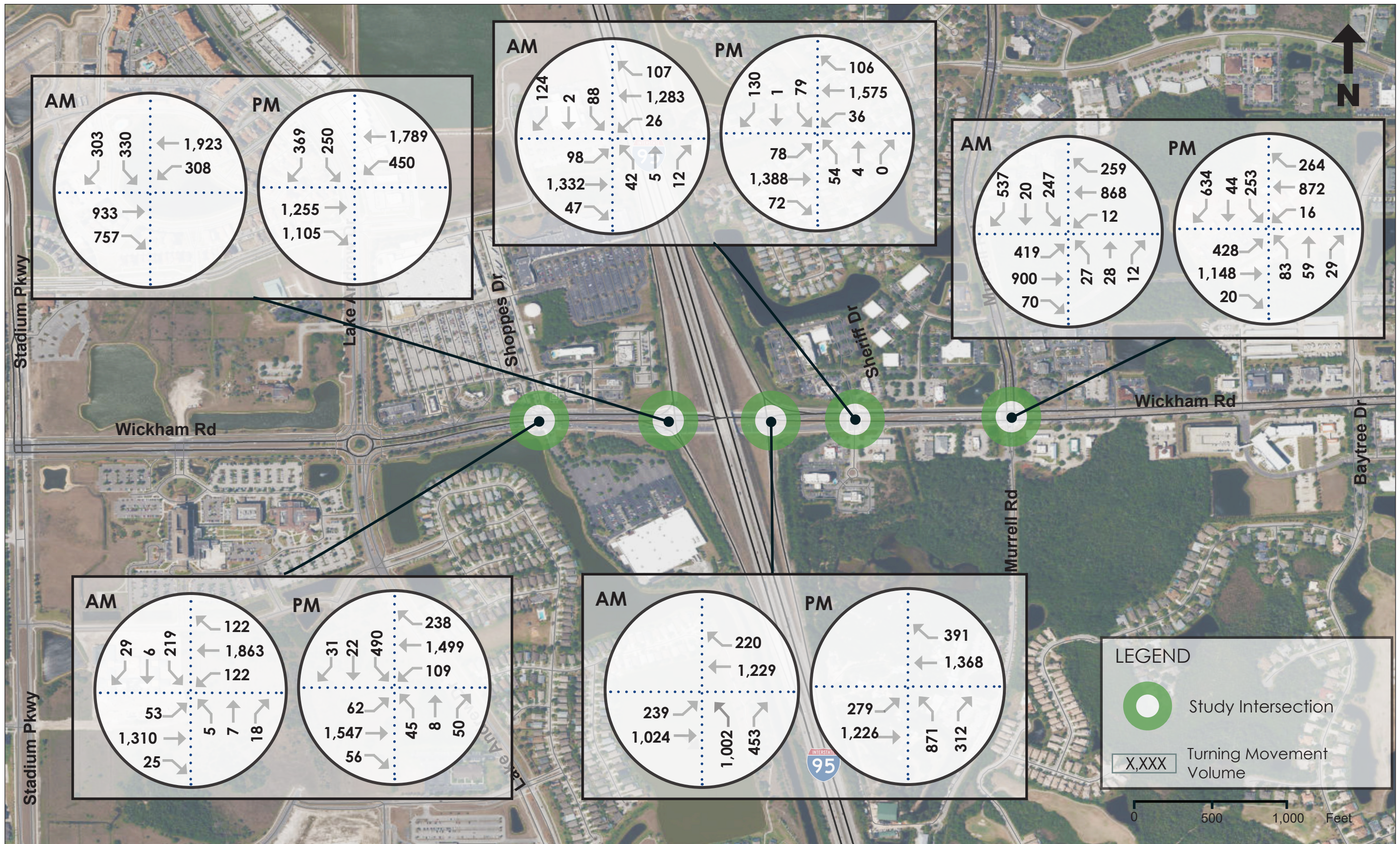
¹ <https://www.fdot.gov/statistics/hwysys/cubfc.shtm>



2.3 Existing Traffic Information

The turning movement counts collected are adjusted using seasonal adjustment factors obtained from 2019 FTO to develop seasonally adjusted turning movement volumes and then balanced based on engineering judgement. The seasonal factors used are included in **Appendix B**. The 2019 AADT numbers obtained from FTO and Brevard County are shown in **Figure 5**. The seasonally adjusted turning movement volumes are used for the existing conditions analysis and are illustrated in **Figure 6**. The truck factor for each movement as calculated from the data collection for the peak hours was used in the existing intersection analysis.





2.4 Existing Traffic Operations

The following section summarizes the existing (2019) weekday AM and PM peak hour intersection operations. Intersections were analyzed using *Highway Capacity Manual (HCM) 6th* edition methodologies, as implemented in Synchro 10 software. Due to the low pedestrian activity, the pedestrian times were not included in the northbound and southbound directions.

2.4.1 Measures of Effectiveness (MOEs)

Existing peak hour LOS, peak hour delay, 95th percentile queue lengths and movement delays for each movement were evaluated for each study intersection and movement.

2.4.2 Intersection Operations

The following briefly summarizes the existing peak hour intersection operational results, focusing on individual movements at the study intersections. Detailed Synchro output reports of the existing conditions are included in **Appendix C**. The 95th percentile queues and available storage lengths are summarized for the ramp terminal intersections in **Table 2** and the overall intersection delay, individual movements delay, and LOS are summarized for all study intersections in **Table 3** and **Table 4**. The storage lengths are calculated as the distance from the stop bar to the end of the taper and rounded to the nearest 20 feet. As mentioned in the methodology section, the target LOS for the intersections is LOS D. The following observations are recognized:

- Shoppes Drive Intersection
 - Although overall intersections operate at acceptable LOS, there are some movements that operate below the target, the left turn movements, the northbound and southbound right turns during the AM peak hour. The eastbound left turn, northbound left and right turns and the southbound left turn in the PM peak hour.
- I-95 Southbound Ramps
 - All movements operate satisfactorily during both peak hours except the southbound left turn during both peak hours. The overall intersection operates at LOS B during both peak hours.

- I-95 Northbound Ramps
 - In the AM peak hour, the overall intersection operates at LOS E and does not meet the target LOS. The eastbound left turn and northbound left turn movements operate below the target LOS during both the peak hours.
 - The existing storage for the eastbound left turn movement is inadequate during the AM peak hour and the storage for northbound left turn movement is inadequate during both the AM and PM peak hours.
- Sheriff Drive
 - Although overall intersections operate at acceptable LOS, there are some movements that operate below the target. These movements are, the left turn movements, the northbound right turn and southbound right turn movements during both the peak hours.
- Murrell Road
 - Although overall intersections operate at acceptable LOS, there are some movements that operate below the target. These movements are, northbound left turn, northbound right turn, southbound left turn, southbound right turn and westbound left turn movements during both the peak hours.

2.4.3 Field Review Observations

A field review was conducted on February 20, 2020. At the Wickham Road and the I-95 northbound ramp terminal, the northbound left turn movement and eastbound left turn movement appeared to be experiencing congested conditions.

Table 2 Existing Conditions – 95th Percentile Queue Length

Wickham Road at I-95 SB Ramps								
Peak Hour	Eastbound		Westbound		Southbound			
	R		L		L		R	
	95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length
AM	0	340	275	440	275	340	0	400
PM	0		100		225		0	
Wickham Road at I-95 NB Ramps								
Peak Hour	Eastbound		Westbound		Northbound			
	L		R		L		R	
	95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length
AM	475	420	0	320	1,100	400	525	280
PM	325		0		750		350	

Table 3 Existing AM Peak Hour MOE's

Intersection	AM Peak Hour																									
	Delay (sec/veh)													LOS												
	Eastbound			Westbound			Northbound			Southbound			Overall	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R		L	T	R	L	T	R	L	T	R	L	T	R	
Wickham Rd at Shoppes Dr	79.8	18.0	18.1	63.8	1.8	3.4	63.4	0.0	68.9	74.3	0.0	60.0	16.2	E	B	B	E	A	A	E	A	E	E	A	E	B
Wickham Rd at I-95 SB Ramps	-	21.1	0.0	44.1	0.1	-	-	-	-	66.4	-	0.0	15.9	-	C	-	D	A	-	-	-	-	E	-	-	B
Wickham Rd at I-95 NB Ramps	140.3	0.1	-	-	8.7	0.0	166.8	-	39.1	-	-	-	58.1	F	A	-	-	A	-	F	-	D	-	-	-	E
Wickham Rd at Sheriff Dr	67.5	0.7	1.3	77.1	0.8	1.5	68.2	0.0	63.5	56.7	0.0	86.1	9.8	E	A	A	E	A	A	E	A	E	E	A	F	A
Wickham Rd at Murrell Rd	39.6	0.5	1.0	81.5	42.5	23.4	81.7	0.0	56.5	69.3	0.0	93.1	39.5	D	A	A	F	D	C	F	A	E	E	A	F	D

LOS E shown in Orange
LOS F shown in Red

Table 4 Existing PM Peak Hour MOE's

Intersection	PM Peak Hour																									
	Delay (sec/veh)													LOS												
	Eastbound			Westbound			Northbound			Southbound			Overall	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R		L	T	R	L	T	R	L	T	R	L	T	R	
Wickham Rd at Shoppes Dr	82.8	39.6	42.8	53.2	4.0	6.7	71.3	0.0	82.4	77.4	0.0	52.2	32.1	F	D	D	D	A	A	E	A	F	E	A	D	C
Wickham Rd at I-95 SB Ramps	-	22.3	0.0	7.7	0.1	-	-	-	-	69.6	-	0.0	13.1	-	C	-	A	A	-	-	-	-	E	-	-	B
Wickham Rd at I-95 NB Ramps	60.4	0.4	-	-	46.8	0.0	95.3	-	38.2	-	-	-	43.5	E	A	-	-	D	-	F	-	D	-	-	-	D
Wickham Rd at Sheriff Dr	75.5	0.8	1.4	82.8	0.4	0.7	80.3	66.6	-	60.5	0.0	96.8	9.4	E	A	A	F	A	A	F	E	-	E	A	F	A
Wickham Rd at Murrell Rd	65.5	1.2	1.9	85.7	41.6	37.6	88.8	0.0	57.1	73.8	0.0	152.9	54.7	E	A	A	F	D	D	F	A	E	E	A	F	D

LOS E shown in Orange
LOS F shown in Red

2.5 Existing Ramp Capacity Analysis

A ramp capacity analysis was conducted for the existing conditions based on HCM 6th edition methodology. **Table 5** is a summary of the ramp capacity at the I-95 southbound and northbound ramps.

Table 5 Summary of Existing Ramp Capacity Analysis

Ramp	Number of Lanes	Speed Limit (mph)	Ramp Capacity (pc/h) ¹	Peak Hour Demand Volume (vph)		Peak Hour Demand Flow Rate (pc/h) ²		Ramp Capacity Sufficient
				AM	PM	AM	PM	
I-95 SB Off-Ramp	1	35	2,000	633	619	740	678	Yes
I-95 SB On-Ramp	1	50	2,100	1,065	1,555	1,244	1,702	Yes
I-95 NB Off-Ramp	1	35	2,000	1,455	1,183	1,593	1,270	Yes
I-95 NB On-Ramp	1	50	2,100	459	670	502	719	Yes

Notes:

1) Ramp Capacity is based of HCM 6th edition, Exhibit 14-12

2) Flow rate in pc/h is estimated based on HCM Equation 14-1, Equation 12-10 and Exhibit 12-25 with a PHF of 0.95
Truck Percentages used in the calculation are obtained from the existing count data. They are as follows:

I-95 SB Ramps: AM: 11%; PM: 4%

I-95 NB Ramps: AM: 4%; PM: 2%

2.6 Existing Ramp Queue Analysis

Table 1 in Section 2.2 demonstrates the ramp lengths of the I-95 southbound and northbound off-ramps as nearly 2,200 feet. Ramp lengths are measured as the distance from the stop bar to the painted nose of the gore. **Table 2** in Section 2.4 summarizes the existing queues for the two ramp terminals. The maximum queue from the analysis for the northbound off-ramp is 1,100' (observed in the AM peak hour) and for the southbound off-ramp is 275' (observed in the AM peak). The summary results show that in the existing conditions, the AM and PM peak period queues on the off-ramps do not extend to the I-95 mainline.

2.7 Historical Crash Analysis

Crash records were obtained for I-95 and Wickham Road within the AOI for the most recent five-year period on record (2014 through 2018) from the FDOT's CAR database. The raw crash data is included in **Appendix D**.

2.7.1 Crash Rates

The crash rates for the segments are expressed as the number of crashes per million vehicle-miles traveled. The following equation was utilized to develop the crash rates for this study:

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

Crash data and crash rates are summarized in **Table 6**. Additional details of the crash type are summarized in **Table 7**. Crashes along segment of Wickham Road were compared to the statewide averages of crashes on comparable facilities based on the functional classification. The classification used for comparison is the Urban 6 lane, 2-way divided facility, which has an average statewide crash rate of 4.90 crashes per million vehicle miles traveled. As shown in the table, crashes on Wickham Road are lower than statewide averages for comparable facilities. The crash rates for the I-95 ramps could not be compared as statewide crash rates for ramps are not available. **Table 8** summarizes the crash rates for the intersections, the daily entering volume is calculated as a total of the AADT for each approach divided by two (2) to account of the volume entering the intersection. The highest intersection crash rate is 0.89 and is observed at the I-95 southbound ramp terminal which is lower than the statewide average for urban ramp intersection as seen in **Table 8**.

Table 6 Crash Statistics

Segment	Segment Length (mi)	Crash Severity	Number of Crashes	Average AADT**	Crash Rate	Statewide Average Crash Rate			
Mainline Characteristics (I-95)									
I-95 SB on-ramp	0.42	Fatality	0	13,500	0.39	*			
		Injury	2						
		PDO	2						
I-95 SB off-ramp	0.41	Fatality	0	6,300	2.55		*		
		Injury	7						
		PDO	5						
I-95 NB on-ramp	0.48	Fatality	0	5,900	1.55			*	
		Injury	1						
		PDO	7						
I-95 NB off-ramp	0.42	Fatality	0	13,000	0.60				*
		Injury	2						
		PDO	4						
Cross Road Characteristics (Wickham Road)									
Wickham Rd, west of Shoppes Dr. to east of Murrell Rd	1.0 ¹	Fatality	0	34,500	3.97	4.90			
		Injury	102						
		PDO	148						

*Statewide crash rates for ramps are not available

**Represents the average AADT for the analysis years (2014 through 2018)

¹Length of the corridor is from 0.2 miles west of Shoppes Drive to 0.2 miles Murrell Road

Table 7 Crash Details

Segment	Angle	Head On	Rear End	Sideswipe	Other	Total
I-95 SB on-ramp	-	-	1	1	2	4
I-95 SB off-ramp	2	1	7	-	2	12
I-95 NB on-ramp	3	1	2	1	1	8
I-95 NB off-ramp	1	-	3	1	1	6
Wickham Rd, west of Shoppes Dr. to east of Murrell Rd	40	4	165	26	15	250

Table 8 Intersection Crash Rates

Intersection	Crash Severity	Number of Crashes	Daily Entering Volume	Crash Rate	Statewide Average Crash Rate
Wickham Road					
Shoppes Drive	Fatality	0	46,600	0.27	0.93
	Injury	7			
	PDO	16			
I-95 Southbound Ramps	Fatality	0	48,875	0.89	1.73
	Injury	42			
	PDO	38			
I-95 Northbound Ramps	Fatality	0	53,775	0.53	1.73
	Injury	23			
	PDO	29			
Sheriff Drive	Fatality	0	40,700	0.55	0.93
	Injury	16			
	PDO	25			
Murrell Road	Fatality	0	45,200	0.62	0.93
	Injury	24			
	PDO	26			

Note: Crash rate for intersections is expressed as Crashes/MEV.

2.7.2 Crash Frequency and Severity

During the five-year analysis (2014 – 2018) period, there were 280 reported crashes within the AOI. Of the 280 crashes, 114 crashes were injury related, 166 crashes resulted in Property Damage Only (PDO). Rear end crashes were the most common crash type with 178 crashes. Daytime crashes were the most common (80%) and 87% of crashes occurred when the road surface was dry. **Figure 7** illustrates the yearly crashes by severity, and **Figure 8** illustrates the crashes by crash type and severity. The decrease in crashes seen in Figure 7 could be a result of the widening of Wickham Road which was completed in 2017.

Figure 7 Crashes by Year and Severity

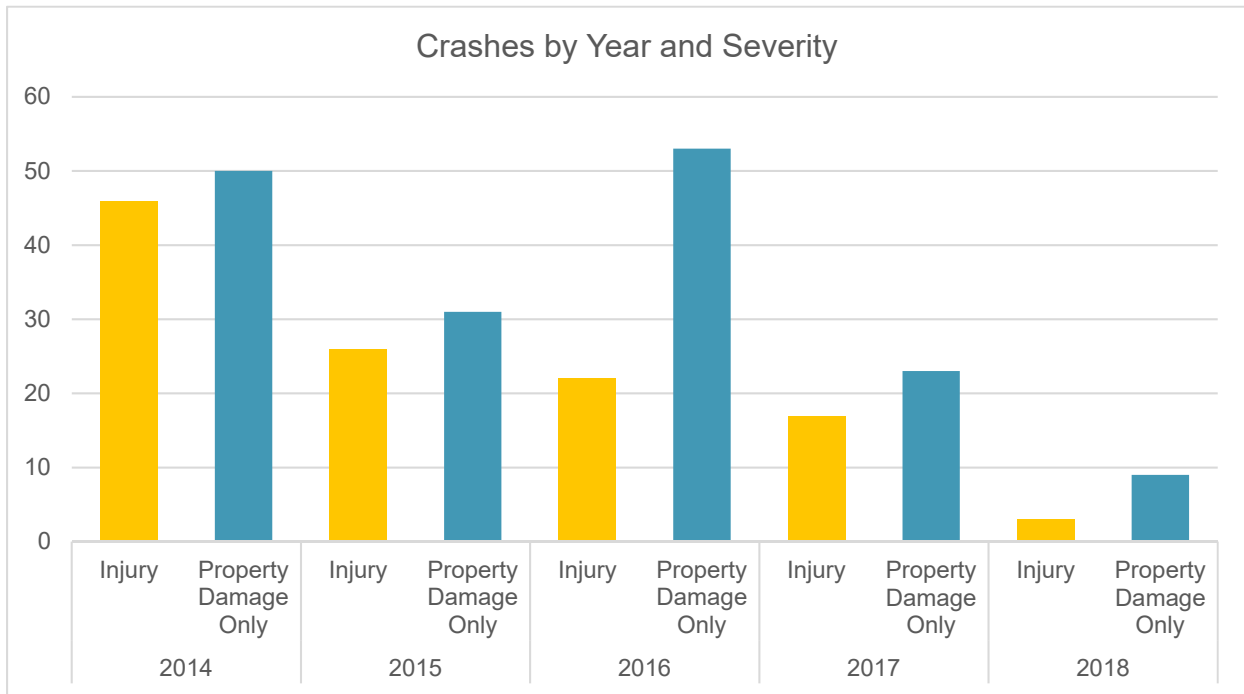
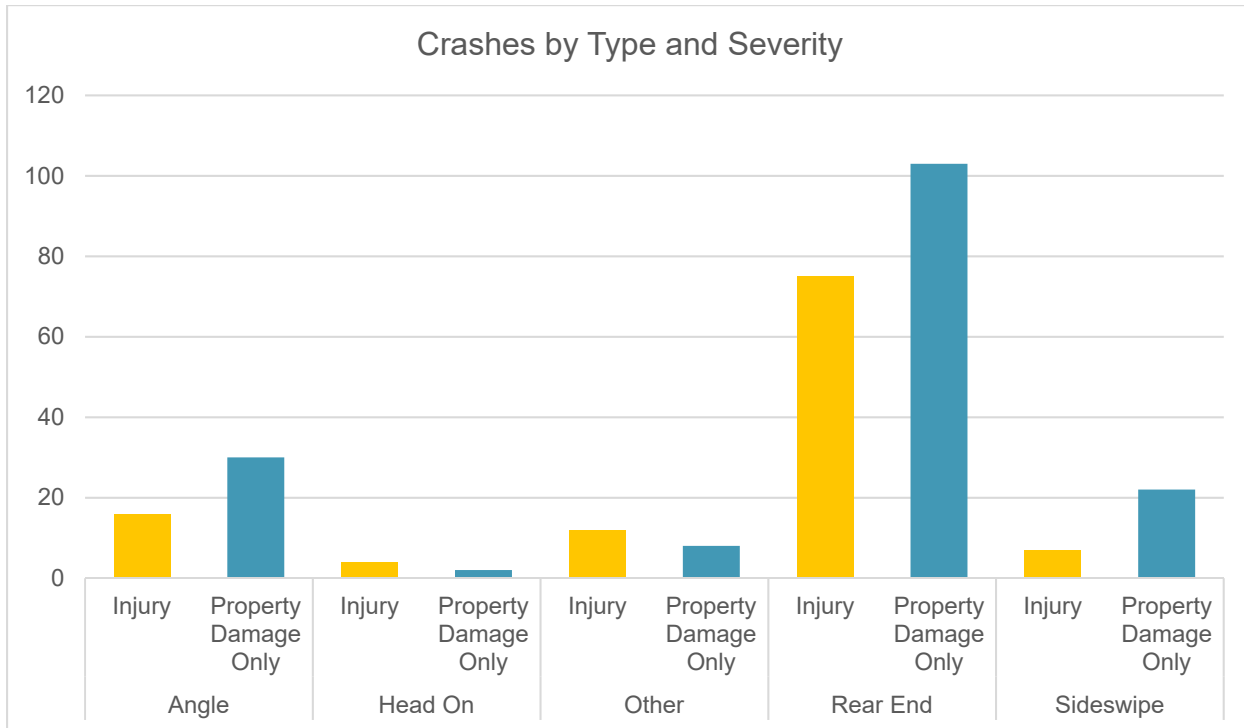


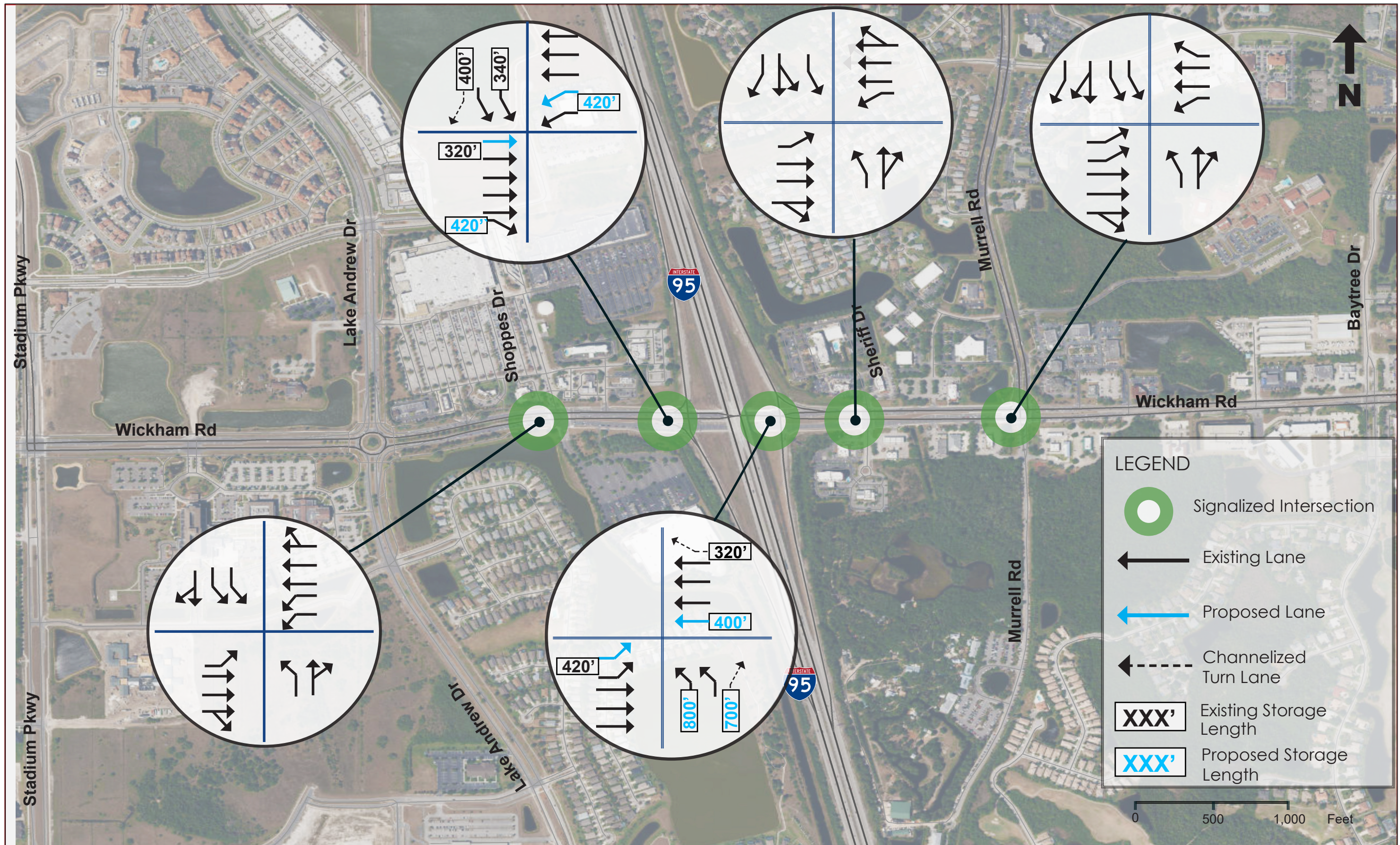
Figure 8 Crashes by Type and Severity



3.0 PROPOSED IMPROVEMENTS

The I-95 and Wickham Road interchange improvement is planned and funded for construction in FY 2022. The construction letting date of the project is currently set for December 2021 with an anticipated opening in year 2023. The improvements are identified to mitigate the existing and projected operational issues. The proposed improvements can be implemented without the need for any right-of-way purchase. **Figure 9** illustrates the proposed lane configuration identified for the interchange area. The LRE received from the FDOT consultant project manager are included in **Appendix E**. The proposed improvements are listed below:

- Wickham Road at the I-95 Southbound ramps
 - Additional westbound left turn lane and the corresponding widening of the I-95 southbound on-ramp to accommodate the dual left turn lanes. The two lane on-ramp merges to one lane before the freeway ramp gore, therefore maintaining existing lanes at the gore point.
 - Additional eastbound through lane that serves as storage for the eastbound left turn lane at the downstream northbound ramps intersection.
 - Extension of storage for the eastbound right turn lane on Wickham Road by nearly 80 feet.
- Wickham Road at the I-95 Northbound ramps
 - Additional eastbound left turn lane and the corresponding widening of the I-95 northbound on-ramp to accommodate the dual left turn lanes. The two lane on-ramp merges to one lane before the freeway ramp gore, therefore maintaining existing lanes at the gore point.
 - Additional westbound through lane that serves as storage for the westbound left turn at the downstream southbound ramps intersection and an extension of the storage length by nearly 150 feet.
 - Extension of storage for the northbound left and right turn lanes by nearly 400 feet and 420 feet respectively.



4.0 FUTURE TRAFFIC DEVELOPMENT

4.1 Traffic Factors

The D factor on Wickham Road is calculated from the existing turning movement counts and falls within the acceptable range for traffic forecasting projections as defined within the 2019 Project Traffic Forecasting Handbook. The K factors were obtained from the existing counts and compared with FDOT's FTO. The factors are based on area type and facility type, with considerations to typical peak periods of the day. The urban K factor, 9.0 percent, consistent with the 2019 Project Traffic Forecasting Handbook, is recommended for the study roadway segment. The truck factor used in the analysis was obtained from the peak hour existing turning movement counts. The truck factor is applied for each movement based on the truck volumes counted in the peak hours. A minimum PHF of 0.95 is used for future conditions analysis with higher values used when the existing conditions utilize a higher PHF.

4.2 Growth Rates

An annual growth rate was selected for the study area based upon a comparison of historical volume growth and trend growth from the FDOT count program, the projected area-wide population growth estimates from the University of Florida's Bureau of Economic and Business Research (BEBR), and CFRPM v6.1 model growth rates. The following sections will describe the different growth rate development tools used and summarize the recommended growth rate selected for the study area.

4.2.1 Historic Growth Rate and Future Trend Growth Rates

Historic growth rates were evaluated using FDOT TRENDS spreadsheet for linear trend analysis. Evaluations were conducted for five (5) FDOT and two (2) Brevard County count locations provided by Space Coast Transportation Planning Organizations (SCTPO) in the study area. The FDOT trends spreadsheet was used to summarize the trend analyses and historic growth rate from 2010 to 2019. **Table 9** shows a summary of the historical data and calculated growth rates. The linear historical growth rates for the study area ranged between -0.61 and +4.36 percent. Historic data for each count station location are provided in **Appendix F**. The trends tool spreadsheet summaries are provided in **Appendix G**.

Table 9 Summary of Historic Traffic Trend Growth Rate

Roadway	Location and Source	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Historic Growth Rate (2010-2019)	Trend Growth Rate (2019-2033)	Trend R ²
Wickham Rd	West of I-95 from Site 707071	34,500	34,500	24,500	24,500	24,500	25,000	25,500	46,000	47,000	45,500	7.24%	4.36%	31.09%
I-95 north approach ramps**	North of Wickham Rd from Sites 702018 & 702019	14,700	11,400	10,600	11,300	11,200	11,700	12,000	12,800	13,300	13,700	0.94%	0.84%	6.34%
I-95 south approach ramps**	South of Wickham Rd from Sites 702016 & 702017	19,600	20,500	22,000	22,500	24,500	25,000	26,000	28,000	29,000	29,000	5.73%	3.78%	98.52%
Wickham Rd	East of I-95 from Brevard County	41,500	38,000	34,500	34,000	34,500	34,000*	34,000*	33,500	39,500	37,000	-0.57%	-0.61%	5.44%
Murrell Rd	North of Wickham Road from Brevard County	18,500	18,000	18,000	18,000	17,000	18,000	17,500	17,000	17,500	19,000	-0.19%	-0.16%	1.74%

*No counts were available for these years due to the roadway being under construction, average of 2014 and 2017 is used

**The AADT for the ramps are rounded when reported by FDOT. The sum of the ramps from the north approach and the sum of the ramps from the south approach ramps are not rounded.

4.2.2 CFRPM v6.1 Growth Rates

The latest version of the FDOT's adopted 2040 regional planning model Central Florida Regional Planning Model (CFRPM) version 6.1 has been used for validating base year 2010 traffic and developing the 2040 future traffic projections within the study area. The traffic forecasting methodology follows the procedures outlined in the 2019 FDOT Project Traffic Forecasting Handbook. The land use data and roadway network geometry, roadway speeds, capacities, travel patterns were carefully examined at the regional level, and the calibration and validation efforts were made at the subarea level. The subarea validation efforts were applied to 2040 future year model to derive the 2040 forecasted daily volumes. The annual growth percentages from the model volumes are summarized in **Table 10** below. The raw model plots for 2010 and 2040 are provided in **Appendix H**.

Table 10 CFRPM v6.1 Model Growth Rates

Roadway	Location	2010	2040	Annual Growth % (2010-2040)
Wickham Rd	West of I-95	32,283	67,476	3.6%
I-95 north approach ramps	North of Wickham Rd	13,302	20,325	1.8%
I-95 south approach ramps	South of Wickham Rd	22,048	30,015	1.2%
Wickham Rd	East of I-95	28,350	46,819	2.2%
Murrell Rd	North of Wickham Rd	12,637	18,397	1.5%
Wickham Rd	East of Murrell Rd	21,633	38,060	2.5%

4.2.3 BEBR Growth Rates

The University of Florida's BEBR projections were obtained for Brevard County. The BEBR projections show an estimate for 2019 and projections from 2020 to 2040. The low, medium, and high projections for 2040 are summarized in **Table 11**. Growth rates range from approximately 0.13 percent to 1.69 percent. BEBR population study data is provided in **Appendix I**.

BEBR data does not account for growth or decline of specific roadway segments. It is a countywide estimate and therefore is useful in comparing the growth rates obtained from other

sources. Key takeaway here is that the county population is expected to grow and therefore there will be growth in the study area in general.

Table 11 BEBR Population Growth Rates

County	Estimation	2019	2020	2040	Trend Growth Rate (2019-2040)
Brevard	Low	594,469	577,900	610,400	0.13%
	Medium	594,469	602,400	707,400	0.90%
	High	594,469	626,000	805,100	1.69%

4.2.4 Recommended Growth Rates

Table 12 summarizes the growth rates from the different sources and based on the review of different sources, the recommended growth rates are summarized. The growth rates for each of the segments are applied to the existing volumes, and these are used as inputs in the TM Tool to develop the future turning movement volumes. A 1% growth rate is used for the side streets (Shoppes Drive, Sheriff Drive and Murrell Road). The outputs from the TM tool are provided in **Appendix J**.

Table 12 Comparison of Growth Rates

Roadway	Location	Historic Growth Rate	Trend Growth Rate	CFRPM Model	BEBR	Recommended Growth Rate
Wickham Rd	West of I-95	7.24%	4.36%	3.6%	0.90%	2.9%
I-95 north approach ramps	North of Wickham Rd	0.94%	0.84%	1.8%	0.90%	1.0%
I-95 south approach ramps	South of Wickham Rd	5.73%	3.78%	1.2%	0.90%	1.2%
Wickham Rd	East of I-95	-0.57%	-0.61%	2.2%	0.90%	1.5%
Murrell Rd	North of Wickham Rd	-0.19%	-0.16%	1.5%	0.90%	1.0%
Wickham Rd	East of Murrell Rd	-	-	2.5%	0.90%	2.1%

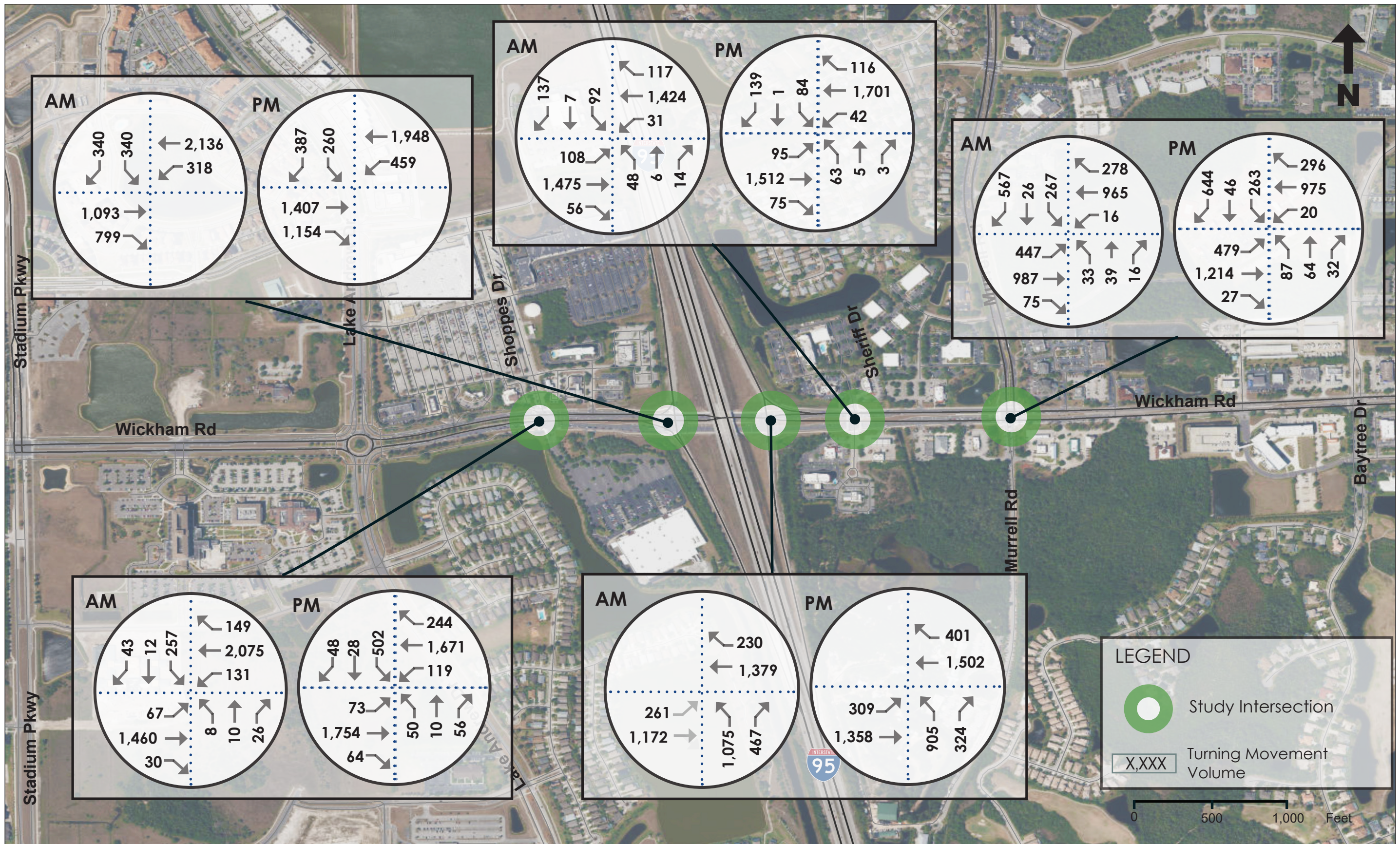
4.3 Future Volume Development

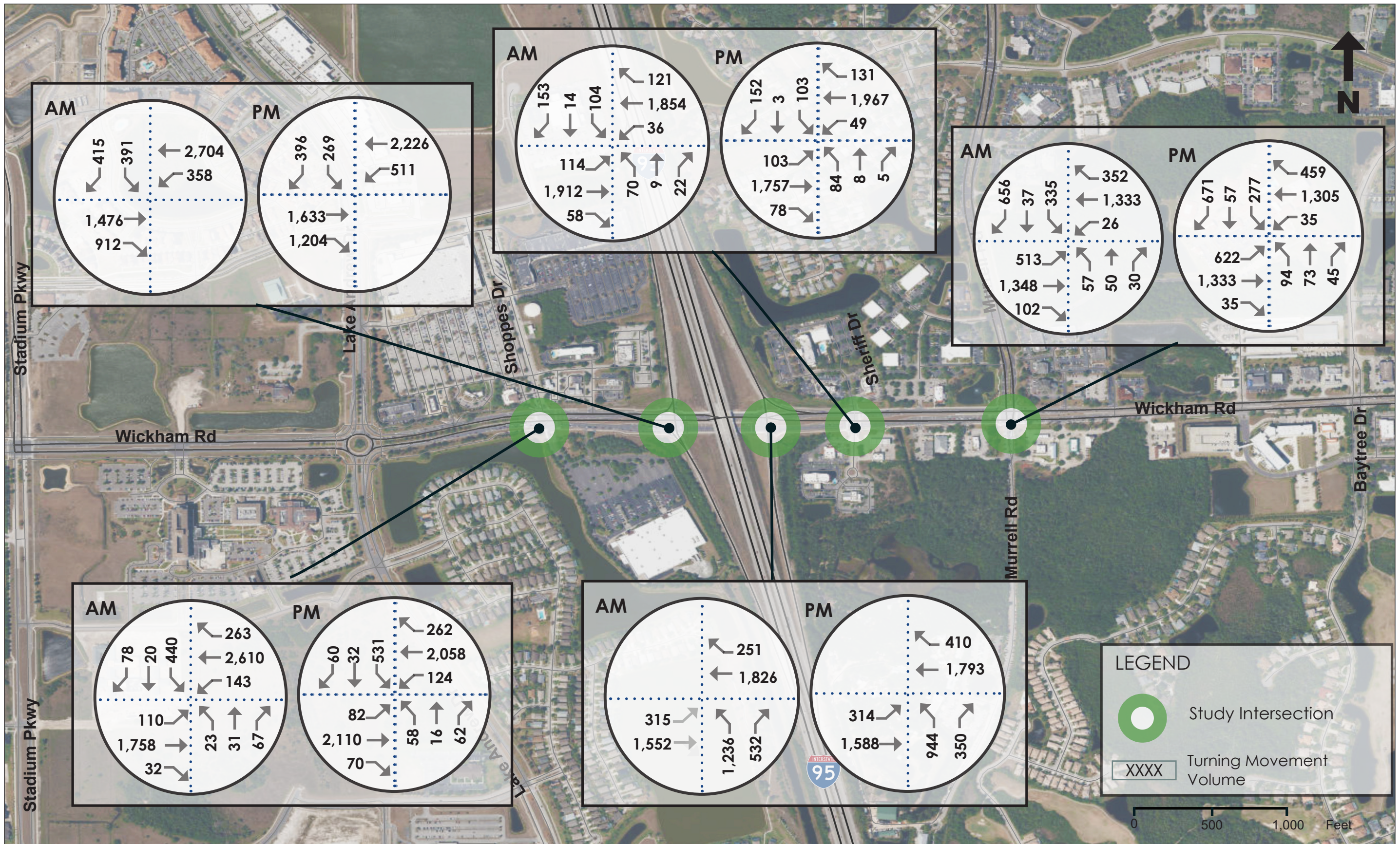
The TM Tool software used is consistent with the growth-factoring procedures described in the 2019 Project Traffic Forecasting Handbook recommended tools. The TM Tool software utilizes existing TMCs and AADTs to develop intersection turning movement volumes for the 2023 Opening Year and 2033 Design Year. Since the TM Tool requires AADT volume for all approaches, the AADTs were carefully examined, calibrated and reviewed through the network in the study area. The AADT inputs are shown in **Table 13**.

Table 13 2019 AADT Input

Roadway	Location	2019 AADT Input
Wickham Rd	West of Shoppes Dr	37,000
	Between Shoppes Dr and I-95 SB Ramps	43,500
	Between I-95 SB Ramps and I-95 NB Ramps	37,000
	Between I-95 NB Ramps and Sheriff Dr	38,000
	Between Sheriff Dr and Murrell Rd	34,000
	East of Murrell Rd	31,500

The TM Tool is used to develop both AM and PM peak hour volumes. The developed peak hour volumes were check for reasonableness with existing counts and manual adjustments were conducted using engineering judgment to better reflect existing travel demand and patterns. Volumes were developed for the 2023 Opening Year peak hour and the 2033 Design Year peak hour. These forecasted volumes are assigned to the No-Build and Build geometries. The volumes for the No-Build and Build conditions are the same as there is no anticipated changes in travel patterns. The 2023 and 2033 peak hour intersection turning movement volumes are summarized in **Figure 10** and **Figure 11**, respectively.





5.0 FUTURE OPERATIONAL ANALYSIS

5.1 No-Build Operational Analysis

This section summarizes the future No-Build AM and PM peak hour traffic operations for the opening and design years.

5.1.1 Opening Year – 2023 No-Build Intersection Operations

The No-Build configuration is evaluated with the projected opening year turning movement volumes to estimate the No-Build condition traffic operations at the study intersections. The existing project intersections currently operate in a coordinated signal system for the AM and PM peak hours. The timing coordination is maintained in the future years with the splits being optimized to adjust for future volumes. The study intersections are analyzed using HCM 6th edition methodology, implemented in Synchro 10. Detailed outputs are included in **Appendix K**. The 95th percentile queues and available storage lengths are summarized for the ramp terminal intersections for 2023 and 2033 in **Table 14** and the overall intersection delay, individual movements delay, and LOS are summarized for all study intersections in **Table 15** and **Table 16**.

The Opening Year – 2023 No-Build peak hour intersection operations for the study intersections are summarized as follows:

- Shoppes Drive Intersection
 - Although overall intersections operate at acceptable LOS, there are some movements that operate below the target. These include the left turn movements and the northbound and southbound right turn movements during both the peak hours.
- I-95 Southbound Ramps
 - All movements operate satisfactorily during both peak hours except for the southbound left turn which operates at LOS E. The overall intersection operates at LOS B during both peak hours.
- I-95 Northbound Ramps
 - The overall intersection LOS during the AM and PM peak hours does not meet the target and operates at LOS E. The eastbound left also experiences failing

conditions in the AM peak hour. The northbound left turn movement operates at LOS F during both the peak hours.

- The existing storage for the eastbound left turn movement is expected to be inadequate during the AM peak hour and the storage for northbound left turn movement is expected to be inadequate during both the AM and PM peak hours.
- Sheriff Drive
 - Although overall the intersection operates at acceptable LOS, there are some movements that operate below the target. These include the left turn movements, the northbound right turn and southbound right turn movements during both the peak hours.
- Murrell Road
 - Although overall intersections operate at acceptable LOS in the AM, some movements operate below the target LOS. These include the westbound left turn, the northbound left and right turn and the southbound left and right turns during both the peak hours. The intersection operates at LOS E in the PM peak hour.

Based on the 95th percentile queue results, the existing queue storage at the Wickham Road and I-95 northbound ramps intersection is inadequate.

Table 14 No-Build – 95th Percentile Queue Length

Wickham Road at I-95 SB Ramps									
Year of Analysis	Peak Hour	Eastbound		Westbound		Southbound			
		R		L		L		R	
		95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length
2023	AM	0	340	250	440	300	340	0	400
	PM	0		100		225		0	
2033	AM	0		275		325		0	
	PM	0		100		225		0	
Wickham Road at I-95 NB Ramps									
Year of Analysis	Peak Hour	Eastbound		Westbound		Northbound			
		L		R		L		R	
		95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length	95th %ile Queue	Existing Storage Length
2023	AM	525	420	0	320	1,225	400	525	280
	PM	350		0		975		400	
2033	AM	750		0		1,675		650	
	PM	325		0		1,075		450	

Table 15 2023 No-Build AM Peak Hour MOE's

Intersection	AM Peak Hour																									
	Delay (sec/veh)													LOS												
	Eastbound			Westbound			Northbound			Southbound			Overall	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R		L	T	R	L	T	R	L	T	R	L	T	R	
Wickham Rd at Shoppes Dr	77.0	20.3	20.6	63.4	3.1	6.1	62.8	0.0	69.5	77.2	0.0	60.6	18.6	E	C	C	E	A	A	E	A	E	E	A	E	B
Wickham Rd at I-95 SB Ramps	-	21.2	0.0	45.7	0.1	-	-	-	-	78.5	-	0.0	16.6	-	C	-	D	A	-	-	-	-	E	-	-	B
Wickham Rd at I-95 NB Ramps	162.5	0.1	-	-	2.3	0.0	188.2	-	39.1	-	-	-	61.1	F	A	-	-	A	-	F	-	D	-	-	-	E
Wickham Rd at Sheriff Dr	66.5	0.9	1.6	77.1	0.9	1.7	69.3	0.0	63.6	55.9	0.0	89.3	10.1	E	A	A	E	A	A	E	A	E	E	A	F	B
Wickham Rd at Murrell Rd	42.1	0.6	1.1	80.1	46.2	23.9	84.3	0.0	58.2	70.6	0.0	105.0	42.7	D	A	A	F	D	C	F	A	E	E	A	F	D

LOS E shown in Orange
LOS F shown in Red

Table 16 2023 No-Build PM Peak Hour MOE's

Intersection	PM Peak Hour																									
	Delay (sec/veh)													LOS												
	Eastbound			Westbound			Northbound			Southbound			Overall	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R		L	T	R	L	T	R	L	T	R	L	T	R	
Wickham Rd at Shoppes Dr	81.3	44.3	49.3	54.3	6.8	11.0	70.7	0.0	86.4	77.3	0.0	53.4	35.5	F	D	D	D	A	B	E	A	F	E	A	D	D
Wickham Rd at I-95 SB Ramps	-	24.1	0.0	7.7	0.1	-	-	-	-	75.8	-	0.0	14.1	-	C	-	A	A	-	-	-	-	E	-	-	B
Wickham Rd at I-95 NB Ramps	62.3	0.3	-	-	44.5	0.0	171.0	-	45.4	-	-	-	58.2	E	A	-	-	D	-	F	-	D	-	-	-	E
Wickham Rd at Sheriff Dr	73.3	0.9	1.7	81.2	47.8	48.3	81.4	0.0	66.4	59.9	0.0	99.3	32.3	E	A	A	F	D	D	F	A	E	E	A	F	C
Wickham Rd at Murrell Rd	83.1	45.7	46.4	85.8	48.8	42.1	90.7	0.0	57.8	74.5	0.0	160.9	72.7	F	D	D	F	D	D	F	A	E	E	A	F	E

LOS E shown in Orange
LOS F shown in Red

5.1.2 Design Year – 2033 No-Build Intersection Operations

With increased traffic demand in the 2033 No-Build conditions the existing operational deficiencies are expected to persist with additional deficiencies observed in the study area. Detailed outputs are included in **Appendix L**. The overall intersection delay, individual movements delay and LOS were previously summarized for all study intersections in **Table 17** and **Table 18** while the 95th percentile queues and available storage lengths are summarized for the ramp terminal intersections for 2023 and 2033 in **Table 14** of section 5.1.1.

The Design Year – 2033 No-Build peak hour intersection operations for the study intersections are summarized as follows:

- Shoppes Drive Intersection
 - The left and right turns, eastbound through and westbound through movements operate at LOS E or worse during both the peak hours except for the eastbound right turn. The overall intersection operates at LOS E or worse.
- I-95 Southbound Ramps
 - All movements operate satisfactorily during both peak hours except for the southbound left turn which operates at LOS E during both peak hours. The overall intersection operates at LOS B during both peak hours.
- I-95 Northbound Ramps
 - In the AM peak hour, the overall intersection operates at LOS F and LOS E in the PM peak hour. The eastbound left turn and northbound left turn movements operate at LOS E or worse during the peak hours.
 - The existing storage for the eastbound left turn movement is projected to be inadequate during the AM peak hour and the storage for northbound left turn movement is projected to be inadequate during both the AM and PM peak hours.
- Sheriff Drive
 - Although overall intersections operate at acceptable LOS, there are some movements that operate below the target. These include the left turn movements, the northbound right turn and southbound right turn movements during both the peak hours.
- Murrell Road
 - The intersection operates at failing conditions in the AM and PM peak hours. The left turn movements, westbound through, northbound right turn and southbound right turns are projected to be congested in both the peak hours.

Table 17 2033 No-Build AM Peak Hour MOE's

Intersection	AM Peak Hour																									
	Delay (sec/veh)													LOS												
	Eastbound			Westbound			Northbound			Southbound			Overall	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R		L	T	R	L	T	R	L	T	R	L	T	R	
Wickham Rd at Shoppes Dr	190.6	27.5	29.5	63.3	58.6	84.1	63.0	0.0	225.7	155.9	0.0	62.0	67.0	F	C	C	E	F	F	E	A	F	F	A	E	E
Wickham Rd at I-95 SB Ramps	-	0.4	0.0	72.7	0.1	-	-	-	-	150.7	-	0.0	17.4	-	A	-	F	A	-	-	-	-	F	-	-	B
Wickham Rd at I-95 NB Ramps	270.4	8.3	-	-	9.8	0.0	274.0	-	47.6	-	-	-	87.9	F	A	-	-	A	-	F	-	D	-	-	-	F
Wickham Rd at Sheriff Dr	65.4	1.3	2.5	66.1	0.3	0.6	83.0	0.0	63.8	56.7	0.0	129.5	10.8	E	A	A	E	A	A	F	A	E	E	A	F	B
Wickham Rd at Murrell Rd	55.9	1.4	2.3	80.6	111.1	26.5	79.6	0.0	62.3	75.9	0.0	162.6	69.7	E	A	A	F	F	C	E	A	E	E	A	F	E

LOS E shown in Orange
LOS F shown in Red

Table 18 2033 No-Build PM Peak Hour MOE's

Intersection	PM Peak Hour																									
	Delay (sec/veh)													LOS												
	Eastbound			Westbound			Northbound			Southbound			Overall	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R		L	T	R	L	T	R	L	T	R	L	T	R	
Wickham Rd at Shoppes Dr	81.0	71.8	81.8	57.1	36.0	52.0	69.8	0.0	92.7	81.1	0.0	53.6	61.0	F	F	F	E	F	F	E	A	F	F	A	D	E
Wickham Rd at I-95 SB Ramps	-	32.9	0.0	8.5	0.1	-	-	-	-	69.2	-	0.0	16.6	-	F	-	A	A	-	-	-	-	E	-	-	B
Wickham Rd at I-95 NB Ramps	52.9	0.2	-	-	49.0	0.0	193.9	-	47.6	-	-	-	61.0	D	A	-	-	D	-	F	-	D	-	-	-	E
Wickham Rd at Sheriff Dr	72.5	1.4	2.7	72.7	53.3	53.8	83.5	0.0	64.8	59.7	0.0	109.9	35.4	E	A	A	E	D	D	F	A	E	E	A	F	D
Wickham Rd at Murrell Rd	143.4	48.3	49.1	92.5	115.3	65.4	93.3	0.0	60.0	75.5	0.0	185.2	101.7	F	D	D	F	F	E	F	A	E	E	A	F	F

LOS E shown in Orange
LOS F shown in Red

5.2 Build Operational Analysis

The proposed improvements for the Build Scenario at the I-95 and Wickham Road interchange address the deficiencies anticipated in the No-Build scenario. The Build geometry is included in **Figure 9**. Signal timing improvements (coordination, splits and offsets) were made in the Build scenarios based on increased capacity and modified geometry.

5.2.1 Opening Year – 2023 Build Intersection Operations

The Build configuration was evaluated with the projected opening year turning movement volumes to estimate the Build traffic operations at the study intersections. The study intersections were analyzed using HCM 6th edition methodology, implemented in Synchro 10. Detailed outputs are included in **Appendix M**. The 95th percentile queues and available storage lengths are summarized for the ramp terminal intersections for 2023 and 2033 in **Table 19** and the overall intersection delay, individual movements delay, and LOS are summarized for all study intersections in **Table 20** and **Table 21**. There have been no geometric modifications to any of the other intersections within the AOI apart from the I-95 ramp terminal intersections.

The Opening Year – 2023 Build peak hour intersection operations for the study intersections are summarized as follows:

- Shoppes Drive Intersection
 - Although overall intersections operate at acceptable LOS, there are some movements that operate below the target. These include the left turn movements and the northbound and southbound right turn movements during the AM peak hour. The eastbound, northbound, southbound left turns and the northbound right turn in the PM peak hour. Shoppes Drive is at a distance of approximately 800' to the I-95 southbound ramp terminal, the queues in the westbound direction were confirmed to be 50' and 100' in the AM and PM peak hours ensuring there is no queue backup to the I-95 southbound ramp terminal.
- I-95 Southbound Ramps
 - All movements operate satisfactorily during both peak hours except for the southbound left turn which operates at LOS E during both peak hours. Although the southbound left turn operates at LOS E, the queue for this movement does not back into the mainline and the overall intersection operates at LOS B during both peak hours.

- I-95 Northbound Ramps
 - Overall, the intersection is expected to operate satisfactorily at LOS D or better during the AM and PM peak hours. The northbound left turn which was failing in the No-Build conditions operates at LOS D. The eastbound left turn operates at LOS E however, the queue for this movement is improved from the No-Build condition and is accommodated within the available storage.
- Sheriff Drive
 - Although overall intersections operate at acceptable LOS, there are some movements that operate below the target. These include the left turn movements, the northbound right turn and southbound right turns in the peak hours. Sheriff Drive is approximately 550' feet from the I-95 northbound ramp terminal, the queues in the eastbound direction were confirmed to be around 175' feet during both the peak hours ensuring there is no queue backup to the I-95 northbound ramp terminal.
- Murrell Road
 - Although overall intersections operate at acceptable LOS in the AM, some movements operate below the target LOS. These include the westbound left turn, the northbound left and right turn and the southbound left and right turns during both the peak hours. The intersection operates at LOS E in the PM peak hour.

In the Build condition, at the I-95 northbound ramp terminal, the recommended queue storage from the concept with storage lengths of 800' and 700' for the northbound left and northbound right turn satisfy the anticipated queue as seen in **Table 18**.

Table 19 Build – 95th Percentile Queue Length

Wickham Road at I-95 SB Ramps									
Year of Analysis	Peak Hour	Eastbound		Westbound		Southbound			
		R		L		L		R	
		95th %ile Queue	Storage Length	95th %ile Queue	Storage Length	95th %ile Queue	Storage Length	95th %ile Queue	Storage Length
2023	AM	0	420*	150	420*	275	340	0	400
	PM	0		250		225		0	
2033	AM	0		75		325		0	
	PM	0		75		225		0	
Wickham Road at I-95 NB Ramps									
Year of Analysis	Peak Hour	Eastbound		Westbound		Northbound			
		L		R		L		R	
		95th %ile Queue	Storage Length	95th %ile Queue	Storage Length	95th %ile Queue	Storage Length	95th %ile Queue	Storage Length
2023	AM	225	420	0	320	675	800*	600	700*
	PM	225		0		600		400	
2033	AM	225		0		800		700	
	PM	200		0		650		450	

*New queue storage proposed in the Build Condition

Table 20 2023 Build AM Peak Hour MOE's

Intersection	AM Peak Hour																									
	Delay (sec/veh)													LOS												
	Eastbound			Westbound			Northbound			Southbound			Overall	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R		L	T	R	L	T	R	L	T	R	L	T	R	
Wickham Rd at Shoppes Dr	86.8	20.3	20.6	64.2	2.9	5.7	62.8	0.0	69.5	76.1	0.0	60.5	18.5	F	C	C	E	A	A	E	A	E	E	A	E	B
Wickham Rd at I-95 SB Ramps	-	21.7	0.0	32.6	0.4	-	-	-	-	63.7	-	0.0	14.6	-	C	-	C	A	-	-	-	-	E	-	-	B
Wickham Rd at I-95 NB Ramps	73.6	39.7	-	-	27.5	0.0	50.8	-	50.5	-	-	-	41.8	E	D	-	-	C	-	D	-	D	-	-	-	D
Wickham Rd at Sheriff Dr	66.6	0.9	1.6	77.1	0.9	1.7	69.3	0.0	63.6	55.9	0.0	89.3	10.1	E	A	A	E	A	A	E	A	E	E	A	F	B
Wickham Rd at Murrell Rd	42.1	0.6	1.1	80.1	46.2	23.9	84.3	0.0	58.2	70.6	0.0	105.0	42.7	D	A	A	F	D	C	F	A	E	E	A	F	D

LOS E shown in Orange
LOS F shown in Red

Table 21 2023 Build PM Peak Hour MOE's

Intersection	PM Peak Hour																									
	Delay (sec/veh)													LOS												
	Eastbound			Westbound			Northbound			Southbound			Overall	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R		L	T	R	L	T	R	L	T	R	L	T	R	
Wickham Rd at Shoppes Dr	81.3	44.3	49.3	54.3	6.6	10.6	70.7	0.0	86.4	77.3	0.0	53.4	35.4	F	D	D	D	A	B	E	A	F	E	A	D	D
Wickham Rd at I-95 SB Ramps	-	0.1	0.0	49.3	0.3	-	-	-	-	75.8	-	0.0	10.6	-	A	-	D	A	-	-	-	-	E	-	-	B
Wickham Rd at I-95 NB Ramps	65.2	0.5	-	-	30.1	0.0	54.1	-	46.9	-	-	-	29.6	E	A	-	-	C	-	D	-	D	-	-	-	C
Wickham Rd at Sheriff Dr	73.3	0.9	1.7	77.7	0.5	0.9	81.4	0.0	66.4	59.9	0.0	99.3	9.8	E	A	A	E	A	A	F	A	E	E	A	F	A
Wickham Rd at Murrell Rd	67.0	1.8	2.5	85.8	48.1	41.6	90.7	0.0	57.8	74.5	0.0	160.9	57.4	E	A	A	F	D	D	F	A	E	E	A	F	E

LOS E shown in Orange
LOS F shown in Red

5.2.2 Design Year – 2033 Build Intersection Operations

The design year traffic operations in the Build condition are summarized below. The analysis results show that the improvements will reduce delays and queue backups at the interchange. Detailed outputs are included in **Appendix N**. The 95th percentile queues and available storage lengths are summarized for the ramp terminal intersections for 2023 and 2033 in **Table 19** and the overall intersection delay, individual movements delay, and LOS are summarized for all study intersections in **Table 22** and **Table 23** of section 5.2.1.

The Design Year – 2033 Build peak hour intersection operations for the study intersections are summarized as follows:

- Shoppes Drive Intersection
 - The left turn movements, right turn movements, eastbound through and westbound through movements operate at LOS E or worse during both the peak hours. The overall intersection operates at LOS E. Shoppes Drive is at a distance of approximately 800' to the I-95 southbound ramp terminal, the queues in the westbound direction were confirmed to be 275' and 350' in the AM and PM peak hours respectively ensuring there is no queue backup to the I-95 southbound ramp terminal.
- I-95 Southbound Ramps
 - All movements operate satisfactorily during both peak hours except for the southbound left turn which operates at LOS E during both peak hours. The left turn movement will be monitored by the district in future conditions. The overall intersection operates at LOS B during both peak hours better than the No-Build condition. The westbound queue was confirmed to ensure there is no backup to the I-95 southbound ramp terminal.
- I-95 Northbound Ramps
 - Overall, the intersection operates at LOS D or better during the AM and PM peak hours. The northbound left in the AM peak period operates at LOS D, improving from LOS F in the No-Build condition.
 - The queues of the northbound left and right turn movements are accommodated in the proposed build condition with longer storage bays. The eastbound left turn queue is mitigated by the additional of a left turn lane and increasing capacity.

- Sheriff Drive
 - Although overall intersections operate at acceptable LOS, there are some movements that operate below the target. These include the left turn movements, the northbound right turn and southbound right turn movements during both the peak hours. Sheriff Drive is approximately 550' feet from the I-95 northbound ramp terminal, the queues in the eastbound direction were confirmed to be around 175' and 200' feet during the AM and PM the peak hours respectively ensuring there is no queue backup to the I-95 northbound ramp terminal.
- Murrell Road
 - The intersection operates at failing conditions in the AM and PM peak hours. Many of the turn movements are projected to be congested in the peak hours.

It is observed that the intersections of Wickham Road at Shoppes Drive and Wickham Road at Murrell Road operate below LOS D by the year 2033 and have some failing movements. At this time, there are no improvements planned at these locations. The results of this study will be shared with the local agencies and these locations will be closely monitored in the future.

Table 22 2033 Build AM Peak Hour MOE's

Intersection	AM Peak Hour																									
	Delay (sec/veh)													LOS												
	Eastbound			Westbound			Northbound			Southbound			Overall	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R		L	T	R	L	T	R	L	T	R	L	T	R	
Wickham Rd at Shoppes Dr	76.0	28.9	30.6	56.0	27.5	50.1	76.4	0.0	331.0	141.7	0.0	70.2	49.3	E	C	C	E	F	F	E	A	F	F	A	E	D
Wickham Rd at I-95 SB Ramps	-	25.1	0.0	10.6	0.4	-	-	-	-	79.8	-	0.0	14.8	-	A	-	D	A	-	-	-	-	E	-	-	B
Wickham Rd at I-95 NB Ramps	66.6	3.1	-	-	69.4	0.0	48.3	-	46.6	-	-	-	43.4	E	A	-	-	E	-	D	-	D	-	-	-	D
Wickham Rd at Sheriff Dr	75.0	1.0	1.8	84.7	0.9	1.7	88.4	0.0	75.5	66.7	0.0	131.8	11.8	E	A	A	F	A	A	F	A	E	E	A	F	B
Wickham Rd at Murrell Rd	73.7	0.7	1.4	97.6	59.5	23.3	92.3	0.0	74.3	110.9	0.0	224.3	68.4	E	A	A	F	E	C	F	A	E	F	A	F	E

LOS E shown in Orange

LOS F shown in Red

Table 23 2033 Build PM Peak Hour MOE's

Intersection	PM Peak Hour																									
	Delay (sec/veh)													LOS												
	Eastbound			Westbound			Northbound			Southbound			Overall	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R		L	T	R	L	T	R	L	T	R	L	T	R	
Wickham Rd at Shoppes Dr	81.0	71.8	81.8	57.1	36.0	52.0	69.8	0.0	92.7	81.1	0.0	53.6	61.0	F	F	F	E	F	F	E	A	F	F	A	D	E
Wickham Rd at I-95 SB Ramps	-	21.0	0.0	7.6	0.4	-	-	-	-	69.2	-	0.0	12.4	-	C	-	A	A	-	-	-	-	E	-	-	B
Wickham Rd at I-95 NB Ramps	62.0	0.4	-	-	31.2	0.0	64.6	-	52.9	-	-	-	31.1	E	A	-	-	C	-	E	-	D	-	-	-	C
Wickham Rd at Sheriff Dr	72.7	1.5	2.8	72.7	53.6	54.2	87.1	0.0	64.8	59.1	0.0	99.8	35.4	E	A	A	E	D	D	F	A	E	E	A	F	D
Wickham Rd at Murrell Rd	143.4	48.3	49.1	92.5	115.3	65.4	93.3	0.0	60.0	75.5	0.0	185.2	101.7	F	D	D	F	F	E	F	A	E	E	A	F	F

LOS E shown in Orange

LOS F shown in Red

5.2.3 Year of Failure Build Condition Analysis

While the proposed improvements are anticipated to meet the targets through the IOAR design year of 2033, a year of failure analysis was performed to provide an approximation of when the improvements will begin to experience failing conditions. For the Build scenario, the 2043 volumes from the TM Tool were analyzed in Synchro to determine if there is a year of failure between 2033 (design life for IOAR) and 2043 (typical 20-year design life). The analysis found that the improvements at the ramp intersections are projected to meet the LOS target for the year 2043. In summary, AM and PM peak hour conditions are projected to operate within the target LOS through 2043. **Appendix O** includes the detailed Synchro for the year 2043 indicating acceptable traffic operations.

5.3 Future Ramp Capacity Analysis

A ramp capacity analysis was conducted for the future conditions based on HCM 6th edition methodologies. **Table 24** is a summary of the ramp capacity at the I-95 northbound and southbound ramps.

Table 24 Summary of Future Ramp Capacity Analysis

Year	Ramp	Number of Lanes	Speed Limit (mph)	Ramp Capacity (pc/h) ¹	Peak Hour Demand Volume (vph)		Peak Hour Demand Flow Rate (pc/h) ²		Ramp Capacity Sufficient
					AM	PM	AM	PM	
2023	I-95 SB Off-Ramp	1	35	2,000	680	647	795	708	Yes
	I-95 SB On-Ramp	1	50	2,100	1,117	1,613	1,305	1,766	Yes
	I-95 NB Off-Ramp	1	35	2,000	1,542	1,229	1,688	1,320	Yes
	I-95 NB On-Ramp	1	50	2,100	491	710	538	762	Yes
2033	I-95 SB Off-Ramp	1	35	2,000	806	665	942	728	Yes
	I-95 SB On-Ramp	1	50	2,100	1,270	1,715	1,484	1,877	Yes
	I-95 NB Off-Ramp	1	35	2,000	1,768	1,294	1,935	1,389	Yes
	I-95 NB On-Ramp	1	50	2,100	566	724	620	777	Yes

Notes:

1) Ramp Capacity is based of HCM 6th edition Exhibit 14-12

2) Flow rate in pc/h is estimated based on HCM Equation 14-1, Equation 12-10 and Exhibit 12-25 with a PHF of 0.95
Truck Percentages used in the calculation are obtained from the existing count data. They are as follows:

I-95 SB Ramps: AM: 11%; PM: 4%

I-95 NB Ramps: AM: 4%; PM: 2%

The results show that the ramp capacity of the I-95 northbound and southbound ramps is adequate in the future traffic conditions.

5.4 Future Ramp Queue Analysis

Table 25 summarizes the queues for the two intersections in future No-Build and Build conditions. The summary results show that no queues are projected to extend the ramp length in the Build scenario. The build condition analysis indicates improved queuing conditions in the Build scenario.

Table 25 Future Ramp Queue Analysis

Intersection	Ramp Length* (ft.)	95 th Percentile Queue Length (ft.)			
		2023 (No-Build)	2023 (Build)	2033 (No-Build)	2033 (Build)
AM Peak Hour					
Wickham Rd at I-95 SB off-ramp	2,200	300	275	325	325
Wickham Rd at I-95 NB off-ramp	2,200	1,225	675	1,675	800
PM Peak Hour					
Wickham Rd at I-95 SB off-ramp	2,200	225	225	225	225
Wickham Rd at I-95 NB off-ramp	2,200	975	600	1,075	650

*Ramp lengths are measured as the distance from the stop bar to the painted nose of the gore

The intersections adjacent to the interchange are relatively closely spaced and therefore the eastbound and westbound queues at Shoppes Drive and Sheriff Drive were checked to ensure there are no impacts to the interchange. The maximum queue observed at the intersections adjacent to the I-95 interchange was observed to be nearly 350' in the 2033 PM peak hour. The distance between the adjacent intersections and the ramp terminal interchange is observed to be enough to accommodate the eastbound and westbound queues without affecting the I-95 ramp terminal interchange.

5.5 Future Safety Performance

All left turn movements leading into a ramp in the study area will experience increased capacity from the addition of an extra turn lane. The dual left turn lane movements will operate with protected only phasing operations at the Wickham Road and I-95 interchange. Additionally, increase in the storage length of the westbound left turn further improve queue storage at intersections. The improvements also aid in reducing crashes by effectively increasing the queue storage and service capacities of the movements to/from the interstate.

Federal Highway Administration (FHWA) Crash Modification Factors (CMF) and FDOT Crash Reduction Factors (CRF) were reviewed to quantify safety benefits. While there are no CMFs that can be applied to quantify the benefits for double left turn lanes, FDOT CRFs for the proposed improvements with their ID numbers and anticipated total percent crash reductions are shown below and in **Appendix D. Table 26** summarizes the future safety analysis and shows the total crash reduction due to the proposed improvement.

- Increase storage lane (ID #17) – 11% and
- Add turn bay (ID #18) – 10%

The improvement at the southbound ramp terminal included adding of a turn bay. A CRF of 10% is used for this intersection. The improvement at the northbound ramp terminal included adding a turn bay and increasing storage. A composite CRF of 20%, computed based on the following formula, is applied to the northbound ramp terminal.

$$CRF = CRF_1 + (1 - CRF_1)CRF_2 + (1 - CRF_1)(1 - CRF_2)CRF_3 + \dots \dots \dots$$

Table 26 Projected Future Crashes

Intersection	Total Crashes (Existing)	Existing Crash Frequency (crashes/year)	CRF (%)	Projected Crash Reduction (crashes/year)	Projected Crash Frequency (crashes/year)
I-95 Southbound Ramp Terminal	80	16.0	10	1.6	14.4
I-95 Northbound Ramp Terminal	52	10.4	20	2.1	8.3
Total	132	26.4	-	3.7	22.7

As shown in Table 26, a reduction of 3.7 crashes per year were anticipated due to the proposed improvements. These numbers were calculated by comparing the crash frequencies before and

after the implementation of the proposed improvement at the I-95 and Wickham Road southbound and northbound ramp terminal intersections.

Additionally, the FHWA Signalized Intersections Safety Guide cites studies performed at intersection with dual left turn lane improvements showing reduction in crashes. The literature review also found that dual left-turn lanes with protected-only phasing generally operate with minimal negative safety impacts. With the proposed dual left turns, we can anticipate at least a 20% reduction in angle fatal/injury collisions and 29% reduction in fatal/injury rear-end collisions for the Build scenario when compared to the No-Build. A snapshot of FHWA's anticipated safety benefits and the CRF factors reference table with improvement ID numbers of 17 and 18 are provided in **Appendix D**.

6.0 CONCEPTUAL SIGNING

The latest Signing and Pavement Marking Plans for the proposed improvements are included in **Appendix P**. No signing changes are proposed to the I-95 mainline, as there are no changes to existing access points.

7.0 FUNDING AND SCHEDULE

The I-95 at Wickham Road interchange improvements are funded for construction in Fiscal Year 2022, FPID# 436125-1. Design plans are currently at 60%, with a construction letting date of December 23, 2021. **Figure 12** depicts a snapshot of the FDOT Work Program summary for this project.

Figure 12 FDOT Work Program Snapshot

Project Summary					
Transportation System: INTRASTATE INTERSTATE			District 05 - Brevard County		
Description: WICKHAM RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS					
Type of Work: ADD LEFT TURN LANE(S)			View Scheduled Activities		
Item Number: 436125-1			SIS		
Length: 0.664			View Map of Item		
Project Detail					
Fiscal Year:	2021	2022	2023	2024	2025
Highways/Preliminary Engineering					<i>(On-Going)</i>
Amount:	\$8,288				
Highways/Construction					
Amount:		\$3,197,997			
Item Total:	\$8,288	\$3,197,997			

8.0 OTHER CONSIDERATIONS

8.1 Environmental Considerations

No right-of-way impacts are anticipated as part of the proposed improvements. There are no significant environmental considerations and/or environmental fatal flaws within the project limits that could influence the outcome of the selection process in comparing the Build and No-Build alternatives.

8.2 Design Exceptions

Per the 60% design plans, the project does not require design exceptions or variations.

8.3 Access Management

The access management plan within the area of influence will not be changed by the proposed improvements.

9.0 FEDERAL HIGHWAY ADMINISTRATION (FHWA) POLICY POINTS

The Federal Highway Administration (FHWA) regulates the addition and modification of access points along the interstate system. The proposed improvements are expected to improve operations and safety along Wickham Road and at the I-95 ramp terminal intersections. The following summarizes how the proposed improvements to Wickham Road at the I-95 interchange fulfill each requirement of the policy points.

9.1 Policy Point 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

A detailed operational and safety analysis was conducted in this IOAR to address this policy point. The response is provided in two parts, discussion of the operational improvements and safety performance.

Operational Analysis

- Traffic operational analysis was performed for existing year (2019), opening year (2023) and design year (2033).
- Existing Year
 - Congestion, delays, and queuing are experienced at the I-95 northbound ramps intersection in the existing year analysis.
- No-Build Conditions and Build Conditions
 - 2023 and 2033 No-Build analysis indicates traffic conditions will continue to worsen if no improvements are made.
 - 2023 and 2033 Build analysis indicates that, the proposed improvements will improve operations at the I-95 southbound and northbound ramp terminals and will not have any adverse impacts to the I-95 mainline operations.
 - The overall intersection LOS and Delay (sec/veh) are expected to improve and meet the LOS target (LOS D) for both the ramp terminal intersections. **Table 27** summarizes the ramp intersection operational analysis results.
 - Analysis shows a reduction of the 95th percentile queue ensuring there will be no queue spillback onto the I-95 mainline during the design year peak hours. **Table 28** summarizes the off-ramp queues at both the ramp terminal intersections.

Table 27 Operational Analysis Results

Intersection	2019 Existing		2023 (No-Build)		2023 (Build)		2033 (No-Build)		2033 (Build)	
	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
AM Peak Hour										
Wickham Rd at I-95 SB Ramps	15.9	B	16.6	B	14.6	B	17.4	B	14.8	B
Wickham Rd at I-95 NB Ramps	58.1	E	61.1	E	41.8	D	84.8	F	43.4	D
PM Peak Hour										
Wickham Rd at I-95 SB Ramps	13.1	B	14.1	B	10.6	B	16.6	B	12.4	B
Wickham Rd at I-95 NB Ramps	43.5	D	58.2	E	29.6	C	61.0	E	31.1	C

*Delay is reported in seconds/vehicle.

Table 28 95th Percentile Queue Length

Intersection	Ramp Length* (ft.)	95 th Percentile Queue Length (ft.)				
		2019 Existing	2023 (No-Build)	2023 (Build)	2033 (No-Build)	2033 (Build)
AM Peak Hour						
Wickham Rd at I-95 SB Ramps	2,160	275	300	275	325	325
Wickham Rd at I-95 NB Ramps	2,200	1,100	1,225	675	1,675	800
PM Peak Hour						
Wickham Rd at I-95 SB Ramps	2,160	225	225	225	225	225
Wickham Rd at I-95 NB Ramps	2,200	750	975	600	1,075	650

*Ramp lengths are measured as the distance from the stop bar to the painted nose of the gore

Safety Performance

- The historical crash analysis indicates no existing safety issues when compared with statewide crash rates. The existing crash rate on Wickham Road is 3.97 which is lower than the statewide average of 4.90 for a six-lane urban divided roadway.
- Crash Modification Factor (CMF) Clearing House and FHWA sources were reviewed to determine crash modification factors for the proposed improvements. While there are no CMF's that can be applied to quantify the benefits, FDOT's Crash Reduction Factors (CRF) are available for the improvements proposed. The CRF's show a positive effect on safety for the proposed improvements with up to 11% reduction in total crashes.
- Additionally, the FHWA Signalized Intersections Safety Guide cites studies performed at similar intersections with dual left turn lane improvements showing reduction by at least 20% in angle fatal/injury collisions and 29% in fatal/injury rear-end collisions. The literature review also found that dual left-turn lanes with protected-only phasing generally operate with minimal negative safety impacts.
- The analysis shows that the proposed improvements are projected to reduce the crashes and improve safety in the study area including the I-95 northbound and southbound ramp terminals.

9.2 Policy Point 0032

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on-ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design

The existing interchange is a traditional diamond interchange providing full access to all traffic movements on the connecting crossroad (Wickham Road). The proposed improvement will maintain full access to all traffic movements. The interchange access conditions will remain the same in the Build condition.

The proposed improvements are expected to improve operations and safety along Wickham Road and at the I-95 ramp terminal intersections. Based on the analysis performed in support of this IOAR, the proposed improvements have safety, operational and engineering viability and do not have an adverse impact on the I-95 mainline operations.

10.0 CONCLUSIONS

The Florida Department of Transportation (FDOT) District Five has prepared this Interchange Operational Analysis Report (IOAR) for the proposed improvements at the I-95 Wickham Road interchange located in Brevard County, Florida. The conclusions of the existing and future operational and safety analysis, and the fulfillment of the FHWA policy points are summarized as follows:

Existing Traffic Operations

- The intersection of Wickham Road and I-95 southbound ramps operates satisfactorily in the AM and PM peak periods. The 95th percentile queue is accommodated within the existing left turn storage available.
- The intersection of Wickham Road and I-95 northbound ramps operates in congested conditions in the AM peak period. The northbound left turn is congested and operates at LOS F in both the peak periods. The queues observed extend beyond the available queue storage of the northbound left and right turns.
- Other intersections within the Area of Influence (AOI) operate at an acceptable LOS.
- The existing operational issues identified at the project intersections in the study area are expected to persist and worsen in the future as traffic demands increase.

Historical Crash Analysis (2014-2018)

- During the five-year crash analysis period, 280 crashes were reported in the study area. Of the 280 crashes, 114 crashes were injury related, 166 crashes resulted in PDO.
- The existing crash rate on Wickham Road is lower than the statewide average for a six-lane urban divided roadway.

Future No-Build Traffic Operations

- Under No-Build condition with no improvements, 95th percentile queue lengths of approximately 1,700 feet and 1,100 are anticipated along the I-95 northbound off-ramp in the AM and PM peak hours, respectively in the Design Year (2033). This queue length will result in significant delays and congestion on the northbound off-ramp during the Design Year.

Future Build Traffic Operations

- The proposed improvements are expected to improve operations at the I-95 southbound and northbound ramp terminals intersecting Wickham Road and will not have any adverse impacts to the I-95 mainline.
- At the I-95 northbound ramps, a reduction of the 95th percentile queue of 800 feet or less is predicted thereby ensuring no queue spillback onto the I-95 mainline during the Design Year peak hours.
- The adjacent intersections included in the AOI are not impacted by the improvements at the interchange.
- The overall intersection LOS and Delay (sec/veh) are improved and the LOS targets are met in the Build scenario as seen in the **Table 29** below.
- It is observed that the intersections of Wickham Road at Shoppes Drive and Wickham Road at Murrell Road operate below LOS D by the year 2033 and have some failing movements At this time, there are no improvements planned at this location and the results of this study will be shared with the local agencies. However, these locations will be closely monitored in the future.

Table 29 Operational Analysis Results

Intersection	2019 Existing		2023 (No-Build)		2023 (Build)		2033 (No-Build)		2033 (Build)	
	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
AM Peak Hour										
Wickham Rd at I-95 SB Ramps	15.9	B	16.6	B	14.6	B	17.4	B	14.8	B
Wickham Rd at I-95 NB Ramps	58.1	E	61.1	E	41.8	D	84.8	F	43.4	D
PM Peak Hour										
Wickham Rd at I-95 SB Ramps	13.1	B	14.1	B	10.6	B	16.6	B	12.4	B
Wickham Rd at I-95 NB Ramps	43.5	D	58.2	E	29.6	C	61.0	E	31.1	C

Future Safety Performance

- Improving the capacity by adding dual lefts to the movements turning onto the interstate will effectively double the queue storage and the service capacity through the signal, improving safety.
- While there are no CMF's that can be applied to quantify the benefits of the proposed improvements, FDOT's Crash Reduction Factors (CRF) are available for the improvements proposed. The CRF's show a positive effect on safety for the proposed improvements with up to 11% reduction in crashes.
- Additionally, the FHWA Signalized Intersections Safety Guide cites studies performed at intersections with dual left turn lane improvements showing reduction in crashes. The literature review also found that dual left-turn lanes with protected-only phasing generally operate with minimal negative safety impacts. With the dual left turns, we can anticipate at least a 20% reduction in angle fatal/injury collisions and 29% reduction in fatal/injury rear-end collisions for the Build scenario when compared to the No-Build.

FHWA Policy Points

Policy Point 1: *An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).*

A detailed operational and safety analysis was conducted in this IOAR to address this policy point. The response is provided in two parts, discussion of the operational improvements and safety performance.

Operational Analysis

- Traffic operational analysis was performed for existing year (2019), opening year (2023) and design year (2033).
- Existing Year
 - Congestion, delays, and queuing are experienced at the I-95 northbound ramps intersection in the existing year analysis.
- No-Build Conditions and Build Conditions
 - 2023 and 2033 No-Build analysis indicates traffic conditions will continue to worsen if no improvements are made.
 - 2023 and 2033 Build analysis indicates that, the proposed improvements will improve operations at the I-95 southbound and northbound ramp terminals and will not have any adverse impacts to the I-95 mainline operations.
 - The overall intersection LOS and Delay (sec/veh) are expected to improve and meet the LOS target (LOS D) for both the ramp terminal intersections. **Table 30** summarizes the ramp intersection operational analysis results.
 - Analysis shows a reduction of the 95th percentile queue ensuring there will be no queue spillback onto the I-95 mainline during the design year peak hours. **Table 31** summarizes the off-ramp queues at both the ramp terminal intersections.

Table 30 Operational Analysis Results

Intersection	2019 Existing		2023 (No-Build)		2023 (Build)		2033 (No-Build)		2033 (Build)	
	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
AM Peak Hour										
Wickham Rd at I-95 SB Ramps	15.9	B	16.6	B	14.6	B	17.4	B	14.8	B
Wickham Rd at I-95 NB Ramps	58.1	E	61.1	E	41.8	D	84.8	F	43.4	D
PM Peak Hour										
Wickham Rd at I-95 SB Ramps	13.1	B	14.1	B	10.6	B	16.6	B	12.4	B
Wickham Rd at I-95 NB Ramps	43.5	D	58.2	E	29.6	C	61.0	E	31.1	C

*Delay is reported in seconds/vehicle.

Table 31 95th Percentile Queue Length

Intersection	Ramp Length* (ft.)	95 th Percentile Queue Length (ft.)				
		2019 Existing	2023 (No-Build)	2023 (Build)	2033 (No-Build)	2033 (Build)
AM Peak Hour						
Wickham Rd at I-95 SB Ramps	2,160	275	300	275	325	325
Wickham Rd at I-95 NB Ramps	2,200	1,100	1,225	675	1,675	800
PM Peak Hour						
Wickham Rd at I-95 SB Ramps	2,160	225	225	225	225	225
Wickham Rd at I-95 NB Ramps	2,200	750	975	600	1,075	650

*Ramp lengths are measured as the distance from the stop bar to the painted nose of the gore

Safety Performance

- The historical crash analysis indicates no existing safety issues when compared with statewide crash rates. The existing crash rate on Wickham Road is 3.97 which is lower than the statewide average of 4.90 for a six-lane urban divided roadway.
- Crash Modification Factor (CMF) Clearing House and FHWA sources were reviewed to determine crash modification factors for the proposed improvements. While there are no CMF's that can be applied to quantify the benefits, FDOT's Crash Reduction Factors (CRF) are available for the improvements proposed. The CRF's show a positive effect on safety for the proposed improvements with up to 11% reduction in total crashes.
- Additionally, the FHWA Signalized Intersections Safety Guide cites studies performed at similar intersections with dual left turn lane improvements showing reduction by at least 20% in angle fatal/injury collisions and 29% in fatal/injury rear-end collisions. The literature review also found that dual left-turn lanes with protected-only phasing generally operate with minimal negative safety impacts.
- The analysis shows that the proposed improvements are projected to reduce the crashes and improve safety in the study area including the I-95 northbound and southbound ramp terminals.

Policy Point 2: *The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on-ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design*

The existing interchange is a traditional diamond interchange providing full access to all traffic movements on the connecting crossroad (Wickham Road). The proposed improvement will maintain full access to all traffic movements. The interchange access conditions will remain the same in the Build condition.

The proposed improvements are expected to improve operations and safety along Wickham Road and at the I-95 ramp terminal intersections. Based on the analysis performed in support of this IOAR, the proposed improvements have safety, operational and engineering viability and do not have an adverse impact on the I-95 mainline operations.

Recommendation

This IOAR recommends that the proposed improvements be implemented to provide congestion relief to the study area through the design year as witnessed in the document.

Appendix A | Raw Count Data and Existing Signal Timings

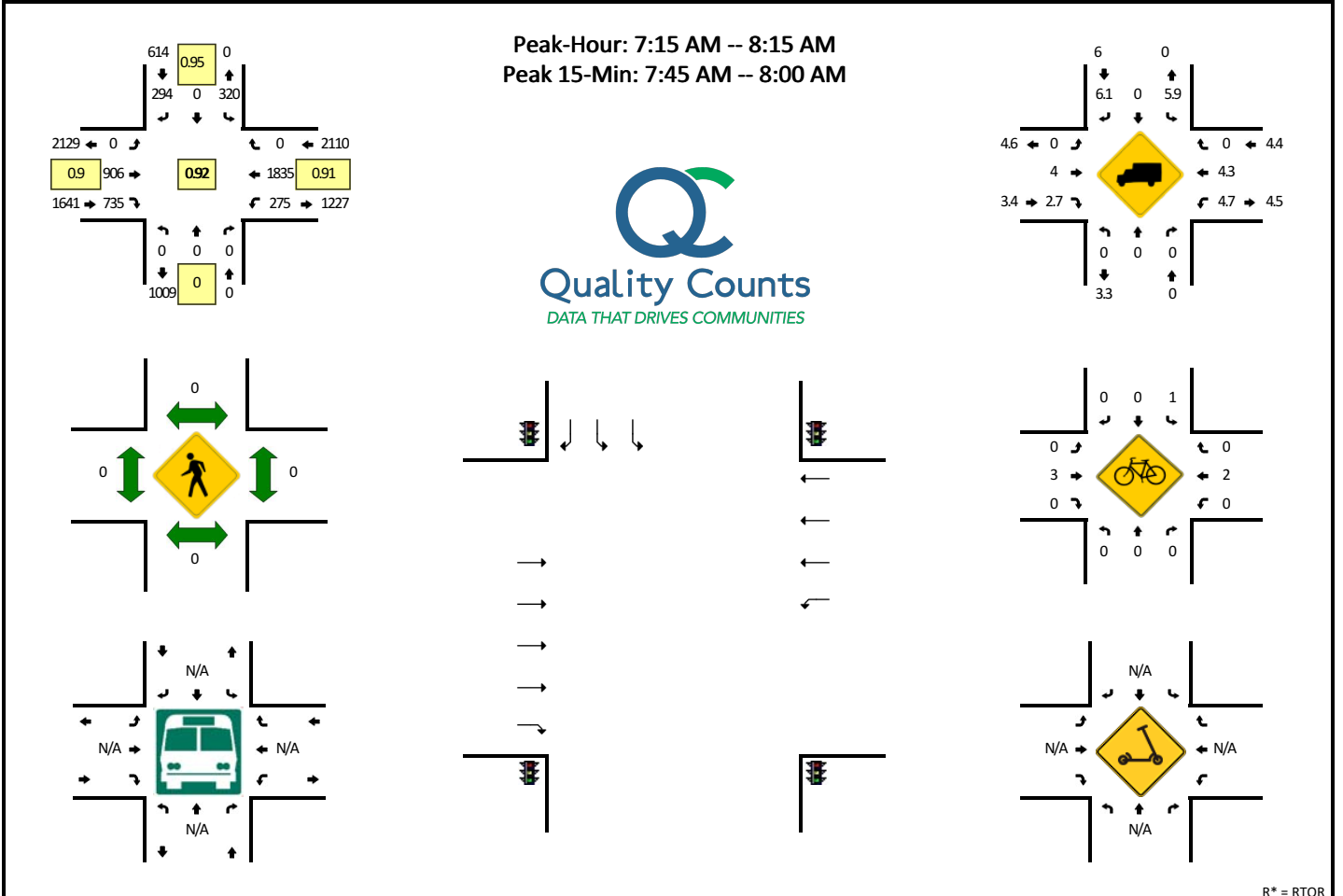
Turning Movement Counts

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: I-95 SB Ramps -- Wickham Rd
CITY/STATE: Brevard, FL

QC JOB #: 15144401
DATE: Wed, Dec 11 2019



R* = RTOR

15-Min Count Period Beginning At	I-95 SB Ramps (Northbound)					I-95 SB Ramps (Southbound)					Wickham Rd (Eastbound)					Wickham Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:00 AM	0	0	0	0	0	16	1	7	0	19	0	46	32	0	29	22	83	0	0	0	255	
6:15 AM	0	0	0	0	0	29	0	17	0	41	0	65	53	0	22	29	172	0	0	0	428	
6:30 AM	0	0	0	0	0	34	0	16	0	54	0	88	72	0	39	59	194	0	0	0	556	
6:45 AM	0	0	0	0	0	60	0	30	0	47	0	90	86	0	42	53	292	0	0	0	700	1939
7:00 AM	0	0	0	0	0	63	0	7	0	46	0	129	153	0	44	64	284	0	0	0	790	
7:15 AM	0	0	0	0	0	79	0	35	0	33	0	197	148	0	46	63	404	0	1	0	1006	3052
7:30 AM	0	0	0	0	0	73	0	53	0	31	0	217	106	0	72	90	487	0	0	0	1129	3625
7:45 AM	0	0	0	0	0	82	0	61	0	18	0	272	142	0	44	59	506	0	0	0	1184	4109
8:00 AM	0	0	0	0	0	86	0	24	0	39	0	220	138	0	39	62	438	0	0	0	1046	4365
8:15 AM	0	0	0	0	0	91	0	28	0	35	0	153	104	0	23	47	427	0	0	0	908	4267
8:30 AM	0	0	0	0	0	104	0	41	0	39	0	188	105	0	33	44	426	0	0	0	980	4118
8:45 AM	0	0	0	0	0	80	0	22	0	47	0	229	108	0	29	46	337	0	0	0	898	3832
9:00 AM	0	0	0	0	0	81	2	33	0	27	0	182	121	0	25	44	360	0	0	0	875	3661
9:15 AM	0	0	0	0	0	68	0	19	0	34	0	192	83	0	47	55	340	0	1	0	839	3592
9:30 AM	0	0	0	0	0	51	0	26	0	35	0	202	79	0	49	50	350	0	0	0	842	3454
9:45 AM	0	0	0	0	0	71	0	35	0	29	0	182	86	0	24	53	407	0	0	0	887	3443
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	328	0	316	0	72	0	1088	744	0	176	236	2024	0	0	0	4984	
Heavy Trucks	0	0	0	0	0	8	0	36	0	0	0	60	16	0	0	4	56	0	0	0	180	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

Report generated on 12/26/2019 1:52 PM

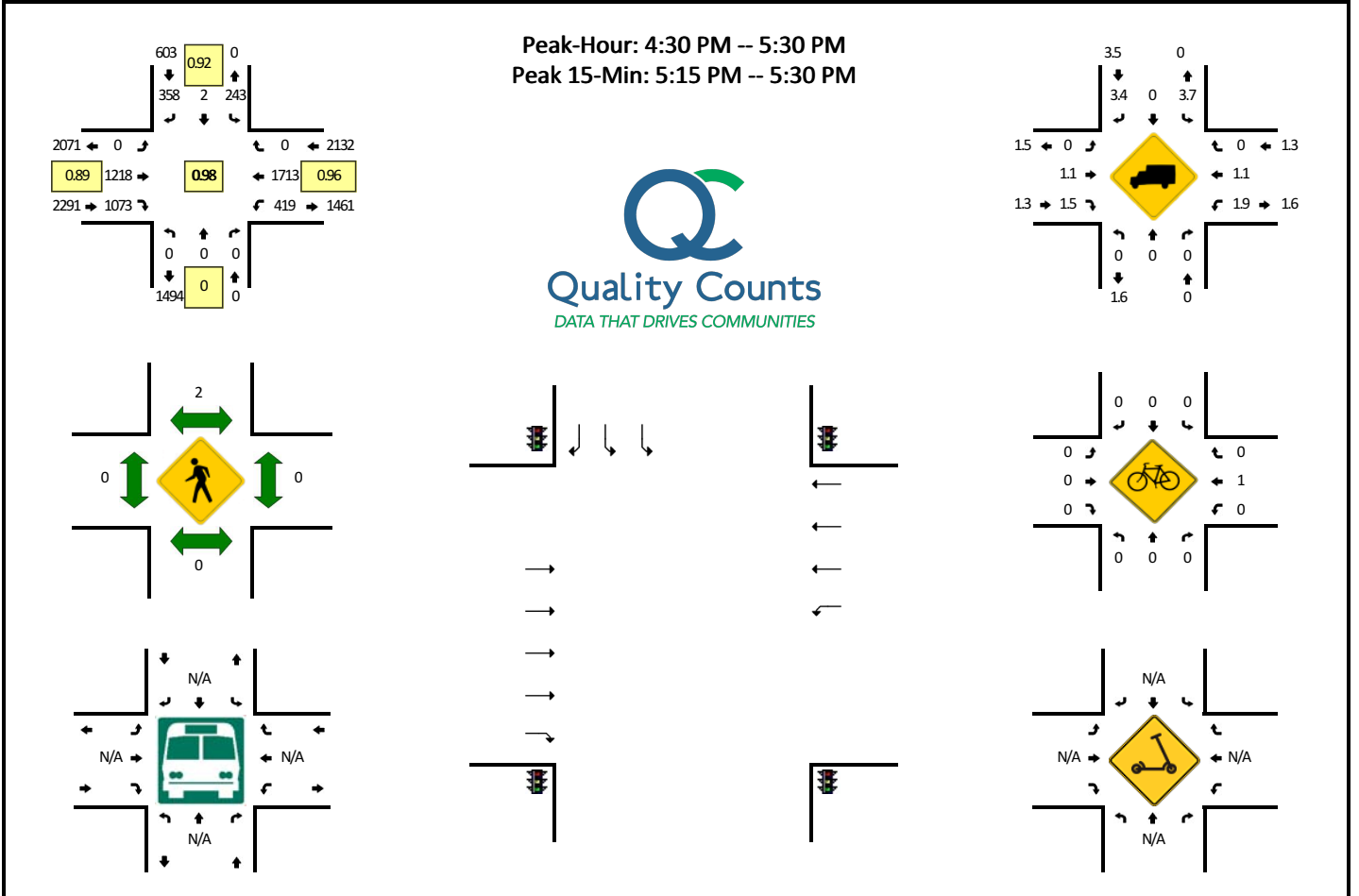
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: I-95 SB Ramps -- Wickham Rd
CITY/STATE: Brevard, FL

QC JOB #: 15144403
DATE: Wed, Dec 11 2019



R* = RTOR

15-Min Count Period Beginning At	I-95 SB Ramps (Northbound)					I-95 SB Ramps (Southbound)					Wickham Rd (Eastbound)					Wickham Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	0	0	0	0	0	41	1	31	0	32	0	322	111	0	91	66	343	0	1	0	1039	
3:15 PM	0	0	0	0	0	45	1	22	0	43	0	281	160	0	77	68	410	0	0	0	1107	
3:30 PM	0	0	0	0	0	65	1	22	0	46	0	317	170	0	64	69	365	0	0	0	1119	
3:45 PM	0	0	0	0	0	66	0	32	0	39	0	312	130	0	99	71	359	0	0	0	1108	4373
4:00 PM	0	0	0	0	0	50	1	22	0	42	0	303	134	0	99	87	367	0	1	0	1106	4440
4:15 PM	0	0	0	0	0	56	0	37	0	44	0	345	130	0	107	83	425	0	1	0	1228	4561
4:30 PM	0	0	0	0	0	48	1	38	0	46	0	355	187	0	100	94	394	0	0	0	1263	4705
4:45 PM	0	0	0	0	0	67	0	51	0	39	0	290	151	0	112	113	425	0	0	0	1248	4845
5:00 PM	0	0	0	0	0	62	1	56	0	30	0	281	149	0	94	105	450	0	0	0	1228	4967
5:15 PM	0	0	0	0	0	66	0	63	0	35	0	292	141	0	139	107	444	0	0	0	1287	5026
5:30 PM	0	0	0	0	0	58	0	61	0	21	0	299	108	0	101	95	469	0	0	0	1212	4975
5:45 PM	0	0	0	0	0	47	0	49	0	25	0	242	77	0	109	73	466	0	0	0	1088	4815
6:00 PM	0	0	0	0	0	47	0	31	0	40	0	209	107	0	52	74	376	0	0	0	936	4523
6:15 PM	0	0	0	0	0	41	0	46	0	28	0	195	88	0	54	55	406	0	0	0	913	4149
6:30 PM	0	0	0	0	0	42	0	16	0	43	0	225	81	0	49	39	329	0	0	0	824	3761
6:45 PM	0	0	0	0	0	34	0	17	0	36	0	203	76	0	46	25	269	0	1	0	707	3380
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	264	0	392	0	140	0	1168	1120	0	556	428	1776	0	0	0	5844	
Heavy Trucks	0	0	0	0	0	4	0	16	0	0	0	12	12	0	0	0	16	0	0	0	60	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

Report generated on 12/26/2019 1:52 PM

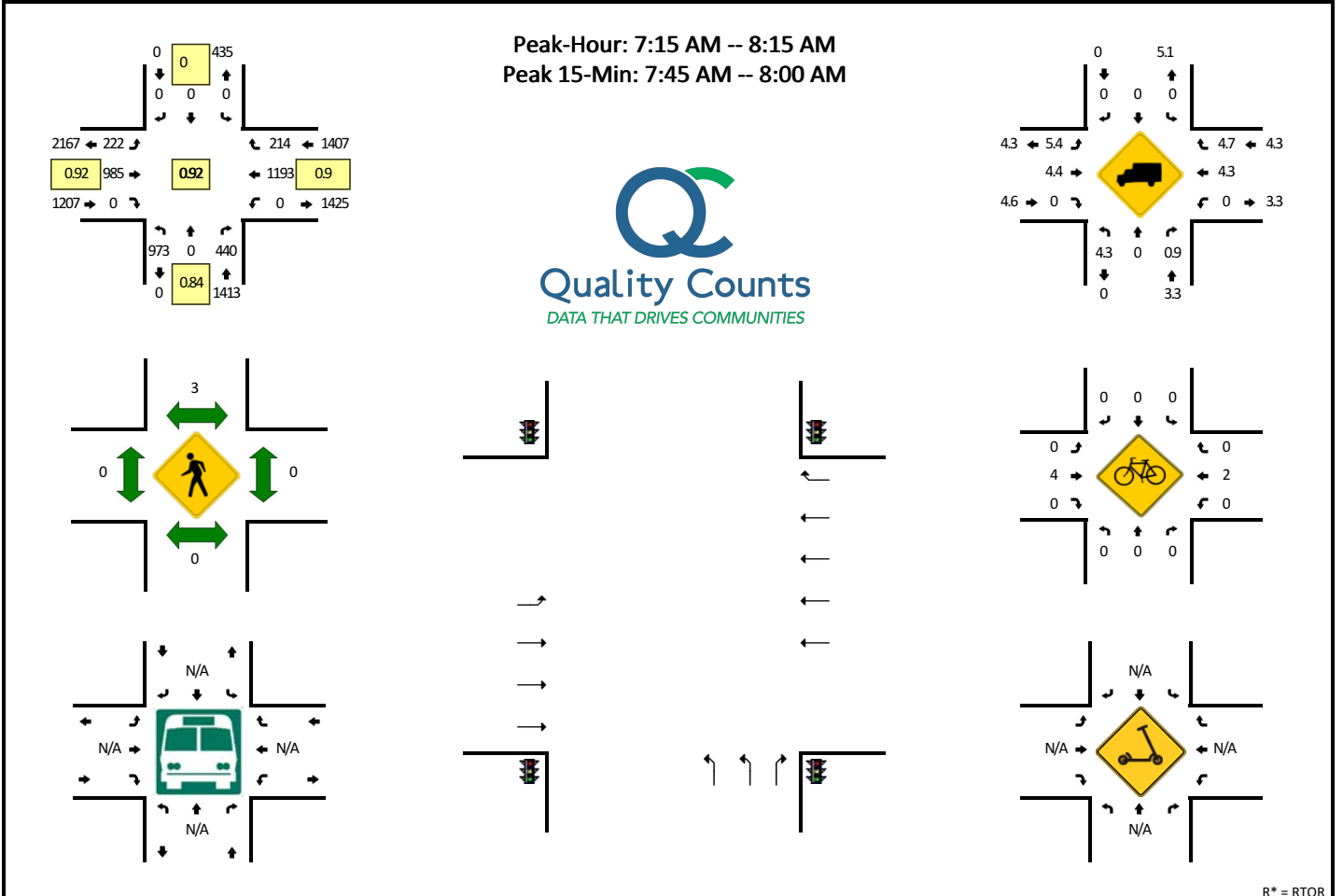
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: I-95 NB Ramps -- Wickham Rd
CITY/STATE: Brevard, FL

QC JOB #: 15144404
DATE: Wed, Dec 11 2019



R* = RTOR

15-Min Count Period Beginning At	I-95 NB Ramps (Northbound)					I-95 NB Ramps (Southbound)					Wickham Rd (Eastbound)					Wickham Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:00 AM	43	0	8	0	11	0	0	0	0	0	21	39	0	0	0	0	67	25	0	9	223	
6:15 AM	110	0	13	0	27	0	0	0	0	0	27	69	0	1	0	0	100	21	0	9	377	
6:30 AM	108	0	20	0	40	0	0	0	0	0	30	79	0	0	0	0	154	28	0	9	468	
6:45 AM	187	0	43	0	31	0	0	0	0	0	41	124	0	0	0	0	173	26	0	16	641	1709
7:00 AM	179	0	35	0	27	0	0	0	0	0	40	142	0	0	0	0	184	28	0	17	652	
7:15 AM	242	0	55	0	42	0	0	0	0	0	54	216	0	0	0	0	263	36	0	27	935	2696
7:30 AM	238	0	47	0	50	0	0	0	0	0	57	251	0	0	0	0	339	28	0	26	1036	3264
7:45 AM	288	0	92	0	41	0	0	0	0	0	62	265	0	1	0	0	292	29	0	23	1093	3716
8:00 AM	205	0	64	0	49	0	0	0	0	0	48	253	0	0	0	0	299	33	0	12	963	4027
8:15 AM	205	0	42	0	39	0	0	0	0	0	53	221	0	0	0	0	283	26	0	20	889	3981
8:30 AM	235	0	83	0	48	0	0	0	0	0	42	240	0	0	0	0	225	34	0	10	917	3862
8:45 AM	155	1	67	0	55	0	0	0	0	0	39	261	0	1	0	0	232	32	0	13	856	3625
9:00 AM	131	0	29	0	49	0	0	0	0	0	35	241	0	0	0	0	278	43	0	18	824	3486
9:15 AM	157	0	28	0	41	0	0	0	0	0	30	218	0	1	0	0	229	40	0	18	762	3359
9:30 AM	157	0	47	0	39	0	0	0	0	0	25	220	0	0	0	0	258	20	0	33	799	3241
9:45 AM	173	0	46	0	50	0	0	0	0	0	34	226	0	0	0	0	277	29	0	19	854	3239
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	1152	0	532	0	164	0	0	0	0	0	248	1060	0	4	0	0	1168	208	0	92		4628
Heavy Trucks	44	0	8			0	0	0			20	48	0			0	24	4			148	
Buses																						
Pedestrians	0					0					0						0				0	
Bicycles	0	0	0			0	0	0			0	0	0				0	0	0		0	
Scoters																					0	

Comments:

Report generated on 12/26/2019 1:52 PM

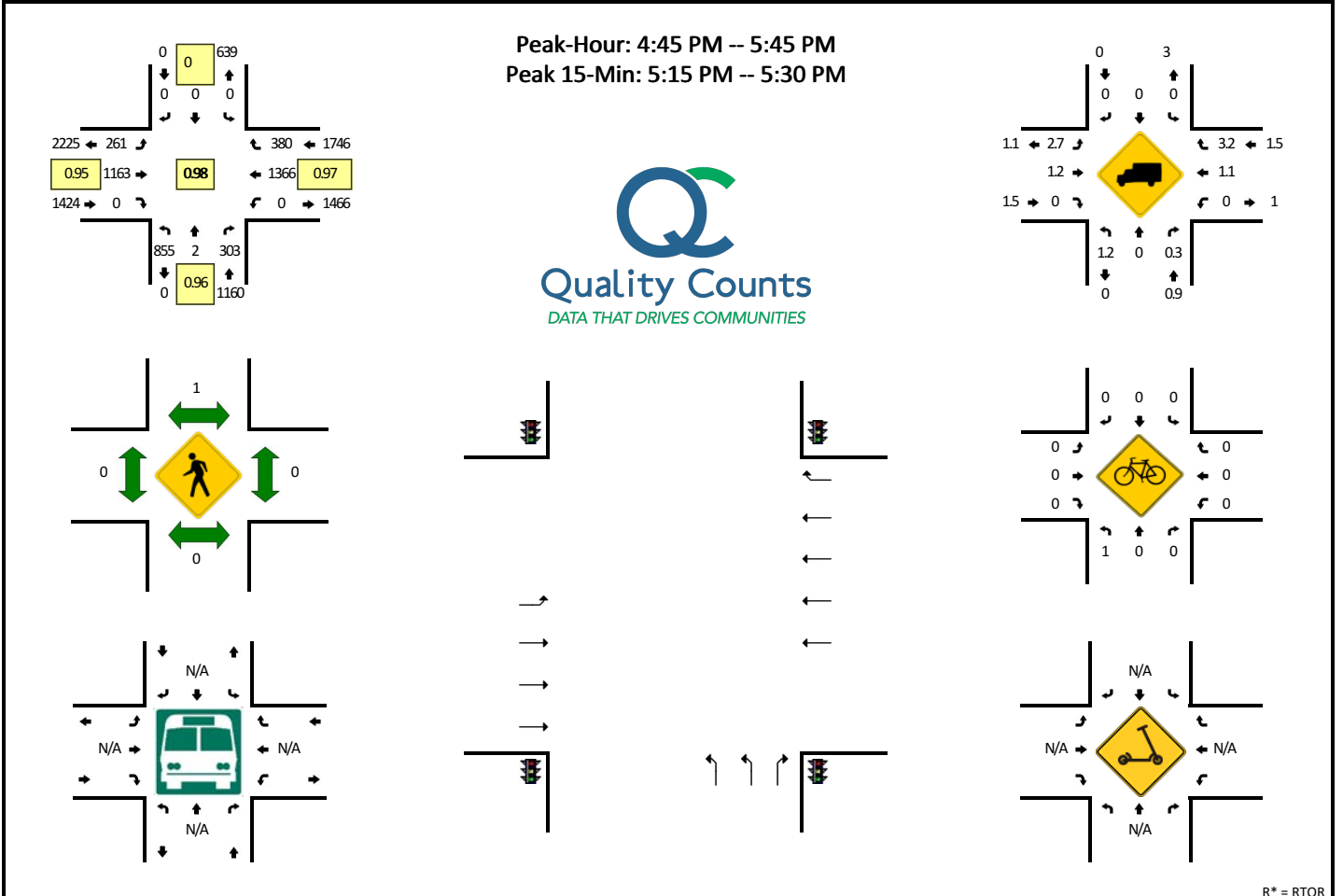
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: I-95 NB Ramps -- Wickham Rd
CITY/STATE: Brevard, FL

QC JOB #: 15144406
DATE: Wed, Dec 11 2019



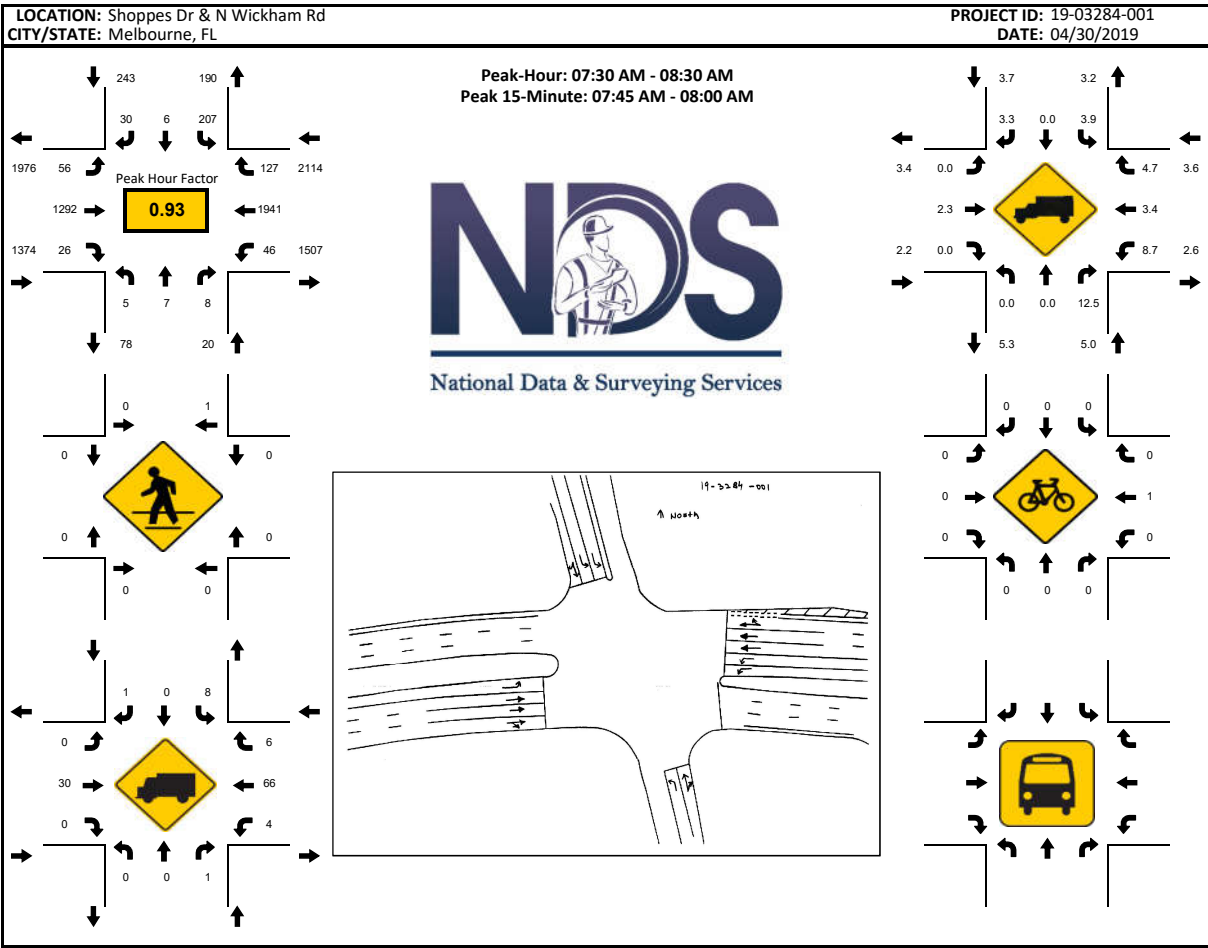
R* = RTOR

15-Min Count Period Beginning At	I-95 NB Ramps (Northbound)					I-95 NB Ramps (Southbound)					Wickham Rd (Eastbound)					Wickham Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	125	0	37	0	24	0	0	0	0	0	65	281	0	0	0	0	279	34	0	38	883	
3:15 PM	151	0	36	0	24	0	0	0	0	0	68	270	0	1	0	0	327	42	0	42	961	
3:30 PM	164	0	33	0	40	0	0	0	0	0	70	292	0	0	0	0	260	41	0	25	925	
3:45 PM	181	0	38	0	31	0	0	0	0	0	64	321	0	1	0	0	247	31	0	36	950	3719
4:00 PM	156	0	40	0	35	0	0	0	0	0	74	300	0	0	0	0	292	53	0	38	988	3824
4:15 PM	200	0	34	0	38	0	0	0	0	0	61	312	0	1	0	0	317	45	0	16	1024	3887
4:30 PM	173	0	40	0	30	0	0	0	0	0	77	325	0	1	0	0	328	55	0	16	1045	4007
4:45 PM	194	1	40	0	32	0	0	0	0	0	65	306	0	2	0	0	325	64	0	37	1066	4123
5:00 PM	225	0	32	0	34	0	0	0	0	0	70	268	0	0	0	0	343	59	0	50	1081	4216
5:15 PM	215	1	48	0	36	0	0	0	0	0	62	300	0	1	0	0	346	51	0	42	1102	4294
5:30 PM	221	0	41	0	40	0	0	0	0	0	60	289	0	1	0	0	352	45	0	32	1081	4330
5:45 PM	227	0	45	0	38	0	0	0	0	0	43	261	0	0	0	0	332	43	0	27	1016	4280
6:00 PM	181	0	47	0	42	0	0	0	0	0	45	209	0	0	0	0	259	45	0	23	851	4050
6:15 PM	186	1	34	0	29	0	0	0	0	0	44	191	0	1	0	0	266	46	0	23	821	3769
6:30 PM	159	0	20	0	17	0	0	0	0	0	49	218	0	0	0	0	223	34	0	10	730	3418
6:45 PM	109	0	17	0	33	0	0	0	0	0	47	178	0	1	0	0	195	24	0	8	612	3014
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	860	4	336	0	144	0	0	0	0	0	248	1200	0	4	0	0	1384	372	0	168	4720	
Heavy Trucks	12	0	4			0	0	0			4	12	0			0	4	12			48	
Buses																					0	
Pedestrians	1	0	0			0	0	0			0	0	0			0	0	0			1	
Bicycles																						
Scoters																						

Comments:

Report generated on 12/26/2019 1:52 PM

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

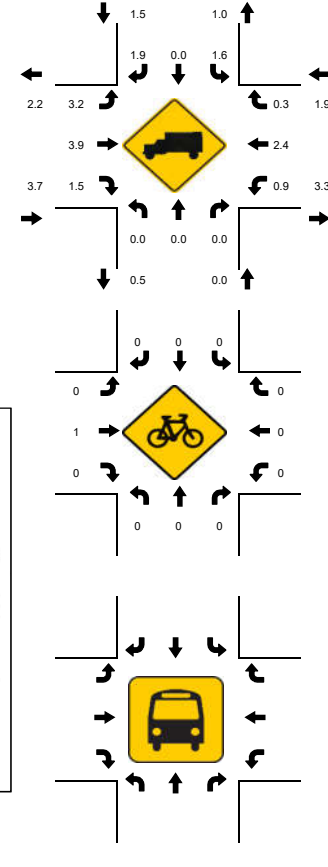
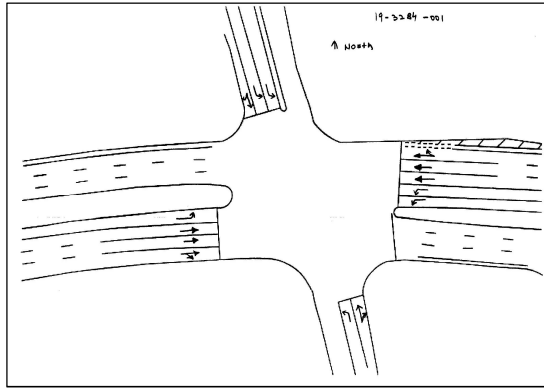
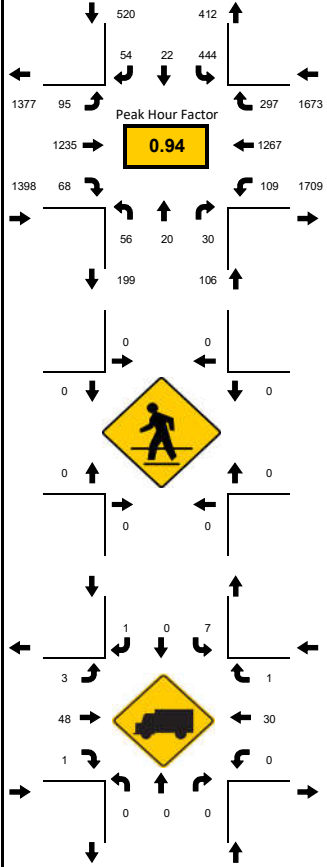
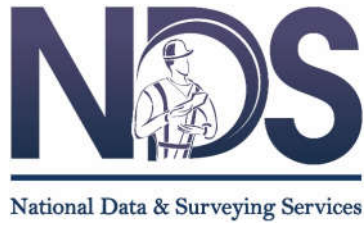


15-Min Count Period Beginning At	Shoppes Dr Northbound					Shoppes Dr Southbound					N Wickham Rd Eastbound					N Wickham Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0		42	2	8	0		14	260	1	0		1	308	35	1		672	3473
07:15 AM	1	0	2	0		44	0	7	0		9	296	0	0		6	419	37	1		822	3697
07:30 AM	0	0	3	0		47	0	7	0		15	378	4	0		9	483	26	1		973	3751
07:45 AM	0	1	3	0		44	1	9	0		12	356	7	0		7	539	26	1		1006	3543
08:00 AM	1	1	1	0		61	0	7	0		22	297	3	0		16	457	30	0		896	3240
08:15 AM	4	5	1	0		55	5	7	0		6	261	12	1		11	462	45	1		876	2943
08:30 AM	1	1	0	0		44	2	3	0		10	270	3	0		10	366	54	1		765	2779
08:45 AM	4	1	3	0		64	3	7	0		7	240	4	1		14	311	42	2		703	2692
09:00 AM	5	0	3	0		61	3	8	0		12	188	3	0		16	251	48	1		599	2701
09:15 AM	7	3	2	0		59	6	9	0		10	249	7	0		16	288	54	2		712	2102
09:30 AM	11	4	3	0		77	3	5	0		18	228	10	0		16	237	61	5		678	1390
09:45 AM	7	2	6	0		62	7	8	0		14	242	13	1		11	272	65	2		712	712
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	16	20	12	0		244	20	36	0		88	1512	48	4		64	2156	180	4		4404	
Heavy Trucks	0	0	4			16	0	4			0	48	0			8	92	8			180	
Pedestrians								4													4	
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4	
Railroad																						
Stopped Buses																						

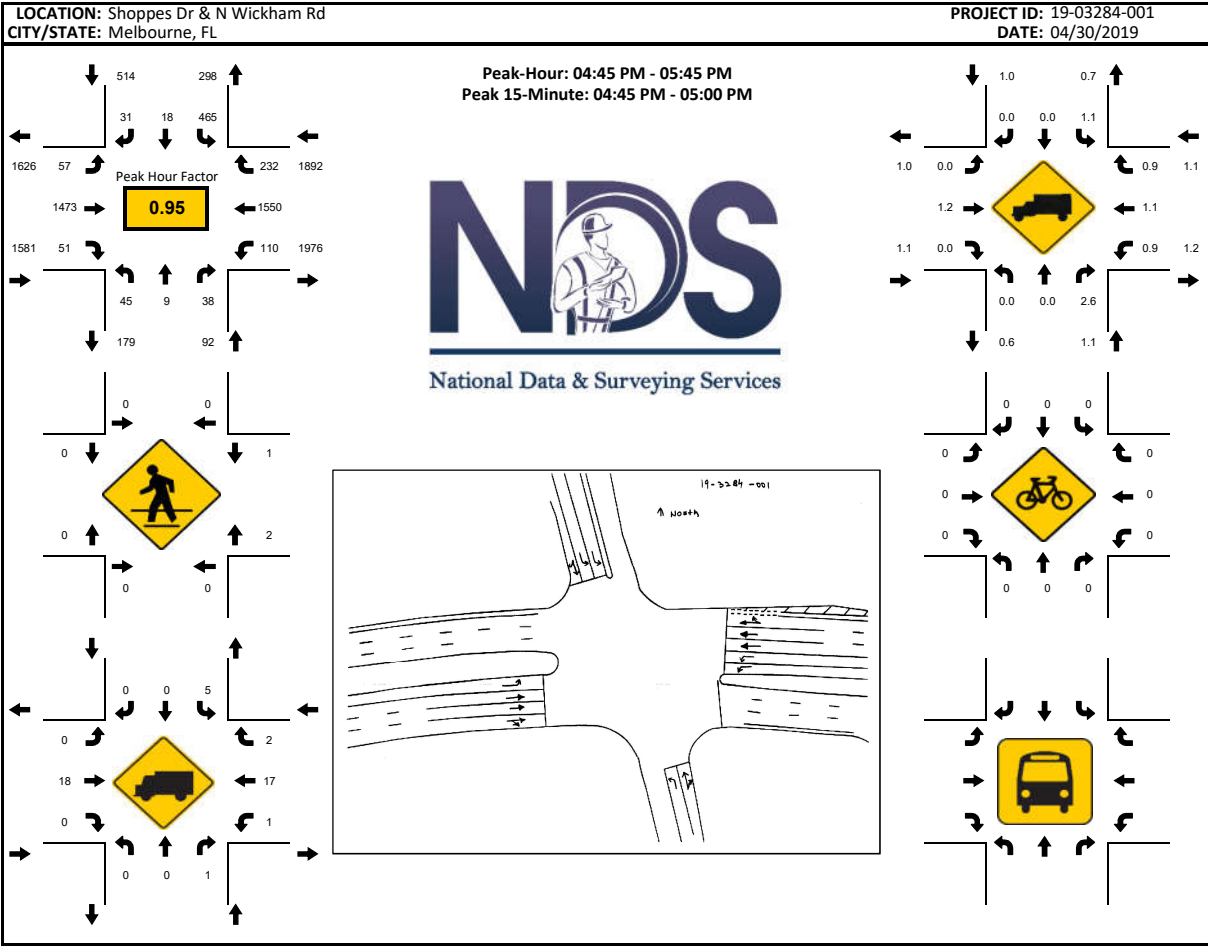
LOCATION: Shoppes Dr & N Wickham Rd
 CITY/STATE: Melbourne, FL

PROJECT ID: 19-03284-001
 DATE: 04/30/2019

Peak-Hour: 12:00 PM - 01:00 PM
 Peak 15-Minute: 12:15 PM - 12:30 PM

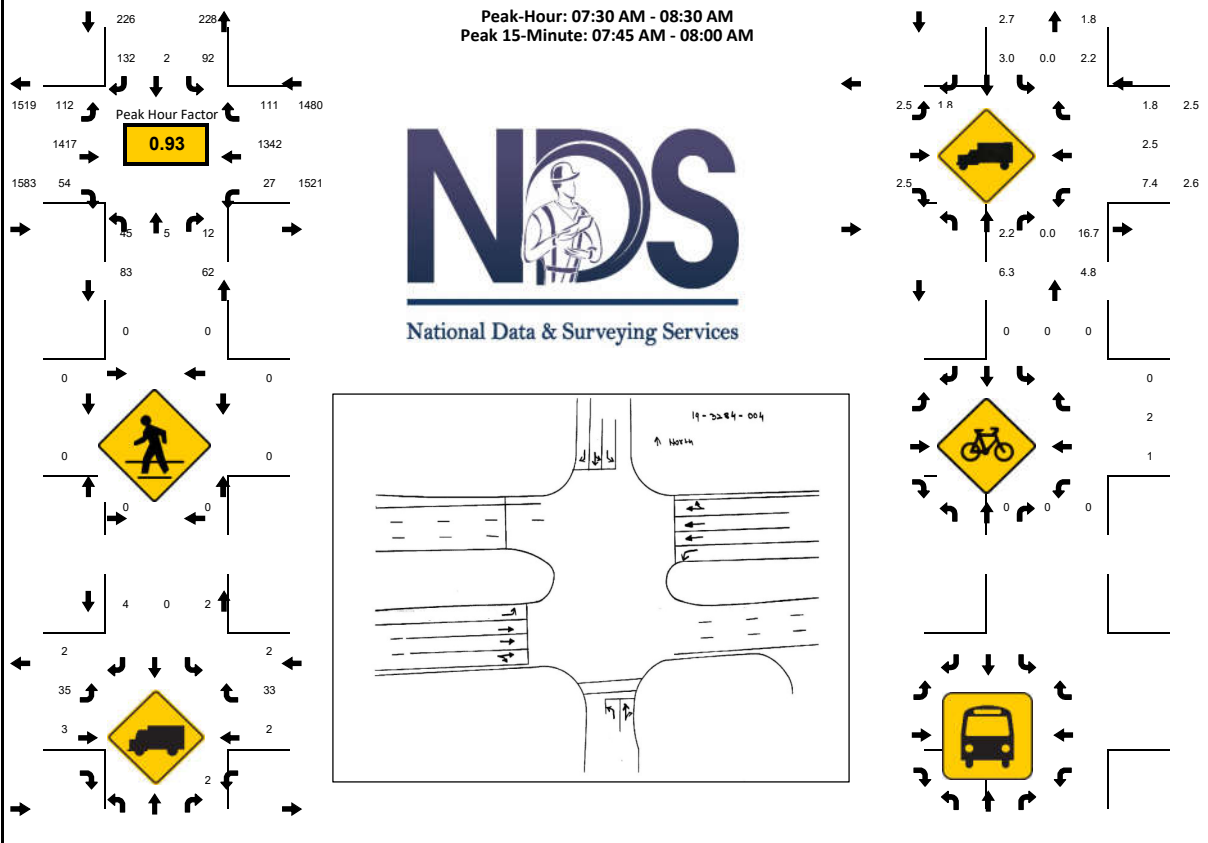


15-Min Count Period Beginning At	Shoppes Dr Northbound					Shoppes Dr Southbound					N Wickham Rd Eastbound					N Wickham Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:30 AM	13	5	4	0		92	6	6	0		25	304	8	0		15	275	82	0		835	3579
11:45 AM	5	6	6	0		129	10	10	0		18	256	11	0		34	307	65	2		857	3616
12:00 PM	15	7	6	0		95	4	10	0		33	340	18	1		23	284	72	2		907	3691
12:15 PM	10	3	9	0		106	2	14	0		26	320	20	0		35	347	88	1		980	3634
12:30 PM	17	5	8	0		127	10	19	0		23	275	13	0		19	298	58	1		872	3547
12:45 PM	14	5	7	0		116	6	11	0		12	300	17	0		27	338	79	1		932	2675
01:00 PM	14	6	3	0		151	7	12	0		12	220	15	2		31	307	72	1		850	1743
01:15 PM	10	6	9	0		107	2	7	0		15	316	17	0		22	313	69	2		893	893
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	68	28	36	0		508	40	76	0		132	1360	80	4		140	1388	352	8		4220	
Heavy Trucks	0	0	0			12	0	4			8	56	4			0	44	4			132	
Pedestrians	0	0	0			0	0	0			0	0	0			0	0	0			0	
Bicycles	0	0	0			0	0	0			0	4	0			0	0	0			4	
Railroad																						
Stopped Buses																						



15-Min Count Period Beginning At	Shoppes Dr Northbound					Shoppes Dr Southbound					N Wickham Rd Eastbound					N Wickham Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
03:00 PM	16	10	5	0		100	4	10	0		15	325	17	1		20	299	76	0		898	3871
03:15 PM	6	6	8	0		111	4	9	0		14	355	14	1		26	299	64	4		921	3873
03:30 PM	14	3	8	0		116	3	9	0		11	466	20	1		28	312	67	0		1058	3885
03:45 PM	17	6	9	0		128	10	4	0		17	403	16	2		28	293	61	0		994	3741
04:00 PM	5	2	8	0		125	2	7	0		7	351	14	1		29	283	61	5		900	3822
04:15 PM	12	5	10	0		110	3	8	0		15	340	10	4		33	305	66	12		933	3922
04:30 PM	7	2	10	0		108	9	6	0		19	338	19	0		25	313	54	4		914	3996
04:45 PM	17	3	16	0		119	6	10	0		13	374	15	2		22	413	61	4		1075	4079
05:00 PM	13	2	10	0		120	7	11	0		11	394	10	2		16	339	60	5		1000	3926
05:15 PM	10	1	6	0		111	1	5	0		17	401	14	1		24	366	47	3		1007	2926
05:30 PM	5	3	6	0		115	4	5	0		11	304	12	0		32	432	64	4		997	1919
05:45 PM	11	2	5	0		100	6	7	0		9	234	18	1		20	456	50	3		922	922
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	68	12	64	0		480	28	44	0		68	1604	60	8		128	1728	256	20			4568
Heavy Trucks	0	0	4			8	0	0			0	24	0			4	24	8			72	
Pedestrians								0									8				8	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Railroad																						
Stopped Buses																						

LOCATION: Sheriff Dr & N Wickham Rd
 CITY/STATE: Melbourne, FL
 PROJECT ID: 19-03284-004
 DATE: 04/30/2019

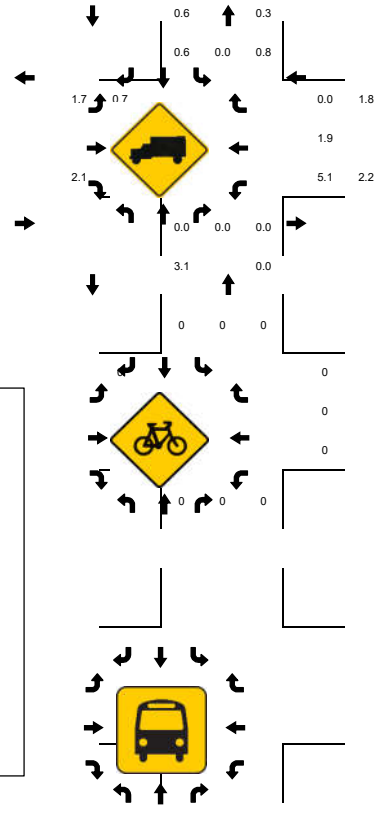
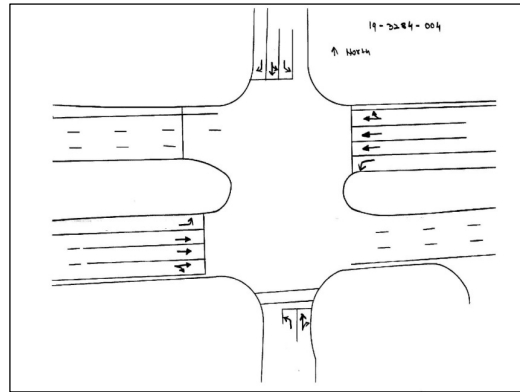
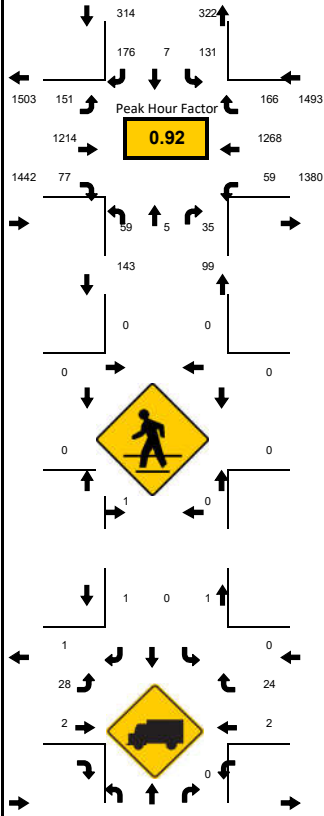
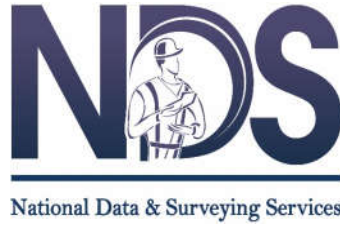


15-Min Count Period Beginning At	Sheriff Dr Northbound					Sheriff Dr Southbound					N Wickham Rd Eastbound					N Wickham Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	8	0	3	0		17	1	27	0		24	195	7	0		4	257	20	1		564	3072
07:15 AM	9	0	1	0		16	0	36	0		19	265	16	0		3	318	30	0		713	3253
07:30 AM	6	1	2	0		17	0	30	0		25	381	15	0		6	381	33	0		897	3351
07:45 AM	11	1	4	0		27	0	33	0		30	396	18	1		5	340	32	0		898	3235
08:00 AM	11	2	5	0		23	0	38	0		25	304	12	3		6	293	22	1		745	3008
08:15 AM	17	1	1	0		25	2	31	0		26	336	9	2		6	328	24	3		811	2953
08:30 AM	5	0	6	0		14	1	28	0		18	353	11	0		2	321	21	1		781	2808
08:45 AM	4	2	5	0		16	0	28	0		31	290	15	0		5	245	29	1		671	2645
09:00 AM	11	3	5	0		37	1	34	0		35	231	23	1		3	269	35	2		690	2599
09:15 AM	16	3	4	0		15	1	34	0		23	256	18	0		1	269	23	3		666	1909
09:30 AM	9	0	4	0		23	0	28	0		19	233	10	1		3	264	23	1		618	1243
09:45 AM	11	0	4	0		9	0	19	0		20	270	14	1		9	256	7	5		625	625
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	68	8	20	0		108	8	152	0		120	1584	72	12		24	1524	132	12		3844	
Heavy Trucks	4	0	8			8	0	8			8	60	4			4	44	8			156	
Pedestrians								0					0					0			0	
Bicycles	0	0	0			0	0	0			0	4	0			4	4	0			12	
Railroad																						
Stopped Buses																						

LOCATION: Sheriff Dr & N Wickham Rd
 CITY/STATE: Melbourne, FL

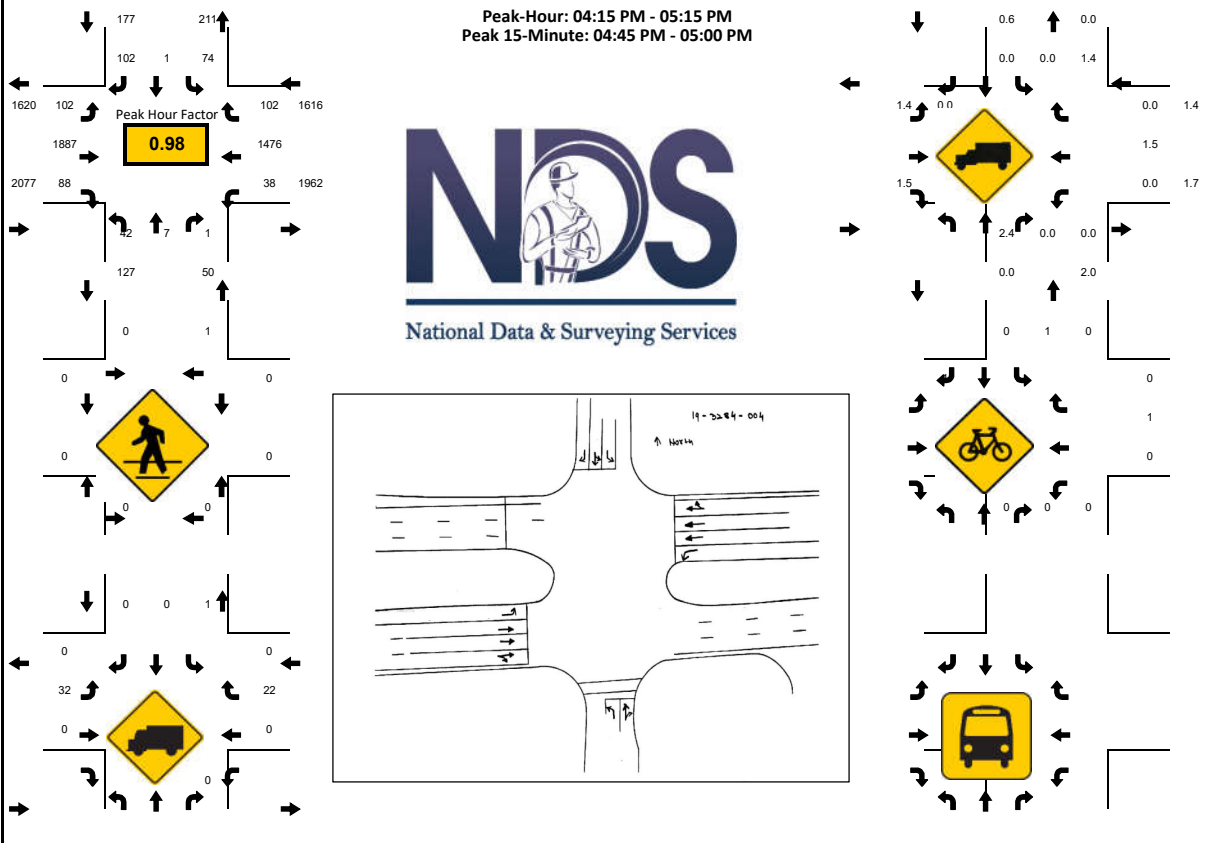
PROJECT ID: 19-03284-004
 DATE: 04/30/2019

Peak-Hour: 12:00 PM - 01:00 PM
 Peak 15-Minute: 12:15 PM - 12:30 PM



15-Min Count Period Beginning At	Sheriff Dr Northbound					Sheriff Dr Southbound					N Wickham Rd Eastbound					N Wickham Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:30 AM	9	1	4	0		24	2	52	0		35	248	8	0		12	333	35	3		763	3259
11:45 AM	3	3	4	0		22	1	37	0		26	306	26	2		6	303	45	0		782	3271
12:00 PM	12	1	5	0		29	1	50	0		44	289	22	3		8	306	44	5		811	3327
12:15 PM	16	1	6	0		29	2	48	0		36	312	19	1		11	374	49	1		903	3271
12:30 PM	15	2	9	0		41	3	43	0		26	285	24	1		13	273	41	1		775	3165
12:45 PM	16	1	15	0		32	1	35	0		38	328	12	2		13	315	32	7		838	2390
01:00 PM	23	3	13	0		36	0	42	0		35	259	11	0		11	294	28	2		755	1552
01:15 PM	21	1	9	0		24	0	39	0		31	289	19	6		7	318	39	3		797	797
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	64	8	60	0		164	12	200	0		176	1312	96	12		52	1496	196	28		3876	
Heavy Trucks	0	0	0			4	0	4			4	56	4			8	44	0			124	
Pedestrians		4					0					0					0				4	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Railroad																						
Stopped Buses																						

LOCATION: Sheriff Dr & N Wickham Rd
 CITY/STATE: Melbourne, FL
 PROJECT ID: 19-03284-004
 DATE: 04/30/2019

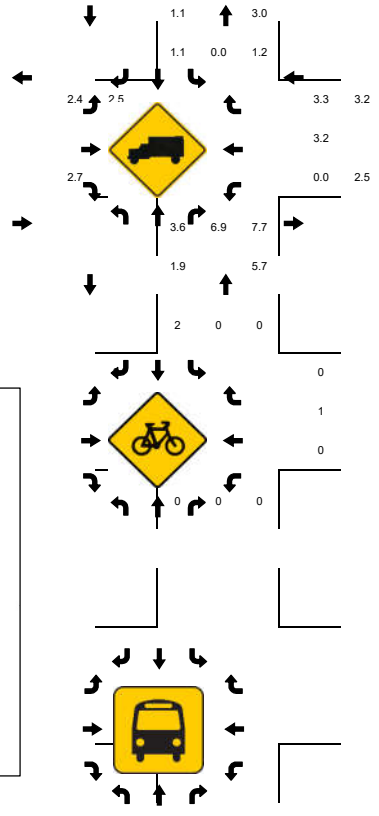
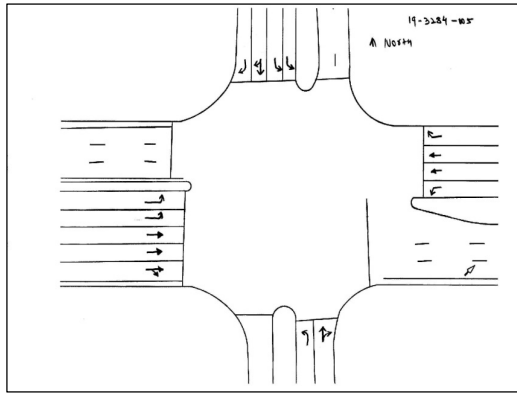
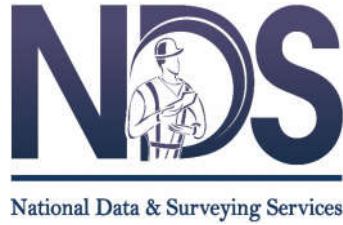
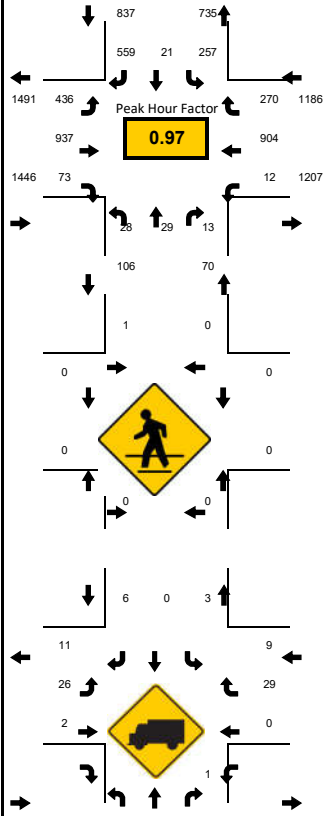


15-Min Count Period Beginning At	Sheriff Dr Northbound					Sheriff Dr Southbound					N Wickham Rd Eastbound					N Wickham Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
03:00 PM	8	2	0	0	0	19	0	30	0	0	22	266	9	0	0	4	351	26	3	0	740	3069
03:15 PM	16	1	4	0	0	11	0	39	0	0	23	310	14	0	0	7	327	25	1	0	778	3143
03:30 PM	9	0	5	0	0	16	0	27	0	0	21	347	15	2	0	5	286	16	0	0	749	3349
03:45 PM	9	2	8	0	0	24	1	26	0	0	23	379	20	1	0	5	293	10	1	0	802	3569
04:00 PM	12	0	5	1	0	13	2	22	0	0	16	401	13	1	0	12	296	20	0	0	814	3770
04:15 PM	11	3	1	0	0	14	0	23	0	0	17	530	17	0	0	10	339	19	0	0	984	3920
04:30 PM	13	0	0	0	0	20	0	25	0	0	25	470	19	2	0	6	363	26	0	0	969	3790
04:45 PM	9	1	0	0	0	18	1	28	0	0	21	491	24	3	0	9	369	29	0	0	1003	3673
05:00 PM	9	3	0	0	0	22	0	26	0	0	30	396	28	4	0	13	405	28	0	0	964	3428
05:15 PM	13	0	0	0	0	22	0	25	0	0	20	322	14	2	0	9	400	27	0	0	854	2464
05:30 PM	12	1	0	0	0	24	1	22	0	0	26	302	17	2	0	10	415	20	0	0	852	1610
05:45 PM	11	0	0	0	0	13	1	27	0	0	22	301	16	1	0	7	324	35	0	0	758	758
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	52	12	4	0	0	88	4	112	0	0	120	2120	112	16	0	52	1620	116	0	0	4428	
Heavy Trucks	4	0	0	0	0	4	0	0	0	0	0	56	0	0	0	0	28	0	0	0	92	
Pedestrians								4													4	
Bicycles	0	0	0	0	0	0	4	0	0	0	4	8	0	0	0	0	4	0	0	0	20	
Railroad																						
Stopped Buses																						

LOCATION: Murrell Rd & N Wickham Rd
 CITY/STATE: Melbourne, FL

PROJECT ID: 19-03284-005
 DATE: 04/30/2019

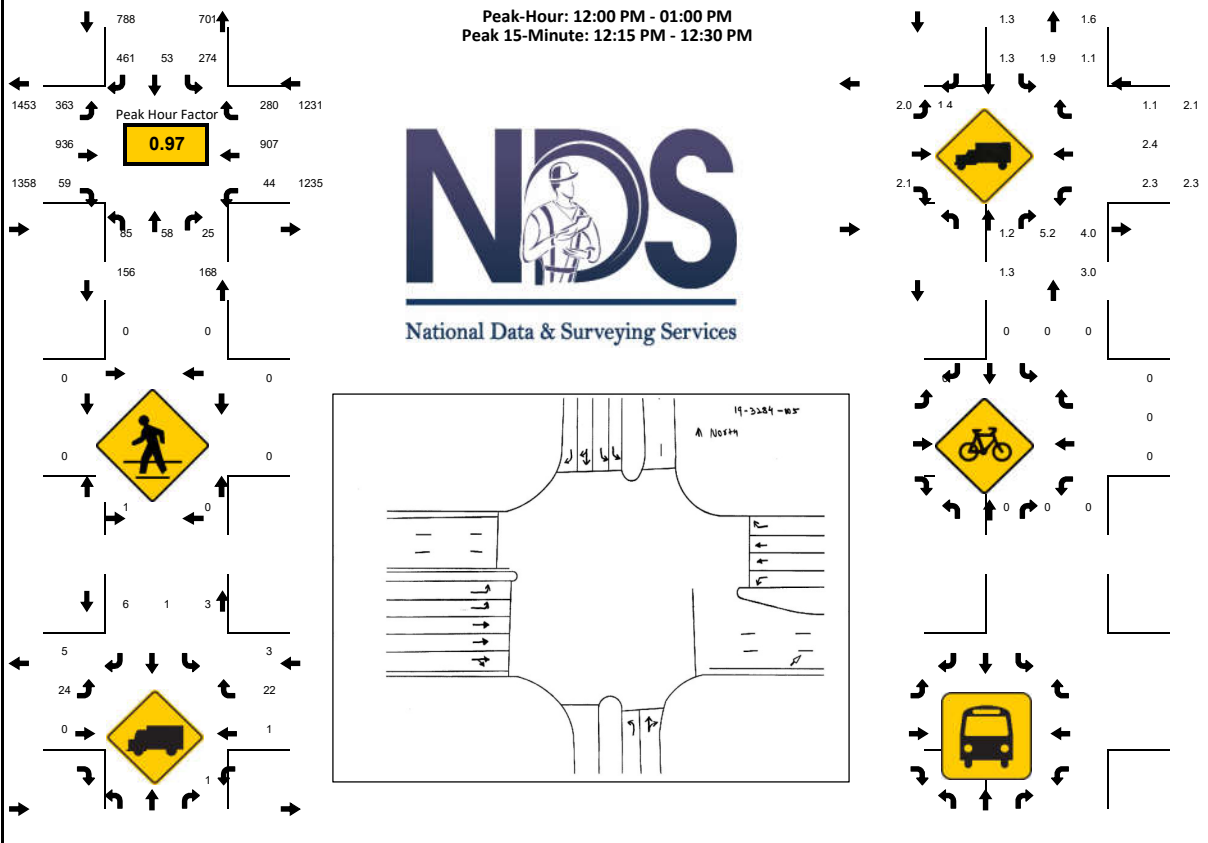
Peak-Hour: 07:30 AM - 08:30 AM
 Peak 15-Minute: 07:30 AM - 07:45 AM



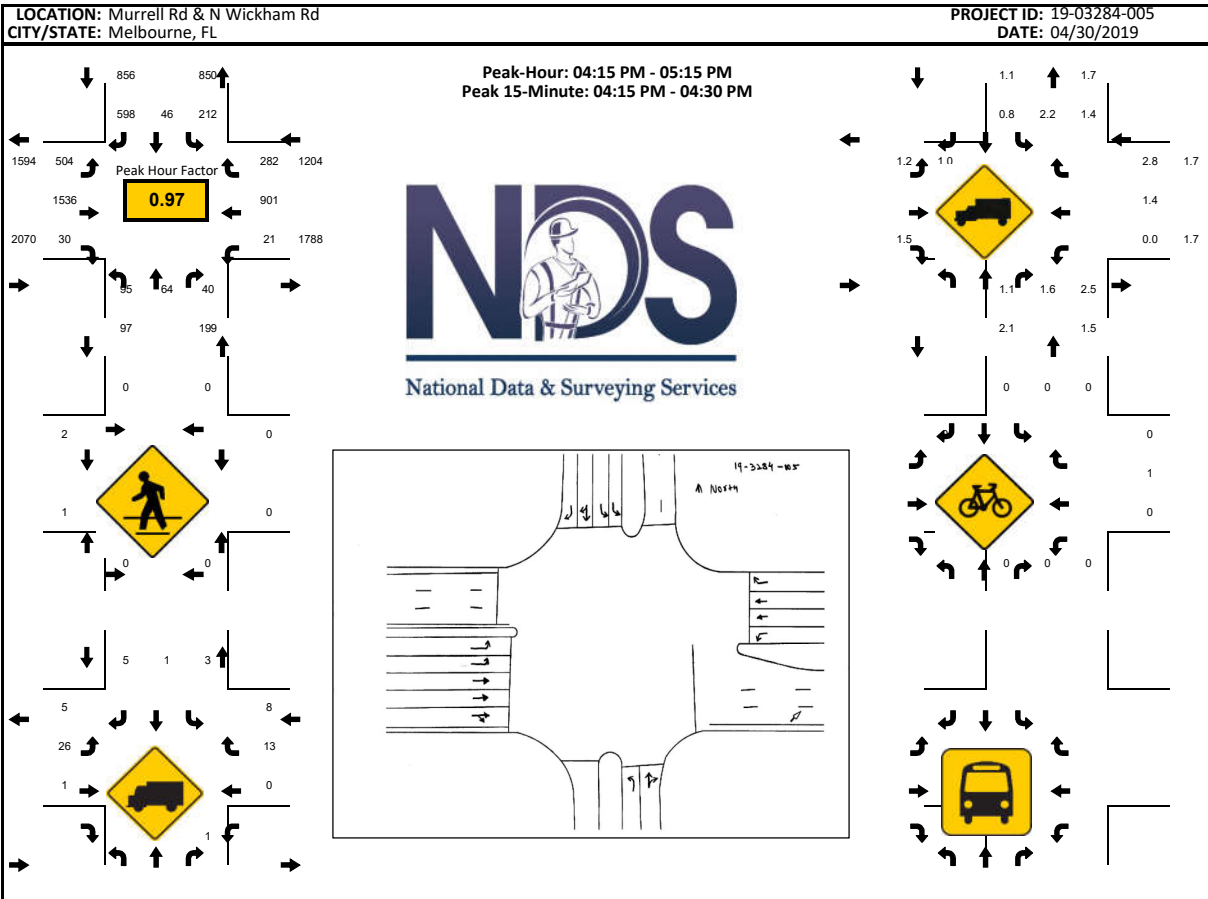
15-Min Count Period Beginning At	Murrell Rd Northbound					Murrell Rd Southbound					N Wickham Rd Eastbound					N Wickham Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	7	3	3	0		38	2	125	0		78	123	10	3		3	144	28	1		568	3117
07:15 AM	3	1	1	0		58	1	167	0		101	166	12	0		3	184	52	0		749	3430
07:30 AM	3	4	4	0		55	3	180	0		132	227	14	0		1	232	53	0		908	3539
07:45 AM	5	7	1	0		81	10	153	1		102	219	23	0		4	219	67	0		892	3465
08:00 AM	8	13	4	0		52	5	99	0		80	257	21	1		4	253	84	0		881	3358
08:15 AM	12	5	4	0		68	3	127	0		121	234	15	0		3	200	66	0		858	3165
08:30 AM	5	7	0	0		84	5	105	0		117	223	18	0		3	202	65	0		834	2990
08:45 AM	2	2	1	0		68	3	93	1		113	218	14	0		6	192	71	1		785	2848
09:00 AM	8	4	0	0		65	4	118	1		79	155	18	4		4	170	58	0		688	2785
09:15 AM	8	1	1	0		54	5	103	0		78	178	12	2		10	181	50	0		683	2097
09:30 AM	6	2	2	0		70	5	105	0		111	150	14	2		5	174	44	2		692	1414
09:45 AM	3	2	1	0		71	3	92	0		78	192	13	1		8	198	60	0		722	722
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	48	52	16	0		324	40	720	4		528	1028	92	4		16	1012	336	0		4220	
Heavy Trucks	4	4	4			8	0	12			16	44	8			0	40	16			156	
Pedestrians								4													4	
Bicycles	0	0	0			0	0	8			8	0	4			0	4	0			24	
Railroad																						
Stopped Buses																						

LOCATION: Murrell Rd & N Wickham Rd
 CITY/STATE: Melbourne, FL

PROJECT ID: 19-03284-005
 DATE: 04/30/2019



15-Min Count Period Beginning At	Murrell Rd Northbound					Murrell Rd Southbound					N Wickham Rd Eastbound					N Wickham Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:30 AM	28	12	8	0		74	5	113	0		78	215	10	2		13	233	68	0		857	3499
11:45 AM	13	8	5	0		64	13	117	0		95	218	12	5		10	221	73	4		849	3469
12:00 PM	18	12	12	0		87	16	123	0		69	229	13	4		9	229	68	3		885	3519
12:15 PM	28	15	3	0		59	5	115	0		98	236	11	5		7	263	68	0		908	3509
12:30 PM	18	13	3	0		66	18	125	0		86	225	14	5		10	185	64	3		827	3438
12:45 PM	21	18	7	0		61	14	98	1		91	246	21	5		12	230	80	0		899	2611
01:00 PM	18	16	6	0		63	14	114	1		120	209	13	2		7	220	75	1		875	1712
01:15 PM	28	6	15	0		49	8	105	1		99	223	8	0		7	223	66	3		837	837
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	112	72	48	0		348	72	500	4		392	984	84	20		48	1052	320	12		4068	
Heavy Trucks	4	8	4			4	4	12			8	56	0			4	52	8			164	
Pedestrians		4						0				0					0				4	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Railroad																						
Stopped Buses																						



15-Min Count Period Beginning At	Murrell Rd Northbound					Murrell Rd Southbound					N Wickham Rd Eastbound					N Wickham Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
03:00 PM	22	6	9	0		72	11	128	0		114	177	6	3		3	214	75	1		841	3416
03:15 PM	14	13	7	0		54	10	139	0		106	209	12	3		2	181	65	2		817	3428
03:30 PM	18	6	7	0		69	3	101	0		106	269	4	3		4	200	56	1		847	3732
03:45 PM	22	8	8	0		82	7	139	0		160	252	3	5		1	162	61	1		911	3939
04:00 PM	21	5	8	0		62	6	122	0		81	276	5	4		7	177	77	2		853	4119
04:15 PM	23	9	15	0		57	8	129	0		117	470	4	2		5	217	64	1		1121	4329
04:30 PM	21	16	11	0		34	16	148	3		110	370	9	2		6	225	83	0		1054	4176
04:45 PM	28	17	10	0		48	12	151	2		142	371	6	3		4	222	74	1		1091	3997
05:00 PM	23	22	4	0		68	10	170	0		125	325	11	3		4	237	61	0		1063	3795
05:15 PM	14	6	5	0		109	8	191	0		108	234	5	5		2	224	57	0		968	2732
05:30 PM	14	9	2	0		77	5	150	1		108	218	5	3		2	236	44	1		875	1764
05:45 PM	3	7	4	0		81	7	86	0		133	225	4	1		2	280	54	2		889	889
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	112	88	60	0		272	64	680	12		568	1880	44	12		24	948	332	4		5100	
Heavy Trucks	4	4	4			8	4	8			12	36	4			0	16	12			112	
Pedestrians		0					0					4					0				4	
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4	
Railroad																						
Stopped Buses																						

48 Hour Classification Counts

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd

QC JOB #: 15075201

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Brevard, FL

DATE: Sep 25 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	0	11
12:30 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
12:45 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
01:00 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	0	8
01:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:30 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
01:45 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	4
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
02:45 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
03:00 AM	0	4	0	0	0	0	0	1	1	0	0	0	0	0	6
03:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
03:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
03:45 AM	0	9	0	0	0	0	0	1	1	0	0	0	0	0	11
04:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:15 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
04:30 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
04:45 AM	0	10	2	0	1	0	0	1	2	1	0	0	0	0	17
05:00 AM	0	9	0	0	0	0	0	0	2	0	0	0	0	0	11
05:15 AM	0	15	1	0	1	0	0	1	2	0	0	0	0	0	20
05:30 AM	1	13	6	0	0	0	0	3	2	0	0	0	0	0	25
05:45 AM	0	29	8	0	2	0	0	0	3	1	0	0	0	0	43
Day Total Percent															
ADT 6701															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd

QC JOB #: 15075201

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Brevard, FL

DATE: Sep 25 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	21	12	0	2	1	0	1	2	0	0	0	0	0	39
06:15 AM	1	40	17	0	4	0	0	1	0	0	0	0	0	0	63
06:30 AM	0	64	23	0	3	3	0	4	2	3	0	0	0	0	102
06:45 AM	0	79	44	0	4	0	0	0	1	3	0	0	0	1	132
07:00 AM	0	85	26	2	12	1	0	1	0	0	0	0	0	1	128
07:15 AM	0	80	39	0	7	1	0	2	0	0	0	0	0	0	129
07:30 AM	0	129	40	1	9	1	0	2	2	1	0	0	0	3	188
07:45 AM	1	114	43	0	4	2	0	2	3	0	0	0	0	1	170
08:00 AM	0	93	37	0	5	0	0	4	0	0	0	0	0	2	141
08:15 AM	0	122	25	0	2	3	0	6	2	0	0	0	0	2	162
08:30 AM	0	99	34	0	5	1	0	1	2	0	0	0	0	2	144
08:45 AM	0	108	37	0	6	1	0	3	4	0	0	0	0	0	159
09:00 AM	0	89	33	1	5	0	0	4	2	0	0	0	0	0	134
09:15 AM	0	64	20	0	6	0	0	0	0	0	0	0	0	0	90
09:30 AM	0	61	29	0	5	1	0	2	1	0	0	0	0	0	99
09:45 AM	0	79	37	0	4	0	0	0	2	0	0	0	0	2	124
10:00 AM	1	71	21	0	5	0	0	2	0	0	0	0	0	0	100
10:15 AM	0	57	22	0	0	2	0	3	1	0	0	0	0	0	85
10:30 AM	0	72	21	0	2	1	0	1	1	0	0	0	0	0	98
10:45 AM	0	78	22	0	5	1	0	1	1	0	0	0	0	1	109
11:00 AM	1	52	35	0	2	1	0	1	3	0	0	0	0	0	95
11:15 AM	1	74	23	0	4	0	0	2	1	0	0	0	0	0	105
11:30 AM	0	73	22	0	3	1	0	4	0	0	0	0	0	0	103
11:45 AM	0	67	32	0	5	2	0	1	1	0	0	0	0	0	108
Day Total															
Percent															
ADT 6701															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd

QC JOB #: 15075201

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Brevard, FL

DATE: Sep 25 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	55	22	0	4	1	0	0	1	0	0	0	0	1	84
12:15 PM	1	72	22	0	1	1	0	2	1	0	0	0	0	1	101
12:30 PM	0	65	19	1	4	0	0	1	1	0	0	0	0	0	91
12:45 PM	2	83	21	0	2	1	0	1	0	0	0	0	0	0	110
01:00 PM	0	64	17	0	1	0	0	1	1	0	0	0	0	0	84
01:15 PM	0	60	19	0	4	0	0	1	2	0	0	0	0	0	86
01:30 PM	0	67	22	0	2	0	0	0	1	0	0	0	0	0	92
01:45 PM	0	72	21	0	2	0	0	1	2	0	0	0	0	2	100
02:00 PM	0	66	13	1	4	0	0	1	0	0	0	0	0	0	85
02:15 PM	0	77	28	0	1	0	0	0	0	0	0	0	0	0	106
02:30 PM	0	69	22	0	2	0	0	3	3	0	0	0	0	0	99
02:45 PM	0	80	22	0	2	0	0	0	1	0	0	0	0	0	105
03:00 PM	0	70	17	0	2	0	0	1	0	0	0	0	0	0	90
03:15 PM	1	75	32	0	3	1	0	1	0	0	0	0	0	1	114
03:30 PM	1	63	17	0	2	2	0	1	0	0	0	0	0	0	86
03:45 PM	0	82	25	0	1	1	0	2	0	0	0	0	0	1	112
04:00 PM	0	80	21	0	4	0	0	2	0	0	0	0	0	1	108
04:15 PM	0	95	26	0	2	0	0	1	2	0	0	0	0	0	126
04:30 PM	0	92	24	0	0	1	0	1	1	0	0	0	0	0	119
04:45 PM	1	88	14	0	3	0	0	1	2	0	0	0	0	0	109
05:00 PM	1	111	24	0	1	1	0	0	0	0	0	0	0	0	138
05:15 PM	1	95	33	0	2	0	0	0	1	0	0	0	0	0	132
05:30 PM	1	92	18	0	3	0	0	1	0	0	0	0	0	3	118
05:45 PM	0	103	23	0	0	0	0	1	1	0	0	0	0	0	128
Day Total															
Percent															
ADT 6701															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075201
DIRECTION: SB
DATE: Sep 25 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	82	24	0	3	1	0	3	2	0	0	0	0	0	115
06:15 PM	0	79	18	0	3	0	0	0	0	0	0	0	0	0	100
06:30 PM	0	70	26	0	1	1	0	1	0	0	0	0	0	0	99
06:45 PM	1	67	15	0	3	0	0	0	0	0	0	0	0	0	86
07:00 PM	0	54	20	0	1	0	0	0	1	0	0	0	0	0	76
07:15 PM	0	59	15	0	3	0	0	0	2	0	0	0	0	0	79
07:30 PM	0	37	12	0	0	0	0	0	1	0	0	0	0	0	50
07:45 PM	0	45	15	0	2	0	0	0	0	0	0	0	0	0	62
08:00 PM	0	43	5	0	2	0	0	0	0	0	0	0	0	0	50
08:15 PM	0	27	10	1	0	0	0	0	0	0	0	0	0	0	38
08:30 PM	0	33	8	0	1	0	0	0	0	0	0	0	0	1	43
08:45 PM	0	32	6	0	1	0	0	0	0	0	0	0	0	0	39
09:00 PM	0	34	5	0	2	0	4	0	0	0	0	0	0	0	45
09:15 PM	0	27	7	0	1	0	0	0	1	0	0	0	0	0	36
09:30 PM	0	33	10	0	0	0	0	0	0	0	0	0	0	0	43
09:45 PM	0	23	9	0	0	0	0	0	0	0	0	0	0	1	33
10:00 PM	0	19	5	0	0	0	0	0	0	0	0	0	0	0	24
10:15 PM	0	15	2	0	0	0	0	1	1	0	0	0	0	0	19
10:30 PM	0	21	3	1	0	0	0	0	0	0	0	0	0	0	25
10:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
11:00 PM	0	22	5	0	0	0	0	0	0	0	0	0	0	0	27
11:15 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
11:30 PM	0	8	0	0	0	0	0	1	0	0	0	0	0	1	10
11:45 PM	0	5	3	0	1	0	0	0	1	0	0	0	0	0	10
Day Total	17	4768	1473	8	192	35	5	86	80	9	0	0	0	28	6701
Percent	0.3%	71.2%	22%	0.1%	2.9%	0.5%	0.1%	1.3%	1.2%	0.1%	0%	0%	0%	0.4%	
ADT 6701															
AM Peak 15-min Vol	2:15 AM	7:30 AM	6:45 AM	7:00 AM	7:00 AM	6:30 AM	1:45 AM	8:15 AM	8:45 AM	6:30 AM	12:00 AM	12:00 AM	12:00 AM	7:30 AM	7:30 AM
	1	129	44	2	12	3	1	6	4	3	0	0	0	3	188
PM Peak 15-min Vol	12:45 PM	5:00 PM	5:15 PM	12:30 PM	12:00 PM	3:30 PM	9:00 PM	2:30 PM	2:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:30 PM	5:00 PM
	2	111	33	1	4	2	4	3	3	0	0	0	0	3	138

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075201
DIRECTION: SB
DATE: Sep 26 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
12:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
12:30 AM	0	13	0	0	1	0	0	0	1	0	0	0	0	0	15
12:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
01:00 AM	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
01:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:30 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
01:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15 AM	0	2	1	0	0	1	0	1	0	0	0	0	0	0	5
02:30 AM	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:15 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
03:30 AM	0	5	0	1	1	0	0	0	0	0	0	0	0	0	7
03:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:15 AM	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7
04:30 AM	0	6	4	0	2	1	0	0	0	0	0	0	0	0	13
04:45 AM	0	18	4	0	0	0	0	1	1	0	0	0	0	0	24
05:00 AM	0	6	3	0	1	0	0	1	0	0	0	0	0	0	11
05:15 AM	0	15	4	0	0	0	0	1	1	0	0	0	0	0	21
05:30 AM	1	12	11	0	0	0	0	1	2	1	0	0	0	0	28
05:45 AM	1	24	15	0	4	1	0	0	0	0	0	0	0	0	45
Day Total Percent															
ADT 6920															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075201
DIRECTION: SB
DATE: Sep 26 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	26	12	0	1	0	0	0	0	0	0	0	0	0	39
06:15 AM	0	33	16	0	0	1	0	0	0	1	0	0	0	0	51
06:30 AM	0	59	31	0	5	0	0	2	2	0	0	0	0	1	100
06:45 AM	0	100	39	0	7	5	0	2	1	2	0	0	0	2	158
07:00 AM	0	70	30	1	5	0	0	1	0	0	0	0	0	0	107
07:15 AM	0	73	45	1	6	0	0	0	3	0	0	0	0	0	128
07:30 AM	0	97	38	1	9	1	0	5	1	1	0	0	0	1	154
07:45 AM	0	118	56	0	6	0	0	8	1	0	0	0	0	1	190
08:00 AM	0	91	46	0	3	1	0	5	1	0	0	0	0	1	148
08:15 AM	0	122	33	0	4	0	0	3	1	0	0	0	0	1	164
08:30 AM	0	100	34	0	5	0	0	2	2	0	0	0	0	0	143
08:45 AM	0	110	29	2	9	0	0	0	3	0	0	0	0	0	153
09:00 AM	0	62	28	0	9	1	0	1	1	0	0	0	0	0	102
09:15 AM	0	82	32	1	6	1	1	5	0	0	0	0	0	0	128
09:30 AM	0	62	27	0	7	2	0	9	1	0	0	0	0	0	108
09:45 AM	1	67	28	2	6	0	0	0	1	0	0	0	0	0	105
10:00 AM	0	80	21	0	2	1	0	1	1	0	0	0	0	0	106
10:15 AM	2	47	27	0	1	1	0	1	0	0	0	0	0	1	80
10:30 AM	0	77	20	0	6	1	0	1	3	0	0	0	0	0	108
10:45 AM	1	76	25	1	3	0	0	2	1	0	0	0	0	0	109
11:00 AM	0	63	22	1	4	2	0	0	1	0	0	0	0	0	93
11:15 AM	0	74	23	0	3	0	0	1	0	0	0	0	0	0	101
11:30 AM	0	63	34	0	6	1	0	4	2	1	0	0	0	2	113
11:45 AM	0	77	30	0	3	1	0	0	3	0	0	0	0	0	114
Day Total															
Percent															
ADT															
6920															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd

QC JOB #: 15075201

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Brevard, FL

DATE: Sep 26 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	74	33	0	4	1	0	0	1	0	0	0	0	2	115
12:15 PM	0	75	38	1	2	2	0	2	0	0	0	0	0	0	120
12:30 PM	1	81	28	1	6	1	0	0	0	0	0	0	0	0	118
12:45 PM	0	63	26	2	2	1	0	0	0	0	0	0	0	1	95
01:00 PM	0	77	20	0	0	1	0	1	1	0	0	0	0	0	100
01:15 PM	0	75	26	0	0	2	0	1	1	0	0	0	0	0	105
01:30 PM	0	65	19	0	6	1	0	0	2	0	0	0	0	1	94
01:45 PM	0	66	20	0	3	1	0	0	0	0	0	0	0	0	90
02:00 PM	0	77	18	1	3	0	0	0	1	0	0	0	0	0	100
02:15 PM	1	85	18	0	2	1	0	1	0	0	0	0	0	1	109
02:30 PM	0	66	29	0	2	0	0	1	1	0	0	0	0	0	99
02:45 PM	0	75	29	0	2	0	0	1	2	0	0	0	0	0	109
03:00 PM	1	60	23	0	1	2	0	1	0	0	0	0	0	0	88
03:15 PM	0	77	26	0	1	0	0	1	1	0	0	0	0	0	106
03:30 PM	1	83	28	0	1	0	0	0	1	0	0	0	0	1	115
03:45 PM	0	88	34	0	3	1	0	0	0	0	0	0	0	0	126
04:00 PM	0	83	25	1	1	1	0	0	0	0	0	0	0	0	111
04:15 PM	0	83	30	0	3	0	0	1	1	0	0	0	0	0	118
04:30 PM	1	87	33	0	0	1	0	1	1	0	0	0	0	1	125
04:45 PM	0	107	24	0	3	0	0	1	0	0	0	0	0	1	136
05:00 PM	0	113	28	0	3	0	0	1	1	0	0	0	0	1	147
05:15 PM	0	80	19	0	4	0	0	0	0	0	0	0	0	0	103
05:30 PM	0	82	13	0	4	0	0	1	2	0	0	0	0	1	103
05:45 PM	1	84	22	0	2	0	0	1	1	0	0	0	0	0	111
Day Total Percent															
ADT 6920															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd

QC JOB #: 15075201

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Brevard, FL

DATE: Sep 26 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	82	25	1	1	0	0	0	1	0	0	0	0	0	110
06:15 PM	0	96	19	0	0	1	0	0	1	0	0	0	0	3	120
06:30 PM	0	66	17	0	0	0	0	0	2	0	0	0	0	0	85
06:45 PM	0	74	16	0	2	1	0	0	1	0	0	0	0	0	94
07:00 PM	0	59	15	0	1	0	0	1	0	0	0	0	0	0	76
07:15 PM	0	66	15	1	0	0	0	0	0	0	0	0	0	0	82
07:30 PM	0	38	15	0	1	0	0	0	0	0	0	0	0	0	54
07:45 PM	0	49	16	0	2	0	0	0	1	0	0	0	0	1	69
08:00 PM	0	37	18	0	4	0	0	0	1	0	0	0	0	0	60
08:15 PM	0	39	10	1	2	0	0	1	0	0	0	0	0	0	53
08:30 PM	0	35	9	0	2	0	0	0	0	0	0	0	0	0	46
08:45 PM	0	23	10	0	1	0	3	0	1	0	0	0	0	0	38
09:00 PM	0	38	14	0	1	0	1	0	0	0	0	0	0	0	54
09:15 PM	0	41	3	0	0	0	0	0	0	0	0	0	0	0	44
09:30 PM	0	24	7	0	0	0	0	1	1	0	0	0	0	0	33
09:45 PM	0	28	9	0	1	0	0	2	0	0	0	0	0	0	40
10:00 PM	0	14	7	0	0	0	0	1	0	0	0	0	0	0	22
10:15 PM	0	21	2	0	1	0	0	1	1	0	0	0	0	0	26
10:30 PM	0	16	10	0	0	0	0	0	0	0	0	0	0	0	26
10:45 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26
11:00 PM	1	12	4	0	0	0	0	0	0	0	0	0	0	0	17
11:15 PM	0	14	3	0	0	0	0	0	2	0	0	0	0	0	19
11:30 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
11:45 PM	0	12	1	0	0	0	0	0	1	0	0	0	0	1	15
Day Total	13	4816	1639	20	205	40	5	82	69	6	0	0	0	25	6920
Percent	0.2%	69.6%	23.7%	0.3%	3%	0.6%	0.1%	1.2%	1%	0.1%	0%	0%	0%	0.4%	
ADT 6920															
AM Peak 15-min Vol	10:15 AM	8:15 AM	7:45 AM	8:45 AM	7:30 AM	6:45 AM	9:15 AM	9:30 AM	7:15 AM	6:45 AM	12:00 AM	12:00 AM	12:00 AM	6:45 AM	7:45 AM
	2	122	56	2	9	5	1	9	3	2	0	0	0	2	190
PM Peak 15-min Vol	12:30 PM	5:00 PM	12:15 PM	12:45 PM	12:30 PM	12:15 PM	8:45 PM	12:15 PM	1:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	6:15 PM	5:00 PM
	1	113	38	2	6	2	3	2	2	0	0	0	0	3	147

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd **QC JOB #:** 15075201
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Brevard, FL **DATE:** Sep 25 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	30	9584	3112	28	397	75	10	168	149	15	0	0	0	53	13621
Percent	0.2%	70.4%	22.8%	0.2%	2.9%	0.6%	0.1%	1.2%	1.1%	0.1%	0%	0%	0%	0.4%	
ADT 6810															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd							QC JOB #: 15075201			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Brevard, FL							DATE: Sep 25 2019 - Sep 26 2019			
Start Time	Mon	Tue	Wed 25 Sep 19	Thu 26 Sep 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			3	15		9			9	
12:15 AM			11	9		10			10	
12:30 AM			9	15		12			12	
12:45 AM			9	9		9			9	
01:00 AM			8	5		7			7	
01:15 AM			6	7		7			7	
01:30 AM			6	7		7			7	
01:45 AM			4	4		4			4	
02:00 AM			1	1		1			1	
02:15 AM			2	5		4			4	
02:30 AM			3	7		5			5	
02:45 AM			3	0		2			2	
03:00 AM			6	4		5			5	
03:15 AM			4	4		4			4	
03:30 AM			4	7		6			6	
03:45 AM			11	3		7			7	
04:00 AM			1	2		2			2	
04:15 AM			3	7		5			5	
04:30 AM			11	13		12			12	
04:45 AM			17	24		21			21	
05:00 AM			11	11		11			11	
05:15 AM			20	21		21			21	
05:30 AM			25	28		27			27	
05:45 AM			43	45		44			44	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd							QC JOB #: 15075201			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Brevard, FL							DATE: Sep 25 2019 - Sep 26 2019			
Start Time	Mon	Tue	Wed 25 Sep 19	Thu 26 Sep 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			39	39		39			39	
06:15 AM			63	51		57			57	
06:30 AM			102	100		101			101	
06:45 AM			132	158		145			145	
07:00 AM			128	107		118			118	
07:15 AM			129	128		129			129	
07:30 AM			188	154		171			171	
07:45 AM			170	190		180			180	
08:00 AM			141	148		145			145	
08:15 AM			162	164		163			163	
08:30 AM			144	143		144			144	
08:45 AM			159	153		156			156	
09:00 AM			134	102		118			118	
09:15 AM			90	128		109			109	
09:30 AM			99	108		104			104	
09:45 AM			124	105		115			115	
10:00 AM			100	106		103			103	
10:15 AM			85	80		83			83	
10:30 AM			98	108		103			103	
10:45 AM			109	109		109			109	
11:00 AM			95	93		94			94	
11:15 AM			105	101		103			103	
11:30 AM			103	113		108			108	
11:45 AM			108	114		111			111	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075201 DIRECTION: SB DATE: Sep 25 2019 - Sep 26 2019			
Start Time	Mon	Tue	Wed 25 Sep 19	Thu 26 Sep 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			84	115		100			100	
12:15 PM			101	120		111			111	
12:30 PM			91	118		105			105	
12:45 PM			110	95		103			103	
01:00 PM			84	100		92			92	
01:15 PM			86	105		96			96	
01:30 PM			92	94		93			93	
01:45 PM			100	90		95			95	
02:00 PM			85	100		93			93	
02:15 PM			106	109		108			108	
02:30 PM			99	99		99			99	
02:45 PM			105	109		107			107	
03:00 PM			90	88		89			89	
03:15 PM			114	106		110			110	
03:30 PM			86	115		101			101	
03:45 PM			112	126		119			119	
04:00 PM			108	111		110			110	
04:15 PM			126	118		122			122	
04:30 PM			119	125		122			122	
04:45 PM			109	136		123			123	
05:00 PM			138	147		143			143	
05:15 PM			132	103		118			118	
05:30 PM			118	103		111			111	
05:45 PM			128	111		120			120	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702018) I-95 SB Off-Ramp north of Wickham Rd							QC JOB #: 15075201			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Brevard, FL							DATE: Sep 25 2019 - Sep 26 2019			
Start Time	Mon	Tue	Wed 25 Sep 19	Thu 26 Sep 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			115	110		113			113	
06:15 PM			100	120		110			110	
06:30 PM			99	85		92			92	
06:45 PM			86	94		90			90	
07:00 PM			76	76		76			76	
07:15 PM			79	82		81			81	
07:30 PM			50	54		52			52	
07:45 PM			62	69		66			66	
08:00 PM			50	60		55			55	
08:15 PM			38	53		46			46	
08:30 PM			43	46		45			45	
08:45 PM			39	38		39			39	
09:00 PM			45	54		50			50	
09:15 PM			36	44		40			40	
09:30 PM			43	33		38			38	
09:45 PM			33	40		37			37	
10:00 PM			24	22		23			23	
10:15 PM			19	26		23			23	
10:30 PM			25	26		26			26	
10:45 PM			21	26		24			24	
11:00 PM			27	17		22			22	
11:15 PM			20	19		20			20	
11:30 PM			10	13		12			12	
11:45 PM			10	15		13			13	
Day Total			6701	6920		6833			6833	
% Weekday Average			98.1%	101.3%						
% Week Average			98.1%	101.3%		100%				
AM Peak 15-min Vol			7:30 AM 188	7:45 AM 190		7:45 AM 180			7:45 AM 180	
PM Peak 15-min Vol			5:00 PM 138	5:00 PM 147		5:00 PM 143			5:00 PM 143	

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075202
DIRECTION: NB
DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
12:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
12:30 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
12:45 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7
01:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:15 AM	0	4	1	0	2	0	0	0	1	0	0	0	0	0	8
01:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	6
02:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
02:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
03:30 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
03:45 AM	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
04:00 AM	1	5	1	0	0	1	0	0	0	0	0	0	0	0	8
04:15 AM	0	11	2	0	0	1	0	0	0	0	0	0	0	0	14
04:30 AM	0	9	1	0	0	1	0	0	1	0	0	0	0	0	12
04:45 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
05:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
05:15 AM	0	15	3	0	2	0	1	0	0	0	0	0	0	0	21
05:30 AM	1	25	4	0	2	0	0	0	1	0	0	0	0	0	33
05:45 AM	0	24	7	2	0	0	1	1	0	0	0	0	0	0	35
Day Total Percent															
ADT 6427															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd

QC JOB #: 15075202

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	37	10	0	5	0	0	0	0	0	0	0	0	0	53
06:15 AM	1	50	8	0	1	1	0	0	1	0	0	0	0	0	62
06:30 AM	0	57	10	1	2	1	0	2	1	0	0	0	0	0	74
06:45 AM	0	67	15	0	1	0	0	0	2	0	0	0	0	0	85
07:00 AM	1	77	18	0	2	1	0	0	1	0	0	0	0	0	100
07:15 AM	0	91	11	0	5	1	0	0	1	0	0	0	0	0	109
07:30 AM	0	88	15	1	5	0	0	0	1	0	0	0	0	0	110
07:45 AM	0	63	15	1	0	1	0	1	2	0	0	0	0	0	83
08:00 AM	0	76	10	1	1	2	0	1	1	0	0	0	0	0	92
08:15 AM	0	59	17	1	1	0	0	1	3	0	0	0	0	0	82
08:30 AM	1	73	14	0	2	1	0	0	2	0	0	0	0	0	93
08:45 AM	1	70	12	1	3	1	0	0	0	0	0	0	0	0	88
09:00 AM	0	64	19	0	1	0	0	0	1	0	0	0	0	0	85
09:15 AM	0	60	13	0	5	1	0	0	1	0	0	0	0	0	80
09:30 AM	1	58	19	1	4	0	0	1	2	0	0	0	0	0	86
09:45 AM	1	53	19	0	2	1	0	1	0	0	0	0	0	0	77
10:00 AM	1	56	23	1	2	2	0	1	0	0	0	0	0	0	86
10:15 AM	0	67	14	1	0	2	0	0	0	0	0	0	0	0	84
10:30 AM	0	69	16	2	5	1	0	1	0	0	0	0	0	0	94
10:45 AM	1	75	14	1	3	0	0	0	1	0	0	0	0	0	95
11:00 AM	0	57	9	0	3	2	0	1	0	0	0	0	0	0	72
11:15 AM	1	72	12	2	2	2	0	1	0	0	0	0	0	0	92
11:30 AM	1	70	15	1	3	2	0	0	2	0	0	0	0	0	94
11:45 AM	0	67	18	0	7	1	0	1	3	0	0	0	0	0	97
Day Total															
Percent															
ADT															6427
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd

QC JOB #: 15075202

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	69	22	1	1	1	0	1	0	0	0	0	0	0	96
12:15 PM	0	74	17	0	6	2	0	2	0	0	0	0	0	0	101
12:30 PM	0	79	15	0	4	0	0	2	0	0	0	0	0	0	100
12:45 PM	0	69	15	1	6	0	0	0	0	0	0	0	0	0	91
01:00 PM	1	95	20	1	5	1	0	1	2	0	0	0	0	0	126
01:15 PM	0	74	19	3	2	0	0	0	0	0	0	0	0	0	98
01:30 PM	2	67	17	0	4	4	0	2	0	0	0	0	0	0	96
01:45 PM	0	74	16	0	3	1	0	0	2	0	0	0	0	0	96
02:00 PM	1	55	17	1	3	2	0	0	1	0	0	0	0	0	80
02:15 PM	0	68	23	4	5	0	0	3	1	0	0	0	0	0	104
02:30 PM	0	69	22	2	6	0	0	1	0	0	0	0	0	0	100
02:45 PM	0	88	19	2	7	3	0	1	2	0	0	0	0	0	122
03:00 PM	0	89	16	0	5	1	0	0	0	0	0	0	0	0	111
03:15 PM	1	108	24	2	4	2	0	1	1	0	0	0	0	0	143
03:30 PM	0	115	25	1	4	1	0	3	0	0	0	0	0	0	149
03:45 PM	0	84	26	2	1	0	0	1	0	0	0	0	0	0	114
04:00 PM	0	101	22	0	4	1	0	0	1	0	0	0	0	0	129
04:15 PM	0	93	26	0	6	2	0	2	1	0	0	0	0	0	130
04:30 PM	2	103	32	0	0	1	0	4	1	0	0	0	0	0	143
04:45 PM	1	105	32	1	7	0	1	3	0	0	0	0	0	0	150
05:00 PM	3	154	23	1	9	1	0	0	2	0	0	0	0	0	193
05:15 PM	1	138	24	1	3	0	0	0	0	0	0	0	0	0	167
05:30 PM	1	93	20	1	5	0	0	0	1	0	0	0	0	0	121
05:45 PM	0	82	14	0	3	0	0	1	0	0	0	0	0	0	100
Day Total Percent															
ADT 6427															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd

QC JOB #: 15075202

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	87	18	0	1	0	1	0	0	0	0	0	0	0	107
06:15 PM	0	66	13	1	1	0	0	0	2	0	0	0	0	0	83
06:30 PM	1	74	7	0	3	0	0	0	0	0	0	0	0	0	85
06:45 PM	0	85	15	0	4	0	0	2	0	0	0	0	0	0	106
07:00 PM	0	63	8	0	2	0	0	0	0	0	0	0	0	0	73
07:15 PM	0	58	17	0	1	0	0	0	1	0	0	0	0	0	77
07:30 PM	0	64	13	1	3	0	0	0	0	0	0	0	0	1	82
07:45 PM	0	45	6	0	3	0	0	1	0	0	0	0	0	0	55
08:00 PM	0	59	9	1	1	0	0	0	0	0	0	0	0	0	70
08:15 PM	0	56	4	0	2	1	0	0	0	0	0	0	0	0	63
08:30 PM	1	48	4	0	2	0	0	0	0	0	0	0	0	0	55
08:45 PM	0	35	6	0	1	0	0	0	0	0	0	0	0	0	42
09:00 PM	0	46	2	0	0	0	0	0	0	0	0	0	0	0	48
09:15 PM	0	35	4	0	1	0	0	1	0	0	0	0	0	0	41
09:30 PM	0	45	3	0	1	0	0	0	3	0	0	0	0	0	52
09:45 PM	0	37	7	0	0	0	0	0	0	0	0	0	0	0	44
10:00 PM	0	38	4	0	0	0	0	0	0	0	0	0	0	0	42
10:15 PM	0	21	2	0	1	0	0	0	1	0	0	0	0	0	25
10:30 PM	0	15	3	0	0	0	0	0	1	0	0	0	0	0	19
10:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	0	25
11:15 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
11:30 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
11:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
Day Total	29	4952	1040	45	202	55	4	46	53	0	0	0	0	1	6427
Percent	0.5%	77%	16.2%	0.7%	3.1%	0.9%	0.1%	0.7%	0.8%	0%	0%	0%	0%	0%	



	4:00 AM	7:15 AM	10:00 AM	5:45 AM	11:45 AM	2:00 AM	5:15 AM	6:30 AM	8:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:30 AM
AM Peak 15-min Vol	1	91	23	2	7	3	1	2	3	0	0	0	0	0	110
PM Peak 15-min Vol	5:00 PM	5:00 PM	4:30 PM	2:15 PM	5:00 PM	1:30 PM	4:45 PM	4:30 PM	9:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	7:30 PM	5:00 PM
	3	154	32	4	9	4	1	4	3	0	0	0	0	1	193

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd

QC JOB #: 15075202

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
12:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
12:30 AM	0	4	2	0	0	1	0	0	1	0	0	0	0	0	8
12:45 AM	1	5	0	0	0	2	0	0	0	0	0	0	0	0	8
01:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
01:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
02:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
03:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
03:30 AM	1	4	1	0	0	3	0	0	1	0	0	0	0	0	10
03:45 AM	0	5	0	0	1	2	0	0	0	0	0	0	0	0	8
04:00 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
04:15 AM	0	14	1	0	0	2	0	0	1	0	0	0	0	0	18
04:30 AM	0	10	0	0	0	1	0	0	1	0	0	0	0	0	12
04:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
05:00 AM	1	16	3	1	1	2	0	0	0	0	0	0	0	0	24
05:15 AM	0	16	2	1	2	0	0	0	1	0	0	0	0	0	22
05:30 AM	1	17	7	0	0	0	0	0	0	0	0	0	0	0	25
05:45 AM	1	32	7	0	2	3	0	0	0	0	0	0	0	0	45
Day Total Percent															
ADT 6705															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075202
DIRECTION: NB
DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	38	3	0	3	0	0	1	0	0	0	0	0	0	45
06:15 AM	0	40	8	1	1	2	0	0	0	0	0	0	0	0	52
06:30 AM	1	55	9	0	1	1	0	1	1	0	0	0	0	0	69
06:45 AM	0	75	12	0	0	1	0	1	0	0	0	0	0	0	89
07:00 AM	1	69	19	0	2	2	0	0	1	0	0	0	0	0	94
07:15 AM	0	85	14	0	3	0	0	0	0	0	0	0	0	0	102
07:30 AM	2	72	11	0	0	0	0	0	1	0	0	0	0	0	86
07:45 AM	0	86	11	3	4	1	0	0	0	0	0	0	0	0	105
08:00 AM	1	76	12	0	2	1	0	0	0	0	0	0	0	0	92
08:15 AM	1	69	14	0	5	1	0	0	0	1	0	0	0	0	91
08:30 AM	1	71	14	2	4	2	0	3	4	0	0	0	0	0	101
08:45 AM	0	73	24	1	1	0	0	1	0	0	0	0	0	0	100
09:00 AM	1	70	18	0	5	2	0	0	1	0	0	0	0	0	97
09:15 AM	0	73	12	2	2	2	0	1	1	0	0	0	0	0	93
09:30 AM	1	65	21	0	3	3	0	2	1	0	0	0	0	2	98
09:45 AM	0	59	19	2	0	0	0	1	0	0	0	0	0	0	81
10:00 AM	1	59	11	1	6	0	0	0	0	0	0	0	0	0	78
10:15 AM	0	61	18	0	0	0	0	1	2	0	0	0	0	0	82
10:30 AM	1	58	18	0	0	1	0	0	2	0	0	0	0	0	80
10:45 AM	1	65	9	1	1	2	1	2	2	0	0	0	0	0	84
11:00 AM	1	71	10	0	4	2	0	1	3	0	0	0	0	0	92
11:15 AM	0	73	19	0	3	0	1	0	2	0	0	0	0	0	98
11:30 AM	0	82	23	0	2	0	0	0	0	0	0	0	0	0	107
11:45 AM	1	50	18	0	6	2	0	0	0	0	0	0	0	0	77
Day Total Percent															
ADT 6705															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd

QC JOB #: 15075202

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	81	18	2	4	0	0	1	1	0	0	0	0	0	107
12:15 PM	0	60	12	1	5	0	0	3	2	0	0	0	0	0	83
12:30 PM	0	86	18	2	2	0	0	0	3	0	0	0	0	0	111
12:45 PM	0	84	20	0	3	0	0	0	0	0	0	0	0	0	107
01:00 PM	0	98	10	1	5	1	0	1	0	0	0	0	0	0	116
01:15 PM	0	84	21	0	5	0	0	3	0	0	0	0	0	0	113
01:30 PM	2	93	16	0	5	1	0	1	2	0	0	0	0	0	120
01:45 PM	0	65	19	1	3	1	0	3	1	0	0	0	0	0	93
02:00 PM	1	88	23	1	5	0	0	1	0	0	0	0	0	0	119
02:15 PM	0	99	13	0	6	0	1	1	1	0	0	0	0	0	121
02:30 PM	2	75	19	1	1	1	0	0	0	0	0	0	0	0	99
02:45 PM	0	99	20	3	9	0	0	4	1	0	0	0	0	0	136
03:00 PM	1	99	20	1	2	1	0	0	0	0	0	0	0	0	124
03:15 PM	2	94	28	0	10	1	0	2	0	0	0	0	0	0	137
03:30 PM	0	107	24	0	8	0	0	1	2	0	0	0	0	0	142
03:45 PM	0	95	26	0	6	1	0	1	2	0	0	0	0	0	131
04:00 PM	0	107	19	1	5	0	0	5	0	0	0	0	0	0	137
04:15 PM	0	109	25	0	7	1	0	0	0	0	0	0	0	0	142
04:30 PM	0	118	23	1	4	0	0	1	0	0	0	0	0	0	147
04:45 PM	0	114	19	3	2	1	0	2	0	0	0	0	0	0	141
05:00 PM	0	131	25	3	4	0	0	0	1	0	0	0	0	0	164
05:15 PM	1	123	24	0	3	0	0	2	0	0	0	0	0	0	153
05:30 PM	2	106	20	1	6	2	0	3	0	0	0	0	0	0	140
05:45 PM	2	68	7	0	3	1	0	1	1	0	0	0	0	0	83
Day Total Percent															
ADT 6705															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd **QC JOB #:** 15075202
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Brevard, FL **DATE:** Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	85	17	1	4	0	0	0	0	0	0	0	0	0	107
06:15 PM	1	55	11	0	3	1	0	0	1	0	0	0	0	0	72
06:30 PM	1	75	13	0	5	0	0	1	0	0	0	0	0	0	95
06:45 PM	0	63	16	0	2	0	0	0	2	0	0	0	0	0	83
07:00 PM	2	71	14	0	2	1	0	1	2	0	0	0	0	0	93
07:15 PM	1	79	14	0	2	1	0	0	0	0	0	0	0	0	97
07:30 PM	0	83	14	0	4	0	0	0	1	0	0	0	0	0	102
07:45 PM	1	69	9	0	2	0	0	1	1	0	0	0	0	0	83
08:00 PM	0	64	7	0	0	0	0	0	0	0	0	0	0	0	71
08:15 PM	0	66	4	0	0	0	0	1	1	0	0	0	0	0	72
08:30 PM	0	52	6	0	2	0	0	0	0	0	0	0	0	0	60
08:45 PM	0	51	6	0	2	0	0	0	0	0	0	0	0	0	59
09:00 PM	0	42	9	0	0	0	0	0	0	0	0	0	0	0	51
09:15 PM	0	30	5	1	1	0	0	1	0	0	0	0	0	0	38
09:30 PM	1	52	5	0	0	0	0	0	0	0	0	0	0	0	58
09:45 PM	0	33	6	0	1	0	0	0	1	0	0	0	0	0	41
10:00 PM	0	32	4	0	3	0	0	0	0	0	0	0	0	0	39
10:15 PM	0	30	3	0	0	0	0	1	0	0	0	0	0	0	34
10:30 PM	1	15	0	0	0	1	0	0	1	0	0	0	0	0	18
10:45 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
11:00 PM	1	21	1	0	0	1	0	0	0	0	0	0	0	0	24
11:15 PM	0	24	1	0	1	0	0	0	0	0	0	0	0	0	26
11:30 PM	0	12	1	0	2	0	0	0	0	0	0	0	0	0	15
11:45 PM	0	7	0	0	2	0	0	0	0	0	0	0	0	0	9
Day Total	41	5209	1024	39	215	60	3	57	54	1	0	0	0	2	6705
Percent	0.6%	77.7%	15.3%	0.6%	3.2%	0.9%	0%	0.9%	0.8%	0%	0%	0%	0%	0%	
ADT 6705															
AM Peak 15-min Vol	7:30 AM 2	7:45 AM 86	8:45 AM 24	7:45 AM 3	10:00 AM 6	3:30 AM 3	10:45 AM 1	8:30 AM 3	8:30 AM 4	8:15 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	9:30 AM 2	11:30 AM 107
PM Peak 15-min Vol	1:30 PM 2	5:00 PM 131	3:15 PM 28	2:45 PM 3	3:15 PM 10	5:30 PM 2	2:15 PM 1	4:00 PM 5	12:30 PM 3	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 164

Comments:

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075202
DIRECTION: NB
DATE: Oct 2 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	70	10161	2064	84	417	115	7	103	107	1	0	0	0	3	13132
Percent	0.5%	77.4%	15.7%	0.6%	3.2%	0.9%	0.1%	0.8%	0.8%	0%	0%	0%	0%	0%	
ADT 6566															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd							QC JOB #: 15075202			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			8	13		11			11	
12:15 AM			6	5		6			6	
12:30 AM			8	8		8			8	
12:45 AM			7	8		8			8	
01:00 AM			7	5		6			6	
01:15 AM			8	2		5			5	
01:30 AM			7	3		5			5	
01:45 AM			1	5		3			3	
02:00 AM			6	10		8			8	
02:15 AM			6	5		6			6	
02:30 AM			6	5		6			6	
02:45 AM			4	5		5			5	
03:00 AM			4	3		4			4	
03:15 AM			4	4		4			4	
03:30 AM			4	10		7			7	
03:45 AM			9	8		9			9	
04:00 AM			8	19		14			14	
04:15 AM			14	18		16			16	
04:30 AM			12	12		12			12	
04:45 AM			11	11		11			11	
05:00 AM			14	24		19			19	
05:15 AM			21	22		22			22	
05:30 AM			33	25		29			29	
05:45 AM			35	45		40			40	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd							QC JOB #: 15075202			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			53	45		49			49	
06:15 AM			62	52		57			57	
06:30 AM			74	69		72			72	
06:45 AM			85	89		87			87	
07:00 AM			100	94		97			97	
07:15 AM			109	102		106			106	
07:30 AM			110	86		98			98	
07:45 AM			83	105		94			94	
08:00 AM			92	92		92			92	
08:15 AM			82	91		87			87	
08:30 AM			93	101		97			97	
08:45 AM			88	100		94			94	
09:00 AM			85	97		91			91	
09:15 AM			80	93		87			87	
09:30 AM			86	98		92			92	
09:45 AM			77	81		79			79	
10:00 AM			86	78		82			82	
10:15 AM			84	82		83			83	
10:30 AM			94	80		87			87	
10:45 AM			95	84		90			90	
11:00 AM			72	92		82			82	
11:15 AM			92	98		95			95	
11:30 AM			94	107		101			101	
11:45 AM			97	77		87			87	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075202 DIRECTION: NB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			96	107		102			102	
12:15 PM			101	83		92			92	
12:30 PM			100	111		106			106	
12:45 PM			91	107		99			99	
01:00 PM			126	116		121			121	
01:15 PM			98	113		106			106	
01:30 PM			96	120		108			108	
01:45 PM			96	93		95			95	
02:00 PM			80	119		100			100	
02:15 PM			104	121		113			113	
02:30 PM			100	99		100			100	
02:45 PM			122	136		129			129	
03:00 PM			111	124		118			118	
03:15 PM			143	137		140			140	
03:30 PM			149	142		146			146	
03:45 PM			114	131		123			123	
04:00 PM			129	137		133			133	
04:15 PM			130	142		136			136	
04:30 PM			143	147		145			145	
04:45 PM			150	141		146			146	
05:00 PM			193	164		179			179	
05:15 PM			167	153		160			160	
05:30 PM			121	140		131			131	
05:45 PM			100	83		92			92	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702017) I-95 NB On-Ramp north of Wickham Rd SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075202 DIRECTION: NB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			107	107		107			107	
06:15 PM			83	72		78			78	
06:30 PM			85	95		90			90	
06:45 PM			106	83		95			95	
07:00 PM			73	93		83			83	
07:15 PM			77	97		87			87	
07:30 PM			82	102		92			92	
07:45 PM			55	83		69			69	
08:00 PM			70	71		71			71	
08:15 PM			63	72		68			68	
08:30 PM			55	60		58			58	
08:45 PM			42	59		51			51	
09:00 PM			48	51		50			50	
09:15 PM			41	38		40			40	
09:30 PM			52	58		55			55	
09:45 PM			44	41		43			43	
10:00 PM			42	39		41			41	
10:15 PM			25	34		30			30	
10:30 PM			19	18		19			19	
10:45 PM			8	24		16			16	
11:00 PM			25	24		25			25	
11:15 PM			22	26		24			24	
11:30 PM			12	15		14			14	
11:45 PM			15	9		12			12	
Day Total			6427	6705		6588			6588	
% Weekday Average			97.6%	101.8%						
% Week Average			97.6%	101.8%		100%				
AM Peak 15-min Vol			7:30 AM 110	11:30 AM 107		7:15 AM 106			7:15 AM 106	
PM Peak 15-min Vol			5:00 PM 193	5:00 PM 164		5:00 PM 179			5:00 PM 179	

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075203
DIRECTION: NB
DATE: Sep 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
12:15 AM	0	2	2	0	1	0	0	0	1	0	0	0	0	0	6
12:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
01:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
01:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
01:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
03:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
04:00 AM	1	5	2	1	0	0	0	0	0	0	0	0	0	0	9
04:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
04:45 AM	0	19	3	0	1	0	0	0	0	0	0	0	0	0	23
05:00 AM	0	16	5	0	1	0	0	0	0	0	0	0	0	0	22
05:15 AM	0	27	3	1	0	0	0	0	0	0	0	0	0	0	31
05:30 AM	0	24	7	0	2	0	0	1	0	0	0	0	0	0	34
05:45 AM	1	53	11	0	2	1	1	1	0	0	0	0	0	0	70
Day Total Percent															
ADT 12922															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd

QC JOB #: 15075203

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Brevard, FL

DATE: Sep 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	46	11	0	1	0	1	1	1	0	0	0	0	0	61
06:15 AM	0	95	20	0	4	2	0	0	1	0	0	0	0	0	122
06:30 AM	0	97	43	0	8	2	0	0	1	0	0	0	0	0	151
06:45 AM	0	160	39	2	6	5	0	4	1	0	0	0	0	8	225
07:00 AM	5	146	53	1	9	2	2	6	1	0	0	0	0	6	231
07:15 AM	3	204	53	1	12	3	4	6	0	0	0	0	0	7	293
07:30 AM	1	216	50	0	4	1	1	4	2	1	0	0	0	9	289
07:45 AM	7	179	39	2	11	2	1	5	1	2	0	0	0	54	303
08:00 AM	1	246	41	2	10	2	1	0	0	1	0	0	0	6	310
08:15 AM	2	256	47	4	9	2	2	2	2	0	0	0	0	4	330
08:30 AM	2	200	49	2	10	0	2	2	1	2	1	0	0	11	282
08:45 AM	2	215	59	0	6	5	5	5	2	1	0	0	0	22	322
09:00 AM	1	177	38	1	8	3	4	1	3	0	0	0	0	6	242
09:15 AM	1	183	35	2	15	5	3	0	1	1	0	0	0	1	247
09:30 AM	0	173	42	5	6	3	0	1	0	0	0	0	0	1	231
09:45 AM	0	169	41	1	12	1	3	4	1	0	0	0	0	4	236
10:00 AM	1	135	22	1	10	3	3	3	2	0	0	0	0	2	182
10:15 AM	0	154	23	1	9	3	9	4	1	0	0	0	0	1	205
10:30 AM	0	124	34	1	4	2	0	0	1	0	0	0	0	0	166
10:45 AM	1	160	36	1	6	3	0	3	2	0	0	0	0	3	215
11:00 AM	1	133	30	1	11	3	4	3	0	0	0	0	0	0	186
11:15 AM	0	152	29	1	7	1	9	1	1	0	0	0	0	4	205
11:30 AM	1	135	33	0	8	2	2	1	1	0	0	0	0	2	185
11:45 AM	0	135	44	0	9	3	0	1	1	0	0	1	0	0	194
Day Total Percent															
ADT 12922															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075203
DIRECTION: NB
DATE: Sep 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	146	30	2	2	6	3	2	0	0	0	0	0	0	191
12:15 PM	0	153	21	1	3	2	7	0	2	0	0	0	0	0	189
12:30 PM	0	118	35	4	6	2	3	3	2	0	0	0	0	0	173
12:45 PM	1	171	32	1	2	2	2	1	1	0	0	0	0	4	217
01:00 PM	1	161	29	1	3	1	2	0	1	0	0	0	0	3	202
01:15 PM	2	141	33	1	1	4	3	0	4	0	0	0	0	6	195
01:30 PM	3	167	23	0	3	3	2	2	0	0	0	0	0	1	204
01:45 PM	1	168	41	2	6	4	3	1	1	1	0	0	0	0	228
02:00 PM	2	132	30	0	3	2	4	2	1	0	0	0	0	4	180
02:15 PM	0	168	24	0	8	4	3	1	1	0	0	0	0	1	210
02:30 PM	2	164	32	2	3	2	2	1	1	0	0	0	0	2	211
02:45 PM	0	161	28	5	3	2	2	0	1	0	0	0	0	8	210
03:00 PM	0	163	27	2	4	2	8	0	2	0	0	0	0	0	208
03:15 PM	1	146	24	1	3	2	5	1	1	0	0	0	0	0	184
03:30 PM	0	148	23	2	1	1	1	1	0	0	0	0	0	0	177
03:45 PM	1	165	37	1	6	1	1	0	0	0	0	0	0	0	212
04:00 PM	2	200	29	0	3	3	2	2	0	0	0	0	0	6	247
04:15 PM	0	172	23	1	3	0	3	1	0	0	0	0	0	1	204
04:30 PM	0	206	32	1	5	0	0	1	0	0	0	0	0	0	245
04:45 PM	0	215	35	3	4	1	0	1	0	0	0	0	0	0	259
05:00 PM	1	199	35	3	3	0	0	2	1	0	0	0	0	0	244
05:15 PM	1	185	26	0	5	0	0	0	0	0	0	0	0	5	222
05:30 PM	0	237	31	0	2	0	0	3	0	0	0	0	0	2	275
05:45 PM	1	243	25	0	6	3	0	2	0	0	0	0	0	12	292
Day Total Percent															
ADT 12922															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075203
DIRECTION: NB
DATE: Sep 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	247	40	0	7	0	0	0	1	0	0	0	0	10	307
06:15 PM	1	173	31	0	4	0	0	0	0	0	0	0	0	4	213
06:30 PM	1	174	25	1	1	0	0	0	0	0	0	0	0	3	205
06:45 PM	1	147	22	0	4	0	0	2	0	0	0	0	0	0	176
07:00 PM	1	122	25	0	4	0	0	0	0	1	0	0	0	0	153
07:15 PM	0	131	13	0	2	0	0	0	0	0	0	0	0	0	146
07:30 PM	1	103	8	0	3	0	0	0	1	0	0	0	0	0	116
07:45 PM	0	89	10	0	3	0	0	0	0	0	0	0	0	0	102
08:00 PM	1	83	10	0	2	0	0	1	0	0	0	0	0	0	97
08:15 PM	0	78	8	1	1	0	0	0	1	0	0	0	0	0	89
08:30 PM	0	67	5	0	1	0	0	2	0	0	0	0	0	0	75
08:45 PM	0	37	6	0	1	0	0	0	0	0	0	0	0	0	44
09:00 PM	0	65	5	0	1	0	0	0	0	0	0	0	0	0	71
09:15 PM	0	53	4	0	1	0	0	0	0	0	0	0	0	0	58
09:30 PM	0	25	3	0	1	0	0	0	1	0	0	0	0	0	30
09:45 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
10:15 PM	2	22	4	0	2	0	0	0	0	0	0	0	0	0	30
10:30 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	0	26
10:45 PM	0	28	2	0	0	0	0	0	2	0	0	0	0	0	32
11:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
11:15 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
11:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
11:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
Day Total	60	9972	1894	66	331	106	113	92	53	10	1	1	0	223	12922
Percent	0.5%	77.2%	14.7%	0.5%	2.6%	0.8%	0.9%	0.7%	0.4%	0.1%	0%	0%	0%	1.7%	
ADT 12922															
AM Peak 15-min Vol	7:45 AM 7	8:15 AM 256	8:45 AM 59	9:30 AM 5	9:15 AM 15	6:45 AM 5	10:15 AM 9	7:00 AM 6	9:00 AM 3	7:45 AM 2	8:30 AM 1	11:45 AM 1	12:00 AM 0	7:45 AM 54	8:15 AM 330
PM Peak 15-min Vol	1:30 PM 3	6:00 PM 247	1:45 PM 41	2:45 PM 5	2:15 PM 8	12:00 PM 6	3:00 PM 8	12:30 PM 3	1:15 PM 4	1:45 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:45 PM 12	6:00 PM 307

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075203
DIRECTION: NB
DATE: Sep 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
12:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
01:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
01:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
03:45 AM	1	8	1	0	0	0	0	0	0	0	0	0	0	0	10
04:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
04:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
04:45 AM	0	15	5	0	0	0	0	0	1	0	0	0	0	0	21
05:00 AM	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
05:15 AM	0	24	2	0	1	0	0	0	0	0	0	0	0	0	27
05:30 AM	0	25	8	0	0	0	0	0	0	0	0	0	0	0	33
05:45 AM	1	60	14	0	4	0	0	0	0	0	0	0	0	0	79
Day Total Percent															
ADT 13070															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd

QC JOB #: 15075203

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Brevard, FL

DATE: Sep 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	60	11	0	1	0	0	0	2	0	0	0	0	0	74
06:15 AM	1	84	23	2	4	2	0	0	0	0	0	0	0	0	116
06:30 AM	0	102	38	0	12	2	0	3	0	0	0	0	0	0	157
06:45 AM	0	181	52	1	4	3	1	3	1	1	0	0	0	6	253
07:00 AM	5	194	53	0	10	2	2	1	1	0	0	0	0	1	269
07:15 AM	2	207	46	2	12	0	3	1	3	0	0	0	0	14	290
07:30 AM	6	161	45	2	4	1	2	7	0	1	1	0	0	46	276
07:45 AM	8	201	34	1	12	1	2	1	3	1	1	1	1	43	310
08:00 AM	3	235	39	3	9	2	0	11	2	1	0	0	0	15	320
08:15 AM	2	192	46	3	8	2	3	0	2	1	0	0	0	12	271
08:30 AM	1	207	49	3	7	2	1	3	1	0	0	0	0	12	286
08:45 AM	1	230	46	0	9	6	7	4	4	0	0	1	0	3	311
09:00 AM	0	186	40	1	6	5	4	6	2	0	0	0	0	3	253
09:15 AM	1	164	36	1	4	0	2	4	1	1	0	0	0	4	218
09:30 AM	1	142	38	0	6	1	2	1	1	0	0	0	0	0	192
09:45 AM	0	189	42	4	11	3	4	1	2	0	0	0	0	2	258
10:00 AM	0	138	34	0	6	3	2	1	0	0	0	0	0	3	187
10:15 AM	0	148	41	4	6	6	4	0	0	0	0	0	0	2	211
10:30 AM	1	150	29	1	6	1	5	1	3	0	0	0	0	2	199
10:45 AM	0	157	31	0	5	1	0	1	1	0	0	0	0	2	198
11:00 AM	2	150	26	0	4	2	3	0	3	0	0	0	0	7	197
11:15 AM	1	156	24	1	5	2	5	1	1	1	0	0	0	0	197
11:30 AM	1	169	24	4	6	3	7	1	2	0	0	0	0	0	217
11:45 AM	0	145	32	0	7	1	2	0	1	0	0	0	0	0	188
Day Total															
Percent															
ADT															
13070															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd **QC JOB #:** 15075203
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Brevard, FL **DATE:** Sep 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	153	29	0	5	3	3	0	0	0	0	0	0	0	193
12:15 PM	0	153	28	0	10	2	4	2	2	0	0	0	0	1	202
12:30 PM	0	146	24	4	7	1	3	0	2	0	0	0	0	1	188
12:45 PM	1	149	32	1	3	5	3	1	0	0	0	0	0	1	196
01:00 PM	3	147	26	0	9	3	4	0	0	0	0	0	0	1	193
01:15 PM	0	135	27	1	6	1	3	1	1	0	0	1	0	1	177
01:30 PM	0	135	24	0	8	1	3	0	1	0	0	0	0	0	172
01:45 PM	1	176	32	4	3	4	1	1	0	0	0	0	0	0	222
02:00 PM	3	129	34	0	3	3	2	2	0	1	1	0	0	17	195
02:15 PM	0	183	35	1	3	1	4	4	1	0	0	0	0	1	233
02:30 PM	0	147	21	2	3	0	3	2	0	0	0	0	0	0	178
02:45 PM	1	178	23	1	2	3	1	0	1	0	0	0	0	5	215
03:00 PM	1	150	29	2	5	3	0	0	0	0	0	0	0	0	190
03:15 PM	0	149	32	1	4	1	4	3	1	0	0	0	0	0	195
03:30 PM	0	143	35	2	4	1	6	2	0	0	0	0	0	0	193
03:45 PM	0	170	24	1	5	2	0	1	0	0	0	0	0	2	205
04:00 PM	0	187	22	0	3	2	0	0	2	0	0	0	0	1	217
04:15 PM	0	201	26	0	5	2	0	3	0	0	0	0	0	2	239
04:30 PM	1	211	33	0	6	2	1	2	1	0	0	0	0	4	261
04:45 PM	2	226	31	2	6	0	0	3	0	0	0	0	0	6	276
05:00 PM	2	203	26	1	8	0	0	1	0	0	0	0	0	4	245
05:15 PM	0	181	32	1	3	0	0	1	0	0	0	0	0	0	218
05:30 PM	1	214	28	1	3	0	0	3	0	0	0	0	0	8	258
05:45 PM	1	233	27	0	4	0	0	0	0	0	0	0	0	14	279
Day Total Percent															
ADT 13070															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd

QC JOB #: 15075203

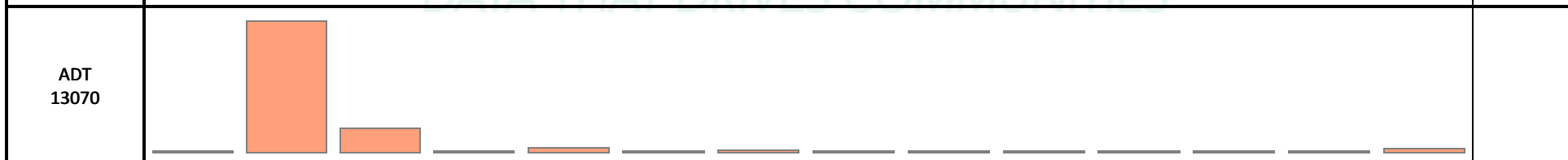
SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Brevard, FL

DATE: Sep 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	206	35	1	8	1	0	2	1	0	0	0	0	0	255
06:15 PM	0	236	27	0	4	0	0	1	1	0	0	0	0	1	270
06:30 PM	1	188	25	0	1	0	0	3	1	0	0	0	0	0	219
06:45 PM	0	164	20	1	4	0	0	0	0	0	0	0	0	0	189
07:00 PM	0	123	6	0	1	0	0	0	0	0	0	0	0	0	130
07:15 PM	2	129	16	0	3	0	0	0	2	0	0	0	0	0	152
07:30 PM	0	90	12	0	2	0	0	0	0	0	0	0	0	0	104
07:45 PM	0	89	26	0	1	0	0	0	1	0	0	0	0	0	117
08:00 PM	0	67	11	0	1	0	0	1	0	0	0	0	0	0	80
08:15 PM	0	106	12	0	2	0	0	0	0	0	0	0	0	0	120
08:30 PM	0	76	9	0	1	0	0	0	0	0	0	0	0	0	86
08:45 PM	0	60	12	0	4	0	0	0	0	0	0	0	0	0	76
09:00 PM	3	63	9	1	0	0	0	0	0	0	0	0	0	0	76
09:15 PM	1	43	11	0	2	0	0	0	2	0	0	0	0	0	59
09:30 PM	0	34	3	0	1	0	0	0	1	0	0	0	0	0	39
09:45 PM	1	42	10	0	3	0	0	0	0	0	0	0	0	0	56
10:00 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
10:15 PM	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
10:30 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
10:45 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	0	27
11:00 PM	0	18	5	0	0	0	0	0	0	0	0	0	0	0	23
11:15 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
11:30 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
11:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
Day Total	64	10132	1875	62	328	92	106	90	59	8	3	3	1	247	13070
Percent	0.5%	77.5%	14.3%	0.5%	2.5%	0.7%	0.8%	0.7%	0.5%	0.1%	0%	0%	0%	1.9%	



	7:45 AM	8:00 AM	7:00 AM	9:45 AM	6:30 AM	8:45 AM	8:45 AM	8:00 AM	8:45 AM	6:45 AM	7:30 AM	7:45 AM	7:45 AM	7:30 AM	8:00 AM
AM Peak 15-min Vol	8	235	53	4	12	6	7	11	4	1	1	1	1	46	320
PM Peak 15-min Vol	1:00 PM	6:15 PM	2:15 PM	12:30 PM	12:15 PM	12:45 PM	3:30 PM	2:15 PM	12:15 PM	2:00 PM	2:00 PM	1:15 PM	12:00 PM	2:00 PM	5:45 PM
	3	236	35	4	10	5	6	4	2	1	1	1	0	17	279

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd **QC JOB #:** 15075203
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Brevard, FL **DATE:** Sep 18 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	124	20104	3769	128	659	198	219	182	112	18	4	4	1	470	25992
Percent	0.5%	77.3%	14.5%	0.5%	2.5%	0.8%	0.8%	0.7%	0.4%	0.1%	0%	0%	0%	1.8%	
ADT 12996															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd							QC JOB #: 15075203			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Brevard, FL							DATE: Sep 18 2019 - Sep 19 2019			
Start Time	Mon	Tue	Wed 18 Sep 19	Thu 19 Sep 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			6	13		10			10	
12:15 AM			6	10		8			8	
12:30 AM			4	4		4			4	
12:45 AM			5	1		3			3	
01:00 AM			7	9		8			8	
01:15 AM			6	8		7			7	
01:30 AM			4	4		4			4	
01:45 AM			1	5		3			3	
02:00 AM			3	3		3			3	
02:15 AM			7	3		5			5	
02:30 AM			3	1		2			2	
02:45 AM			6	5		6			6	
03:00 AM			1	3		2			2	
03:15 AM			5	6		6			6	
03:30 AM			5	7		6			6	
03:45 AM			8	10		9			9	
04:00 AM			9	7		8			8	
04:15 AM			4	7		6			6	
04:30 AM			9	3		6			6	
04:45 AM			23	21		22			22	
05:00 AM			22	20		21			21	
05:15 AM			31	27		29			29	
05:30 AM			34	33		34			34	
05:45 AM			70	79		75			75	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd							QC JOB #: 15075203			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Brevard, FL							DATE: Sep 18 2019 - Sep 19 2019			
Start Time	Mon	Tue	Wed 18 Sep 19	Thu 19 Sep 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			61	74		68			68	
06:15 AM			122	116		119			119	
06:30 AM			151	157		154			154	
06:45 AM			225	253		239			239	
07:00 AM			231	269		250			250	
07:15 AM			293	290		292			292	
07:30 AM			289	276		283			283	
07:45 AM			303	310		307			307	
08:00 AM			310	320		315			315	
08:15 AM			330	271		301			301	
08:30 AM			282	286		284			284	
08:45 AM			322	311		317			317	
09:00 AM			242	253		248			248	
09:15 AM			247	218		233			233	
09:30 AM			231	192		212			212	
09:45 AM			236	258		247			247	
10:00 AM			182	187		185			185	
10:15 AM			205	211		208			208	
10:30 AM			166	199		183			183	
10:45 AM			215	198		207			207	
11:00 AM			186	197		192			192	
11:15 AM			205	197		201			201	
11:30 AM			185	217		201			201	
11:45 AM			194	188		191			191	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd							QC JOB #: 15075203			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Brevard, FL							DATE: Sep 18 2019 - Sep 19 2019			
Start Time	Mon	Tue	Wed 18 Sep 19	Thu 19 Sep 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			191	193		192			192	
12:15 PM			189	202		196			196	
12:30 PM			173	188		181			181	
12:45 PM			217	196		207			207	
01:00 PM			202	193		198			198	
01:15 PM			195	177		186			186	
01:30 PM			204	172		188			188	
01:45 PM			228	222		225			225	
02:00 PM			180	195		188			188	
02:15 PM			210	233		222			222	
02:30 PM			211	178		195			195	
02:45 PM			210	215		213			213	
03:00 PM			208	190		199			199	
03:15 PM			184	195		190			190	
03:30 PM			177	193		185			185	
03:45 PM			212	205		209			209	
04:00 PM			247	217		232			232	
04:15 PM			204	239		222			222	
04:30 PM			245	261		253			253	
04:45 PM			259	276		268			268	
05:00 PM			244	245		245			245	
05:15 PM			222	218		220			220	
05:30 PM			275	258		267			267	
05:45 PM			292	279		286			286	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702016) I-95 NB Off-Ramp south of Wickham Rd							QC JOB #: 15075203			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Brevard, FL							DATE: Sep 18 2019 - Sep 19 2019			
Start Time	Mon	Tue	Wed 18 Sep 19	Thu 19 Sep 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			307	255		281			281	
06:15 PM			213	270		242			242	
06:30 PM			205	219		212			212	
06:45 PM			176	189		183			183	
07:00 PM			153	130		142			142	
07:15 PM			146	152		149			149	
07:30 PM			116	104		110			110	
07:45 PM			102	117		110			110	
08:00 PM			97	80		89			89	
08:15 PM			89	120		105			105	
08:30 PM			75	86		81			81	
08:45 PM			44	76		60			60	
09:00 PM			71	76		74			74	
09:15 PM			58	59		59			59	
09:30 PM			30	39		35			35	
09:45 PM			22	56		39			39	
10:00 PM			19	24		22			22	
10:15 PM			30	26		28			28	
10:30 PM			26	25		26			26	
10:45 PM			32	27		30			30	
11:00 PM			11	23		17			17	
11:15 PM			10	17		14			14	
11:30 PM			10	13		12			12	
11:45 PM			9	10		10			10	
Day Total			12922	13070		13021			13021	
% Weekday Average			99.2%	100.4%						
% Week Average			99.2%	100.4%		100%				
AM Peak 15-min Vol			8:15 AM 330	8:00 AM 320		8:45 AM 317			8:45 AM 317	
PM Peak 15-min Vol			6:00 PM 307	5:45 PM 279		5:45 PM 286			5:45 PM 286	

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075204
DIRECTION: SB
DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
12:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
12:30 AM	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
12:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
01:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:15 AM	1	6	0	0	0	1	0	0	1	0	0	0	0	0	9
01:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
03:45 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
04:00 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
04:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
04:30 AM	0	12	1	0	0	0	0	0	1	0	0	0	0	0	14
04:45 AM	0	14	4	0	0	0	0	1	0	0	0	0	0	0	19
05:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
05:15 AM	0	22	7	0	0	0	0	0	0	0	0	0	0	0	29
05:30 AM	1	30	8	0	0	0	0	1	0	0	0	0	0	0	40
05:45 AM	0	46	9	0	0	0	0	1	0	0	0	0	0	0	56
Day Total Percent															
ADT 13258															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd														QC JOB #: 15075204	
SPECIFIC LOCATION:														DIRECTION: SB	
CITY/STATE: Brevard, FL														DATE: Oct 2 2019	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	59	7	0	2	0	0	0	1	0	0	0	0	0	69
06:15 AM	0	74	12	0	1	1	0	0	0	0	0	0	0	0	88
06:30 AM	0	112	27	0	1	3	0	2	0	0	0	0	0	0	148
06:45 AM	0	126	27	0	0	1	0	3	2	0	0	0	0	0	159
07:00 AM	0	163	31	0	1	1	0	0	1	0	0	0	0	0	202
07:15 AM	0	188	34	0	3	0	0	0	0	0	0	0	0	0	228
07:30 AM	1	224	40	0	1	0	0	2	2	0	0	0	0	0	276
07:45 AM	0	189	20	0	5	4	0	1	2	0	0	0	0	0	225
08:00 AM	0	188	32	0	1	5	1	4	0	0	0	0	0	0	234
08:15 AM	1	164	25	0	4	1	0	1	1	0	0	0	0	0	197
08:30 AM	0	116	28	1	4	2	0	3	0	0	0	0	0	0	163
08:45 AM	0	148	34	0	3	4	0	3	0	0	0	0	0	0	196
09:00 AM	0	101	31	0	6	4	0	2	1	0	0	0	0	0	150
09:15 AM	2	109	30	0	2	4	0	3	2	0	0	0	0	0	154
09:30 AM	1	133	35	0	5	7	1	1	6	0	0	0	0	0	193
09:45 AM	1	106	28	0	9	3	0	5	0	0	0	0	0	0	157
10:00 AM	0	125	25	0	4	1	0	2	2	0	0	0	0	0	160
10:15 AM	0	124	33	0	3	5	0	4	1	0	0	0	0	0	174
10:30 AM	2	118	34	0	2	7	0	4	2	0	0	0	0	0	171
10:45 AM	1	127	33	0	7	0	0	4	1	0	0	0	0	0	176
11:00 AM	1	131	34	0	3	2	0	2	2	0	0	0	0	0	181
11:15 AM	1	127	42	0	4	3	0	6	1	0	0	0	0	0	185
11:30 AM	1	154	36	0	1	2	0	1	4	0	0	0	0	0	202
11:45 AM	1	148	39	1	4	2	0	3	1	0	0	0	0	0	203
Day Total															
Percent															
ADT															
13258															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd

QC JOB #: 15075204

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	178	41	1	2	4	0	3	1	0	0	0	1	0	232
12:15 PM	1	156	36	1	1	4	0	1	1	0	0	0	0	0	203
12:30 PM	1	139	45	0	6	2	0	5	0	0	0	0	0	0	200
12:45 PM	1	163	40	1	5	1	0	4	0	0	0	0	1	0	217
01:00 PM	5	129	35	0	4	4	0	3	2	0	0	0	0	0	183
01:15 PM	0	151	30	0	4	2	0	1	1	0	0	0	0	0	191
01:30 PM	0	134	27	1	5	3	0	6	1	0	0	0	1	0	178
01:45 PM	1	147	41	0	8	4	0	4	0	1	0	0	0	0	206
02:00 PM	0	162	46	0	2	5	0	2	0	0	0	0	1	0	222
02:15 PM	0	182	46	0	7	5	0	3	1	0	0	0	0	0	248
02:30 PM	2	160	35	1	4	1	0	4	0	0	0	0	0	0	214
02:45 PM	1	209	47	0	4	2	0	8	1	0	0	0	0	0	279
03:00 PM	1	197	40	0	5	4	0	5	2	0	0	0	0	0	259
03:15 PM	0	209	45	0	8	2	0	2	0	0	0	0	0	0	269
03:30 PM	0	196	57	1	8	3	0	7	0	0	0	0	1	0	282
03:45 PM	1	235	43	1	8	2	0	9	0	0	0	0	0	0	301
04:00 PM	1	239	37	0	3	1	0	1	2	0	0	0	0	0	285
04:15 PM	0	268	37	0	1	3	0	3	1	0	0	0	1	0	321
04:30 PM	0	209	36	0	5	0	0	7	1	0	0	0	0	0	266
04:45 PM	0	254	65	1	1	0	0	2	1	0	0	0	0	0	330
05:00 PM	0	256	44	0	2	0	0	5	0	0	0	0	0	0	314
05:15 PM	0	300	62	0	6	0	0	5	0	0	0	0	0	0	385
05:30 PM	0	255	41	0	2	2	0	1	0	0	0	0	0	0	305
05:45 PM	0	216	38	1	5	0	0	4	1	0	0	0	0	0	273
Day Total															
Percent															
ADT															
13258															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd

QC JOB #: 15075204

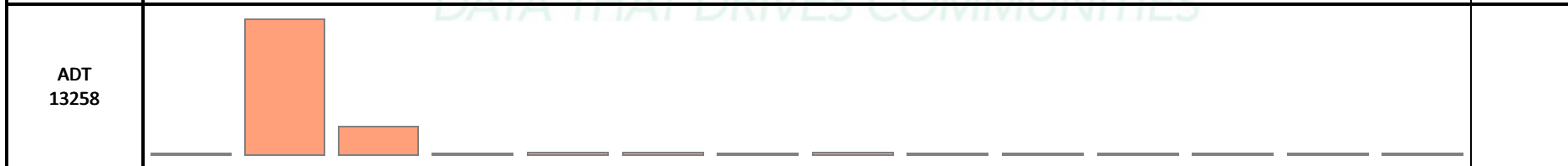
SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	153	22	0	3	0	0	2	0	0	0	0	0	0	182
06:15 PM	0	169	26	0	2	1	0	4	0	0	0	0	0	0	204
06:30 PM	0	144	20	0	1	0	0	4	0	0	0	0	0	0	171
06:45 PM	0	149	24	0	0	0	0	2	1	0	0	0	0	0	176
07:00 PM	1	133	20	0	0	0	0	2	0	0	0	0	0	0	159
07:15 PM	0	131	22	0	0	0	0	0	0	0	0	0	0	0	155
07:30 PM	0	117	21	0	1	0	0	0	1	0	0	0	0	0	141
07:45 PM	1	130	18	0	0	0	0	0	0	0	0	0	0	0	151
08:00 PM	1	117	19	0	3	0	0	1	0	0	0	0	0	0	143
08:15 PM	0	127	27	0	1	0	0	0	0	0	0	0	0	0	157
08:30 PM	0	118	13	0	2	0	0	1	0	0	0	0	0	0	135
08:45 PM	0	76	16	0	0	0	0	2	1	0	0	0	0	0	96
09:00 PM	0	87	12	0	0	0	0	0	0	0	0	0	0	0	100
09:15 PM	0	73	8	0	0	0	0	0	0	0	0	0	0	0	83
09:30 PM	1	57	10	0	2	0	0	0	0	0	0	0	0	0	70
09:45 PM	0	56	9	0	0	0	0	0	0	0	0	0	0	0	66
10:00 PM	0	58	3	0	0	0	0	0	0	0	0	0	0	0	61
10:15 PM	0	43	7	0	1	0	0	0	0	0	0	0	0	0	51
10:30 PM	0	44	7	0	0	0	0	1	0	0	0	0	0	0	52
10:45 PM	0	19	4	0	1	0	0	0	0	0	0	0	0	0	24
11:00 PM	0	50	4	0	0	0	0	0	0	0	0	0	0	0	54
11:15 PM	0	28	5	0	0	0	0	0	1	0	0	0	0	0	34
11:30 PM	0	29	3	0	1	0	0	0	0	0	0	0	0	0	34
11:45 PM	0	15	1	0	1	0	0	0	0	0	0	0	0	0	17
Day Total	34	10352	2097	11	201	118	2	175	56	1	0	0	6	0	13258
Percent	0.3%	78.1%	15.8%	0.1%	1.5%	0.9%	0%	1.3%	0.4%	0%	0%	0%	0%	0%	



	9:15 AM	7:30 AM	11:15 AM	8:30 AM	9:45 AM	9:30 AM	8:00 AM	11:15 AM	9:30 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:30 AM
AM Peak 15-min Vol	2	224	42	1	9	7	1	6	6	0	0	0	0	0	276
PM Peak 15-min Vol	5	300	65	1	8	5	0	9	2	1	0	0	1	0	385

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075204
DIRECTION: SB
DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
12:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
12:30 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
12:45 AM	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
01:00 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
01:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
02:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
03:00 AM	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
03:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
03:30 AM	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
03:45 AM	0	7	1	0	0	0	0	1	1	0	0	0	0	0	10
04:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
04:15 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
04:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
04:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
05:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
05:15 AM	0	22	6	0	0	0	0	0	0	0	0	0	0	0	28
05:30 AM	0	31	10	0	1	0	0	0	1	0	0	0	0	0	43
05:45 AM	1	45	6	0	1	1	0	2	0	0	0	0	0	0	56
Day Total Percent															
ADT 13874															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd

QC JOB #: 15075204

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	47	8	0	2	1	0	0	1	0	0	0	0	0	60
06:15 AM	0	66	12	0	3	0	0	1	0	0	0	0	0	0	83
06:30 AM	1	104	20	0	0	1	0	0	3	0	0	0	1	0	131
06:45 AM	0	141	28	0	2	5	0	0	0	0	0	0	0	0	180
07:00 AM	1	145	28	0	0	2	0	3	0	0	0	0	1	0	184
07:15 AM	0	178	27	0	0	3	0	3	1	0	0	0	0	0	221
07:30 AM	2	215	37	1	4	7	0	2	2	0	0	0	0	0	275
07:45 AM	1	209	25	0	2	8	0	1	4	0	0	0	0	0	256
08:00 AM	0	179	33	0	0	3	0	1	2	0	0	0	0	0	219
08:15 AM	1	144	24	0	1	3	0	4	0	0	0	0	1	0	180
08:30 AM	2	162	32	0	4	7	0	3	3	0	0	0	0	0	214
08:45 AM	0	116	22	0	6	9	0	3	1	0	0	0	0	0	161
09:00 AM	1	96	26	0	2	6	0	2	2	0	0	0	0	0	142
09:15 AM	0	117	29	0	1	5	0	4	1	0	0	0	0	0	158
09:30 AM	0	119	46	0	2	7	0	2	2	0	0	0	0	0	178
09:45 AM	1	126	31	1	5	11	0	1	1	0	0	0	0	0	178
10:00 AM	2	134	35	0	4	7	0	3	2	0	0	0	0	0	188
10:15 AM	1	142	31	0	6	9	0	2	1	0	0	0	0	0	197
10:30 AM	2	131	31	0	2	6	0	4	0	0	0	0	0	0	177
10:45 AM	2	137	33	1	3	7	0	2	1	0	0	0	1	0	191
11:00 AM	0	139	50	0	3	9	0	6	1	0	0	0	0	0	212
11:15 AM	1	139	35	0	9	7	0	1	1	0	0	0	0	0	195
11:30 AM	0	122	37	1	4	9	0	4	1	0	0	0	1	0	180
11:45 AM	1	146	33	0	5	9	0	5	1	0	0	0	0	0	203
Day Total Percent															
ADT 13874															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd

QC JOB #: 15075204

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	161	33	1	1	8	0	5	1	0	0	0	1	0	214
12:15 PM	1	171	36	0	9	3	0	2	0	0	0	0	0	0	224
12:30 PM	0	150	37	0	1	7	0	2	1	0	0	0	0	0	201
12:45 PM	0	162	46	0	6	6	0	6	0	0	0	0	0	0	230
01:00 PM	0	155	38	0	7	8	0	2	3	0	0	0	0	0	220
01:15 PM	0	153	46	1	3	4	0	3	0	0	0	0	0	0	213
01:30 PM	1	152	37	0	1	5	0	2	3	0	0	0	0	0	206
01:45 PM	2	166	52	0	2	8	0	3	1	0	0	0	0	0	242
02:00 PM	1	146	48	0	1	8	0	4	4	0	0	0	0	0	213
02:15 PM	1	189	34	0	4	8	0	1	1	0	0	0	2	0	244
02:30 PM	0	180	31	0	2	5	0	6	0	0	0	0	2	0	227
02:45 PM	1	167	51	0	1	5	0	4	2	0	0	0	0	0	237
03:00 PM	0	193	45	0	3	7	0	4	2	0	0	0	0	0	263
03:15 PM	0	229	49	0	4	8	0	8	0	0	0	0	0	0	303
03:30 PM	3	219	65	0	7	0	0	7	0	0	0	0	0	0	311
03:45 PM	1	225	47	1	9	3	0	8	0	0	0	0	0	0	299
04:00 PM	0	248	52	0	2	1	0	4	0	0	0	0	0	0	313
04:15 PM	1	257	49	0	3	10	0	7	0	0	0	0	1	0	338
04:30 PM	1	218	57	0	3	8	0	4	0	0	0	0	0	0	296
04:45 PM	0	239	46	0	2	1	0	5	2	0	0	0	0	0	302
05:00 PM	2	251	38	0	2	0	0	4	0	0	0	0	0	0	304
05:15 PM	0	301	67	0	5	2	0	3	1	0	0	0	1	0	395
05:30 PM	0	263	50	0	4	1	0	4	0	0	0	0	0	0	327
05:45 PM	3	206	32	0	1	0	0	0	1	0	0	0	0	0	244
Day Total															
Percent															
ADT															
13874															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd

QC JOB #: 15075204

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	210	30	0	3	0	0	2	0	0	0	0	0	0	245
06:15 PM	2	158	29	0	3	0	0	3	0	0	0	0	0	0	199
06:30 PM	1	153	30	0	5	0	0	2	0	0	0	0	0	0	192
06:45 PM	1	147	22	0	3	0	0	0	0	0	0	0	0	0	173
07:00 PM	0	132	24	0	2	0	0	3	1	0	0	0	0	0	165
07:15 PM	0	160	36	0	1	0	0	4	0	0	0	0	0	0	203
07:30 PM	0	168	22	0	1	0	0	0	0	0	0	0	0	0	196
07:45 PM	0	155	31	0	0	0	0	2	0	0	0	0	0	0	189
08:00 PM	0	126	19	0	1	0	0	1	0	0	0	0	0	0	152
08:15 PM	1	119	22	0	0	0	0	1	0	0	0	0	0	0	144
08:30 PM	1	99	16	0	1	0	0	1	0	0	0	0	0	0	118
08:45 PM	0	105	14	0	1	0	0	0	0	0	0	0	0	0	120
09:00 PM	0	90	14	0	1	0	0	0	0	0	0	0	0	0	106
09:15 PM	0	89	10	0	1	0	0	0	0	0	0	0	0	0	100
09:30 PM	0	84	11	0	1	0	0	1	1	0	0	0	0	0	99
09:45 PM	0	70	6	0	0	0	0	0	0	0	0	0	0	0	76
10:00 PM	1	56	7	0	0	0	0	0	1	0	0	0	0	0	66
10:15 PM	0	56	10	0	1	0	0	1	0	0	0	0	0	0	68
10:30 PM	0	33	5	0	1	0	0	1	0	0	0	0	0	0	40
10:45 PM	0	41	2	0	1	0	0	0	0	0	0	0	0	0	44
11:00 PM	0	40	5	0	1	0	0	0	0	0	0	0	0	0	46
11:15 PM	0	31	7	0	1	0	0	0	0	0	0	0	0	0	39
11:30 PM	0	27	7	0	0	0	0	0	0	0	0	0	0	0	34
11:45 PM	0	24	4	0	0	0	0	0	1	0	0	0	0	0	29
Day Total	45	10667	2232	7	185	258	0	182	60	0	0	0	12	0	13874
Percent	0.3%	76.9%	16.1%	0.1%	1.3%	1.9%	0%	1.3%	0.4%	0%	0%	0%	0.1%	0%	
ADT 13874															
AM Peak 15-min Vol	7:30 AM 2	7:30 AM 215	11:00 AM 50	7:30 AM 1	11:15 AM 9	9:45 AM 11	12:00 AM 0	11:00 AM 6	7:45 AM 4	12:00 AM 0	12:00 AM 0	12:00 AM 0	6:30 AM 1	12:00 AM 0	7:30 AM 275
PM Peak 15-min Vol	3:30 PM 3	5:15 PM 301	5:15 PM 67	12:00 PM 1	12:15 PM 9	4:15 PM 10	12:00 PM 0	3:15 PM 8	2:00 PM 4	12:00 PM 0	12:00 PM 0	12:00 PM 0	2:15 PM 2	12:00 PM 0	5:15 PM 395

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd **QC JOB #:** 15075204
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Brevard, FL **DATE:** Oct 2 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	79	21019	4329	18	386	376	2	357	116	1	0	0	18	0	26701
Percent	0.3%	78.7%	16.2%	0.1%	1.4%	1.4%	0%	1.3%	0.4%	0%	0%	0%	0.1%	0%	
ADT 13350															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd							QC JOB #: 15075204			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			9	10		10			10	
12:15 AM			11	13		12			12	
12:30 AM			13	11		12			12	
12:45 AM			8	9		9			9	
01:00 AM			7	7		7			7	
01:15 AM			9	6		8			8	
01:30 AM			8	6		7			7	
01:45 AM			7	5		6			6	
02:00 AM			3	4		4			4	
02:15 AM			3	5		4			4	
02:30 AM			3	4		4			4	
02:45 AM			1	11		6			6	
03:00 AM			3	4		4			4	
03:15 AM			4	9		7			7	
03:30 AM			2	5		4			4	
03:45 AM			5	10		8			8	
04:00 AM			7	8		8			8	
04:15 AM			10	12		11			11	
04:30 AM			14	11		13			13	
04:45 AM			19	8		14			14	
05:00 AM			17	17		17			17	
05:15 AM			29	28		29			29	
05:30 AM			40	43		42			42	
05:45 AM			56	56		56			56	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd QC JOB #: 15075204 SPECIFIC LOCATION: DIRECTION: SB CITY/STATE: Brevard, FL DATE: Oct 2 2019 - Oct 3 2019										
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			69	60		65			65	
06:15 AM			88	83		86			86	
06:30 AM			148	131		140			140	
06:45 AM			159	180		170			170	
07:00 AM			202	184		193			193	
07:15 AM			228	221		225			225	
07:30 AM			276	275		276			276	
07:45 AM			225	256		241			241	
08:00 AM			234	219		227			227	
08:15 AM			197	180		189			189	
08:30 AM			163	214		189			189	
08:45 AM			196	161		179			179	
09:00 AM			150	142		146			146	
09:15 AM			154	158		156			156	
09:30 AM			193	178		186			186	
09:45 AM			157	178		168			168	
10:00 AM			160	188		174			174	
10:15 AM			174	197		186			186	
10:30 AM			171	177		174			174	
10:45 AM			176	191		184			184	
11:00 AM			181	212		197			197	
11:15 AM			185	195		190			190	
11:30 AM			202	180		191			191	
11:45 AM			203	203		203			203	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd							QC JOB #: 15075204			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			232	214		223			223	
12:15 PM			203	224		214			214	
12:30 PM			200	201		201			201	
12:45 PM			217	230		224			224	
01:00 PM			183	220		202			202	
01:15 PM			191	213		202			202	
01:30 PM			178	206		192			192	
01:45 PM			206	242		224			224	
02:00 PM			222	213		218			218	
02:15 PM			248	244		246			246	
02:30 PM			214	227		221			221	
02:45 PM			279	237		258			258	
03:00 PM			259	263		261			261	
03:15 PM			269	303		286			286	
03:30 PM			282	311		297			297	
03:45 PM			301	299		300			300	
04:00 PM			285	313		299			299	
04:15 PM			321	338		330			330	
04:30 PM			266	296		281			281	
04:45 PM			330	302		316			316	
05:00 PM			314	304		309			309	
05:15 PM			385	395		390			390	
05:30 PM			305	327		316			316	
05:45 PM			273	244		259			259	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (702019) I-95 SB On-Ramp south of Wickham Rd QC JOB #: 15075204 SPECIFIC LOCATION: DIRECTION: SB CITY/STATE: Brevard, FL DATE: Oct 2 2019 - Oct 3 2019										
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			182	245		214			214	
06:15 PM			204	199		202			202	
06:30 PM			171	192		182			182	
06:45 PM			176	173		175			175	
07:00 PM			159	165		162			162	
07:15 PM			155	203		179			179	
07:30 PM			141	196		169			169	
07:45 PM			151	189		170			170	
08:00 PM			143	152		148			148	
08:15 PM			157	144		151			151	
08:30 PM			135	118		127			127	
08:45 PM			96	120		108			108	
09:00 PM			100	106		103			103	
09:15 PM			83	100		92			92	
09:30 PM			70	99		85			85	
09:45 PM			66	76		71			71	
10:00 PM			61	66		64			64	
10:15 PM			51	68		60			60	
10:30 PM			52	40		46			46	
10:45 PM			24	44		34			34	
11:00 PM			54	46		50			50	
11:15 PM			34	39		37			37	
11:30 PM			34	34		34			34	
11:45 PM			17	29		23			23	
Day Total			13258	13874		13592			13592	
% Weekday Average			97.5%	102.1%						
% Week Average			97.5%	102.1%		100%				
AM Peak 15-min Vol			7:30 AM 276	7:30 AM 275		7:30 AM 276			7:30 AM 276	
PM Peak 15-min Vol			5:15 PM 385	5:15 PM 395		5:15 PM 390			5:15 PM 390	

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075205
DIRECTION: EB
DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	3	19	3	0	0	0	0	0	0	0	0	0	0	2	27
12:15 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	0	19
12:30 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	0	24
12:45 AM	1	12	1	0	0	1	0	0	0	0	0	0	0	0	15
01:00 AM	2	11	1	0	0	0	0	0	0	0	0	0	0	1	15
01:15 AM	0	11	1	0	2	0	0	0	0	0	0	0	0	0	14
01:30 AM	1	6	3	0	1	0	1	0	0	0	0	0	0	1	13
01:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
02:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
02:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:30 AM	4	9	2	0	0	1	0	1	0	0	0	0	0	1	18
02:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
03:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
03:15 AM	1	7	0	0	0	1	0	0	0	0	0	0	0	0	9
03:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
03:45 AM	1	7	3	1	0	1	0	0	0	0	0	0	0	0	13
04:00 AM	0	10	1	0	0	0	1	0	0	0	0	0	0	0	12
04:15 AM	0	8	1	0	1	0	0	0	1	0	0	0	0	0	11
04:30 AM	5	17	3	0	2	0	0	0	1	0	0	0	0	0	28
04:45 AM	1	29	4	0	1	0	0	0	0	0	0	0	0	1	36
05:00 AM	0	38	10	0	1	0	0	0	0	0	0	0	0	0	49
05:15 AM	1	42	8	0	1	0	0	1	0	0	0	0	0	0	53
05:30 AM	1	51	7	0	0	1	0	0	0	0	0	0	0	0	60
05:45 AM	1	86	13	1	2	1	1	0	1	0	0	0	0	3	109
Day Total Percent															
ADT 20691															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange

QC JOB #: 15075205

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	73	16	1	4	0	0	1	0	1	0	0	0	2	98
06:15 AM	2	131	37	2	3	3	0	3	0	0	0	0	0	7	188
06:30 AM	5	131	49	1	4	1	0	0	1	1	0	0	1	12	206
06:45 AM	13	204	53	0	14	10	0	0	0	1	0	0	1	17	313
07:00 AM	11	185	53	1	12	8	0	3	0	0	1	0	0	30	304
07:15 AM	16	239	44	3	12	4	4	6	2	1	2	0	0	38	371
07:30 AM	15	240	48	5	13	3	4	2	0	1	0	0	1	69	401
07:45 AM	6	197	33	3	4	5	1	3	2	2	0	0	1	68	325
08:00 AM	21	234	46	5	10	1	2	7	1	1	0	0	0	44	372
08:15 AM	14	198	43	5	15	7	2	6	0	2	3	0	0	54	349
08:30 AM	16	212	41	6	9	6	4	2	0	5	0	1	0	39	341
08:45 AM	13	196	35	1	11	3	0	4	1	0	0	0	0	40	304
09:00 AM	6	225	45	1	8	5	0	4	1	1	1	0	0	46	343
09:15 AM	14	217	45	0	8	1	2	3	1	1	1	0	0	45	338
09:30 AM	13	217	33	2	7	5	1	4	1	0	1	1	2	43	330
09:45 AM	18	178	33	5	10	4	2	0	1	2	1	0	2	35	291
10:00 AM	13	211	34	4	12	4	0	1	1	0	1	0	0	50	331
10:15 AM	6	221	54	2	8	3	5	4	2	2	0	1	0	34	342
10:30 AM	11	241	31	0	13	3	1	4	0	0	0	0	0	46	350
10:45 AM	19	193	41	5	11	3	1	3	1	0	1	1	0	40	319
11:00 AM	15	235	30	1	3	5	2	4	0	1	0	1	0	44	341
11:15 AM	8	242	45	4	5	5	0	3	3	0	1	0	0	57	373
11:30 AM	15	215	46	2	8	7	1	7	0	3	0	2	0	54	360
11:45 AM	7	187	36	1	9	6	0	5	1	1	0	0	1	68	322
Day Total															
Percent															
ADT															
20691															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange														QC JOB #: 15075205	
SPECIFIC LOCATION:														DIRECTION: EB	
CITY/STATE: Brevard, FL														DATE: Oct 2 2019	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	11	249	43	1	3	5	0	3	1	0	2	0	0	28	346
12:15 PM	6	292	48	1	8	2	0	3	0	1	1	0	0	40	402
12:30 PM	14	240	52	2	6	4	0	3	0	0	1	0	0	48	370
12:45 PM	7	283	43	0	12	2	2	0	0	1	2	1	0	42	395
01:00 PM	16	244	29	4	4	5	1	6	0	1	1	1	1	23	336
01:15 PM	15	263	34	1	10	2	0	0	1	2	2	1	0	40	371
01:30 PM	19	220	43	4	8	4	0	0	2	0	0	0	0	38	338
01:45 PM	8	202	36	3	10	0	2	3	0	1	0	0	0	45	310
02:00 PM	13	232	40	0	4	5	0	4	0	1	1	0	0	36	336
02:15 PM	5	265	35	2	6	2	0	5	1	1	0	0	0	30	352
02:30 PM	12	236	31	0	4	3	0	2	3	2	0	0	0	33	326
02:45 PM	4	189	31	0	4	1	0	2	1	0	0	0	0	49	281
03:00 PM	11	239	33	5	4	1	0	1	0	2	0	0	0	31	327
03:15 PM	10	247	33	2	6	3	2	1	1	0	1	0	0	25	331
03:30 PM	6	227	29	8	6	2	0	0	0	0	1	0	0	33	312
03:45 PM	3	248	44	2	10	3	0	2	0	0	0	0	0	26	338
04:00 PM	3	253	28	2	8	2	0	5	1	0	0	0	1	29	332
04:15 PM	15	300	30	2	4	1	2	0	0	0	0	0	0	30	384
04:30 PM	4	287	47	0	5	2	1	1	1	2	0	0	0	31	381
04:45 PM	4	302	55	1	6	1	0	1	0	1	1	0	0	40	412
05:00 PM	5	284	36	2	2	1	0	0	1	0	0	0	0	39	370
05:15 PM	5	352	42	0	3	0	0	2	0	4	0	0	0	27	435
05:30 PM	16	274	35	2	4	5	1	2	1	0	0	0	0	53	393
05:45 PM	6	358	47	4	7	0	1	3	0	1	0	0	0	39	466
Day Total															
Percent															
ADT															
20691															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange

QC JOB #: 15075205

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	16	295	35	0	14	3	0	0	1	1	0	0	0	59	424
06:15 PM	8	323	40	0	4	1	0	2	0	1	0	1	0	25	405
06:30 PM	6	250	29	0	3	2	1	2	0	0	1	0	1	46	341
06:45 PM	8	235	31	0	6	0	0	5	0	0	0	0	0	25	310
07:00 PM	9	228	31	1	4	4	0	1	1	0	0	0	0	21	300
07:15 PM	1	236	27	3	6	1	1	3	1	0	0	0	0	21	300
07:30 PM	3	189	23	2	1	1	0	1	0	1	0	0	1	14	236
07:45 PM	7	172	16	0	1	1	1	3	0	0	1	0	0	10	212
08:00 PM	8	146	13	0	3	1	0	1	0	1	1	0	0	13	187
08:15 PM	1	138	15	1	1	0	0	0	0	0	0	0	0	10	166
08:30 PM	4	148	9	0	1	4	0	2	0	0	1	0	0	9	178
08:45 PM	1	122	12	0	1	1	0	1	0	0	0	0	0	5	143
09:00 PM	3	83	12	0	1	1	0	0	0	1	0	0	0	4	105
09:15 PM	1	69	9	0	1	1	0	0	1	0	1	0	0	3	86
09:30 PM	0	73	4	0	4	0	0	1	0	0	0	0	0	3	85
09:45 PM	5	54	11	1	0	2	0	0	0	0	0	0	0	3	76
10:00 PM	0	53	5	0	0	0	0	0	0	0	0	0	0	0	58
10:15 PM	3	38	2	0	1	2	0	0	1	0	0	0	0	1	48
10:30 PM	0	32	8	0	2	0	0	0	0	0	0	0	0	1	43
10:45 PM	0	33	4	0	1	0	0	0	0	0	0	0	0	2	40
11:00 PM	1	35	2	0	0	1	0	0	0	0	0	0	0	0	39
11:15 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	1	27
11:30 PM	0	17	3	0	1	0	0	0	0	0	0	0	0	0	21
11:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	0	21
Day Total	602	14573	2311	118	426	190	50	152	41	51	31	11	13	2122	20691
Percent	2.9%	70.4%	11.2%	0.6%	2.1%	0.9%	0.2%	0.7%	0.2%	0.2%	0.1%	0.1%	0.1%	10.3%	
ADT 20691															
AM Peak 15-min Vol	8:00 AM	11:15 AM	10:15 AM	8:30 AM	8:15 AM	6:45 AM	10:15 AM	8:00 AM	11:15 AM	8:30 AM	8:15 AM	11:30 AM	9:30 AM	7:30 AM	7:30 AM
	21	242	54	6	15	10	5	7	3	5	3	2	2	69	401
PM Peak 15-min Vol	1:30 PM	5:45 PM	4:45 PM	3:30 PM	6:00 PM	12:00 PM	12:45 PM	1:00 PM	2:30 PM	5:15 PM	12:00 PM	12:45 PM	1:00 PM	6:00 PM	5:45 PM
	19	358	55	8	14	5	2	6	3	4	2	1	1	59	466

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075205
DIRECTION: EB
DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	15	3	0	2	0	0	0	0	0	0	0	0	1	21
12:15 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
12:30 AM	0	18	1	0	1	0	0	0	0	0	0	0	0	0	20
12:45 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
01:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
01:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
01:30 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
01:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
02:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15 AM	0	9	2	0	0	0	0	1	0	0	0	0	0	0	12
02:30 AM	1	7	1	1	0	1	0	1	0	0	0	0	0	0	12
02:45 AM	0	3	3	0	1	1	0	0	0	0	0	0	0	0	8
03:00 AM	0	6	3	1	1	1	0	0	0	0	0	0	0	0	12
03:15 AM	0	9	3	0	0	2	0	0	0	0	0	0	0	0	14
03:30 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
03:45 AM	0	7	2	1	1	2	0	0	0	0	0	0	0	1	14
04:00 AM	1	10	2	1	0	1	0	1	0	0	0	0	0	0	16
04:15 AM	0	12	2	0	0	2	0	0	0	0	0	0	0	0	16
04:30 AM	0	10	3	0	0	3	0	0	0	0	0	0	0	0	16
04:45 AM	0	37	4	1	1	0	0	1	1	0	0	0	0	1	46
05:00 AM	0	31	8	1	0	0	0	0	1	0	0	0	0	0	41
05:15 AM	1	46	5	1	1	0	0	0	0	0	0	0	0	1	55
05:30 AM	1	50	5	1	0	0	0	0	0	0	0	0	0	1	58
05:45 AM	2	86	14	0	0	2	1	2	0	0	0	0	0	5	112
Day Total Percent															
ADT 20663															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange

QC JOB #: 15075205

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	67	23	1	3	1	0	3	0	0	0	0	0	2	101
06:15 AM	0	110	19	2	2	4	0	0	0	0	1	0	0	3	141
06:30 AM	4	124	40	0	3	4	0	2	0	1	0	0	0	16	194
06:45 AM	7	184	53	3	11	6	0	2	3	0	0	0	1	23	293
07:00 AM	14	199	46	2	11	3	0	3	0	0	0	0	0	31	309
07:15 AM	12	257	41	3	6	3	1	2	2	0	1	0	0	45	373
07:30 AM	18	213	37	5	12	5	1	3	0	0	2	0	0	70	366
07:45 AM	17	288	40	3	6	5	2	8	1	0	1	0	0	50	421
08:00 AM	18	221	44	3	9	4	0	3	2	1	0	0	3	47	355
08:15 AM	11	217	45	9	9	5	2	5	0	1	0	2	0	58	364
08:30 AM	11	190	41	3	2	6	4	4	1	2	0	1	0	57	322
08:45 AM	3	182	45	2	11	6	2	3	3	2	0	1	0	47	307
09:00 AM	6	224	46	1	6	3	2	5	0	0	1	0	0	31	325
09:15 AM	8	178	45	8	6	5	2	5	0	1	1	1	1	34	295
09:30 AM	5	217	43	0	12	4	2	4	0	0	0	0	0	27	314
09:45 AM	11	184	36	1	9	4	1	3	0	1	1	0	1	40	292
10:00 AM	9	208	38	0	10	3	0	7	1	0	0	0	1	38	315
10:15 AM	11	190	35	2	14	5	2	2	0	0	1	0	0	31	293
10:30 AM	10	227	47	2	10	4	1	3	0	0	0	0	0	26	330
10:45 AM	7	245	36	1	9	4	3	3	0	0	0	0	0	27	335
11:00 AM	8	234	47	2	6	2	2	1	0	1	0	1	0	49	353
11:15 AM	15	249	36	4	6	5	1	0	1	1	0	0	0	48	366
11:30 AM	5	210	29	2	5	4	2	8	0	1	1	0	1	40	308
11:45 AM	9	231	34	3	7	6	3	6	0	0	0	0	0	50	349
Day Total															
Percent															
ADT															
20663															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange														QC JOB #: 15075205	
SPECIFIC LOCATION:														DIRECTION: EB	
CITY/STATE: Brevard, FL														DATE: Oct 3 2019	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	9	243	36	7	10	6	2	3	0	1	0	0	0	44	361
12:15 PM	10	223	51	1	11	4	1	5	0	0	1	0	0	51	358
12:30 PM	8	228	33	0	5	4	3	7	1	3	1	0	0	35	328
12:45 PM	9	235	44	0	10	5	2	2	1	1	0	0	0	46	355
01:00 PM	4	265	37	3	5	3	0	4	0	0	0	0	1	33	355
01:15 PM	7	227	45	3	8	6	0	2	2	0	0	0	1	40	341
01:30 PM	12	251	37	0	12	10	2	5	1	1	0	0	0	35	366
01:45 PM	5	251	38	2	10	5	1	3	3	2	0	0	0	31	351
02:00 PM	7	234	34	0	6	4	2	2	0	1	0	0	1	39	330
02:15 PM	9	277	38	4	6	6	0	3	1	0	1	0	0	37	382
02:30 PM	9	237	33	2	6	3	2	1	1	0	0	0	1	34	329
02:45 PM	12	251	37	0	4	5	5	1	1	2	0	0	0	39	357
03:00 PM	8	227	39	4	5	7	3	2	0	1	0	0	0	40	336
03:15 PM	9	263	44	3	6	2	2	4	0	0	0	0	1	34	368
03:30 PM	4	238	32	2	5	0	0	2	1	0	1	0	0	37	322
03:45 PM	5	274	44	0	3	3	3	2	0	1	0	0	0	33	368
04:00 PM	3	292	36	2	6	3	2	2	1	0	0	0	0	41	388
04:15 PM	7	235	48	1	6	3	0	1	0	1	0	1	1	48	352
04:30 PM	10	297	46	7	13	1	0	1	0	0	0	0	0	33	408
04:45 PM	6	304	38	2	2	1	0	3	0	2	0	0	0	38	396
05:00 PM	4	317	37	0	9	0	0	1	1	0	1	0	0	54	424
05:15 PM	12	300	35	0	1	1	0	3	0	4	0	1	0	42	399
05:30 PM	14	299	41	1	8	4	1	2	1	1	0	0	0	50	422
05:45 PM	16	258	40	0	6	1	0	8	1	1	2	0	0	58	391
Day Total															
Percent															
ADT															
20663															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075205
DIRECTION: EB
DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	14	255	28	2	6	3	1	1	0	1	0	0	0	69	380
06:15 PM	13	283	47	0	5	1	0	3	2	1	0	0	0	51	406
06:30 PM	7	276	29	0	3	1	0	3	1	1	0	0	0	32	353
06:45 PM	5	233	26	0	7	2	0	1	0	1	1	0	0	22	298
07:00 PM	5	242	15	0	6	1	0	2	0	0	0	0	0	21	292
07:15 PM	9	234	34	0	1	1	3	2	0	0	1	0	0	19	304
07:30 PM	13	184	28	0	4	2	1	3	0	1	1	0	0	16	253
07:45 PM	6	179	13	3	3	1	0	2	0	0	0	0	0	13	220
08:00 PM	3	157	19	0	1	0	0	0	0	0	0	0	0	13	193
08:15 PM	0	133	22	0	2	0	0	3	0	0	0	1	0	11	172
08:30 PM	8	123	9	0	4	1	0	1	0	1	0	0	0	9	156
08:45 PM	1	96	9	0	0	0	0	0	0	3	0	0	0	2	111
09:00 PM	1	83	14	1	1	1	0	1	0	0	0	0	0	6	108
09:15 PM	3	90	4	0	2	1	0	1	0	0	0	0	0	5	106
09:30 PM	3	76	8	0	0	1	0	0	0	0	0	0	0	2	90
09:45 PM	2	76	6	1	1	1	0	1	0	0	1	0	0	5	94
10:00 PM	2	50	10	0	1	1	0	0	2	0	0	0	0	3	69
10:15 PM	0	38	4	0	0	0	0	1	0	0	0	0	0	1	44
10:30 PM	1	43	7	0	2	0	0	0	0	0	0	0	0	0	53
10:45 PM	0	40	7	1	0	0	0	0	0	0	0	0	0	0	48
11:00 PM	1	41	3	0	1	1	0	0	0	0	0	0	0	0	47
11:15 PM	1	28	4	0	0	0	0	0	0	0	0	0	0	0	33
11:30 PM	0	29	9	0	0	0	0	0	0	0	0	0	0	0	38
11:45 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	0	25
Day Total	523	14521	2316	122	407	222	70	185	38	43	21	9	14	2172	20663
Percent	2.5%	70.3%	11.2%	0.6%	2%	1.1%	0.3%	0.9%	0.2%	0.2%	0.1%	0%	0.1%	10.5%	
ADT 20663															
AM Peak 15-min Vol	7:30 AM 18	7:45 AM 288	6:45 AM 53	8:15 AM 9	10:15 AM 14	6:45 AM 6	8:30 AM 4	7:45 AM 8	6:45 AM 3	8:30 AM 2	7:30 AM 2	8:15 AM 2	8:00 AM 3	7:30 AM 70	7:45 AM 421
PM Peak 15-min Vol	5:45 PM 16	5:00 PM 317	12:15 PM 51	12:00 PM 7	4:30 PM 13	1:30 PM 10	2:45 PM 5	5:45 PM 8	1:45 PM 3	5:15 PM 4	5:45 PM 2	4:15 PM 1	1:00 PM 1	6:00 PM 69	5:00 PM 424

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange **QC JOB #:** 15075205
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Brevard, FL **DATE:** Oct 2 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1125	29094	4627	240	833	412	120	337	79	94	52	20	27	4294	41354
Percent	2.7%	70.4%	11.2%	0.6%	2%	1%	0.3%	0.8%	0.2%	0.2%	0.1%	0%	0.1%	10.4%	
ADT 20677															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			27	21		24			24	
12:15 AM			19	28		24			24	
12:30 AM			24	20		22			22	
12:45 AM			15	8		12			12	
01:00 AM			15	8		12			12	
01:15 AM			14	9		12			12	
01:30 AM			13	12		13			13	
01:45 AM			7	9		8			8	
02:00 AM			15	4		10			10	
02:15 AM			8	12		10			10	
02:30 AM			18	12		15			15	
02:45 AM			10	8		9			9	
03:00 AM			10	12		11			11	
03:15 AM			9	14		12			12	
03:30 AM			9	11		10			10	
03:45 AM			13	14		14			14	
04:00 AM			12	16		14			14	
04:15 AM			11	16		14			14	
04:30 AM			28	16		22			22	
04:45 AM			36	46		41			41	
05:00 AM			49	41		45			45	
05:15 AM			53	55		54			54	
05:30 AM			60	58		59			59	
05:45 AM			109	112		111			111	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			98	101		100			100	
06:15 AM			188	141		165			165	
06:30 AM			206	194		200			200	
06:45 AM			313	293		303			303	
07:00 AM			304	309		307			307	
07:15 AM			371	373		372			372	
07:30 AM			401	366		384			384	
07:45 AM			325	421		373			373	
08:00 AM			372	355		364			364	
08:15 AM			349	364		357			357	
08:30 AM			341	322		332			332	
08:45 AM			304	307		306			306	
09:00 AM			343	325		334			334	
09:15 AM			338	295		317			317	
09:30 AM			330	314		322			322	
09:45 AM			291	292		292			292	
10:00 AM			331	315		323			323	
10:15 AM			342	293		318			318	
10:30 AM			350	330		340			340	
10:45 AM			319	335		327			327	
11:00 AM			341	353		347			347	
11:15 AM			373	366		370			370	
11:30 AM			360	308		334			334	
11:45 AM			322	349		336			336	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			346	361		354			354	
12:15 PM			402	358		380			380	
12:30 PM			370	328		349			349	
12:45 PM			395	355		375			375	
01:00 PM			336	355		346			346	
01:15 PM			371	341		356			356	
01:30 PM			338	366		352			352	
01:45 PM			310	351		331			331	
02:00 PM			336	330		333			333	
02:15 PM			352	382		367			367	
02:30 PM			326	329		328			328	
02:45 PM			281	357		319			319	
03:00 PM			327	336		332			332	
03:15 PM			331	368		350			350	
03:30 PM			312	322		317			317	
03:45 PM			338	368		353			353	
04:00 PM			332	388		360			360	
04:15 PM			384	352		368			368	
04:30 PM			381	408		395			395	
04:45 PM			412	396		404			404	
05:00 PM			370	424		397			397	
05:15 PM			435	399		417			417	
05:30 PM			393	422		408			408	
05:45 PM			466	391		429			429	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			424	380		402			402	
06:15 PM			405	406		406			406	
06:30 PM			341	353		347			347	
06:45 PM			310	298		304			304	
07:00 PM			300	292		296			296	
07:15 PM			300	304		302			302	
07:30 PM			236	253		245			245	
07:45 PM			212	220		216			216	
08:00 PM			187	193		190			190	
08:15 PM			166	172		169			169	
08:30 PM			178	156		167			167	
08:45 PM			143	111		127			127	
09:00 PM			105	108		107			107	
09:15 PM			86	106		96			96	
09:30 PM			85	90		88			88	
09:45 PM			76	94		85			85	
10:00 PM			58	69		64			64	
10:15 PM			48	44		46			46	
10:30 PM			43	53		48			48	
10:45 PM			40	48		44			44	
11:00 PM			39	47		43			43	
11:15 PM			27	33		30			30	
11:30 PM			21	38		30			30	
11:45 PM			21	25		23			23	
Day Total			20691	20663		20696			20696	
% Weekday Average			100%	99.8%						
% Week Average			100%	99.8%		100%				
AM Peak 15-min Vol			7:30 AM 401	7:45 AM 421		7:30 AM 384			7:30 AM 384	
PM Peak 15-min Vol			5:45 PM 466	5:00 PM 424		5:45 PM 429			5:45 PM 429	

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075205
DIRECTION: EB, WB
DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	5	38	4	0	0	0	0	0	0	0	0	0	0	2	49
12:15 AM	0	35	5	0	1	0	0	0	0	0	0	0	0	0	41
12:30 AM	0	41	2	0	1	0	0	0	0	0	0	0	0	0	44
12:45 AM	2	23	2	0	0	2	0	0	0	0	0	0	0	0	29
01:00 AM	3	23	1	0	0	0	0	0	0	0	0	0	0	3	30
01:15 AM	0	21	3	0	5	0	0	0	0	0	0	0	0	0	29
01:30 AM	2	12	4	0	1	0	2	0	0	0	0	0	0	1	22
01:45 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
02:00 AM	0	28	0	0	0	0	0	0	0	0	0	0	0	0	28
02:15 AM	2	16	2	0	0	2	0	0	0	0	0	0	0	0	22
02:30 AM	4	18	4	0	0	1	0	2	0	0	0	0	0	1	30
02:45 AM	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
03:00 AM	0	13	7	0	0	0	0	0	0	0	0	0	0	0	20
03:15 AM	2	15	0	0	0	2	0	0	0	0	0	0	0	0	19
03:30 AM	1	18	2	0	0	0	0	0	0	0	0	0	0	1	22
03:45 AM	1	15	5	2	0	1	0	0	0	0	0	0	0	0	24
04:00 AM	0	19	2	0	1	1	1	0	0	0	0	0	0	0	24
04:15 AM	0	21	1	0	2	0	0	0	2	0	0	0	0	0	26
04:30 AM	5	36	5	0	3	0	2	0	2	0	0	0	0	1	54
04:45 AM	2	68	10	0	2	0	0	0	0	0	0	0	0	1	83
05:00 AM	0	77	14	0	2	0	0	0	0	0	0	0	0	0	93
05:15 AM	3	94	15	0	2	1	0	2	0	0	0	0	0	0	117
05:30 AM	1	105	15	1	2	1	0	0	0	0	0	0	0	0	125
05:45 AM	4	185	30	1	5	2	2	0	1	0	0	0	0	6	236
Day Total Percent															
ADT 41575															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange**QC JOB #:** 15075205**SPECIFIC LOCATION:****DIRECTION:** EB, WB**CITY/STATE:** Brevard, FL**DATE:** Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	163	33	3	5	1	0	2	0	1	0	0	0	4	214
06:15 AM	5	290	67	2	6	6	0	4	0	1	2	0	0	8	391
06:30 AM	10	292	88	2	14	7	0	0	1	3	0	0	2	26	445
06:45 AM	29	411	105	1	23	22	0	1	0	3	0	0	2	38	635
07:00 AM	21	403	91	2	18	13	0	7	2	0	1	0	1	52	611
07:15 AM	31	475	82	6	19	10	10	7	5	2	3	0	0	87	737
07:30 AM	24	471	82	11	19	7	4	3	1	4	0	0	1	132	759
07:45 AM	19	430	59	6	6	8	3	7	2	4	1	0	1	119	665
08:00 AM	43	427	85	11	25	6	2	11	3	3	0	0	0	87	703
08:15 AM	31	466	82	15	26	9	4	9	0	4	5	1	1	87	740
08:30 AM	21	434	79	10	17	14	8	2	3	6	0	1	0	72	667
08:45 AM	28	420	60	5	17	7	0	11	1	2	1	0	0	82	634
09:00 AM	16	480	79	1	10	12	1	5	2	2	1	0	1	85	695
09:15 AM	22	422	78	1	16	4	5	3	3	1	1	0	1	90	647
09:30 AM	25	439	58	8	15	8	3	5	1	1	1	1	2	73	640
09:45 AM	32	383	57	8	25	10	4	1	3	3	1	1	2	76	606
10:00 AM	25	436	66	9	18	7	0	3	3	1	1	0	0	98	667
10:15 AM	14	497	92	6	14	6	11	7	4	2	0	1	0	60	714
10:30 AM	25	466	55	2	19	5	4	7	1	1	0	0	0	84	669
10:45 AM	36	400	66	8	21	5	2	7	3	0	1	2	0	92	643
11:00 AM	28	524	57	3	5	9	2	7	2	1	1	2	0	78	719
11:15 AM	17	486	76	6	8	12	1	4	6	0	1	0	0	110	727
11:30 AM	28	463	82	6	15	8	1	9	0	4	0	3	0	107	726
11:45 AM	21	449	72	5	21	12	1	5	2	3	0	0	1	129	721
Day Total Percent															
ADT 41575															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange**QC JOB #:** 15075205**SPECIFIC LOCATION:****DIRECTION:** EB, WB**CITY/STATE:** Brevard, FL**DATE:** Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	16	557	77	2	10	8	1	8	1	0	3	0	0	59	742
12:15 PM	15	553	80	4	14	4	0	4	1	2	1	0	0	93	771
12:30 PM	22	531	87	3	13	9	1	5	0	1	4	0	1	78	755
12:45 PM	10	564	77	7	17	8	3	4	1	2	3	1	0	70	767
01:00 PM	32	511	51	7	6	11	1	7	1	2	1	1	1	52	684
01:15 PM	31	545	69	6	16	6	1	0	2	3	2	1	0	69	751
01:30 PM	29	441	72	12	18	6	0	0	3	0	0	0	1	65	647
01:45 PM	19	426	66	7	17	4	3	5	0	1	0	0	0	89	637
02:00 PM	18	493	66	2	9	9	0	7	1	2	1	0	0	68	676
02:15 PM	9	548	66	3	11	4	0	6	1	1	0	0	0	50	699
02:30 PM	22	451	60	0	10	6	0	2	8	3	1	0	0	65	628
02:45 PM	12	397	50	0	8	7	0	2	2	1	0	0	0	91	570
03:00 PM	18	516	56	10	6	2	1	2	1	3	1	0	0	54	670
03:15 PM	19	511	64	8	11	6	2	1	1	1	2	0	0	36	662
03:30 PM	12	481	53	14	8	5	0	1	0	0	2	0	0	63	639
03:45 PM	9	533	74	2	17	5	0	4	0	0	0	0	0	48	692
04:00 PM	11	513	43	5	12	3	1	10	2	0	0	1	2	59	662
04:15 PM	25	620	59	3	10	3	3	1	0	1	0	0	0	50	775
04:30 PM	11	609	80	2	8	5	1	2	1	3	0	0	0	58	780
04:45 PM	6	627	92	4	8	1	0	3	0	1	1	0	0	76	819
05:00 PM	11	602	68	2	3	2	0	0	1	0	1	0	0	63	753
05:15 PM	17	703	75	0	4	3	0	2	0	4	0	0	0	70	878
05:30 PM	27	620	65	6	6	7	1	3	1	1	0	0	0	81	818
05:45 PM	15	704	82	7	17	2	1	6	0	2	0	0	0	80	916
Day Total Percent															
ADT 41575															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange

QC JOB #: 15075205

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	26	652	62	1	18	6	0	1	2	1	0	0	0	105	874
06:15 PM	16	635	65	0	7	2	0	5	0	1	0	1	1	58	791
06:30 PM	16	512	50	2	5	6	2	4	0	0	1	0	2	80	680
06:45 PM	14	464	59	0	12	0	0	5	2	0	0	0	1	47	604
07:00 PM	17	469	53	6	6	7	1	4	1	0	0	0	0	36	600
07:15 PM	3	487	51	3	7	2	1	5	1	0	1	0	0	37	598
07:30 PM	10	360	34	4	2	3	1	2	0	1	0	0	1	22	440
07:45 PM	15	357	24	0	2	4	1	5	0	0	3	0	0	17	428
08:00 PM	15	301	19	0	5	1	0	2	0	1	1	0	0	21	366
08:15 PM	3	279	27	1	1	2	1	0	0	0	0	0	0	18	332
08:30 PM	7	306	18	2	1	7	0	2	0	0	1	0	0	14	358
08:45 PM	3	233	24	0	1	1	0	2	0	0	0	0	0	6	270
09:00 PM	5	164	18	0	2	2	0	0	0	1	0	0	0	7	199
09:15 PM	1	147	17	0	2	1	0	0	2	1	1	0	0	6	178
09:30 PM	0	137	6	0	6	0	0	1	0	1	0	0	0	3	154
09:45 PM	9	121	18	2	0	2	0	0	0	0	0	0	0	7	159
10:00 PM	1	99	7	0	1	0	0	0	0	0	0	0	0	1	109
10:15 PM	4	71	5	0	2	4	0	0	2	0	0	0	0	1	89
10:30 PM	0	69	13	0	3	0	0	0	0	0	0	0	0	3	88
10:45 PM	0	65	8	0	2	0	0	0	0	0	0	0	0	2	77
11:00 PM	2	79	2	0	0	2	0	0	0	0	0	0	0	0	85
11:15 PM	0	40	0	0	0	0	0	0	0	0	0	0	0	2	42
11:30 PM	0	37	4	0	2	0	0	0	0	0	0	0	0	0	43
11:45 PM	0	41	2	0	1	0	0	0	0	0	0	0	0	0	44
Day Total	1173	30255	4110	278	756	399	100	254	91	93	52	17	25	3972	41575
Percent	2.8%	72.8%	9.9%	0.7%	1.8%	1%	0.2%	0.6%	0.2%	0.2%	0.1%	0%	0.1%	9.6%	
ADT 41575															
AM Peak 15-min Vol	8:00 AM	11:00 AM	6:45 AM	8:15 AM	8:15 AM	6:45 AM	10:15 AM	8:00 AM	11:15 AM	8:30 AM	8:15 AM	11:30 AM	6:30 AM	7:30 AM	7:30 AM
	43	524	105	15	26	22	11	11	6	6	5	3	2	132	759
PM Peak 15-min Vol	1:00 PM	5:45 PM	4:45 PM	3:30 PM	1:30 PM	1:00 PM	12:45 PM	4:00 PM	2:30 PM	5:15 PM	12:30 PM	12:45 PM	4:00 PM	6:00 PM	5:45 PM
	32	704	92	14	18	11	3	10	8	4	4	1	2	105	916

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange

QC JOB #: 15075205

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	37	3	0	3	0	0	0	0	0	0	0	0	1	44
12:15 AM	0	50	3	0	1	0	0	0	0	0	0	0	0	0	54
12:30 AM	0	33	2	0	1	0	0	0	0	0	0	0	0	0	36
12:45 AM	0	11	0	0	0	0	0	0	2	0	0	0	0	0	13
01:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
01:15 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
01:30 AM	0	17	1	0	2	0	0	0	0	0	0	0	0	0	20
01:45 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
02:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
02:15 AM	1	19	5	0	0	1	1	3	0	0	0	0	0	0	30
02:30 AM	1	12	2	1	1	1	0	1	0	0	0	0	0	0	19
02:45 AM	0	10	6	1	1	2	0	0	0	0	0	0	0	0	20
03:00 AM	0	8	4	1	2	2	0	0	0	0	0	0	0	1	18
03:15 AM	0	20	6	0	0	4	0	0	0	0	0	0	0	0	30
03:30 AM	0	16	6	1	1	1	0	0	0	0	0	0	0	0	25
03:45 AM	0	16	4	1	1	3	0	1	0	0	0	0	0	1	27
04:00 AM	2	20	5	2	0	2	0	1	0	0	0	0	0	0	32
04:15 AM	0	23	4	0	0	4	0	0	0	0	0	0	0	0	31
04:30 AM	0	24	6	0	0	6	0	1	0	0	0	0	0	1	38
04:45 AM	0	84	10	1	2	0	0	1	2	0	0	0	0	1	101
05:00 AM	0	65	11	2	1	0	0	0	2	0	0	0	0	0	81
05:15 AM	1	92	8	1	1	0	0	0	0	0	0	0	0	4	107
05:30 AM	3	114	12	1	0	2	0	0	0	0	0	0	0	3	135
05:45 AM	3	173	21	0	1	3	2	4	0	0	0	0	0	7	214
Day Total Percent															
ADT 41380															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange														QC JOB #: 15075205	
SPECIFIC LOCATION:														DIRECTION: EB, WB	
CITY/STATE: Brevard, FL														DATE: Oct 3 2019	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	149	44	2	7	2	0	4	1	0	0	0	0	2	212
06:15 AM	0	234	45	3	2	6	0	1	0	0	1	0	0	10	302
06:30 AM	6	263	82	0	7	9	0	3	2	2	0	0	0	34	408
06:45 AM	11	399	113	5	16	11	0	5	6	0	1	1	3	53	624
07:00 AM	25	402	78	5	19	7	1	4	0	0	0	0	0	59	600
07:15 AM	17	504	75	5	9	9	3	5	2	0	4	0	0	85	718
07:30 AM	25	485	72	7	21	12	2	8	0	0	2	0	0	130	764
07:45 AM	33	596	74	6	13	9	5	11	4	2	2	0	1	99	855
08:00 AM	30	443	81	10	16	6	0	5	3	1	0	1	5	90	691
08:15 AM	26	457	78	15	19	11	5	11	1	1	0	3	0	103	730
08:30 AM	34	413	78	10	6	13	7	8	2	2	0	3	0	104	680
08:45 AM	11	362	85	4	17	14	3	3	5	3	0	1	0	82	590
09:00 AM	12	469	76	4	9	5	3	8	1	0	3	1	0	57	648
09:15 AM	14	375	79	14	12	7	3	9	0	2	1	2	2	61	581
09:30 AM	10	450	72	0	21	11	6	6	2	0	1	0	0	48	627
09:45 AM	19	408	66	1	13	6	1	5	0	2	1	1	1	72	596
10:00 AM	15	407	59	0	22	5	0	12	2	0	1	0	1	74	598
10:15 AM	15	426	73	2	22	14	3	3	0	1	1	0	1	52	613
10:30 AM	24	462	76	6	16	7	2	6	0	1	1	0	0	47	648
10:45 AM	12	510	59	4	17	10	7	5	1	0	0	0	0	60	685
11:00 AM	20	519	76	4	10	5	3	1	0	1	0	1	1	86	727
11:15 AM	23	506	62	6	16	9	1	4	1	2	0	0	0	86	716
11:30 AM	16	439	58	5	8	9	3	10	0	1	1	0	2	85	637
11:45 AM	12	493	66	8	15	11	6	8	2	0	0	0	0	92	713
Day Total															
Percent															
ADT															
41380															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange**QC JOB #:** 15075205**SPECIFIC LOCATION:****DIRECTION:** EB, WB**CITY/STATE:** Brevard, FL**DATE:** Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	17	481	65	11	14	10	3	5	1	2	0	0	0	93	702
12:15 PM	15	455	94	8	17	8	3	7	0	0	1	0	0	81	689
12:30 PM	14	455	64	2	9	11	5	9	3	4	1	1	0	74	652
12:45 PM	13	510	64	0	15	9	2	6	2	1	1	0	1	92	716
01:00 PM	8	547	68	6	10	6	0	5	1	0	1	0	1	60	713
01:15 PM	16	467	70	6	13	11	0	4	5	0	1	0	1	74	668
01:30 PM	16	495	73	0	23	20	4	7	3	2	1	0	0	61	705
01:45 PM	11	531	69	4	16	9	2	4	4	4	0	0	1	64	719
02:00 PM	12	491	58	1	8	8	3	5	2	1	0	1	2	72	664
02:15 PM	16	553	72	6	9	11	0	4	1	1	1	0	0	54	728
02:30 PM	21	471	59	3	10	7	5	2	3	0	1	0	1	67	650
02:45 PM	20	538	62	2	8	12	6	3	2	2	0	0	0	64	719
03:00 PM	11	477	65	7	7	12	7	4	0	2	0	0	0	79	671
03:15 PM	21	560	73	5	10	3	3	5	1	0	0	0	1	60	742
03:30 PM	8	525	61	3	10	3	0	3	2	3	1	0	0	63	682
03:45 PM	16	567	82	2	8	8	6	4	1	2	0	0	0	53	749
04:00 PM	9	598	71	2	8	10	4	3	1	0	0	0	1	74	781
04:15 PM	24	528	81	5	11	4	0	2	0	1	0	2	2	85	745
04:30 PM	12	629	75	10	17	1	0	2	0	0	1	0	0	56	803
04:45 PM	11	657	69	3	6	3	1	3	0	3	0	1	0	68	825
05:00 PM	15	644	58	0	12	0	0	1	1	0	1	0	0	103	835
05:15 PM	29	628	63	1	3	3	0	4	0	6	0	2	0	70	809
05:30 PM	25	617	79	6	10	7	1	3	2	1	2	0	0	95	848
05:45 PM	35	546	55	4	8	3	0	12	2	3	3	0	0	113	784
Day Total Percent															
ADT 41380															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange

QC JOB #: 15075205

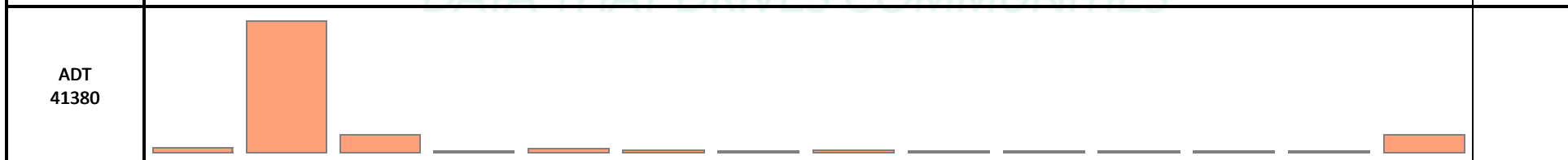
SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	25	551	52	5	8	4	1	1	1	3	0	0	0	121	772
06:15 PM	22	594	72	1	11	1	1	5	4	1	0	1	0	95	808
06:30 PM	9	558	60	0	6	2	0	3	2	2	0	0	0	56	698
06:45 PM	8	470	40	0	10	4	0	1	0	1	2	0	0	43	579
07:00 PM	9	492	33	0	9	2	2	3	0	0	0	0	0	42	592
07:15 PM	16	464	59	0	2	4	4	2	0	0	2	0	0	31	584
07:30 PM	22	378	46	3	7	4	1	5	0	1	1	0	0	26	494
07:45 PM	12	371	26	3	6	2	0	2	0	0	1	0	0	19	442
08:00 PM	8	310	30	0	2	1	0	3	0	0	0	0	1	21	376
08:15 PM	3	262	39	0	5	2	0	5	0	1	0	1	0	17	335
08:30 PM	8	256	15	0	5	1	0	1	0	2	0	0	0	15	303
08:45 PM	2	184	14	0	0	1	0	0	0	5	0	0	0	5	211
09:00 PM	4	170	25	2	1	2	0	2	0	0	0	0	0	10	216
09:15 PM	4	175	11	0	3	2	0	1	0	0	0	0	0	8	204
09:30 PM	5	157	12	1	0	2	0	0	1	1	0	0	0	5	184
09:45 PM	5	146	15	1	1	2	0	1	0	0	1	0	0	10	182
10:00 PM	3	102	14	0	2	2	0	1	3	1	0	0	0	3	131
10:15 PM	0	77	5	0	1	0	0	1	0	0	0	0	0	1	85
10:30 PM	2	89	13	1	3	0	0	0	0	0	0	0	0	0	108
10:45 PM	0	80	11	1	0	1	0	0	0	0	0	0	0	0	93
11:00 PM	2	81	6	0	1	1	0	0	0	0	0	0	0	0	91
11:15 PM	1	64	10	0	0	0	0	0	0	0	0	0	0	1	76
11:30 PM	0	55	12	0	0	0	0	0	0	0	0	0	0	0	67
11:45 PM	1	44	1	0	0	0	1	0	0	0	0	0	0	0	47
Day Total	988	30173	4124	253	696	458	132	301	89	77	43	23	29	3994	41380
Percent	2.4%	72.9%	10%	0.6%	1.7%	1.1%	0.3%	0.7%	0.2%	0.2%	0.1%	0.1%	0.1%	9.7%	



ADT 41380															
AM Peak 15-min Vol	8:30 AM	7:45 AM	6:45 AM	8:15 AM	10:00 AM	8:45 AM	8:30 AM	10:00 AM	6:45 AM	8:45 AM	7:15 AM	8:15 AM	8:00 AM	7:30 AM	7:45 AM
	34	596	113	15	22	14	7	12	6	3	4	3	5	130	855
PM Peak 15-min Vol	5:45 PM	4:45 PM	12:15 PM	12:00 PM	1:30 PM	1:30 PM	3:00 PM	5:45 PM	1:15 PM	5:15 PM	5:45 PM	4:15 PM	2:00 PM	6:00 PM	5:30 PM
	35	657	94	11	23	20	7	12	5	6	3	2	2	121	848

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075205
DIRECTION: EB, WB
DATE: Oct 2 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	2161	60428	8234	531	1452	857	232	555	180	170	95	40	54	7966	82955
Percent	2.6%	72.8%	9.9%	0.6%	1.8%	1%	0.3%	0.7%	0.2%	0.2%	0.1%	0%	0.1%	9.6%	
ADT 41477															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			49	44		47			47	
12:15 AM			41	54		48			48	
12:30 AM			44	36		40			40	
12:45 AM			29	13		21			21	
01:00 AM			30	19		25			25	
01:15 AM			29	20		25			25	
01:30 AM			22	20		21			21	
01:45 AM			16	17		17			17	
02:00 AM			28	9		19			19	
02:15 AM			22	30		26			26	
02:30 AM			30	19		25			25	
02:45 AM			18	20		19			19	
03:00 AM			20	18		19			19	
03:15 AM			19	30		25			25	
03:30 AM			22	25		24			24	
03:45 AM			24	27		26			26	
04:00 AM			24	32		28			28	
04:15 AM			26	31		29			29	
04:30 AM			54	38		46			46	
04:45 AM			83	101		92			92	
05:00 AM			93	81		87			87	
05:15 AM			117	107		112			112	
05:30 AM			125	135		130			130	
05:45 AM			236	214		225			225	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			214	212		213			213	
06:15 AM			391	302		347			347	
06:30 AM			445	408		427			427	
06:45 AM			635	624		630			630	
07:00 AM			611	600		606			606	
07:15 AM			737	718		728			728	
07:30 AM			759	764		762			762	
07:45 AM			665	855		760			760	
08:00 AM			703	691		697			697	
08:15 AM			740	730		735			735	
08:30 AM			667	680		674			674	
08:45 AM			634	590		612			612	
09:00 AM			695	648		672			672	
09:15 AM			647	581		614			614	
09:30 AM			640	627		634			634	
09:45 AM			606	596		601			601	
10:00 AM			667	598		633			633	
10:15 AM			714	613		664			664	
10:30 AM			669	648		659			659	
10:45 AM			643	685		664			664	
11:00 AM			719	727		723			723	
11:15 AM			727	716		722			722	
11:30 AM			726	637		682			682	
11:45 AM			721	713		717			717	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			742	702		722			722	
12:15 PM			771	689		730			730	
12:30 PM			755	652		704			704	
12:45 PM			767	716		742			742	
01:00 PM			684	713		699			699	
01:15 PM			751	668		710			710	
01:30 PM			647	705		676			676	
01:45 PM			637	719		678			678	
02:00 PM			676	664		670			670	
02:15 PM			699	728		714			714	
02:30 PM			628	650		639			639	
02:45 PM			570	719		645			645	
03:00 PM			670	671		671			671	
03:15 PM			662	742		702			702	
03:30 PM			639	682		661			661	
03:45 PM			692	749		721			721	
04:00 PM			662	781		722			722	
04:15 PM			775	745		760			760	
04:30 PM			780	803		792			792	
04:45 PM			819	825		822			822	
05:00 PM			753	835		794			794	
05:15 PM			878	809		844			844	
05:30 PM			818	848		833			833	
05:45 PM			916	784		850			850	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075205 DIRECTION: EB, WB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			874	772		823			823	
06:15 PM			791	808		800			800	
06:30 PM			680	698		689			689	
06:45 PM			604	579		592			592	
07:00 PM			600	592		596			596	
07:15 PM			598	584		591			591	
07:30 PM			440	494		467			467	
07:45 PM			428	442		435			435	
08:00 PM			366	376		371			371	
08:15 PM			332	335		334			334	
08:30 PM			358	303		331			331	
08:45 PM			270	211		241			241	
09:00 PM			199	216		208			208	
09:15 PM			178	204		191			191	
09:30 PM			154	184		169			169	
09:45 PM			159	182		171			171	
10:00 PM			109	131		120			120	
10:15 PM			89	85		87			87	
10:30 PM			88	108		98			98	
10:45 PM			77	93		85			85	
11:00 PM			85	91		88			88	
11:15 PM			42	76		59			59	
11:30 PM			43	67		55			55	
11:45 PM			44	47		46			46	
Day Total			41575	41380		41500			41500	
% Weekday Average			100.2%	99.7%						
% Week Average			100.2%	99.7%		100%				
AM Peak 15-min Vol			7:30 AM 759	7:45 AM 855		7:30 AM 762			7:30 AM 762	
PM Peak 15-min Vol			5:45 PM 916	5:30 PM 848		5:45 PM 850			5:45 PM 850	
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075205
DIRECTION: WB
DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	2	19	1	0	0	0	0	0	0	0	0	0	0	0	22
12:15 AM	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
12:30 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
12:45 AM	1	11	1	0	0	1	0	0	0	0	0	0	0	0	14
01:00 AM	1	12	0	0	0	0	0	0	0	0	0	0	0	2	15
01:15 AM	0	10	2	0	3	0	0	0	0	0	0	0	0	0	15
01:30 AM	1	6	1	0	0	0	1	0	0	0	0	0	0	0	9
01:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
02:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
02:15 AM	2	9	1	0	0	2	0	0	0	0	0	0	0	0	14
02:30 AM	0	9	2	0	0	0	0	1	0	0	0	0	0	0	12
02:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
03:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
03:15 AM	1	8	0	0	0	1	0	0	0	0	0	0	0	0	10
03:30 AM	1	9	2	0	0	0	0	0	0	0	0	0	0	1	13
03:45 AM	0	8	2	1	0	0	0	0	0	0	0	0	0	0	11
04:00 AM	0	9	1	0	1	1	0	0	0	0	0	0	0	0	12
04:15 AM	0	13	0	0	1	0	0	0	1	0	0	0	0	0	15
04:30 AM	0	19	2	0	1	0	2	0	1	0	0	0	0	1	26
04:45 AM	1	39	6	0	1	0	0	0	0	0	0	0	0	0	47
05:00 AM	0	39	4	0	1	0	0	0	0	0	0	0	0	0	44
05:15 AM	2	52	7	0	1	1	0	1	0	0	0	0	0	0	64
05:30 AM	0	54	8	1	2	0	0	0	0	0	0	0	0	0	65
05:45 AM	3	99	17	0	3	1	1	0	0	0	0	0	0	3	127
Day Total Percent															
ADT 20884															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange														QC JOB #: 15075205	
SPECIFIC LOCATION:														DIRECTION: WB	
CITY/STATE: Brevard, FL														DATE: Oct 2 2019	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	90	17	2	1	1	0	1	0	0	0	0	0	2	116
06:15 AM	3	159	30	0	3	3	0	1	0	1	2	0	0	1	203
06:30 AM	5	161	39	1	10	6	0	0	0	2	0	0	1	14	239
06:45 AM	16	207	52	1	9	12	0	1	0	2	0	0	1	21	322
07:00 AM	10	218	38	1	6	5	0	4	2	0	0	0	1	22	307
07:15 AM	15	236	38	3	7	6	6	1	3	1	1	0	0	49	366
07:30 AM	9	231	34	6	6	4	0	1	1	3	0	0	0	63	358
07:45 AM	13	233	26	3	2	3	2	4	0	2	1	0	0	51	340
08:00 AM	22	193	39	6	15	5	0	4	2	2	0	0	0	43	331
08:15 AM	17	268	39	10	11	2	2	3	0	2	2	1	1	33	391
08:30 AM	5	222	38	4	8	8	4	0	3	1	0	0	0	33	326
08:45 AM	15	224	25	4	6	4	0	7	0	2	1	0	0	42	330
09:00 AM	10	255	34	0	2	7	1	1	1	1	0	0	1	39	352
09:15 AM	8	205	33	1	8	3	3	0	2	0	0	0	1	45	309
09:30 AM	12	222	25	6	8	3	2	1	0	1	0	0	0	30	310
09:45 AM	14	205	24	3	15	6	2	1	2	1	0	1	0	41	315
10:00 AM	12	225	32	5	6	3	0	2	2	1	0	0	0	48	336
10:15 AM	8	276	38	4	6	3	6	3	2	0	0	0	0	26	372
10:30 AM	14	225	24	2	6	2	3	3	1	1	0	0	0	38	319
10:45 AM	17	207	25	3	10	2	1	4	2	0	0	1	0	52	324
11:00 AM	13	289	27	2	2	4	0	3	2	0	1	1	0	34	378
11:15 AM	9	244	31	2	3	7	1	1	3	0	0	0	0	53	354
11:30 AM	13	248	36	4	7	1	0	2	0	1	0	1	0	53	366
11:45 AM	14	262	36	4	12	6	1	0	1	2	0	0	0	61	399
Day Total															
Percent															
ADT 20884															
AM Peak 15-min Vol															
PM Peak 15-min Vol															
<i>Comments:</i>															

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange**QC JOB #:** 15075205**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Brevard, FL**DATE:** Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	5	308	34	1	7	3	1	5	0	0	1	0	0	31	396
12:15 PM	9	261	32	3	6	2	0	1	1	1	0	0	0	53	369
12:30 PM	8	291	35	1	7	5	1	2	0	1	3	0	1	30	385
12:45 PM	3	281	34	7	5	6	1	4	1	1	1	0	0	28	372
01:00 PM	16	267	22	3	2	6	0	1	1	1	0	0	0	29	348
01:15 PM	16	282	35	5	6	4	1	0	1	1	0	0	0	29	380
01:30 PM	10	221	29	8	10	2	0	0	1	0	0	0	1	27	309
01:45 PM	11	224	30	4	7	4	1	2	0	0	0	0	0	44	327
02:00 PM	5	261	26	2	5	4	0	3	1	1	0	0	0	32	340
02:15 PM	4	283	31	1	5	2	0	1	0	0	0	0	0	20	347
02:30 PM	10	215	29	0	6	3	0	0	5	1	1	0	0	32	302
02:45 PM	8	208	19	0	4	6	0	0	1	1	0	0	0	42	289
03:00 PM	7	277	23	5	2	1	1	1	1	1	1	0	0	23	343
03:15 PM	9	264	31	6	5	3	0	0	0	1	1	0	0	11	331
03:30 PM	6	254	24	6	2	3	0	1	0	0	1	0	0	30	327
03:45 PM	6	285	30	0	7	2	0	2	0	0	0	0	0	22	354
04:00 PM	8	260	15	3	4	1	1	5	1	0	0	1	1	30	330
04:15 PM	10	320	29	1	6	2	1	1	0	1	0	0	0	20	391
04:30 PM	7	322	33	2	3	3	0	1	0	1	0	0	0	27	399
04:45 PM	2	325	37	3	2	0	0	2	0	0	0	0	0	36	407
05:00 PM	6	318	32	0	1	1	0	0	0	0	1	0	0	24	383
05:15 PM	12	351	33	0	1	3	0	0	0	0	0	0	0	43	443
05:30 PM	11	346	30	4	2	2	0	1	0	1	0	0	0	28	425
05:45 PM	9	346	35	3	10	2	0	3	0	1	0	0	0	41	450
Day Total Percent															
ADT 20884															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange

QC JOB #: 15075205

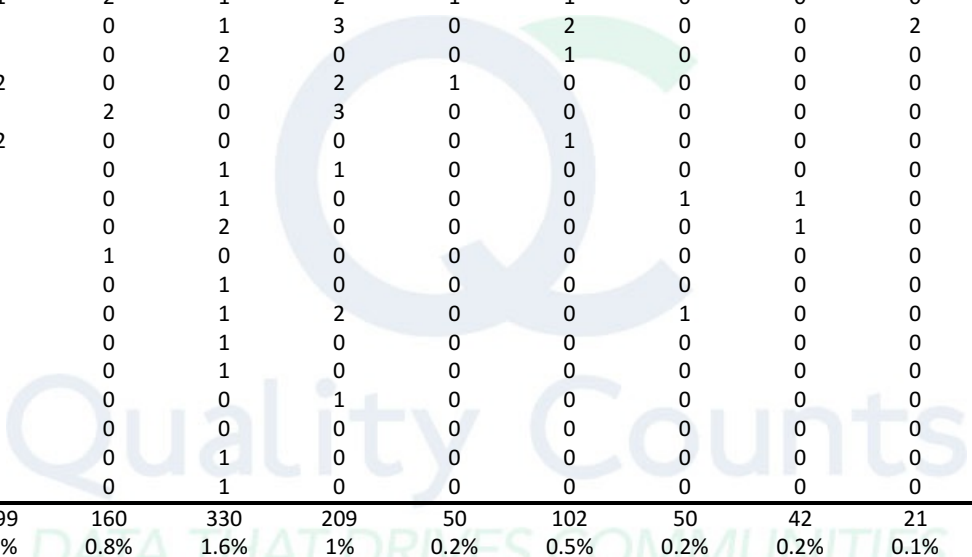
SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	10	357	27	1	4	3	0	1	1	0	0	0	0	46	450
06:15 PM	8	312	25	0	3	1	0	3	0	0	0	0	1	33	386
06:30 PM	10	262	21	2	2	4	1	2	0	0	0	0	1	34	339
06:45 PM	6	229	28	0	6	0	0	0	2	0	0	0	1	22	294
07:00 PM	8	241	22	5	2	3	1	3	0	0	0	0	0	15	300
07:15 PM	2	251	24	0	1	1	0	2	0	0	1	0	0	16	298
07:30 PM	7	171	11	2	1	2	1	1	0	0	0	0	0	8	204
07:45 PM	8	185	8	0	1	3	0	2	0	0	2	0	0	7	216
08:00 PM	7	155	6	0	2	0	0	1	0	0	0	0	0	8	179
08:15 PM	2	141	12	0	0	2	1	0	0	0	0	0	0	8	166
08:30 PM	3	158	9	2	0	3	0	0	0	0	0	0	0	5	180
08:45 PM	2	111	12	0	0	0	0	1	0	0	0	0	0	1	127
09:00 PM	2	81	6	0	1	1	0	0	0	0	0	0	0	3	94
09:15 PM	0	78	8	0	1	0	0	0	1	1	0	0	0	3	92
09:30 PM	0	64	2	0	2	0	0	0	0	1	0	0	0	0	69
09:45 PM	4	67	7	1	0	0	0	0	0	0	0	0	0	4	83
10:00 PM	1	46	2	0	1	0	0	0	0	0	0	0	0	1	51
10:15 PM	1	33	3	0	1	2	0	0	1	0	0	0	0	0	41
10:30 PM	0	37	5	0	1	0	0	0	0	0	0	0	0	2	45
10:45 PM	0	32	4	0	1	0	0	0	0	0	0	0	0	0	37
11:00 PM	1	44	0	0	0	1	0	0	0	0	0	0	0	0	46
11:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	1	15
11:30 PM	0	20	1	0	1	0	0	0	0	0	0	0	0	0	22
11:45 PM	0	21	1	0	1	0	0	0	0	0	0	0	0	0	23
Day Total	571	15682	1799	160	330	209	50	102	50	42	21	6	12	1850	20884
Percent	2.7%	75.1%	8.6%	0.8%	1.6%	1%	0.2%	0.5%	0.2%	0.2%	0.1%	0%	0.1%	8.9%	



AM Peak	8:00 AM	11:00 AM	6:45 AM	8:15 AM	8:00 AM	6:45 AM	7:15 AM	8:45 AM	7:15 AM	7:30 AM	6:15 AM	8:15 AM	6:30 AM	7:30 AM	11:45 AM
15-min Vol	22	289	52	10	15	12	6	7	3	3	2	1	1	63	399
PM Peak	1:00 PM	6:00 PM	4:45 PM	1:30 PM	1:30 PM	12:45 PM	12:00 PM	12:00 PM	2:30 PM	12:15 PM	12:30 PM	4:00 PM	12:30 PM	12:15 PM	5:45 PM
15-min Vol	16	357	37	8	10	6	1	5	5	1	3	1	1	53	450

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange
SPECIFIC LOCATION:
CITY/STATE: Brevard, FL

QC JOB #: 15075205
DIRECTION: WB
DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	22	0	0	1	0	0	0	0	0	0	0	0	0	23
12:15 AM	0	25	0	0	1	0	0	0	0	0	0	0	0	0	26
12:30 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
12:45 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
01:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
01:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
01:30 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
01:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:15 AM	1	10	3	0	0	1	1	2	0	0	0	0	0	0	18
02:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
02:45 AM	0	7	3	1	0	1	0	0	0	0	0	0	0	0	12
03:00 AM	0	2	1	0	1	1	0	0	0	0	0	0	0	1	6
03:15 AM	0	11	3	0	0	2	0	0	0	0	0	0	0	0	16
03:30 AM	0	8	3	1	1	1	0	0	0	0	0	0	0	0	14
03:45 AM	0	9	2	0	0	1	0	1	0	0	0	0	0	0	13
04:00 AM	1	10	3	1	0	1	0	0	0	0	0	0	0	0	16
04:15 AM	0	11	2	0	0	2	0	0	0	0	0	0	0	0	15
04:30 AM	0	14	3	0	0	3	0	1	0	0	0	0	0	1	22
04:45 AM	0	47	6	0	1	0	0	0	1	0	0	0	0	0	55
05:00 AM	0	34	3	1	1	0	0	0	1	0	0	0	0	0	40
05:15 AM	0	46	3	0	0	0	0	0	0	0	0	0	0	3	52
05:30 AM	2	64	7	0	0	2	0	0	0	0	0	0	0	2	77
05:45 AM	1	87	7	0	1	1	1	2	0	0	0	0	0	2	102
Day Total Percent															
ADT 20717															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange**QC JOB #:** 15075205**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Brevard, FL**DATE:** Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	82	21	1	4	1	0	1	1	0	0	0	0	0	111
06:15 AM	0	124	26	1	0	2	0	1	0	0	0	0	0	7	161
06:30 AM	2	139	42	0	4	5	0	1	2	1	0	0	0	18	214
06:45 AM	4	215	60	2	5	5	0	3	3	0	1	1	2	30	331
07:00 AM	11	203	32	3	8	4	1	1	0	0	0	0	0	28	291
07:15 AM	5	247	34	2	3	6	2	3	0	0	3	0	0	40	345
07:30 AM	7	272	35	2	9	7	1	5	0	0	0	0	0	60	398
07:45 AM	16	308	34	3	7	4	3	3	3	2	1	0	1	49	434
08:00 AM	12	222	37	7	7	2	0	2	1	0	0	1	2	43	336
08:15 AM	15	240	33	6	10	6	3	6	1	0	0	1	0	45	366
08:30 AM	23	223	37	7	4	7	3	4	1	0	0	2	0	47	358
08:45 AM	8	180	40	2	6	8	1	0	2	1	0	0	0	35	283
09:00 AM	6	245	30	3	3	2	1	3	1	0	2	1	0	26	323
09:15 AM	6	197	34	6	6	2	1	4	0	1	0	1	1	27	286
09:30 AM	5	233	29	0	9	7	4	2	2	0	1	0	0	21	313
09:45 AM	8	224	30	0	4	2	0	2	0	1	0	1	0	32	304
10:00 AM	6	199	21	0	12	2	0	5	1	0	1	0	0	36	283
10:15 AM	4	236	38	0	8	9	1	1	0	1	0	0	1	21	320
10:30 AM	14	235	29	4	6	3	1	3	0	1	1	0	0	21	318
10:45 AM	5	265	23	3	8	6	4	2	1	0	0	0	0	33	350
11:00 AM	12	285	29	2	4	3	1	0	0	0	0	0	1	37	374
11:15 AM	8	257	26	2	10	4	0	4	0	1	0	0	0	38	350
11:30 AM	11	229	29	3	3	5	1	2	0	0	0	0	1	45	329
11:45 AM	3	262	32	5	8	5	3	2	2	0	0	0	0	42	364
Day Total Percent															
ADT 20717															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange**QC JOB #:** 15075205**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Brevard, FL**DATE:** Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	8	238	29	4	4	4	1	2	1	1	0	0	0	49	341
12:15 PM	5	232	43	7	6	4	2	2	0	0	0	0	0	30	331
12:30 PM	6	227	31	2	4	7	2	2	2	1	0	1	0	39	324
12:45 PM	4	275	20	0	5	4	0	4	1	0	1	0	1	46	361
01:00 PM	4	282	31	3	5	3	0	1	1	0	1	0	0	27	358
01:15 PM	9	240	25	3	5	5	0	2	3	0	1	0	0	34	327
01:30 PM	4	244	36	0	11	10	2	2	2	1	1	0	0	26	339
01:45 PM	6	280	31	2	6	4	1	1	1	2	0	0	1	33	368
02:00 PM	5	257	24	1	2	4	1	3	2	0	0	1	1	33	334
02:15 PM	7	276	34	2	3	5	0	1	0	1	0	0	0	17	346
02:30 PM	12	234	26	1	4	4	3	1	2	0	1	0	0	33	321
02:45 PM	8	287	25	2	4	7	1	2	1	0	0	0	0	25	362
03:00 PM	3	250	26	3	2	5	4	2	0	1	0	0	0	39	335
03:15 PM	12	297	29	2	4	1	1	1	1	0	0	0	0	26	374
03:30 PM	4	287	29	1	5	3	0	1	1	3	0	0	0	26	360
03:45 PM	11	293	38	2	5	5	3	2	1	1	0	0	0	20	381
04:00 PM	6	306	35	0	2	7	2	1	0	0	0	0	1	33	393
04:15 PM	17	293	33	4	5	1	0	1	0	0	0	1	1	37	393
04:30 PM	2	332	29	3	4	0	0	1	0	0	1	0	0	23	395
04:45 PM	5	353	31	1	4	2	1	0	0	1	0	1	0	30	429
05:00 PM	11	327	21	0	3	0	0	0	0	0	0	0	0	49	411
05:15 PM	17	328	28	1	2	2	0	1	0	2	0	1	0	28	410
05:30 PM	11	318	38	5	2	3	0	1	1	0	2	0	0	45	426
05:45 PM	19	288	15	4	2	2	0	4	1	2	1	0	0	55	393
Day Total Percent															
ADT 20717															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange

QC JOB #: 15075205

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	11	296	24	3	2	1	0	0	1	2	0	0	0	52	392
06:15 PM	9	311	25	1	6	0	1	2	2	0	0	1	0	44	402
06:30 PM	2	282	31	0	3	1	0	0	1	1	0	0	0	24	345
06:45 PM	3	237	14	0	3	2	0	0	0	0	1	0	0	21	281
07:00 PM	4	250	18	0	3	1	2	1	0	0	0	0	0	21	300
07:15 PM	7	230	25	0	1	3	1	0	0	0	1	0	0	12	280
07:30 PM	9	194	18	3	3	2	0	2	0	0	0	0	0	10	241
07:45 PM	6	192	13	0	3	1	0	0	0	0	1	0	0	6	222
08:00 PM	5	153	11	0	1	1	0	3	0	0	0	0	1	8	183
08:15 PM	3	129	17	0	3	2	0	2	0	1	0	0	0	6	163
08:30 PM	0	133	6	0	1	0	0	0	0	1	0	0	0	6	147
08:45 PM	1	88	5	0	0	1	0	0	0	2	0	0	0	3	100
09:00 PM	3	87	11	1	0	1	0	1	0	0	0	0	0	4	108
09:15 PM	1	85	7	0	1	1	0	0	0	0	0	0	0	3	98
09:30 PM	2	81	4	1	0	1	0	0	1	1	0	0	0	3	94
09:45 PM	3	70	9	0	0	1	0	0	0	0	0	0	0	5	88
10:00 PM	1	52	4	0	1	1	0	1	1	1	0	0	0	0	62
10:15 PM	0	39	1	0	1	0	0	0	0	0	0	0	0	0	41
10:30 PM	1	46	6	1	1	0	0	0	0	0	0	0	0	0	55
10:45 PM	0	40	4	0	0	1	0	0	0	0	0	0	0	0	45
11:00 PM	1	40	3	0	0	0	0	0	0	0	0	0	0	0	44
11:15 PM	0	36	6	0	0	0	0	0	0	0	0	0	0	1	43
11:30 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
11:45 PM	1	20	0	0	0	0	1	0	0	0	0	0	0	0	22
Day Total	465	15652	1808	131	289	236	62	116	51	34	22	14	15	1822	20717
Percent	2.2%	75.6%	8.7%	0.6%	1.4%	1.1%	0.3%	0.6%	0.2%	0.2%	0.1%	0.1%	0.1%	8.8%	
ADT 20717															
AM Peak 15-min Vol	8:30 AM 23	7:45 AM 308	6:45 AM 60	8:00 AM 7	10:00 AM 12	10:15 AM 9	9:30 AM 4	8:15 AM 6	6:45 AM 3	7:45 AM 2	7:15 AM 3	8:30 AM 2	6:45 AM 2	7:30 AM 60	7:45 AM 434
PM Peak 15-min Vol	5:45 PM 19	4:45 PM 353	12:15 PM 43	12:15 PM 7	1:30 PM 11	1:30 PM 10	3:00 PM 4	12:45 PM 4	1:15 PM 3	3:30 PM 3	5:30 PM 2	12:30 PM 1	12:45 PM 1	5:45 PM 55	4:45 PM 429

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: (707071) Wickham Rd West of Interchange **QC JOB #:** 15075205
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Brevard, FL **DATE:** Oct 2 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1036	31334	3607	291	619	445	112	218	101	76	43	20	27	3672	41601
Percent	2.5%	75.3%	8.7%	0.7%	1.5%	1.1%	0.3%	0.5%	0.2%	0.2%	0.1%	0%	0.1%	8.8%	
ADT 20800															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			22	23		23			23	
12:15 AM			22	26		24			24	
12:30 AM			20	16		18			18	
12:45 AM			14	5		10			10	
01:00 AM			15	11		13			13	
01:15 AM			15	11		13			13	
01:30 AM			9	8		9			9	
01:45 AM			9	8		9			9	
02:00 AM			13	5		9			9	
02:15 AM			14	18		16			16	
02:30 AM			12	7		10			10	
02:45 AM			8	12		10			10	
03:00 AM			10	6		8			8	
03:15 AM			10	16		13			13	
03:30 AM			13	14		14			14	
03:45 AM			11	13		12			12	
04:00 AM			12	16		14			14	
04:15 AM			15	15		15			15	
04:30 AM			26	22		24			24	
04:45 AM			47	55		51			51	
05:00 AM			44	40		42			42	
05:15 AM			64	52		58			58	
05:30 AM			65	77		71			71	
05:45 AM			127	102		115			115	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			116	111		114			114	
06:15 AM			203	161		182			182	
06:30 AM			239	214		227			227	
06:45 AM			322	331		327			327	
07:00 AM			307	291		299			299	
07:15 AM			366	345		356			356	
07:30 AM			358	398		378			378	
07:45 AM			340	434		387			387	
08:00 AM			331	336		334			334	
08:15 AM			391	366		379			379	
08:30 AM			326	358		342			342	
08:45 AM			330	283		307			307	
09:00 AM			352	323		338			338	
09:15 AM			309	286		298			298	
09:30 AM			310	313		312			312	
09:45 AM			315	304		310			310	
10:00 AM			336	283		310			310	
10:15 AM			372	320		346			346	
10:30 AM			319	318		319			319	
10:45 AM			324	350		337			337	
11:00 AM			378	374		376			376	
11:15 AM			354	350		352			352	
11:30 AM			366	329		348			348	
11:45 AM			399	364		382			382	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			396	341		369			369	
12:15 PM			369	331		350			350	
12:30 PM			385	324		355			355	
12:45 PM			372	361		367			367	
01:00 PM			348	358		353			353	
01:15 PM			380	327		354			354	
01:30 PM			309	339		324			324	
01:45 PM			327	368		348			348	
02:00 PM			340	334		337			337	
02:15 PM			347	346		347			347	
02:30 PM			302	321		312			312	
02:45 PM			289	362		326			326	
03:00 PM			343	335		339			339	
03:15 PM			331	374		353			353	
03:30 PM			327	360		344			344	
03:45 PM			354	381		368			368	
04:00 PM			330	393		362			362	
04:15 PM			391	393		392			392	
04:30 PM			399	395		397			397	
04:45 PM			407	429		418			418	
05:00 PM			383	411		397			397	
05:15 PM			443	410		427			427	
05:30 PM			425	426		426			426	
05:45 PM			450	393		422			422	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: (707071) Wickham Rd West of Interchange							QC JOB #: 15075205			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			450	392		421			421	
06:15 PM			386	402		394			394	
06:30 PM			339	345		342			342	
06:45 PM			294	281		288			288	
07:00 PM			300	300		300			300	
07:15 PM			298	280		289			289	
07:30 PM			204	241		223			223	
07:45 PM			216	222		219			219	
08:00 PM			179	183		181			181	
08:15 PM			166	163		165			165	
08:30 PM			180	147		164			164	
08:45 PM			127	100		114			114	
09:00 PM			94	108		101			101	
09:15 PM			92	98		95			95	
09:30 PM			69	94		82			82	
09:45 PM			83	88		86			86	
10:00 PM			51	62		57			57	
10:15 PM			41	41		41			41	
10:30 PM			45	55		50			50	
10:45 PM			37	45		41			41	
11:00 PM			46	44		45			45	
11:15 PM			15	43		29			29	
11:30 PM			22	29		26			26	
11:45 PM			23	22		23			23	
Day Total			20884	20717		20824			20824	
% Weekday Average			100.3%	99.5%						
% Week Average			100.3%	99.5%		100%				
AM Peak 15-min Vol			11:45 AM 399	7:45 AM 434		7:45 AM 387			7:45 AM 387	
PM Peak 15-min Vol			5:45 PM 450	4:45 PM 429		5:15 PM 427			5:15 PM 427	

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	25	6	0	0	0	0	0	0	0	0	0	0	0	31
12:15 AM	0	29	3	0	1	0	0	0	0	0	0	0	0	0	33
12:30 AM	0	9	3	0	1	0	0	0	0	1	0	0	0	0	14
12:45 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
01:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
01:15 AM	0	9	0	0	2	0	0	0	0	0	0	0	0	0	11
01:30 AM	0	9	4	0	4	0	0	0	0	0	0	0	0	0	17
01:45 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
02:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
02:15 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
02:30 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
02:45 AM	0	4	2	1	0	0	0	0	1	0	0	0	0	0	8
03:00 AM	1	8	1	0	0	0	0	0	0	0	0	0	0	0	10
03:15 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
03:30 AM	1	6	2	0	2	1	0	0	3	0	0	0	0	0	15
03:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
04:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
04:15 AM	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
04:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
04:45 AM	0	19	4	0	3	0	0	0	1	0	0	0	0	0	27
05:00 AM	0	10	3	0	1	0	0	1	0	0	0	0	0	0	15
05:15 AM	0	13	6	1	0	0	0	0	1	0	0	0	0	0	21
05:30 AM	0	24	6	0	2	0	0	2	1	0	0	0	0	0	35
05:45 AM	3	21	13	1	3	2	0	2	0	0	0	0	0	0	45
Day Total Percent															
ADT 15330															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	30	11	0	5	0	0	0	2	0	0	0	0	0	48
06:15 AM	3	69	13	1	1	1	0	2	1	0	0	0	0	0	91
06:30 AM	2	68	23	0	4	0	0	0	0	0	0	0	0	0	97
06:45 AM	1	116	27	2	5	0	0	3	0	0	0	0	1	0	155
07:00 AM	3	127	34	0	5	1	0	5	0	1	0	0	0	0	176
07:15 AM	5	148	29	1	13	1	0	4	0	0	0	1	0	0	202
07:30 AM	9	167	27	0	8	1	0	3	0	0	0	0	0	0	215
07:45 AM	4	189	32	5	13	1	0	3	0	0	0	0	0	0	247
08:00 AM	8	200	35	3	14	4	1	6	0	0	0	0	0	0	271
08:15 AM	9	174	43	2	15	6	1	2	0	0	0	0	0	0	252
08:30 AM	11	154	36	2	9	4	0	4	1	1	1	0	0	0	223
08:45 AM	8	202	41	3	10	3	1	6	1	0	0	0	0	0	275
09:00 AM	4	164	35	1	4	1	0	4	0	0	0	0	0	0	213
09:15 AM	7	137	31	1	10	1	2	8	0	1	0	0	0	0	198
09:30 AM	0	173	46	1	6	1	0	7	2	0	0	0	0	0	236
09:45 AM	3	222	58	1	15	4	1	4	1	0	1	0	0	0	310
10:00 AM	5	152	57	3	14	3	2	6	0	3	1	0	0	0	246
10:15 AM	7	158	76	0	16	1	0	6	1	0	1	0	0	0	266
10:30 AM	10	147	53	3	14	2	1	8	2	1	1	0	0	0	242
10:45 AM	2	155	56	0	14	3	1	4	0	1	0	1	1	0	238
11:00 AM	6	154	61	1	18	3	0	7	1	1	1	0	1	0	254
11:15 AM	3	180	56	1	11	2	1	6	0	0	0	0	0	0	260
11:30 AM	0	167	81	0	20	0	0	4	1	0	1	0	0	0	274
11:45 AM	10	204	56	1	10	1	1	10	0	0	0	0	0	0	293
Day Total															
Percent															
ADT 15330															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL														QC JOB #: 15075206	
														DIRECTION: EB	
														DATE: Oct 2 2019	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	8	188	53	2	17	1	2	6	1	0	1	0	0	0	279
12:15 PM	7	196	51	1	17	1	0	9	2	0	1	0	0	0	285
12:30 PM	5	187	61	2	10	1	1	4	0	1	0	0	0	0	272
12:45 PM	3	197	58	1	14	2	0	4	0	0	1	0	1	0	281
01:00 PM	3	157	47	4	19	2	0	6	1	0	0	0	0	0	239
01:15 PM	3	189	46	1	9	2	2	7	0	0	0	1	0	0	260
01:30 PM	2	163	44	1	16	2	0	2	0	3	0	0	0	0	233
01:45 PM	2	200	44	1	14	3	0	7	2	0	1	0	0	0	274
02:00 PM	1	209	51	1	16	0	0	5	0	0	0	0	0	0	283
02:15 PM	8	179	62	1	15	0	0	4	1	0	0	0	0	0	270
02:30 PM	11	162	32	3	12	0	1	10	0	1	0	0	0	0	232
02:45 PM	5	172	38	3	11	0	1	3	0	0	0	0	0	0	233
03:00 PM	6	164	55	1	15	3	2	10	0	1	0	0	0	0	257
03:15 PM	6	193	85	2	13	1	0	8	0	0	0	0	0	0	308
03:30 PM	6	177	57	0	19	1	0	7	0	0	1	0	0	0	268
03:45 PM	2	222	71	6	14	2	1	5	0	2	0	0	0	0	325
04:00 PM	2	175	53	2	15	1	0	10	1	2	0	0	0	0	261
04:15 PM	4	175	59	2	8	2	0	6	1	0	0	0	3	0	260
04:30 PM	3	199	59	0	15	2	0	6	0	0	1	0	0	0	285
04:45 PM	3	185	46	1	13	3	0	6	0	3	0	0	0	0	260
05:00 PM	3	215	60	2	17	1	1	6	0	0	0	0	0	0	305
05:15 PM	8	205	55	0	13	0	0	8	1	0	1	0	0	0	291
05:30 PM	8	217	46	1	9	0	0	3	1	0	1	0	0	0	286
05:45 PM	3	182	51	1	10	1	0	4	0	0	0	0	0	0	252
Day Total															
Percent															
ADT															
15330															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	171	58	0	15	1	1	2	0	2	0	0	0	0	250
06:15 PM	2	169	54	1	7	0	0	5	0	1	0	0	0	0	239
06:30 PM	3	173	42	2	14	0	1	2	1	0	0	0	0	0	238
06:45 PM	3	178	46	0	8	0	0	1	0	1	0	0	1	0	238
07:00 PM	2	171	43	0	9	0	1	0	0	0	1	0	0	0	227
07:15 PM	2	150	24	0	6	0	1	1	0	0	0	0	1	0	185
07:30 PM	4	152	36	0	10	0	0	2	0	0	0	0	0	0	204
07:45 PM	6	151	32	0	9	0	0	1	1	1	0	0	0	0	201
08:00 PM	2	125	28	1	3	0	0	1	0	0	0	0	0	0	160
08:15 PM	15	132	25	0	5	0	0	3	0	0	1	1	0	0	182
08:30 PM	3	127	26	0	5	1	0	0	0	0	0	0	1	0	163
08:45 PM	5	90	20	0	5	0	0	0	0	0	0	0	0	0	120
09:00 PM	4	99	14	0	4	0	0	1	0	1	0	0	0	0	123
09:15 PM	1	98	13	0	5	0	0	1	0	0	0	0	0	0	118
09:30 PM	2	74	16	0	2	0	0	1	0	0	0	0	0	0	95
09:45 PM	0	72	14	0	0	0	0	1	0	0	0	0	1	0	88
10:00 PM	2	55	12	0	2	1	0	2	0	0	0	0	0	0	74
10:15 PM	0	44	6	0	3	1	2	0	0	0	0	0	0	0	56
10:30 PM	0	29	13	0	1	0	1	1	0	0	0	0	0	0	45
10:45 PM	0	33	11	0	2	1	1	0	0	0	0	0	0	0	48
11:00 PM	0	18	8	0	0	0	0	0	0	0	0	0	0	0	26
11:15 PM	0	20	7	1	1	0	0	0	0	0	0	0	0	0	29
11:30 PM	1	23	3	0	0	1	0	0	0	0	0	0	0	0	28
11:45 PM	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
Day Total	294	10800	2932	79	726	84	31	289	34	29	17	4	11	0	15330
Percent	1.9%	70.5%	19.1%	0.5%	4.7%	0.5%	0.2%	1.9%	0.2%	0.2%	0.1%	0%	0.1%	0%	
ADT 15330															
AM Peak 15-min Vol	8:30 AM 11	9:45 AM 222	11:30 AM 81	7:45 AM 5	11:30 AM 20	8:15 AM 6	9:15 AM 2	11:45 AM 10	3:30 AM 3	10:00 AM 3	8:30 AM 1	7:15 AM 1	6:45 AM 1	12:00 AM 0	9:45 AM 310
PM Peak 15-min Vol	8:15 PM 15	3:45 PM 222	3:15 PM 85	3:45 PM 6	1:00 PM 19	1:45 PM 3	12:00 PM 2	2:30 PM 10	12:15 PM 2	1:30 PM 3	12:00 PM 1	1:15 PM 1	4:15 PM 3	12:00 PM 0	3:45 PM 325

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	13	3	0	3	0	1	0	1	0	0	0	0	0	21
12:15 AM	0	13	2	0	2	0	0	0	0	0	0	0	0	0	17
12:30 AM	0	7	5	0	1	0	1	0	0	0	0	0	0	0	14
12:45 AM	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
01:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
01:15 AM	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13
01:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:45 AM	0	4	5	0	2	0	0	0	0	0	0	0	0	0	11
02:00 AM	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7
02:15 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
02:30 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
02:45 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
03:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
03:15 AM	0	5	0	0	1	1	0	0	1	0	0	0	0	0	8
03:30 AM	0	3	2	0	1	0	0	0	1	0	0	0	0	0	7
03:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
04:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
04:15 AM	0	4	2	1	1	0	0	1	0	0	0	0	0	0	9
04:30 AM	0	8	0	1	1	0	0	0	0	0	0	0	0	0	10
04:45 AM	0	14	3	1	0	0	0	0	1	0	0	0	0	0	19
05:00 AM	1	12	3	1	1	2	0	2	1	0	0	0	0	0	23
05:15 AM	2	15	4	0	3	1	0	0	1	0	0	0	0	0	26
05:30 AM	0	20	4	1	3	0	0	2	0	0	0	0	0	0	30
05:45 AM	1	23	11	0	4	0	0	0	3	0	0	0	0	0	42
Day Total Percent															
ADT 15690															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange														QC JOB #: 15075206	
SPECIFIC LOCATION:														DIRECTION: EB	
CITY/STATE: Brevard, FL														DATE: Oct 3 2019	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	41	20	0	0	1	0	2	0	0	0	0	0	0	64
06:15 AM	1	59	11	0	0	3	0	4	0	1	0	0	0	0	79
06:30 AM	1	75	25	0	13	2	0	1	0	0	0	0	0	0	117
06:45 AM	2	121	28	1	11	1	0	1	0	0	0	0	0	0	165
07:00 AM	0	119	39	1	16	1	0	6	1	0	0	0	0	0	183
07:15 AM	2	144	34	3	17	0	0	7	1	0	0	0	0	0	208
07:30 AM	15	177	48	3	10	2	1	5	0	0	0	0	1	0	262
07:45 AM	9	230	52	2	12	1	2	5	0	0	0	0	0	0	313
08:00 AM	7	189	45	2	15	7	1	5	1	1	2	0	0	0	275
08:15 AM	9	197	51	4	9	4	0	3	0	0	0	0	0	0	277
08:30 AM	6	202	30	2	12	4	0	5	2	0	0	0	1	0	264
08:45 AM	10	198	50	0	14	3	1	7	0	2	0	0	1	0	286
09:00 AM	4	187	46	2	7	2	0	3	1	0	0	0	0	0	252
09:15 AM	1	150	52	2	13	2	3	2	0	0	1	0	0	0	226
09:30 AM	7	147	47	0	11	1	0	5	0	0	0	0	2	0	220
09:45 AM	9	182	57	1	16	2	0	5	1	1	0	0	0	0	274
10:00 AM	8	163	49	1	15	1	0	3	1	0	1	0	1	0	243
10:15 AM	4	138	40	2	13	2	0	4	3	2	1	0	0	0	209
10:30 AM	8	171	57	3	12	5	1	7	0	0	2	0	1	0	267
10:45 AM	2	169	56	3	15	1	1	7	1	1	0	0	0	0	256
11:00 AM	9	179	56	1	20	2	0	3	0	1	0	0	0	0	271
11:15 AM	4	168	61	0	8	2	1	4	0	2	1	0	0	0	251
11:30 AM	1	196	47	3	9	3	0	6	0	1	1	0	0	0	267
11:45 AM	4	169	46	1	6	0	1	6	0	1	0	0	0	0	234
Day Total															
Percent															
ADT															
15690															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL														QC JOB #: 15075206 DIRECTION: EB DATE: Oct 3 2019	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	158	57	4	17	1	0	7	0	0	1	0	0	0	248
12:15 PM	10	173	53	2	15	3	1	5	0	1	1	0	0	0	264
12:30 PM	5	148	46	2	12	1	1	3	0	0	1	0	0	0	219
12:45 PM	6	226	56	1	14	4	0	3	0	4	0	0	0	0	314
01:00 PM	4	208	47	1	9	2	0	10	0	0	0	0	0	0	281
01:15 PM	9	195	51	0	11	1	0	7	0	2	1	0	0	0	277
01:30 PM	3	191	49	2	8	0	0	4	0	1	0	0	1	0	259
01:45 PM	9	193	56	3	9	3	0	11	0	0	0	0	0	0	284
02:00 PM	3	177	44	1	10	0	0	7	0	0	1	0	0	0	243
02:15 PM	2	185	42	2	12	1	0	6	0	0	2	0	0	0	252
02:30 PM	3	182	44	0	17	2	0	4	0	0	0	0	0	0	252
02:45 PM	5	212	53	3	13	0	1	5	0	0	0	0	0	0	292
03:00 PM	2	192	50	1	14	0	0	8	1	1	0	0	0	0	269
03:15 PM	2	194	59	0	12	2	1	5	3	1	0	0	0	0	279
03:30 PM	3	187	41	1	12	0	0	6	0	1	2	0	0	0	253
03:45 PM	8	204	51	1	13	0	1	5	0	1	0	0	0	0	284
04:00 PM	2	206	55	2	18	1	0	8	0	2	0	0	0	0	294
04:15 PM	2	204	62	4	11	3	0	7	0	1	0	0	1	0	295
04:30 PM	4	219	49	1	14	1	0	4	0	1	1	0	0	0	294
04:45 PM	6	234	55	2	13	0	0	4	0	0	0	0	0	0	314
05:00 PM	3	204	54	0	18	1	1	4	1	0	1	0	0	0	287
05:15 PM	6	240	45	3	20	3	0	4	0	0	0	0	0	0	321
05:30 PM	8	226	50	0	11	1	0	4	1	1	0	0	0	0	302
05:45 PM	2	229	47	0	15	1	0	5	1	0	0	0	0	0	300
Day Total															
Percent															
ADT															
15690															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

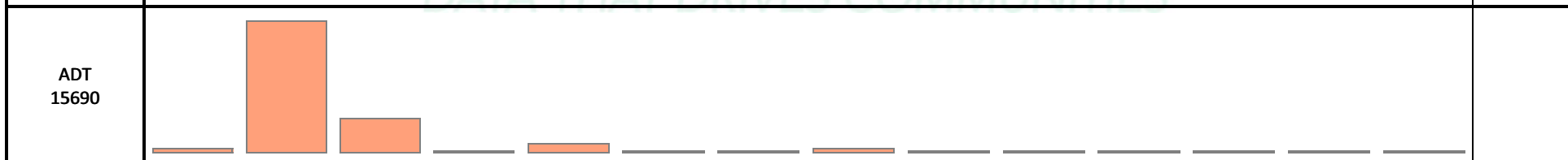
SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	195	57	1	14	0	0	3	0	1	0	0	0	0	273
06:15 PM	0	190	31	1	12	0	1	2	0	1	0	0	0	0	238
06:30 PM	0	173	56	0	7	0	0	6	1	0	0	0	0	0	243
06:45 PM	4	157	46	0	9	0	0	1	1	0	1	0	0	0	219
07:00 PM	3	175	31	0	6	0	0	5	1	1	1	0	0	0	223
07:15 PM	2	171	31	0	8	2	0	5	0	1	0	0	0	0	220
07:30 PM	5	134	30	0	3	1	0	1	0	1	0	0	0	0	175
07:45 PM	3	153	25	0	7	1	0	1	0	0	0	0	0	0	190
08:00 PM	0	136	25	0	9	0	0	0	0	0	0	0	0	0	170
08:15 PM	0	147	29	0	4	0	0	0	0	0	0	0	1	0	181
08:30 PM	2	106	22	0	4	0	0	0	0	0	0	0	0	0	134
08:45 PM	3	114	21	0	1	0	0	0	0	0	0	0	0	0	139
09:00 PM	3	103	22	0	4	0	0	1	0	0	0	0	0	0	133
09:15 PM	4	93	14	0	4	0	0	0	0	0	0	0	0	0	115
09:30 PM	0	79	16	0	4	0	0	0	0	0	0	0	0	0	99
09:45 PM	1	65	12	0	3	0	0	0	1	0	0	0	0	0	82
10:00 PM	0	59	15	0	0	0	0	0	0	0	0	0	0	0	74
10:15 PM	0	55	6	0	2	0	0	1	0	0	0	0	0	0	64
10:30 PM	1	40	9	0	1	0	1	0	0	0	0	0	0	0	52
10:45 PM	0	43	8	1	0	0	2	0	0	0	0	0	0	0	54
11:00 PM	0	34	6	1	0	0	0	0	0	0	0	0	0	0	41
11:15 PM	1	33	5	0	4	0	0	0	0	0	0	0	0	0	43
11:30 PM	0	28	6	0	0	0	2	0	0	0	0	0	0	0	36
11:45 PM	0	22	3	0	3	1	0	0	0	0	0	0	0	0	29
Day Total	271	11255	2860	82	731	92	26	273	33	35	22	0	10	0	15690
Percent	1.7%	71.7%	18.2%	0.5%	4.7%	0.6%	0.2%	1.7%	0.2%	0.2%	0.1%	0%	0.1%	0%	



	7:30 AM	7:45 AM	11:15 AM	8:15 AM	11:00 AM	8:00 AM	9:15 AM	7:15 AM	5:45 AM	8:45 AM	8:00 AM	12:00 AM	9:30 AM	12:00 AM	7:45 AM
AM Peak 15-min Vol	15	230	61	4	20	7	3	7	3	2	2	0	2	0	313
PM Peak 15-min Vol	12:15 PM	5:15 PM	4:15 PM	12:00 PM	5:15 PM	12:45 PM	10:45 PM	1:45 PM	3:15 PM	12:45 PM	2:15 PM	12:00 PM	1:30 PM	12:00 PM	5:15 PM
	10	240	62	4	20	4	2	11	3	4	2	0	1	0	321

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange													QC JOB #: 15075206		
SPECIFIC LOCATION:													DIRECTION: EB		
CITY/STATE: Brevard, FL													DATE: Oct 2 2019		
	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	565	22055	5792	161	1457	176	57	562	67	64	39	4	21	0	31020
Percent	1.8%	71.1%	18.7%	0.5%	4.7%	0.6%	0.2%	1.8%	0.2%	0.2%	0.1%	0%	0.1%	0%	
ADT 15510															
<i>Comments:</i>															

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075206 DIRECTION: EB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			31	21		26			26	
12:15 AM			33	17		25			25	
12:30 AM			14	14		14			14	
12:45 AM			18	12		15			15	
01:00 AM			10	10		10			10	
01:15 AM			11	13		12			12	
01:30 AM			17	6		12			12	
01:45 AM			9	11		10			10	
02:00 AM			15	7		11			11	
02:15 AM			9	7		8			8	
02:30 AM			5	8		7			7	
02:45 AM			8	6		7			7	
03:00 AM			10	8		9			9	
03:15 AM			7	8		8			8	
03:30 AM			15	7		11			11	
03:45 AM			6	3		5			5	
04:00 AM			5	6		6			6	
04:15 AM			8	9		9			9	
04:30 AM			12	10		11			11	
04:45 AM			27	19		23			23	
05:00 AM			15	23		19			19	
05:15 AM			21	26		24			24	
05:30 AM			35	30		33			33	
05:45 AM			45	42		44			44	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075206 DIRECTION: EB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			48	64		56			56	
06:15 AM			91	79		85			85	
06:30 AM			97	117		107			107	
06:45 AM			155	165		160			160	
07:00 AM			176	183		180			180	
07:15 AM			202	208		205			205	
07:30 AM			215	262		239			239	
07:45 AM			247	313		280			280	
08:00 AM			271	275		273			273	
08:15 AM			252	277		265			265	
08:30 AM			223	264		244			244	
08:45 AM			275	286		281			281	
09:00 AM			213	252		233			233	
09:15 AM			198	226		212			212	
09:30 AM			236	220		228			228	
09:45 AM			310	274		292			292	
10:00 AM			246	243		245			245	
10:15 AM			266	209		238			238	
10:30 AM			242	267		255			255	
10:45 AM			238	256		247			247	
11:00 AM			254	271		263			263	
11:15 AM			260	251		256			256	
11:30 AM			274	267		271			271	
11:45 AM			293	234		264			264	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange							QC JOB #: 15075206			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			279	248		264			264	
12:15 PM			285	264		275			275	
12:30 PM			272	219		246			246	
12:45 PM			281	314		298			298	
01:00 PM			239	281		260			260	
01:15 PM			260	277		269			269	
01:30 PM			233	259		246			246	
01:45 PM			274	284		279			279	
02:00 PM			283	243		263			263	
02:15 PM			270	252		261			261	
02:30 PM			232	252		242			242	
02:45 PM			233	292		263			263	
03:00 PM			257	269		263			263	
03:15 PM			308	279		294			294	
03:30 PM			268	253		261			261	
03:45 PM			325	284		305			305	
04:00 PM			261	294		278			278	
04:15 PM			260	295		278			278	
04:30 PM			285	294		290			290	
04:45 PM			260	314		287			287	
05:00 PM			305	287		296			296	
05:15 PM			291	321		306			306	
05:30 PM			286	302		294			294	
05:45 PM			252	300		276			276	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075206 DIRECTION: EB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			250	273		262			262	
06:15 PM			239	238		239			239	
06:30 PM			238	243		241			241	
06:45 PM			238	219		229			229	
07:00 PM			227	223		225			225	
07:15 PM			185	220		203			203	
07:30 PM			204	175		190			190	
07:45 PM			201	190		196			196	
08:00 PM			160	170		165			165	
08:15 PM			182	181		182			182	
08:30 PM			163	134		149			149	
08:45 PM			120	139		130			130	
09:00 PM			123	133		128			128	
09:15 PM			118	115		117			117	
09:30 PM			95	99		97			97	
09:45 PM			88	82		85			85	
10:00 PM			74	74		74			74	
10:15 PM			56	64		60			60	
10:30 PM			45	52		49			49	
10:45 PM			48	54		51			51	
11:00 PM			26	41		34			34	
11:15 PM			29	43		36			36	
11:30 PM			28	36		32			32	
11:45 PM			26	29		28			28	
Day Total			15330	15690		15534			15534	
% Weekday Average			98.7%	101%						
% Week Average			98.7%	101%		100%				
AM Peak 15-min Vol			9:45 AM 310	7:45 AM 313		9:45 AM 292			9:45 AM 292	
PM Peak 15-min Vol			3:45 PM 325	5:15 PM 321		5:15 PM 306			5:15 PM 306	

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange														QC JOB #: 15075206	
SPECIFIC LOCATION:														DIRECTION: EB, WB	
CITY/STATE: Brevard, FL														DATE: Oct 2 2019	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	41	8	0	1	0	0	0	1	0	0	0	0	0	51
12:15 AM	0	43	4	0	2	0	0	0	0	0	0	0	0	0	49
12:30 AM	0	22	8	0	4	1	1	0	0	1	0	0	0	0	37
12:45 AM	0	22	10	0	3	0	0	0	0	0	0	0	0	0	35
01:00 AM	0	12	4	0	3	0	0	0	0	0	0	0	0	0	19
01:15 AM	0	13	3	0	4	0	0	0	0	0	0	0	0	0	20
01:30 AM	2	12	7	0	5	0	0	1	0	0	0	0	0	0	27
01:45 AM	0	12	4	0	3	0	0	0	0	0	0	0	0	0	19
02:00 AM	0	26	7	0	0	0	0	0	0	0	0	0	0	0	33
02:15 AM	0	8	5	0	3	0	0	0	0	0	0	0	0	0	16
02:30 AM	0	10	3	0	1	0	0	2	0	0	0	0	0	0	16
02:45 AM	0	7	7	1	2	0	0	0	2	0	0	0	0	0	19
03:00 AM	1	11	7	0	2	0	0	0	0	0	0	0	0	0	21
03:15 AM	0	8	4	0	1	0	0	0	1	0	0	0	0	0	14
03:30 AM	1	15	5	0	3	1	0	0	3	0	0	0	0	0	28
03:45 AM	0	8	3	1	3	0	0	0	0	0	0	0	0	0	15
04:00 AM	1	9	8	0	0	1	0	0	0	0	0	0	0	0	19
04:15 AM	0	19	3	0	3	0	0	0	1	0	0	0	0	0	26
04:30 AM	0	28	5	0	3	0	0	0	1	0	0	0	0	0	37
04:45 AM	0	33	12	0	6	0	0	0	1	0	0	0	0	0	52
05:00 AM	0	27	14	0	6	0	0	1	0	0	0	0	0	0	48
05:15 AM	0	35	17	1	5	0	0	0	1	0	0	0	0	0	59
05:30 AM	0	55	21	0	8	0	0	3	2	0	0	0	0	0	89
05:45 AM	4	63	22	2	12	3	0	4	1	0	0	0	0	0	111
Day Total															
Percent															
ADT															
29549															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	73	36	0	18	2	0	1	2	0	0	0	0	0	133
06:15 AM	4	152	48	2	14	3	0	6	2	0	0	0	0	0	231
06:30 AM	5	156	55	0	24	4	0	1	1	0	0	0	0	0	246
06:45 AM	2	227	58	3	13	3	0	10	0	1	0	0	1	0	318
07:00 AM	3	230	77	0	18	1	0	11	2	1	2	0	0	0	345
07:15 AM	14	285	60	6	25	3	1	9	0	1	1	1	0	0	406
07:30 AM	28	323	75	5	23	3	0	17	0	1	0	0	0	0	475
07:45 AM	20	305	68	7	20	1	0	8	0	2	0	0	0	0	431
08:00 AM	12	328	75	6	33	5	1	15	0	0	1	0	0	0	476
08:15 AM	16	303	90	6	25	10	1	7	2	0	0	0	1	0	461
08:30 AM	18	309	90	2	25	4	0	12	1	1	1	0	0	0	463
08:45 AM	10	336	83	6	27	5	1	11	2	1	2	1	0	0	485
09:00 AM	12	322	94	5	18	2	0	8	0	1	0	0	0	0	462
09:15 AM	11	305	104	3	22	4	2	14	2	3	2	0	0	0	472
09:30 AM	4	311	98	2	24	3	0	13	4	1	0	0	0	0	460
09:45 AM	9	357	101	4	34	8	1	19	2	0	2	0	1	0	538
10:00 AM	7	307	106	5	29	3	2	11	0	3	1	0	0	0	474
10:15 AM	13	308	120	0	26	4	0	8	1	0	1	0	1	0	482
10:30 AM	12	276	87	5	29	6	1	15	3	1	1	0	0	0	436
10:45 AM	4	309	109	2	28	3	1	12	1	1	0	1	1	0	472
11:00 AM	12	301	108	2	29	5	0	14	1	1	1	0	2	0	476
11:15 AM	6	347	104	4	30	3	1	11	0	0	1	1	0	0	508
11:30 AM	8	322	119	1	30	1	0	8	3	0	1	1	1	0	495
11:45 AM	14	353	106	4	38	2	2	15	1	0	0	0	0	0	535
Day Total															
Percent															
ADT															
29549															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	15	338	107	3	35	5	2	10	1	1	2	0	0	0	519
12:15 PM	15	342	106	2	27	3	2	16	2	1	1	0	0	0	517
12:30 PM	10	332	113	5	23	2	1	12	0	4	1	1	1	0	505
12:45 PM	7	345	111	3	31	3	0	11	0	0	3	0	1	0	515
01:00 PM	11	307	98	5	32	4	0	11	1	0	1	2	1	0	473
01:15 PM	7	346	89	3	25	4	3	12	1	2	2	3	1	0	498
01:30 PM	7	290	86	4	30	3	0	8	1	3	0	0	1	0	433
01:45 PM	12	362	86	4	43	5	0	17	2	0	2	0	1	0	534
02:00 PM	5	342	107	7	31	0	0	10	0	6	1	0	0	0	509
02:15 PM	15	367	114	7	29	3	0	7	1	2	0	1	0	0	546
02:30 PM	14	307	72	6	24	0	1	14	0	1	0	1	0	0	440
02:45 PM	9	296	74	5	21	1	1	11	0	1	3	0	0	0	422
03:00 PM	9	337	107	2	33	6	3	21	1	2	1	0	0	0	522
03:15 PM	12	347	134	6	34	3	0	12	0	0	0	0	0	0	548
03:30 PM	13	329	104	3	41	5	1	11	0	0	1	0	1	0	509
03:45 PM	4	356	134	8	36	3	2	13	0	2	0	0	0	0	558
04:00 PM	7	350	99	5	29	1	0	18	1	3	1	0	1	0	515
04:15 PM	10	368	119	4	23	2	0	16	1	0	0	0	3	0	546
04:30 PM	4	372	122	1	32	3	0	14	2	0	1	0	0	0	551
04:45 PM	9	358	112	2	29	3	0	11	0	3	0	0	1	0	528
05:00 PM	6	426	122	3	37	2	1	14	0	0	0	0	0	0	611
05:15 PM	13	348	96	2	23	3	1	9	1	1	2	0	0	0	499
05:30 PM	13	354	90	2	18	2	0	7	1	0	1	0	0	0	488
05:45 PM	13	325	92	1	20	4	0	10	0	1	0	0	0	0	466
Day Total															
Percent															
ADT															
29549															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	10	370	108	0	29	4	1	10	0	2	0	0	0	0	534
06:15 PM	8	364	112	2	27	0	0	12	1	1	0	0	1	0	528
06:30 PM	8	331	106	3	25	0	1	8	1	3	0	0	0	0	486
06:45 PM	5	353	100	0	24	4	0	5	0	2	0	0	1	0	494
07:00 PM	11	330	78	1	19	3	2	1	0	0	1	0	0	0	446
07:15 PM	12	281	56	0	16	0	1	6	0	0	1	0	2	0	375
07:30 PM	5	282	74	1	20	0	0	6	0	0	0	0	0	0	388
07:45 PM	6	248	59	1	18	0	0	4	1	1	0	0	0	0	338
08:00 PM	5	223	63	1	11	1	0	4	0	1	0	0	0	0	309
08:15 PM	17	249	58	0	14	1	1	6	0	0	1	1	0	0	348
08:30 PM	5	234	48	0	17	3	0	1	0	0	0	0	1	0	309
08:45 PM	5	173	40	1	12	0	0	2	0	0	0	0	0	0	233
09:00 PM	4	170	38	0	6	0	0	1	0	1	1	0	0	0	221
09:15 PM	1	142	28	0	9	0	0	2	0	0	0	0	0	0	182
09:30 PM	5	135	29	1	4	0	0	2	0	0	0	0	0	0	176
09:45 PM	0	117	41	0	4	0	0	1	1	0	0	0	1	0	165
10:00 PM	2	101	25	0	6	1	0	2	0	0	0	0	0	0	137
10:15 PM	0	75	18	0	6	1	2	0	1	0	0	0	0	0	103
10:30 PM	0	49	16	0	4	0	1	1	0	0	0	0	0	0	71
10:45 PM	0	52	21	0	2	1	1	0	0	0	0	0	0	0	77
11:00 PM	0	59	16	0	3	0	0	1	0	0	0	0	0	0	79
11:15 PM	0	42	12	2	1	0	0	0	0	0	0	0	0	0	57
11:30 PM	1	43	9	0	0	1	0	0	0	0	0	0	0	0	54
11:45 PM	0	32	13	0	1	0	0	1	0	0	0	0	0	0	47
Day Total	604	20083	5924	191	1669	184	43	638	65	64	44	14	26	0	29549
Percent	2%	68%	20%	0.6%	5.6%	0.6%	0.1%	2.2%	0.2%	0.2%	0.1%	0%	0.1%	0%	
ADT 29549															
AM Peak 15-min Vol	7:30 AM 28	9:45 AM 357	10:15 AM 120	7:45 AM 7	11:45 AM 38	8:15 AM 10	9:15 AM 2	9:45 AM 19	9:30 AM 4	9:15 AM 3	7:00 AM 2	7:15 AM 1	11:00 AM 2	12:00 AM 0	9:45 AM 538
PM Peak 15-min Vol	8:15 PM 17	5:00 PM 426	3:15 PM 134	3:45 PM 8	1:45 PM 43	3:00 PM 6	1:15 PM 3	3:00 PM 21	12:15 PM 2	2:00 PM 6	12:45 PM 3	1:15 PM 3	4:15 PM 3	12:00 PM 0	5:00 PM 611

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	22	8	0	6	0	1	0	1	0	0	0	0	0	38
12:15 AM	0	24	6	0	3	0	0	0	0	0	0	0	0	0	33
12:30 AM	0	13	8	0	5	1	1	0	0	0	0	0	0	0	28
12:45 AM	1	12	8	0	3	1	0	0	0	0	0	0	0	0	25
01:00 AM	0	10	6	0	2	0	0	0	1	0	0	0	0	0	19
01:15 AM	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
01:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
01:45 AM	0	12	6	0	2	0	0	0	0	0	0	0	0	0	20
02:00 AM	0	6	6	0	2	0	0	0	0	0	0	0	0	0	14
02:15 AM	0	12	1	0	3	0	0	0	0	0	0	0	0	0	16
02:30 AM	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
02:45 AM	0	9	4	0	2	0	0	0	0	0	0	0	0	0	15
03:00 AM	0	9	4	0	2	0	0	1	0	0	0	0	0	0	16
03:15 AM	0	12	3	0	3	2	0	1	1	0	0	0	0	0	22
03:30 AM	0	9	3	0	1	0	0	1	1	0	0	0	0	0	15
03:45 AM	0	10	2	0	1	0	0	0	1	0	0	0	0	0	14
04:00 AM	0	18	10	0	1	0	0	1	0	0	0	0	0	0	30
04:15 AM	0	24	10	1	5	0	0	1	1	0	0	0	0	0	42
04:30 AM	0	23	2	1	1	0	0	0	0	0	0	0	0	0	27
04:45 AM	0	36	8	1	3	0	0	0	1	0	0	0	0	0	49
05:00 AM	1	34	13	1	3	2	0	2	1	0	0	0	0	0	57
05:15 AM	2	39	11	3	9	1	0	0	1	0	0	0	0	0	66
05:30 AM	0	45	14	2	7	0	0	2	0	0	0	0	0	0	70
05:45 AM	1	70	22	0	14	2	0	1	3	0	0	0	0	0	113
Day Total Percent															
ADT 30438															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	87	41	1	10	2	0	4	0	0	0	0	0	0	147
06:15 AM	1	123	34	0	11	4	0	7	0	1	0	0	1	0	182
06:30 AM	4	157	56	0	24	7	0	3	1	0	0	0	0	0	252
06:45 AM	4	237	62	1	29	6	0	6	1	0	1	0	0	0	347
07:00 AM	2	251	77	1	31	4	0	10	1	0	1	0	0	0	378
07:15 AM	12	291	85	5	28	2	1	11	1	0	0	0	0	0	436
07:30 AM	23	339	91	9	33	4	2	15	1	1	1	0	1	0	520
07:45 AM	22	364	89	4	25	3	2	10	0	1	2	0	0	0	522
08:00 AM	10	324	93	4	26	10	1	11	1	1	2	0	0	0	483
08:15 AM	15	352	105	9	25	6	0	9	0	0	0	0	1	0	522
08:30 AM	10	308	76	3	31	4	0	12	2	1	0	1	1	0	449
08:45 AM	14	330	97	5	37	4	1	16	1	4	1	0	2	0	512
09:00 AM	15	330	90	2	19	3	2	7	2	0	1	1	0	0	472
09:15 AM	7	307	103	3	35	6	4	6	1	3	1	0	1	0	477
09:30 AM	13	262	91	1	26	1	1	9	2	0	0	0	2	0	408
09:45 AM	19	333	106	1	32	6	0	11	2	5	1	0	0	0	516
10:00 AM	13	309	96	4	30	2	0	8	2	1	2	0	1	0	468
10:15 AM	6	287	91	2	23	5	0	8	4	3	1	0	0	0	430
10:30 AM	10	296	112	5	26	6	1	16	0	1	2	0	1	0	476
10:45 AM	8	322	106	5	28	3	1	11	2	2	0	1	0	0	489
11:00 AM	16	304	101	2	34	4	0	8	1	2	0	0	0	0	472
11:15 AM	13	310	100	2	21	6	1	11	1	3	1	0	0	0	469
11:30 AM	6	360	91	5	26	8	1	14	1	3	1	1	1	0	518
11:45 AM	12	296	88	4	19	3	1	10	0	1	0	0	0	0	434
Day Total															
Percent															
ADT															30438
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	6	310	103	5	33	5	0	11	0	1	1	0	0	0	475
12:15 PM	14	348	105	3	39	7	1	16	0	2	2	0	1	0	538
12:30 PM	8	293	86	4	26	3	2	8	0	2	1	0	0	0	433
12:45 PM	14	362	98	1	34	6	0	10	0	7	0	0	0	0	532
01:00 PM	11	376	106	3	25	8	0	13	0	2	0	0	1	0	545
01:15 PM	14	359	113	4	26	6	0	11	0	3	1	0	0	0	537
01:30 PM	10	335	102	2	26	1	0	9	0	1	2	0	1	0	489
01:45 PM	14	350	114	5	31	5	1	17	0	1	0	0	0	0	538
02:00 PM	9	329	98	7	22	2	0	14	0	1	2	0	1	0	485
02:15 PM	5	356	94	4	21	2	0	10	0	2	3	0	0	0	497
02:30 PM	7	330	90	2	28	2	0	15	0	0	2	0	1	0	477
02:45 PM	10	366	116	7	28	3	1	10	0	1	3	0	0	0	545
03:00 PM	11	341	98	5	28	2	0	20	3	1	0	0	0	0	509
03:15 PM	5	375	109	2	29	3	1	10	3	2	1	0	0	0	540
03:30 PM	14	371	103	2	33	1	0	12	0	1	2	0	0	0	539
03:45 PM	17	381	107	3	36	0	1	21	0	1	0	0	0	0	567
04:00 PM	4	396	118	3	36	1	0	22	3	2	0	0	0	0	585
04:15 PM	5	382	129	7	29	5	1	18	2	2	0	0	2	0	582
04:30 PM	13	418	113	4	29	4	0	7	0	1	2	0	1	0	592
04:45 PM	13	424	103	5	38	1	0	8	0	1	0	0	0	0	593
05:00 PM	17	379	105	3	31	3	1	12	1	2	1	0	0	0	555
05:15 PM	10	423	89	4	33	5	0	9	0	0	0	0	0	0	573
05:30 PM	12	400	103	1	28	2	0	6	1	1	0	0	0	0	554
05:45 PM	7	429	102	2	32	1	0	10	2	0	1	0	0	0	586
Day Total Percent															
ADT 30438															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

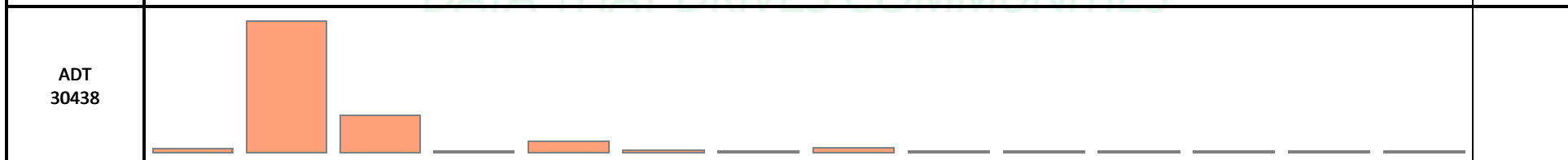
SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	8	386	129	3	34	3	0	15	0	1	1	0	0	0	580
06:15 PM	3	356	88	1	32	2	1	13	0	1	0	0	0	0	497
06:30 PM	0	318	100	0	26	1	0	16	1	2	0	0	0	0	464
06:45 PM	8	300	94	1	27	0	0	4	2	2	1	0	1	0	440
07:00 PM	4	326	84	1	21	1	1	8	1	2	1	0	0	0	450
07:15 PM	5	312	80	2	23	4	0	8	0	1	0	1	1	0	437
07:30 PM	7	292	79	0	12	2	0	5	0	1	0	0	0	0	398
07:45 PM	3	295	65	0	15	1	0	5	0	0	1	0	0	0	385
08:00 PM	0	246	61	0	15	0	0	2	0	0	0	0	0	0	324
08:15 PM	6	264	60	0	15	0	1	6	0	0	0	0	1	0	353
08:30 PM	7	185	50	1	8	1	0	1	0	0	1	0	0	0	254
08:45 PM	3	207	57	1	6	0	0	0	0	0	0	0	0	0	274
09:00 PM	4	173	48	0	14	0	0	4	0	0	0	0	0	0	243
09:15 PM	4	162	29	1	7	2	0	2	0	0	0	0	0	0	207
09:30 PM	0	134	44	0	7	0	0	3	0	0	0	0	0	0	188
09:45 PM	1	136	25	0	8	0	0	1	2	0	0	0	0	0	173
10:00 PM	0	111	37	0	5	0	0	0	1	0	0	0	0	0	154
10:15 PM	0	88	15	0	4	0	0	1	0	0	0	0	0	0	108
10:30 PM	3	74	18	0	5	1	1	1	0	0	0	0	0	0	103
10:45 PM	0	72	15	1	1	0	2	0	0	0	0	0	0	0	91
11:00 PM	0	63	19	2	3	0	0	0	0	0	0	0	0	0	87
11:15 PM	1	60	10	0	6	0	0	0	0	0	0	0	0	0	77
11:30 PM	0	47	19	0	5	0	2	0	0	0	0	0	0	0	73
11:45 PM	0	45	9	0	5	1	0	0	0	0	0	0	0	0	60
Day Total	579	20844	5987	189	1733	215	38	637	61	80	47	5	23	0	30438
Percent	1.9%	68.5%	19.7%	0.6%	5.7%	0.7%	0.1%	2.1%	0.2%	0.3%	0.2%	0%	0.1%	0%	



AM Peak	7:30 AM	7:45 AM	10:30 AM	7:30 AM	8:45 AM	8:00 AM	9:15 AM	8:45 AM	10:15 AM	9:45 AM	7:45 AM	8:30 AM	8:45 AM	12:00 AM	7:45 AM
15-min Vol	23	364	112	9	37	10	4	16	4	5	2	1	2	0	522
PM Peak	3:45 PM	5:45 PM	4:15 PM	2:00 PM	12:15 PM	1:00 PM	12:30 PM	4:00 PM	3:00 PM	12:45 PM	2:15 PM	7:15 PM	4:15 PM	12:00 PM	4:45 PM
15-min Vol	17	429	129	7	39	8	2	22	3	7	3	1	2	0	593

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange **QC JOB #:** 15075206
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Brevard, FL **DATE:** Oct 2 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1183	40927	11911	380	3402	399	81	1275	126	144	91	19	49	0	59987
Percent	2%	68.2%	19.9%	0.6%	5.7%	0.7%	0.1%	2.1%	0.2%	0.2%	0.2%	0%	0.1%	0%	
ADT 29993															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075206 DIRECTION: EB, WB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			51	38		45			45	
12:15 AM			49	33		41			41	
12:30 AM			37	28		33			33	
12:45 AM			35	25		30			30	
01:00 AM			19	19		19			19	
01:15 AM			20	18		19			19	
01:30 AM			27	13		20			20	
01:45 AM			19	20		20			20	
02:00 AM			33	14		24			24	
02:15 AM			16	16		16			16	
02:30 AM			16	13		15			15	
02:45 AM			19	15		17			17	
03:00 AM			21	16		19			19	
03:15 AM			14	22		18			18	
03:30 AM			28	15		22			22	
03:45 AM			15	14		15			15	
04:00 AM			19	30		25			25	
04:15 AM			26	42		34			34	
04:30 AM			37	27		32			32	
04:45 AM			52	49		51			51	
05:00 AM			48	57		53			53	
05:15 AM			59	66		63			63	
05:30 AM			89	70		80			80	
05:45 AM			111	113		112			112	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075206 DIRECTION: EB, WB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			133	147		140			140	
06:15 AM			231	182		207			207	
06:30 AM			246	252		249			249	
06:45 AM			318	347		333			333	
07:00 AM			345	378		362			362	
07:15 AM			406	436		421			421	
07:30 AM			475	520		498			498	
07:45 AM			431	522		477			477	
08:00 AM			476	483		480			480	
08:15 AM			461	522		492			492	
08:30 AM			463	449		456			456	
08:45 AM			485	512		499			499	
09:00 AM			462	472		467			467	
09:15 AM			472	477		475			475	
09:30 AM			460	408		434			434	
09:45 AM			538	516		527			527	
10:00 AM			474	468		471			471	
10:15 AM			482	430		456			456	
10:30 AM			436	476		456			456	
10:45 AM			472	489		481			481	
11:00 AM			476	472		474			474	
11:15 AM			508	469		489			489	
11:30 AM			495	518		507			507	
11:45 AM			535	434		485			485	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075206 DIRECTION: EB, WB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			519	475		497			497	
12:15 PM			517	538		528			528	
12:30 PM			505	433		469			469	
12:45 PM			515	532		524			524	
01:00 PM			473	545		509			509	
01:15 PM			498	537		518			518	
01:30 PM			433	489		461			461	
01:45 PM			534	538		536			536	
02:00 PM			509	485		497			497	
02:15 PM			546	497		522			522	
02:30 PM			440	477		459			459	
02:45 PM			422	545		484			484	
03:00 PM			522	509		516			516	
03:15 PM			548	540		544			544	
03:30 PM			509	539		524			524	
03:45 PM			558	567		563			563	
04:00 PM			515	585		550			550	
04:15 PM			546	582		564			564	
04:30 PM			551	592		572			572	
04:45 PM			528	593		561			561	
05:00 PM			611	555		583			583	
05:15 PM			499	573		536			536	
05:30 PM			488	554		521			521	
05:45 PM			466	586		526			526	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075206 DIRECTION: EB, WB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			534	580		557			557	
06:15 PM			528	497		513			513	
06:30 PM			486	464		475			475	
06:45 PM			494	440		467			467	
07:00 PM			446	450		448			448	
07:15 PM			375	437		406			406	
07:30 PM			388	398		393			393	
07:45 PM			338	385		362			362	
08:00 PM			309	324		317			317	
08:15 PM			348	353		351			351	
08:30 PM			309	254		282			282	
08:45 PM			233	274		254			254	
09:00 PM			221	243		232			232	
09:15 PM			182	207		195			195	
09:30 PM			176	188		182			182	
09:45 PM			165	173		169			169	
10:00 PM			137	154		146			146	
10:15 PM			103	108		106			106	
10:30 PM			71	103		87			87	
10:45 PM			77	91		84			84	
11:00 PM			79	87		83			83	
11:15 PM			57	77		67			67	
11:30 PM			54	73		64			64	
11:45 PM			47	60		54			54	
Day Total			29549	30438		30017			30017	
% Weekday Average			98.4%	101.4%						
% Week Average			98.4%	101.4%		100%				
AM Peak 15-min Vol			9:45 AM 538	7:45 AM 522		9:45 AM 527			9:45 AM 527	
PM Peak 15-min Vol			5:00 PM 611	4:45 PM 593		5:00 PM 583			5:00 PM 583	

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	16	2	0	1	0	0	0	1	0	0	0	0	0	20
12:15 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
12:30 AM	0	13	5	0	3	1	1	0	0	0	0	0	0	0	23
12:45 AM	0	8	7	0	2	0	0	0	0	0	0	0	0	0	17
01:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
01:15 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
01:30 AM	2	3	3	0	1	0	0	1	0	0	0	0	0	0	10
01:45 AM	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
02:00 AM	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
02:15 AM	0	3	1	0	3	0	0	0	0	0	0	0	0	0	7
02:30 AM	0	6	3	0	1	0	0	1	0	0	0	0	0	0	11
02:45 AM	0	3	5	0	2	0	0	0	1	0	0	0	0	0	11
03:00 AM	0	3	6	0	2	0	0	0	0	0	0	0	0	0	11
03:15 AM	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
03:30 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
03:45 AM	0	4	2	1	2	0	0	0	0	0	0	0	0	0	9
04:00 AM	1	7	5	0	0	1	0	0	0	0	0	0	0	0	14
04:15 AM	0	13	3	0	2	0	0	0	0	0	0	0	0	0	18
04:30 AM	0	17	4	0	3	0	0	0	1	0	0	0	0	0	25
04:45 AM	0	14	8	0	3	0	0	0	0	0	0	0	0	0	25
05:00 AM	0	17	11	0	5	0	0	0	0	0	0	0	0	0	33
05:15 AM	0	22	11	0	5	0	0	0	0	0	0	0	0	0	38
05:30 AM	0	31	15	0	6	0	0	1	1	0	0	0	0	0	54
05:45 AM	1	42	9	1	9	1	0	2	1	0	0	0	0	0	66
Day Total Percent															
ADT 14219															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	43	25	0	13	2	0	1	0	0	0	0	0	0	85
06:15 AM	1	83	35	1	13	2	0	4	1	0	0	0	0	0	140
06:30 AM	3	88	32	0	20	4	0	1	1	0	0	0	0	0	149
06:45 AM	1	111	31	1	8	3	0	7	0	1	0	0	0	0	163
07:00 AM	0	103	43	0	13	0	0	6	2	0	2	0	0	0	169
07:15 AM	9	137	31	5	12	2	1	5	0	1	1	0	0	0	204
07:30 AM	19	156	48	5	15	2	0	14	0	1	0	0	0	0	260
07:45 AM	16	116	36	2	7	0	0	5	0	2	0	0	0	0	184
08:00 AM	4	128	40	3	19	1	0	9	0	0	1	0	0	0	205
08:15 AM	7	129	47	4	10	4	0	5	2	0	0	0	1	0	209
08:30 AM	7	155	54	0	16	0	0	8	0	0	0	0	0	0	240
08:45 AM	2	134	42	3	17	2	0	5	1	1	2	1	0	0	210
09:00 AM	8	158	59	4	14	1	0	4	0	1	0	0	0	0	249
09:15 AM	4	168	73	2	12	3	0	6	2	2	2	0	0	0	274
09:30 AM	4	138	52	1	18	2	0	6	2	1	0	0	0	0	224
09:45 AM	6	135	43	3	19	4	0	15	1	0	1	0	1	0	228
10:00 AM	2	155	49	2	15	0	0	5	0	0	0	0	0	0	228
10:15 AM	6	150	44	0	10	3	0	2	0	0	0	0	1	0	216
10:30 AM	2	129	34	2	15	4	0	7	1	0	0	0	0	0	194
10:45 AM	2	154	53	2	14	0	0	8	1	0	0	0	0	0	234
11:00 AM	6	147	47	1	11	2	0	7	0	0	0	0	1	0	222
11:15 AM	3	167	48	3	19	1	0	5	0	0	1	1	0	0	248
11:30 AM	8	155	38	1	10	1	0	4	2	0	0	1	1	0	221
11:45 AM	4	149	50	3	28	1	1	5	1	0	0	0	0	0	242
Day Total															
Percent															
ADT															
14219															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange **QC JOB #:** 15075206
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Brevard, FL **DATE:** Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	7	150	54	1	18	4	0	4	0	1	1	0	0	0	240
12:15 PM	8	146	55	1	10	2	2	7	0	1	0	0	0	0	232
12:30 PM	5	145	52	3	13	1	0	8	0	3	1	1	1	0	233
12:45 PM	4	148	53	2	17	1	0	7	0	0	2	0	0	0	234
01:00 PM	8	150	51	1	13	2	0	5	0	0	1	2	1	0	234
01:15 PM	4	157	43	2	16	2	1	5	1	2	2	2	1	0	238
01:30 PM	5	127	42	3	14	1	0	6	1	0	0	0	1	0	200
01:45 PM	10	162	42	3	29	2	0	10	0	0	1	0	1	0	260
02:00 PM	4	133	56	6	15	0	0	5	0	6	1	0	0	0	226
02:15 PM	7	188	52	6	14	3	0	3	0	2	0	1	0	0	276
02:30 PM	3	145	40	3	12	0	0	4	0	0	0	1	0	0	208
02:45 PM	4	124	36	2	10	1	0	8	0	1	3	0	0	0	189
03:00 PM	3	173	52	1	18	3	1	11	1	1	1	0	0	0	265
03:15 PM	6	154	49	4	21	2	0	4	0	0	0	0	0	0	240
03:30 PM	7	152	47	3	22	4	1	4	0	0	0	0	1	0	241
03:45 PM	2	134	63	2	22	1	1	8	0	0	0	0	0	0	233
04:00 PM	5	175	46	3	14	0	0	8	0	1	1	0	1	0	254
04:15 PM	6	193	60	2	15	0	0	10	0	0	0	0	0	0	286
04:30 PM	1	173	63	1	17	1	0	8	2	0	0	0	0	0	266
04:45 PM	6	173	66	1	16	0	0	5	0	0	0	0	1	0	268
05:00 PM	3	211	62	1	20	1	0	8	0	0	0	0	0	0	306
05:15 PM	5	143	41	2	10	3	1	1	0	1	1	0	0	0	208
05:30 PM	5	137	44	1	9	2	0	4	0	0	0	0	0	0	202
05:45 PM	10	143	41	0	10	3	0	6	0	1	0	0	0	0	214
Day Total															
Percent															
ADT															
14219															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Brevard, FL

DATE: Oct 2 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	10	199	50	0	14	3	0	8	0	0	0	0	0	0	284
06:15 PM	6	195	58	1	20	0	0	7	1	0	0	0	1	0	289
06:30 PM	5	158	64	1	11	0	0	6	0	3	0	0	0	0	248
06:45 PM	2	175	54	0	16	4	0	4	0	1	0	0	0	0	256
07:00 PM	9	159	35	1	10	3	1	1	0	0	0	0	0	0	219
07:15 PM	10	131	32	0	10	0	0	5	0	0	1	0	1	0	190
07:30 PM	1	130	38	1	10	0	0	4	0	0	0	0	0	0	184
07:45 PM	0	97	27	1	9	0	0	3	0	0	0	0	0	0	137
08:00 PM	3	98	35	0	8	1	0	3	0	1	0	0	0	0	149
08:15 PM	2	117	33	0	9	1	1	3	0	0	0	0	0	0	166
08:30 PM	2	107	22	0	12	2	0	1	0	0	0	0	0	0	146
08:45 PM	0	83	20	1	7	0	0	2	0	0	0	0	0	0	113
09:00 PM	0	71	24	0	2	0	0	0	0	0	1	0	0	0	98
09:15 PM	0	44	15	0	4	0	0	1	0	0	0	0	0	0	64
09:30 PM	3	61	13	1	2	0	0	1	0	0	0	0	0	0	81
09:45 PM	0	45	27	0	4	0	0	0	1	0	0	0	0	0	77
10:00 PM	0	46	13	0	4	0	0	0	0	0	0	0	0	0	63
10:15 PM	0	31	12	0	3	0	0	0	1	0	0	0	0	0	47
10:30 PM	0	20	3	0	3	0	0	0	0	0	0	0	0	0	26
10:45 PM	0	19	10	0	0	0	0	0	0	0	0	0	0	0	29
11:00 PM	0	41	8	0	3	0	0	1	0	0	0	0	0	0	53
11:15 PM	0	22	5	1	0	0	0	0	0	0	0	0	0	0	28
11:30 PM	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
11:45 PM	0	12	7	0	1	0	0	1	0	0	0	0	0	0	21
Day Total	310	9283	2992	112	943	100	12	349	31	35	27	10	15	0	14219
Percent	2.2%	65.3%	21%	0.8%	6.6%	0.7%	0.1%	2.5%	0.2%	0.2%	0.2%	0.1%	0.1%	0%	
ADT 14219															
AM Peak 15-min Vol	7:30 AM	9:15 AM	9:15 AM	7:15 AM	11:45 AM	6:30 AM	12:30 AM	9:45 AM	7:00 AM	7:45 AM	7:00 AM	8:45 AM	8:15 AM	12:00 AM	9:15 AM
	19	168	73	5	28	4	1	15	2	2	2	1	1	0	274
PM Peak 15-min Vol	1:45 PM	5:00 PM	4:45 PM	2:00 PM	1:45 PM	12:00 PM	12:15 PM	3:00 PM	4:30 PM	2:00 PM	2:45 PM	1:00 PM	12:30 PM	12:00 PM	5:00 PM
	10	211	66	6	29	4	2	11	2	6	3	2	1	0	306

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	9	5	0	3	0	0	0	0	0	0	0	0	0	17
12:15 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
12:30 AM	0	6	3	0	4	1	0	0	0	0	0	0	0	0	14
12:45 AM	1	5	4	0	2	1	0	0	0	0	0	0	0	0	13
01:00 AM	0	4	3	0	1	0	0	0	1	0	0	0	0	0	9
01:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
02:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
02:15 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
02:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:45 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
03:00 AM	0	3	2	0	2	0	0	1	0	0	0	0	0	0	8
03:15 AM	0	7	3	0	2	1	0	1	0	0	0	0	0	0	14
03:30 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
03:45 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
04:00 AM	0	16	6	0	1	0	0	1	0	0	0	0	0	0	24
04:15 AM	0	20	8	0	4	0	0	0	1	0	0	0	0	0	33
04:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
04:45 AM	0	22	5	0	3	0	0	0	0	0	0	0	0	0	30
05:00 AM	0	22	10	0	2	0	0	0	0	0	0	0	0	0	34
05:15 AM	0	24	7	3	6	0	0	0	0	0	0	0	0	0	40
05:30 AM	0	25	10	1	4	0	0	0	0	0	0	0	0	0	40
05:45 AM	0	47	11	0	10	2	0	1	0	0	0	0	0	0	71
Day Total Percent															
ADT 14748															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	46	21	1	10	1	0	2	0	0	0	0	0	0	83
06:15 AM	0	64	23	0	11	1	0	3	0	0	0	0	1	0	103
06:30 AM	3	82	31	0	11	5	0	2	1	0	0	0	0	0	135
06:45 AM	2	116	34	0	18	5	0	5	1	0	1	0	0	0	182
07:00 AM	2	132	38	0	15	3	0	4	0	0	1	0	0	0	195
07:15 AM	10	147	51	2	11	2	1	4	0	0	0	0	0	0	228
07:30 AM	8	162	43	6	23	2	1	10	1	1	1	0	0	0	258
07:45 AM	13	134	37	2	13	2	0	5	0	1	2	0	0	0	209
08:00 AM	3	135	48	2	11	3	0	6	0	0	0	0	0	0	208
08:15 AM	6	155	54	5	16	2	0	6	0	0	0	0	1	0	245
08:30 AM	4	106	46	1	19	0	0	7	0	1	0	1	0	0	185
08:45 AM	4	132	47	5	23	1	0	9	1	2	1	0	1	0	226
09:00 AM	11	143	44	0	12	1	2	4	1	0	1	1	0	0	220
09:15 AM	6	157	51	1	22	4	1	4	1	3	0	0	1	0	251
09:30 AM	6	115	44	1	15	0	1	4	2	0	0	0	0	0	188
09:45 AM	10	151	49	0	16	4	0	6	1	4	1	0	0	0	242
10:00 AM	5	146	47	3	15	1	0	5	1	1	1	0	0	0	225
10:15 AM	2	149	51	0	10	3	0	4	1	1	0	0	0	0	221
10:30 AM	2	125	55	2	14	1	0	9	0	1	0	0	0	0	209
10:45 AM	6	153	50	2	13	2	0	4	1	1	0	1	0	0	233
11:00 AM	7	125	45	1	14	2	0	5	1	1	0	0	0	0	201
11:15 AM	9	142	39	2	13	4	0	7	1	1	0	0	0	0	218
11:30 AM	5	164	44	2	17	5	1	8	1	2	0	1	1	0	251
11:45 AM	8	127	42	3	13	3	0	4	0	0	0	0	0	0	200
Day Total															
Percent															
ADT															14748
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	152	46	1	16	4	0	4	0	1	0	0	0	0	227
12:15 PM	4	175	52	1	24	4	0	11	0	1	1	0	1	0	274
12:30 PM	3	145	40	2	14	2	1	5	0	2	0	0	0	0	214
12:45 PM	8	136	42	0	20	2	0	7	0	3	0	0	0	0	218
01:00 PM	7	168	59	2	16	6	0	3	0	2	0	0	1	0	264
01:15 PM	5	164	62	4	15	5	0	4	0	1	0	0	0	0	260
01:30 PM	7	144	53	0	18	1	0	5	0	0	2	0	0	0	230
01:45 PM	5	157	58	2	22	2	1	6	0	1	0	0	0	0	254
02:00 PM	6	152	54	6	12	2	0	7	0	1	1	0	1	0	242
02:15 PM	3	171	52	2	9	1	0	4	0	2	1	0	0	0	245
02:30 PM	4	148	46	2	11	0	0	11	0	0	2	0	1	0	225
02:45 PM	5	154	63	4	15	3	0	5	0	1	3	0	0	0	253
03:00 PM	9	149	48	4	14	2	0	12	2	0	0	0	0	0	240
03:15 PM	3	181	50	2	17	1	0	5	0	1	1	0	0	0	261
03:30 PM	11	184	62	1	21	1	0	6	0	0	0	0	0	0	286
03:45 PM	9	177	56	2	23	0	0	16	0	0	0	0	0	0	283
04:00 PM	2	190	63	1	18	0	0	14	3	0	0	0	0	0	291
04:15 PM	3	178	67	3	18	2	1	11	2	1	0	0	1	0	287
04:30 PM	9	199	64	3	15	3	0	3	0	0	1	0	1	0	298
04:45 PM	7	190	48	3	25	1	0	4	0	1	0	0	0	0	279
05:00 PM	14	175	51	3	13	2	0	8	0	2	0	0	0	0	268
05:15 PM	4	183	44	1	13	2	0	5	0	0	0	0	0	0	252
05:30 PM	4	174	53	1	17	1	0	2	0	0	0	0	0	0	252
05:45 PM	5	200	55	2	17	0	0	5	1	0	1	0	0	0	286
Day Total															
Percent															
ADT															
14748															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange

QC JOB #: 15075206

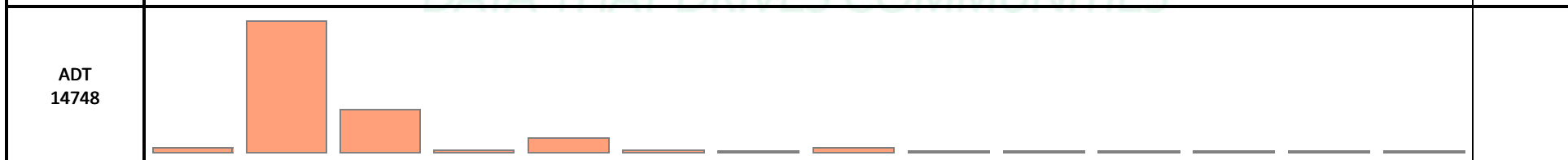
SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Brevard, FL

DATE: Oct 3 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	6	191	72	2	20	3	0	12	0	0	1	0	0	0	307
06:15 PM	3	166	57	0	20	2	0	11	0	0	0	0	0	0	259
06:30 PM	0	145	44	0	19	1	0	10	0	2	0	0	0	0	221
06:45 PM	4	143	48	1	18	0	0	3	1	2	0	0	1	0	221
07:00 PM	1	151	53	1	15	1	1	3	0	1	0	0	0	0	227
07:15 PM	3	141	49	2	15	2	0	3	0	0	0	1	1	0	217
07:30 PM	2	158	49	0	9	1	0	4	0	0	0	0	0	0	223
07:45 PM	0	142	40	0	8	0	0	4	0	0	1	0	0	0	195
08:00 PM	0	110	36	0	6	0	0	2	0	0	0	0	0	0	154
08:15 PM	6	117	31	0	11	0	1	6	0	0	0	0	0	0	172
08:30 PM	5	79	28	1	4	1	0	1	0	0	1	0	0	0	120
08:45 PM	0	93	36	1	5	0	0	0	0	0	0	0	0	0	135
09:00 PM	1	70	26	0	10	0	0	3	0	0	0	0	0	0	110
09:15 PM	0	69	15	1	3	2	0	2	0	0	0	0	0	0	92
09:30 PM	0	55	28	0	3	0	0	3	0	0	0	0	0	0	89
09:45 PM	0	71	13	0	5	0	0	1	1	0	0	0	0	0	91
10:00 PM	0	52	22	0	5	0	0	0	1	0	0	0	0	0	80
10:15 PM	0	33	9	0	2	0	0	0	0	0	0	0	0	0	44
10:30 PM	2	34	9	0	4	1	0	1	0	0	0	0	0	0	51
10:45 PM	0	29	7	0	1	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	29	13	1	3	0	0	0	0	0	0	0	0	0	46
11:15 PM	0	27	5	0	2	0	0	0	0	0	0	0	0	0	34
11:30 PM	0	19	13	0	5	0	0	0	0	0	0	0	0	0	37
11:45 PM	0	23	6	0	2	0	0	0	0	0	0	0	0	0	31
Day Total	308	9589	3127	107	1002	123	12	364	28	45	25	5	13	0	14748
Percent	2.1%	65%	21.2%	0.7%	6.8%	0.8%	0.1%	2.5%	0.2%	0.3%	0.2%	0%	0.1%	0%	



AM Peak 15-min Vol	7:45 AM	11:30 AM	10:30 AM	7:30 AM	7:30 AM	6:30 AM	9:00 AM	7:30 AM	9:30 AM	9:45 AM	7:45 AM	8:30 AM	6:15 AM	12:00 AM	7:30 AM
AM Peak 15-min Vol	13	164	55	6	23	5	2	10	2	4	2	1	1	0	258
PM Peak 15-min Vol	5:00 PM	5:45 PM	6:00 PM	2:00 PM	4:45 PM	1:00 PM	12:30 PM	3:45 PM	4:00 PM	12:45 PM	2:45 PM	7:15 PM	12:15 PM	12:00 PM	6:00 PM
PM Peak 15-min Vol	14	200	72	6	25	6	1	16	3	3	3	1	1	0	307

Comments:

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Wickham Rd E of Interchange														QC JOB #: 15075206	
SPECIFIC LOCATION:														DIRECTION: WB	
CITY/STATE: Brevard, FL														DATE: Oct 2 2019	
	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	618	18872	6119	219	1945	223	24	713	59	80	52	15	28	0	28967
Percent	2.1%	65.1%	21.1%	0.8%	6.7%	0.8%	0.1%	2.5%	0.2%	0.3%	0.2%	0.1%	0.1%	0%	
ADT 14483															
<i>Comments:</i>															

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange							QC JOB #: 15075206			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			20	17		19			19	
12:15 AM			16	16		16			16	
12:30 AM			23	14		19			19	
12:45 AM			17	13		15			15	
01:00 AM			9	9		9			9	
01:15 AM			9	5		7			7	
01:30 AM			10	7		9			9	
01:45 AM			10	9		10			10	
02:00 AM			18	7		13			13	
02:15 AM			7	9		8			8	
02:30 AM			11	5		8			8	
02:45 AM			11	9		10			10	
03:00 AM			11	8		10			10	
03:15 AM			7	14		11			11	
03:30 AM			13	8		11			11	
03:45 AM			9	11		10			10	
04:00 AM			14	24		19			19	
04:15 AM			18	33		26			26	
04:30 AM			25	17		21			21	
04:45 AM			25	30		28			28	
05:00 AM			33	34		34			34	
05:15 AM			38	40		39			39	
05:30 AM			54	40		47			47	
05:45 AM			66	71		69			69	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange							QC JOB #: 15075206			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Brevard, FL							DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			85	83		84			84	
06:15 AM			140	103		122			122	
06:30 AM			149	135		142			142	
06:45 AM			163	182		173			173	
07:00 AM			169	195		182			182	
07:15 AM			204	228		216			216	
07:30 AM			260	258		259			259	
07:45 AM			184	209		197			197	
08:00 AM			205	208		207			207	
08:15 AM			209	245		227			227	
08:30 AM			240	185		213			213	
08:45 AM			210	226		218			218	
09:00 AM			249	220		235			235	
09:15 AM			274	251		263			263	
09:30 AM			224	188		206			206	
09:45 AM			228	242		235			235	
10:00 AM			228	225		227			227	
10:15 AM			216	221		219			219	
10:30 AM			194	209		202			202	
10:45 AM			234	233		234			234	
11:00 AM			222	201		212			212	
11:15 AM			248	218		233			233	
11:30 AM			221	251		236			236	
11:45 AM			242	200		221			221	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075206 DIRECTION: WB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			240	227		234			234	
12:15 PM			232	274		253			253	
12:30 PM			233	214		224			224	
12:45 PM			234	218		226			226	
01:00 PM			234	264		249			249	
01:15 PM			238	260		249			249	
01:30 PM			200	230		215			215	
01:45 PM			260	254		257			257	
02:00 PM			226	242		234			234	
02:15 PM			276	245		261			261	
02:30 PM			208	225		217			217	
02:45 PM			189	253		221			221	
03:00 PM			265	240		253			253	
03:15 PM			240	261		251			251	
03:30 PM			241	286		264			264	
03:45 PM			233	283		258			258	
04:00 PM			254	291		273			273	
04:15 PM			286	287		287			287	
04:30 PM			266	298		282			282	
04:45 PM			268	279		274			274	
05:00 PM			306	268		287			287	
05:15 PM			208	252		230			230	
05:30 PM			202	252		227			227	
05:45 PM			214	286		250			250	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wickham Rd E of Interchange SPECIFIC LOCATION: CITY/STATE: Brevard, FL							QC JOB #: 15075206 DIRECTION: WB DATE: Oct 2 2019 - Oct 3 2019			
Start Time	Mon	Tue	Wed 2 Oct 19	Thu 3 Oct 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			284	307		296			296	
06:15 PM			289	259		274			274	
06:30 PM			248	221		235			235	
06:45 PM			256	221		239			239	
07:00 PM			219	227		223			223	
07:15 PM			190	217		204			204	
07:30 PM			184	223		204			204	
07:45 PM			137	195		166			166	
08:00 PM			149	154		152			152	
08:15 PM			166	172		169			169	
08:30 PM			146	120		133			133	
08:45 PM			113	135		124			124	
09:00 PM			98	110		104			104	
09:15 PM			64	92		78			78	
09:30 PM			81	89		85			85	
09:45 PM			77	91		84			84	
10:00 PM			63	80		72			72	
10:15 PM			47	44		46			46	
10:30 PM			26	51		39			39	
10:45 PM			29	37		33			33	
11:00 PM			53	46		50			50	
11:15 PM			28	34		31			31	
11:30 PM			26	37		32			32	
11:45 PM			21	31		26			26	
Day Total			14219	14748		14506			14506	
% Weekday Average			98%	101.7%						
% Week Average			98%	101.7%		100%				
AM Peak 15-min Vol			9:15 AM 274	7:30 AM 258		9:15 AM 263			9:15 AM 263	
PM Peak 15-min Vol			5:00 PM 306	6:00 PM 307		6:00 PM 296			6:00 PM 296	

Comments:

Report generated on 10/9/2019 2:05 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Brevard County - Intersection Timing Sheet

Intersection: Wickham Rd & Shoppes Drive
 Int ID: 311
 Modification Date: 10/24/2019
 Initial Operation Date: 10/22/2019
Controller Mfr: Naztec
 Controller Model: 980 ATC TS-2 Type 1
 Software Version: 76.15G

Part I Actuated Timing Information										
Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Other(A)	Other(B)
Direction	EBL	WBT	SBTL	NBTL	WBL	EBT				
Initial	5	12	7	7	5	12				
Passage	3.0	3.0	5.0	3.0	3.0	3.0				
Max1	20	65	38	35	20	65				
Max2	20	65	38	35	20	65				
Yellow	4.4	4.6	3.4	3.4	4.6	4.4				
All Red	3.8	3.8	6.0	6.0	3.8	3.8				
Walk		7	7	7		7				
Ped Clear		26	37	36		22				
Recall		Min				Min				
Flash Pattern	RED	YELLOW	RED	RED	RED	YELLOW				
Left-Turn Type	PROT		SPLIT	SPLIT	PROT					
Detect Type	Video	Video	Video	Video	Video	Video				

Preemption Notes:

Part II Coordinated Timing Information													
PATTERN	Split Times								###	= Coordination Ref. Phase			
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Cycle	Offset	Seq	Lag LT φ	
Pattern 1	22	65 (MAX)	23	25	22	65 (MAX)	0	48	135	21	9	3	
Pattern 2	23	69 (MIN)	38	25	22	70 (MAX)	0	63	155	133	10	5,3	
Pattern 3	22	68 (MIN)	35	20	20	70 (MAX)	0	55	145	112	10	5,3	
Pattern 4	22	34 (MAX)	24	25	22	34 (MAX)	0	49	105	68	9	3	

Day Plan Schedule

Schedule Notes	Day Plan 1			Day Plan 2			Day Plan 3		
	Start	End	Action	Start	End	Action	Start	End	Action
Day Plan 1: M-F	0:00	6:00	100	0:00	7:30	100	0:00	7:30	100
Day Plan 2: Sa	6:00	10:30	1	7:30	9:30	4	7:30	9:30	4
Day Plan 3: Su	10:30	14:15	2	9:30	18:30	2	9:30	18:30	2
	14:15	19:00	3	18:30	22:30	4	18:30	22:00	4
	19:00	22:30	4	22:30	0:00	100	22:00	0:00	100
	22:30	0:00	100						

Schedule Notes	Day Plan 1			Day Plan 2			Day Plan 3		
	Start	End	Action	Start	End	Action	Start	End	Action

Part III General Notes / Additional Settings Used

Brevard County

Timing Sheet

11/4/2019 1:43:59 PM

Station : 230 - Wickham Rd & I-95 SB Ramps (Standard File)

Phase [1.1.1]

	1 (WL)	2 (ER)	3	4 (SR)	5	6 (WT)	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0
Min Green	7	20	0	10	0	20	0	0	0	0	0	0	0	0	0	0
Gap Ext	3	3	0	3	0	3	0	0	0	0	0	0	0	0	0	0
Max1	30	45	0	45	0	45	0	0	0	0	0	0	0	0	0	0
Max2	50	64	0	30	0	112	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.4	4.5	3.5	4.2	3.5	4.4	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.3	2	0	4.2	0	2.3	0	0	2	2	2	2	2	2	2	2
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

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

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Brevard County

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Station : 230 - Wickham Rd & I-95 SB Ramps (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	Ring Algo

	OFF		OFF		OFF		OFF		ON		USER		OFF		4PH		OFF		1		OFF		OFF		
--	-----	--	-----	--	-----	--	-----	--	----	--	------	--	-----	--	-----	--	-----	--	---	--	-----	--	-----	--	--

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
230								

Port Parameters [6.2]

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

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

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

Overlap Conflict Parameters+ [1.5.2.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	1	2	0	4	0	6	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Station : 230 - Wickham Rd & I-95 SB Ramps (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	4					
Ring 2		6	8					
Ring 3								
Ring 4								

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Station : 230 - Wickham Rd & I-95 SB Ramps (Standard File)

Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

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

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

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	30		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

Alarms, Phases/Overlaps [1.4.2]

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

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

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Modes+

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	135	155	145	105	110	140	150			100		120		140	110	100
Offset Time	21	147	119	74	98	22	144			23				110	103	14
Split Number	1	2	3	4	5	6	7			10		12		14	15	16
Seq Number	1	1	2	1	1	2	2			2		2		2	2	2
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	110	130	110	110	110	110	130	110	150	140	150			140	140	150
Offset Time	50	43	83	109	16	50	43	90	81	108	21			139	139	144
Split Number	17	18	19	20	21	22	23	24	25	26	27			30	31	32
Seq Number	2	2	1	2	2	2	2	1	2	2	2	1	1	2	2	2
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	45	58		32		103		32								
Mode	MIN	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	61	62		32		123		32								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	56	55		34		111		34								
Mode	NON	MAX	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	29	50		26		79		26								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	46	36		28		82		28								
Mode	NON	MPX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	43	67		30		110		30								
Mode	MAX	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	49	71		30		120		30								
Mode	MAX	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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

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

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	40	35		25		70		30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

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

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	36	53		31		89		31								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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Station : 230 - Wickham Rd & I-95 SB Ramps (Standard File)

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

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	60	45		35		105		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	49	31		30		80		30								
Mode	NON	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	41		28		72		28								
Mode	NON	MAX	NVD	NON	NVD	MAX	NVD	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	32	53		25		85		25								
Mode	NON	MAX	NVD	NON	NVD	MAX	NVD	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	40	62		28		102		28								
Mode	NON	MPX	NVD	NON	NVD	MPX	NVD	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	34	45		31		79		31								
Mode	NON	MPX	NVD	NON	NVD	NON	NVD	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	41		28		72		28								
Mode	NON	MPX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	41		28		72		28								
Mode	NON	MPX	NVD	NON	NVD	MPX	NVD	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	32	53		25		85		25								
Mode	NON	MPX	NVD	NON	NVD	MPX	NVD	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	40	62		28		102		28								
Mode	NON	MPX	NVD	NON	NVD	MPX	NVD	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	34	52		24		86		24								
Mode	NON	MPX	NVD	NON	NVD	MPX	NVD	MPX	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	45	72		33		117		33								
Mode	MAX	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	36	68		36		104		36								
Mode	MAX	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	45	75		30		120		30								
Mode	MAX	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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

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

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	43	67		30		110		30								
Mode	MAX	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	52	60		28		112		28								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	49	71		30		120		30								
Mode	MAX	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

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

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	10	15	19											
Minute			30													
Action	100	30	31	32	100											

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

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

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

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

Brevard County

Timing Sheet

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Station : 230 - Wickham Rd & I-95 SB Ramps (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	255				0	0						
26	26				0	0						
27	27				0	0						
28	3				0	0						
29	4				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33	8				0	0						
34	9				0	0						
35	10				0	0						
36	11				0	0						
37	12				0	0						
38	13				0	0						
39	14				0	0						
40	15				0	0						
41	16				0	0						
42	17				0	0						
43	18				0	0						
44	19				0	0						
45	20				0	0						
46	21				0	0						
47	22				0	0						
48	23				0	0						
49	24				0	0						
50	48				0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						

Brevard County

Timing Sheet

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Station : 304 - Wickham Rd & I-95 NB Ramps (Standard File)

Phase [1.1.1]

Table with 17 columns (1-16) and 23 rows of traffic signal timing parameters such as Walk, Ped Clearance, Min Green, Gap Ext, Max1, Max2, Yellow Clr, Red Clr, Red Revert, etc.

Phase Option [1.1.2]

Table with 17 columns (1-16) and 13 rows of phase options such as Enable, Lock Call, Min Recall, Max Recall, Ped Recall, Soft Recall, Dual Entry, Sim Gap Enable, Guar Passage, Cond Service, Add Init Calc.

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Table with 14 columns (Entry, Call Phases, From, To, Assigned Ph) and 8 rows of data for alternate phase program 1.

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Table with 14 columns (Entry, Call Phases, From, To, Assigned Ph) and 8 rows of data for alternate phase program 2.

Alternate Phase Program 1, Interval Times [1.1.6.1]

Table with 11 columns (Phase, Walk, Ped Clear, Min Green, Passage, Max1, Max2, Yellow, Red Clear, Assign Ph, Bike Clear) and 8 rows of data for alternate phase program 1 interval times.

Alternate Phase Program 2, Interval Times [1.1.6.1]

Table with 11 columns (Phase, Walk, Ped Clear, Min Green, Passage, Max1, Max2, Yellow, Red Clear, Assign Ph, Bike Clear) and 8 rows of data for alternate phase program 2 interval times.

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Brevard County

Timing Sheet

11/4/2019 1:44:25 PM

Station : 304 - Wickham Rd & I-95 NB Ramps (Standard File)

Unit Parameters [1.2.1]

Table with 17 columns of unit parameters: StartUp Flash, Auto Ped Clear, Red Revert, Local Flash Start, Allow < 3 sec Yel, Allow Skip Yel, MCE Timeout, Enable Run, Start Red Time, Phase Mode, Startup Calls, Diamond Mode, Stop Time Over Preempt, Free Ring Sequence, Clearance Decide, Min Ped Clear Time, Ring Algo.

	OFF		OFF		OFF		OFF		ON		USER		OFF		4PH		OFF		1		OFF		OFF		
--	-----	--	-----	--	-----	--	-----	--	----	--	------	--	-----	--	-----	--	-----	--	---	--	-----	--	-----	--	--

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
304								

Port Parameters [6.2]

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

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

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

Overlap Conflict Parameters+ [1.5.2.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	2	0	0	5	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Station : 304 - Wickham Rd & I-95 NB Ramps (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

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

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Station : 304 - Wickham Rd & I-95 NB Ramps (Standard File)

Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

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

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

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON					
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay			1	1	1	1
Min Duration						
Min Green		5	5	5	5	5
Min Walk		3	3	3	3	3
Ped Clear		255	255	255	255	255
Track Green						
Min Dwell		5	5	5	5	5
Max Presence		240	240	240	240	240
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1			2			
Exit 2			6			
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	30		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

Alarms, Phases/Overlaps [1.4.2]

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

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Station : 304 - Wickham Rd & I-95 NB Ramps (Standard File)

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

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

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	135	155	145	105	65	140	150	140		100				140	110	100
Offset Time	90	143	120	16	34	17	36	139		19				127	16	97
Split Number	1	2	3	4	5	6	7	8		10				14	15	16
Seq Number	1	2	1	1	1	1	1	1		2		2		1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	110	130	110	110	100	110	130	110	150	140	150			140	140	150
Offset Time	50	56	71	3	91	44	59	59	68	98	147			139	34	36
Split Number	17	18	19	20	21	22	23	24	25	26	27			30	31	32
Seq Number	2	1	2	1	1	2	1	2	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Station : 304 - Wickham Rd & I-95 NB Ramps (Standard File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		72		63	26	46		63								
Mode	NON	MIN	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		99		56	37	62		56								
Mode	NON	MIN	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		85		60	45	40		60								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON				ON										

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		67		38	33	34		38								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		42		23	17	26		22								
Mode	NON	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		67		73	17	50		73								
Mode	NON	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		92		58	24	68		58								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		62		78	17	45		78								
Mode	NON	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		45		55	16	34		50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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

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

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Station : 304 - Wickham Rd & I-95 NB Ramps (Standard File)

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

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		75		65	15	60		65								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		55		55	15	40		55								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		64		36	19	51		30								
Mode	NON	MPX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		70		40	15	55		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		75		55	16	59		55								
Mode	NON	MPX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		69		41	15	54		41								
Mode	NON	MPX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		70		40	15	55		40								
Mode	NON	MPX	NON	NON	NON	MPX	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		64		36	19	51		30								
Mode	NON	MPX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		70		40	15	55		40								
Mode	NON	MPX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		81		49	25	55		49								
Mode	NON	MPX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		64		46	22	42		46								
Mode	NON	MPX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		72		78	18	54		78								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		83		57	30	53		57								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		86		64	33	53		64								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

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

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

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		67		73	20	50		70								
Mode	NON	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		82		58	22	60		58								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		92		58	24	68		58								
Mode	NON	MAX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Brevard County

Timing Sheet

11/4/2019 1:44:25 PM

Station : 304 - Wickham Rd & I-95 NB Ramps (Standard File)

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

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	10	15	19											
Minute			30													
Action	100	30	31	32	100											

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

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

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

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

Brevard County

Timing Sheet

11/4/2019 1:44:25 PM

Station : 304 - Wickham Rd & I-95 NB Ramps (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	3				0	0						
29	4				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33	8				0	0						
34	9				0	0						
35	10				0	0						
36	11				0	0						
37	12				0	0						
38	13				0	0						
39	14				0	0						
40	15				0	0						
41	16				0	0						
42	17				0	0						
43	18				0	0						
44	19				0	0						
45	20				0	0						
46	21				0	0						
47	22				0	0						
48	23				0	0						
49	24				0	0						
50	48				0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						

Brevard County - Intersection Timing Sheet

Intersection: Wickham Rd & Sheriff Dr Int ID: 262 Modification Date: 10/24/2019 Initial Operation Date: 10/22/2019
 Controller Mfr: Naztec Controller Model: 980 ATC TS-2 Type 1 Software Version: 76.15G

Part I Actuated Timing Information										
Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Other(A)	Other(B)
Direction	WBL	EBT	NBTL	SBTL	EBL	WBT				
Initial	5	20	7	7	7	20				
Passage	3.0	3.5	4.0	3.0	3.0	3.5				
Max1	15	50	20	15	25	50				
Max2	20	96	15	15	25	89				
Yellow	4.4	4.4	3.4	3.4	4.4	4.4				
All Red	2.9	3.4	5.6	5.7	3.4	2.9				
Walk		7	7	7		7				
Ped Clear		16	41	42		20				
Recall		Min				Min				
Flash Pattern	RED	YELLOW	RED	RED	YELLOW	RED				
Left-Turn Type	PROT		SPLIT	SPLIT	PROT					
Detect Type	Video	Video	Video	Video	Video	Video				

Preemption Notes:

Part II Coordinated Timing Information													
PATTERN	Split Times								###	= Coordination Ref. Phase			
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Cycle	Offset	Seq	Lag LT ϕ	
Pattern 1	21	67 (MAX)	22	25	25	63 (MAX)	0	47	135	86	1		
Pattern 2	21	84 (MIN)	22	28	33	72 (MAX)	0	50	155	136	2	5	
Pattern 3	21	77 (MAX)	22	25	25	73 (MIN)	0	47	145	125	1		
Pattern 4	21	37 (MAX)	22	25	21	37 (MAX)	0	47	105	94	3	1	

Day Plan Schedule									
Schedule Notes	Day Plan 1			Day Plan 2			Day Plan 3		
	Start	End	Action	Start	End	Action	Start	End	Action
Day Plan 1: M-F	0:00	6:00	100	0:00	7:30	100	0:00	7:30	100
Day Plan 2: Sa	6:00	10:30	1	7:30	9:30	4	7:30	9:30	4
Day Plan 3: Su	10:30	14:15	2	9:30	18:30	2	9:30	18:30	2
	14:15	19:00	3	18:30	22:30	4	18:30	22:00	4
	19:00	22:30	4	22:30	0:00	100	22:00	0:00	100
	22:30	0:00	100						
Schedule Notes	Start	End	Action	Start	End	Action	Start	End	Action

Part III General Notes / Additional Settings Used

Brevard County - Intersection Timing Sheet

Intersection: Wickham Rd & Murrell Rd Int ID: 233 Modification Date: 10/24/2019 Initial Operation Date: 10/22/2019
 Controller Mfr: Naztec Controller Model: 980 ATC TS-2 Type 1 Software Version: 76.15G

Part I Actuated Timing Information

Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Other(A)	Other(B)
Direction	WBL	EBT	SBL	NBT	EBL	WBT	NBL	SBT		
Initial	5	12	5	7	5	12	5	7		
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Max1	25	30	35	25	45	60	15	35		
Max2	18	62	26	15	31	50	24	20		
Yellow	4.4	4.4	4.1	3.4	4.4	4.4	3.4	4.1		
All Red	3.8	3.6	4.9	6.0	3.6	3.8	6.0	4.9		
Walk		7		7		7		7		
Ped Clear		28		35		34		36		
Recall		Min				Min				
Flash Pattern	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED		
Left-Turn Type	PROT		PROT		PROT		PROT			
Detect Type	Video	Video	Video	Video	Video	Video	Video	Video		

Preemption Notes:

Part II Coordinated Timing Information

PATTERN	Split Times								###	= Coordination Ref. Phase			
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8		Cycle	Offset	Seq	Lag LT φ
Pattern 1	22	63 (MAX)	25	25	30	55 (MAX)	23	27	135	67	10	5,3	
Pattern 2	22	71 (MIN)	28	34	31	62 (MAX)	23	39	155	128	10	5,3	
Pattern 3	22	66 (MIN)	27	30	32	56 (MAX)	21	36	145	102	10	5,3	
Pattern 4	22	36 (MAX)	22	25	24	34 (MAX)	23	24	105	98	10	5,3	

Day Plan Schedule

Schedule Notes	Day Plan 1			Day Plan 2			Day Plan 3		
	Start	End	Action	Start	End	Action	Start	End	Action
Day Plan 1: M-F	0:00	6:00	100	0:00	7:30	100	0:00	7:30	100
Day Plan 2: Sa	6:00	10:30	1	7:30	9:30	4	7:30	9:30	4
Day Plan 3: Su	10:30	14:15	2	9:30	18:30	2	9:30	18:30	2
	14:15	19:00	3	18:30	22:30	4	18:30	22:00	4
	19:00	22:30	4	22:30	0:00	100	22:00	0:00	100
	22:30	0:00	100						
Schedule Notes	Start	End	Action	Start	End	Action	Start	End	Action

Part III General Notes / Additional Settings Used

Appendix B | Seasonal Factor Adjustments

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7000 BREVARD COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.91 PSCF
1	01/01/2019 - 01/05/2019	1.03	1.13
2	01/06/2019 - 01/12/2019	1.00	1.10
3	01/13/2019 - 01/19/2019	0.97	1.07
4	01/20/2019 - 01/26/2019	0.96	1.05
* 5	01/27/2019 - 02/02/2019	0.94	1.03
* 6	02/03/2019 - 02/09/2019	0.92	1.01
* 7	02/10/2019 - 02/16/2019	0.90	0.99
* 8	02/17/2019 - 02/23/2019	0.90	0.99
* 9	02/24/2019 - 03/02/2019	0.89	0.98
*10	03/03/2019 - 03/09/2019	0.88	0.97
*11	03/10/2019 - 03/16/2019	0.88	0.97
*12	03/17/2019 - 03/23/2019	0.89	0.98
*13	03/24/2019 - 03/30/2019	0.90	0.99
*14	03/31/2019 - 04/06/2019	0.91	1.00
*15	04/07/2019 - 04/13/2019	0.92	1.01
*16	04/14/2019 - 04/20/2019	0.93	1.02
*17	04/21/2019 - 04/27/2019	0.94	1.03
18	04/28/2019 - 05/04/2019	0.96	1.05
19	05/05/2019 - 05/11/2019	0.98	1.08
20	05/12/2019 - 05/18/2019	0.99	1.09
21	05/19/2019 - 05/25/2019	1.01	1.11
22	05/26/2019 - 06/01/2019	1.02	1.12
23	06/02/2019 - 06/08/2019	1.03	1.13
24	06/09/2019 - 06/15/2019	1.05	1.15
25	06/16/2019 - 06/22/2019	1.05	1.15
26	06/23/2019 - 06/29/2019	1.05	1.15
27	06/30/2019 - 07/06/2019	1.05	1.15
28	07/07/2019 - 07/13/2019	1.05	1.15
29	07/14/2019 - 07/20/2019	1.06	1.16
30	07/21/2019 - 07/27/2019	1.06	1.16
31	07/28/2019 - 08/03/2019	1.07	1.18
32	08/04/2019 - 08/10/2019	1.08	1.19
33	08/11/2019 - 08/17/2019	1.08	1.19
34	08/18/2019 - 08/24/2019	1.10	1.21
35	08/25/2019 - 08/31/2019	1.11	1.22
36	09/01/2019 - 09/07/2019	1.12	1.23
37	09/08/2019 - 09/14/2019	1.13	1.24
38	09/15/2019 - 09/21/2019	1.14	1.25
39	09/22/2019 - 09/28/2019	1.12	1.23
40	09/29/2019 - 10/05/2019	1.10	1.21
41	10/06/2019 - 10/12/2019	1.07	1.18
42	10/13/2019 - 10/19/2019	1.05	1.15
43	10/20/2019 - 10/26/2019	1.05	1.15
44	10/27/2019 - 11/02/2019	1.04	1.14
45	11/03/2019 - 11/09/2019	1.04	1.14
46	11/10/2019 - 11/16/2019	1.03	1.13
47	11/17/2019 - 11/23/2019	1.03	1.13
48	11/24/2019 - 11/30/2019	1.03	1.13
49	12/01/2019 - 12/07/2019	1.03	1.13
50	12/08/2019 - 12/14/2019	1.03	1.13
51	12/15/2019 - 12/21/2019	1.03	1.13
52	12/22/2019 - 12/28/2019	1.00	1.10
53	12/29/2019 - 12/31/2019	0.97	1.07

* PEAK SEASON

14-FEB-2020 15:39:28

830UPD

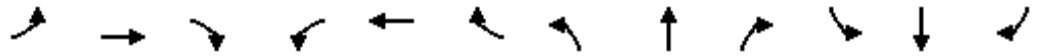
5_7000_PKSEASON.TXT

Appendix C | Existing Conditions Operations

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖↗	↑↑↑		↖	↑		↖↗	↑	
Traffic Volume (veh/h)	53	1310	25	122	1863	122	5	7	18	219	6	29
Future Volume (veh/h)	53	1310	25	122	1863	122	5	7	18	219	6	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	1409	27	131	2003	131	5	8	19	235	6	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	2901	56	181	2817	183	65	18	42	294	22	116
Arrive On Green	0.04	0.56	0.56	0.10	1.00	1.00	0.04	0.04	0.04	0.09	0.09	0.09
Sat Flow, veh/h	1781	5158	99	3456	4898	319	1781	492	1168	3456	264	1362
Grp Volume(v), veh/h	57	930	506	131	1389	745	5	0	27	235	0	37
Grp Sat Flow(s),veh/h/ln	1781	1702	1853	1728	1702	1813	1781	0	1660	1728	0	1625
Q Serve(g_s), s	4.3	22.2	22.2	5.0	0.0	0.0	0.4	0.0	2.2	9.0	0.0	2.9
Cycle Q Clear(g_c), s	4.3	22.2	22.2	5.0	0.0	0.0	0.4	0.0	2.2	9.0	0.0	2.9
Prop In Lane	1.00		0.05	1.00		0.18	1.00		0.70	1.00		0.84
Lane Grp Cap(c), veh/h	74	1915	1042	181	1958	1043	65	0	60	294	0	138
V/C Ratio(X)	0.77	0.49	0.49	0.72	0.71	0.71	0.08	0.00	0.45	0.80	0.00	0.27
Avail Cap(c_a), veh/h	182	1915	1042	348	1958	1043	206	0	192	348	0	164
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.1	17.8	17.8	59.5	0.0	0.0	62.9	0.0	63.7	60.6	0.0	57.8
Incr Delay (d2), s/veh	15.7	0.2	0.4	4.3	1.8	3.4	0.5	0.0	5.2	13.7	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	13.2	14.2	3.9	0.9	1.8	0.3	0.0	1.8	8.1	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.8	18.0	18.1	63.8	1.8	3.4	63.4	0.0	68.9	74.3	0.0	60.0
LnGrp LOS	E	B	B	E	A	A	E	A	E	E	A	E
Approach Vol, veh/h		1493			2265			32				272
Approach Delay, s/veh		20.4			5.9			68.0				72.4
Approach LOS		C			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	86.0		14.3	15.5	84.3		20.9				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.4		9.4				
Max Green Setting (Gmax), s	* 14	* 57		* 16	* 14	* 57		13.6				
Max Q Clear Time (g_c+I1), s	6.3	2.0		4.2	7.0	24.2		11.0				
Green Ext Time (p_c), s	0.0	26.9		0.1	0.2	11.7		0.5				

Intersection Summary

HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

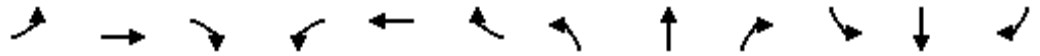
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖		↗
Traffic Volume (veh/h)	0	933	757	308	1923	0	0	0	0	330	0	303
Future Volume (veh/h)	0	933	757	308	1923	0	0	0	0	330	0	303
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1856	1826	1841	0				1811	0	1811
Adj Flow Rate, veh/h	0	1014	0	335	2090	0				359	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	4	3	5	4	0				6	0	6
Cap, veh/h	0	2466		357	3831	0				421	0	
Arrive On Green	0.00	0.51	0.00	0.41	1.00	0.00				0.13	0.00	0.00
Sat Flow, veh/h	0	5485	1572	1739	5191	0				3346	0	1535
Grp Volume(v), veh/h	0	1014	0	335	2090	0				359	0	0
Grp Sat Flow(s),veh/h/ln	0	1215	1572	1739	1675	0				1673	0	1535
Q Serve(g_s), s	0.0	17.5	0.0	24.9	0.0	0.0				14.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	17.5	0.0	24.9	0.0	0.0				14.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2466		357	3831	0				421	0	
V/C Ratio(X)	0.00	0.41		0.94	0.55	0.00				0.85	0.00	
Avail Cap(c_a), veh/h	0	2466		493	3831	0				585	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	0.00	0.16	0.16	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.7	0.0	39.0	0.0	0.0				57.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	5.2	0.1	0.0				8.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.2	0.0	10.9	0.1	0.0				10.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.1	0.0	44.1	0.1	0.0				66.4	0.0	0.0
LnGrp LOS	A	C		D	A	A				E	A	
Approach Vol, veh/h		1014	A		2425						359	A
Approach Delay, s/veh		21.1			6.2						66.4	
Approach LOS		C			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.4	75.2		25.4		109.6						
Change Period (Y+Rc), s	* 6.7	* 6.7		8.4		* 6.7						
Max Green Setting (Gmax), s	* 38	* 52		23.6		* 96						
Max Q Clear Time (g_c+I1), s	26.9	19.5		16.2		2.0						
Green Ext Time (p_c), s	0.8	7.9		0.8		33.7						

Intersection Summary

HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

























Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

09/14/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  			  		 						
Traffic Volume (veh/h)	239	1024	0	0	1229	220	1002	0	453	0	0	0	
Future Volume (veh/h)	239	1024	0	0	1229	220	1002	0	453	0	0	0	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Work Zone On Approach		No			No			No					
Adj Sat Flow, veh/h/ln	1826	1841	0	0	1841	1826	1841	0	1870				
Adj Flow Rate, veh/h	260	1113	0	0	1336	0	1089	0	492				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	5	4	0	0	4	5	4	0	2				
Cap, veh/h	232	4407	0	0	4334		863	0	650				
Arrive On Green	0.27	1.00	0.00	0.00	0.68	0.00	0.41	0.00	0.41				
Sat Flow, veh/h	1739	5191	0	0	6590	1547	2104	0	1585				
Grp Volume(v), veh/h	260	1113	0	0	1336	0	1089	0	492				
Grp Sat Flow(s),veh/h/ln	1739	1675	0	0	1583	1547	1052	0	1585				
Q Serve(g_s), s	18.0	0.0	0.0	0.0	11.4	0.0	55.4	0.0	35.8				
Cycle Q Clear(g_c), s	18.0	0.0	0.0	0.0	11.4	0.0	55.4	0.0	35.8				
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00				
Lane Grp Cap(c), veh/h	232	4407	0	0	4334		863	0	650				
V/C Ratio(X)	1.12	0.25	0.00	0.00	0.31		1.26	0.00	0.76				
Avail Cap(c_a), veh/h	232	4407	0	0	4334		863	0	650				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I)	0.84	0.84	0.00	0.00	0.82	0.00	1.00	0.00	1.00				
Uniform Delay (d), s/veh	49.5	0.0	0.0	0.0	8.5	0.0	39.8	0.0	34.0				
Incr Delay (d2), s/veh	90.8	0.1	0.0	0.0	0.2	0.0	127.0	0.0	5.1				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(95%),veh/ln	18.7	0.1	0.0	0.0	6.5	0.0	44.4	0.0	21.1				
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	140.3	0.1	0.0	0.0	8.7	0.0	166.8	0.0	39.1				
LnGrp LOS	F	A	A	A	A		F	A	D				
Approach Vol, veh/h		1373			1336	A		1581					
Approach Delay, s/veh		26.7			8.7			127.0					
Approach LOS		C			A			F					
Timer - Assigned Phs		2			5	6		8					
Phs Duration (G+Y+Rc), s		128.0			26.0	102.0		63.0					
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6					
Max Green Setting (Gmax), s		64.0			18.0	* 40		55.4					
Max Q Clear Time (g_c+I1), s		2.0			20.0	13.4		57.4					
Green Ext Time (p_c), s		9.8			0.0	10.5		0.0					

Intersection Summary

HCM 6th Ctrl Delay	58.1
HCM 6th LOS	E

Notes

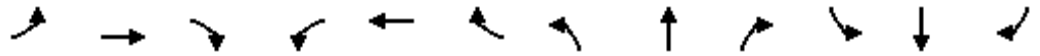
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗		↗	↗		↗	↗	↗
Traffic Volume (veh/h)	98	1332	47	26	1283	107	42	5	12	88	2	124
Future Volume (veh/h)	98	1332	47	26	1283	107	42	5	12	88	2	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1767	1870	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	105	1432	51	28	1380	115	45	5	13	96	0	133
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	9	2	2	2	2	2	2	2	3
Cap, veh/h	127	2950	105	41	2553	213	84	22	56	354	0	156
Arrive On Green	0.14	1.00	1.00	0.05	1.00	1.00	0.05	0.05	0.05	0.10	0.00	0.10
Sat Flow, veh/h	1781	5062	180	1682	4802	400	1781	460	1195	3563	0	1572
Grp Volume(v), veh/h	105	963	520	28	978	517	45	0	18	96	0	133
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	1682	1702	1798	1781	0	1655	1781	0	1572
Q Serve(g_s), s	7.7	0.0	0.0	2.2	0.0	0.0	3.3	0.0	1.4	3.4	0.0	11.2
Cycle Q Clear(g_c), s	7.7	0.0	0.0	2.2	0.0	0.0	3.3	0.0	1.4	3.4	0.0	11.2
Prop In Lane	1.00		0.10	1.00		0.22	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	127	1984	1071	41	1810	956	84	0	78	354	0	156
V/C Ratio(X)	0.82	0.49	0.49	0.69	0.54	0.54	0.54	0.00	0.23	0.27	0.00	0.85
Avail Cap(c_a), veh/h	227	1984	1071	171	1810	956	170	0	158	420	0	185
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.68	0.68	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	0.0	0.0	63.8	0.0	0.0	62.9	0.0	62.0	56.3	0.0	59.8
Incr Delay (d2), s/veh	10.5	0.7	1.3	13.3	0.8	1.5	5.3	0.0	1.5	0.4	0.0	26.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.4	0.7	1.9	0.4	0.7	3.0	0.0	1.1	2.8	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	0.7	1.3	77.1	0.8	1.5	68.2	0.0	63.5	56.7	0.0	86.1
LnGrp LOS	E	A	A	E	A	A	E	A	E	E	A	F
Approach Vol, veh/h		1588			1523			63				229
Approach Delay, s/veh		5.3			2.4			66.8				73.8
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	86.5		15.4	17.5	79.6		22.5				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	59.2		* 13	17.2	* 56		15.9				
Max Q Clear Time (g_c+I1), s	4.2	2.0		5.3	9.7	2.0		13.2				
Green Ext Time (p_c), s	0.0	17.9		0.1	0.1	18.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔	↕↕	↔	↔	↔		↔↔	↔	↔
Traffic Volume (veh/h)	419	900	70	12	868	259	27	28	12	247	20	537
Future Volume (veh/h)	419	900	70	12	868	259	27	28	12	247	20	537
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1856	1856	1841	1796	1796	1870	1870	1870
Adj Flow Rate, veh/h	432	928	72	12	895	267	28	29	12	255	0	568
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	3	3	4	7	7	2	2	2
Cap, veh/h	664	2527	196	24	1222	545	42	139	58	312	0	568
Arrive On Green	0.39	1.00	1.00	0.01	0.35	0.35	0.02	0.12	0.12	0.09	0.00	0.18
Sat Flow, veh/h	3428	4795	371	1781	3526	1572	1753	1207	499	3563	0	3170
Grp Volume(v), veh/h	432	653	347	12	895	267	28	0	41	255	0	568
Grp Sat Flow(s),veh/h/ln	1714	1689	1789	1781	1763	1572	1753	0	1706	1781	0	1585
Q Serve(g_s), s	13.9	0.0	0.0	0.9	30.0	13.8	2.1	0.0	2.9	9.5	0.0	24.2
Cycle Q Clear(g_c), s	13.9	0.0	0.0	0.9	30.0	13.8	2.1	0.0	2.9	9.5	0.0	24.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	664	1780	943	24	1222	545	42	0	197	312	0	568
V/C Ratio(X)	0.65	0.37	0.37	0.50	0.73	0.49	0.66	0.00	0.21	0.82	0.00	1.00
Avail Cap(c_a), veh/h	664	1780	943	182	1222	545	177	0	197	422	0	568
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	0.0	66.1	38.6	20.2	65.3	0.0	54.1	60.5	0.0	55.4
Incr Delay (d2), s/veh	2.0	0.5	1.0	15.3	3.9	3.1	16.4	0.0	2.4	8.8	0.0	37.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	0.2	0.5	0.9	19.3	9.3	2.1	0.0	2.5	8.2	0.0	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.5	1.0	81.5	42.5	23.4	81.7	0.0	56.5	69.3	0.0	93.1
LnGrp LOS	D	A	A	F	D	C	F	A	E	E	A	F
Approach Vol, veh/h		1432			1174			69				823
Approach Delay, s/veh		12.4			38.6			66.7				85.8
Approach LOS		B			D			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	79.1	20.8	25.0	34.2	55.0	12.7	33.2				
Change Period (Y+Rc), s	* 8.2	8.0	* 9	9.4	* 8	8.2	* 9.4	9.0				
Max Green Setting (Gmax), s	* 14	55.0	* 16	15.6	* 22	46.8	* 14	18.0				
Max Q Clear Time (g_c+I1), s	2.9	2.0	11.5	4.9	15.9	32.0	4.1	26.2				
Green Ext Time (p_c), s	0.0	7.7	0.3	0.1	0.8	6.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

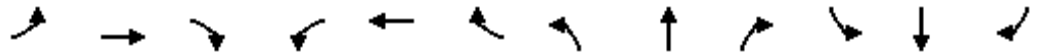
Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↘↘	↘↘↘		↗	↘		↗↗	↘	
Traffic Volume (veh/h)	62	1547	56	109	1499	238	45	8	50	490	22	31
Future Volume (veh/h)	62	1547	56	109	1499	238	45	8	50	490	22	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1767	1856	1856	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	67	1663	60	117	1612	256	48	9	54	527	24	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	1.00
Percent Heavy Veh, %	2	2	2	9	3	3	2	2	2	4	2	2
Cap, veh/h	85	2156	78	348	2139	338	93	12	73	581	126	163
Arrive On Green	0.05	0.43	0.43	0.21	0.97	0.97	0.05	0.05	0.05	0.17	0.17	0.17
Sat Flow, veh/h	1781	5059	182	3264	4410	697	1781	231	1389	3401	741	957
Grp Volume(v), veh/h	67	1119	604	117	1233	635	48	0	63	527	0	55
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	1632	1689	1730	1781	0	1620	1700	0	1698
Q Serve(g_s), s	5.4	40.7	40.8	4.4	5.9	6.0	3.8	0.0	5.6	22.1	0.0	4.0
Cycle Q Clear(g_c), s	5.4	40.7	40.8	4.4	5.9	6.0	3.8	0.0	5.6	22.1	0.0	4.0
Prop In Lane	1.00		0.10	1.00		0.40	1.00		0.86	1.00		0.56
Lane Grp Cap(c), veh/h	85	1451	783	348	1638	839	93	0	85	581	0	290
V/C Ratio(X)	0.78	0.77	0.77	0.34	0.75	0.76	0.52	0.00	0.74	0.91	0.00	0.19
Avail Cap(c_a), veh/h	170	1451	783	348	1638	839	130	0	118	600	0	300
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.3	35.6	35.6	52.7	1.2	1.2	66.9	0.0	67.8	59.0	0.0	51.5
Incr Delay (d2), s/veh	14.5	4.0	7.3	0.5	2.8	5.5	4.4	0.0	14.6	18.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	24.1	26.6	3.2	2.3	3.5	3.4	0.0	4.8	16.5	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.8	39.6	42.8	53.2	4.0	6.7	71.3	0.0	82.4	77.4	0.0	52.2
LnGrp LOS	F	D	D	D	A	A	E	A	F	E	A	D
Approach Vol, veh/h		1790			1985			111				582
Approach Delay, s/veh		42.3			7.8			77.6				75.0
Approach LOS		D			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	78.7		17.0	23.9	70.0		34.2				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.2		9.4				
Max Green Setting (Gmax), s	* 14	* 60		* 11	* 12	* 62		25.6				
Max Q Clear Time (g_c+I1), s	7.4	8.0		7.6	6.4	42.8		24.1				
Green Ext Time (p_c), s	0.1	21.1		0.1	0.1	11.3		0.7				

Intersection Summary

HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖		↗
Traffic Volume (veh/h)	0	1255	1105	450	1789	0	0	0	0	250	0	369
Future Volume (veh/h)	0	1255	1105	450	1789	0	0	0	0	250	0	369
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1841	0	1841
Adj Flow Rate, veh/h	0	1281	0	459	1826	0				255	0	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, %	0	2	2	2	2	0				4	0	4
Cap, veh/h	0	1652		756	4103	0				314	0	
Arrive On Green	0.00	0.67	0.00	0.85	1.00	0.00				0.09	0.00	0.00
Sat Flow, veh/h	0	5574	1585	1781	5274	0				3401	0	1560
Grp Volume(v), veh/h	0	1281	0	459	1826	0				255	0	0
Grp Sat Flow(s),veh/h/ln	0	1234	1585	1781	1702	0				1700	0	1560
Q Serve(g_s), s	0.0	25.9	0.0	11.7	0.0	0.0				10.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	25.9	0.0	11.7	0.0	0.0				10.7	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1652		756	4103	0				314	0	
V/C Ratio(X)	0.00	0.78		0.61	0.45	0.00				0.81	0.00	
Avail Cap(c_a), veh/h	0	1652		756	4103	0				600	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.54	0.00	0.36	0.36	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.3	0.0	7.2	0.0	0.0				64.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.5	0.1	0.0				5.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	7.3	0.0	4.3	0.1	0.0				8.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.3	0.0	7.7	0.1	0.0				69.6	0.0	0.0
LnGrp LOS	A	C		A	A	A				E	A	
Approach Vol, veh/h		1281	A		2285						255	A
Approach Delay, s/veh		22.3			1.7						69.6	
Approach LOS		C			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	68.2	55.0		21.8		123.2						
Change Period (Y+Rc), s	6.7	* 6.5		8.4		* 6.7						
Max Green Setting (Gmax), s	49.3	* 49		25.6		* 1E2						
Max Q Clear Time (g_c+I1), s	13.7	27.9		12.7		2.0						
Green Ext Time (p_c), s	1.5	8.9		0.7		24.9						

Intersection Summary

HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

























* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

09/14/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  			  		 						
Traffic Volume (veh/h)	279	1226	0	0	1368	391	871	0	312	0	0	0	
Future Volume (veh/h)	279	1226	0	0	1368	391	871	0	312	0	0	0	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Work Zone On Approach		No			No			No					
Adj Sat Flow, veh/h/ln	1856	1870	0	0	1870	1856	1870	0	1870				
Adj Flow Rate, veh/h	285	1251	0	0	1396	0	889	0	318				
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
Percent Heavy Veh, %	3	2	0	0	2	3	2	0	2				
Cap, veh/h	307	2712	0	0	1944		837	0	573				
Arrive On Green	0.35	1.00	0.00	0.00	0.30	0.00	0.36	0.00	0.36				
Sat Flow, veh/h	1767	5274	0	0	6696	1572	2316	0	1585				
Grp Volume(v), veh/h	285	1251	0	0	1396	0	889	0	318				
Grp Sat Flow(s),veh/h/ln	1767	1702	0	0	1609	1572	1158	0	1585				
Q Serve(g_s), s	22.5	0.0	0.0	0.0	28.0	0.0	52.4	0.0	23.2				
Cycle Q Clear(g_c), s	22.5	0.0	0.0	0.0	28.0	0.0	52.4	0.0	23.2				
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00				
Lane Grp Cap(c), veh/h	307	2712	0	0	1944		837	0	573				
V/C Ratio(X)	0.93	0.46	0.00	0.00	0.72		1.06	0.00	0.56				
Avail Cap(c_a), veh/h	451	2712	0	0	1944		837	0	573				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I)	0.62	0.62	0.00	0.00	0.76	0.00	1.00	0.00	1.00				
Uniform Delay (d), s/veh	46.5	0.0	0.0	0.0	45.1	0.0	46.3	0.0	37.0				
Incr Delay (d2), s/veh	14.0	0.4	0.0	0.0	1.8	0.0	49.0	0.0	1.2				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(95%),veh/ln	13.4	0.2	0.0	0.0	16.1	0.0	29.5	0.0	14.4				
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	60.4	0.4	0.0	0.0	46.8	0.0	95.3	0.0	38.2				
LnGrp LOS	E	A	A	A	D		F	A	D				
Approach Vol, veh/h		1536			1396	A		1207					
Approach Delay, s/veh		11.5			46.8			80.3					
Approach LOS		B			D			F					
Timer - Assigned Phs		2			5	6		8					
Phs Duration (G+Y+Rc), s		85.0			33.2	51.8		60.0					
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6					
Max Green Setting (Gmax), s		77.0			37.0	* 34		52.4					
Max Q Clear Time (g_c+I1), s		2.0			24.5	30.0		54.4					
Green Ext Time (p_c), s		11.8			0.7	2.6		0.0					

Intersection Summary

HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

Notes

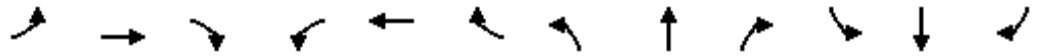
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑		↖	↖	↖
Traffic Volume (veh/h)	78	1388	72	36	1575	106	54	4	0	79	1	130
Future Volume (veh/h)	78	1388	72	36	1575	106	54	4	0	79	1	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	1477	77	38	1676	113	57	4	0	85	0	138
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	2973	155	49	2759	186	79	83	0	357	0	159
Arrive On Green	0.12	1.00	1.00	0.05	1.00	1.00	0.04	0.04	0.00	0.10	0.00	0.10
Sat Flow, veh/h	1781	4969	259	1781	4886	329	1781	1870	0	3563	0	1585
Grp Volume(v), veh/h	83	1012	542	38	1167	622	57	4	0	85	0	138
Grp Sat Flow(s),veh/h/ln	1781	1702	1824	1781	1702	1811	1781	1870	0	1781	0	1585
Q Serve(g_s), s	6.6	0.0	0.0	3.1	0.0	0.0	4.6	0.3	0.0	3.2	0.0	12.4
Cycle Q Clear(g_c), s	6.6	0.0	0.0	3.1	0.0	0.0	4.6	0.3	0.0	3.2	0.0	12.4
Prop In Lane	1.00		0.14	1.00		0.18	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	2037	1091	49	1922	1023	79	83	0	357	0	159
V/C Ratio(X)	0.81	0.50	0.50	0.78	0.61	0.61	0.72	0.05	0.00	0.24	0.00	0.87
Avail Cap(c_a), veh/h	211	2037	1091	168	1922	1023	158	166	0	391	0	174
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.61	0.61	0.61	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.3	0.0	0.0	68.1	0.0	0.0	68.4	66.4	0.0	60.1	0.0	64.3
Incr Delay (d2), s/veh	12.2	0.8	1.4	14.7	0.4	0.7	11.9	0.2	0.0	0.3	0.0	32.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	0.4	0.8	2.8	0.2	0.4	4.3	0.3	0.0	2.7	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	0.8	1.4	82.8	0.4	0.7	80.3	66.6	0.0	60.5	0.0	96.8
LnGrp LOS	E	A	A	F	A	A	F	E	A	E	A	F
Approach Vol, veh/h		1637			1827			61				223
Approach Delay, s/veh		4.8			2.2			79.4				82.9
Approach LOS		A			A			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	94.6		15.5	16.2	89.7		23.6				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	69.2		* 13	17.2	* 66		15.9				
Max Q Clear Time (g_c+I1), s	5.1	2.0		6.6	8.6	2.0		14.4				
Green Ext Time (p_c), s	0.0	20.2		0.1	0.1	25.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

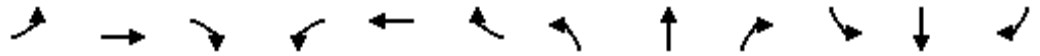
Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔	↕↕	↔	↔	↔		↔↔	↔	↔
Traffic Volume (veh/h)	428	1148	20	16	872	264	83	59	29	253	44	634
Future Volume (veh/h)	428	1148	20	16	872	264	83	59	29	253	44	634
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	446	1196	21	17	908	275	86	61	30	264	0	691
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	3	2	2	2	2	2	2
Cap, veh/h	493	2553	45	30	1315	582	107	188	93	319	0	590
Arrive On Green	0.29	0.99	0.99	0.02	0.37	0.37	0.06	0.16	0.16	0.09	0.00	0.19
Sat Flow, veh/h	3456	5167	91	1781	3554	1572	1781	1184	582	3563	0	3170
Grp Volume(v), veh/h	446	788	429	17	908	275	86	0	91	264	0	691
Grp Sat Flow(s),veh/h/ln	1728	1702	1854	1781	1777	1572	1781	0	1766	1781	0	1585
Q Serve(g_s), s	18.0	0.7	0.7	1.4	31.4	19.4	6.9	0.0	6.6	10.6	0.0	27.0
Cycle Q Clear(g_c), s	18.0	0.7	0.7	1.4	31.4	19.4	6.9	0.0	6.6	10.6	0.0	27.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	493	1682	916	30	1315	582	107	0	281	319	0	590
V/C Ratio(X)	0.91	0.47	0.47	0.56	0.69	0.47	0.81	0.00	0.32	0.83	0.00	1.17
Avail Cap(c_a), veh/h	572	1682	916	170	1315	582	143	0	281	442	0	590
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.9	0.4	0.4	70.7	38.6	34.9	67.3	0.0	54.0	64.9	0.0	59.0
Incr Delay (d2), s/veh	14.6	0.8	1.5	15.0	3.0	2.7	21.4	0.0	3.0	8.9	0.0	93.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	0.6	1.0	1.3	20.1	12.5	6.8	0.0	5.8	8.9	0.0	27.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	1.2	1.9	85.7	41.6	37.6	88.8	0.0	57.1	73.8	0.0	152.9
LnGrp LOS	E	A	A	F	D	D	F	A	E	E	A	F
Approach Vol, veh/h		1663			1200			177				955
Approach Delay, s/veh		18.7			41.3			72.5				131.0
Approach LOS		B			D			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	79.8	22.0	32.5	28.7	61.9	18.1	36.4				
Change Period (Y+Rc), s	* 8.2	* 8.2	9.0	* 9.4	8.0	* 8.2	* 9.4	* 9.4				
Max Green Setting (Gmax), s	* 14	* 58	18.0	* 21	24.0	* 48	* 12	* 27				
Max Q Clear Time (g_c+I1), s	3.4	2.7	12.6	8.6	20.0	33.4	8.9	29.0				
Green Ext Time (p_c), s	0.0	10.1	0.4	0.3	0.6	6.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix D | Raw CAR Data

FID	CALENDAR_Y	CRASH_DATE	DAYOWEEK	WEEKDAY_TX	INJSEVER	IMPCT_TYP_	SPEEDING_I	AGGRESSIVE	IMPAIRED_D	IMPAIRED_P	DISTRACTED	PEDESTRIAN	BICYCLIST_	MOTORCYCLE	LGHT_COND_	RD_SRFC_CO
263	2014	1/1/2014 0:00	3	WEDNESDAY	2	1	N	N	N	N	N	N	N	N	5	2
248	2014	1/2/2014 0:00	4	THURSDAY	2	1	N	N	N	N	N	N	N	N	1	1
526	2014	1/15/2014 0:00	3	WEDNESDAY	2	1	N	N	N	N	Y	N	N	N	5	1
252	2014	1/28/2014 0:00	2	TUESDAY	1	3	N	N	N	N	N	N	Y	N	1	1
520	2014	1/28/2014 0:00	2	TUESDAY	1	4	N	N	N	N	N	N	N	N	4	1
525	2014	2/5/2014 0:00	3	WEDNESDAY	2	1	N	N	N	N	N	N	N	N	1	1
362	2014	2/10/2014 0:00	1	MONDAY	2	1	N	N	N	N	Y	N	N	N	5	1
339	2014	2/20/2014 0:00	4	THURSDAY	2	1	N	N	Y	N	Y	N	N	N	1	1
505	2014	3/6/2014 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	1	2
344	2014	3/10/2014 0:00	1	MONDAY	1	1	N	N	N	N	Y	N	N	N	1	1
320	2014	3/19/2014 0:00	3	WEDNESDAY	1	1	N	N	N	N	N	N	N	N	1	1
382	2014	3/21/2014 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	1	1
256	2014	3/24/2014 0:00	1	MONDAY	2	1	N	N	N	N	Y	N	N	N	1	1
257	2014	3/24/2014 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	N	1	1
379	2014	3/28/2014 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	1	2
380	2014	4/4/2014 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	1	1
332	2014	4/8/2014 0:00	2	TUESDAY	2	3	N	N	N	N	N	N	N	N	1	1
351	2014	4/9/2014 0:00	3	WEDNESDAY	1	1	N	N	N	N	Y	N	N	N	1	1
259	2014	4/11/2014 0:00	5	FRIDAY	1	1	Y	N	N	N	N	N	N	N	1	1
274	2014	4/14/2014 0:00	1	MONDAY	2	3	N	N	N	N	N	N	N	N	1	1
275	2014	4/16/2014 0:00	3	WEDNESDAY	1	3	N	N	N	N	N	N	N	N	1	1
311	2014	4/17/2014 0:00	4	THURSDAY	2	1	N	N	N	N	N	N	N	N	1	1
338	2014	4/17/2014 0:00	4	THURSDAY	3	1	N	N	N	N	Y	N	N	N	1	1
298	2014	4/22/2014 0:00	2	TUESDAY	3	1	N	N	N	N	Y	N	N	N	1	1
369	2014	4/22/2014 0:00	2	TUESDAY	3	1	N	N	N	N	Y	N	N	N	1	2
273	2014	4/24/2014 0:00	4	THURSDAY	2	1	Y	N	N	N	Y	N	N	N	1	1
371	2014	4/30/2014 0:00	3	WEDNESDAY	1	3	N	N	N	N	N	N	N	N	1	1
249	2014	5/1/2014 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	1	1
267	2014	5/5/2014 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	N	1	1
268	2014	5/5/2014 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	N	1	1
322	2014	5/5/2014 0:00	1	MONDAY	1	3	N	N	N	N	N	N	N	N	1	1
269	2014	5/6/2014 0:00	2	TUESDAY	1	1	N	N	N	N	Y	N	N	N	1	1
270	2014	5/6/2014 0:00	2	TUESDAY	3	3	N	N	N	N	N	N	N	N	1	1
300	2014	5/7/2014 0:00	3	WEDNESDAY	3	3	N	N	N	N	N	N	N	N	1	1
517	2014	5/8/2014 0:00	4	THURSDAY	3	3	N	N	N	N	N	N	N	N	1	1
265	2014	5/16/2014 0:00	5	FRIDAY	3	3	N	N	N	N	N	N	N	N	1	1
271	2014	5/16/2014 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	1	2
255	2014	5/27/2014 0:00	2	TUESDAY	1	1	N	N	N	N	N	N	N	N	1	1
301	2014	5/30/2014 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	1	1
253	2014	5/31/2014 0:00	6	SATURDAY	3	1	N	N	N	N	N	N	N	Y	1	1
349	2014	6/1/2014 0:00	7	SUNDAY	2	1	N	N	N	N	Y	N	N	N	1	1
254	2014	6/3/2014 0:00	2	TUESDAY	2	2	N	N	N	N	N	N	N	N	1	2
302	2014	6/3/2014 0:00	2	TUESDAY	1	1	N	N	N	N	N	N	N	N	1	2
325	2014	6/12/2014 0:00	4	THURSDAY	1	1	N	N	N	N	Y	N	N	N	1	1
350	2014	6/15/2014 0:00	7	SUNDAY	1	1	N	N	N	N	Y	N	N	N	1	1
353	2014	7/2/2014 0:00	3	WEDNESDAY	1	1	N	N	N	N	N	N	N	N	1	2
276	2014	7/5/2014 0:00	6	SATURDAY	1	1	N	N	N	N	Y	N	N	N	1	1
277	2014	7/5/2014 0:00	6	SATURDAY	1	1	N	N	N	N	N	N	N	N	1	1
262	2014	7/7/2014 0:00	1	MONDAY	2	3	N	N	N	N	N	N	N	N	1	1
247	2014	7/17/2014 0:00	4	THURSDAY	2	1	N	N	N	N	Y	N	N	N	4	1
289	2014	7/18/2014 0:00	5	FRIDAY	1	4	N	N	N	N	N	N	N	N	1	2
310	2014	7/20/2014 0:00	7	SUNDAY	2	1	N	N	N	N	N	N	N	N	1	1
326	2014	7/25/2014 0:00	5	FRIDAY	1	3	N	N	N	N	N	N	N	N	1	2
290	2014	7/29/2014 0:00	2	TUESDAY	1	1	N	N	N	N	N	N	N	N	1	1
321	2014	8/1/2014 0:00	5	FRIDAY	1	3	N	N	N	N	N	N	N	N	1	1
365	2014	8/1/2014 0:00	5	FRIDAY	1	2	N	N	N	N	N	N	N	N	1	1
272	2014	8/2/2014 0:00	6	SATURDAY	3	1	N	N	N	N	Y	N	N	N	1	1
337	2014	8/4/2014 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	N	1	1
359	2014	8/7/2014 0:00	4	THURSDAY	1	1	N	N	N	N	Y	N	N	N	1	1
294	2014	8/19/2014 0:00	2	TUESDAY	1	1	N	N	N	N	N	N	N	N	1	1
364	2014	8/28/2014 0:00	4	THURSDAY	1	1	N	N	Y	N	Y	N	N	N	1	2
278	2014	9/3/2014 0:00	3	WEDNESDAY	1	4	N	N	N	N	N	N	N	N	1	1
347	2014	9/4/2014 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	1	2
284	2014	9/5/2014 0:00	5	FRIDAY	2	1	Y	N	N	N	Y	N	N	N	1	1

FID	CALENDAR_Y	CRASH_DATE	DAYO WEEK	WEEKDAY_TX	INJSEVER	IMPCT_TYP	SPEEDING_I	AGGRESSIVE	IMPAIRED_D	IMPAIRED_P	DISTRACTED	PEDESTRIAN	BICYCLIST_	MOTORCYCLE	LGHT_COND_	RD_SRFC_CO
312	2014	9/5/2014 0:00	5	FRIDAY	3	1	N	N	N	N	N	N	N	N	1	2
279	2014	9/6/2014 0:00	6	SATURDAY	1	3	N	N	N	N	N	N	N	N	1	1
329	2014	9/15/2014 0:00	1	MONDAY	2	1	N	N	N	N	Y	N	N	N	1	2
374	2014	9/19/2014 0:00	5	FRIDAY	1	1	N	N	Y	N	N	N	N	N	1	1
266	2014	9/25/2014 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	1	1
297	2014	9/30/2014 0:00	2	TUESDAY	1	1	N	N	N	N	Y	N	N	N	1	1
363	2014	9/30/2014 0:00	2	TUESDAY	1	1	N	N	N	N	N	N	N	N	1	1
361	2014	10/6/2014 0:00	1	MONDAY	1	1	N	N	N	N	Y	N	N	N	1	1
373	2014	10/6/2014 0:00	1	MONDAY	2	1	N	N	N	N	Y	N	N	N	1	1
292	2014	10/7/2014 0:00	2	TUESDAY	1	3	N	N	N	N	Y	N	N	N	1	1
287	2014	10/8/2014 0:00	3	WEDNESDAY	2	1	N	N	N	N	N	N	N	N	1	1
288	2014	10/9/2014 0:00	4	THURSDAY	1	1	N	N	N	N	Y	N	N	N	1	2
295	2014	10/20/2014 0:00	1	MONDAY	2	5	N	N	N	N	Y	N	N	N	4	1
354	2014	11/9/2014 0:00	7	SUNDAY	1	1	N	N	N	N	N	N	N	N	1	1
327	2014	11/12/2014 0:00	3	WEDNESDAY	2	4	N	N	N	N	N	N	N	N	1	1
381	2014	11/13/2014 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	4	1
318	2014	11/14/2014 0:00	5	FRIDAY	2	1	N	N	N	N	N	N	N	N	1	1
319	2014	11/15/2014 0:00	6	SATURDAY	3	1	Y	N	N	N	Y	N	N	N	1	1
358	2014	11/21/2014 0:00	5	FRIDAY	1	1	N	N	N	N	Y	N	N	N	1	2
250	2014	11/26/2014 0:00	3	WEDNESDAY	2	1	N	N	N	N	N	N	N	N	1	1
355	2014	11/28/2014 0:00	5	FRIDAY	1	1	N	N	Y	N	Y	N	N	N	1	1
282	2014	11/29/2014 0:00	6	SATURDAY	2	1	N	N	N	N	Y	N	N	N	1	2
335	2014	12/2/2014 0:00	2	TUESDAY	2	1	N	N	N	N	N	N	N	N	1	1
258	2014	12/5/2014 0:00	5	FRIDAY	3	1	N	N	N	N	N	N	N	N	4	1
293	2014	12/5/2014 0:00	5	FRIDAY	2	1	N	N	N	N	N	N	N	N	1	2
343	2014	12/8/2014 0:00	1	MONDAY	2	1	N	N	N	N	Y	N	N	N	1	1
285	2014	12/15/2014 0:00	1	MONDAY	3	1	Y	N	N	N	Y	N	N	N	1	1
306	2014	12/16/2014 0:00	2	TUESDAY	3	1	N	N	N	N	Y	N	N	N	1	1
286	2014	12/22/2014 0:00	1	MONDAY	1	1	N	N	N	N	Y	N	N	N	1	1
323	2014	12/22/2014 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	N	6	1
331	2014	12/22/2014 0:00	1	MONDAY	1	4	N	N	N	N	N	N	N	N	1	1
324	2014	12/24/2014 0:00	3	WEDNESDAY	2	1	Y	N	N	N	N	N	N	N	4	1
436	2015	1/21/2015 0:00	3	WEDNESDAY	1	1	N	N	N	N	N	N	N	N	5	1
500	2015	1/22/2015 0:00	4	THURSDAY	3	1	N	N	N	N	N	N	N	N	1	1
447	2015	1/26/2015 0:00	1	MONDAY	1	1	Y	Y	N	N	N	N	N	N	1	2
527	2015	1/30/2015 0:00	5	FRIDAY	2	1	N	N	N	N	Y	N	N	N	3	1
503	2015	1/31/2015 0:00	6	SATURDAY	1	1	N	N	N	N	N	N	N	N	1	1
450	2015	2/6/2015 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	1	1
414	2015	2/9/2015 0:00	1	MONDAY	3	1	N	N	N	N	Y	N	N	Y	1	1
378	2015	2/12/2015 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	1	1
448	2015	2/18/2015 0:00	3	WEDNESDAY	1	1	N	N	N	N	N	N	N	N	1	1
400	2015	2/26/2015 0:00	4	THURSDAY	3	2	N	N	N	N	N	N	N	N	1	1
426	2015	3/5/2015 0:00	4	THURSDAY	2	1	N	N	N	N	Y	N	N	N	1	1
395	2015	3/14/2015 0:00	6	SATURDAY	1	1	N	N	N	N	Y	N	N	N	1	1
442	2015	3/18/2015 0:00	3	WEDNESDAY	4	1	N	N	N	N	Y	N	N	N	1	1
446	2015	3/18/2015 0:00	3	WEDNESDAY	2	1	N	N	N	N	N	N	N	N	4	1
452	2015	3/21/2015 0:00	6	SATURDAY	1	1	N	N	N	N	Y	N	N	N	5	1
460	2015	3/27/2015 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	4	1
438	2015	4/3/2015 0:00	5	FRIDAY	3	1	N	N	N	N	N	N	N	N	1	1
449	2015	4/9/2015 0:00	4	THURSDAY	1	4	N	N	N	N	N	N	N	N	1	1
428	2015	5/25/2015 0:00	1	MONDAY	2	1	N	N	N	N	N	N	N	N	1	1
461	2015	5/27/2015 0:00	3	WEDNESDAY	2	1	N	N	N	N	N	N	N	N	1	1
399	2015	6/4/2015 0:00	4	THURSDAY	1	1	N	N	N	N	Y	N	N	N	1	1
451	2015	6/8/2015 0:00	1	MONDAY	2	1	N	N	N	N	Y	N	N	N	5	1
443	2015	6/26/2015 0:00	5	FRIDAY	1	1	N	N	N	N	Y	N	N	N	4	1
403	2015	7/2/2015 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	1	1
457	2015	7/6/2015 0:00	1	MONDAY	1	3	N	N	N	N	Y	N	N	N	5	1
456	2015	7/23/2015 0:00	4	THURSDAY	1	1	N	N	N	N	Y	N	N	N	1	2
467	2015	8/5/2015 0:00	3	WEDNESDAY	1	1	N	N	N	N	Y	N	N	N	1	1
468	2015	8/6/2015 0:00	4	THURSDAY	1	3	N	N	N	N	N	N	N	N	1	2
409	2015	8/7/2015 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	4	1
464	2015	8/12/2015 0:00	3	WEDNESDAY	1	1	N	N	N	N	Y	N	N	N	1	1
396	2015	8/27/2015 0:00	4	THURSDAY	2	1	N	N	N	N	N	N	N	N	1	2
480	2015	9/15/2015 0:00	2	TUESDAY	3	1	N	N	N	N	N	N	N	N	1	2
418	2015	9/21/2015 0:00	1	MONDAY	3	1	N	N	N	N	N	N	N	N	1	1
434	2015	9/22/2015 0:00	2	TUESDAY	2	1	N	N	N	N	N	N	N	N	1	1
412	2015	10/3/2015 0:00	6	SATURDAY	1	1	N	N	N	N	Y	N	N	N	1	1
441	2015	10/6/2015 0:00	2	TUESDAY	1	4	N	N	N	N	Y	N	N	N	1	1
462	2015	10/9/2015 0:00	5	FRIDAY	2	1	N	N	N	N	N	N	N	N	1	1
463	2015	10/9/2015 0:00	5	FRIDAY	2	1	N	N	N	N	N	N	N	N	1	1

FID	CALENDAR_Y	CRASH_DATE	DAYOWEEK	WEEKDAY_TX	INJSEVER	IMPCT_TYP	SPEEDING_I	AGGRESSIVE	IMPAIRED_D	IMPAIRED_P	DISTRACTED	PEDESTRIAN	BICYCLIST_	MOTORCYCLE	LGHT_COND_	RD_SRFC_CO
411	2015	10/10/2015 0:00	6	SATURDAY	1	1	N	N	N	N	N	N	N	N	1	2
422	2015	10/15/2015 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	1	1
507	2015	10/23/2015 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	4	1
372	2015	10/24/2015 0:00	6	SATURDAY	2	1	N	N	N	N	N	N	N	N	1	1
410	2015	10/27/2015 0:00	2	TUESDAY	1	1	N	N	N	N	Y	N	N	N	1	1
421	2015	10/28/2015 0:00	3	WEDNESDAY	1	1	N	N	N	N	Y	N	N	N	1	1
437	2015	10/28/2015 0:00	3	WEDNESDAY	1	1	N	N	N	N	N	N	N	N	1	1
407	2015	10/31/2015 0:00	6	SATURDAY	2	3	N	N	N	N	Y	N	N	N	1	1
440	2015	11/8/2015 0:00	7	SUNDAY	2	1	N	N	N	N	N	N	N	N	1	1
499	2015	11/16/2015 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	Y	1	1
466	2015	11/17/2015 0:00	2	TUESDAY	2	2	N	N	N	N	N	N	N	N	1	1
413	2015	11/27/2015 0:00	5	FRIDAY	2	4	N	N	N	N	N	N	N	N	1	2
498	2015	11/27/2015 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	2	1
444	2015	11/28/2015 0:00	6	SATURDAY	2	1	N	N	N	N	N	N	N	N	1	1
419	2015	12/4/2015 0:00	5	FRIDAY	3	2	N	N	N	N	N	N	N	Y	5	1
429	2015	12/7/2015 0:00	1	MONDAY	1	1	N	N	N	N	Y	N	N	N	1	1
420	2015	12/10/2015 0:00	4	THURSDAY	1	3	N	N	N	N	N	N	N	N	1	1
425	2015	12/17/2015 0:00	4	THURSDAY	1	4	N	N	N	N	Y	N	N	N	4	1
554	2016	1/2/2016 0:00	6	SATURDAY	1	4	N	N	N	N	N	N	N	N	1	1
540	2016	1/4/2016 0:00	1	MONDAY	3	3	N	N	N	N	N	N	N	N	1	1
565	2016	1/5/2016 0:00	2	TUESDAY	1	4	N	N	N	N	N	N	N	N	1	1
578	2016	1/27/2016 0:00	3	WEDNESDAY	1	4	N	N	N	N	N	N	N	N	4	2
660	2016	1/29/2016 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	1	2
662	2016	2/1/2016 0:00	1	MONDAY	1	3	N	N	N	N	N	N	N	N	1	2
663	2016	2/4/2016 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	Y	1	1
652	2016	2/18/2016 0:00	4	THURSDAY	1	3	N	N	N	N	N	N	N	N	1	1
594	2016	2/25/2016 0:00	4	THURSDAY	2	1	N	N	N	N	N	N	N	N	4	1
661	2016	2/26/2016 0:00	5	FRIDAY	1	3	N	N	N	N	N	N	N	N	5	1
636	2016	2/29/2016 0:00	1	MONDAY	1	1	N	N	N	N	Y	N	N	N	1	1
546	2016	3/7/2016 0:00	1	MONDAY	1	3	N	N	N	N	N	N	N	N	1	1
584	2016	3/12/2016 0:00	6	SATURDAY	1	1	N	N	N	N	Y	N	N	N	1	1
589	2016	3/15/2016 0:00	2	TUESDAY	1	3	N	N	N	N	N	N	N	N	4	1
543	2016	3/18/2016 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	4	1
547	2016	3/20/2016 0:00	7	SUNDAY	4	2	N	N	N	N	Y	N	N	N	1	1
587	2016	3/23/2016 0:00	3	WEDNESDAY	1	1	N	N	N	N	N	N	N	N	1	1
588	2016	3/30/2016 0:00	3	WEDNESDAY	1	1	N	N	N	N	N	N	N	N	1	1
608	2016	4/1/2016 0:00	5	FRIDAY	1	4	N	N	N	N	N	N	N	N	1	1
601	2016	4/4/2016 0:00	1	MONDAY	1	4	N	N	N	N	N	N	N	N	5	1
610	2016	4/6/2016 0:00	3	WEDNESDAY	1	1	N	N	N	N	N	N	N	N	1	2
564	2016	4/7/2016 0:00	4	THURSDAY	3	3	N	N	N	N	N	N	N	N	1	1
616	2016	4/7/2016 0:00	4	THURSDAY	3	3	N	N	N	N	N	N	N	N	1	1
611	2016	4/17/2016 0:00	7	SUNDAY	1	3	N	N	N	N	N	N	N	N	4	1
557	2016	4/19/2016 0:00	2	TUESDAY	3	3	N	N	N	N	Y	N	N	N	4	1
532	2016	4/23/2016 0:00	6	SATURDAY	2	5	N	N	N	N	N	N	N	N	4	1
590	2016	4/24/2016 0:00	7	SUNDAY	1	1	N	N	N	N	N	N	N	N	1	1
563	2016	4/27/2016 0:00	3	WEDNESDAY	1	4	N	N	N	N	N	N	N	N	1	1
488	2016	4/30/2016 0:00	6	SATURDAY	1	3	N	N	N	N	N	N	N	N	1	1
644	2016	5/9/2016 0:00	1	MONDAY	1	4	N	N	N	N	N	N	N	N	5	1
482	2016	5/10/2016 0:00	2	TUESDAY	2	1	N	N	N	N	N	N	N	N	4	1
664	2016	5/12/2016 0:00	4	THURSDAY	1	3	N	N	N	N	N	N	N	N	1	1
551	2016	5/15/2016 0:00	4	SUNDAY	1	4	N	N	N	N	N	N	N	Y	1	1
605	2016	5/25/2016 0:00	3	WEDNESDAY	1	1	N	N	N	N	Y	N	N	N	1	1
618	2016	6/3/2016 0:00	5	FRIDAY	2	1	N	N	N	N	N	N	N	N	1	1
603	2016	6/7/2016 0:00	2	TUESDAY	1	4	N	N	N	N	N	N	N	N	1	1
542	2016	6/14/2016 0:00	2	TUESDAY	2	1	N	N	N	N	N	N	N	N	1	1
530	2016	6/16/2016 0:00	4	THURSDAY	1	3	N	N	Y	N	N	N	N	N	1	1
586	2016	6/23/2016 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	1	1
573	2016	6/24/2016 0:00	5	FRIDAY	1	3	N	N	N	N	N	N	N	N	1	1
651	2016	6/24/2016 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	1	1
604	2016	7/5/2016 0:00	2	TUESDAY	1	3	N	N	N	N	N	N	N	N	1	1
487	2016	7/18/2016 0:00	1	MONDAY	3	3	N	N	N	N	N	N	N	N	1	1
485	2016	7/19/2016 0:00	2	TUESDAY	1	1	N	N	N	N	Y	N	N	N	1	1
486	2016	7/20/2016 0:00	3	WEDNESDAY	3	1	N	N	N	N	Y	N	N	N	1	1
472	2016	7/29/2016 0:00	5	FRIDAY	2	1	N	N	N	N	N	N	N	N	4	1
606	2016	7/30/2016 0:00	6	SATURDAY	1	3	N	N	N	N	N	N	N	N	1	1
633	2016	8/3/2016 0:00	3	WEDNESDAY	1	4	N	N	N	N	N	N	N	N	1	1
490	2016	8/15/2016 0:00	1	MONDAY	3	1	N	N	N	N	N	N	N	N	1	1
632	2016	8/19/2016 0:00	5	FRIDAY	1	3	N	N	N	N	N	N	N	N	1	1
658	2016	8/23/2016 0:00	2	TUESDAY	1	1	N	N	N	N	N	N	N	N	4	1
581	2016	8/27/2016 0:00	6	SATURDAY	2	4	N	N	N	N	N	N	N	N	4	1

FID	CALENDAR_Y	CRASH_DATE	DAYOWEEK	WEEKDAY_TX	INJSEVER	IMPCT_TYP_	SPEEDING_I	AGGRESSIVE	IMPAIRED_D	IMPAIRED_P	DISTRACTED	PEDESTRIAN	BICYCLIST_	MOTORCYCLE	LGHT_COND_	RD_SRFC_CO
580	2016	9/3/2016 0:00	6	SATURDAY	2	4	Y	N	N	N	N	N	N	N	1	1
648	2016	9/11/2016 0:00	7	SUNDAY	1	1	N	N	N	N	N	N	N	N	1	2
619	2016	9/12/2016 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	N	1	1
641	2016	9/16/2016 0:00	5	FRIDAY	1	3	N	N	N	N	N	N	N	N	4	2
640	2016	9/19/2016 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	N	4	1
623	2016	9/21/2016 0:00	3	WEDNESDAY	1	3	N	N	N	N	N	N	N	N	4	1
637	2016	10/4/2016 0:00	2	TUESDAY	1	3	N	N	N	N	N	N	N	N	1	1
577	2016	10/8/2016 0:00	6	SATURDAY	1	3	N	N	N	N	N	N	N	N	1	1
607	2016	10/12/2016 0:00	3	WEDNESDAY	2	3	N	N	N	N	Y	N	N	N	1	1
493	2016	10/19/2016 0:00	3	WEDNESDAY	1	1	N	N	N	N	N	N	N	N	1	1
539	2016	10/19/2016 0:00	3	WEDNESDAY	2	1	N	N	N	N	Y	N	N	N	1	1
538	2016	10/28/2016 0:00	5	FRIDAY	2	1	N	N	N	N	N	N	N	N	1	1
574	2016	11/1/2016 0:00	2	TUESDAY	1	4	N	N	N	N	N	N	N	N	1	1
494	2016	11/3/2016 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	1	1
470	2016	11/9/2016 0:00	3	WEDNESDAY	1	3	N	N	N	N	N	N	N	N	1	1
627	2016	11/10/2016 0:00	4	THURSDAY	1	3	N	N	N	N	Y	N	N	N	5	1
626	2016	11/14/2016 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	N	1	1
609	2016	11/22/2016 0:00	2	TUESDAY	1	1	N	N	N	N	N	N	N	N	1	1
531	2016	12/4/2016 0:00	7	SUNDAY	3	7	N	N	N	N	N	N	N	N	1	1
495	2016	12/17/2016 0:00	6	SATURDAY	3	3	N	N	N	N	N	N	N	N	1	1
497	2016	12/26/2016 0:00	1	MONDAY	1	3	N	N	N	N	N	N	N	N	1	1
1	2017	3/6/2017 0:00	1	MONDAY	1	1	N	N	N	N	Y	N	N	N	1	1
2	2017	6/4/2017 0:00	7	SUNDAY	1	1	N	N	N	N	N	N	N	N	4	1
3	2017	10/26/2017 0:00	4	THURSDAY	2	1	N	N	N	N	N	N	N	N	4	1
4	2017	7/13/2017 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	5	1
5	2017	10/7/2017 0:00	6	SATURDAY	1	4	N	N	N	N	N	N	N	N	1	1
6	2017	5/8/2017 0:00	1	MONDAY	1	4	N	N	N	N	Y	N	N	N	1	2
7	2017	9/30/2017 0:00	6	SATURDAY	1	1	N	N	N	N	Y	N	N	N	1	1
8	2017	9/25/2017 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	N	1	1
9	2017	7/28/2017 0:00	5	FRIDAY	2	1	Y	N	N	N	Y	N	N	N	4	1
10	2017	7/25/2017 0:00	2	TUESDAY	3	1	N	N	N	N	N	N	N	N	1	1
11	2017	2/16/2017 0:00	4	THURSDAY	1	1	N	N	N	N	N	N	N	N	1	1
12	2017	6/21/2017 0:00	3	WEDNESDAY	2	4	N	N	N	N	N	N	N	N	1	1
13	2017	9/7/2017 0:00	4	THURSDAY	2	3	N	N	N	N	Y	N	N	N	1	1
14	2017	8/30/2017 0:00	3	WEDNESDAY	4	3	N	N	N	N	N	N	N	N	1	1
15	2017	12/18/2017 0:00	1	MONDAY	1	1	N	N	N	N	Y	N	N	N	4	1
16	2017	8/24/2017 0:00	4	THURSDAY	1	1	N	N	N	N	Y	N	N	N	1	1
17	2017	12/24/2017 0:00	7	SUNDAY	2	1	N	N	N	N	N	N	N	Y	1	1
18	2017	11/11/2017 0:00	6	SATURDAY	1	1	N	N	N	N	N	N	N	N	1	1
19	2017	12/21/2017 0:00	4	THURSDAY	1	4	N	N	N	N	N	N	N	N	1	1
20	2017	4/5/2017 0:00	3	WEDNESDAY	2	1	N	N	N	N	N	N	N	N	1	1
21	2017	3/8/2017 0:00	3	WEDNESDAY	1	1	N	N	N	N	Y	N	N	N	4	1
22	2017	10/13/2017 0:00	5	FRIDAY	1	1	Y	N	N	N	N	N	N	N	1	1
26	2017	11/17/2017 0:00	5	FRIDAY	1	1	N	N	N	N	Y	N	N	N	1	1
28	2017	4/5/2017 0:00	3	WEDNESDAY	3	1	Y	N	N	N	Y	N	N	N	1	1
29	2017	1/8/2017 0:00	7	SUNDAY	2	1	N	N	N	N	N	N	N	N	1	1
30	2017	7/13/2017 0:00	4	THURSDAY	3	1	N	N	N	N	Y	N	N	N	1	2
31	2017	6/26/2017 0:00	1	MONDAY	4	1	N	N	N	N	Y	N	N	Y	5	1
32	2017	7/31/2017 0:00	1	MONDAY	1	1	N	N	N	N	Y	N	N	N	1	1
35	2017	10/24/2017 0:00	2	TUESDAY	1	1	N	N	N	N	N	N	N	N	1	1
37	2017	10/15/2017 0:00	7	SUNDAY	1	1	N	N	N	N	Y	N	N	N	5	1
39	2017	5/27/2017 0:00	6	SATURDAY	2	1	N	N	N	N	N	N	N	N	3	1
40	2017	7/17/2017 0:00	1	MONDAY	2	1	N	N	N	N	N	N	N	N	1	1
42	2017	8/31/2017 0:00	4	THURSDAY	1	3	N	N	N	N	Y	N	N	N	4	1
43	2017	3/18/2017 0:00	6	SATURDAY	2	1	N	N	N	N	Y	N	N	N	1	2
44	2017	10/26/2017 0:00	4	THURSDAY	3	1	N	N	N	N	N	N	N	N	1	1
45	2017	9/13/2017 0:00	3	WEDNESDAY	1	4	N	N	N	N	N	N	N	N	1	1
46	2017	3/16/2017 0:00	4	THURSDAY	1	1	N	N	N	N	Y	N	N	N	1	1
47	2017	7/1/2017 0:00	6	SATURDAY	1	2	N	N	N	N	N	N	N	N	1	1
48	2017	12/29/2017 0:00	5	FRIDAY	3	3	N	N	N	N	Y	N	N	N	1	1
2	2018	1/12/2018 0:00	5	FRIDAY	2	1	N	N	N	N	N	N	N	N	1	1
21	2018	6/18/2018 0:00	1	MONDAY	2	3	N	N	N	N	Y	N	N	Y	4	1
6	2018	5/4/2018 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	1	1
16	2018	11/24/2018 0:00	6	SATURDAY	1	0	N	N	N	N	N	N	N	N	1	1
28	2018	6/11/2018 0:00	1	MONDAY	1	1	N	N	N	N	N	N	N	N	1	1
10	2018	9/7/2018 0:00	5	FRIDAY	1	77	N	N	N	N	Y	N	N	N	1	1
18	2018	3/2/2018 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	1	1
19	2018	3/17/2018 0:00	6	SATURDAY	2	1	N	N	N	N	N	N	N	N	1	1
11	2018	6/18/2018 0:00	1	MONDAY	1	1	N	N	N	N	Y	N	N	N	4	1
13	2018	10/9/2018 0:00	2	TUESDAY	1	1	N	N	N	N	N	N	N	N	1	1

FID	CALENDAR_Y	CRASH_DATE	DAYOWEEK	WEEKDAY_TX	INJSEVER	IMPCT_TYP_	SPEEDING_I	AGGRESSIVE	IMPAIRED_D	IMPAIRED_P	DISTRACTED	PEDESTRIAN	BICYCLIST_	MOTORCYCLE	LGHT_COND_	RD_SRFC_CO
24	2018	9/4/2018 0:00	2	TUESDAY	1	1	N	N	N	N	N	N	N	N	1	1
26	2018	8/3/2018 0:00	5	FRIDAY	1	1	N	N	N	N	N	N	N	N	4	1

Statewide Segment Crash Rates (2014-2018)

District	County	Crash Rate Category	Average Crash Rate	Influence Area Crashes	Crash Count	Millions Entering Vehicles	Total Centerline Miles	Average Economic Loss Per Crash	Average Economic Loss Per Injury	Total Property Damage Only Crashes
Statewide		Interstate Urban	0.99297	876	146983	148904	4212	137082	141452	94544
Statewide		Interstate Rural	0.45743	31	21512	47095	3351	271928	296012	13769
Statewide		Toll Road Urban	0.77544	867	43899	57729	2476	120991	120586	30353
Statewide		Toll Road Rural	0.45368	18	4268	9447	905	244062	273409	2690
Statewide		Urban Other Limited Access	2.00639	3753	23747	13706	602	94711	89333	19432
Statewide		Rural Other Limited Access	1.39599	20	31	37	37	277111	261670	34
Statewide		Ramp Urban	0	63197	17988	4497	1126	103887	98817	54529
Statewide		Ramp Rural	0	63521	42087	11035	4480	118892	116008	68836
Statewide		Urban 2-3Ln 2Wwy Divd Rasd	7.93264	3069	3326	806	181	107758	102789	3992
Statewide		Urban 2-3Ln 2Wwy Divd Pavd	6.40345	4896	12161	2664	610	105429	99414	11115
Statewide		Urban 2-3Ln 2Wwy Undivd	3.84866	2543	6165	2263	832	138050	130073	5518
Statewide		Suburban 2-3Ln 2Wwy Divd Rasd	4.01555	1141	2757	971	220	181248	185351	2311
Statewide		Suburban 2-3Ln 2Wwy Divd Pavd	2.79209	4815	21995	9602	2039	187761	196404	15026
Statewide		Suburban 2-3Ln 2Wwy Undivd	1.25998	2222	19975	17617	5825	251418	263677	12216
Statewide		Rural 2-3Ln 2Wwy Divd Rasd	1.33223	126	506	474	136	354521	367349	328
Statewide		Rural 2-3Ln 2Wwy Divd Pavd	1.83015	754	4521	2882	958	295973	335708	2843
Statewide		Rural 2-3Ln 2Wwy Undivd	0.78851	1468	20340	27657	18012	483488	535806	11468
Statewide		Urban 4-5Ln 2Wwy Divd Rasd	3.78595	24135	117038	37289	4287	137102	131515	86645
Statewide		Urban 4-5Ln 2Wwy Divd Pavd	6.10954	23570	99075	20074	2376	113962	108246	82180
Statewide		Urban 4-5Ln 2Wwy Undivd	7.05775	2621	16321	2684	442	115588	106477	12867
Statewide		Suburban 4-5Ln 2Wwy Divd Rasd	1.74695	6150	82263	50610	5620	226380	229317	48290
Statewide		Suburban 4-5Ln 2Wwy Divd Pavd	2.42083	1194	9619	4467	424	178772	173384	6717
Statewide		Suburban 4-5Ln 2Wwy Undivd	2.14546	51	384	203	38	231239	211609	237
Statewide		Rural 4-5Ln 2Wwy Divd Rasd	0.73471	447	13694	19247	4602	410716	440219	7353
Statewide		Rural 4-5Ln 2Wwy Divd Pavd	0.55532	3	237	432	128	378697	400125	137
Statewide		Rural 4-5Ln 2Wwy Undivd	2.22463	0	39	18	9	47601	49753	26
Statewide		Urban 6+Ln 2Wwy Divd Rasd	4.90295	52981	313825	74813	4732	122055	117108	239500
Statewide		Urban 6+Ln 2Wwy Divd Pavd	5.40296	3780	21294	4641	326	152382	145622	15635
Statewide		Urban 6+Ln 2Wwy Undivd	73.48857	48	296	5	1	51893	42995	276
Statewide		Suburban 6+Ln 2Wwy Divd Rasd	2.75389	6147	73654	28977	1741	159578	159979	46562
Statewide		Suburban 6+Ln 2Wwy Divd Pavd	1.17521	302	2854	2685	109	133308	124157	2127
Statewide		Suburban 6+Ln 2Wwy Undivd	0	0	10	0	0	24948	13860	9
Statewide		Rural 6+Ln 2Wwy Divd Rasd	0.58675	3	107	187	51	432869	874530	56
Statewide		Rural 6+Ln 2Wwy Divd Pavd	0	15	0	0	0	38448	27720	11
Statewide		Rural 6+Ln 2Wwy Undivd	0	0	0	0	0	0	0	0
Statewide		Urban One Way	11.45402	11110	31206	3694	950	84161	75434	30982
Statewide		Suburban One Way	2.40583	2212	5412	3169	536	138599	128316	5305
Statewide		Rural One Way	3.39924	752	442	351	174	122333	114189	777
Statewide		Undefined	0	10811	5819	0	0	106803	105529	11053
Statewide		Not Coded	2.00331	38041	1185850	610933	72548	153698	153120	770221

Statewide Intersection Crash Rates (2014 - 2018)

District	Crash Rate Category	3 Legs Rate	3 Legs # Crashes	3 Legs Millions Vehicles	3 Legs # Fatalities	3 Legs # Injuries	3 Legs # Non-Injured	3 Legs # Intersections	4 Legs Rate
Statewide	Interstate Urban	0.169116233	103789	613714	420	58237	66995	3169	0.13490997
Statewide	Interstate Rural	0.116813212	12435	106452	156	7387	8102	1516	0.04587766
Statewide	Toll Road Urban	0.140520103	33783	240414	159	16414	23097	1866	0.182550972
Statewide	Toll Road Rural	0.114737883	2436	21231	22	1485	1571	392	0.042889391
Statewide	Urban Other Limited Access	0.294978106	24723	83813	83	11501	17253	719	0.763033175
Statewide	Rural Other Limited Access	0.06097561	10	164	2	7	4	9	0.181818182
Statewide	Ramp Urban	1.534116972	16053	10464	47	8079	10786	696	1.731343284
Statewide	Ramp Rural	1.502126136	33559	22341	128	18280	21668	2688	2.069587629
Statewide	Urban 2-3Ln 2WY Divd Rasd	0.681903818	6877	10085	35	3893	4315	432	0.620836286
Statewide	Urban 2-3Ln 2WY Divd Pavd	0.474344012	12600	26563	61	6248	8293	1172	0.683576905
Statewide	Urban 2-3Ln 2WY Undivd	0.342787311	6732	19639	41	3648	4212	1367	0.375168388
Statewide	Suburban 2-3Ln 2WY Divd Rasd	0.50020489	3662	7321	27	2369	2193	300	0.728051392
Statewide	Suburban 2-3Ln 2WY Divd Pavd	0.276368948	17786	64356	170	13655	9762	2699	0.515599745
Statewide	Suburban 2-3Ln 2WY Undivd	0.197344277	15917	80656	174	12168	8369	5247	0.287010903
Statewide	Rural 2-3Ln 2WY Divd Rasd	0.465181058	501	1077	12	419	239	113	0.256493506
Statewide	Rural 2-3Ln 2WY Divd Pavd	0.272975877	2795	10239	53	2191	1467	807	0.408914729
Statewide	Rural 2-3Ln 2WY Undivd	0.19821885	9771	49294	241	7362	5303	6210	0.243685646
Statewide	Urban 4-5Ln 2WY Divd Rasd	0.431235832	125550	291140	620	69890	79246	6425	0.648616015
Statewide	Urban 4-5Ln 2WY Divd Pavd	0.578891998	105099	181552	472	47481	72905	4172	0.809228832
Statewide	Urban 4-5Ln 2WY Undivd	0.586572582	14381	24517	74	6809	9686	780	0.835172083
Statewide	Suburban 4-5Ln 2WY Divd Rasd	0.270116152	62906	232885	728	44342	35082	4911	0.526006736
Statewide	Suburban 4-5Ln 2WY Divd Pavd	0.314010485	7367	23461	84	4407	4437	450	0.551546392
Statewide	Suburban 4-5Ln 2WY Undivd	0.222729347	488	2191	4	293	262	83	0.187861272
Statewide	Rural 4-5Ln 2WY Divd Rasd	0.213158101	8142	38197	175	6723	4225	1718	0.210240497
Statewide	Rural 4-5Ln 2WY Divd Pavd	0.20935412	94	449		52	61	24	0.404958678
Statewide	Rural 4-5Ln 2WY Undivd								
Statewide	Urban 6+Ln 2WY Divd Rasd	0.510217444	381835	748377	2005	191865	254033	9387	0.925250512
Statewide	Urban 6+Ln 2WY Divd Pavd	0.536791347	20149	37536	111	11443	12933	526	0.726812336
Statewide	Urban 6+Ln 2WY Undivd	3	117	39		59	82	6	2.764044944
Statewide	Suburban 6+Ln 2WY Divd Rasd	0.344940763	54125	156911	363	35266	32109	1877	0.744405394
Statewide	Suburban 6+Ln 2WY Divd Pavd	0.14785071	3185	21542	14	1277	2295	164	0.411693548
Statewide	Suburban 6+Ln 2WY Undivd							5	
Statewide	Rural 6+Ln 2WY Divd Rasd	0.107526882	50	465		40	25	20	0.13559322
Statewide	Rural 6+Ln 2WY Divd Pavd							1	
Statewide	Rural 6+Ln 2WY Undivd							2	
Statewide	Urban One Way	1.060442656	26352	24850	67	8332	20382	1374	1.12893384
Statewide	Suburban One Way	0.715737543	7254	10135	41	3250	5065	395	0.8359375
Statewide	Rural One Way	1.083204931	703	649	4	434	442	130	2.705882353
Statewide	Undefined	0.184245077	842	4570	2	332	615	735	0.0625

Snapshot of FHWA Study

Exhibit 11-12. Safety benefits associated with double left-turn lanes: selected findings.

Treatment	Finding
Double left-turn lane.(163)	29 percent estimated reduction in all fatal/injury collisions. 26 percent estimated reduction in all PDO collisions. 29 percent estimated reduction in fatal/injury rear-end collisions. 47 percent estimated reduction in fatal/injury left-turn collisions. 20 percent estimated reduction in angle fatal/injury collisions.

Appendix E | LRE

Date: 8/19/2020 11:13:29 AM

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report By Component

Project: 436125-1-52-01

Letting Date: 07/2021

Description: WICKHAM RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS

District: 05 **County:** 70 BREVARD

Project Manager: TAB

Version 8-P
Project Grand Total

\$2,889,894.94

Description: Construct dual left turn lanes from Wickham Rd. to I-95. Extend NB exit left and right turn lanes (A-List/Phase II Update 6/29/2020; Updated by KNFSMEM on 12/21/2019)(Initial Plans)

EARTHWORK COMPONENT

Pay Items

Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
110-1-1	CLEARING & GRUBBING	4.74 AC	\$10,000.00	\$47,400.00
120-1	REGULAR EXCAVATION	1,118.66 CY	\$12.00	\$13,423.92
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	4,839.63 CY	\$16.00	\$77,434.08
Earthwork Component Total				\$138,258.00

ROADWAY COMPONENT

Pay Items

Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
102-2-1	SPECIAL DETOUR 1	1.00 LS	\$19,000.00	\$19,000.00
102-2-2	SPECIAL DETOUR 2	1.00 LS	\$19,000.00	\$19,000.00
102-14	TRAFFIC CONTROL OFFICER	40.00 HR	\$66.00	\$2,640.00
102-71-13	TEMPORARY BARRIER, F&I, LOW PROFILE, CONC	780.00 LF	\$35.50	\$27,690.00
102-71-15	TEMPORARY BARRIER, F&I, ANCHORED	3,700.00 LF	\$28.00	\$103,600.00
102-71-23	TEMPORARY BARRIER, REL, LOW PROFILE CONC	180.00 LF	\$11.00	\$1,980.00
102-78	TEMPORARY RETROREFLECTIVE PAVT MARKER	40.00 EA	\$4.25	\$170.00
102-89-1	TEMPORARY CRASH CUSHION, RED OPT	2.00 LO	\$961.75	\$1,923.50
102-104	TEMPORARY SIGNALIZATION AND MAINT, INTER	210.00 ED	\$14.00	\$2,940.00
102-107-1	TEMP TRAFFIC DETECTION & MAINTEN, INTER	210.00 ED	\$12.00	\$2,520.00
160-4	TYPE B STABILIZATION	12,295.92 SY	\$7.00	\$86,071.44
285-707	OPTIONAL BASE, BASE GROUP 07	6,650.18 SY	\$23.00	\$152,954.14
285-709	OPTIONAL BASE, BASE GROUP 09	1,425.01 SY	\$18.00	\$25,650.18

327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	1,649.24 SY	\$4.00	\$6,596.96
327-70-12	MILLING EXIST ASPH PAVT,1 1/4" AVG DEPTH	1,333.38 SY	\$3.75	\$5,000.18
327-70-13	MILLING EXIST ASPH PAVT,1 3/4" AVG DEPTH	5,166.48 SY	\$4.00	\$20,665.92
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,663.77 TN	\$120.00	\$199,652.40
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22,PMA	520.00 TN	\$225.00	\$117,000.00
337-7-43	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	252.95 TN	\$145.00	\$36,677.75
550-10-110	FENCING, TYPE A, 0.0-5.0', STANDARD	70.00 LF	\$12.00	\$840.00
550-10-118	FENCING,TYPE A, 0.0-5.0', RESET EXISTING	60.00 LF	\$3.00	\$180.00
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	125.00 EA	\$4.50	\$562.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.23 GM	\$1,300.00	\$299.00
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.20 NM	\$919.00	\$3,859.80
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.59 GM	\$639.00	\$1,016.01
710-11-224	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"	25.00 LF	\$2.00	\$50.00
711-15-111	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.67 NM	\$4,913.00	\$3,291.71
Roadway Component Total				\$841,831.49

SHOULDER COMPONENT

Pay Items

Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
104-10-3	SEDIMENT BARRIER	8,429.78 LF	\$2.00	\$16,859.56
104-11	FLOATING TURBIDITY BARRIER	68.18 LF	\$11.25	\$767.03
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	68.18 LF	\$5.00	\$340.90
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$3,161.00	\$3,161.00
104-18	INLET PROTECTION SYSTEM	16.00 EA	\$114.75	\$1,836.00
107-1	LITTER REMOVAL	3.37 AC	\$71.00	\$239.27
107-2	MOWING	3.37 AC	\$91.00	\$306.67
285-704	OPTIONAL BASE,BASE GROUP 04	1,861.40 SY	\$15.00	\$27,921.00
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	1,377.73 SY	\$3.75	\$5,166.49
327-70-12	MILLING EXIST ASPH PAVT,1 1/4" AVG DEPTH	333.34 SY	\$3.75	\$1,250.03
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	94.11 TN	\$120.00	\$11,293.20
337-7-43	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	68.44 TN	\$145.00	\$9,923.80
520-6	SHOULDER GUTTER- CONCRETE	725.00 LF	\$27.75	\$20,118.75
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	133.29 SY	\$47.00	\$6,264.63
570-1-2	PERFORMANCE TURF, SOD	9,383.24 SY	\$4.25	\$39,878.78

Shoulder Component Total \$145,327.11

MEDIAN COMPONENT

Pay Items

Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	740.00 LF	\$26.50	\$19,610.00
570-1-2	PERFORMANCE TURF, SOD	593.47 SY	\$4.25	\$2,522.25
Median Component Total				\$22,132.25

DRAINAGE COMPONENT

Pay Items

Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
110-1-1	CLEARING & GRUBBING	4.50 AC	\$10,000.00	\$45,000.00
120-1	REGULAR EXCAVATION	7,260.00 CY	\$12.00	\$87,120.00
400-2-2	CONC CLASS II, ENDWALLS	10.57 CY	\$1,550.00	\$16,383.50
425-1-351	INLETS, CURB, TYPE P-5, <10'	3.00 EA	\$5,465.00	\$16,395.00
425-1-411	INLETS, CURB TYPE J-1, <10'	1.00 EA	\$7,552.00	\$7,552.00
425-1-549	INLETS, DT BOT, TYPE D, MODIFY	3.00 EA	\$5,861.25	\$17,583.75
425-1-701	INLETS, GUTTER, TYPE S, <10'	6.00 EA	\$4,100.00	\$24,600.00
425-1-705	INLETS, GUTTER, TYPE S, PARTIAL	1.00 EA	\$4,073.00	\$4,073.00
430-94-1	DESILTING PIPE, 0 - 24"	255.00 LF	\$4.50	\$1,147.50
430-174-118	PIPE CULV, OPT MATL, ROUND,18"SD	376.00 LF	\$86.75	\$32,618.00
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	128.00 LF	\$101.25	\$12,960.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	40.00 LF	\$140.50	\$5,620.00
430-982-125	MITERED END SECT, OPTIONAL RD, 18" CD	1.00 EA	\$1,559.00	\$1,559.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	2.00 EA	\$1,752.25	\$3,504.50
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00 EA	\$1,673.00	\$10,038.00
524-1-3	CONCRETE DITCH PAVT, NR, 5"	560.00 SY	\$70.00	\$39,200.00
570-1-1	PERFORMANCE TURF	22,068.44 SY	\$2.00	\$44,136.88
Drainage Component Total				\$369,491.13

SIGNING COMPONENT

Pay Items

Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	7.00 AS	\$445.25	\$3,116.75
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	3.00 AS	\$1,479.75	\$4,439.25
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$227.00	\$227.00
700-1-60	SINGLE POST SIGN, REMOVE	8.00 AS	\$28.25	\$226.00
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	3.00 AS	\$3,762.50	\$11,287.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,622.00	\$4,622.00
700-2-50	MULTI- POST SIGN, RELOCATE	1.00 AS	\$3,924.00	\$3,924.00
700-2-60	MULTI- POST SIGN, REMOVE	4.00 AS	\$723.75	\$2,895.00

700-4-127	OH STATIC SIGN STR, F&I, S 151-200 FT	2.00 EA	\$219,925.25	\$439,850.50
700-4-640	OH STATIC SIGN STR, REMOVE, BRIDGE MOUNT	2.00 EA	\$2,055.50	\$4,111.00
Signing Component Total				\$474,699.00

LIGHTING COMPONENT

Pay Items				
Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F&I, OPEN TRENCH	1,900.00 LF	\$8.50	\$16,150.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	19.00 EA	\$707.50	\$13,442.50
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	1,900.00 LF	\$2.25	\$4,275.00
715-4-60	LIGHT POLE COMPLETE, RELOCATE	19.00 EA	\$3,221.75	\$61,213.25
Lighting Component Total				\$95,080.75

SIGNALIZATIONS COMPONENT

Pay Items				
Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F&I, OPEN TRENCH	800.00 LF	\$8.50	\$6,800.00
630-2-12	CONDUIT, F&I, DIRECTIONAL BORE	200.00 LF	\$21.50	\$4,300.00
632-7-4	SIGNAL CABLE, ADJUST	2.00 PI	\$1,376.00	\$2,752.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	12.00 EA	\$707.50	\$8,490.00
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	\$2,761.00	\$2,761.00
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00 LF	\$5.50	\$330.00
649-31-205	M/ARM,F&I, WS-130,SINGLE ARM,W/O LU 78	2.00 EA	\$52,500.00	\$105,000.00
649-36-700	M/ARM, REMOVE ARM- POLE REMAINS	2.00 EA	\$1,055.75	\$2,111.50
650-1-311	TRAFFIC SIGNAL,F&I,3 SECT,1 WAY,ALUMINUM	12.00 AS	\$973.00	\$11,676.00
660-4-52	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G	2.00 EA	\$1,183.25	\$2,366.50
671-2-40	TRAFFIC CONTROLLER, MODIFY	2.00 EA	\$925.50	\$1,851.00
Signalizations Component Total				\$148,438.00

Date: 8/19/2020 11:13:29 AM

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report By Component

Project: 436125-1-52-01

Letting Date: 07/2021

Description: WICKHAM RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS

District: 05 **County:** 70 BREVARD

Project Manager: TAB

Version 8-P

Project Grand Total **\$2,889,894.94**

Description: Construct dual left turn lanes from Wickham Rd. to I-95. Extend NB exit left and right turn lanes (A-List/Phase II Update 6/29/2020; Updated by KNFSMEM on 12/21/2019)(Initial Plans)

Project Sequences Subtotal **\$2,235,257.73**

102-1	MAINTENANCE OF TRAFFIC	10.00	\$223,525.77
101-1	MOBILIZATION	10.00	\$245,878.35

Project Sequences Total **\$2,704,661.85**

Project Unknowns	5.00%	\$135,233.09
Design/Build	0.00%	\$0.00

Non-Bid Components:

Pay item Description	Quantity	Unit	Unit Price	Extended Amount
999-25 INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$50,000.00	\$50,000.00
Project Non-Bid Subtotal				\$50,000.00

Version 8-P Project Grand Total **\$2,889,894.94**

Appendix F | Historical AADT Reports

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 2016 - I-95, RAMP FROM I-95 NB TO CR-509 AKA 702099

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	14500	C	N 14500	0	9.00	99.90	4.20
2018	14500	S	0	0	9.00	99.90	10.00
2017	14000	F	0	0	9.00	99.90	7.40
2016	13000	C	N 13000	0	9.00	99.90	7.00
2015	12500	C	N 12500	0	9.00	99.90	6.70
2014	12000	C	N 12000	0	9.00	99.90	7.10
2013	11000	C	N 11000	0	9.00	99.90	7.90
2012	11000	C	N 11000	0	9.00	99.90	7.80
2011	10000	C	N 10000	0	9.00	99.90	6.90
2010	10000	C	N 10000	0	11.32	99.99	5.10
2009	9100	C	N 9100	0	11.81	99.99	7.30
2008	9800	C	N 9800	0	11.50	99.99	5.40
2007	8100	C	N 8100	0	10.60	99.99	16.00
2006	7700	C	N 7700	0	10.30	99.99	17.90
2005	7200	C	N 7200	0	10.50	99.90	17.90
2004	6600	F	N		10.70	99.90	16.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 2017 - I-95, RAMP FROM CR-509 TO I-95 NB AKA 702102

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	6600 C	N	6600	0	9.00	99.90	5.50
2018	6300 S		0	0	9.00	99.90	10.00
2017	6100 F		0	0	9.00	99.90	7.40
2016	5700 C	N	5700	0	9.00	99.90	7.00
2015	5800 C	N	5800	0	9.00	99.90	6.70
2014	5500 C	N	5500		9.00	99.90	7.10
2013	5100 C	N	5100	0	9.00	99.90	7.90
2012	5300 C	N	5300	0	9.00	99.90	7.80
2011	5600 C	N	5600	0	9.00	99.90	6.90
2010	7400 C	N	7400	0	11.32	99.99	5.10
2009	7000 C	N	7000	0	11.81	99.99	7.30
2008	6600 C	N	6600	0	11.50	99.99	5.40
2007	6200 C	N	6200	0	10.60	99.99	16.00
2006	6400 C	N	6400	0	10.30	99.99	17.90
2005	6500 C	N	6500		10.50	99.90	17.90
2004	6300 C	N	6300		10.70	99.90	16.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 2018 - I-95, RAMP FROM I-95 SB TO CR-509 AKA 702101

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	7100	C	S 7100	0	9.00	99.90	5.50
2018	7000	S	0	0	9.00	99.90	10.00
2017	6700	F	0	0	9.00	99.90	7.40
2016	6300	C	S 6300	0	9.00	99.90	7.00
2015	5900	C	S 5900	0	9.00	99.90	6.70
2014	5700	C	S 5700	0	9.00	99.90	7.10
2013	6200	C	S 6200	0	9.00	99.90	7.90
2012	5300	C	S 5300	0	9.00	99.90	7.80
2011	5800	C	S 5800	0	9.00	99.90	6.90
2010	7300	C	S 7300	0	11.32	99.99	5.10
2009	7500	C	S 7500	0	11.81	99.99	7.30
2008	8100	C	S 8100	0	11.50	99.99	5.40
2007	6500	C	S 6500	0	10.60	99.99	16.00
2006	6600	C	S 6600	0	10.30	99.99	17.90
2005	6600	C	S 6600	0	10.50	99.90	17.90
2004	6300	C	S 6300	0	10.70	99.90	16.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 2019 - I-95, RAMP FROM CR-509 TO I-95 SB AKA 702100

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	14500	C	S 14500	0	9.00	99.90	3.50
2018	14500	S	0	0	9.00	99.90	10.00
2017	14000	F	0	0	9.00	99.90	7.40
2016	13000	C	S 13000	0	9.00	99.90	7.00
2015	12500	C	S 12500	0	9.00	99.90	6.70
2014	12500	C	S 12500	0	9.00	99.90	7.10
2013	11500	C	S 11500	0	9.00	99.90	7.90
2012	11000	C	S 11000	0	9.00	99.90	7.80
2011	10500	C	S 10500	0	9.00	99.90	6.90
2010	9600	C	S 9600	0	11.32	99.99	5.10
2009	9400	C	S 9400	0	11.81	99.99	7.30
2008	10000	C	S 10000	0	11.50	99.99	5.40
2007	7800	C	S 7800	0	10.60	99.99	16.00
2006	7800	C	S 7800	0	10.30	99.99	17.90
2005	7000	C	S 7000	0	10.50	99.90	17.90
2004	7000	C	S 7000	0	10.70	99.90	16.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 7071 - WICKHAM RD, 0.14 MI W OF I-95 (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	45500	C	E 22500		W 23000	9.00	54.70	5.00
2018	47000	F	E 25500		W 21500	9.00	54.10	8.80
2017	46000	C	E 25000		W 21000	9.00	54.30	8.80
2016	25500	F				9.00	53.40	2.90
2015	25000	E				9.00	53.80	2.80
2014	24500	S	E 12000		W 12500	9.00	53.80	4.90
2013	24500	F	E 12000		W 12500	9.00	54.20	4.90
2012	24500	C	E 12000		W 12500	9.00	53.60	4.90
2011	34500	S	E 17000		W 17500	9.00	54.30	2.50
2010	34500	F	E 17000		W 17500	10.91	56.02	3.70
2009	35500	C	E 17500		W 18000	11.80	61.02	4.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS

Historical Counts from 2010 - 2019

2725 Judge Fran Jamieson Way

Melbourne, FL 32940

P: 321-690-6890

F: 321-690-6827

chelsea.forgenie@brevardfl.gov



June 15, 2020

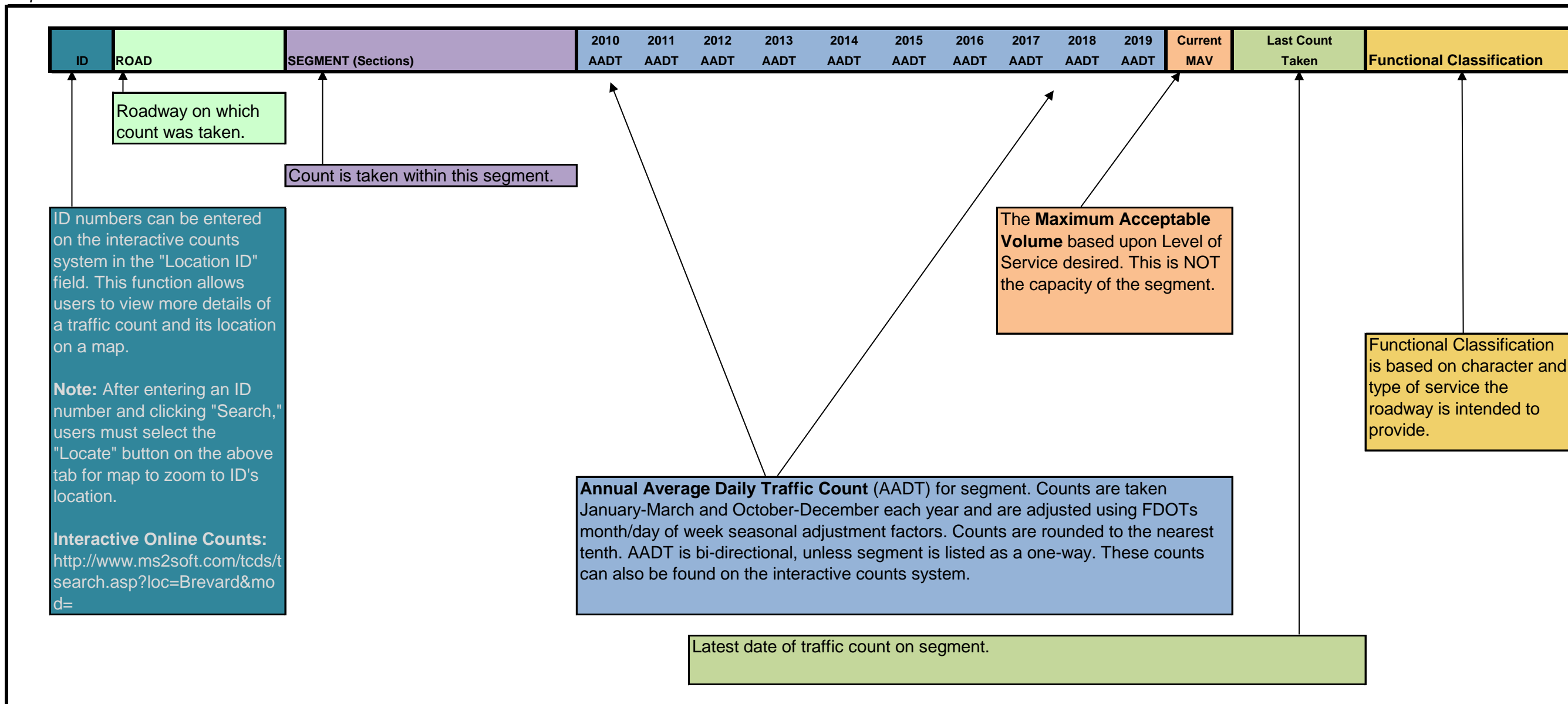
View Traffic Counts on Interactive Map: <https://brevard.ms2soft.com/tcds/tsearch.asp?loc=Brevard&mod=>

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS

Questions? Please contact TPO staff at 321-690-6890

The Space Coast Transportation Planning Organization (SCTPO) annually collects traffic counts that are used for a variety of transportation monitoring programs, local government concurrency management systems, the Florida Department of Transportation, private citizens and local businesses. The SCTPO's consultant collects forty-eight (48) hour directional traffic counts by fifteen (15) minute intervals at specified locations. All counts are taken during the weekday period from 12:01 AM, Monday, through 12:00 noon Friday.

Explanation of header information:



*AADTs: Counts are calculated based on FDOT seasonal factors. It should also be noted that a reduced seasonal adjustment is applied on lower level roads (local and collectors) that experience less seasonal fluctuation in traffic.

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2010 - 2019

ID	ROAD	SEGMENT (Sections)	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: NORTH															
206	BARNA	SR 405-SR 50	5,470	5,200	4,770	4,770	4,930	5,160	5,540	5,920	NC	6,400	15,600	12/4/2019	Urban Major Collector
521	CAMP	GRISSOM-US 1	2,800	2,650	2,450	2,290	2,370	2,150	2,670	2,730	2,690	2,430	15,600	11/5/2019	Urban Major Collector
	CANAVERAL GROVES	PINE-US 1	7,310	4,640	7,020	4,365	6,760	4,360	7,290	4,620	7,680	5,260			
522	CITRUS	PINE-LEE	NC	3,710	NC	3,550	NC	3,380	NC	3,830	NC	4,500	15,600	10/30/2019	Urban Major Collector
212	CANAVERAL GROVES	LEE-GRISSOM	7,310	NC	7,020	NC	6,760	NC	7,290	NC	7,680	NC	15,600	11/6/2018	Urban Major Collector
213	CANAVERAL GROVES	GRISSOM-US 1	NC	5,570	NC	5,180	NC	5,340	NC	5,410	NC	6,020	15,600	12/4/2019	Urban Major Collector
	CARPENTER	FOX LAKE-SR 46	4,637	4,687	4,377	4,483	4,390	4,455	4,557	4,437	4,630	4,560			
188	CARPENTER	FOX LAKE-GARDEN	3,740	3,800	3,450	3,560	3,540	3,520	3,480	3,690	3,830	3,560	15,600	11/13/2019	Urban Major Collector
184	CARPENTER	GARDEN-DAIRY	5,220	5,230	4,890	4,970	4,960	5,390	5,390	5,410	5,400	5,450	15,600	11/6/2019	Urban Major Collector
183	CARPENTER	DAIRY-SR 46	4,950	5,030	4,790	4,920	4,670	NC	4,800	4,210	4,660	4,670	15,600	11/6/2019	Urban Major Collector
	DAIRY	CARPENTER-US 1	5,925	5,900	5,850	5,660	5,795	5,475	7,760	6,060	6,130	5,940			
185	DAIRY	CARPENTER-HOLDER	NC	5,300	NC	5,100	NC	4,820	NC	5,030	NC	5,270	15,600	11/5/2019	Urban Major Collector
523	DAIRY	HOLDER-SINGLETON	6,280	NC	6,180	NC	6,070	NC	7,760	NC	6,330	NC	15,600	11/7/2018	Urban Major Collector
186	DAIRY	SINGLETON-OLD DIXIE	NC	6,500	NC	6,220	NC	6,130	NC	6,930	NC	6,610	15,600	11/6/2019	Urban Major Collector
187	DAIRY	OLD DIXIE-US 1	5,570	NC	5,520	NC	5,520	NC	NC	6,220	5,930	NC	15,600	11/27/2018	Urban Major Collector
596	DEERING PARKWAY	I-95-US 1					1,870	1,720	2,090	2,470	2,530	2,720	14,200	11/6/2019	Rural Major Collector
	FAY	GOLFVIEW-GRISSOM	6,543	6,400	8,065	5,800	7,805	5,825	8,765	6,275	7,760	6,200			
549	FAY	GOLFVIEW-HOMESTEAD	2,660	2,740	NC	2,680	NC	2,880	NC	3,160	NC	3,120	15,600	11/5/2019	Urban Major Collector
207	FAY	HOMESTEAD-DEER	7,250	6,990	6,780	NC	6,460	NC	6,640	NC	6,740	NC	15,600	11/27/2018	Urban Major Collector
229	FAY	DEER-GRISSOM	9,720	9,470	9,350	8,920	9,150	8,770	10,890	9,390	8,780	9,280	15,600	11/5/2019	Urban Major Collector
	FAY	GRISSOM-US 1	14,555	14,965	13,975	13,730	13,670	13,590	14,465	14,280	14,380	14,325			
208	FAY	GRISSOM-AREQUIPPA	12,830	NC	12,380	NC	12,830	13,400	13,590	NC	13,090	NC	33,800	11/27/2018	Urban Major Collector
209	FAY	AREQUIPPA-CAROLE	NC	13,410	NC	12,230	NC	12,350	NC	12,860	NC	12,900	33,800	11/5/2019	Urban Major Collector
210	FAY	CAROLE-US 1	16,280	16,520	15,570	15,230	14,510	15,020	15,340	15,700	15,670	15,750	33,800	11/5/2019	Urban Major Collector
235	FOX LAKE	CARPENTER-SOUTH	4,250	NC	3,870	NC	NC	3,920	NC	NC	4,130	NC	17,700	11/27/2018	Urban Major Collector
	GRISSOM	INDUSTRY-PORT ST. JOHN PARKWAY	10,053	10,633	9,930	9,753	10,223	10,213	10,033	10,357	10,077	10,197			
197	GRISSOM	INDUSTRY-CANAVERAL GRVS	11,060	11,820	10,870	10,680	11,540	11,720	11,300	11,160	10,800	10,640	15,600	12/4/2019	Urban Minor Arterial
196	GRISSOM	CANAVERAL GRVS-CAMP	8,940	9,320	8,980	8,960	9,010	9,490	8,660	9,360	9,140	9,470	17,700	11/5/2019	Urban Minor Arterial
195	GRISSOM	CAMP-PORT ST. JOHN PARKWAY	10,160	10,760	9,940	9,620	10,120	9,430	10,140	10,550	10,290	10,480	17,700	11/5/2019	Urban Minor Arterial
	GRISSOM	PORT ST. JOHN PARKWAY-KINGS HWY	11,863	12,123	11,687	11,573	12,220	11,170	14,117	11,890	12,660	12,607			
194	GRISSOM	PORT ST. JOHN PARKWAY-BRIDGE	12,890	13,680	12,670	12,720	13,840	NC	14,940	13,920	14,150	14,550	17,700	11/5/2019	Urban Minor Arterial
193	GRISSOM	BRIDGE-FAY	11,290	11,750	11,380	12,130	12,390	12,740	13,700	12,070	12,670	12,990	17,700	11/5/2019	Urban Minor Arterial
192	GRISSOM	FAY-CURTIS	NC	10,940	NC	9,870	NC	9,600	NC	9,680	NC	10,280	15,600	11/5/2019	Urban Minor Arterial
191	GRISSOM	CURTIS-KINGS HIGHWAY	11,410	NC	11,010	NC	10,430	NC	13,710	NC	11,160	NC	15,600	11/27/2018	Urban Minor Arterial
	GRISSOM	KINGS HIGHWAY-SR 405	9,690	9,655	8,980	8,970	9,310	9,320	8,660	10,080	9,160	10,440			
190	GRISSOM	KINGS HIGHWAY-SHEPARD	10,010	9,890	NC	8,970	NC	9,320	NC	10,080	NC	10,440	30,400	11/5/2019	Rural Minor Arterial
189	GRISSOM	SHEPARD-SR 405	9,370	9,420	8,980	NC	9,310	NC	8,620	NC	9,160	NC	39,800	11/6/2018	Urban Minor Arterial
524	GOLFVIEW	PORT ST. JOHN PKWY-FAY	4,640	NC	4,610	NC	4,830	NC	NC	5,570	5,680	NC	15,600	11/6/2018	Urban Major Collector
526	HOLDER	DAIRY-SR 46	NC	2,720	NC	2,670	NC	NC	NC	2,840	NC	2,730	17,700	11/6/2019	Urban Major Collector
	HOPKINS	SR 50-GRACE			9,670	7,640	8,390	6,770	8,995	7,765	8,995	7,715			
583	HOPKINS	SR 50-KNOX MCRAE				6,970	7,130	NC	7,190	NC	7,420	NC	15,600	11/13/2018	Urban Minor Arterial
584	HOPKINS	KNOX MCRAE-COUNTRY CLUB DR				9,640	NC	9,090	NC	10,710	NC	10,380	15,600	11/6/2019	Urban Minor Arterial
577	HOPKINS	COUNTRY CLUB DR-HARRISON			9,670	9,400	9,650	NC	10,800	NC	10,570	NC	15,600	11/13/2018	Urban Minor Arterial
586	HOPKINS	HARRISON-GRACE				4,550	NC	4,450	NC	4,820	NC	5,050	15,600	11/6/2019	Urban Minor Arterial
198	INDUSTRY	SR 524-GRISSOM	15,940	16,170	15,900	16,040	18,530	18,030	18,430	17,560	18,700	20,700	41,790	10/30/2019	Urban Minor Arterial
594	INDUSTRY	GRISSOM-CIDCO RD					4,360	NC	4,700	4,590	4,840	4,570	15,600	10/30/2019	Urban Local
245	KINGS HWY	GRISSOM-US 1	NC	4,710	NC	4,300	NC	4,060	NC	5,060	NC	5,200	15,600	11/5/2019	Urban Major Collector
223	NASA CSWY	US 1-SPACE COMMERCE WAY	13,870	12,060	11,200	10,520	11,110	10,170	12,070	12,260	13,400	14,380	30,400	11/5/2019	Rural Principal Arterial Other

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AREA: NORTH																
239	OLD DIXIE	GARDEN-DAIRY	1,200	NC	1,320	NC	1,190	NC	NC	NC	1,350	NC	15,600	11/27/2018	Urban Major Collector	
240	OLD DIXIE	DAIRY-PARKER	NC	960	NC	910	NC	860	NC	940	NC	820	15,600	12/4/2019	Urban Major Collector	
PARRISH			600	1,320	690	1,340	780	1,240	850	1,210	840	1,110				
242	PARRISH	HOLDER-SINGLETON	600	NC	690	NC	780	NC	840	NC	840	NC	15,600	11/7/2018	Urban Major Collector	
241	PARRISH	SINGLETON-US 1	NC	1,320	NC	1,340	NC	1,240	NC	1,210	NC	1,110	15,600	12/11/2019	Urban Major Collector	
211	PT ST JOHN PKWY	I-95-GRISSOM	8,410	8,570	8,210	8,890	9,960	10,550	10,370	10,990	11,030	10,940	39,800	11/5/2019	Urban Minor Arterial	
SINGLETON			4,705	7,830	4,270	7,730	1,680		8,180	4,570	9,140					
578	SINGLETON	SR 405 (SOUTH ST)-GARDEN			6,970	NC	NC	NC	NC	7,570	7,510	NC	17,700	12/11/2018	Urban Major Collector	
238	SINGLETON	GARDEN-DAIRY	7,970	7,830	NC	7,730	NC	NC	8,790	NC	NC	9,140	15,600	11/13/2019	Urban Major Collector	
547	SINGLETON	DAIRY-SR 46	1,440	NC	1,570	NC	1,680	NC	NC	NC	1,630	NC	15,600	11/7/2018	Urban Major Collector	
SISSON			6,200	6,365	6,025	6,150	6,770	6,825	7,500	7,905	7,070	7,810				
234	SISSON	SR 405-SAN MATEO BLVD	5,520	5,650	5,340	5,300	5,870	5,980	6,450	6,980	7,330	6,810	15,600	11/5/2019	Urban Major Collector	
550	SISSON	SAN MATEO BLVD-SR 50	6,880	7,080	6,710	7,000	7,670	7,670	8,550	8,830	6,810	8,810	15,600	11/5/2019	Urban Major Collector	
201	SR 46	VOLUSIA CO-FAWN LAKE	5,520	5,760	5,640	5,750	5,970	5,680	7,230	7,070	7,660	8,520	8,400	12/4/2019	Rural Principal Arterial Other	
SR 46			9,230	9,420	9,140	9,325	9,605	11,000	10,755	11,040	10,440	10,780				
200	SR 46	FAWN LAKE-I-95	8,590	8,960	8,580	8,970	9,080	NC	9,930	10,360	10,440	10,050	14,160	12/4/2019	Urban Principal Arterial-Other	
199	SR 46	I-95-US 1	9,870	9,880	9,700	9,680	10,130	11,000	11,580	11,720	NC	11,510	14,160	11/6/2019	Urban Principal Arterial-Other	
231	SR 50	ORANGE CO-I-95	10,760	10,290	UC	9,160	10,190	10,270	10,470	11,500	12,370	13,260	40,300	12/4/2019	Rural Principal Arterial Other	
SR 50			20,018	20,004	UC	18,923	18,487	21,715	20,268	21,568	24,043	23,148				
232	SR 50	I-95-SR 405	26,290	25,080	UC	24,260	UC	27,980	23,810	30,320	34,830	31,190	41,790	11/13/2019	Urban Principal Arterial-Other	
164	SR 50	SR 405-BARNA	20,260	20,580	UC	19,220	NC	24,080	NC	23,350	NC	23,940	41,790	12/4/2019	Urban Minor Arterial	
163	SR 50	BARNA-SISSON	20,230	20,280	UC	NC	20,800	NC	21,360	NC	23,450	NC	41,790	11/27/2018	Urban Minor Arterial	
162	SR 50	SISSON-HOPKINS	18,940	19,680	UC	18,620	20,460	20,240	20,900	16,660	21,580	21,500	34,020	11/6/2019	Urban Minor Arterial	
161	SR 50	HOPKINS-US 1	14,370	14,400	UC	13,590	14,200	14,560	15,000	15,940	16,310	15,960	34,020	11/6/2019	Urban Minor Arterial	
SR 405 (COLUMBIA)			17,762	17,338	16,786	16,330	16,710	17,004	17,604	18,292	19,163	19,590				
218	SR 405 (COLUMBIA)	SR 50-BARNA	18,580	18,920	18,510	17,090	19,070	19,500	19,110	20,210	20,330	20,540	41,790	11/13/2019	Urban Principal Arterial-Other	
219	SR 405 (COLUMBIA)	BARNA-SR 407	19,030	18,820	18,350	17,220	16,850	17,740	17,950	18,510	19,530	19,870	41,790	11/5/2019	Urban Principal Arterial-Other	
220	SR 405 (COLUMBIA)	SR 407-GRISSOM	20,900	20,110	19,550	19,660	19,730	20,020	21,110	21,370	22,430	23,250	41,790	11/5/2019	Urban Principal Arterial-Other	
221	SR 405 (COLUMBIA)	GRISSOM-SISSON	16,280	15,880	15,060	15,200	16,080	15,730	17,140	17,060	NC	18,920	41,790	11/5/2019	Urban Principal Arterial-Other	
222	SR 405 (COLUMBIA)	SISSON-US 1	14,020	12,960	12,460	12,480	11,820	12,030	12,710	14,310	14,360	15,370	41,790	11/5/2019	Urban Principal Arterial-Other	
SR 405 (SOUTH)			15,180	15,750	15,040	14,605	15,095	14,265	15,690	16,130	16,110	16,075				
217	SR 405 (SOUTH)	SR 50-FOX LAKE	17,510	18,440	17,550	16,940	17,720	16,910	18,210	18,840	18,770	18,950	18,590	12/4/2019	Urban Minor Arterial	
216	SR 405 (SOUTH)	FOX LAKE-SINGLETON	12,850	13,060	12,530	12,270	12,470	11,620	13,170	13,420	13,450	13,200	17,700	11/13/2019	Urban Minor Arterial	
SR 405 (SOUTH)			6,185	6,245	5,830	6,480	6,070	6,930	6,480	6,630	6,240	6,800				
215	SR 405 (SOUTH)	SINGLETON-PARK	6,870	6,910	6,440	6,480	6,660	6,930	6,960	6,630	7,010	6,800	37,810	11/13/2019	Urban Minor Arterial	
214	SR 405 (SOUTH)	PARK-US 1	5,500	5,580	5,220	NC	5,290	NC	5,520	NC	5,470	NC	34,020	11/27/2018	Urban Minor Arterial	
595	SR 406 (GARDEN)	CARPENTER-I-95					6,260	NC	6,960	NC	7,290	NC	15,600	11/7/2018	Urban Major Collector	
SR 406 (GARDEN)			12,038	11,920	11,698	11,345	11,890	12,833	13,613	13,243	13,763	14,050				
202	SR 406 (GARDEN)	I-95-SINGLETON	13,940	12,960	12,530	11,670	12,800	13,850	14,510	14,730	16,310	15,700	41,790	11/13/2019	Urban Principal Arterial-Other	
203	SR 406 (GARDEN)	SINGLETON-PARK	15,470	15,700	15,410	14,980	15,690	18,060	16,180	16,930	17,390	17,230	39,800	11/13/2019	Urban Principal Arterial-Other	
204	SR 406 (GARDEN)	PARK-HOPKINS	10,000	10,510	10,480	10,080	10,960	10,940	13,780	10,930	11,480	12,910	39,800	12/4/2019	Urban Principal Arterial-Other	
205	SR 406 (GARDEN)	HOPKINS-WASHINGTON	8,740	8,510	8,370	8,650	8,110	8,480	9,980	10,380	9,870	10,360	32,400	11/6/2019	Urban Principal Arterial-Other	
233	SR 406 (GARDEN)	WASHINGTON-BLACK POINT RD.	5,560	4,370	4,800	4,510	4,030	4,900	5,960	5,290	6,120	6,530	14,800	11/6/2019	Urban Principal Arterial-Other	
SR 407			6,413	6,380	6,070	5,867	6,833	7,210	8,550	8,693	9,433	12,110				
225	SR 407	SR 528-I-95	6,660	6,990	6,340	6,140	6,830	7,220	8,750	9,150	9,970	12,640	8,820	12/4/2019	Rural Principal Arterial - Freeways & Expressways	
548	SR 407	I-95-SHEPARD DR	6,630	6,500	6,320	6,290	7,460	7,660	9,190	8,980	10,090	12,850	24,200	12/4/2019	Urban Principal Arterial - Freeways & Expressways	
224	SR 407	SHEPARD DR-SR 405	5,950	5,650	5,550	5,170	6,210	6,750	7,710	7,950	8,240	10,840	24,200	12/4/2019	Urban Principal Arterial - Freeways & Expressways	

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AREA: NORTH															
	US 1	SR 528-SR 405	23,583	23,388	22,780	25,634	24,064	24,543	22,713	22,772	27,963	29,667			
226	US 1	SR 528-CANAVERAL GROVES BLVD.	31,520	31,410	30,780	UC	UC	NC	29,100	31,820	31,420	32,820	41,790	12/11/2019	Urban Principal Arterial-Other
159	US 1	CANAVERAL GROVES BLVD.-CAMP	29,690	30,220	28,790	27,210	25,690	NC	28,610	25,590	29,950	30,880	41,790	11/5/2019	Urban Principal Arterial-Other
160	US 1	CAMP-BROADWAY BLVD.	29,310	28,210	27,760	27,080	24,890	24,300	28,130	29,170	29,210	30,290	41,790	11/5/2019	Urban Principal Arterial-Other
227	US 1	BROADWAY BLVD.-FAY	29,750	30,660	28,620	27,830	25,530	27,110	27,820	29,560	28,470	30,310	41,790	11/5/2019	Urban Principal Arterial-Other
228	US 1	FAY-KINGS HIGHWAY	27,480	26,860	26,580	25,320	23,960	25,870	27,610	27,240	25,040	28,810	41,790	11/5/2019	Urban Principal Arterial-Other
230	US 1	KINGS-SR 405	23,500	23,630	22,770	20,730	20,250	20,890	22,830	22,810	23,690	24,890	41,790	11/5/2019	Urban Principal Arterial-Other
	US 1	SR 405-GRACE	23,844	24,482	23,654	22,714	23,092	24,818	24,770	24,682	26,710	26,468			
169	US 1	SR 405-SR 50	22,540	22,460	21,610	19,400	19,670	20,130	21,390	20,310	23,280	23,550	41,790	11/6/2019	Urban Principal Arterial-Other
170	US 1	SR 50-KNOX MCRAE	23,500	23,950	23,710	22,550	23,660	26,210	25,030	25,130	28,180	27,110	41,790	11/6/2019	Urban Principal Arterial-Other
172	US 1	KNOX MCRAE-COUNTRY CLUB DRIVE	24,780	25,710	24,570	24,100	23,980	26,150	26,640	27,580	28,320	28,210	41,790	11/6/2019	Urban Principal Arterial-Other
173	US 1	COUNTRY CLUB DRIVE-HARRISON	25,920	26,490	25,150	24,210	24,930	26,420	26,680	26,700	28,120	27,920	41,790	11/6/2019	Urban Principal Arterial-Other
174	US 1	HARRISON-GRACE	22,480	23,800	23,230	23,310	23,220	25,180	24,110	23,690	25,650	25,550	41,790	12/11/2019	Urban Principal Arterial-Other
	US 1 (NB)	GRACE-GARDEN (NB - WASHINGTON)	UC	12,130	11,820	11,570	11,457	11,100	12,477	12,230	12,487	12,825			
182	US 1	GRACE-SOUTH	UC	12,940	12,600	12,380	12,300	NC	13,780	13,230	13,330	13,770	23,880	11/6/2019	Urban Principal Arterial-Other
181	US 1	SOUTH-MAIN	UC	12,150	11,810	NC	11,480	NC	12,310	NC	12,530	NC	19,440	11/7/2018	Urban Principal Arterial-Other
179	US 1	MAIN-GARDEN	UC	11,300	11,050	10,760	10,590	11,100	11,340	11,230	11,600	11,880	19,440	11/6/2019	Urban Principal Arterial-Other
	US 1 (SB)	GARDEN-GRACE (SB - HOPKINS)	UC	11,943	11,820	11,630	11,183	10,925	12,040	12,740	12,587	13,085			
178	US 1	Garden-Main	UC	11,200	11,010	10,780	9,870	8,900	11,110	11,970	11,680	12,090	19,440	11/6/2019	Urban Principal Arterial-Other
176	US 1	Main-South	UC	11,470	11,530	NC	11,060	NC	11,600	NC	12,260	NC	23,880	11/27/2018	Urban Principal Arterial-Other
175	US 1	South-Grace	UC	13,160	12,920	12,480	12,620	12,950	13,410	13,510	13,820	14,080	23,880	11/6/2019	Urban Principal Arterial-Other
	US 1	GARDEN-SR 46	19,455	19,990	19,255	18,505	18,010		19,300	17,930	19,710	20,010			
165	US 1	Garden-Dairy	22,500	23,360	22,450	22,630	21,900	NC	22,490	20,270	22,680	23,060	41,790	11/13/2019	Urban Principal Arterial-Other
166	US 1	Dairy-SR46	16,410	16,620	16,060	14,380	14,120	NC	16,110	15,590	16,740	16,960	41,790	11/6/2019	Urban Principal Arterial-Other
	US 1	SR 46-VOLUSIA CO.	8,067	7,810	7,797	7,507	7,583		8,010	8,123	8,217	8,390			
167	US 1	SR 46-Lionel	10,530	10,420	10,240	9,670	10,030	NC	10,370	10,310	10,810	11,010	41,790	11/6/2019	Urban Principal Arterial-Other
168	US 1	Lionel-Burkholm	9,590	9,420	9,260	9,320	9,040	NC	9,810	10,220	9,600	9,870	40,300	11/6/2019	Urban Principal Arterial-Other
527	US 1	BURKHOLM-VOLUSIA CO.	4,080	3,590	3,890	3,530	3,680	NC	3,850	3,840	4,240	4,290	40,300	11/6/2019	Rural Principal Arterial Other
AREA: MERRITT ISLAND															
	CONE	S TROPICAL-PLUMOSA	5,230	5,125	5,145	5,085		5,295	5,205	5,495	5,330	3,920			
117	CONE	S Tropical-S Courtenay	4,560	4,420	4,390	4,440	NC	4,710	4,570	4,810	4,660	3,920	15,600	2/18/2019	Urban Minor Collector
115	CONE	S Courtenay-Plumosa	5,900	5,830	5,900	5,730	UC	5,880	5,840	6,180	6,000	NC	15,600	1/31/2018	Urban Minor Collector
137	CROCKETT	N TROPICAL-N COURTENAY	2,010	1,970	1,890	1,800	1,880	1,950	1,970	2,100	2,200	2,090	15,600	2/13/2019	Urban Minor Collector
	FORTENBERRY	S COURTENAY- SYKES CREEK	4,950	4,780	4,535	4,490		4,705	4,730	4,840	4,820	5,810			
119	FORTENBERRY	S Courtenay-Plumosa	4,660	4,430	4,000	4,150	UC	4,460	4,590	4,610	4,710	6,640	15,600	2/4/2019	Urban Major Collector
154	FORTENBERRY	Plumosa-Sykes Ck Pkwy	5,240	5,130	5,070	4,830	UC	4,950	4,870	5,070	4,930	4,980	15,600	2/13/2019	Urban Major Collector
158	HALL	N COURTENAY-N TROPICAL	2,690	3,040	2,890	2,960	UC	2,950	3,080	3,270	3,010	2,920	15,600	2/13/2019	Urban Minor Collector
138	LUCAS	N TROPICAL-N COURTENAY	2,840	2,820	2,720	2,970	2,740	3,020	3,180	3,570	3,060	2,730	15,600	2/18/2019	Urban Minor Collector
153	MERRITT AVE	N TROPICAL-N COURTENAY	2,630	2,700	2,690	2,720	3,140	3,280	3,240	3,330	3,470	3,470	15,600	2/4/2019	Urban Major Collector
	MERRITT AVE	N COURTENAY - SYKES CREEK	14,750	14,220	14,005	13,790	14,855	15,090	15,970	15,910	13,695	14,645			
103	MERRITT AVE	N Courtenay-Plumosa	14,490	13,880	13,310	13,170	14,080	14,550	NC	14,210	11,910	14,380	33,800	3/6/2019	Urban Major Collector
110	MERRITT AVE	Plumosa-Sykes Ck Pkwy	15,010	14,560	14,700	14,410	15,630	15,630	15,970	15,600	15,480	14,910	33,800	2/6/2019	Urban Major Collector
104	NEWFOUND HARB.	END-SR 520	7,060	6,830	6,610	6,700	6,900	6,950	6,820	7,030	7,040	5,860	15,600	2/13/2019	Urban Minor Collector

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AREA: MERRITT ISLAND															
	N. BANANA RVR	SR 520-SR 528	10,153	9,993	9,683	9,763	9,737	10,070	10,078	10,850	10,785	8,878			
109	N. BANANA RVR	SR 520-SYKES CREEK	7,110	7,030	6,910	6,960	6,630	6,670	6,600	7,040	7,360	6,850	15,600	2/13/2019	Urban Minor Arterial
107	N. BANANA RVR	Sykes Creek-Central	12,650	12,460	12,240	12,110	12,400	12,900	12,040	13,600	13,250	12,890	15,600	2/18/2019	Urban Minor Arterial
102	N. BANANA RVR	Central-Martin Blvd.	10,700	10,490	9,900	10,220	10,180	10,640	10,770	11,410	11,330	11,200	15,600	2/18/2019	Urban Minor Arterial
602	N. BANANA RVR	Martin Blvd.-SR 528						10,550	10,900	11,350	11,200	11,250	15,600	3/13/2019	Urban Minor Arterial
613	N. BANANA RVR	SR 528-Sea Ray Drive								4,360	NC	2,200	15,600	2/13/2019	Urban Local
	N. COURTENAY	SR 520-SR 528	33,357	29,430	30,461	30,734	31,339	33,350	31,930	32,329	29,427	29,527			
130	N. COURTENAY	SR 520-Merritt	27,570	27,140	25,380	25,430	26,500	27,810	27,300	28,270	24,240	25,070	41,790	2/4/2019	Urban Principal Arterial-Other
131	N. COURTENAY	Merritt-Needle	37,640	36,970	34,780	34,880	35,440	37,970	35,290	34,940	31,940	32,440	41,790	2/4/2019	Urban Principal Arterial-Other
133	N. COURTENAY	Needle-Lucas	36,320	30,890	33,210	33,180	34,540	36,350	35,520	33,120	32,040	31,530	41,790	2/13/2019	Urban Principal Arterial-Other
135	N. COURTENAY	Lucas-Crockett	35,550	29,930	32,420	32,870	33,160	35,460	33,490	33,740	30,610	30,580	41,790	2/13/2019	Urban Principal Arterial-Other
136	N. COURTENAY	Crockett-Pioneer	32,580	27,390	29,970	30,080	30,230	32,920	30,870	31,730	29,450	28,280	41,790	3/6/2019	Urban Principal Arterial-Other
152	N. COURTENAY	Pioneer-S Ramps SR 528	33,250	27,900	30,120	30,850	30,540	33,730	32,850	32,310	30,010	31,700	41,790	1/29/2019	Urban Principal Arterial-Other
155	N. COURTENAY	S Ramps-N Ramps SR 528	30,590	25,790	27,350	27,850	28,960	29,210	28,190	32,190	27,700	27,090	41,790	2/18/2019	Urban Principal Arterial-Other
	N. COURTENAY	SR 528-SPACE COMMERCE WAY	18,477	16,933	14,103	14,213	14,017	15,580	14,573	15,963	14,840	14,833			
140	N. COURTENAY	N Ramps-Hall	24,530	23,740	20,900	20,420	19,090	22,300	21,170	22,960	20,840	21,200	41,790	2/13/2019	Urban Principal Arterial-Other
157	N. COURTENAY	Hall-N Tropical	17,820	16,550	13,040	13,570	14,270	15,090	13,490	15,220	14,890	14,320	41,790	2/13/2019	Urban Principal Arterial-Other
141	N. COURTENAY	N. Tropical-Space Commerce Way	13,080	10,510	8,370	8,650	8,690	9,350	9,060	9,710	8,790	8,980	40,300	2/13/2019	Rural Principal Arterial Other
	N. TROPICAL TR	SR 520-PIONEER	4,733	4,948	4,620	4,665	4,658	5,233	5,388	6,620	5,570	5,108			
147	N. TROPICAL TR	SR 520-Merritt	7,210	7,510	7,200	7,440	7,420	8,170	8,260	8,840	8,620	7,690	15,600	2/4/2019	Urban Major Collector
146	N. TROPICAL TR	Merritt-Lucas	5,740	5,920	5,600	5,660	5,550	6,190	6,320	6,380	6,880	6,660	15,600	3/6/2019	Urban Major Collector
145	N. TROPICAL TR	Lucas-Crockett	3,940	4,200	3,790	3,700	3,790	4,370	4,640	4,640	4,500	3,870	15,600	2/18/2019	Urban Major Collector
156	N. TROPICAL TR	Crockett-Pioneer	2,040	2,160	1,890	1,860	1,870	2,200	2,330	NC	2,280	2,210	15,600	3/6/2019	Urban Major Collector
	N. TROPICAL TR	GRANT-N COURTENAY	1,320	1,725	1,020	1,515	1,455	1,565	1,273	1,800	1,360	1,710			
144	N. TROPICAL TR	Grant-Hall	630	NC	580	NC	UC	NC	660	NC	690	NC	15,600	2/13/2018	Urban Major Collector
143	N. TROPICAL TR	Hall-Crisafulli	1,680	1,870	NC	1,670	1,530	1,640	1,720	1,800	1,710	1,680	15,600	2/13/2019	Urban Major Collector
142	N. TROPICAL TR	Crisafulli-N Courtenay	1,650	1,580	1,460	1,360	1,380	1,490	1,440	1,800	1,680	1,740	15,600	2/13/2019	Urban Major Collector
	PLUMOSA	CONE-MERRITT AVE	5,870	5,660	5,600	5,475		5,710	5,705	6,280	5,960	6,710			
116	PLUMOSA	Cone-Fortenberry	5,440	NC	5,630	NC	NC	NC	5,010	NC	5,540	NC	15,600	1/31/2018	Urban Minor Collector
120	PLUMOSA	Fortenberry-SR 520	NC	5,430	NC	5,240	NC	5,190	NC	NC	NC	NC	15,600	1/14/2015	Urban Minor Collector
106	PLUMOSA	SR 520-Merritt Ave	6,300	5,890	5,570	5,710	NC	6,230	6,400	6,280	6,380	6,710	15,600	2/13/2019	Urban Minor Collector
105	S. BANANA DR.	END-SR 520	2,200	2,260	1,930	2,230	1,920	2,200	2,120	2,390	2,520	2,080	12,480	2/13/2019	Urban Major Collector
	S. COURTENAY	PINEDA-FORTENBERRY	11,910	11,525	10,998	10,983	9,437	11,240	10,605	10,868	11,470	11,235			
112	S. TROPICAL TR	PINEDA-S COURTENAY	8,160	7,660	7,270	7,170	7,320	7,520	7,390	7,400	8,130	7,960	12,480	3/6/2019	Urban Minor Arterial
113	S. COURTENAY	S. Tropical Tr-Banana	10,210	9,780	9,370	9,140	9,160	9,340	8,820	9,500	9,490	9,680	15,600	3/6/2019	Urban Minor Arterial
114	S. COURTENAY	Banana-Cone	12,730	12,280	11,850	11,910	11,830	12,030	10,890	10,860	12,260	11,430	15,600	2/18/2019	Urban Minor Arterial
118	S. COURTENAY	Cone-Fortenberry	16,540	16,380	15,500	15,710	NC	16,070	15,320	15,710	16,000	15,870	15,600	2/18/2019	Urban Minor Arterial
	S. COURTENAY	Fortenberry-SR 520	13,290	13,250	12,587	12,400		13,097	12,103	13,100	18,760	18,625			
122	S. COURTENAY	Fortenberry-Magnolia	18,050	18,030	16,990	16,600	NC	18,570	17,500	17,210	17,900	17,710	33,800	3/6/2019	Urban Minor Arterial
139	S. COURTENAY	Magnolia-SR 520	20,440	20,260	19,410	19,300	UC	19,320	17,330	20,550	19,620	19,540	33,800	2/4/2019	Urban Minor Arterial
111	S. TROPICAL TR	S PATRICK-PINEDA	1,380	1,460	1,360	1,300	1,340	1,400	1,480	1,540	1,490	1,600	12,480	2/18/2019	Urban Major Collector
	S. TROPICAL TR	S COURTENAY-SR 520	4,557	4,343	4,097	4,283	4,353	4,510	4,377	4,610	4,627	4,253			
125	S. TROPICAL TR	S Courtenay-Plantation	1,270	1,190	1,150	1,260	1,160	1,210	1,270	1,220	1,350	1,320	12,480	2/18/2019	Urban Major Collector
126	S. TROPICAL TR	Plantation-Cone	7,130	6,970	6,670	6,760	6,780	7,030	6,780	7,090	7,140	6,590	12,480	2/18/2019	Urban Major Collector
124	S. TROPICAL TR	Cone-SR 520	5,270	4,870	4,470	4,830	5,120	5,290	5,080	5,520	5,390	4,850	12,480	2/18/2019	Urban Major Collector

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SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2010 - 2019

ID	ROAD	SEGMENT (Sections)	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: MERRITT ISLAND															
603	SPACE COMMERCE WAY	SR 3-NASA CAUSEWAY						3,090	3,040	3,780	3,440	4,960	12,900	2/18/2019	Rural Principal Arterial Other
	SR 520	HUMPHREY BR-S. BANANA	34,103	33,698	30,878	32,220	33,311	34,200	32,467	30,929	29,694	29,844			
101	SR 520	Bridge-N.Tropical	46,750	46,850	NC	44,390	46,090	48,440	44,400	44,820	39,660	43,440	59,900	2/4/2019	Urban Principal Arterial-Other
148	SR 520	N.Tropical-SR 3	38,370	38,460	37,670	37,240	34,900	39,820	37,210	36,850	35,640	35,120	59,900	2/6/2019	Urban Principal Arterial-Other
97	SR 520	SR 3-Plaza ent	34,550	33,760	33,430	31,820	34,410	33,630	32,070	29,870	28,700	25,840	62,900	2/4/2019	Urban Principal Arterial-Other
98	SR 520	Plaza ent-Plumosa	34,430	33,940	30,530	31,860	34,130	33,790	31,800	29,940	30,490	31,230	62,900	2/6/2019	Urban Principal Arterial-Other
99	SR 520	Plumosa-Mall ent	33,970	32,810	32,560	30,560	32,780	32,140	31,640	28,750	25,300	28,870	62,900	2/6/2019	Urban Principal Arterial-Other
100	SR 520	Mall ent-SykesCrkPkw	27,500	25,620	26,270	26,010	28,740	27,140	24,810	23,660	24,130	23,280	62,900	3/6/2019	Urban Principal Arterial-Other
149	SR 520	Sykes-Newfound HrbDr	34,630	34,170	32,270	32,520	33,160	34,480	35,170	30,740	31,000	30,070	62,900	2/13/2019	Urban Principal Arterial-Other
150	SR 520	Newfound Hbr-N Banana	28,560	27,750	27,330	27,290	28,940	29,920	28,670	26,820	26,050	25,830	62,900	2/13/2019	Urban Principal Arterial-Other
151	SR 520	N Banana-S Banana	28,170	29,920	26,960	28,290	26,650	28,440	26,430	26,910	26,280	24,920	62,900	2/13/2019	Urban Principal Arterial-Other
	SR 528	US 1-SR 401	36,903	36,847	35,343	37,053	37,850	39,243	37,940	39,587	38,480	39,403			
128	SR 528	US 1-N COURTENAY	45,990	46,150	43,000	44,700	45,760	49,740	48,660	48,600	44,630	46,100	74,400	3/6/2019	Urban Principal Arterial-Other
129	SR 528	N Crtny-N Banana Rv Dr	33,710	33,920	32,770	33,630	36,360	32,570	31,070	36,810	37,340	37,570	74,400	2/13/2019	Urban Principal Arterial-Other
127	SR 528	N Banana Rv Dr-SR 401	31,010	30,470	30,260	32,830	31,430	35,420	34,090	33,350	33,470	34,540	74,400	2/13/2019	Urban Principal Arterial-Other
123	SYKES CREEK	FORTENBERRY-SR 520	5,630	5,530	5,490	5,610	NC	5,610	5,390	5,440	4,830	4,670	33,800	2/6/2019	Urban Major Collector
121	SYKES CREEK	SR 520-MERRITT	12,460	11,970	12,010	11,770	12,210	12,640	12,680	12,070	12,570	12,010	39,800	2/6/2019	Urban Major Collector
108	SYKES CREEK	MERRITT-N BANANA	9,880	9,670	9,700	9,890	NC	10,610	11,080	10,970	10,660	10,090	17,700	2/18/2019	Urban Major Collector
AREA: CENTRAL															
75	ADAMSON	PINE-SR 524	4,360	5,220	4,720	4,880	4,700	5,210	5,380	5,340	6,100	5,100	17,700	3/5/2019	Urban Minor Collector
	BARNES	FISKE-MURRELL	16,580	16,410	15,420	15,060	15,460	15,895		13,145	13,835	17,545			
77	BARNES	FISKE-THREE MEADOWS DRIVE	16,580	16,410	15,420	15,060	15,460	15,940	UC	13,440	13,750	19,340	39,800	1/16/2019	Urban Principal Arterial-Other
604	BARNES	THREE MEADOWS DRIVE-MURRELL						15,850	UC	12,850	13,920	15,750	39,800	1/22/2019	Urban Principal Arterial-Other
72	BARNES	MURRELL-US 1	10,930	NC	9,560	NC	9,720	9,910	8,800	9,560	10,510	10,910	17,700	1/16/2019	Urban Principal Arterial-Other
49	CLEARLAKE	PLUCKEBAUM-SR 520	6,380	5,640	5,130	5,400	4,800	5,050	4,590	4,750	5,910	5,160	15,600	1/28/2019	Urban Major Collector
	CLEARLAKE	SR 520-MICHIGAN	20,650	18,265	17,620	15,747	15,933	18,307	18,030	16,990	17,407	16,327			
29	CLEARLAKE	SR 520-Lake	16,580	13,250	12,650	11,550	11,640	14,160	13,400	12,810	14,590	12,870	39,800	3/5/2019	Urban Minor Arterial
30	CLEARLAKE	Lake-Dixon	19,470	17,740	17,010	16,010	16,210	19,620	19,120	18,200	18,010	17,110	39,800	1/29/2019	Urban Minor Arterial
31	CLEARLAKE	Dixon-Rosetine	23,220	20,620	20,250	NC	19,950	NC	21,570	NC	19,620	NC	39,800	1/30/2018	Urban Minor Arterial
32	CLEARLAKE	Rosetine-Michigan	23,330	21,450	20,570	19,680	NC	21,140	NC	19,960	NC	19,000	39,800	3/5/2019	Urban Minor Arterial
	CLEARLAKE	MICHIGAN-SR 524	20,023	19,460	18,100	17,233	17,727	19,817	19,927	18,193	18,640	17,783			
39	CLEARLAKE	Michigan-Otterbein	22,180	21,620	20,360	18,910	18,410	21,290	21,320	19,970	20,550	19,530	39,800	1/29/2019	Urban Minor Arterial
50	CLEARLAKE	Otterbein-N. Wal-Mart Ent.	17,100	16,580	14,920	14,120	15,520	16,960	16,090	14,810	15,770	15,210	41,790	1/29/2019	Urban Minor Arterial
95	CLEARLAKE	WAL-MART-SR 524	20,790	20,180	19,020	18,670	19,250	21,200	22,370	19,800	19,600	18,610	41,790	1/29/2019	Urban Minor Arterial
61	COX	SR 520-SR 524	4,400	4,180	3,210	4,260	4,100	4,560	4,810	4,240	4,460	4,370	17,700	1/23/2019	Urban Major Collector
69	COX	SR 524-JAMES	2,670	2,520	2,550	2,580	2,490	2,760	2,690	2,600	2,660	2,630	17,700	1/23/2019	Urban Major Collector
	DIXON	CLEARLAKE-US 1	12,173	11,320	10,970	9,855	9,630	10,160	10,415	10,303	10,758	10,340			
47	DIXON	Clearlake-Pineda St	12,740	11,740	11,490	10,280	10,320	11,360	11,290	10,920	11,070	10,620	39,800	3/5/2019	Urban Minor Arterial
51	DIXON	Pineda St-Fiske	11,820	11,250	10,760	9,590	9,420	10,260	10,130	10,240	10,490	10,390	39,800	3/13/2019	Urban Minor Arterial
46	DIXON	Fiske-Byrd Plaza ent	12,640	11,430	NC	10,140	9,800	10,220	10,760	10,560	11,260	10,780	39,800	3/5/2019	Urban Minor Arterial
45	DIXON	Byrd Plaza Ent-US 1	11,490	10,860	10,660	9,410	8,980	8,800	9,480	9,490	10,210	9,570	39,800	1/29/2019	Urban Minor Arterial
	FISKE	I-95-BARTON	23,645	21,390	20,990	21,360	21,805	23,125	23,310	22,190	24,190	25,015			
44	FISKE	I-95/Barnes-Eyester	23,210	21,050	21,060	21,880	22,160	24,690	25,080	24,190	25,820	27,300	41,790	1/16/2019	Urban Principal Arterial-Other
96	FISKE	Eyester-Barton	24,080	21,730	20,920	20,840	21,450	21,560	21,540	20,190	22,560	22,730	41,790	1/22/2019	Urban Principal Arterial-Other

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SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2010 - 2019

ID	ROAD	SEGMENT (Sections)	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: CENTRAL															
	FISKE	BARTON-SR 520	24,613	22,435	20,600	20,578	20,465	21,915	20,000	20,118	20,908	21,038			
42	FISKE	Barton-St Andrews	27,910	25,190	23,480	23,250	24,240	24,150	24,200	22,660	24,320	24,130	41,790	1/22/2019	Urban Principal Arterial-Other
41	FISKE	St Andrews-Pluckebaum	28,010	25,980	23,650	23,370	22,620	25,300	23,490	23,080	23,970	23,940	41,790	1/22/2019	Urban Principal Arterial-Other
40	FISKE	Pluckebaum-Rosa Jones	21,950	20,030	18,360	18,700	18,130	19,860	18,210	18,920	17,720	18,690	41,790	1/22/2019	Urban Principal Arterial-Other
38	FISKE	Rosa Jones-SR 520	20,580	18,540	16,910	16,990	16,870	18,350	14,100	15,810	17,620	17,390	41,790	1/22/2019	Urban Principal Arterial-Other
37	FISKE	SR 520-DIXON	9,240	8,440	8,010	7,490	7,270	8,020	8,220	7,390	7,330	7,300	15,600	1/28/2019	Urban Minor Arterial
	FLORIDA	US 1-SR 520	10,990	8,200	8,400	7,125	6,665	7,025	6,710	6,910	6,260	5,840			
55	FLORIDA	US 1-Rosa Jones	11,680	9,750	8,400	8,140	7,580	7,980	7,330	6,910	7,640	7,030	15,600	1/22/2019	Urban Minor Arterial
54	FLORIDA	Rosa Jones-SR 520	10,300	6,650	NC	6,110	5,750	6,070	6,090	UC	4,880	4,650	15,600	1/22/2019	Urban Minor Arterial
	FORREST	SR 520-US1	11,380	10,490	9,890	11,090	9,240	8,630	7,880	8,585	8,100	11,500			
52	FORREST	SR 520-Peachtree	11,220	10,290	9,890	12,580	10,170	9,890	8,700	8,930	NC	13,510	15,600	1/23/2019	Urban Minor Arterial
53	FORREST	Peachtree-US 1	11,540	10,690	NC	9,600	8,310	7,370	7,060	8,240	8,100	9,490	15,600	1/23/2019	Urban Minor Arterial
67	FRIDAY	SR 520-SR 524	1,480	1,220	1,170	1,150	1,220	1,530	1,390	1,500	1,470	1,780	15,600	1/23/2019	Urban Major Collector
64	FRIDAY	SR 524-JAMES	3,180	3,230	3,080	3,020	NC	3,290	NC	3,210	NC	2,960	17,700	3/5/2019	Urban Local
593	JDG F JAMIESON	TAVISTOCK DRIVE-STADIUM					4,400	4,480	4,650	5,040	4,960	4,860	17,700	1/14/2019	Urban Local
	JDG F JAMIESON	STADIUM-LAKE ANDREW	14,180	14,310	14,385	14,760	15,795	15,785	16,295	16,400	16,400	16,140			
80	JDG F JAMIESON	Stadium-Gov't Ctr./Sch. Bd. Main Entrance	13,660	13,800	13,810	14,310	14,780	15,380	15,970	16,190	16,250	16,210	39,800	1/14/2019	Urban Minor Arterial
78	JDG F JAMIESON	Gov't Ctr./Sch. Bd. Entrance-Lake Andrew	14,700	14,820	14,960	15,210	16,810	16,190	16,620	16,610	16,550	16,070	39,800	1/14/2019	Urban Minor Arterial
	LAKE	COX-SR 520	4,460	3,797	3,287	3,190	3,133	3,767	4,033	3,870	4,510	3,880			
85	LAKE	Cox-Range	NC	3,180	2,290	2,120	2,150	2,630	2,790	2,890	NC	3,510	17,700	1/28/2019	Urban Major Collector
62	LAKE	Range-Clearlake	4,010	3,820	3,500	3,470	3,260	3,860	3,750	4,040	NC	4,110	15,600	1/28/2019	Urban Major Collector
68	LAKE	Clearlake-SR 520	4,910	4,390	4,070	3,980	3,990	4,810	5,560	4,680	4,510	4,020	15,600	1/28/2019	Urban Major Collector
	LAKE ANDREW	WICKHAM-JAMIESON	16,395	16,445	16,625	16,555	17,085	17,900	17,350	17,130	19,090	17,280			
81	LAKE ANDREW	Wickham-The Avenue Main Ent.	17,950	18,070	18,220	18,320	18,810	19,940	18,480	18,990	18,980	19,340	39,800	1/14/2019	Urban Minor Arterial
82	LAKE ANDREW	The Avenue Main Ent.-Jamieson	14,840	14,820	15,030	14,790	15,360	15,860	16,220	15,270	19,200	15,220	39,800	1/14/2019	Urban Minor Arterial
86	MICHIGAN	RANGE-CLEARLAKE	5,170	NC	4,180	NC	3,930	NC	4,180	NC	4,450	NC	15,600	1/30/2018	Urban Major Collector
48	MICHIGAN	CLEARLAKE-US 1	12,940	12,630	11,990	12,070	10,280	8,420	9,940	10,820	11,090	11,500	39,800	1/29/2019	Urban Minor Arterial
	MURRELL	WICKHAM-BARNES	17,863	17,495	17,275	16,630	16,070	17,400	16,978	16,493	17,170	17,998			
528	MURRELL	Wickham-Spyglass	18,470	17,880	17,810	17,800	17,120	18,160	17,710	16,870	17,330	19,070	33,800	1/14/2019	Urban Minor Arterial
59	MURRELL	Spyglass-Viera	17,420	17,470	16,970	16,840	16,230	16,810	17,230	16,910	17,230	18,040	39,800	1/14/2019	Urban Minor Arterial
529	MURRELL	Viera-Club House Drive	19,250	18,370	18,210	16,830	16,310	18,310	17,430	16,510	17,980	18,060	39,800	3/13/2019	Urban Minor Arterial
57	MURRELL	Club House Drive-Barnes	16,310	16,260	16,110	15,050	14,620	16,320	15,540	15,680	16,140	16,820	39,800	1/16/2019	Urban Minor Arterial
592	PEACHTREE	Lake Dr-Fiske				3,010	2,910	NC	NC	NC	3,380	4,330	15,600	1/28/2019	Urban Major Collector
	PINEHURST/HOLIDAY SPRINGS	WICKHAM-VIERA BLVD	4,720	4,685	4,590	4,543	4,458	4,808	4,928	5,088	5,260	5,265			
17	PINEHURST	Wickham-Spyglass Hill	6,960	6,980	6,670	6,490	6,270	6,810	7,100	7,320	7,340	7,480	15,600	1/14/2019	Urban Minor Collector
530	PINEHURST	Spyglass Hill-Fargo	5,250	5,090	5,130	5,140	5,040	5,340	5,350	5,430	5,810	5,550	15,600	1/14/2019	Urban Minor Collector
16	PINEHURST	Fargo-Holiday Springs	3,090	3,050	3,040	3,000	2,950	3,190	3,340	3,380	3,590	3,750	15,600	1/14/2019	Urban Minor Collector
94	HOLIDAY SPRINGS	PINEHURST-VIERA BLVD.	3,580	3,620	3,520	3,540	3,570	3,890	3,920	4,220	4,300	4,280	15,600	1/14/2019	Urban Minor Collector
568	PLUCKEBAUM	Clearlake-Fiske	7,470	7,400	6,540	5,970	6,240	7,030	6,490	6,560	7,570	7,270	15,600	1/23/2019	Urban Major Collector
	RANGE	SR 520-MICHIGAN	UC	4,340	5,150	4,330	5,140	4,760	5,860	4,740	5,970	4,360			
531	RANGE	SR 520-Lake	UC	3,260	NC	4,330	NC	4,760	NC	4,740	NC	4,360	15,600	1/28/2019	Urban Major Collector
532	RANGE	Lake-Michigan	UC	5,420	5,150	NC	5,140	NC	5,860	NC	5,970	NC	15,600	2/20/2018	Urban Major Collector
74	ROSETINE	RANGE-CLEARLAKE	NC	2,850	2,680	NC	2,730	NC	NC	NC	2,920	NC	15,600	1/30/2018	Urban Minor Collector

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AREA: CENTRAL															
18	SPYGLASS HILL	MURRELL-PINEHURST	4,320	4,250	3,980	3,880	3,780	3,960	4,240	4,720	4,640	4,780	15,600	1/14/2019	Urban Minor Collector
	SR 520	ORANGE CO.-I-95	14,937	16,157	14,740	15,090	15,167	17,220	16,670	16,637	16,567	17,160			
534	SR 520	ORANGE CO-SR 524	12,790	14,750	13,480	13,140	12,760	15,950	15,170	15,750	12,240	16,010	40,300	1/23/2019	Rural Principal Arterial Other
1	SR 520	SR 524-Friday	14,110	15,180	13,290	14,050	13,990	15,720	14,880	14,320	16,610	14,650	41,790	3/5/2019	Urban Principal Arterial-Other
84	SR 520	Friday-I-95	17,910	18,540	17,450	18,080	18,750	19,990	19,960	19,840	20,850	20,820	41,790	1/23/2019	Urban Principal Arterial-Other
	SR 520	I-95-CLEARLAKE	21,343	19,957	19,850	20,367	20,583	23,857	22,600	21,240	20,573	23,173			
2	SR 520	I-95-Burnett	20,710	19,420	19,910	20,200	21,440	24,190	22,190	21,780	21,740	21,650	41,790	1/28/2019	Urban Principal Arterial-Other
3	SR 520	Burnett-Range	21,640	20,040	20,350	19,980	19,680	24,180	22,970	21,040	20,040	21,280	41,790	1/28/2019	Urban Principal Arterial-Other
14	SR 520	Range-Clearlake	21,680	20,410	19,290	20,920	20,630	23,200	22,640	20,900	19,940	26,590	41,790	1/28/2019	Urban Principal Arterial-Other
	SR 520	CLEARLAKE-FISKE	22,115	21,390	20,045	20,815	21,385	24,880	24,575	22,915	22,735	22,115			
4	SR 520	Clearlake-Lake	19,950	19,630	18,380	19,160	19,560	22,860	22,870	20,200	20,800	20,400	39,800	1/23/2019	Urban Principal Arterial-Other
5	SR 520	Lake-Fiske	24,280	23,150	21,710	22,470	23,210	26,900	26,280	25,630	24,670	23,830	39,800	1/23/2019	Urban Principal Arterial-Other
	SR 520	FISKE-US 1	25,505	25,210	23,390	23,775	25,160	28,120	28,250	26,600	25,495	25,275			
6	SR 520	Fiske-Blake	25,490	25,310	23,390	23,820	25,090	28,270	28,430	26,540	25,550	25,280	41,790	1/23/2019	Urban Principal Arterial-Other
7	SR 520	Blake-US 1	25,520	25,110	NC	23,730	25,230	27,970	28,070	26,660	25,440	25,270	41,790	1/23/2019	Urban Principal Arterial-Other
	SR 520 (Eastbound)	US 1-CAUSEWAY (EB)	19,695	20,125	19,215	19,838	19,020	21,483	18,600	20,718	20,855	21,135			
8	SR 520	US 1-Forrest	13,790	15,200	14,530	15,570	17,090	18,210	13,820	16,750	17,250	16,830	19,440	1/22/2019	Urban Principal Arterial-Other
9	SR 520	Forrest-Brevard	21,780	21,710	20,280	21,020	19,560	21,850	19,620	22,460	20,930	22,250	19,440	1/22/2019	Urban Principal Arterial-Other
10	SR 520	Brevard-Delannoy	20,970	21,450	20,280	20,900	19,450	22,930	22,010	21,670	22,280	22,500	19,440	1/22/2019	Urban Principal Arterial-Other
11	SR 520	Delannoy-Riveredge	22,240	22,140	21,770	21,860	19,980	22,940	18,950	21,990	22,960	22,960	19,440	1/22/2019	Urban Principal Arterial-Other
	SR 520 (Westbound)	CAUSEWAY-US 1 (WB)	20,790	21,085	20,205	20,770	20,643	21,703	20,098	21,220	20,920	21,915			
12	SR 520	Causeway-Delannoy	22,570	23,220	21,860	22,160	21,250	23,700	23,050	21,130	22,990	22,780	19,440	1/22/2019	Urban Principal Arterial-Other
13	SR 520	Delannoy-Brevard	24,230	24,360	23,150	23,970	23,100	23,460	21,900	24,290	22,980	24,250	19,440	1/22/2019	Urban Principal Arterial-Other
15	SR 520	Brevard-Forrest	21,710	21,530	21,080	21,220	21,560	22,400	18,690	21,810	20,660	21,610	19,440	1/22/2019	Urban Principal Arterial-Other
87	SR 520	Forrest-US 1	14,650	15,230	14,730	15,730	16,660	17,250	16,750	17,650	17,050	19,020	19,440	1/22/2019	Urban Principal Arterial-Other
66	SR 524	SR 520-I-95	4,680	4,650	4,400	4,670	4,530	5,690	5,300	5,890	7,200	6,870	24,200	1/23/2019	Urban Minor Arterial
	SR 524	I-95-INDUSTRY RD	11,490	11,180	10,795	11,220	10,880	12,765	12,605	11,710	13,860	12,540			
73	SR 524	I-95-Cox	10,050	9,810	9,610	9,780	9,670	11,440	11,170	10,460	12,690	11,700	18,590	1/23/2019	Urban Minor Arterial
76	SR 524	Cox-Industry Rd	12,930	12,550	11,980	12,660	12,090	14,090	14,040	12,960	15,030	13,380	19,470	1/23/2019	Urban Minor Arterial
	SR 528	ORANGE CO.-I-95	26,750	28,240	26,205	27,835	28,320	34,205	31,740	33,780	40,640	37,805			
91	SR 528	ORANGE CO-SR 407	29,770	31,790	28,950	30,820	30,220	37,830	35,120	37,330	40,640	42,560	43,000	3/12/2019	Rural Principal Arterial - Freeways & Expressways
90	SR 528	SR 407-I-95	23,730	24,690	23,460	24,850	26,420	30,580	28,360	30,230	NC	33,050	43,000	1/29/2019	Rural Principal Arterial - Freeways & Expressways
	SR 528	I-95-US 1	25,550	25,950	24,945	25,860	25,315	30,165	27,775	28,340	31,000	32,730			
93	SR 528	I-95-INDUSTRY RD	20,820	21,360	20,720	21,000	23,050	23,030	22,810	23,290	29,350	28,880	74,400	1/29/2019	Urban Principal Arterial - Freeways & Expressways
92	SR 528	INDUSTRY RD-US 1	30,280	30,540	29,170	30,720	27,580	37,300	32,740	33,390	32,650	36,580	74,400	1/29/2019	Urban Principal Arterial - Freeways & Expressways
25	STADIUM PKWY	WICKHAM-JAMIESON	4,890	5,090	5,910	6,550	6,890	7,810	8,480	9,150	10,460	11,240	17,700	1/14/2019	Urban Minor Arterial
	STADIUM PKWY	JAMIESON-I-95	15,500	15,880	15,585	16,515	16,965	17,707	18,173	19,337	20,273	20,780			
26	STADIUM PKWY	Jamieson-Viera Blvd	16,570	17,350	17,250	18,270	18,910	19,950	20,890	22,170	22,920	23,650	39,800	1/16/2019	Urban Minor Arterial
535	STADIUM PKWY	VIERA BLVD.-ROSEMOUNT DR	14,430	14,410	13,920	14,760	15,020	15,980	16,120	17,160	17,870	18,460	39,800	1/16/2019	Urban Minor Arterial
606	STADIUM PKWY	ROSEMOUNT DRIVE-I-95/FISKE						17,190	17,510	18,680	20,030	20,230	39,800	1/16/2019	Urban Minor Arterial
607	TAVISTOCK	JAMIESON-VIERA BLVD						3,300	3,680	3,720	3,780	3,620	15,600	1/14/2019	Urban Local
608	TAVISTOCK	VIERA BLVD-STADIUM PARKWAY						2,890	2,680	2,650	3,160	2,290	15,600	1/16/2019	Urban Local
	US 1	PINEDA-BARNES	32,480	33,950	27,120	29,530	31,853	32,577	32,687	30,737	32,013	31,497			
89	US 1	Pineda-Suntree Blvd	39,470	42,600	NC	33,100	37,580	37,310	38,750	34,340	38,730	37,540	41,790	1/14/2019	Urban Principal Arterial-Other
567	US 1	Suntree Blvd-Viera Blvd	30,740	31,160	28,680	28,770	31,550	32,650	31,520	30,670	31,070	29,740	41,790	3/6/2019	Urban Principal Arterial-Other
36	US 1	Viera Blvd-Barnes	27,230	28,090	25,560	26,720	26,430	27,770	27,790	27,200	26,240	27,210	41,790	3/13/2019	Urban Principal Arterial-Other
70	US 1	BARNES-EYSTER	24,700	25,800	23,920	26,150	25,690	25,980	26,300	25,060	26,090	26,340	41,790	3/12/2019	Urban Principal Arterial-Other

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AREA: CENTRAL															
	US 1	EYSTER-ROSA JONES	UC	34,867	34,703	34,977	35,303	36,267	35,167	34,170	37,273	35,953			
34	US 1	Eyster-Barton	UC	32,330	32,860	33,220	32,820	34,440	33,650	32,520	31,160	34,410	62,900	1/22/2019	Urban Principal Arterial-Other
33	US 1	Barton-Florida	UC	39,440	38,510	38,070	40,180	40,480	39,840	36,860	42,620	38,100	62,900	3/12/2019	Urban Principal Arterial-Other
88	US 1	Florida-Rosa Jones (Poinsett)	UC	32,830	32,740	33,640	32,910	33,880	32,010	33,130	38,040	35,350	62,900	3/12/2019	Urban Principal Arterial-Other
	US 1	ROSA JONES-PEACHTREE	UC	26,940	26,360	26,795	25,375	33,480	30,220	26,885	28,525	29,360			
24	US 1	Rosa Jones (Poinsett)-SR 520	UC	32,590	32,430	32,840	32,890	33,480	30,220	33,500	34,020	36,970	62,900	1/22/2019	Urban Principal Arterial-Other
23	US 1	SR 520-Peachtree	UC	21,290	20,290	20,750	17,860	UC	UC	20,270	23,030	21,750	62,900	1/23/2019	Urban Principal Arterial-Other
	US 1	PEACHTREE-SR 528	27,443	28,365	27,363	27,025				26,600	28,873	28,425			
22	US 1	Peachtree-Forrest	18,880	21,080	20,330	20,560	UC	UC	UC	21,290	24,850	22,720	62,900	1/23/2019	Urban Principal Arterial-Other
21	US 1	Forrest-Dixon	29,770	30,260	29,860	29,460	UC	UC	UC	28,620	30,090	30,890	62,900	1/23/2019	Urban Principal Arterial-Other
20	US 1	Dixon-Michigan	28,860	31,080	28,020	28,510	UC	UC	UC	25,890	30,430	29,670	62,900	3/13/2019	Urban Principal Arterial-Other
19	US 1	Michigan-SR 528	32,260	31,040	31,240	29,570	UC	UC	UC	30,600	30,120	30,420	62,900	3/13/2019	Urban Principal Arterial-Other
572	VIERA BLVD	Tavistock-Stadium				7,070	7,160	NC	8,190	NC	8,310	NC	39,800	1/10/2018	Urban Local
	VIERA BLVD	STADIUM-HOLIDAY SPRINGS	12,880	13,820	13,240	13,930	14,490	15,950	16,780	17,445	17,430	17,380			
536	VIERA BLVD	STADIUM-MURRELL	12,010	12,790	12,650	13,760	14,600	15,980	17,450	18,130	17,810	NC	39,800	1/10/2018	Urban Minor Arterial
58	VIERA BLVD	Murrell-Holiday Springs	13,750	14,850	13,830	14,100	14,380	15,920	16,110	16,760	17,050	17,380	39,800	1/14/2019	Urban Minor Arterial
537	VIERA BLVD	Holiday Springs-US 1	11,960	12,830	11,850	12,130	12,190	13,280	13,930	14,800	14,900	14,900	30,300	1/14/2019	Urban Minor Arterial
AREA: SOUTH															
	AIRPORT	US 192-APOLLO	10,990	10,390	10,657	10,570	11,747	11,100	11,993	13,980	13,695	13,123			
503	AIRPORT	US 192-HIBISCUS	9,620	9,590	10,080	9,760	11,200	9,720	10,060	15,100	10,990	11,440	32,400	10/16/2019	Urban Minor Arterial
502	AIRPORT	HIBISCUS-NASA	9,760	9,250	9,500	9,350	10,570	NC	10,900	11,280	NC	11,590	34,020	10/22/2019	Urban Minor Arterial
501	AIRPORT	NASA-APOLLO	13,590	12,330	12,390	12,600	13,470	12,480	15,020	15,560	16,400	16,340	39,800	10/16/2019	Urban Minor Arterial
	APOLLO	AIRPORT-SARNO	20,370	19,120	19,020	19,350	19,020		22,120	23,430	21,310	24,660			
510	APOLLO	Airport-St. Michaels	20,370	NC	19,020	NC	19,020	NC	21,980	NC	19,460	NC	41,790	10/24/2018	Urban Minor Arterial
538	APOLLO	St. Michaels - Sarno	NC	19,120	NC	19,350	NC	NC	22,260	23,430	23,160	24,660	41,790	11/19/2019	Urban Minor Arterial
571	APOLLO	Sarno - Eau Gallie Blvd			2,330	2,160	UC	UC	10,200	10,890	10,820	11,410	33,800	10/23/2019	Urban Minor Arterial
	AURORA	JOHN RODES-WICKHAM	8,265	7,670	7,670	7,765	6,865	6,845	6,540	7,460	7,475	7,100			
507	AURORA	J Rodes-Turtlemound	9,820	9,040	9,020	8,800	7,800	7,430	7,490	8,650	8,750	7,720	15,600	10/22/2019	Urban Major Collector
514	AURORA	Turtlemound-Wickham	6,710	6,300	6,320	6,730	5,930	6,260	5,590	6,270	6,200	6,480	17,700	12/3/2019	Urban Major Collector
	AURORA	WICKHAM-US 1	10,947	10,857	10,730	11,023	10,713	10,780	11,080	10,963	11,210	11,703			
515	AURORA	WICKHAM-CROTON	11,380	11,370	11,320	11,600	10,840	11,600	11,160	11,360	11,240	12,880	39,800	12/3/2019	Urban Minor Arterial
366	AURORA	Croton-Stewart	11,080	11,010	10,800	11,150	11,140	10,910	11,750	12,490	12,370	12,470	39,800	12/3/2019	Urban Minor Arterial
376	AURORA	Stewart-US 1	10,380	10,190	10,070	10,320	10,160	9,830	10,330	9,040	10,020	9,760	39,800	12/11/2019	Urban Minor Arterial
	BABCOCK	IND RVR CO-GRANT	2,560	2,570	2,500	2,615	2,720	2,375	3,160	3,360	4,060	4,115			
446	BABCOCK	Indian Rv Co-Micco	1,930	1,800	1,780	1,870	1,980	1,920	2,300	2,430	2,640	3,110	14,200	10/1/2019	Rural Major Collector
370	BABCOCK	Micco-Grant	3,190	3,340	3,220	3,360	3,460	2,830	4,020	4,290	5,480	5,120	14,200	11/20/2019	Rural Major Collector
	BABCOCK	GRANT-MALABAR	14,307	14,570	14,077	14,117	13,678	13,213	15,268	15,833	16,240	15,068			
447	BABCOCK	Grant-Valkaria	6,950	7,250	7,010	7,060	7,140	7,200	7,820	8,410	9,080	6,020	17,700	11/20/2019	Urban Major Collector
597	BABCOCK	VALKARIA-WACO					11,720	11,580	13,630	13,290	13,510	13,590	17,700	10/1/2019	Urban Minor Arterial
448	BABCOCK	WACO-FOUNDATION PK	16,100	16,150	15,720	15,560	16,110	15,500	17,700	18,490	18,840	18,220	17,700	11/20/2019	Urban Minor Arterial
449	BABCOCK	FOUNDATION PK-MALABAR	19,870	20,310	19,500	19,730	19,740	18,570	21,920	23,140	23,530	22,440	17,700	10/2/2019	Urban Minor Arterial
	BABCOCK	MALABAR-PALM BAY RD	32,865	33,630	33,235	32,880	31,985	34,340	31,825	34,340	33,590	35,850			
369	BABCOCK	Malabar-Charles	34,300	NC	34,850	NC	31,920	NC	29,850	NC	36,850	NC	41,790	12/10/2018	Urban Principal Arterial-Other
368	BABCOCK	Charles-Pt Malabar	NC	35,500	NC	33,510	NC	36,180	NC	37,540	NC	37,810	41,790	12/4/2019	Urban Principal Arterial-Other
443	BABCOCK	Pt Malabar-Palm Bay	31,430	31,740	31,620	32,260	32,050	32,500	33,800	33,710	30,330	33,890	41,790	12/4/2019	Urban Principal Arterial-Other

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AREA: SOUTH															
	BABCOCK	PALM BAY-US 192	31,686	31,888	31,360	30,644	29,686	31,670	33,796	34,614	33,838	34,852			
444	BABCOCK	Palm Bay-Eber	30,550	30,460	30,000	29,660	29,670	29,380	32,700	33,140	NC	32,940	41,790	11/20/2019	Urban Principal Arterial-Other
367	BABCOCK	Eber-Florida	32,330	32,640	31,820	31,280	31,250	34,150	36,120	35,860	34,870	36,360	41,790	10/9/2019	Urban Principal Arterial-Other
445	BABCOCK	Florida-University	34,950	34,950	34,180	33,830	33,650	35,680	36,270	37,700	36,780	36,900	41,790	10/9/2019	Urban Principal Arterial-Other
459	BABCOCK	University-Melbourne	31,360	32,280	31,380	30,610	28,580	31,980	33,840	34,590	33,120	36,460	41,790	12/4/2019	Urban Principal Arterial-Other
460	BABCOCK	Melbourne-US 192	29,240	29,110	29,420	27,840	25,280	27,160	30,050	31,780	30,580	31,600	41,790	11/19/2019	Urban Principal Arterial-Other
	BABCOCK	US 192-APOLLO	24,287	24,000	23,560	23,303	21,585	24,850	24,850	25,707	NC	24,560			
461	BABCOCK	US 192-FEE	NC	26,030	NC	25,200	NC	27,340	NC	30,320	NC	28,590	33,800	10/16/2019	Urban Minor Arterial
462	BABCOCK	Fee-Hibiscus	27,130	NC	25,600	NC	UC	NC	27,650	NC	NC	NC	33,800	10/17/2016	Urban Minor Arterial
463	BABCOCK	Hibiscus-Sheridan	NC	24,410	NC	23,760	NC	25,380	NC	25,000	NC	24,200	33,800	10/16/2019	Urban Minor Arterial
375	BABCOCK	Sheridan-NASA	24,380	NC	24,220	NC	23,030	NC	24,740	NC	NC	NC	33,800	10/17/2016	Urban Minor Arterial
464	BABCOCK	NASA-APOLLO	21,350	21,560	20,860	20,950	20,140	21,830	22,160	21,800	NC	20,890	33,800	10/16/2019	Urban Minor Arterial
628	BASS PRO DRIVE	RIVIERA - PALM BAY RD									5,610	10,600	15,600	11/20/2019	Urban Major Collector
	CROTON	SARNO-LAKE WASHINGTON	13,713	13,080	13,100	12,755	13,377	1,235	14,000	11,847	12,897	11,683			
335	CROTON	SARNO-EAU GALLIE	14,610	14,170	13,960	13,920	14,250	13,710	15,870	11,410	11,510	10,580	33,800	10/23/2019	Urban Minor Arterial
334	CROTON	EAU GALLIE-AURORA	14,280	13,970	14,060	NC	14,080	14,690	13,560	11,690	14,060	12,160	33,800	10/23/2019	Urban Minor Arterial
333	CROTON	AURORA-LK WASHINGTON	12,250	11,100	11,280	11,590	11,800	NC	12,570	12,440	13,120	12,310	33,800	10/23/2019	Urban Minor Arterial
	CROTON	LAKE WASHINGTON-POST	8,290	6,450	8,180	6,840	8,690	7,190	9,670	8,450	9,930	8,270			
332	CROTON	Lk Washington-Parkway	8,290	NC	8,180	NC	8,690	NC	9,670	NC	9,930	NC	15,600	10/30/2018	Urban Major Collector
377	CROTON	Parkway-Post	NC	6,450	NC	6,840	NC	7,190	NC	8,450	NC	8,270	15,600	10/28/2019	Urban Major Collector
	DAIRY	PALM BAY-US 192	20,268	21,435	20,535	21,240	25,308	24,835	22,998	21,573	24,210	24,710			
472	DAIRY	Palm Bay-Eber	17,350	18,610	18,350	19,110	20,920	20,380	20,620	19,100	20,540	20,600	39,800	11/20/2019	Urban Minor Arterial
473	DAIRY	Eber-Florida	20,870	22,130	21,350	22,390	25,670	NC	25,480	23,280	26,240	26,650	39,800	11/20/2019	Urban Minor Arterial
474	DAIRY	Florida-Edgewood	20,730	21,830	21,080	21,730	28,120	NC	20,660	22,500	25,370	25,890	39,800	10/16/2019	Urban Minor Arterial
356	DAIRY	Edgewood-US 192	22,120	23,170	21,360	21,730	26,520	29,290	25,230	21,410	24,690	25,700	39,800	10/16/2019	Urban Minor Arterial
355	DAIRY	US 192-HIBISCUS	10,420	10,750	10,210	10,660	12,690	12,490	13,300	NC	11,070	13,290	15,600	10/16/2019	Urban Major Collector
	EAU GALLIE	I-95-WICKHAM	23,903	23,133	23,067	23,950	24,737	26,023	28,647	29,677	29,913	32,070			
438	EAU GALLIE	I-95-John Rodes	31,120	30,760	30,940	31,910	31,780	33,550	37,940	40,550	39,290	43,950	41,790	10/23/2019	Urban Principal Arterial-Other
439	EAU GALLIE	John Rodes-Sarno	25,990	24,990	24,710	25,240	26,650	27,910	30,750	30,540	31,800	32,970	41,790	10/23/2019	Urban Principal Arterial-Other
440	EAU GALLIE	Sarno-Wickham	14,600	13,650	13,550	14,700	15,780	16,610	17,250	17,940	18,650	19,290	41,790	10/23/2019	Urban Principal Arterial-Other
	EAU GALLIE	WICKHAM-US 1	20,227	20,763	20,167	19,943	18,893	19,523	20,063	21,220	20,497	21,483			
359	EAU GALLIE	WICKHAM-CROTON	20,850	21,400	20,790	20,760	19,310	18,990	22,690	22,000	22,430	21,970	41,790	10/23/2019	Urban Principal Arterial-Other
441	EAU GALLIE	Croton-Commodore	21,530	22,080	21,760	21,410	20,530	19,240	21,430	22,890	22,110	23,090	41,790	10/23/2019	Urban Principal Arterial-Other
360	EAU GALLIE	Commodore-Stewart Av	NC	18,810	NC	17,660	NC	20,340	NC	18,770	NC	19,390	41,790	12/3/2019	Urban Principal Arterial-Other
455	EAU GALLIE	Stewart Av-US 1	18,300	NC	17,950	NC	16,840	NC	16,070	NC	16,950	NC	41,790	10/30/2018	Urban Principal Arterial-Other
	EAU GALLIE (EASTBOUND)	US 1-CAUSEWAY (EB)	17,610	17,075	17,745	17,105	17,020	16,580	17,250	17,885	17,740	18,180			
361	EAU GALLIE	US 1-Highland	NC	16,320	NC	16,340	NC	15,410	NC	17,010	NC	17,200	19,440	10/23/2019	Urban Principal Arterial-Other
382	EAU GALLIE	Highland-Pineapple	16,800	NC	16,870	NC	16,310	NC	16,620	NC	16,790	NC	19,440	10/24/2018	Urban Principal Arterial-Other
457	EAU GALLIE	Pineapple-Causeway	18,420	17,830	18,620	17,870	17,730	17,750	17,880	18,760	18,690	19,160	19,440	10/23/2019	Urban Principal Arterial-Other
	EAU GALLIE (WESTBOUND)	CAUSEWAY-US 1 (WB)	17,375	16,430	18,010	16,700	16,525	16,095	17,035	16,535	17,360	17,315			
456	EAU GALLIE	Causeway-Pineapple	17,820	17,680	19,050	18,070	17,620	18,950	18,520	18,080	18,930	19,110	19,440	10/23/2019	Urban Principal Arterial-Other
380	EAU GALLIE	Pineapple-Highland	NC	15,180	NC	15,330	NC	13,240	NC	14,990	NC	15,520	19,440	11/19/2019	Urban Principal Arterial-Other
458	EAU GALLIE	Highland-US 1	16,930	NC	16,970	NC	15,430	NC	15,550	NC	15,790	NC	19,440	10/24/2018	Urban Principal Arterial-Other
	EBER	MINTON-DAIRY	9,945	10,175	8,450	9,280	10,055	10,530	11,545	11,210	11,965	12,640			
484	EBER	Minton-Hollywood	9,030	9,500	7,560	NC	9,560	NC	10,730	10,260	11,420	12,240	15,600	10/9/2019	Urban Major Collector
485	EBER	Hollywood-Dairy	10,860	10,850	9,340	9,280	10,550	10,530	12,360	12,160	12,510	13,040	15,600	11/20/2019	Urban Major Collector
	ELLIS	J RODES-WICKHAM	UC	10,695	NC	11,640	10,930	12,290	12,760	15,660	14,220	15,210			
322	ELLIS	John Rodes-East Dr	UC	9,490	NC	10,770	10,930	NC	12,760	NC	14,220	NC	15,600	10/16/2018	Urban Minor Arterial
321	ELLIS	East Dr-Wickham	UC	11,900	NC	12,510	NC	12,290	NC	15,660	NC	15,210	15,600	10/22/2019	Urban Minor Arterial

*Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts.
NC=Not Counted; UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2010 - 2019

ID	ROAD	SEGMENT (Sections)	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH															
EMERSON															
BAYSIDE LAKES BLVD-MALABAR															
614	EMERSON	Bayside Lakes Blvd-Waco								15,610	15,240	15,870	39,800	11/20/2019	Urban Major Collector
615	EMERSON	Waco-Jupiter								16,260	16,350	16,670	39,800	10/1/2019	Urban Major Collector
551	EMERSON	Jupiter-Malabar	11,830	12,090	12,150	12,410	12,670	13,670	12,700	15,160	15,640	16,180	39,800	11/20/2019	Urban Minor Arterial
EMERSON															
MALABAR-MINTON															
552	EMERSON	Malabar-Americana Blvd	7,653	7,763	7,517	7,433	7,760	9,415	8,903	8,817	8,740	8,533			
553	EMERSON	Americana Blvd-Culver	9,060	9,250	9,100	9,040	9,360	9,300	10,990	10,830	10,750	10,320	17,700	12/4/2019	Urban Minor Arterial
554	EMERSON	Culver-Minton	8,920	9,170	8,860	8,830	9,170	9,530	10,440	10,690	10,500	10,310	17,700	12/4/2019	Urban Minor Arterial
554	EMERSON	Culver-Minton	4,980	4,870	4,590	4,430	4,750	NC	5,280	4,930	4,970	4,970	17,700	12/11/2019	Urban Minor Arterial
555	EMERSON	Minton-Jupiter	25,160	25,580	24,980	24,800	25,720	27,480	28,150	29,460	24,200	24,310	39,800	11/20/2019	Urban Minor Arterial
616	EMERSON	Jupiter-St. Johns Heritage Parkway								14,570	12,820	12,710	17,700	11/21/2019	Urban Major Collector
EVANS															
US 192-NASA															
315	EVANS	US 192-Hibiscus	17,130	18,535	18,630	19,055	18,385	16,510	19,905	20,800	21,065	21,515			
315	EVANS	US 192-Hibiscus	19,650	20,580	20,260	21,000	19,520	NC	20,990	NC	22,600	22,800	39,800	10/15/2019	Urban Minor Arterial
319	EVANS	Hibiscus-NASA	14,610	16,490	17,000	17,110	17,250	16,510	18,820	20,800	19,530	20,230	39,800	10/22/2019	Urban Minor Arterial
556	FLEMING GRANT	KIWI DR-MICCO	1,490	NC	1,330	NC	1,360	NC	1,720	NC	1,620	NC	14,200	10/2/2018	Rural Minor Collector
579	GATEWAY DRIVE	HIBISCUS-NASA			3,450	3,550	NC	NC	NC	3,590	NC	NC	33,800	10/17/2017	Urban Minor Collector
558	GRANT	BABCOCK-OLD DIXIE	NC	2,130	NC	2,260	NC	NC	2,590	NC	2,990	NC	14,200	10/2/2018	Rural Major Collector
566	HARLOCK	AURORA-LK WASHINGTON	NC	2,480	NC	2,150	NC	NC	NC	NC	3,180	NC	15,600	10/16/2018	Urban Minor Collector
HENRY															
MINTON-DAIRY															
585	HENRY	Minton Rd-Hollywood				7,265	7,060	7,890	7,460	10,280	8,675	10,210			
585	HENRY	Minton Rd-Hollywood				8,120	NC	7,890	NC	10,280	10,440	10,210	15,600	10/15/2019	Urban Major Collector
591	HENRY	Hollywood-Dairy				6,410	7,060	NC	7,460	NC	6,910	NC	15,600	10/10/2018	Urban Major Collector
HIBISCUS BLVD															
EVANS-APOLLO															
559	HIBISCUS BLVD	EVANS-DAIRY	16,230	16,887	16,137	16,910	16,997	17,800	20,327	17,953	18,043	17,363			
559	HIBISCUS BLVD	EVANS-DAIRY	16,470	17,160	16,100	17,130	17,010	17,320	21,120	17,940	19,120	18,080	39,800	10/16/2019	Urban Minor Arterial
560	HIBISCUS BLVD	DAIRY-BABCOCK	16,840	17,400	16,120	17,360	17,310	18,680	21,730	18,630	18,190	17,980	33,800	10/16/2019	Urban Minor Arterial
561	HIBISCUS BLVD	BABCOCK-APOLLO	15,380	16,100	16,190	16,240	16,670	17,400	18,130	17,290	16,820	16,030	33,800	10/16/2019	Urban Minor Arterial
HICKORY															
US 192-NASA															
587	HICKORY	US 192-Fee			6,230	3,363	2,400	3,735	NC	3,243	1,680	5,010			
587	HICKORY	US 192-Fee				1,860	NC	1,710	NC	1,650	1,680	NC	15,600	12/4/2018	Urban Major Collector
588	HICKORY	Fee-Hibiscus				2,350	2,400	NC	NC	2,130	NC	NC	15,600	10/24/2018	Urban Major Collector
580	HICKORY	Hibiscus-NASA			6,230	5,880	NC	5,760	NC	5,950	UC	5,010	15,600	10/16/2019	Urban Major Collector
HOLLYWOOD															
PALM BAY RD-US 192															
318	HOLLYWOOD	PALM BAY RD-EBER	12,708	13,875	13,055	13,045		13,230	15,195	15,783	15,040	15,210			
318	HOLLYWOOD	PALM BAY RD-EBER	13,840	14,670	13,570	12,560	UC	15,060	16,900	16,440	16,710	17,960	17,700	12/4/2019	Urban Minor Arterial
317	HOLLYWOOD	Eber-Florida/Wingate	12,910	14,170	13,300	13,080	UC	13,190	14,820	15,040	NC	14,770	17,700	10/9/2019	Urban Minor Arterial
374	HOLLYWOOD	Florida/Wingate-Henry	13,160	13,440	13,710	14,240	UC	12,960	15,220	16,530	15,930	14,890	17,700	10/15/2019	Urban Minor Arterial
316	HOLLYWOOD	Henry-US 192	10,920	13,220	11,640	12,300	UC	11,710	13,840	15,120	12,480	13,220	15,600	10/15/2019	Urban Minor Arterial
INTERLACHEN															
ST. ANDREWS-WICKHAM															
354	INTERLACHEN	St. Andrews-Baytree	7,550	5,050	6,760	4,420	6,770	4,340	7,730		7,250	4,870			
354	INTERLACHEN	St. Andrews-Baytree	NC	5,050	NC	4,420	NC	4,340	NC	NC	NC	4,870	15,600	10/30/2019	Urban Minor Collector
353	INTERLACHEN	Baytree-Wickham	7,550	NC	6,760	NC	6,770	NC	7,730	NC	7,250	NC	15,600	10/31/2018	Urban Minor Collector
JOHN RODES															
US 192-EAU GALLIE															
511	JOHN RODES	US 192-Sheridan	11,450	11,790	12,025	12,145	11,850	12,215	12,540	12,940	14,690	NC			
511	JOHN RODES	US 192-Sheridan	10,420	10,690	10,830	NC	10,620	NC	11,520	NC	13,260	NC	17,700	10/16/2018	Urban Minor Arterial
504	JOHN RODES	Sheridan-Ellis	NC	10,940	NC	11,040	NC	10,990	NC	12,010	NC	NC	17,700	10/18/2017	Urban Minor Arterial
505	JOHN RODES	Ellis-Eau Gallie	12,480	13,740	13,220	13,250	13,080	13,440	13,560	13,870	16,120	NC	17,700	10/16/2018	Urban Minor Arterial
506	JOHN RODES	EAU GALLIE-AURORA	11,760	10,830	10,750	10,120	9,220	8,950	9,570	11,000	11,150	9,780	15,600	10/22/2019	Urban Major Collector
323	JORDAN BLASS	ST ANDREWS (J BLASS) - WICKHAM	6,620	6,630	5,480	6,310	5,900	5,810	6,150	NC	5,960	4,800	15,600	10/30/2019	Urban Minor Collector
JUPITER BLVD															
SAN FILLIPPO-MALABAR															
617	JUPITER BLVD	San Fillippo-Emerson								10,533	11,150	10,878			
617	JUPITER BLVD	San Fillippo-Emerson								12,150	14,460	11,360	15,600	12/4/2019	Urban Minor Arterial
618	JUPITER BLVD	Emerson-Eldron Blvd.								10,650	10,470	11,040	17,700	10/2/2019	Urban Minor Arterial
619	JUPITER BLVD	Eldron Blvd.-Degroodt								12,280	11,890	13,330	17,700	10/2/2019	Urban Minor Arterial
573	JUPITER BLVD	DEGROODT-MALABAR			6,210	6,120	6,260	6,220	6,630	7,050	7,780	7,780	17,700	10/2/2019	Urban Minor Arterial

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2010 - 2019

ID	ROAD	SEGMENT (Sections)	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH															
	JUPITER BLVD	MALABAR-EMERSON							11,580	11,980	11,170	11,617			
620	JUPITER BLVD	MALABAR-AMERICANA								NC	11,010	11,390	17,700	10/2/2019	Urban Minor Arterial
574	JUPITER BLVD	AMERICANA-PACE			12,090	12,060	12,350	NC	11,580	12,010	11,290	12,370	17,700	10/2/2019	Urban Minor Arterial
621	JUPITER BLVD	PACE-EMERSON								11,950	11,210	11,090	17,700	11/21/2019	Urban Minor Arterial
	LAKE ANDREW	TRAFFORD-WICKHAM	5,860	6,320	6,670	6,520		5,295	6,670	7,105	7,387	8,127			
612	LAKE ANDREW	STROM PARK-TRAFFORD							3,620	3,600	4,260	5,390	15,600	10/30/2019	Urban Local
605	LAKE ANDREW	TRAFFORD-IVANHOE						3,390	5,540	5,130	6,550	7,640	39,800	10/30/2019	Urban Local
79	LAKE ANDREW	IVANHOE DR-WICKHAM	5,860	6,320	6,670	6,520	6,270	7,200	7,800	9,080	11,350	11,350	39,800	12/4/2019	Urban Major Collector
	LAKE WASHINGTON	THE LAKE-WICKHAM	5,720	5,765	5,650	5,770	5,910	6,000	6,435	7,215	6,575	7,105			
351	LAKE WASHINGTON	WEST OF HARLOCK	NC	3,660	NC	3,580	NC	4,240	NC	5,260	NC	5,240	17,700	12/3/2019	Urban Minor Collector
344	LAKE WASHINGTON	HARLOCK-TURTLEMOUND	3,340	NC	3,250	NC	3,440	NC	4,180	NC	4,200	NC	17,700	12/4/2018	Urban Minor Collector
338	LAKE WASHINGTON	TURTLEMOUND-WICKHAM	8,100	7,870	8,050	7,960	8,380	7,760	8,690	9,170	8,950	8,970	17,700	10/29/2019	Urban Major Collector
557	MAIN	CENTRAL-US 1 (MAIN)	NC	2,120	NC	1,970	NC	1,960	2,560	2,260	NC	2,240	15,600	10/1/2019	Urban Major Collector
	MALABAR	SJHP-MINTON	19,520	20,560	20,900	15,570	16,455	15,950	15,675	15,800	15,550	16,725			
589	MALABAR	SJHP-Jupiter				11,310	11,900	10,950	12,310	11,370	11,090	11,390	17,700	11/21/2019	Urban Minor Arterial
371	MALABAR	JUPITER-MINTON	19,520	20,560	20,900	19,830	21,010	20,950	19,040	20,230	20,010	22,060	17,700	10/2/2019	Urban Principal Arterial-Other
491	MALABAR	Minton-Emerson	22,080	22,500	22,190	21,500	22,420	22,560	24,510	23,810	23,420	25,370	39,800	10/2/2019	Urban Principal Arterial-Other
513	MALABAR	Emerson-San Fillippo	34,110	34,240	34,560	33,710	34,330	36,050	37,860	37,680	35,090	38,750	50,900	12/4/2019	Urban Principal Arterial-Other
492	MALABAR	SAN FILLIPPO-I-95	45,490	46,620	46,600	46,320	48,840	46,420	52,940	53,630	52,850	55,390	50,900	11/20/2019	Urban Principal Arterial-Other
493	MALABAR	I-95-BABCOCK	35,830	37,330	35,840	36,400	38,620	NC	39,270	43,170	43,260	43,840	59,900	10/2/2019	Urban Principal Arterial-Other
	MALABAR	BABCOCK-US 1	11,450	13,470	10,790	12,840	12,430	14,930	14,090	15,950	12,910	15,810			
494	MALABAR	Babcock-Corey	NC	13,470	NC	12,840	NC	14,930	NC	15,950	NC	15,810	24,200	11/20/2019	Urban Minor Arterial
516	MALABAR	Corey-US 1	11,450	NC	10,790	NC	12,430	NC	14,090	NC	12,910	NC	14,800	10/10/2018	Urban Minor Arterial
598	MELBOURNE AVE	US 1 OVERPASS-FRONT STREET					4,110	NC	NC	NC	3,980	NC	15,600	10/24/2018	Urban Minor Collector
	MICCO	BABCOCK-US 1	4,007	4,023	3,790	3,963	4,033	4,553	4,850	4,640	4,503	4,540			
519	MICCO	Babcock-Dottie Dr	1,320	1,380	1,330	1,440	1,470	1,440	1,800	1,750	1,710	1,770	14,200	10/1/2019	Rural Major Collector
520	MICCO	Dottie Ln-Fleming Grant	3,130	3,100	2,840	3,090	3,220	3,460	3,740	3,880	3,740	3,700	17,700	12/11/2019	Urban Major Collector
518	MICCO	FLEMMING GRANT-US 1	7,570	7,590	7,200	7,360	7,410	8,760	9,010	8,290	8,060	8,150	17,700	10/1/2019	Urban Major Collector
	MINTON	MALABAR-PALM BAY RD	29,133	29,903	28,923	27,917	29,260	22,645	29,183	32,870	31,723	33,607			
490	MINTON	Malabar-Americana	18,970	19,010	18,750	17,890	18,820	20,030	21,090	21,600	21,710	22,750	39,800	10/2/2019	Urban Principal Arterial-Other
489	MINTON	Americana-Emerson	22,710	23,130	22,880	22,390	22,780	25,260	25,730	26,290	26,090	27,020	39,800	10/9/2019	Urban Principal Arterial-Other
488	MINTON	EMERSON-PALM BAY	45,720	47,570	45,140	43,470	46,180	NC	40,730	50,720	47,370	51,050	33,800	12/4/2019	Urban Principal Arterial-Other
	MINTON	PALM BAY-US 192	31,212	28,410	28,926	27,334	33,058	30,676	32,255	31,248	30,630	31,252			
487	MINTON	Palm Bay-Hield	NC	24,790	NC	23,890	NC	27,650	NC	26,640	24,580	25,530	33,800	11/20/2019	Urban Principal Arterial-Other
486	MINTON	Hield-Eber	30,560	NC	28,290	NC	30,970	NC	32,910	NC	32,100	NC	39,800	12/4/2018	Urban Principal Arterial-Other
372	MINTON	Eber-Wingate	30,100	25,550	28,330	27,960	31,750	29,920	31,890	31,260	31,670	32,230	39,800	11/20/2019	Urban Principal Arterial-Other
483	MINTON	Wingate-Milwaukee	32,310	31,080	30,370	28,470	35,690	32,990	NC	34,420	32,610	32,680	39,800	10/9/2019	Urban Principal Arterial-Other
482	MINTON	Milwaukee-Henry	32,710	31,160	29,770	29,490	35,790	32,650	33,410	34,090	33,100	35,020	39,800	12/4/2019	Urban Principal Arterial-Other
481	MINTON	Henry-US 192	30,380	29,470	27,870	26,860	31,090	30,170	30,810	29,830	29,720	30,800	39,800	10/15/2019	Urban Principal Arterial-Other
	NASA	WICKHAM-EDDIE ALLEN			18,670	18,930	15,010	25,420		21,660	16,720	26,170			
575	NASA	Wickham-Evans			22,430	22,950	NC	25,420	NC	26,860	NC	26,170	39,800	10/22/2019	Urban Principal Arterial-Other
576	NASA	Evans-Eddie Allen			14,910	14,910	15,010	NC	UC	16,460	16,720	NC	39,800	10/17/2018	Urban Principal Arterial-Other
	NASA	EDDIE ALLEN-US 1	14,440	13,907	14,247	13,687	14,720	14,763		13,810	15,103	15,680			
346	NASA	Eddie Allen-Airport	17,120	17,300	17,050	16,930	17,000	17,050	UC	18,200	18,680	18,810	32,400	11/19/2019	Urban Principal Arterial-Other
345	NASA	Airport-Babcock	12,550	NC	12,450	NC	12,810	NC	UC	12,680	13,020	NC	32,400	12/4/2018	Urban Principal Arterial-Other
349	NASA	Babcock-Apollo	NC	11,560	NC	11,130	NC	12,530	UC	10,800	NC	11,430	32,400	11/19/2019	Urban Principal Arterial-Other
342	NASA	Apollo-US 1	13,650	12,860	13,240	13,000	14,350	14,710	UC	13,560	13,610	13,500	32,400	10/16/2019	Urban Principal Arterial-Other
600	NORFOLK PARKWAY	PALM BAY ROAD-TARGET SIGNAL					13,460	15,120	15,740	16,670	16,710	18,980	33,800	10/9/2019	Urban Major Collector

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SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2010 - 2019

ID	ROAD	SEGMENT (Sections)	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH															
	PALM BAY	MINTON-HOLLYWOOD	37,100	40,623	39,310	39,947	37,998	31,890	44,303	42,950	40,763	43,443			
478	PALM BAY	MINTON-ATHENS					26,820	27,710	NC	31,800	29,130	30,400	59,900	11/20/2019	Urban Principal Arterial-Other
479	PALM BAY	ATHENS-CULVER	27,260	28,840	28,680	28,750	28,040	36,070	31,750	34,510	29,190	30,660	59,900	11/20/2019	Urban Principal Arterial-Other
465	PALM BAY	Culver-I-95 E Ramp	39,460	44,290	42,480	41,900	47,320	NC	44,300	46,710	45,850	49,770	59,900	10/9/2019	Urban Principal Arterial-Other
466	PALM BAY	I-95 E Ramp-Hollywood	44,580	48,740	46,770	49,190	49,810	NC	56,860	58,780	58,880	62,940	59,900	11/20/2019	Urban Principal Arterial-Other
	PALM BAY	HOLLYWOOD-BABCOCK	31,654	33,160	33,443	37,220	36,140	39,880	37,913	40,840	40,275	41,653			
467	PALM BAY	Hollywood-Dairy	36,800	40,070	40,830	41,820	42,180	NC	46,190	47,350	46,910	47,560	59,900	10/9/2019	Urban Principal Arterial-Other
468	PALM BAY	Dairy-Port Malabar	35,310	NC	NC	38,460	37,600	NC	42,080	41,430	42,720	41,610	59,900	10/9/2019	Urban Principal Arterial-Other
469	PALM BAY	Port Malabar-Stack	28,100	28,840	29,690	NC	31,870	NC	27,450	NC	35,420	NC	59,900	10/10/2018	Urban Principal Arterial-Other
477	PALM BAY	Stack-Riviera	29,090	NC	NC	31,380	NC	39,880	NC	33,740	NC	35,790	59,900	11/20/2019	Urban Principal Arterial-Other
470	PALM BAY	Riviera-Babcock	28,970	30,570	29,810	NC	32,910	NC	35,930	NC	36,050	NC	59,900	12/4/2018	Urban Principal Arterial-Other
	PALM BAY	BABCOCK-ROBT CONLAN	22,853	22,663	23,360	26,953	22,710	27,120	24,287	27,757	23,737	28,990			
480	PALM BAY	Babcock-Knect	28,840	29,820	31,130	33,120	31,190	32,740	34,250	33,620	35,260	33,760	59,900	10/8/2019	Urban Principal Arterial-Other
475	PALM BAY	Knect-Lipscomb	26,120	NC	NC	29,370	NC	30,910	NC	33,190	NC	33,870	59,900	10/8/2019	Urban Principal Arterial-Other
476	PALM BAY	Lipscomb-Troutman	19,480	20,460	20,170	NC	19,610	NC	19,530	NC	17,210	NC	59,900	12/4/2018	Urban Principal Arterial-Other
471	PALM BAY	Troutman-R Conlan	16,970	17,710	18,780	18,370	17,330	17,710	19,080	16,460	18,740	19,340	59,900	11/20/2019	Urban Principal Arterial-Other
330	PARKWAY	TURTLEMOUND-WICKHAM	5,110	4,880	5,020	4,840	4,810	4,960	5,460	5,250	5,030	5,270	17,700	10/29/2019	Urban Major Collector
601	PINEAPPLE	EAU GALLIE BLVD-AURORA					5,610	NC	6,100	NC	6,790	NC	15,600	10/23/2018	Urban Major Collector
	PINEDA CSWY	I-95-US 1	13,010	21,530	23,120	24,193	25,537	27,623	28,127	32,010	30,245	32,555			
570	PINEDA CSWY	I-95-ST ANDREWS		18,340	19,900	21,650	23,780	27,070	27,640	31,050	29,810	32,140	41,790	10/30/2019	Urban Minor Arterial
328	PINEDA CSWY	ST ANDREWS-WICKHAM	5,510	18,910	21,330	23,210	24,860	25,360	28,950	31,860	30,680	32,970	41,790	10/30/2019	Urban Minor Arterial
327	PINEDA CSWY	WICKHAM-US 1	20,510	27,340	28,130	27,720	27,970	30,440	27,790	33,120	NC	NC	41,790	11/15/2017	Urban Principal Arterial-Other
352	PINEHURST	WICKHAM-ST. ANDREWS	2,360	2,380	2,520	2,310	2,240	2,220	2,540	2,450	2,340	2,540	15,600	10/30/2019	Urban Minor Collector
	PORT MALABAR	BABCOCK-US 1	16,210	11,340	15,820	10,810	15,820	14,590	17,160	12,300	16,950	11,490			
339	PORT MALABAR	BABCOCK-TROUTMAN	16,210	NC	15,820	NC	15,820	NC	17,160	NC	16,950	NC	39,800	12/4/2018	Urban Minor Arterial
340	PORT MALABAR	TROUTMAN-US 1	NC	11,340	NC	10,810	NC	14,590	NC	12,300	NC	11,490	39,800	10/9/2019	Urban Minor Arterial
329	POST	PINECONE-WICKHAM	9,580	8,790	8,840	8,560	9,030	8,890	9,660	9,240	9,740	9,520	15,600	12/3/2019	Urban Major Collector
	RJ CONLAN	PALM BAY RD-US 1	10,500	11,135	10,570	10,270	10,640	10,225	11,300	11,515	11,860	12,330			
562	RJ CONLAN	PALM BAY RD-COMMERCE	10,440	11,340	10,870	10,410	10,550	9,720	11,250	11,490	11,490	12,240	39,800	11/20/2019	Urban Principal Arterial-Other
563	RJ CONLAN	COMMERCE-US 1	10,560	10,930	10,270	10,130	10,730	10,730	11,350	11,540	12,230	12,420	39,800	10/8/2019	Urban Principal Arterial-Other
495	SARNO	EAU GALLIE-WICKHAM	15,110	14,180	14,080	14,530	15,050	14,390	16,870	17,060	17,450	18,100	19,470	12/4/2019	Urban Minor Arterial
	SARNO	WICKHAM-US 1	21,470	19,663	19,263	19,797	20,840	19,577	19,688	18,960	20,348	21,710			
358	SARNO	WICKHAM-CROTON	20,660	20,640	20,200	20,370	20,490	21,240	21,610	22,410	21,980	21,510	41,790	10/23/2019	Urban Minor Arterial
496	SARNO	Croton-Garfield	23,910	23,030	22,340	NC	23,580	23,110	20,210	20,280	20,830	26,300	41,790	10/23/2019	Urban Minor Arterial
498	SARNO	Garfield-Apollo	25,220	NC	NC	23,960	23,800	NC	21,710	18,140	22,000	22,560	41,790	10/23/2019	Urban Minor Arterial
499	SARNO	APOLLO-US 1	16,090	15,320	15,250	15,060	15,490	14,380	15,220	15,010	16,580	16,470	33,800	10/23/2019	Urban Minor Arterial
581	SHERIDAN	JOHN RODES-WICKHAM			2,870	NC	NC	NC	NC	4,430	NC	NC	15,600	10/18/2017	Urban Minor Collector
	ST ANDREWS	PINEDA CSWY -WICKHAM	5,490	4,570	3,815	3,390	3,417	3,335	3,240	3,950	3,405	4,185			
381	ST ANDREWS	Pineda Causeway-Interlachen	NC	4,570	3,450	3,390	4,080	4,460	NC	5,570	NC	6,000	15,600	10/30/2019	Urban Minor Collector
325	ST ANDREWS	Interlachen-Pinehurst	5,490	NC	4,180	NC	3,990	NC	4,480	NC	4,480	NC	15,600	10/23/2018	Urban Minor Collector
326	ST ANDREWS	PINEHURST-WICKHAM					2,180	2,210	2,000	2,330	2,330	2,370	15,600	10/30/2019	Urban Minor Collector
	ST JOHNS HERITAGE PKWY	MALABAR - US 192							1,905	3,310	7,263	8,440			
609	ST JOHNS HERITAGE PKWY	MALABAR-PACE							2,210	2,050	5,450	6,270	15,600	11/21/2019	Urban Minor Arterial
610	ST JOHNS HERITAGE PKWY	PACE-EMERSON							1,600	4,570	6,710	7,830	15,600	11/21/2019	Urban Minor Arterial
629	ST JOHNS HERITAGE PKWY	EMERSON - US 192									9,630	11,220	15,600	11/21/2019	Urban Minor Arterial
564	SAN FILLIPPO	JUPITER-MALABAR	17,190	17,390	18,180	18,690	18,990	NC	21,400	22,850	22,530	23,710	39,800	10/2/2019	Urban Minor Arterial
324	SUNTREE	WICKHAM-US 1	17,660	15,370	15,350	15,250	16,500	18,040	16,140	17,350	16,730	NC	19,451	10/23/2018	Urban Minor Collector

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AREA: SOUTH															
	TURTLEMOUND	EAU GALLIE BLVD-PINE CONE RD	6,660	5,890	5,835	5,907	6,630	5,480	6,743	6,300	7,270	6,525			
611	TURTLEMOUND	EAU GALLIE-AURORA						4,590	4,750	5,280	5,260	6,010	15,600	10/22/2019	Urban Major Collector
379	TURTLEMOUND	AURORA-LAKE WASHINGTON	8,220	NC	7,200	7,290	8,370	NC	10,070	NC	9,410	NC	15,600	12/4/2018	Urban Major Collector
331	TURTLEMOUND	Lk Washington-Parkway	NC	5,890	NC	5,890	NC	6,370	NC	7,320	NC	7,040	15,600	10/28/2019	Urban Major Collector
378	TURTLEMOUND	Parkway-Pine Cone Rd	5,100	NC	4,470	4,540	4,890	NC	5,410	NC	7,140	NC	15,600	10/30/2018	Urban Major Collector
569	UNIVERSITY	BABCOCK-US 1	NC	7,340	NC	7,880	NC	7,840	NC	9,040	NC	8,690	33,800	10/9/2019	Urban Major Collector
	US 1	IND RVR CO-MALABAR	15,480	15,648	15,355	16,008	16,195	17,135	17,723	18,190	18,620	18,443			
416	US 1	Ind Rvr CL-Micco	19,040	19,500	19,610	20,140	21,130	21,610	22,840	22,750	22,530	21,740	41,790	10/1/2019	Urban Principal Arterial-Other
417	US 1	Micco-First St	13,620	13,750	13,210	14,120	13,930	15,650	15,920	15,570	16,390	16,460	41,790	10/1/2019	Urban Principal Arterial-Other
565	US 1	First St-Valkaria	13,140	12,930	12,900	13,740	13,530	14,030	14,010	15,180	16,110	16,100	41,790	10/1/2019	Urban Principal Arterial-Other
418	US 1	VALKARIA-MALABAR	16,120	16,410	15,700	16,030	16,190	17,250	18,120	19,260	19,450	19,470	41,790	12/4/2019	Urban Principal Arterial-Other
	US 1	MALABAR-RJ CONLAN	21,480	21,237	21,120	20,817	21,903	23,505	23,853	23,710	24,143	24,457			
419	US 1	Malabar-Port Malabar	19,830	20,140	UC	19,100	19,520	21,820	22,130	22,050	22,210	22,990	41,790	12/4/2019	Urban Principal Arterial-Other
420	US 1	Port Malabar-Palm Bay	23,170	22,610	22,230	22,680	24,320	25,190	25,990	26,750	26,770	26,020	39,800	12/11/2019	Urban Principal Arterial-Other
539	US 1	Palm Bay-RJ Conlan	21,440	20,960	20,010	20,670	21,870	NC	23,440	22,330	23,450	24,360	39,800	11/20/2019	Urban Principal Arterial-Other
	US 1	RJ CONLAN-STRAWBRIDGE	30,950	31,067	31,380	29,260	32,567	30,600	33,773	35,157	34,360	36,340			
343	US 1	RJ CONLAN-UNIVERSITY	29,940	29,570	28,310	29,260	30,750	30,770	32,480	33,750	31,630	33,710	59,900	11/20/2019	Urban Principal Arterial-Other
348	US 1	University-New Haven	35,020	35,820	34,450	UC	38,210	NC	39,310	41,070	42,770	43,040	59,900	10/22/2019	Urban Principal Arterial-Other
384	US 1	New Haven-Strawbridge	27,890	27,810	UC	UC	28,740	30,430	29,530	30,650	28,680	32,270	59,900	10/16/2019	Urban Principal Arterial-Other
	US 1	STRAWBRIDGE-SARNO	35,562	36,258	UC	UC	37,888	37,934	36,606	39,012	40,396	39,960			
385	US 1	Strawbridge-Hibiscus	38,170	38,860	UC	UC	41,310	40,480	40,730	42,040	43,000	42,260	59,900	11/19/2019	Urban Principal Arterial-Other
431	US 1	Hibiscus-NASA	32,260	33,800	UC	UC	35,120	34,430	32,230	36,710	40,060	39,220	59,900	11/19/2019	Urban Principal Arterial-Other
432	US 1	NASA-Cherry	32,260	32,740	UC	UC	35,480	34,840	32,700	34,500	36,650	32,000	59,900	10/16/2019	Urban Principal Arterial-Other
433	US 1	Cherry-Ballard	30,990	32,310	UC	UC	33,640	32,920	31,240	34,860	34,340	37,380	59,900	10/23/2019	Urban Principal Arterial-Other
434	US 1	Ballard-Sarno	44,130	43,580	UC	UC	43,890	47,000	46,130	46,950	47,930	48,940	59,900	10/23/2019	Urban Principal Arterial-Other
	US 1	SARNO-PINEDA	39,327	39,238	35,453	35,315	40,158	42,062	40,128	43,850	44,620	46,053			
435	US 1	Sarno-Eau Gallie	52,210	52,110	UC	UC	52,660	52,460	36,440	49,690	53,440	56,180	59,900	12/4/2019	Urban Principal Arterial-Other
442	US 1	EAU GALLIE-AURORA	38,570	37,960	UC	UC	38,490	40,440	41,280	41,980	41,840	42,370	59,900	10/29/2019	Urban Principal Arterial-Other
450	US 1	Aurora-LkWashington	36,920	36,940	UC	36,260	37,200	38,610	37,060	41,210	NC	43,830	59,900	12/3/2019	Urban Principal Arterial-Other
436	US 1	LkWashington-Parkway	35,720	35,820	34,570	32,620	35,870	37,300	43,400	41,240	42,200	44,370	59,900	12/3/2019	Urban Principal Arterial-Other
437	US 1	Parkway-Post	36,550	36,160	34,790	36,230	36,570	37,880	40,260	42,960	44,310	44,090	59,900	10/28/2019	Urban Principal Arterial-Other
415	US 1	POST-PINEDA	35,990	36,440	37,000	36,150	NC	45,680	42,330	46,020	41,310	45,480	59,900	12/3/2019	Urban Principal Arterial-Other
	US 192	OSCEOLA CO-I-95	7,510	7,490	7,370	7,300	7,710	8,745	8,755	9,655	13,155	15,815			
590	US 192	OSCEOLA CO-SIMON RD				7,390	7,700	8,390	7,930	9,090	8,670	10,000	49,600	10/16/2019	Rural Principal Arterial Other
362	US 192	SIMON RD-I-95	7,510	7,490	7,370	7,210	7,720	9,100	9,580	10,220	17,640	21,630	41,790	10/16/2019	Urban Principal Arterial-Other
	US 192	I-95-WICKHAM	24,105	25,050	25,580	25,410	26,890	29,090	30,030	31,495	31,690	34,660			
421	US 192	I-95-John Rodes	22,140	23,860	24,880	24,800	26,690	29,320	30,180	32,640	34,300	34,880	39,800	10/15/2019	Urban Principal Arterial-Other
422	US 192	John Rodes-Wickham	26,070	26,240	26,280	26,020	27,090	28,860	29,880	30,350	29,080	34,440	39,800	10/15/2019	Urban Principal Arterial-Other
	US 192	WICKHAM-BABCOCK	33,600	33,137	32,157	31,103	32,006	32,833	32,717	32,619	34,756	35,453			
424	US 192	Wickham-Dayton	35,680	36,260	33,300	32,410	35,650	35,700	35,340	35,330	37,280	37,640	39,800	10/15/2019	Urban Principal Arterial-Other
388	US 192	Dayton-Windover Sq ent	38,270	40,280	37,650	36,980	38,730	38,270	37,160	37,430	40,850	40,760	39,800	11/20/2019	Urban Principal Arterial-Other
425	US 192	Windover Sq-Hollywood	36,100	37,800	34,680	34,200	34,650	35,740	33,970	35,990	39,490	41,820	39,800	10/15/2019	Urban Principal Arterial-Other
363	US 192	Hollywood-McClain (W Mall ent)	32,820	33,360	30,450	NC	29,620	NC	31,390	NC	32,460	NC	39,800	10/10/2018	Urban Principal Arterial-Other
426	US 192	McClain (W Mall ent)-Sunset (E Mall ent)	NC	32,010	NC	27,570	NC	28,680	NC	30,740	NC	31,640	39,800	10/15/2019	Urban Principal Arterial-Other
427	US 192	Sunset (E Mall ent)-Dairy	32,970	34,510	31,750	30,910	33,680	33,320	32,590	31,140	33,470	34,110	39,800	11/19/2019	Urban Principal Arterial-Other
428	US 192	Dairy-Airport	32,830	30,650	31,750	30,250	29,400	30,670	31,680	29,240	33,480	34,090	39,800	11/19/2019	Urban Principal Arterial-Other
373	US 192	Airport-Country Club	NC	27,480	NC	25,400	NC	27,450	NC	28,460	NC	28,110	39,800	10/16/2019	Urban Principal Arterial-Other
429	US 192	Country Club-Babcock	26,530	25,880	25,520	NC	22,310	NC	26,890	NC	26,260	NC	39,800	10/10/2018	Urban Principal Arterial-Other

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ID	ROAD	SEGMENT (Sections)	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: SOUTH															
	US 192	BABCOCK-NEW HAVEN	19,080	18,444	18,198	17,722	17,828	20,058	20,585	19,678	20,623	19,775			
430	US 192	Babcock-New Haven	21,920	20,660	21,450	20,630	19,680	20,430	22,190	22,740	22,940	NC	32,400	10/17/2018	Urban Principal Arterial-Other
451	US 192	New Haven-Pine	NC	18,920	NC	16,360	NC	20,670	NC	17,840	NC	18,820	32,400	10/16/2019	Urban Principal Arterial-Other
452	US 192	Pine-Hickory	16,500	NC	16,370	NC	15,450	NC	19,640	NC	18,310	NC	32,400	12/4/2018	Urban Principal Arterial-Other
453	US 192	Hickory-Livingston	NC	15,950	NC	15,390	NC	16,350	NC	17,100	NC	18,050	32,400	10/16/2019	Urban Principal Arterial-Other
454	US 192	Livingston-Waverly	16,570	NC	15,890	NC	15,090	NC	17,160	NC	17,810	NC	32,400	10/17/2018	Urban Principal Arterial-Other
508	US 192	Waverly-US 1	NC	16,330	NC	15,560	NC	NC	NC	17,380	NC	18,080	32,400	10/16/2019	Urban Principal Arterial-Other
509	US 192	US 1-NEW HAVEN	21,330	20,360	19,080	20,670	21,090	22,780	23,350	23,330	23,430	24,150	32,400	10/16/2019	Urban Principal Arterial-Other
	VALKARIA	BABCOCK-US 1	2,100	3,250	1,940	3,440	2,270	3,600	2,520	3,250	2,680	4,240			
517	VALKARIA	Babcock-Corey	NC	3,250	NC	3,440	NC	3,600	NC	3,250	NC	4,240	14,200	11/20/2019	Rural Major Collector
512	VALKARIA	Corey-US 1	2,100	NC	1,940	NC	2,270	NC	2,520	NC	2,680	NC	14,200	11/28/2018	Rural Major Collector
	WICKHAM	US 192-NASA	25,793	26,080	UC	UC	23,790	25,907	24,643	25,880	23,730	26,693			
404	WICKHAM	US 192-Sheridan	25,810	26,050	UC	UC	23,730	25,700	22,840	26,160	23,660	26,230	39,800	12/4/2019	Urban Principal Arterial-Other
405	WICKHAM	Sheridan-Greenboro	25,970	26,030	UC	UC	23,500	25,880	24,650	25,750	21,550	27,260	39,800	12/4/2019	Urban Principal Arterial-Other
406	WICKHAM	Greenboro-NASA	25,600	26,160	UC	UC	24,140	26,140	26,440	25,730	25,980	26,590	39,800	12/11/2019	Urban Principal Arterial-Other
	WICKHAM	NASA-SARNO	35,935	37,368	35,233	33,435	35,715	36,240	34,648	38,620	37,538	37,755			
407	WICKHAM	NASA-Harper	34,810	36,270	34,170	32,900	35,200	NC	37,660	39,450	38,130	37,500	39,800	12/4/2019	Urban Principal Arterial-Other
408	WICKHAM	Harper-Wright	34,960	36,640	34,270	NC	34,370	NC	33,360	NC	36,760	NC	39,800	11/28/2018	Urban Principal Arterial-Other
365	WICKHAM	Wright-Fountainhead	36,440	37,950	35,360	33,970	35,770	36,240	29,510	37,790	37,690	38,010	39,800	12/4/2019	Urban Principal Arterial-Other
350	WICKHAM	Fountainhead-Sarno	37,530	38,610	37,130	NC	37,520	NC	38,060	NC	37,570	NC	33,800	11/28/2018	Urban Principal Arterial-Other
	WICKHAM	SARNO-PARKWAY	35,463	35,788	34,593	33,193	32,853	35,965	34,953	34,770	34,975	34,263			
409	WICKHAM	Sarno-Eau Gallie	36,750	38,000	36,970	34,630	34,420	36,290	36,870	34,900	34,950	35,960	33,800	10/23/2019	Urban Principal Arterial-Other
410	WICKHAM	Eau Gallie-Aurora	37,260	36,980	35,820	34,290	33,200	43,090	33,020	38,530	33,700	37,180	33,800	12/11/2019	Urban Principal Arterial-Other
411	WICKHAM	Aurora-Lake Washington	35,650	35,920	34,520	33,290	33,340	34,210	35,880	33,880	34,950	33,280	33,800	12/11/2019	Urban Principal Arterial-Other
412	WICKHAM	LkWashington-Parkway	32,190	32,250	31,060	30,560	30,450	30,270	34,040	31,770	36,300	30,630	39,800	12/11/2019	Urban Principal Arterial-Other
	WICKHAM	PARKWAY-PINEDA CSWY	34,152	36,006	34,832	33,928	34,016	34,962	35,882	36,038	35,595	37,370			
413	WICKHAM	Parkway-Post	31,910	33,800	32,200	31,000	31,750	32,140	34,330	33,360	31,280	32,080	39,800	10/29/2019	Urban Principal Arterial-Other
414	WICKHAM	Post-Kensington	35,380	36,870	35,540	34,320	34,850	36,000	34,510	38,560	33,920	38,440	39,800	12/3/2019	Urban Principal Arterial-Other
389	WICKHAM	Kensington-Mariah Dr	34,710	37,020	35,010	34,230	33,960	34,880	34,240	35,530	38,500	37,600	39,800	10/30/2019	Urban Principal Arterial-Other
540	WICKHAM	Mariah Dr-Business Ctr.	34,530	36,530	35,240	34,740	34,380	35,170	36,870	35,720	NC	38,180	39,800	12/3/2019	Urban Principal Arterial-Other
364	WICKHAM	Busines Ctr.-Pineda Cswy.	34,230	35,810	36,170	35,350	35,140	36,620	39,460	37,020	38,680	40,550	39,800	10/28/2019	Urban Principal Arterial-Other
	WICKHAM	PINEDA CSWY-SUNTREE BLVD	29,323	26,927	24,910	24,243	23,790	23,733	27,197	26,330	27,260	26,560			
403	WICKHAM	Pineda Cswy.-Jordan Blass	32,200	30,490	27,700	26,570	25,620	26,540	29,660	28,380	28,110	28,560	39,800	10/30/2019	Urban Principal Arterial-Other
402	WICKHAM	Jordan Blass-St Andrews	27,460	24,640	22,950	22,200	21,940	20,720	25,370	24,830	NC	24,950	39,800	12/4/2019	Urban Principal Arterial-Other
401	WICKHAM	St. Andrews-Suntree	28,310	25,650	24,080	23,960	23,810	23,940	26,560	25,780	26,410	26,170	39,800	10/30/2019	Urban Principal Arterial-Other
	WICKHAM	SUNTREE-MURRELL	36,650	31,480	29,190	29,028	29,358	29,620	31,723	31,280	32,483	31,620			
400	WICKHAM	Suntree-Pinehurst (N)	37,030	31,720	29,670	29,070	29,980	30,300	32,590	31,800	32,140	32,050	39,800	10/30/2019	Urban Principal Arterial-Other
399	WICKHAM	Pinehurst (N)-Interlachen	35,020	29,950	27,850	28,010	28,810	28,360	30,710	30,550	29,830	29,770	39,800	12/4/2019	Urban Principal Arterial-Other
397	WICKHAM	Interlachen-Baytree	37,900	32,650	30,160	29,960	29,400	30,220	32,870	31,370	31,950	32,360	39,800	10/30/2019	Urban Principal Arterial-Other
396	WICKHAM	Baytree-Murrell	36,650	31,600	29,080	29,070	29,240	29,600	30,720	31,400	36,010	32,300	39,800	10/30/2019	Urban Principal Arterial-Other
	WICKHAM	MURRELL-LAKE ANDREW	34,133	34,253	33,680	34,143	34,713			38,635	42,937	41,200			
395	WICKHAM	MURRELL-I-95	41,410	37,960	34,390	34,220	34,400	UC	UC	33,420	39,300	37,110	59,900	10/30/2019	Urban Principal Arterial-Other
394	WICKHAM	I-95-Wal-Mart/Target Ent. (signal)	35,780	37,570	38,640	39,240	39,960	UC	UC	43,850	48,530	46,890	59,900	10/30/19	Urban Principal Arterial-Other
393	WICKHAM	Wal-Mart/Target Ent.-Lake Andrew	25,210	27,230	28,010	28,970	29,780	UC	UC	NC	40,980	39,600	59,900	12/4/2019	Urban Minor Arterial
	WICKHAM	LAKE ANDREW-LEGACY	4,150	8,900	4,150	9,970	5,010	11,320	NC	8,403	9,100	14,500			
392	WICKHAM	Lake Andrew-Stadium	NC	8,900	NC	9,970	NC	11,320	NC	13,980	NC	14,500	17,700	12/4/2019	Urban Minor Arterial
391	WICKHAM	Stadium-Legacy	4,150	NC	4,150	NC	5,010	NC	NC	8,470	9,100	NC	17,700	10/31/2018	Urban Local
582	WOODY BURKE	Hibiscus-NASA			4,370	NC	NC	NC	NC	2,760	NC	5,640	15,600	10/16/2019	Urban Major Collector

*Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts.
NC=Not Counted; UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2010 - 2019

ID	ROAD	SEGMENT (Sections)	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: BEACHES - NOTE: No counts were taken in 2015.															
622	BANANA RVR DRIVE	MATHERS BRIDGE-S PATRICK								3,180	3,120	NC	15,600	11/13/2018	Urban Major Collector
	BANANA RVR DRIVE	S PATRICK-SR A1A								5,045	5,117	4,805			
623	BANANA RVR DRIVE	S PATRICK-WIMICO DR								4,350	4,450	NC	15,600	11/13/2018	Urban Major Collector
624	BANANA RVR DRIVE	WIMICO DR-PINE TREE/OSCEOLOA								3,920	NC	4,600	15,600	11/19/2019	Urban Major Collector
625	B RVR DR/PINE TREE DR	PINE TREE/OSCEOLA-SCHOOL RD								6,280	5,750	NC	15,600	11/13/2018	Urban Major Collector
626	B RVR DR/PINE TREE DR	SCHOOL RD-PALM SPRINGS								5,630	NC	5,010	15,600	12/11/2019	Urban Major Collector
627	B RVR DR/PINE TREE DR	PALM SPRINGS-SR A1A								NC	5,150	NC	15,600	11/13/2018	Urban Major Collector
	CENTRAL	SR A1A-RIDGEWOOD	4,320	2,510	4,100	2,660	4,300		3,945	3,050	4,290	3,060			
303	CENTRAL	SR A1A-N Atlantic	4,320	NC	4,100	NC	4,300		5,290	NC	4,290	NC	15,600	11/28/2018	Urban Minor Collector
301	CENTRAL	N Atlantic-Ridgewood	NC	2,510	NC	2,660	NC		2,600	3,050	NC	3,060	15,600	11/13/2019	Urban Minor Collector
	EAU GALLIE	CAUSEWAY-SR A1A	30,685	31,370	30,790	29,930	30,830		31,215	31,040	30,965	31,405			
312	EAU GALLIE	CAUSEWAY	36,540	37,120	36,810	35,670	36,000		38,280	37,320	36,730	37,530	41,790	12/4/2019	Urban Principal Arterial-Other
293	EAU GALLIE	S PATRICK-SR A1A	24,830	25,620	24,770	24,190	25,660		24,150	24,760	25,200	25,280	41,790	11/19/2019	Urban Principal Arterial-Other
310	GEORGE KING	DAVE NISBET-N ATLANTIC	7,920	NC	7,190	NC	7,480		NC	9,850	9,070	NC	33,800	12/12/2018	Urban Minor Collector
	N. ATLANTIC	SR A1A-GEORGE KING	6,770	5,990	6,710	6,045	7,255		5,975	5,890	6,470	6,425			
298	N. ATLANTIC	SR A1A-Canaveral Bch	8,330	NC	8,120	NC	8,580		NC	NC	7,640	NC	15,600	11/28/2018	Urban Minor Collector
299	N. ATLANTIC	Canaveral Bch-Central	NC	6,600	NC	6,570	NC		6,000	6,310	NC	6,850	15,600	11/13/2019	Urban Minor Collector
300	N. ATLANTIC	Central-George King	5,210	5,380	5,300	5,520	5,930		5,950	5,470	5,300	6,000	15,600	11/13/2019	Urban Minor Collector
	OAK ST.	SR A1A-OCEAN	3,285	4,060	3,175	4,190	3,035		3,270	4,005	3,515	4,135			
314	OAK ST.	SR A1A-Bonita	1,830	NC	1,870	NC	1,660		1,840	NC	1,870	NC	15,600	11/13/2018	Urban Major Collector
306	OAK ST.	Bonita-Surf	NC	3,430	NC	3,390	NC		3,190	3,350	NC	3,560	15,600	11/13/2019	Urban Major Collector
305	OAK ST.	Surf-SR A1A/Ocean	4,740	4,690	4,480	4,990	4,410		4,780	4,660	5,160	4,710	15,600	11/13/2019	Urban Major Collector
307	OCEAN BEACH	VOLUSIA LN-YOUNG	UC	3,350	3,240	3,510	3,670		4,210	4,050	3,840	3,920	15,600	12/4/2019	Urban Minor Collector
	PINEDA CSWY	US 1-SR A1A	29,227	31,240	31,060	31,430	32,730		33,680	32,970	35,747	35,587			
267	PINEDA CSWY	US 1-S TROPICAL	36,740	38,590	38,760	39,870	41,210		42,750	43,050	45,670	45,380	65,600	12/4/2019	Urban Principal Arterial-Other
266	PINEDA CSWY	S TROPICAL-S PATRICK	33,890	36,770	36,480	35,960	37,510		37,930	34,570	40,590	40,460	65,600	11/13/2019	Urban Principal Arterial-Other
268	PINEDA CSWY	S PATRICK-SR A1A	17,050	18,360	17,940	18,460	19,470		20,360	21,290	20,980	20,920	41,790	11/13/2019	Urban Principal Arterial-Other
302	RIDGEWOOD	YOUNG-CENTRAL	UC	UC	1,930	NC	2,000		2,360	NC	2,130	NC	15,600	12/12/2018	Urban Minor Collector
	RIVERSIDE	US 192-EAU GALLIE	9,610	9,740	9,380	9,780	7,575		10,323	11,545	11,615	12,360			
292	RIVERSIDE	US 192-Riviera	NC	9,270	NC	9,260	NC		9,380	11,090	NC	11,570	15,600	12/4/2019	Urban Minor Arterial
286	RIVERSIDE	Riviera-Paradise	9,220	NC	8,940	NC	7,700		10,230	NC	11,010	NC	15,600	11/13/2018	Urban Minor Arterial
313	RIVERSIDE	Paradise-Eau Gallie	10,000	10,210	9,820	10,300	7,450		11,360	12,000	12,220	13,150	15,600	11/19/2019	Urban Minor Arterial
	S. PATRICK	EAU GALLIE-BANANA RVR	23,840	22,350	24,130	21,440	22,660		22,960	21,770	25,360	23,090			
251	S. PATRICK	Eau Gallie-Yacht Club	23,840	NC	24,130	NC	22,660		24,030	NC	25,360	NC	41,790	11/13/2018	Urban Minor Arterial
253	S. PATRICK	Yacht Club-Banana Rvr Dr	NC	22,350	NC	21,440	NC		21,890	21,770	NC	23,090	41,790	11/19/2019	Urban Minor Arterial
	S. PATRICK	BANANA RVR-PINEDA	15,908	15,807	16,375	14,953	15,790		15,361	15,823	17,465	16,577			
541	S. PATRICK	BANANA RVR DR-DESOTO	19,340	NC	19,680	NC	18,320		18,670	NC	19,620	NC	19,470	12/11/2018	Urban Minor Arterial
259	S. PATRICK	DESOTO-JACKSON	NC	17,400	NC	16,510	NC		15,230	16,700	NC	17,980	18,590	11/19/2019	Urban Minor Arterial
262	S. PATRICK	Jackson-Titan	15,340	NC	15,560	NC	14,980		15,530	NC	16,570	NC	19,470	11/13/2018	Urban Minor Arterial
263	S. PATRICK	Titan-Shearwater Pkwy	NC	15,050	NC	14,240	NC		13,790	15,370	NC	16,390	19,470	11/19/2019	Urban Minor Arterial
264	S. PATRICK	Shearwater Pkwy-Berkeley	14,330	NC	15,030	NC	14,530		14,990	NC	17,040	NC	19,470	12/11/2018	Urban Minor Arterial
265	S. PATRICK	Berkeley-Ocean	NC	14,970	NC	14,110	NC		13,540	15,400	NC	15,360	18,590	12/11/2019	Urban Minor Arterial
287	S. PATRICK	Ocean-Pineda S Ramps	14,620	NC	15,230	NC	15,330		15,780	NC	16,630	NC	18,590	11/13/2018	Urban Minor Arterial

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2010 - 2019

ID	ROAD	SEGMENT (Sections)	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: BEACHES - NOTE: No counts were taken in 2015.															
	SR AIA	INDIAN RVR CO-US 192	10,386	10,517	10,934	10,720	10,773		11,487	11,471	11,990	10,697			
295	SR AIA	Ind Rvr Co-Strawberry Ln.	2,640	2,450	2,550	2,580	2,460		3,000	2,790	3,140	3,160	24,200	11/19/2019	Urban Minor Arterial
249	SR AIA	Strawberry Ln.-Heron Dr.	4,450	4,450	4,390	4,550	4,570		4,920	4,790	5,110	5,200	24,200	11/19/2019	Urban Minor Arterial
542	SR AIA	HERON-MARLEN	8,260	8,350	8,280	8,310	8,210		9,350	8,640	9,100	9,610	24,200	11/19/2019	Urban Minor Arterial
296	SR AIA	MarLen Dr-Oak	12,670	12,870	13,080	12,690	12,870		14,410	14,310	13,990	13,900	24,200	11/13/2019	Urban Minor Arterial
260	SR AIA	Oak-Ocean	11,400	11,490	11,940	11,440	11,660		13,180	11,870	12,830	13,200	17,700	12/4/2019	Urban Minor Arterial
248	SR AIA	Ocean-Miami	16,010	16,170	17,010	16,620	16,400		16,830	17,770	19,560	NC	17,700	12/11/2018	Urban Minor Arterial
383	SR AIA	Miami-US192	17,270	17,840	19,290	18,850	19,240		18,720	20,130	20,200	19,110	17,700	11/13/2019	Urban Minor Arterial
	SR AIA	US 192-EAU GALLIE	25,560	25,555	25,455	25,060	26,425		25,550	24,050	25,390	23,990			
250	SR AIA	US 192-Paradise	25,000	25,200	24,840	25,150	25,480		24,280	24,720	25,190	23,300	41,790	11/19/2019	Urban Principal Arterial-Other
294	SR AIA	Paradise-Eau Gallie	26,120	25,910	26,070	24,970	27,370		26,820	23,380	25,590	24,680	41,790	11/19/2019	Urban Principal Arterial-Other
	SR AIA	EAU GALLIE-PINEDA	22,803	23,446	23,505	22,344	22,863		24,300	23,280	22,910	23,738			
252	SR AIA	Eau Gallie-Palm Springs	NC	27,410	NC	25,640	NC		27,350	26,950	NC	26,800	41,790	12/4/2019	Urban Principal Arterial-Other
254	SR AIA	Palm Springs-Pine Tree	25,480	NC	26,600	NC	25,540		UC	NC	24,960	NC	41,790	11/13/2018	Urban Principal Arterial-Other
255	SR AIA	Pine Tree-DeSoto	NC	26,950	NC	25,160	NC		26,770	25,900	NC	25,810	41,790	11/19/2019	Urban Principal Arterial-Other
256	SR AIA	DeSoto-Cassia	23,830	NC	24,350	NC	23,630		UC	NC	23,490	NC	41,790	11/13/2018	Urban Principal Arterial-Other
257	SR AIA	Cassia-Jackson	NC	24,400	NC	22,810	NC		24,160	20,110	NC	24,130	41,790	11/19/2019	Urban Principal Arterial-Other
543	SR AIA	Jackson-Patrick	21,850	NC	22,580	NC	22,120		UC	NC	22,250	NC	41,790	11/13/2018	Urban Principal Arterial-Other
258	SR AIA	Patrick-Berkeley	NC	21,610	NC	20,510	NC		23,320	24,170	NC	22,120	41,790	11/19/2019	Urban Principal Arterial-Other
544	SR AIA	Berkeley-Ocean	20,050	NC	20,490	NC	20,160		UC	NC	20,940	NC	41,790	12/12/2018	Urban Principal Arterial-Other
545	SR AIA	Ocean-Pineda	NC	16,860	NC	17,600	NC		19,900	19,270	NC	19,830	41,790	11/19/2019	Urban Principal Arterial-Other
	SR AIA	PINEDA-S END ONE-WAY	17,850	17,950	17,595	17,095	17,560		18,455	18,850	18,730	18,705			
261	SR AIA	Pineda-Main Gate	19,040	18,780	18,440	17,840	18,490		20,170	19,770	18,910	19,660	41,790	11/13/2019	Urban Principal Arterial-Other
387	SR AIA	Main Gate-S End One Way	16,660	17,120	16,750	16,350	16,630		16,740	17,930	18,550	17,750	41,790	11/13/2019	Urban Principal Arterial-Other
	SR AIA (NORTHBOUND)	ONE WAY NORTH	12,005	12,270	11,675	11,945	11,465		12,030	11,745	11,840	11,610			
269	SR AIA	S End-Minutmen Cswy	10,880	11,100	10,620	10,860	10,530		10,530	10,790	11,090	10,660	19,440	11/13/2019	Urban Principal Arterial-Other
272	SR AIA	Minutemen-N End One Way	13,130	13,440	12,730	13,030	12,400		13,530	12,700	12,590	12,560	19,440	11/13/2019	Urban Principal Arterial-Other
	SR AIA (SOUTHBOUND)	ONE WAY SOUTH	12,210	11,730	12,240	12,000	11,675		11,935	11,960	12,570	12,135			
270	SR AIA	N End One Way-Minutemen	13,550	12,990	13,510	13,090	12,690		12,690	13,450	13,770	13,230	19,440	11/13/2019	Urban Principal Arterial-Other
546	SR AIA	Minutemen-S End One Way	10,870	10,470	10,970	10,910	10,660		11,180	10,470	11,370	11,040	19,440	11/13/2019	Urban Principal Arterial-Other
	SR AIA	N END ONE WAY-SR 520	32,090		32,452	31,816	30,930		33,743	33,197	32,902	32,043			
273	SR AIA	Cocoa Isles-Tulip	30,130	UC	31,730	30,660	29,760		31,270	30,860	31,910	29,390	34,020	11/13/2019	Urban Principal Arterial-Other
274	SR AIA	Tulip-Bahama Blvd	31,580	UC	31,840	31,620	30,210		35,710	31,750	32,560	31,850	34,020	11/13/2019	Urban Principal Arterial-Other
275	SR AIA	Bahama Blvd-S Banana	32,310	UC	32,390	NC	30,890		NC	32,510	32,700	NC	34,020	12/5/2018	Urban Principal Arterial-Other
276	SR AIA	S Banana-Fisher Park	NC	UC	NC	33,150	NC		34,830	34,020	NC	31,670	34,020	11/13/2019	Urban Principal Arterial-Other
277	SR AIA	Fisher Park-St Lucie	33,780	UC	33,730	32,470	32,670		34,880	35,590	33,760	35,260	34,020	12/4/2019	Urban Principal Arterial-Other
278	SR AIA	St Lucie-Marion	32,650	UC	32,570	NC	31,120		31,900	NC	33,580	NC	34,020	11/14/2018	Urban Principal Arterial-Other
279	SR AIA	Marion-SR 520	NC	UC	NC	31,180	NC		33,870	34,450	NC	NC	34,020	12/5/2017	Urban Principal Arterial-Other
	SR AIA	SR 520-N ATLANTIC	30,758	29,325	29,905	29,350	30,078		30,070	29,823	28,648	28,880			
280	SR AIA	SR 520-Osceola	29,880	26,330	28,370	28,300	28,450		27,780	29,510	27,270	26,740	39,800	11/13/2019	Urban Principal Arterial-Other
281	SR AIA	Osceola-Shepard	28,920	28,480	28,210	28,110	28,360		28,390	28,520	27,180	27,060	39,800	11/13/2019	Urban Principal Arterial-Other
282	SR AIA	Shepard-McKinley	32,450	NC	32,460	NC	32,150		30,790	NC	30,370	NC	39,800	11/28/2018	Urban Principal Arterial-Other
297	SR AIA	McKinley-Buchanan	NC	31,510	NC	30,620	NC		32,990	32,960	NC	30,950	39,800	11/13/2019	Urban Principal Arterial-Other
283	SR AIA	Buchanan-N Atlantic	31,780	30,980	30,580	30,370	31,350		30,400	28,300	29,770	30,770	39,800	11/13/2019	Urban Principal Arterial-Other
	SR AIA	N ATLANTIC-SR 401	28,310	26,900	26,840	28,310	28,550		28,205	26,760	28,400	30,805			
285	SR AIA	N Atlantic-Central	25,210	24,470	23,920	24,840	24,680		25,490	26,760	24,640	25,800	41,790	11/13/2019	Urban Principal Arterial-Other
284	SR AIA	Central-SR 401	31,410	29,330	29,760	31,780	32,420		30,920	NC	32,160	35,810	39,800	12/11/2019	Urban Principal Arterial-Other
309	SR 401	SR 528-CCAFS	12,660	11,190	10,830	11,860	12,110		12,860	11,430	14,490	14,200	41,790	11/13/2019	Urban Minor Arterial

*Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts.
NC=Not Counted; UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2010 - 2019

ID	ROAD	SEGMENT (Sections)	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: BEACHES - NOTE: No counts were taken in 2015.															
	SR 520	W M.I. CAUSEWAY-SR A1A	24,975	25,055	24,000	24,130	24,685		24,925	24,575	24,265	23,555			
288	SR 520	CAUSEWAY	25,720	25,570	24,180	24,610	25,520		25,640	25,190	25,020	24,440	39,800	12/11/2019	Urban Principal Arterial-Other
311	SR 520	E END CSWY-SR A1A	24,230	24,540	23,820	23,650	23,850		24,210	23,960	23,510	22,670	34,020	11/13/2019	Urban Principal Arterial-Other
	US 192	CAUSEWAY-SR A1A	27,415	29,230	26,290	27,680	28,385		29,195	29,500	30,475	29,095			
289	US 192	CAUSEWAY	32,600	35,030	31,270	33,360	34,140		35,000	35,640	37,110	35,540	41,790	12/4/2019	Urban Principal Arterial-Other
290	US 192	RIVERSIDE-SR A1A	22,230	23,430	21,310	22,000	22,630		23,390	23,360	23,840	22,650	34,020	12/4/2019	Urban Principal Arterial-Other

INTERSTATE 95
Disclaimer: The following Traffic Counts are provided by The Florida Department of Transportation. Questions or concerns regarding the counts below, should be directed to The Florida Department of Transportation. Source: <https://tdaappsprod.dot.state.fl.us/fto/>

70-0134	INTERSTATE 95	INDIAN RIVER COUNTY - MALABAR (SR 51)	35,519	34,330	35,277	35,000	39,614	40,650	42,760	45,330	46,680	48,620	64,000		Rural Principal Arterial-Interstate
70-0428	INTERSTATE 95	MALABAR (SR 514) - PALM BAY	48,500	48,500	48,500	31,500	55,000	59,500	64,500	61,500	62,500	64,500	111,800		Urban Principal Arterial-Interstate
70-0371	INTERSTATE 95	PALM BAY - US 192	77,000	68,000	68,000	65,000	67,500	72,000	81,500	78,000	78,000	80,000	111,800		Urban Principal Arterial-Interstate
70-0372	INTERSTATE 95	US 192 - EAU GALLIE (SR 518)	78,000	68,000	68,000		41,000	43,500	68,500	72,500	75,500	84,500	111,800		Urban Principal Arterial-Interstate
70-0415	INTERSTATE 95	EAU GALLIE (SR 518)-WICKHAM	68,500	68,500	69,500	76,000	76,500	81,000	82,500	87,500	90,500	94,000	111,800		Urban Principal Arterial-Interstate
70-0388	INTERSTATE 95	WICKHAM-FISKE	69,000	55,000	57,500	55,000	57,000	60,500	68,000	72,500	75,500	86,000	111,800		Urban Principal Arterial-Interstate
70-9919	INTERSTATE 95	FISKE-SR 520	63,600	63,291	64,312	67,139	71,181	77,120	81,760	85,450	87,920	88,670	111,800		Urban Principal Arterial-Interstate
70-0366	INTERSTATE 95	SR 520-SR 524	61,400	61,400	61,400		37,500	40,000	42,000	45,000	47,000	52,000	111,800		Urban Principal Arterial-Interstate
70-0368	INTERSTATE 95	SR 524-SR 528	54,500	52,000	53,000	50,500	54,000	57,000	65,000	58,000	67,500	69,000	111,800		Urban Principal Arterial-Interstate
70-0439	INTERSTATE 95	SR 528-PORT ST. JOHNS	36,500	36,500	36,500	21,900	23,000	24,500	48,100	51,500	53,000	46,500	111,800		Urban Principal Arterial-Interstate
70-0401	INTERSTATE 95	PORT ST. JOHN CONNECTOR-SR 407	39,000	53,500	53,500	37,000	38,500	42,000	45,000	52,500	47,500	48,500	111,800		Urban Principal Arterial-Interstate
70-0402	INTERSTATE 95	SR 407-SR 50	39,000	39,000	39,000	23,400	24,200	25,700	36,500	38,500	40,000	41,500	111,800		Urban Principal Arterial-Interstate
70-0364	INTERSTATE 95	SR 50-SR 406	39,500	52,500	52,500	36,000	37,500	39,500	26,500	28,500	29,500	41,000	111,800		Urban Principal Arterial-Interstate
70-0363	INTERSTATE 95	SR 406-SR 46	31,000	31,500	29,500	38,500	40,000	34,000	39,500	43,500	40,000	45,000	111,800		Urban Principal Arterial-Interstate
70-0322	INTERSTATE 95	SR 46-DEERING PARKWAY	27,800	26,524	26,283	26,000	25,000	25,500	32,680	34,750	34,920	36,150	64,000		Rural Principal Arterial-Interstate
70-0436	INTERSTATE 95	DEERING PARKWAY-VOLUSIA CO.	24,500	30,500	30,000	26,500	27,500	36,000	29,000	29,000	30,500	33,000	64,000		Rural Principal Arterial-Interstate

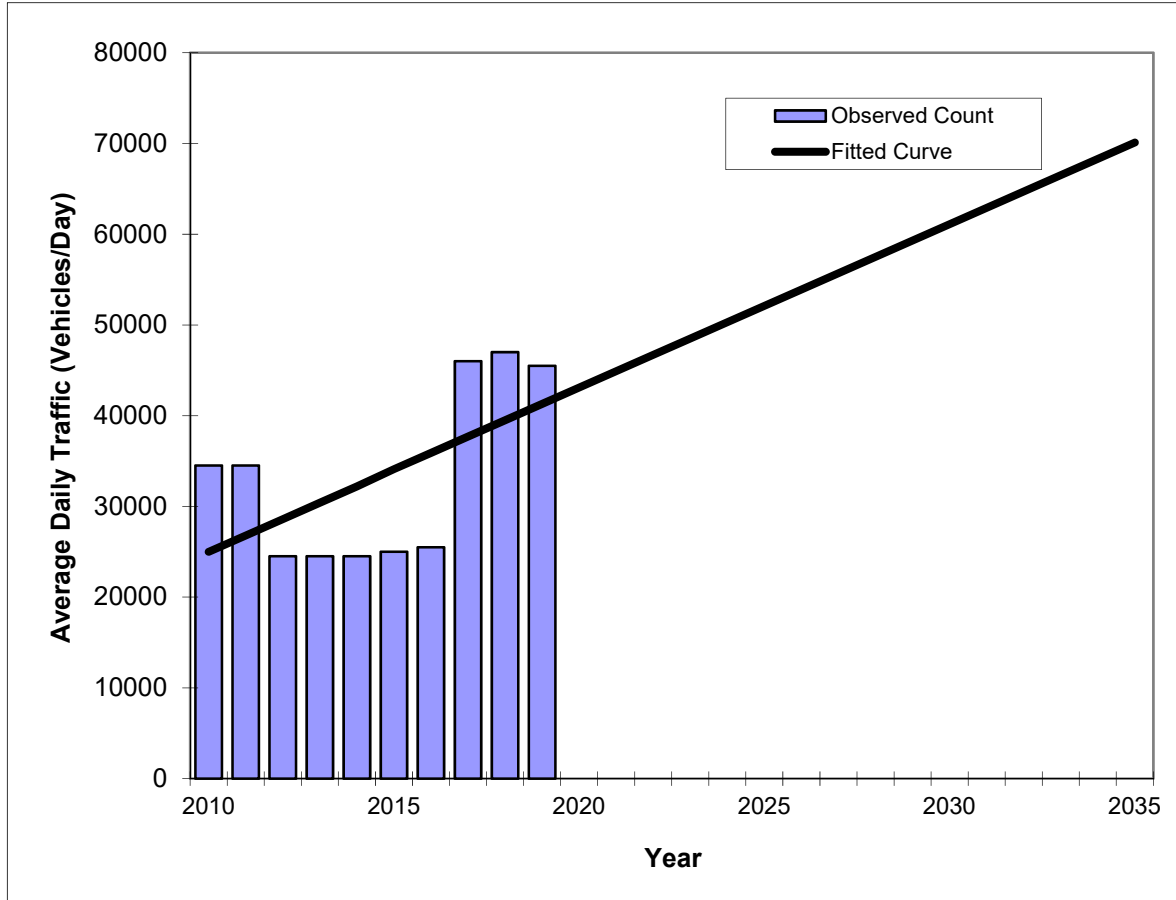
*Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts. NC=Not Counted; UC=Under Construction

Appendix G | Historical Trends Analysis

Traffic Trends - V03.a WICKHAM RD --

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	7071
Highway:	WICKHAM RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	34500	25000
2011	34500	26800
2012	24500	28600
2013	24500	30400
2014	24500	32200
2015	25000	34100
2016	25500	35900
2017	46000	37700
2018	47000	39500
2019	45500	41300
2023 Opening Year Trend		
2023	N/A	48500
2025 Mid-Year Trend		
2025	N/A	52100
2033 Design Year Trend		
2033	N/A	66500
TRANPLAN Forecasts/Trends		

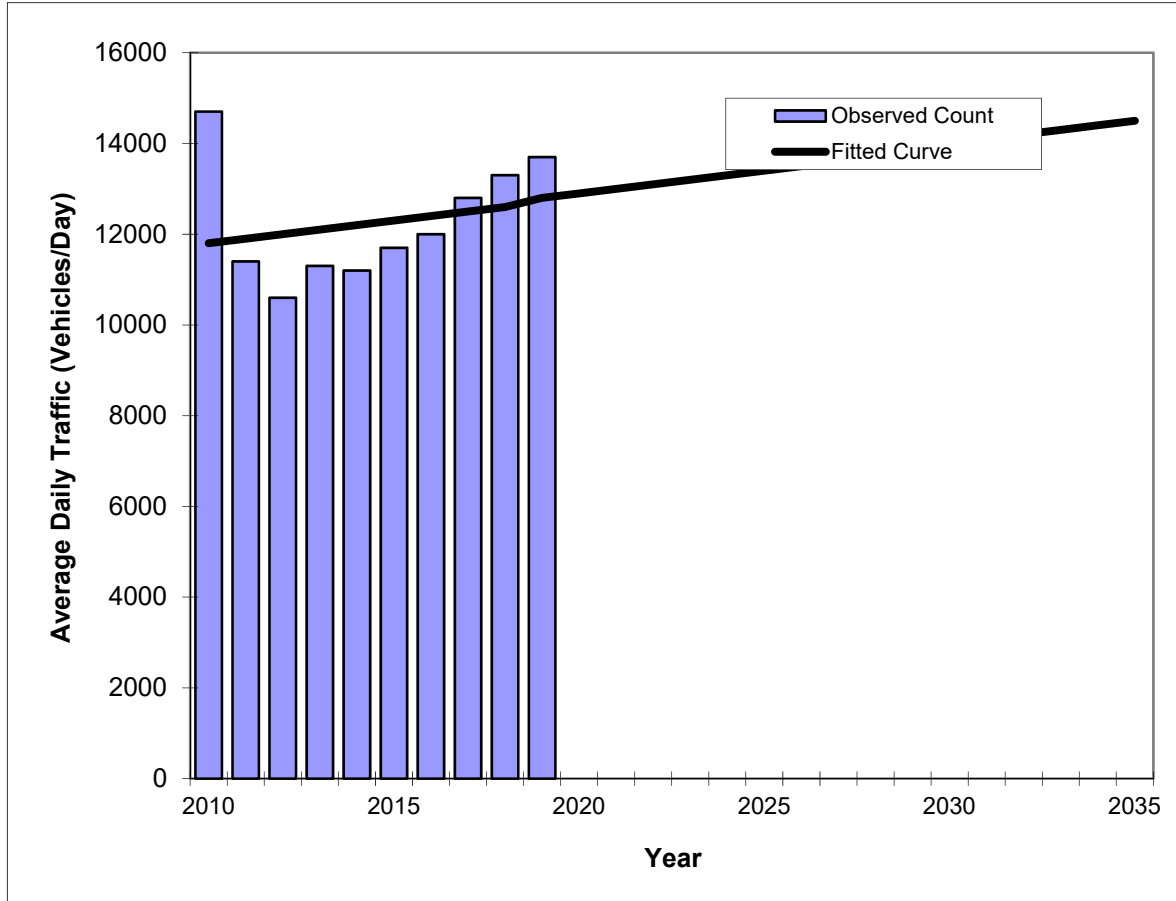
** Annual Trend Increase:	1,803
Trend R-squared:	31.09%
Trend Annual Historic Growth Rate:	7.24%
Trend Growth Rate (2019 to Design Year):	4.36%
Printed:	14-Oct-20
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a I-95 SB Ramps --

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	2018 2019
Highway:	I-95 SB Ramps



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	14700	11800
2011	11400	11900
2012	10600	12000
2013	11300	12100
2014	11200	12200
2015	11700	12300
2016	12000	12400
2017	12800	12500
2018	13300	12600
2019	13700	12800
2023 Opening Year Trend		
2023	N/A	13200
2028 Mid-Year Trend		
2028	N/A	13700
2033 Design Year Trend		
2033	N/A	14300
TRANPLAN Forecasts/Trends		

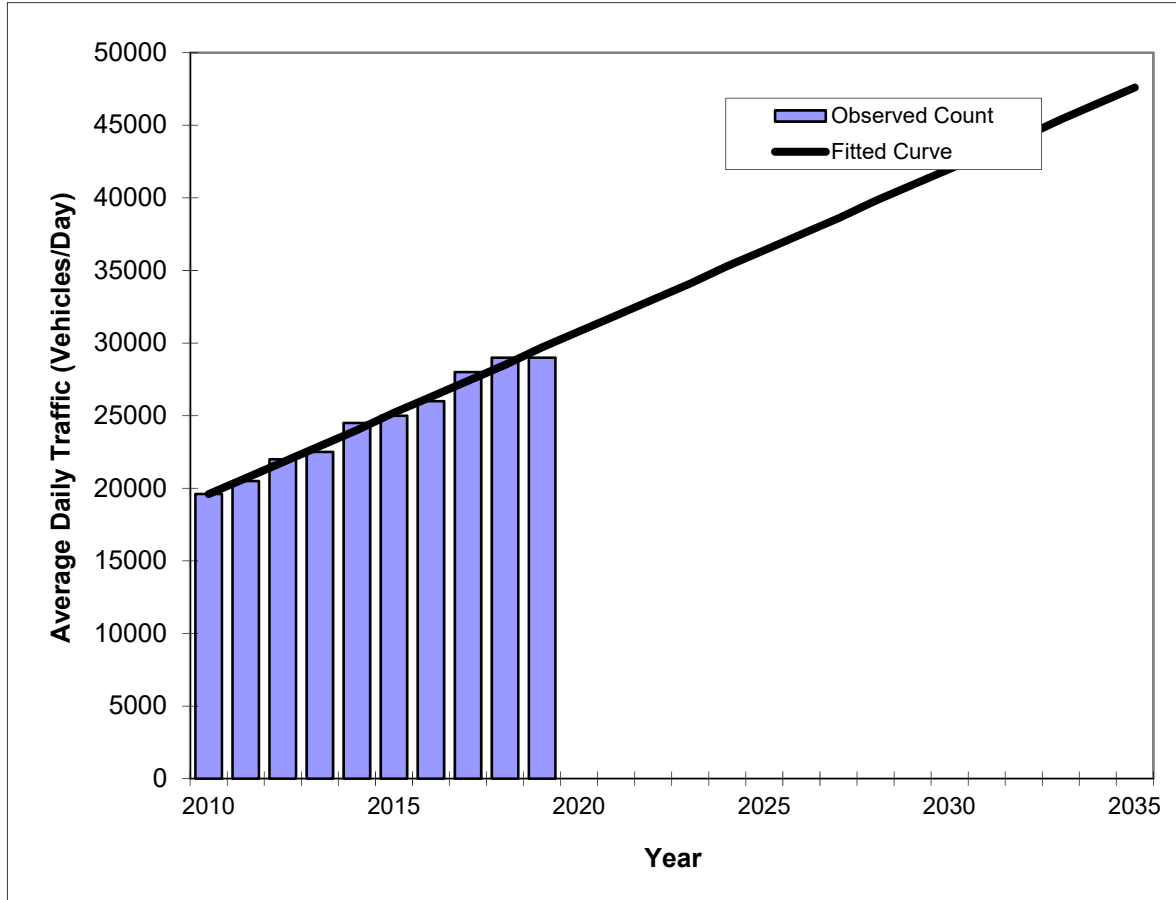
** Annual Trend Increase:	108
Trend R-squared:	6.34%
Trend Annual Historic Growth Rate:	0.94%
Trend Growth Rate (2019 to Design Year):	0.84%
Printed:	14-Sep-20
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a I-95 NB Ramps --

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	2016 2017
Highway:	I-95 NB Ramps



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	19600	19600
2011	20500	20700
2012	22000	21800
2013	22500	22900
2014	24500	24000
2015	25000	25200
2016	26000	26300
2017	28000	27400
2018	29000	28500
2019	29000	29700
2023 Opening Year Trend		
2023	N/A	34100
2028 Mid-Year Trend		
2028	N/A	39800
2033 Design Year Trend		
2033	N/A	45400
TRANPLAN Forecasts/Trends		

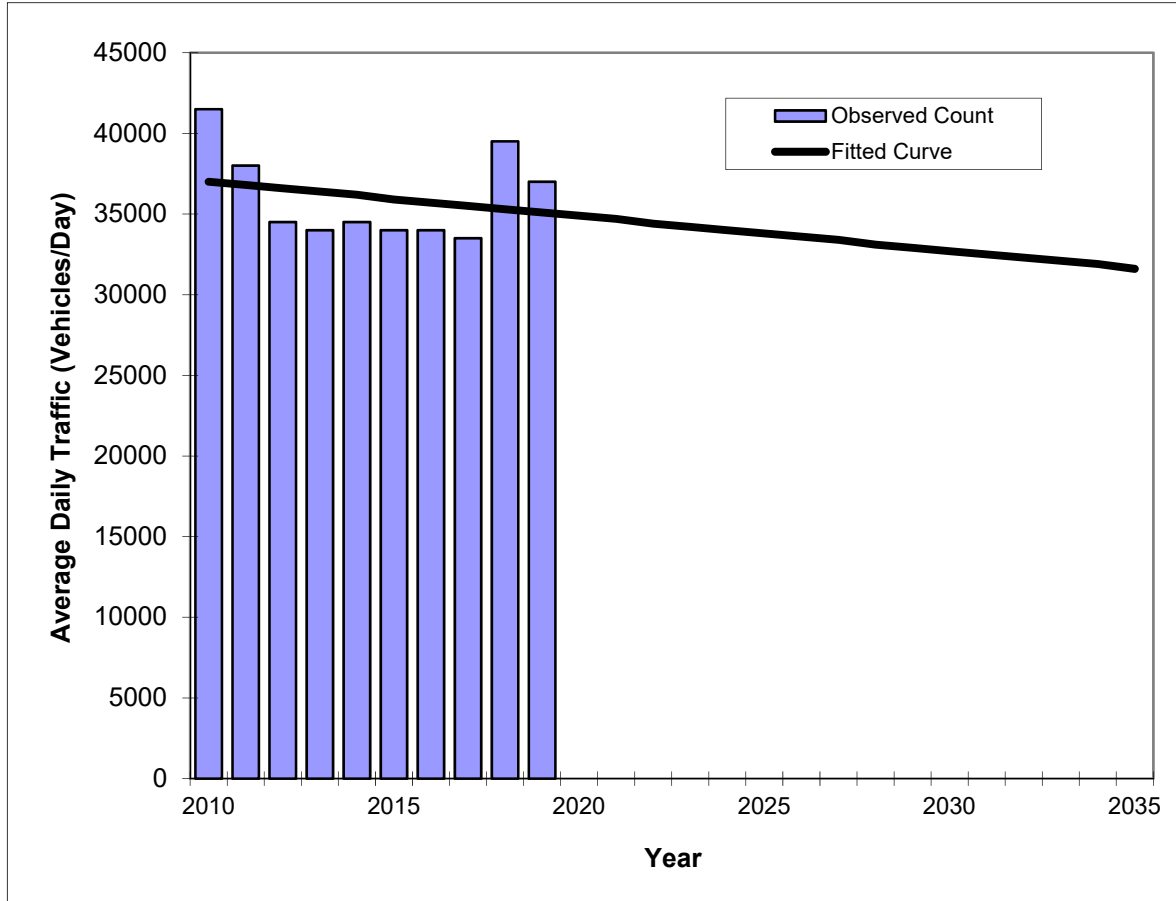
** Annual Trend Increase:	1,122
Trend R-squared:	98.52%
Trend Annual Historic Growth Rate:	5.73%
Trend Growth Rate (2019 to Design Year):	3.78%
Printed:	14-Sep-20
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a WICKHAM RD --

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	Brevard County
Highway:	WICKHAM RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	41500	37000
2011	38000	36800
2012	34500	36600
2013	34000	36400
2014	34500	36200
2015	34000	35900
2016	34000	35700
2017	33500	35500
2018	39500	35300
2019	37000	35100
2023 Opening Year Trend		
2023	N/A	34200
2028 Mid-Year Trend		
2028	N/A	33100
2033 Design Year Trend		
2033	N/A	32100
TRANPLAN Forecasts/Trends		

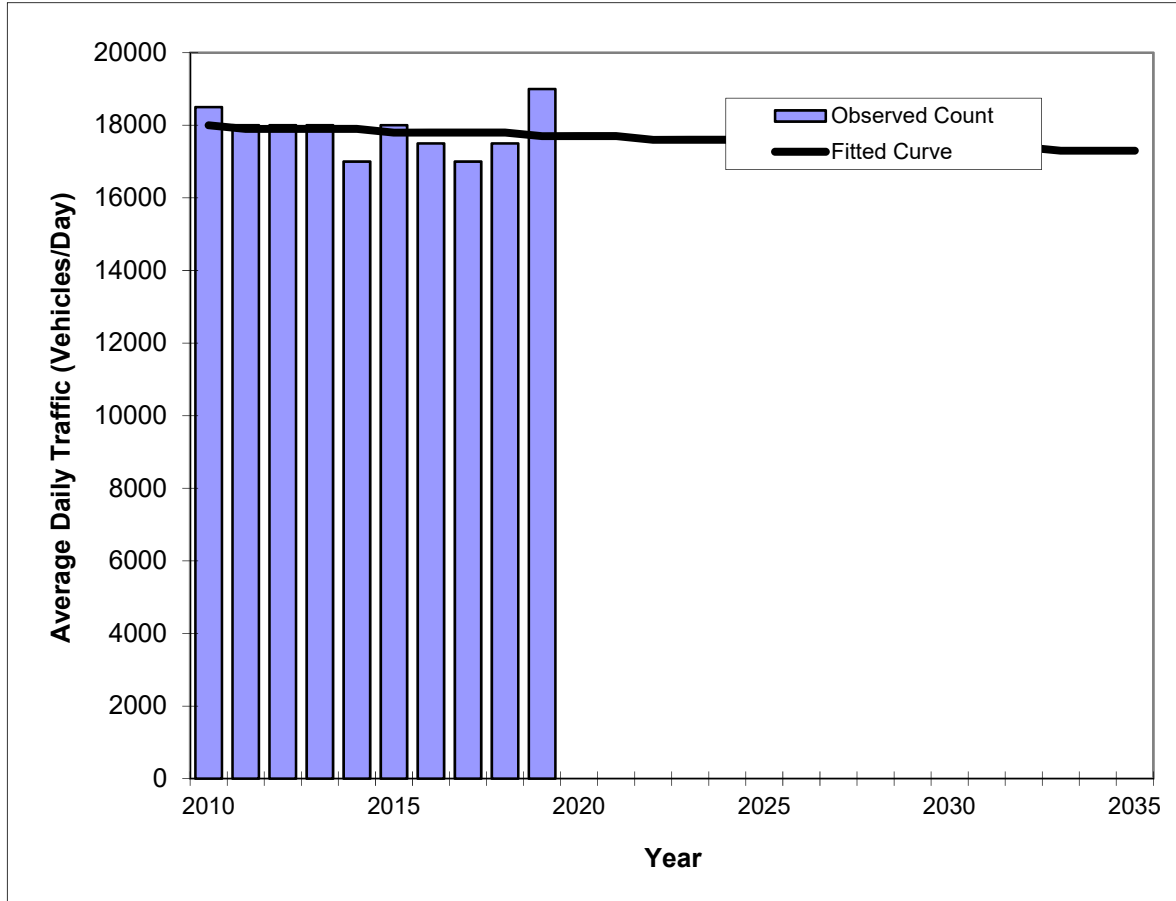
** Annual Trend Increase:	-215
Trend R-squared:	5.44%
Trend Annual Historic Growth Rate:	-0.57%
Trend Growth Rate (2019 to Design Year):	-0.61%
Printed:	16-Oct-20
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a MURRELL RD --

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	Brevard County
Highway:	MURRELL RD



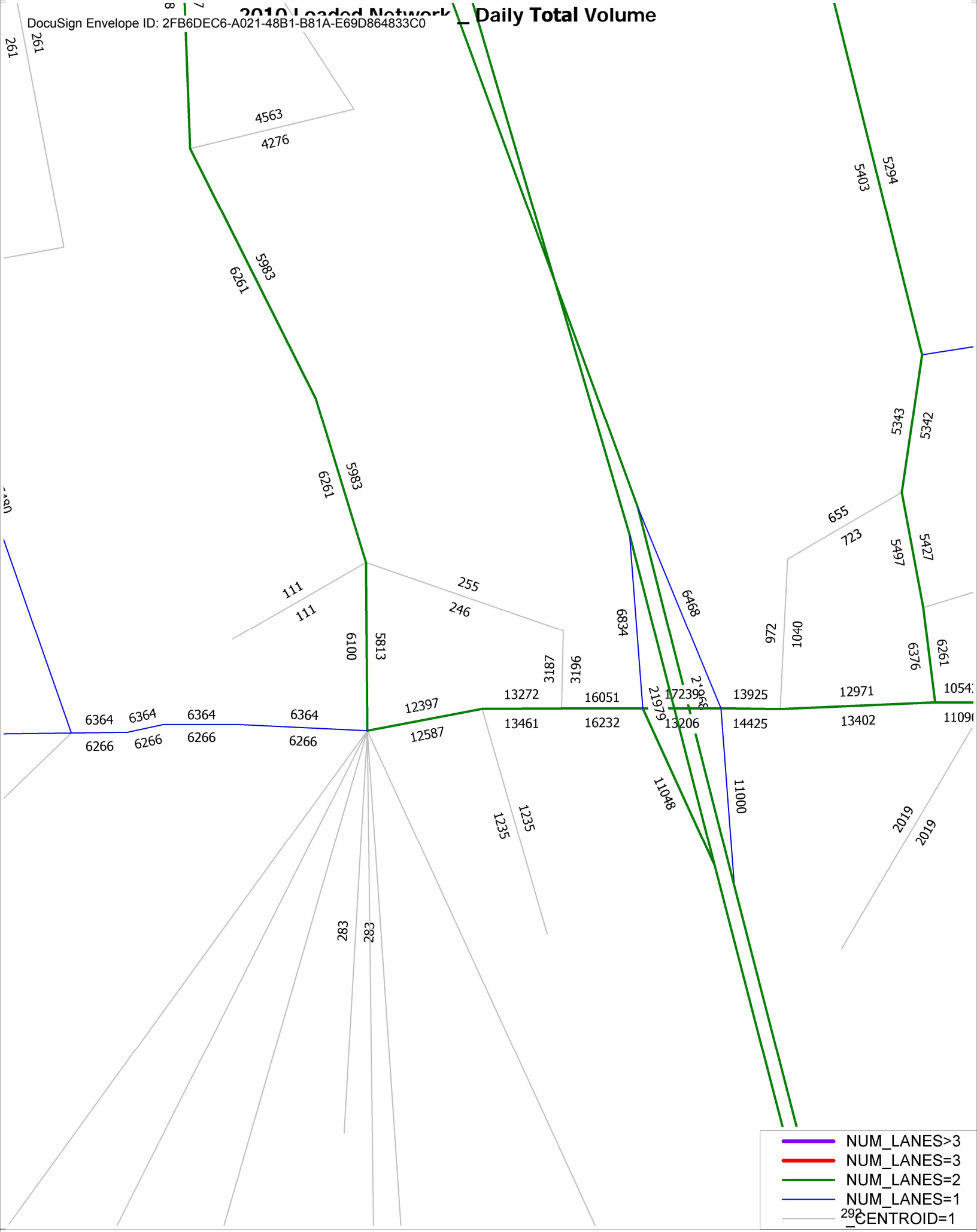
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	18500	18000
2011	18000	17900
2012	18000	17900
2013	18000	17900
2014	17000	17900
2015	18000	17800
2016	17500	17800
2017	17000	17800
2018	17500	17800
2019	19000	17700
2023 Opening Year Trend		
2023	N/A	17600
2028 Mid-Year Trend		
2028	N/A	17500
2033 Design Year Trend		
2033	N/A	17300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-27
Trend R-squared:	1.74%
Trend Annual Historic Growth Rate:	-0.19%
Trend Growth Rate (2019 to Design Year):	-0.16%
Printed:	16-Oct-20
Straight Line Growth Option	

*Axle-Adjusted

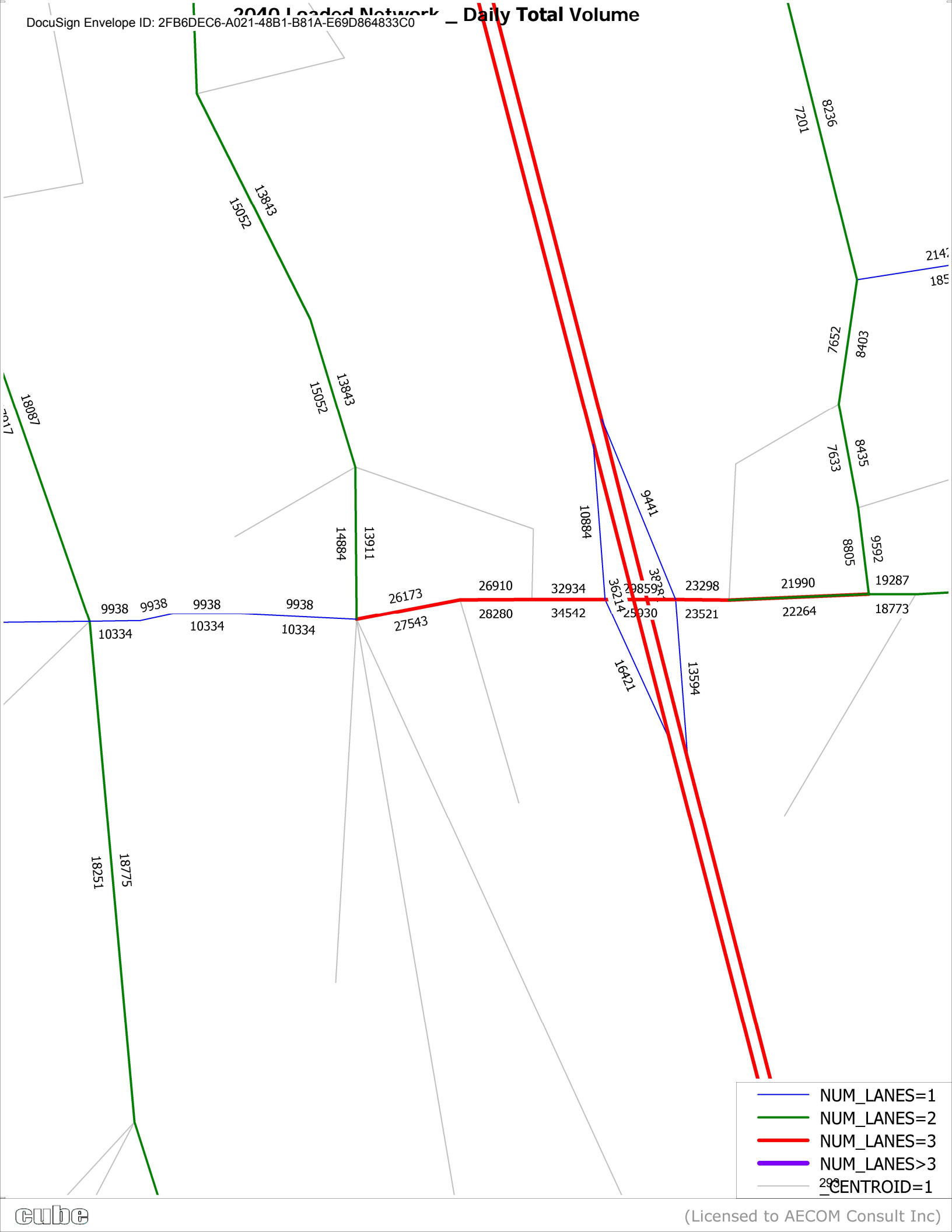
Appendix H | CFRPM v6.1 Model Plots

2010 Loaded Network - Daily Total Volume



- NUM_LANES>3
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2040 Loaded Network - Daily Total Volume



Appendix I | BEBR Reports

Projections of Florida Population by County, 2020–2045, with Estimates for 2019

Stefan Rayer, Population Program Director
 Ying Wang, Research Demographer

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

State projections

The starting point for the state-level projections was the April 1, 2010 census population count by age, sex, race, and Hispanic origin, as adjusted by the National Center for Health Statistics (NCHS) in the Vintage 2017 bridged race population estimates. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics. We applied three different sets of assumptions to provide low, medium, and high series of projections. Although the

low and high series do not provide absolute bounds on future population change, they provide a reasonable range in which Florida's future population is likely to fall.

Survival rates were applied by single year of age, sex, race, and Hispanic origin to project future deaths in the population. These rates were based on Florida Life Tables for 2007–2013, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. The survival rates were adjusted upward each year until 2044 to account for projected increases in life expectancy. These adjustments were based on projected increases in survival rates released by the U.S. Census Bureau. We used the same mortality assumptions for all three series of projections because there is less uncertainty regarding future changes in mortality rates than is true for migration and fertility rates.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2005–2009 and 2013–2017 American Community Survey (ACS) 5-year estimates. We chose an average of those two sets of migration estimates because the recession of 2007–2009 had a substantial impact on migration patterns in Florida, affecting in- and out-migration in both time periods; in addition, projections based on more than one time period

tend to be more accurate than those based on a single time period. The 2005–2009 data are the earliest ACS 5-year migration estimates that are available, and the 2013–2017 data were the most recent at the time the state projections were made (early December 2019).

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

For the medium projection series, in-migration weights for non-Hispanic whites varied from 1.15 to 1.06, and out-migration weights varied from 0.97 to 0.95; for non-Hispanic nonwhites, in-migration weights varied from 1.12 to 1.03, and out-migration weights varied from 0.99 to 0.96; and for Hispanics, in-migration weights varied from 1.11 to 1.03, and out-migration weights varied from 0.99 to 0.96. For the low projection series, the in-migration weights described above were lowered for all three racial/ethnic groups over time – from 7% in 2020 to 11% in 2045; the out-migration weights were raised by the same margins. For the high projection series, the in-migration weights described above were raised for all three racial/ethnic groups over time – from 7% in 2020 to 11% in 2045; the out-migration weights were lowered by the same margins.

The distribution of foreign immigrants for the three racial/ethnic groups by age and sex was also based on an average of the patterns observed for 2005–2009 and 2013–2017. Again, we smoothed the esti-

mates to account for irregularities in the age/sex distribution of immigrants. For the medium projection series, we held foreign immigration at an average of the 2005–2009 and 2013–2017 levels, with some short-term adjustments based on recent trends. In addition, we made minor adjustments to the racial/ethnic distribution of those migrants based on recent trends. For the low series, foreign immigration was projected to decrease by 1,500 per year from the average of the 2005–2009 and 2013–2017 levels; for the high series, foreign immigration was projected to increase by 1,000 per year. Foreign emigration was assumed to equal 25% of foreign immigration for each series of projections.

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

Births were projected by applying age-specific birth rates (adjusted for child mortality) to the projected female population of each racial/ethnic group. These birth rates were based on Florida birth data for 2007–2013 published by the Office of Vital Statistics in the Florida Department of Health. They imply a total fertility rate (TFR) of 1.66 births per woman for non-Hispanic whites, 2.08 births per woman for non-Hispanic nonwhites, 1.92 births per woman for Hispanics, and 1.83 births per woman for total population. These rates were adjusted in the short-term projections to make them consistent with recent fertility trends. We also raised them long-term, though slightly less than last year. We made this downward adjustment, because recorded resident births in Florida, after having increased each year from 2012 through 2016, have trended downward again over the past three years (the birth data for 2019 are still provisional). By 2033, the adjusted rates imply a total fertility rate of 1.68 births per woman for non-Hispanic whites, 2.12 births per woman for non-Hispanic nonwhites, 1.97 births per woman for Hispanics, and 1.86 births per woman for total population.

As a final step, projections for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics were added together to provide projections of the total population. The medium projections of total population for 2020–2024 were adjusted to be consistent with the state population forecasts for those years produced by the State of Florida’s Demographic Estimating Conference (DEC) held December 3, 2019. None of the projections after 2024 had any further adjustments. In this publication, we provide projections for 2020, 2025, 2030, 2035, 2040, and 2045. State projections for other years are available by request.

County projections

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

For counties, we started with the population estimate constructed by BEBR for April 1, 2019. We made projections for each county using five different techniques. After 2020, the projections were made in five-year increments. The five techniques were:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.
2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.
3. Share-of-growth – each county’s share of state population growth in the future will be the same as its share during the base period.

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

5. Constant-share – each county’s share of the state population will remain constant at its 2019 level.

For the linear and share-of-growth techniques we used base periods of two, ten, and twenty years (2017–2019, 2009–2019, and 1999–2019), yielding three sets of projections for each technique. For the exponential and shift-share techniques we used base periods of five and fifteen years (2014–2019 and 2004–2019), yielding two sets of projections for each technique. The constant-share method was based on data for a single year (2019).

This methodology produced eleven projections for each county for each projection year (2020, 2025, 2030, 2035, 2040, and 2045). From these, we calculated five averages: one using all eleven projections (AVE-11), one that excluded the highest and lowest projections (AVE-9), one that excluded the two highest and two lowest projections (AVE-7), one that excluded the three highest and three lowest projections (AVE-5), and one that excluded the four highest and four lowest projections (AVE-3). Based on the results of previous research, we designated the average that excluded the three highest and three lowest projections (AVE-5) as the default technique for each county. We evaluated the resulting projections by comparing them with historical population trends and with the level of population growth projected for the state as a whole. For counties in which AVE-5 did not provide reasonable projections, we selected the technique producing projections that fit most closely with our evaluation criteria.

For 66 counties we selected AVE-5, the average in which the three highest and three lowest projections were excluded. For Monroe County, we selected an average of projections made with the exponential technique with a base period of five years and the linear technique with a base period of two years. In

addition, we made manual adjustments to the projections in six counties in the Florida Panhandle to account for estimated population losses or slowdowns in growth due to the impacts of Hurricane Michael (Bay, Calhoun, Gadsden, Gulf, Jackson, and Liberty counties).

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

Range of county projections

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

The range between the low and high projections varies according to a county's population size in 2019 (less than 30,000; 30,000 to 199,999; and 200,000 or more), rate of population growth between 2009 and 2019 (less than 7.5%; 7.5–15%; 15–30%; and 30% or more), and the length of the projection horizon (on average, projection errors grow with the length of the projection horizon). Our studies have found that the distribution of absolute percent errors tends to remain fairly stable over time, leading us to believe that the low and high projections provide a reasonable range of errors for most counties. It must be emphasized, however, that the actual future population of any given county could be below the low projection or above the high projection.

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

Acknowledgement

Funding for these projections was provided by the Florida Legislature.

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Projections of Florida Population by County, 2020–2045, with Estimates for 2019

County and State	Estimates April 1, 2019	Projections, April 1					
		2020	2025	2030	2035	2040	2045
ALACHUA	267,306						
Low		258,900	262,300	264,300	265,100	264,500	262,300
Medium		269,800	281,500	291,600	300,200	307,400	313,300
High		280,500	299,400	318,000	334,300	348,800	361,400
BAKER	28,249						
Low		27,100	27,500	27,700	27,700	27,600	27,300
Medium		28,500	29,900	31,100	32,000	32,900	33,600
High		29,900	32,400	34,900	37,300	39,700	41,900
BAY	167,283						
Low		168,500	173,300	176,400	178,400	179,400	179,700
Medium		175,300	185,700	193,700	200,300	206,000	210,900
High		182,500	198,500	213,700	228,000	241,000	253,800
BRADFORD	28,682						
Low		27,400	26,900	26,300	25,600	24,900	24,300
Medium		28,800	29,200	29,500	29,800	30,000	30,300
High		30,200	31,700	33,100	34,500	35,900	37,200
BREVARD	594,469						
Low		577,900	594,000	603,000	608,300	610,400	612,200
Medium		602,400	637,600	665,000	687,900	707,400	726,000
High		626,000	678,100	725,700	766,900	805,100	843,700
BROWARD	1,919,644						
Low		1,862,500	1,899,500	1,917,100	1,924,900	1,923,700	1,920,500
Medium		1,941,200	2,039,000	2,115,200	2,179,100	2,233,900	2,285,100
High		2,017,700	2,168,500	2,307,300	2,426,900	2,537,300	2,646,600
CALHOUN	14,067						
Low		14,100	14,200	14,100	13,900	13,800	13,600
Medium		14,900	15,400	15,800	16,200	16,500	16,800
High		15,600	16,700	17,800	18,800	19,800	20,800
CHARLOTTE	181,770						
Low		175,300	181,500	185,200	187,200	188,200	188,900
Medium		184,700	198,100	208,700	217,400	225,200	232,500
High		193,800	213,800	232,500	250,200	266,900	284,600
CITRUS	147,744						
Low		143,300	146,600	149,000	150,300	150,800	150,900
Medium		149,400	157,100	163,600	168,900	173,400	177,300
High		155,300	168,000	180,400	192,100	202,600	213,100
CLAY	215,246						
Low		210,100	220,600	229,300	235,200	239,300	242,400
Medium		219,000	236,800	252,500	265,000	275,600	285,100
High		227,600	251,800	276,000	296,600	315,700	334,100
COLLIER	376,706						
Low		365,000	385,500	400,300	410,800	416,600	420,100
Medium		384,600	421,200	451,700	477,200	498,400	517,400
High		403,400	451,600	497,500	538,500	575,500	611,300
COLUMBIA	70,492						
Low		67,700	68,600	69,200	69,300	69,100	68,700
Medium		70,500	73,500	76,000	78,000	79,700	81,200
High		73,300	78,600	83,800	88,600	92,900	97,100
DESOTO	36,065						
Low		34,900	35,000	34,800	34,500	34,100	33,500
Medium		36,300	37,500	38,300	38,900	39,500	39,900
High		37,800	40,100	42,200	44,100	45,700	47,400
DIXIE	16,610						
Low		15,900	15,500	15,100	14,600	14,200	13,700
Medium		16,700	16,900	17,000	17,100	17,100	17,100
High		17,500	18,300	19,000	19,700	20,300	21,000

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

County and State	Estimates April 1, 2019	Projections, April 1					
		2020	2025	2030	2035	2040	2045
DUVAL	970,672						
Low		945,300	979,800	1,001,700	1,017,300	1,024,700	1,025,400
Medium		985,500	1,051,900	1,104,300	1,148,700	1,185,300	1,216,200
High		1,024,100	1,118,600	1,205,600	1,282,700	1,351,600	1,413,100
ESCAMBIA	321,134						
Low		314,100	319,200	321,500	322,100	321,800	321,600
Medium		324,000	336,400	345,800	353,000	359,300	365,200
High		333,600	354,800	374,200	389,700	404,100	418,200
FLAGLER	110,635						
Low		106,500	113,900	119,900	124,500	127,700	129,600
Medium		113,400	126,500	138,300	148,400	157,300	165,200
High		120,000	137,700	155,800	173,600	190,500	207,500
FRANKLIN	12,273						
Low		11,600	11,500	11,400	11,200	11,000	10,800
Medium		12,200	12,500	12,800	13,100	13,200	13,400
High		12,800	13,600	14,400	15,200	15,900	16,600
GADSDEN	46,277						
Low		44,500	43,900	42,800	41,700	40,600	39,500
Medium		46,300	47,000	47,100	47,200	47,300	47,400
High		48,300	50,300	51,800	53,300	54,500	55,700
GILCHRIST	17,766						
Low		17,100	17,400	17,600	17,600	17,500	17,400
Medium		18,000	18,900	19,700	20,400	20,900	21,400
High		18,900	20,500	22,200	23,700	25,200	26,700
GLADES	13,121						
Low		12,600	12,400	12,200	12,000	11,700	11,500
Medium		13,200	13,500	13,700	13,900	14,100	14,200
High		13,900	14,700	15,400	16,200	16,800	17,600
GULF	13,082						
Low		14,000	14,000	14,000	13,800	13,700	13,500
Medium		14,700	15,300	15,700	16,000	16,400	16,600
High		15,500	16,500	17,600	18,600	19,700	20,700
HAMILTON	14,600						
Low		13,900	13,600	13,200	12,800	12,300	11,900
Medium		14,600	14,800	14,900	14,900	14,900	15,000
High		15,300	16,000	16,600	17,200	17,700	18,300
HARDEE	27,385						
Low		26,200	25,400	24,600	23,800	23,000	22,200
Medium		27,600	27,600	27,700	27,800	27,800	27,900
High		28,900	30,000	31,000	32,100	33,100	34,100
HENDRY	40,120						
Low		38,900	39,400	39,600	39,500	39,400	39,300
Medium		40,500	42,200	43,500	44,500	45,500	46,400
High		42,100	45,200	48,000	50,600	53,000	55,500
HERNANDO	188,358						
Low		181,700	188,900	194,300	197,200	198,300	198,100
Medium		191,500	206,100	218,900	228,900	237,200	244,400
High		200,900	222,500	244,000	263,600	281,200	298,500
HIGHLANDS	103,434						
Low		100,000	100,700	100,800	100,400	99,700	98,900
Medium		104,200	107,800	110,800	113,200	115,200	117,100
High		108,300	115,300	122,100	128,400	133,900	139,700
HILLSBOROUGH	1,444,870						
Low		1,399,100	1,474,700	1,525,600	1,555,200	1,577,000	1,590,200
Medium		1,474,300	1,611,300	1,721,600	1,809,000	1,887,700	1,959,200
High		1,546,400	1,727,500	1,895,700	2,038,500	2,178,600	2,314,000

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

County and State	Estimates April 1, 2019	Projections, April 1					
		2020	2025	2030	2035	2040	2045
HOLMES	20,049						
Low		19,200	18,700	18,100	17,500	17,000	16,400
Medium		20,200	20,300	20,400	20,400	20,500	20,500
High		21,200	22,000	22,800	23,600	24,400	25,100
INDIAN RIVER	154,939						
Low		149,600	155,700	160,000	162,100	163,000	162,800
Medium		157,600	170,000	180,200	188,200	195,000	200,900
High		165,400	183,400	200,900	216,700	231,100	245,300
JACKSON	46,969						
Low		45,400	44,500	43,400	42,400	41,300	40,200
Medium		47,100	47,600	47,800	48,000	48,100	48,300
High		49,100	50,900	52,600	54,100	55,500	56,800
JEFFERSON	14,776						
Low		14,100	13,900	13,600	13,300	12,900	12,600
Medium		14,800	15,100	15,300	15,400	15,600	15,700
High		15,600	16,400	17,200	17,900	18,600	19,300
LAFAYETTE	8,482						
Low		8,300	8,400	8,400	8,400	8,300	8,200
Medium		8,700	9,100	9,400	9,700	9,900	10,100
High		9,100	9,900	10,600	11,300	11,900	12,600
LAKE	357,247						
Low		347,800	376,000	399,700	417,200	429,500	438,400
Medium		366,600	410,900	450,300	482,700	510,300	534,800
High		384,400	440,400	496,700	546,800	593,400	638,000
LEE	735,148						
Low		714,200	764,600	802,400	829,000	848,300	863,900
Medium		752,800	835,500	904,700	961,400	1,010,900	1,056,600
High		789,400	895,600	997,000	1,086,600	1,171,800	1,257,100
LEON	296,499						
Low		287,600	293,300	296,900	298,400	298,100	296,900
Medium		299,800	314,900	327,500	337,800	346,200	353,700
High		311,600	334,900	357,400	376,300	393,200	409,100
LEVY	41,330						
Low		39,900	39,900	39,700	39,300	38,800	38,200
Medium		41,600	42,700	43,600	44,300	44,900	45,500
High		43,200	45,700	48,000	50,200	52,100	54,000
LIBERTY	8,772						
Low		8,300	8,300	8,300	8,300	8,300	8,200
Medium		8,800	9,100	9,400	9,600	9,900	10,100
High		9,200	9,800	10,500	11,200	11,900	12,500
MADISON	19,570						
Low		18,300	17,900	17,500	17,000	16,600	16,100
Medium		19,200	19,500	19,700	19,800	20,000	20,100
High		20,200	21,100	22,000	23,000	23,800	24,700
MANATEE	387,414						
Low		375,600	397,700	413,500	425,400	435,600	442,900
Medium		395,800	434,600	466,500	493,800	519,200	542,200
High		415,100	465,900	513,800	557,600	601,800	644,500
MARION	360,421						
Low		351,000	365,200	376,500	383,700	388,000	389,700
Medium		365,900	392,100	414,800	432,800	447,900	460,800
High		380,300	416,900	453,100	483,700	511,700	537,000
MARTIN	158,598						
Low		152,400	155,400	156,800	157,100	156,700	155,800
Medium		160,600	169,500	176,900	182,900	188,200	193,000
High		168,500	183,000	196,900	210,000	222,200	234,700

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

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

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

County and State	Estimates April 1, 2019	Projections, April 1					
		2020	2025	2030	2035	2040	2045
SANTA ROSA	179,054						
Low		171,600	179,700	184,800	188,000	189,300	189,500
Medium		182,800	199,600	213,400	225,100	235,100	244,200
High		193,600	217,400	240,100	262,100	282,500	303,400
SARASOTA	426,275						
Low		415,600	433,000	444,200	452,400	459,000	463,900
Medium		433,300	464,900	489,600	510,500	529,400	546,500
High		450,200	494,300	534,600	570,400	605,400	639,200
SEMINOLE	471,735						
Low		459,300	475,700	485,800	493,100	496,900	498,500
Medium		478,800	510,700	535,600	556,900	574,700	590,400
High		497,600	543,100	584,700	621,800	655,400	686,900
SUMTER	128,633						
Low		122,800	134,700	144,600	151,000	155,700	158,800
Medium		132,300	152,300	170,800	185,700	199,100	211,500
High		141,300	167,400	194,500	219,800	245,000	270,800
SUWANNEE	45,423						
Low		44,000	45,100	45,900	46,400	46,500	46,500
Medium		45,900	48,300	50,400	52,100	53,500	54,700
High		47,700	51,700	55,600	59,300	62,500	65,700
TAYLOR	22,458						
Low		21,500	21,300	21,000	20,700	20,300	19,900
Medium		22,600	23,200	23,600	24,000	24,300	24,700
High		23,800	25,100	26,500	27,800	29,200	30,600
UNION	15,505						
Low		14,700	14,300	13,900	13,400	12,900	12,400
Medium		15,500	15,600	15,600	15,700	15,700	15,700
High		16,300	16,900	17,500	18,100	18,600	19,100
VOLUSIA	538,763						
Low		523,000	534,500	540,000	541,900	542,700	542,400
Medium		545,200	573,800	595,800	613,600	629,700	644,700
High		566,600	610,200	650,000	683,300	715,800	747,400
WAKULLA	32,976						
Low		31,600	32,400	33,000	33,100	33,000	32,700
Medium		33,300	35,400	37,200	38,500	39,600	40,600
High		34,900	38,200	41,400	44,300	46,800	49,300
WALTON	70,071						
Low		67,600	73,400	77,700	80,800	83,000	84,800
Medium		72,100	81,500	89,600	96,200	102,200	107,700
High		76,300	88,800	101,000	112,600	123,900	135,700
WASHINGTON	25,387						
Low		23,900	23,800	23,600	23,200	22,800	22,300
Medium		25,200	25,900	26,500	27,000	27,300	27,700
High		26,500	28,100	29,700	31,300	32,700	34,200
FLORIDA	21,208,589						
Low		20,926,300	22,105,500	22,970,200	23,580,900	24,020,900	24,340,400
Medium		21,556,000	23,130,900	24,426,200	25,498,000	26,428,700	27,266,900
High		22,173,900	24,133,900	25,847,700	27,370,100	28,783,400	30,135,700

Appendix J | TM Tool Outputs

TMTOOL INPUT SHEET

Project Description:

SECTION NO.:		PREPARED BY:	
FM NO.:		FILE:	Version 1
PROJECT LIMITS:		DATE:	4/18/2020
DESIGN YEAR:	2033		
INTERSECTION:	I-95 @ Shoppes Drive		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2019	9,500	43,400	3,200	37,100
Model Volume:	2035				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Recommended Growth Rate:	1.00%	CGR	2.90%	CGR	1.00%	CGR	2.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2019		9,500		43,400		3,200		37,100	
NO. YEARS	4	2023	1.040	9,900	1.116	48,400	1.040	3,300	1.116	41,400
NO. YEARS	14	2033	1.140	10,800	1.406	61,000	1.140	3,600	1.406	52,200
NO. YEARS	24	2043	1.240	11,800	1.696	73,600	1.240	4,000	1.696	62,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.													
2-Way Pk Hr Vol:	435			122	3,654		18	182		25	3,285		
2019	29	6	219	122	1,863	122	18	7	5	25	1,310	53	3,778
% TURNS:	11%	2%	86%	6%	88%	6%	61%	23%	16%	2%	94%	4%	
P.M.													
2-Way Pk Hr Vol:	851				3,932		50	290		56	3,239		
2019	31	22	490	238	1,499	109	50	8	45	56	1,547	62	4,156
% TURNS:	6%	4%	90%	13%	81%	6%	49%	7%	44%	3%	93%	4%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2019	11%	2%	86%	6%	88%	6%	61%	23%	16%	2%	94%	4%
	2023	15%	2%	83%	7%	87%	6%	59%	22%	19%	2%	93%	5%
	2033	16%	2%	82%	7%	87%	6%	59%	21%	20%	2%	93%	5%
	2043	17%	2%	81%	7%	87%	6%	59%	21%	21%	2%	92%	5%
P.M.	2019	6%	4%	90%	13%	81%	6%	49%	7%	44%	3%	93%	4%
	2023	10%	4%	86%	13%	81%	6%	49%	8%	44%	4%	91%	5%
	2033	11%	4%	86%	13%	81%	6%	49%	8%	44%	4%	91%	5%
	2043	12%	4%	84%	13%	81%	6%	49%	8%	44%	4%	91%	5%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2019	4.6%	9.0%	8.4%	9.1%	5.7%	9.1%	8.9%	8.7%
	2023	5.3%	9.0%	8.5%	9.1%	6.2%	9.0%	8.9%	8.8%
	2033	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
	2043	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR	2019	58.3%	63.8%	57.7%	46.9%	16.1%	35.6%	42.3%	51.4%
	2023	58.3%	63.8%	57.7%	47.2%	20.3%	35.7%	42.3%	51.4%
	2033	58.3%	63.8%	57.7%	48.6%	41.7%	36.2%	42.3%	51.4%
	2043	58.3%	63.8%	57.7%	48.6%	41.7%	36.2%	42.3%	51.4%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0 DATE: 4/18/2020
 FM NO.: 0 NOTES:
 PROJECT LIMITS: 0
 DESIGN YEAR: 2033
 INTERSECTION: I-95 @ Shoppes Drive
 PREPARED BY:
 FILE: Version 1

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2019	9,500			43,400			3,200			37,100		
24 HR EST. AADT	2023	9,900			48,400			3,300			41,400		
24 HR EST. AADT	2033	10,800			61,000			3,600			52,200		
24 HR EST. AADT	2043	11,800			73,600			4,000			62,900		

Percent Turns Calculated From Base Year AADTs:

JKTURNS	YEAR	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2019 2-WAY ADT		37,100	3,200	43,400	9,500	37,100	3,200	43,400	9,500	37,100	3,200	43,400	9,500
		44%	4%	52%	19%	74%	6%	48%	11%	41%	6%	77%	17%
		44%	4%	52%	18%	76%	6%	49%	10%	42%	5%	79%	16%
2023 2-WAY ADT		41,400	3,300	48,400	9,900	41,400	3,300	48,400	9,900	41,400	3,300	48,400	9,900
		44%	4%	52%	18%	76%	6%	49%	10%	42%	5%	79%	16%
		44%	4%	52%	18%	76%	6%	49%	10%	42%	5%	79%	16%
2033 2-WAY ADT		52,200	3,600	61,000	10,800	52,200	3,600	61,000	10,800	52,200	3,600	61,000	10,800
		45%	3%	52%	16%	78%	5%	49%	9%	42%	5%	81%	14%
		45%	3%	52%	15%	80%	5%	50%	8%	42%	4%	82%	13%
2043 2-WAY ADT		62,900	4,000	73,600	11,800	62,900	4,000	73,600	11,800	62,900	4,000	73,600	11,800
		45%	3%	52%	15%	80%	5%	50%	8%	42%	4%	82%	13%
		45%	3%	52%	15%	80%	5%	50%	8%	42%	4%	82%	13%

A.M. DESIGN HR. TURNS	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2019	EST. TURNS	29	6	218	119	1,868	120	18	7	5	25	1,308	52
2023	EST. TURNS	43	7	257	149	2,075	131	26	8	8	30	1,460	67
2033	EST. TURNS	78	10	460	263	2,610	143	77	31	23	32	1,788	110
2043	EST. TURNS	87	11	508	296	3,151	165	91	32	26	35	2,201	116
2019	EST. TURNS	31	22	489	238	1,499	109	50	8	45	56	1,545	63
2023	EST. TURNS	48	23	502	244	1,671	117	56	10	46	57	1,754	73
2033	EST. TURNS	60	24	531	262	2,178	124	59	11	48	62	2,230	82
2043	EST. TURNS	69	25	586	289	2,631	146	70	13	51	67	2,744	88

LINK VOLUME CHECK

DESIGN HOUR A.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	253	177	430	2,107	1,543	3,650	29	151	180	1,388	1,902	3,290
2019 TURN SUMMARY	252	177	429	2,107	1,543	3,650	29	151	180	1,385	1,902	3,287
CONTROL LINK VOLUMES	306	224	530	2,377	1,743	4,120	42	168	210	1,554	2,126	3,680
2023 TURN SUMMARY	306	224	530	2,355	1,743	4,098	42	168	210	1,558	2,126	3,684
CONTROL LINK VOLUMES	566	404	970	3,166	2,324	5,490	135	185	320	1,989	2,711	4,700
2033 TURN SUMMARY	548	404	952	3,016	2,324	5,340	130	185	315	1,930	2,711	4,641
CONTROL LINK VOLUMES	619	441	1,060	3,820	2,800	6,620	150	210	360	2,396	3,264	5,660
2043 TURN SUMMARY	606	444	1,050	3,612	2,800	6,412	149	211	360	2,353	3,264	5,617

DESIGN HOUR P.M.:

	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	542	308	850	1,846	2,084	3,930	103	187	290	1,665	1,575	3,240
2019 TURN SUMMARY	542	308	850	1,846	2,084	3,930	103	187	290	1,664	1,575	3,239
CONTROL LINK VOLUMES	566	324	890	2,068	2,312	4,380	107	193	300	1,867	1,763	3,630
2023 TURN SUMMARY	573	327	900	2,032	2,312	4,344	112	196	308	1,883	1,765	3,648
CONTROL LINK VOLUMES	620	350	970	2,669	2,821	5,490	117	203	320	2,414	2,286	4,700
2033 TURN SUMMARY	615	355	970	2,564	2,821	5,385	119	209	328	2,374	2,286	4,660
CONTROL LINK VOLUMES	677	383	1,060	3,220	3,400	6,620	130	230	360	2,909	2,751	5,660
2043 TURN SUMMARY	680	390	1,070	3,066	3,400	6,466	134	238	372	2,899	2,751	5,650

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET													
Project Description:													
SECTION NO.:					PREPARED BY:								
FM NO.:					FILE:	Version 1							
PROJECT LIMITS:					DATE:	4/18/2020							
DESIGN YEAR:	2033												
INTERSECTION:	I-95 @ Wickham Rd												
NOTES:													
Historical AADTs:													
	YEAR	NORTH LEG AADT		EAST LEG AADT		SOUTH LEG AADT		WEST LEG AADT					
	2019	13,700		37,900		29,000		43,400					
Model Volume:	2035												
Growth Rates:													
	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG						
Historic Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR					
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR					
Base Year Model to Future Year Model GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR					
Recommended Growth Rate:	1.00%	CGR	1.50%	CGR	1.20%	CGR	2.90%	CGR					
Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)													
1 = Compound Growth Throughout All Years													
2 = Linear Growth Throughout All Years													
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)													
	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT				
	2019		13,700		37,900		29,000		43,400				
NO. YEARS	4	2023	1.040	14,200	1.060	40,200	1.048	30,400	1.116	48,400			
NO. YEARS	14	2033	1.140	15,600	1.210	45,900	1.168	33,900	1.406	61,000			
NO. YEARS	24	2043	1.240	17,000	1.360	51,500	1.288	37,400	1.696	73,600			
Percent Turns Calculated From Base Year TMCs:													
TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 1,092			2,927			2,521			3,916			
2019	303	0	330	220	921	308	453	0	1,002	757	695	239	5,227
% TURNS:	48%	0%	52%	15%	64%	21%	31%	0%	69%	45%	41%	14%	
P.M.	2-Way Pk Hr Vol: 1,289			3,296			2,738			4,517			
2019	369	0	250	391	917	450	312	0	871	1,105	976	279	5,920
% TURNS:	60%	0%	40%	22%	52%	26%	26%	0%	74%	47%	41%	12%	
Est. % Turns Calculated From Base Year AADTs & TMCs:													
SUGGESTED STARTING POINTS													
		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG					
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2019	48%	0%	52%	15%	64%	21%	31%	0%	69%	45%	41%	14%
	2023	47%	3%	50%	15%	62%	22%	32%	1%	67%	44%	42%	14%
	2033	47%	3%	50%	15%	62%	22%	32%	2%	66%	44%	42%	14%
	2043	47%	4%	49%	15%	63%	23%	32%	2%	66%	43%	42%	14%
P.M.													
	2019	60%	0%	40%	22%	52%	26%	26%	0%	74%	47%	41%	12%
	2023	58%	3%	40%	22%	52%	26%	28%	1%	71%	46%	42%	12%
	2033	58%	3%	39%	21%	53%	26%	28%	2%	71%	45%	42%	12%
	2043	57%	4%	39%	21%	53%	26%	28%	2%	70%	45%	43%	13%
K & D FACTORS:													
		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
K FACTOR													
	2019	8.0%	9.4%	7.7%	8.7%	8.7%	9.4%	9.0%	10.4%				
	2023	8.1%	9.3%	7.9%	8.7%	8.7%	9.4%	9.0%	10.2%				
	2033	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%				
	2043	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%				
D FACTOR													
	2019	57.9%	48.0%	49.5%	53.3%	57.7%	43.2%	43.2%	52.2%				
	2023	57.9%	48.0%	49.7%	53.3%	57.7%	43.2%	44.2%	51.3%				
	2033	57.9%	48.0%	50.8%	53.3%	57.7%	43.2%	49.2%	46.7%				
	2043	57.9%	48.0%	50.8%	53.3%	57.7%	43.2%	49.2%	46.7%				

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0 DATE: 4/18/2020
 FM NO.: 0 NOTES:
 PROJECT LIMITS: 0
 DESIGN YEAR: 2033
 INTERSECTION: I-95 @ Wickham Rd
 PREPARED BY:
 FILE: Version 1

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2019	13,700	37,900	29,000	43,400
24 HR EST. AADT	2023	14,200	40,200	30,400	48,400
24 HR EST. AADT	2033	15,600	45,900	33,900	61,000
24 HR EST. AADT	2043	17,000	51,500	37,400	73,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2019	2-WAY ADT	13,700			37,900			29,000			43,400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,400	29,000	37,900	13,700	43,400	29,000	37,900	13,700	43,400	29,000	37,900	13,700
2023	2-WAY ADT	14,200			40,200			30,400			48,400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		48,400	30,400	40,200	14,200	48,400	30,400	40,200	14,200	48,400	30,400	40,200	14,200
2033	2-WAY ADT	15,600			45,900			33,900			61,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		61,000	33,900	45,900	15,600	61,000	33,900	45,900	15,600	61,000	33,900	45,900	15,600
2043	2-WAY ADT	17,000			51,500			37,400			73,600		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		73,600	37,400	51,500	17,000	73,600	37,400	51,500	17,000	73,600	37,400	51,500	17,000
		45%	23%	32%	13%	58%	29%	36%	12%	52%	35%	49%	16%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2019	EST. TURNS	303	0	330	220	923	308	454	0	1,003	757	697	238
2023	EST. TURNS	333	15	331	224	1,055	308	450	18	1,054	802	837	263
2033	EST. TURNS	365	16	358	241	1,331	339	491	20	1,094	933	1,183	326
2043	EST. TURNS	447	20	359	241	1,621	340	489	23	1,294	1,087	1,467	393
2019	EST. TURNS	369	0	251	392	919	450	313	0	872	1,107	978	279
2023	EST. TURNS	395	16	258	399	1,077	455	326	15	922	1,150	1,094	307
2033	EST. TURNS	443	17	283	424	1,439	541	367	17	1,047	1,174	1,289	299
2043	EST. TURNS	526	21	284	427	1,780	541	368	20	1,223	1,377	1,567	374

LINK VOLUME CHECK

DESIGN HOUR A.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	632	458	1,090	1,449	1,481	2,930	1,455	1,065	2,520	1,690	2,230	3,920
2019 TURN SUMMARY	633	458	1,091	1,451	1,481	2,932	1,457	1,065	2,522	1,692	2,230	3,922
CONTROL LINK VOLUMES	670	490	1,160	1,586	1,604	3,190	1,535	1,125	2,660	1,928	2,442	4,370
2023 TURN SUMMARY	679	505	1,184	1,587	1,619	3,206	1,523	1,125	2,648	1,903	2,442	4,345
CONTROL LINK VOLUMES	813	587	1,400	2,099	2,031	4,130	1,762	1,288	3,050	2,701	2,789	5,490
2033 TURN SUMMARY	739	587	1,326	1,910	2,031	3,941	1,604	1,288	2,892	2,442	2,789	5,231
CONTROL LINK VOLUMES	886	644	1,530	2,355	2,285	4,640	1,943	1,427	3,370	3,259	3,361	6,620
2043 TURN SUMMARY	825	657	1,482	2,202	2,315	4,517	1,806	1,447	3,253	2,946	3,361	6,307

DESIGN HOUR P.M.:

	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	619	671	1,290	1,758	1,542	3,300	1,183	1,557	2,740	2,360	2,160	4,520
2019 TURN SUMMARY	620	671	1,291	1,761	1,542	3,303	1,185	1,557	2,742	2,364	2,160	4,524
CONTROL LINK VOLUMES	637	693	1,330	1,876	1,644	3,520	1,230	1,620	2,850	2,526	2,394	4,920
2023 TURN SUMMARY	669	721	1,390	1,931	1,678	3,609	1,262	1,622	2,884	2,552	2,394	4,946
CONTROL LINK VOLUMES	674	726	1,400	2,204	1,926	4,130	1,318	1,732	3,050	2,562	2,928	5,490
2033 TURN SUMMARY	744	740	1,484	2,403	1,939	4,342	1,430	1,732	3,162	2,762	2,928	5,690
CONTROL LINK VOLUMES	735	795	1,530	2,472	2,168	4,640	1,454	1,916	3,370	3,091	3,529	6,620
2043 TURN SUMMARY	831	821	1,652	2,748	2,219	4,967	1,611	1,939	3,550	3,318	3,529	6,847

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO.:		PREPARED BY:	
FM NO.:		FILE:	Version 1
PROJECT LIMITS:		DATE:	4/18/2020
DESIGN YEAR:	2033		
INTERSECTION:	Wickham Rd @ Sheriff Dr		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2019	4,700	37,000	1,800	37,900
Model Volume:	2035				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	1.30%	CGR	1.80%	CGR	1.30%	CGR	2.80%	CGR
Recommended Growth Rate:	1.00%	CGR	1.50%	CGR	1.00%	CGR	1.50%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2019		4,700		37,000		1,800		37,900	
NO. YEARS	4	2023	1.040	4,900	1.060	39,200	1.040	1,900	1.060	40,200
NO. YEARS	14	2033	1.140	5,400	1.210	44,800	1.140	2,100	1.210	45,900
NO. YEARS	24	2043	1.240	5,800	1.360	50,300	1.240	2,200	1.360	51,500

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.													
2-Way Pk Hr Vol:	423			2,849			133			2,927			
2019	124	2	88	107	1,283	26	12	5	42	47	1,333	98	3,166
% TURNS:	58%	1%	41%	8%	91%	2%	20%	8%	72%	3%	90%	7%	
P.M.													
2-Way Pk Hr Vol:	397			3,183			166			3,297			
2019	130	1	79	106	1,575	36	0	4	54	72	1,389	78	3,521
% TURNS:	62%	0%	38%	6%	92%	2%	0%	7%	93%	5%	90%	5%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2019	58%	1%	41%	8%	91%	2%	20%	8%	72%	3%	90%	7%
2023	57%	1%	42%	8%	90%	2%	22%	8%	70%	3%	90%	7%
2033	57%	1%	42%	8%	90%	2%	23%	8%	69%	3%	90%	7%
2043	56%	1%	42%	8%	90%	2%	24%	8%	68%	3%	90%	7%
P.M.												
2019	62%	0%	38%	6%	92%	2%	0%	7%	93%	5%	90%	5%
2023	61%	1%	39%	7%	91%	2%	5%	7%	89%	5%	90%	6%
2033	60%	1%	39%	7%	91%	2%	6%	6%	88%	5%	90%	6%
2043	60%	1%	39%	7%	91%	2%	8%	6%	86%	5%	90%	6%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	9.0%	8.4%	7.7%	8.6%	7.4%	9.2%	7.7%	8.7%
2023	9.0%	8.5%	7.9%	8.7%	7.7%	9.2%	7.9%	8.7%
2033	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
2043	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	50.6%	52.8%	49.7%	53.9%	43.9%	35.0%	50.5%	46.7%
2023	50.6%	52.8%	49.6%	53.9%	44.8%	37.0%	50.5%	46.6%
2033	50.8%	52.8%	49.2%	53.9%	49.2%	47.2%	50.8%	46.1%
2043	50.8%	52.8%	49.2%	53.9%	49.2%	47.2%	50.8%	46.1%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2033
 INTERSECTION: Wickham Rd @ Sheriff Dr
 PREPARED BY:
 FILE: Version 1

DATE: 4/18/2020
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2019	4,700	37,000	1,800	37,900
24 HR EST. AADT	2023	4,900	39,200	1,900	40,200
24 HR EST. AADT	2033	5,400	44,800	2,100	45,900
24 HR EST. AADT	2043	5,800	50,300	2,200	51,500

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2019 2-WAY ADT		4,700			37,000			1,800			37,900		
	RIGHT	37,900	1,800	37,000	4,700	37,900	1,800	37,000	4,700	37,900	1,800	37,000	4,700
		49%	2%	48%	11%	85%	4%	46%	6%	48%	4%	85%	11%
2023 2-WAY ADT		4,900			39,200			1,900			40,200		
	RIGHT	40,200	1,900	39,200	4,900	40,200	1,900	39,200	4,900	40,200	1,900	39,200	4,900
		49%	2%	48%	10%	86%	4%	47%	6%	48%	4%	85%	11%
2033 2-WAY ADT		5,400			44,800			2,100			45,900		
	RIGHT	45,900	2,100	44,800	5,400	45,900	2,100	44,800	5,400	45,900	2,100	44,800	5,400
		49%	2%	48%	10%	86%	4%	47%	6%	48%	4%	86%	10%
2043 2-WAY ADT		5,800			50,300			2,200			51,500		
	RIGHT	51,500	2,200	50,300	5,800	51,500	2,200	50,300	5,800	51,500	2,200	50,300	5,800
		50%	2%	48%	10%	87%	4%	47%	5%	48%	4%	86%	10%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2019	EST. TURNS	124	2	88	105	1,285	25	12	5	43	45	1,334	96
2023	EST. TURNS	128	3	92	109	1,404	31	14	6	46	52	1,453	104
2033	EST. TURNS	146	4	104	121	1,825	36	22	9	65	59	1,920	116
2043	EST. TURNS	151	6	112	127	2,066	38	24	10	68	62	2,167	123
P.M. DESIGN HR. TURNS													
2019	EST. TURNS	131	1	78	107	1,577	37	0	4	54	74	1,386	79
2023	EST. TURNS	135	1	84	110	1,688	36	3	5	61	67	1,481	85
2033	EST. TURNS	160	3	103	131	1,994	37	5	8	89	77	1,749	101
2043	EST. TURNS	164	5	111	137	2,259	40	7	9	90	78	1,972	102

LINK VOLUME CHECK

DESIGN HOUR A.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	214	206	420	1,416	1,434	2,850	59	71	130	1,478	1,452	2,930
2019 TURN SUMMARY	214	206	420	1,415	1,434	2,849	59	71	130	1,475	1,452	2,927
CONTROL LINK VOLUMES	223	217	440	1,540	1,560	3,100	65	85	150	1,612	1,578	3,190
2023 TURN SUMMARY	224	218	442	1,543	1,560	3,103	66	86	152	1,609	1,578	3,187
CONTROL LINK VOLUMES	247	243	490	1,984	2,046	4,030	93	97	190	2,099	2,031	4,130
2033 TURN SUMMARY	254	246	500	1,982	2,046	4,028	96	99	195	2,095	2,036	4,131
CONTROL LINK VOLUMES	265	255	520	2,227	2,303	4,530	97	103	200	2,355	2,285	4,640
2043 TURN SUMMARY	269	260	529	2,231	2,303	4,534	102	107	209	2,353	2,285	4,638

DESIGN HOUR P.M.:

	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	210	190	400	1,716	1,464	3,180	58	112	170	1,538	1,762	3,300
2019 TURN SUMMARY	210	190	400	1,720	1,464	3,184	58	112	170	1,539	1,762	3,301
CONTROL LINK VOLUMES	221	199	420	1,832	1,568	3,400	65	105	170	1,638	1,882	3,520
2023 TURN SUMMARY	221	200	421	1,835	1,568	3,403	69	105	174	1,633	1,885	3,518
CONTROL LINK VOLUMES	257	233	490	2,173	1,857	4,030	89	101	190	1,905	2,225	4,130
2033 TURN SUMMARY	265	241	506	2,163	1,857	4,020	103	117	220	1,927	2,243	4,170
CONTROL LINK VOLUMES	276	244	520	2,440	2,090	4,530	93	107	200	2,137	2,503	4,640
2043 TURN SUMMARY	280	248	528	2,435	2,090	4,525	107	123	230	2,152	2,513	4,665

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO.:		PREPARED BY:	
FM NO.:		FILE:	Version 1
PROJECT LIMITS:		DATE:	4/18/2020
DESIGN YEAR:	2033		
INTERSECTION:	Wickham Rd @ Murrell Rd		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2019	19,000	31,600	2,800	37,000
Model Volume:	2035				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Historic + Model Trend GR =	0.00%	CGR	0.00%	CGR	0.00%	CGR	0.00%	CGR
Base Year Model to Future Year Model GR =	1.30%	CGR	1.80%	CGR	1.30%	CGR	2.80%	CGR
Recommended Growth Rate:	1.00%	CGR	1.50%	CGR	1.00%	CGR	1.50%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2019		19,000		31,600		2,800		37,000	
NO. YEARS	4	2023	1,040	19,800	1,060	33,500	1,040	2,900	1,060	39,200
NO. YEARS	14	2033	1,140	21,700	1,210	38,200	1,140	3,200	1,210	44,800
NO. YEARS	24	2043	1,240	23,600	1,360	43,000	1,240	3,500	1,360	50,300

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.													
2-Way Pk Hr Vol:	1,509			2,297			169			2,820			
2019	537	20	247	259	868	12	12	28	27	70	900	419	3,397
% TURNS:	67%	3%	31%	23%	76%	1%	19%	41%	40%	5%	65%	30%	
P.M.													
2-Way Pk Hr Vol:	1,682			2,582			250			3,184			
2019	634	44	253	264	872	16	29	59	83	20	1,148	428	3,849
% TURNS:	68%	5%	27%	23%	76%	1%	17%	34%	49%	1%	72%	27%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2019	67%	3%	31%	23%	76%	1%	19%	41%	40%	5%	65%	30%
2023	65%	3%	32%	24%	75%	1%	20%	39%	40%	5%	64%	31%
2033	65%	3%	32%	24%	75%	1%	21%	39%	40%	5%	64%	31%
2043	64%	3%	33%	24%	74%	2%	22%	38%	41%	5%	64%	31%
P.M.												
2019	68%	5%	27%	23%	76%	1%	17%	34%	49%	1%	72%	27%
2023	66%	5%	29%	24%	74%	2%	19%	33%	48%	2%	71%	28%
2033	66%	5%	29%	24%	74%	2%	19%	33%	48%	2%	71%	28%
2043	65%	5%	30%	24%	74%	2%	20%	32%	48%	2%	70%	28%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	7.9%	8.9%	7.3%	8.2%	6.0%	8.9%	7.6%	8.6%
2023	8.1%	8.9%	7.6%	8.3%	6.5%	8.9%	7.9%	8.7%
2033	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
2043	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	53.2%	55.4%	49.6%	44.6%	39.8%	67.9%	49.2%	50.1%
2023	53.2%	52.8%	49.8%	45.6%	40.9%	66.6%	49.2%	50.0%
2033	53.2%	40.0%	50.8%	50.8%	46.8%	60.0%	49.2%	49.2%
2043	53.2%	40.0%	50.8%	50.8%	46.8%	60.0%	49.2%	49.2%

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0 DATE: 4/18/2020
 FM NO.: 0 NOTES:
 PROJECT LIMITS: 0
 DESIGN YEAR: 2033
 INTERSECTION: Wickham Rd @ Murrell Rd
 PREPARED BY:
 FILE: Version 1

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2019	19,000			31,600			2,800			37,000		
24 HR EST. AADT	2023	19,800			33,500			2,900			39,200		
24 HR EST. AADT	2033	21,700			38,200			3,200			44,800		
24 HR EST. AADT	2043	23,600			43,000			3,500			50,300		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2019	2-WAY ADT	19,000			31,600			2,800			37,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,000	2,800	31,600	19,000	37,000	2,800	31,600	19,000	37,000	2,800	31,600	19,000
		52%	4%	44%	32%	63%	5%	36%	22%	42%	5%	59%	36%
2023	2-WAY ADT	19,800			33,500			2,900			39,200		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		39,200	2,900	33,500	19,800	39,200	2,900	33,500	19,800	39,200	2,900	33,500	19,800
		52%	4%	44%	32%	63%	5%	36%	21%	42%	5%	60%	35%
2033	2-WAY ADT	21,700			38,200			3,200			44,800		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		44,800	3,200	38,200	21,700	44,800	3,200	38,200	21,700	44,800	3,200	38,200	21,700
		52%	4%	44%	31%	64%	5%	36%	21%	43%	5%	61%	34%
2043	2-WAY ADT	23,600			43,000			3,500			50,300		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		50,300	3,500	43,000	23,600	50,300	3,500	43,000	23,600	50,300	3,500	43,000	23,600
		52%	4%	44%	30%	65%	5%	37%	20%	43%	5%	61%	34%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG				
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT		
2019	EST. TURNS	537	20	248	260	869	12	12	28	27	71	901	418		
		2023	EST. TURNS	567	21	267	278	965	16	16	29	33	75	987	447
		2033	EST. TURNS	656	27	335	352	1,333	26	30	45	57	102	1,328	513
		2043	EST. TURNS	718	29	364	380	1,521	31	34	46	64	113	1,506	563
P.M. DESIGN HR. TURNS	EST. TURNS	632	44	253	264	870	16	29	58	82	20	1,146	427		
		2023	EST. TURNS	640	46	263	296	975	20	32	59	87	27	1,214	479
		2033	EST. TURNS	641	47	265	459	1,385	35	33	63	90	40	1,433	647
		2043	EST. TURNS	642	49	266	495	1,580	40	37	65	101	48	1,618	710

LINK VOLUME CHECK

DESIGN HOUR A.M.:		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	2019	804	706	1,510	1,139	1,161	2,300	67	103	170	1,388	1,432	2,820
	2023	805	706	1,511	1,140	1,161	2,301	67	103	170	1,390	1,432	2,822
CONTROL LINK VOLUMES	2033	856	754	1,610	1,260	1,270	2,530	78	112	190	1,515	1,565	3,080
	2043	855	754	1,609	1,259	1,270	2,529	78	112	190	1,509	1,565	3,074
CONTROL LINK VOLUMES	2019	1,040	910	1,950	1,747	1,693	3,440	135	155	290	1,984	2,046	4,030
	2023	1,018	910	1,928	1,711	1,693	3,404	132	155	287	1,942	2,046	3,988
CONTROL LINK VOLUMES	2033	1,131	989	2,120	1,966	1,904	3,870	147	173	320	2,227	2,303	4,530
	2043	1,111	989	2,100	1,932	1,904	3,836	144	173	317	2,182	2,303	4,485

DESIGN HOUR P.M.:

CONTROL LINK VOLUMES		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	2019	931	749	1,680	1,152	1,428	2,580	170	80	250	1,596	1,584	3,180
	2023	929	749	1,678	1,150	1,428	2,578	170	80	250	1,593	1,584	3,177
CONTROL LINK VOLUMES	2033	928	832	1,760	1,271	1,509	2,780	173	87	260	1,698	1,702	3,400
	2043	949	834	1,783	1,292	1,509	2,801	178	93	271	1,720	1,702	3,422
CONTROL LINK VOLUMES	2019	781	1,169	1,950	1,747	1,693	3,440	173	117	290	1,984	2,046	4,030
	2023	953	1,169	2,122	1,879	1,731	3,610	186	123	309	2,121	2,116	4,237
CONTROL LINK VOLUMES	2033	850	1,270	2,120	1,966	1,904	3,870	189	131	320	2,227	2,303	4,530
	2043	957	1,270	2,227	2,116	1,921	4,037	203	138	341	2,376	2,323	4,699

Note: Boxed number indicates manual adjustment.

Appendix K | 2023 No-Build – Synchro Reports

2023 AM

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	67	1460	30	131	2075	149	8	10	26	257	12	43
Future Volume (veh/h)	67	1460	30	131	2075	149	8	10	26	257	12	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	1537	32	138	2184	157	8	11	27	271	13	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	2806	58	189	2677	191	76	20	50	325	35	120
Arrive On Green	0.05	0.54	0.54	0.11	1.00	1.00	0.04	0.04	0.04	0.09	0.09	0.09
Sat Flow, veh/h	1781	5148	107	3456	4865	347	1781	480	1178	3456	368	1273
Grp Volume(v), veh/h	71	1016	553	138	1522	819	8	0	38	271	0	58
Grp Sat Flow(s),veh/h/ln	1781	1702	1851	1728	1702	1808	1781	0	1658	1728	0	1641
Q Serve(g_s), s	5.3	26.1	26.1	5.2	0.0	0.0	0.6	0.0	3.0	10.4	0.0	4.5
Cycle Q Clear(g_c), s	5.3	26.1	26.1	5.2	0.0	0.0	0.6	0.0	3.0	10.4	0.0	4.5
Prop In Lane	1.00		0.06	1.00		0.19	1.00		0.71	1.00		0.78
Lane Grp Cap(c), veh/h	91	1855	1009	189	1873	995	76	0	71	325	0	154
V/C Ratio(X)	0.78	0.55	0.55	0.73	0.81	0.82	0.11	0.00	0.54	0.83	0.00	0.38
Avail Cap(c_a), veh/h	182	1855	1009	348	1873	995	206	0	192	348	0	165
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.3	19.9	19.9	59.2	0.0	0.0	62.1	0.0	63.3	60.1	0.0	57.4
Incr Delay (d2), s/veh	13.7	0.3	0.6	4.2	3.1	6.1	0.6	0.0	6.2	17.1	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	15.2	16.4	4.1	1.5	3.0	0.5	0.0	2.5	9.2	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.0	20.3	20.6	63.4	3.1	6.1	62.8	0.0	69.5	77.2	0.0	60.6
LnGrp LOS	E	C	C	E	A	A	E	A	E	E	A	E
Approach Vol, veh/h		1640			2479			46			329	
Approach Delay, s/veh		22.8			7.5			68.4			74.3	
Approach LOS		C			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	82.7		15.2	15.8	82.0		22.1				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.4		9.4				
Max Green Setting (Gmax), s	* 14	* 57		* 16	* 14	* 57		13.6				
Max Q Clear Time (g_c+I1), s	7.3	2.0		5.0	7.2	28.1		12.4				
Green Ext Time (p_c), s	0.1	31.6		0.1	0.2	12.6		0.3				

Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖		↗
Traffic Volume (veh/h)	0	1093	799	318	2136	0	0	0	0	340	0	340
Future Volume (veh/h)	0	1093	799	318	2136	0	0	0	0	340	0	340
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1856	1826	1841	0				1811	0	1811
Adj Flow Rate, veh/h	0	1151	0	335	2248	0				358	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	3	5	4	0				6	0	6
Cap, veh/h	0	2505		352	3857	0				404	0	
Arrive On Green	0.00	0.52	0.00	0.40	1.00	0.00				0.12	0.00	0.00
Sat Flow, veh/h	0	5485	1572	1739	5191	0				3346	0	1535
Grp Volume(v), veh/h	0	1151	0	335	2248	0				358	0	0
Grp Sat Flow(s),veh/h/ln	0	1215	1572	1739	1675	0				1673	0	1535
Q Serve(g_s), s	0.0	20.3	0.0	25.2	0.0	0.0				14.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	20.3	0.0	25.2	0.0	0.0				14.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2505		352	3857	0				404	0	
V/C Ratio(X)	0.00	0.46		0.95	0.58	0.00				0.89	0.00	
Avail Cap(c_a), veh/h	0	2505		365	3857	0				411	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.74	0.00	0.09	0.09	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.8	0.0	39.5	0.0	0.0				58.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	6.2	0.1	0.0				20.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	9.0	0.0	10.6	0.0	0.0				11.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.2	0.0	45.7	0.1	0.0				78.5	0.0	0.0
LnGrp LOS	A	C		D	A	A				E	A	
Approach Vol, veh/h		1151	A		2583						358	A
Approach Delay, s/veh		21.2			6.0						78.5	
Approach LOS		C			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.0	76.3		24.7		110.3						
Change Period (Y+Rc), s	* 6.7	* 6.7		8.4		* 6.7						
Max Green Setting (Gmax), s	* 28	* 69		16.6		* 1E2						
Max Q Clear Time (g_c+I1), s	27.2	22.3		16.2		2.0						
Green Ext Time (p_c), s	0.1	10.0		0.1		40.8						

Intersection Summary

HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

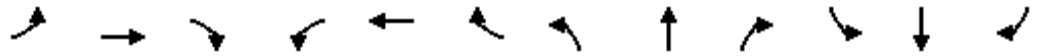
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary 3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑			↑↑↑	↗	↖↗		↗			
Traffic Volume (veh/h)	261	1172	0	0	1379	230	1075	0	467	0	0	0
Future Volume (veh/h)	261	1172	0	0	1379	230	1075	0	467	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1826	1841	0	0	1841	1826	1841	0	1870			
Adj Flow Rate, veh/h	275	1234	0	0	1452	0	1132	0	492			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	5	4	0	0	4	5	4	0	2			
Cap, veh/h	232	4407	0	0	4334		863	0	650			
Arrive On Green	0.27	1.00	0.00	0.00	0.91	0.00	0.41	0.00	0.41			
Sat Flow, veh/h	1739	5191	0	0	6590	1547	2104	0	1585			
Grp Volume(v), veh/h	275	1234	0	0	1452	0	1132	0	492			
Grp Sat Flow(s),veh/h/ln	1739	1675	0	0	1583	1547	1052	0	1585			
Q Serve(g_s), s	18.0	0.0	0.0	0.0	4.0	0.0	55.4	0.0	35.8			
Cycle Q Clear(g_c), s	18.0	0.0	0.0	0.0	4.0	0.0	55.4	0.0	35.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	232	4407	0	0	4334		863	0	650			
V/C Ratio(X)	1.19	0.28	0.00	0.00	0.34		1.31	0.00	0.76			
Avail Cap(c_a), veh/h	232	4407	0	0	4334		863	0	650			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.80	0.80	0.00	0.00	0.77	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.5	0.0	0.0	0.0	2.1	0.0	39.8	0.0	34.0			
Incr Delay (d2), s/veh	113.0	0.1	0.0	0.0	0.2	0.0	148.4	0.0	5.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	20.8	0.1	0.0	0.0	1.8	0.0	48.8	0.0	21.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	162.5	0.1	0.0	0.0	2.3	0.0	188.2	0.0	39.1			
LnGrp LOS	F	A	A	A	A		F	A	D			
Approach Vol, veh/h		1509			1452	A		1624				
Approach Delay, s/veh		29.7			2.3			143.0				
Approach LOS		C			A			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		128.0			26.0	102.0		63.0				
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6				
Max Green Setting (Gmax), s		64.0			18.0	* 40		55.4				
Max Q Clear Time (g_c+I1), s		2.0			20.0	6.0		57.4				
Green Ext Time (p_c), s		11.5			0.0	12.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	61.1
HCM 6th LOS	E

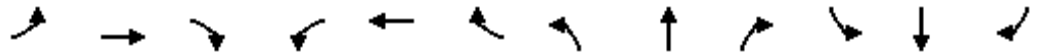
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗		↗	↗		↗	↗	↗
Traffic Volume (veh/h)	108	1475	56	31	1424	117	48	6	14	92	7	137
Future Volume (veh/h)	108	1475	56	31	1424	117	48	6	14	92	7	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1811	1767	1870	1870	1870	1900	1870	1870	1900	1856
Adj Flow Rate, veh/h	114	1553	59	33	1499	123	51	6	15	102	0	144
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	9	2	2	2	0	2	2	0	3
Cap, veh/h	137	2891	110	44	2493	205	86	23	58	378	0	167
Arrive On Green	0.15	1.00	1.00	0.05	1.00	1.00	0.05	0.05	0.05	0.11	0.00	0.11
Sat Flow, veh/h	1781	5048	192	1682	4809	394	1781	481	1203	3563	0	1572
Grp Volume(v), veh/h	114	1047	565	33	1061	561	51	0	21	102	0	144
Grp Sat Flow(s),veh/h/ln	1781	1702	1836	1682	1702	1799	1781	0	1684	1781	0	1572
Q Serve(g_s), s	8.4	0.0	0.0	2.6	0.0	0.0	3.8	0.0	1.6	3.6	0.0	12.2
Cycle Q Clear(g_c), s	8.4	0.0	0.0	2.6	0.0	0.0	3.8	0.0	1.6	3.6	0.0	12.2
Prop In Lane	1.00		0.10	1.00		0.22	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	137	1949	1051	44	1765	933	86	0	81	378	0	167
V/C Ratio(X)	0.83	0.54	0.54	0.75	0.60	0.60	0.59	0.00	0.26	0.27	0.00	0.86
Avail Cap(c_a), veh/h	227	1949	1051	171	1765	933	170	0	161	420	0	185
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.59	0.59	0.59	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.3	0.0	0.0	63.5	0.0	0.0	62.9	0.0	61.9	55.5	0.0	59.4
Incr Delay (d2), s/veh	10.2	0.9	1.6	13.6	0.9	1.7	6.3	0.0	1.7	0.4	0.0	30.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.4	0.8	2.3	0.4	0.8	3.4	0.0	1.3	3.0	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	0.9	1.6	77.1	0.9	1.7	69.3	0.0	63.6	55.9	0.0	89.3
LnGrp LOS	E	A	A	E	A	A	E	A	E	E	A	F
Approach Vol, veh/h		1726			1655			72			246	
Approach Delay, s/veh		5.4			2.7			67.6			75.5	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	85.1		15.6	18.2	77.8		23.4				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	59.2		* 13	17.2	* 56		15.9				
Max Q Clear Time (g_c+I1), s	4.6	2.0		5.8	10.4	2.0		14.2				
Green Ext Time (p_c), s	0.0	20.7		0.1	0.1	20.6		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

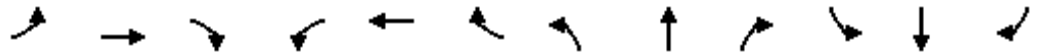
Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔	↕↕	↔	↔	↔		↔↔	↔	↔
Traffic Volume (veh/h)	447	987	75	16	965	278	33	39	16	267	26	567
Future Volume (veh/h)	447	987	75	16	965	278	33	39	16	267	26	567
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1856	1856	1841	1796	1781	1870	1870	1870
Adj Flow Rate, veh/h	461	1018	77	16	995	287	34	40	16	275	0	603
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	3	3	4	7	8	2	2	2
Cap, veh/h	646	2490	188	30	1222	545	47	141	56	332	0	577
Arrive On Green	0.38	1.00	1.00	0.02	0.35	0.35	0.03	0.12	0.12	0.09	0.00	0.18
Sat Flow, veh/h	3428	4804	363	1781	3526	1572	1753	1220	488	3563	0	3170
Grp Volume(v), veh/h	461	715	380	16	995	287	34	0	56	275	0	603
Grp Sat Flow(s),veh/h/ln	1714	1689	1790	1781	1763	1572	1753	0	1708	1781	0	1585
Q Serve(g_s), s	15.5	0.0	0.0	1.2	34.7	15.0	2.6	0.0	4.0	10.2	0.0	24.6
Cycle Q Clear(g_c), s	15.5	0.0	0.0	1.2	34.7	15.0	2.6	0.0	4.0	10.2	0.0	24.6
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	646	1750	928	30	1222	545	47	0	197	332	0	577
V/C Ratio(X)	0.71	0.41	0.41	0.54	0.81	0.53	0.73	0.00	0.28	0.83	0.00	1.05
Avail Cap(c_a), veh/h	646	1750	928	182	1222	545	177	0	197	422	0	577
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	0.0	65.9	40.1	20.3	65.2	0.0	54.6	60.2	0.0	55.2
Incr Delay (d2), s/veh	3.1	0.6	1.1	14.2	6.0	3.6	19.1	0.0	3.6	10.5	0.0	49.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	0.3	0.5	1.2	22.2	10.0	2.5	0.0	3.5	8.8	0.0	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.6	1.1	80.1	46.2	23.9	84.3	0.0	58.2	70.6	0.0	105.0
LnGrp LOS	D	A	A	F	D	C	F	A	E	E	A	F
Approach Vol, veh/h		1556			1298			90				878
Approach Delay, s/veh		13.0			41.7			68.1				94.2
Approach LOS		B			D			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	78.0	21.6	25.0	33.4	55.0	13.0	33.6				
Change Period (Y+Rc), s	* 8.2	8.0	* 9	9.4	* 8	8.2	* 9.4	9.0				
Max Green Setting (Gmax), s	* 14	55.0	* 16	15.6	* 22	46.8	* 14	18.0				
Max Q Clear Time (g_c+I1), s	3.2	2.0	12.2	6.0	17.5	36.7	4.6	26.6				
Green Ext Time (p_c), s	0.0	8.7	0.3	0.1	0.7	5.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

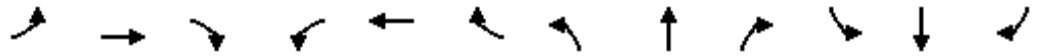
User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2023 PM

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

01/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↗		↖↖	↕↕↗		↖	↗		↖↖	↗	
Traffic Volume (veh/h)	73	1754	64	119	1671	244	50	10	56	502	28	48
Future Volume (veh/h)	73	1754	64	119	1671	244	50	10	56	502	28	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1767	1856	1826	1870	1870	1870	1841	1870	1856
Adj Flow Rate, veh/h	77	1846	67	125	1759	257	53	11	59	528	29	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	9	3	5	2	2	2	4	2	3
Cap, veh/h	97	2156	78	333	2117	307	101	14	77	582	104	183
Arrive On Green	0.05	0.43	0.43	0.20	0.95	0.95	0.06	0.06	0.06	0.17	0.17	0.17
Sat Flow, veh/h	1781	5058	183	3264	4468	648	1781	255	1369	3401	608	1070
Grp Volume(v), veh/h	77	1242	671	125	1327	689	53	0	70	528	0	80
Grp Sat Flow(s),veh/h/ln	1781	1702	1837	1632	1689	1739	1781	0	1624	1700	0	1678
Q Serve(g_s), s	6.2	47.8	47.9	4.8	13.9	14.5	4.2	0.0	6.2	22.1	0.0	6.0
Cycle Q Clear(g_c), s	6.2	47.8	47.9	4.8	13.9	14.5	4.2	0.0	6.2	22.1	0.0	6.0
Prop In Lane	1.00		0.10	1.00		0.37	1.00		0.84	1.00		0.64
Lane Grp Cap(c), veh/h	97	1451	783	333	1600	824	101	0	92	582	0	287
V/C Ratio(X)	0.80	0.86	0.86	0.38	0.83	0.84	0.53	0.00	0.76	0.91	0.00	0.28
Avail Cap(c_a), veh/h	170	1451	783	333	1600	824	130	0	119	600	0	296
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.8	37.6	37.6	53.7	2.4	2.4	66.5	0.0	67.4	59.0	0.0	52.3
Incr Delay (d2), s/veh	13.6	6.7	11.7	0.6	4.4	8.6	4.2	0.0	19.0	18.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	28.1	31.4	3.4	4.0	5.8	3.7	0.0	5.5	16.5	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.3	44.3	49.3	54.3	6.8	11.0	70.7	0.0	86.4	77.3	0.0	53.4
LnGrp LOS	F	D	D	D	A	B	E	A	F	E	A	D
Approach Vol, veh/h		1990			2141			123			608	
Approach Delay, s/veh		47.4			10.9			79.7			74.2	
Approach LOS		D			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.1	77.1		17.6	23.2	70.0		34.2				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.2		9.4				
Max Green Setting (Gmax), s	* 14	* 60		* 11	* 12	* 62		25.6				
Max Q Clear Time (g_c+I1), s	8.2	16.5		8.2	6.8	49.9		24.1				
Green Ext Time (p_c), s	0.1	22.2		0.1	0.1	8.8		0.7				

Intersection Summary

HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

01/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖		↗
Traffic Volume (veh/h)	0	1407	1154	459	1948	0	0	0	0	260	0	387
Future Volume (veh/h)	0	1407	1154	459	1948	0	0	0	0	260	0	387
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1841	0	1841
Adj Flow Rate, veh/h	0	1436	0	468	1988	0				265	0	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, %	0	2	2	2	2	0				4	0	4
Cap, veh/h	0	1652		754	4099	0				316	0	
Arrive On Green	0.00	0.67	0.00	0.85	1.00	0.00				0.09	0.00	0.00
Sat Flow, veh/h	0	5574	1585	1781	5274	0				3401	0	1560
Grp Volume(v), veh/h	0	1436	0	468	1988	0				265	0	0
Grp Sat Flow(s),veh/h/ln	0	1234	1585	1781	1702	0				1700	0	1560
Q Serve(g_s), s	0.0	33.4	0.0	12.3	0.0	0.0				11.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	33.4	0.0	12.3	0.0	0.0				11.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1652		754	4099	0				316	0	
V/C Ratio(X)	0.00	0.87		0.62	0.48	0.00				0.84	0.00	
Avail Cap(c_a), veh/h	0	1652		754	4099	0				413	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.37	0.00	0.25	0.25	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	21.5	0.0	7.3	0.0	0.0				64.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	0.0	0.4	0.1	0.0				11.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.4	0.0	4.1	0.1	0.0				9.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.1	0.0	7.7	0.1	0.0				75.8	0.0	0.0
LnGrp LOS	A	C		A	A	A				E	A	
Approach Vol, veh/h		1436	A		2456						265	A
Approach Delay, s/veh		24.1			1.6						75.8	
Approach LOS		C			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	68.1	55.0		21.9		123.1						
Change Period (Y+Rc), s	6.7	* 6.5		8.4		* 6.7						
Max Green Setting (Gmax), s	57.3	* 49		17.6		* 1.1E2						
Max Q Clear Time (g_c+I1), s	14.3	35.4		13.1		2.0						
Green Ext Time (p_c), s	1.5	7.7		0.4		30.6						

Intersection Summary

HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary 3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

01/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑			↑↑↑	↗	↘↗		↗			
Traffic Volume (veh/h)	309	1358	0	0	1502	401	905	0	324	0	0	0
Future Volume (veh/h)	309	1358	0	0	1502	401	905	0	324	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1870	0	0	1870	1856	1870	0	1870			
Adj Flow Rate, veh/h	315	1386	0	0	1533	0	923	0	331			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	2	0	0	2	3	2	0	2			
Cap, veh/h	334	2923	0	0	2112		741	0	507			
Arrive On Green	0.38	1.00	0.00	0.00	0.33	0.00	0.32	0.00	0.32			
Sat Flow, veh/h	1767	5274	0	0	6696	1572	2316	0	1585			
Grp Volume(v), veh/h	315	1386	0	0	1533	0	923	0	331			
Grp Sat Flow(s),veh/h/ln	1767	1702	0	0	1609	1572	1158	0	1585			
Q Serve(g_s), s	25.0	0.0	0.0	0.0	30.5	0.0	46.4	0.0	26.0			
Cycle Q Clear(g_c), s	25.0	0.0	0.0	0.0	30.5	0.0	46.4	0.0	26.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	334	2923	0	0	2112		741	0	507			
V/C Ratio(X)	0.94	0.47	0.00	0.00	0.73		1.25	0.00	0.65			
Avail Cap(c_a), veh/h	390	2923	0	0	2112		741	0	507			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.43	0.43	0.00	0.00	0.70	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.3	0.0	0.0	0.0	43.0	0.0	49.3	0.0	42.4			
Incr Delay (d2), s/veh	16.3	0.2	0.0	0.0	1.6	0.0	121.7	0.0	3.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	14.0	0.1	0.0	0.0	17.0	0.0	39.0	0.0	16.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	0.2	0.0	0.0	44.5	0.0	171.0	0.0	45.4			
LnGrp LOS	E	A	A	A	D		F	A	D			
Approach Vol, veh/h		1701			1533	A		1254				
Approach Delay, s/veh		11.4			44.5			137.8				
Approach LOS		B			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		91.0			35.4	55.6		54.0				
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6				
Max Green Setting (Gmax), s		83.0			32.0	* 45		46.4				
Max Q Clear Time (g_c+I1), s		2.0			27.0	32.5		48.4				
Green Ext Time (p_c), s		14.1			0.4	7.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	58.1
HCM 6th LOS	E

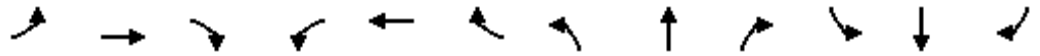
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

01/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑		↗	↖	↖
Traffic Volume (veh/h)	95	1512	75	42	1701	116	63	5	3	84	1	139
Future Volume (veh/h)	95	1512	75	42	1701	116	63	5	3	84	1	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1592	79	44	1791	122	66	5	3	89	0	146
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2915	145	57	2664	181	86	53	32	374	0	166
Arrive On Green	0.14	1.00	1.00	0.01	0.18	0.18	0.05	0.05	0.05	0.11	0.00	0.11
Sat Flow, veh/h	1781	4983	247	1781	4883	332	1781	1095	657	3563	0	1585
Grp Volume(v), veh/h	100	1087	584	44	1247	666	66	0	8	89	0	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1826	1781	1702	1811	1781	0	1752	1781	0	1585
Q Serve(g_s), s	7.9	0.0	0.0	3.6	49.6	49.7	5.3	0.0	0.6	3.3	0.0	13.2
Cycle Q Clear(g_c), s	7.9	0.0	0.0	3.6	49.6	49.7	5.3	0.0	0.6	3.3	0.0	13.2
Prop In Lane	1.00		0.14	1.00		0.18	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	121	1991	1068	57	1857	988	86	0	85	374	0	166
V/C Ratio(X)	0.83	0.55	0.55	0.77	0.67	0.67	0.77	0.00	0.09	0.24	0.00	0.88
Avail Cap(c_a), veh/h	211	1991	1068	168	1857	988	158	0	156	391	0	174
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.48	0.48	0.48	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.8	0.0	0.0	71.2	47.3	47.4	68.2	0.0	66.0	59.6	0.0	64.0
Incr Delay (d2), s/veh	11.4	0.9	1.7	10.0	0.5	0.9	13.2	0.0	0.5	0.3	0.0	35.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.5	0.9	3.2	28.2	30.0	5.0	0.0	0.5	2.8	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.3	0.9	1.7	81.2	47.8	48.3	81.4	0.0	66.4	59.9	0.0	99.3
LnGrp LOS	E	A	A	F	D	D	F	A	E	E	A	F
Approach Vol, veh/h		1771			1957			74				235
Approach Delay, s/veh		5.3			48.7			79.8				84.4
Approach LOS		A			D			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	92.6		16.1	17.7	86.9		24.3				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	69.2		* 13	17.2	* 66		15.9				
Max Q Clear Time (g_c+I1), s	5.6	2.0		7.3	9.9	51.7		15.2				
Green Ext Time (p_c), s	0.0	23.1		0.1	0.1	10.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

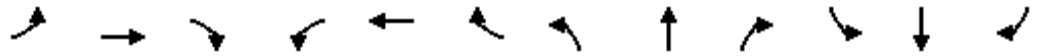
Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

01/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔	↑↑	↔	↔	↔		↔↔	↔	↔
Traffic Volume (veh/h)	479	1214	27	20	975	296	87	64	32	263	46	644
Future Volume (veh/h)	479	1214	27	20	975	296	87	64	32	263	46	644
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	499	1265	28	21	1016	308	91	67	33	274	0	703
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	3	2	2	3	2	2	2	2	2	2
Cap, veh/h	550	2511	56	35	1245	551	112	189	93	329	0	590
Arrive On Green	0.05	0.16	0.16	0.02	0.35	0.35	0.06	0.16	0.16	0.09	0.00	0.19
Sat Flow, veh/h	3456	5140	114	1781	3554	1572	1781	1183	583	3563	0	3170
Grp Volume(v), veh/h	499	838	455	21	1016	308	91	0	100	274	0	703
Grp Sat Flow(s),veh/h/ln	1728	1702	1850	1781	1777	1572	1781	0	1765	1781	0	1585
Q Serve(g_s), s	20.8	32.6	32.6	1.7	37.7	22.9	7.3	0.0	7.3	11.0	0.0	27.0
Cycle Q Clear(g_c), s	20.8	32.6	32.6	1.7	37.7	22.9	7.3	0.0	7.3	11.0	0.0	27.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	550	1663	904	35	1245	551	112	0	282	329	0	590
V/C Ratio(X)	0.91	0.50	0.50	0.60	0.82	0.56	0.81	0.00	0.36	0.83	0.00	1.19
Avail Cap(c_a), veh/h	572	1663	904	170	1245	551	143	0	282	442	0	590
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.6	44.8	44.8	70.5	42.9	38.1	67.1	0.0	54.3	64.7	0.0	59.0
Incr Delay (d2), s/veh	15.5	0.9	1.7	15.3	6.0	4.1	23.6	0.0	3.5	9.8	0.0	101.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.8	20.9	22.7	1.7	24.1	14.5	7.3	0.0	6.4	9.2	0.0	28.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.1	45.7	46.4	85.8	48.8	42.1	90.7	0.0	57.8	74.5	0.0	160.9
LnGrp LOS	F	D	D	F	D	D	F	A	E	E	A	F
Approach Vol, veh/h		1792			1345			191			977	
Approach Delay, s/veh		56.3			47.9			73.5			136.7	
Approach LOS		E			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	79.0	22.4	32.5	31.1	59.0	18.5	36.4				
Change Period (Y+Rc), s	* 8.2	* 8.2	9.0	* 9.4	8.0	* 8.2	* 9.4	* 9.4				
Max Green Setting (Gmax), s	* 14	* 58	18.0	* 21	24.0	* 48	* 12	* 27				
Max Q Clear Time (g_c+I1), s	3.7	34.6	13.0	9.3	22.8	39.7	9.3	29.0				
Green Ext Time (p_c), s	0.0	9.0	0.4	0.3	0.3	4.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	72.7
HCM 6th LOS	E

Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

























Appendix L | 2033 No-Build – Synchro Reports

2033 AM

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

01/05/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 					 		
Traffic Volume (veh/h)	110	1758	32	143	2610	263	23	31	67	440	20	78
Future Volume (veh/h)	110	1758	32	143	2610	263	23	31	67	440	20	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	1851	34	151	2747	277	24	33	71	463	21	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	2638	48	200	2424	237	92	27	59	399	39	150
Arrive On Green	0.06	0.51	0.51	0.12	1.00	1.00	0.05	0.05	0.05	0.12	0.12	0.12
Sat Flow, veh/h	1781	5163	95	3456	4730	462	1781	529	1137	3456	334	1302
Grp Volume(v), veh/h	116	1220	665	151	1952	1072	24	0	104	463	0	103
Grp Sat Flow(s),veh/h/ln	1781	1702	1853	1728	1702	1787	1781	0	1666	1728	0	1636
Q Serve(g_s), s	7.8	36.9	36.9	5.7	69.2	66.9	1.7	0.0	7.0	15.6	0.0	8.0
Cycle Q Clear(g_c), s	7.8	36.9	36.9	5.7	69.2	66.9	1.7	0.0	7.0	15.6	0.0	8.0
Prop In Lane	1.00		0.05	1.00		0.26	1.00		0.68	1.00		0.80
Lane Grp Cap(c), veh/h	103	1740	947	200	1745	916	92	0	86	399	0	189
V/C Ratio(X)	1.13	0.70	0.70	0.76	1.12	1.17	0.26	0.00	1.20	1.16	0.00	0.54
Avail Cap(c_a), veh/h	103	1740	947	279	1745	916	92	0	86	399	0	189
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.60	0.60	0.60	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	25.2	25.2	58.8	0.0	0.0	61.5	0.0	64.0	59.7	0.0	56.3
Incr Delay (d2), s/veh	127.0	2.4	4.3	4.5	58.6	84.1	1.5	0.0	161.7	96.2	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.9	21.2	23.4	4.5	20.6	30.6	1.5	0.0	11.8	19.1	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.6	27.5	29.5	63.3	58.6	84.1	63.0	0.0	225.7	155.9	0.0	62.0
LnGrp LOS	F	C	C	E	F	F	E	A	F	F	A	E
Approach Vol, veh/h		2001			3175			128				566
Approach Delay, s/veh		37.6			67.5			195.2				138.8
Approach LOS		D			E			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	77.6		16.4	16.2	77.4		25.0				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.4		9.4				
Max Green Setting (Gmax), s	* 7.8	* 69		* 7	* 11	* 66		15.6				
Max Q Clear Time (g_c+I1), s	9.8	71.2		9.0	7.7	38.9		17.6				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	15.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	67.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

01/05/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖		↗
Traffic Volume (veh/h)	0	1476	912	358	2705	0	0	0	0	391	0	415
Future Volume (veh/h)	0	1476	912	358	2705	0	0	0	0	391	0	415
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1856	1826	1841	0				1811	0	1811
Adj Flow Rate, veh/h	0	1554	0	377	2847	0				412	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	3	5	4	0				6	0	6
Cap, veh/h	0	2775		365	4173	0				362	0	
Arrive On Green	0.00	1.00	0.00	0.28	1.00	0.00				0.11	0.00	0.00
Sat Flow, veh/h	0	5485	1572	1739	5191	0				3346	0	1535
Grp Volume(v), veh/h	0	1554	0	377	2847	0				412	0	0
Grp Sat Flow(s),veh/h/ln	0	1215	1572	1739	1675	0				1673	0	1535
Q Serve(g_s), s	0.0	0.0	0.0	28.3	0.0	0.0				14.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	28.3	0.0	0.0				14.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2775		365	4173	0				362	0	
V/C Ratio(X)	0.00	0.56		1.03	0.68	0.00				1.14	0.00	
Avail Cap(c_a), veh/h	0	2775		365	4173	0				362	0	
HCM Platoon Ratio	1.00	2.00	2.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.44	0.00	0.09	0.09	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	48.7	0.0	0.0				60.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	24.0	0.1	0.0				90.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.0	16.1	0.1	0.0				17.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.4	0.0	72.7	0.1	0.0				150.7	0.0	0.0
LnGrp LOS	A	A		F	A	A				F	A	
Approach Vol, veh/h		1554	A		3224						412	A
Approach Delay, s/veh		0.4			8.6						150.7	
Approach LOS		A			A						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	35.0	84.0		23.0		119.0						
Change Period (Y+Rc), s	* 6.7	* 6.7		8.4		* 6.7						
Max Green Setting (Gmax), s	* 28	* 71		14.6		* 1.1E2						
Max Q Clear Time (g_c+I1), s	30.3	2.0		16.6		2.0						
Green Ext Time (p_c), s	0.0	17.2		0.0		69.7						

Intersection Summary

HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

01/05/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	1552	0	0	1826	251	1236	0	532	0	0	0
Future Volume (veh/h)	315	1552	0	0	1826	251	1236	0	532	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1826	1841	0	0	1841	1826	1841	0	1870			
Adj Flow Rate, veh/h	332	1634	0	0	1922	0	1301	0	560			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	5	4	0	0	4	5	4	0	2			
Cap, veh/h	232	4407	0	0	4334		863	0	650			
Arrive On Green	0.09	0.59	0.00	0.00	0.68	0.00	0.41	0.00	0.41			
Sat Flow, veh/h	1739	5191	0	0	6590	1547	2104	0	1585			
Grp Volume(v), veh/h	332	1634	0	0	1922	0	1301	0	560			
Grp Sat Flow(s),veh/h/ln	1739	1675	0	0	1583	1547	1052	0	1585			
Q Serve(g_s), s	18.0	23.1	0.0	0.0	18.6	0.0	55.4	0.0	43.5			
Cycle Q Clear(g_c), s	18.0	23.1	0.0	0.0	18.6	0.0	55.4	0.0	43.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	232	4407	0	0	4334		863	0	650			
V/C Ratio(X)	1.43	0.37	0.00	0.00	0.44		1.51	0.00	0.86			
Avail Cap(c_a), veh/h	232	4407	0	0	4334		863	0	650			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.61	0.61	0.00	0.00	0.52	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	61.5	8.2	0.0	0.0	9.7	0.0	39.8	0.0	36.3			
Incr Delay (d2), s/veh	209.0	0.1	0.0	0.0	0.2	0.0	234.2	0.0	11.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	31.9	13.2	0.0	0.0	8.8	0.0	66.6	0.0	26.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	270.4	8.3	0.0	0.0	9.8	0.0	274.0	0.0	47.6			
LnGrp LOS	F	A	A	A	A		F	A	D			
Approach Vol, veh/h		1966			1922	A		1861				
Approach Delay, s/veh		52.6			9.8			205.9				
Approach LOS		D			A			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		128.0			26.0	102.0		63.0				
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6				
Max Green Setting (Gmax), s		64.0			18.0	* 40		55.4				
Max Q Clear Time (g_c+I1), s		25.1			20.0	20.6		57.4				
Green Ext Time (p_c), s		16.2			0.0	13.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	87.9
HCM 6th LOS	F

Notes






















* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

































01/05/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	1912	58	36	1854	121	70	9	22	104	14	153
Future Volume (veh/h)	114	1912	58	36	1854	121	70	9	22	104	14	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1811	1767	1870	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	120	2013	61	38	1952	127	74	9	23	120	0	161
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	9	2	2	2	2	2	2	2	3
Cap, veh/h	143	2888	87	48	2506	162	98	26	65	367	0	162
Arrive On Green	0.16	1.00	1.00	0.06	1.00	1.00	0.05	0.05	0.05	0.10	0.00	0.10
Sat Flow, veh/h	1781	5093	154	1682	4900	318	1781	466	1190	3563	0	1572
Grp Volume(v), veh/h	120	1344	730	38	1354	725	74	0	32	120	0	161
Grp Sat Flow(s),veh/h/ln	1781	1702	1843	1682	1702	1813	1781	0	1656	1781	0	1572
Q Serve(g_s), s	8.8	0.0	0.0	3.0	0.0	0.0	5.5	0.0	2.5	4.2	0.0	13.8
Cycle Q Clear(g_c), s	8.8	0.0	0.0	3.0	0.0	0.0	5.5	0.0	2.5	4.2	0.0	13.8
Prop In Lane	1.00		0.08	1.00		0.18	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	143	1930	1045	48	1741	927	98	0	91	367	0	162
V/C Ratio(X)	0.84	0.70	0.70	0.80	0.78	0.78	0.76	0.00	0.35	0.33	0.00	0.99
Avail Cap(c_a), veh/h	227	1930	1045	171	1741	927	117	0	109	367	0	162
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	0.0	0.0	63.3	0.0	0.0	62.9	0.0	61.5	56.2	0.0	60.5
Incr Delay (d2), s/veh	9.6	1.3	2.5	2.8	0.3	0.6	20.1	0.0	2.3	0.5	0.0	69.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.6	1.3	1.8	0.1	0.3	5.5	0.0	2.0	3.5	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	1.3	2.5	66.1	0.3	0.6	83.0	0.0	63.8	56.7	0.0	129.5
LnGrp LOS	E	A	A	E	A	A	F	A	E	E	A	F
Approach Vol, veh/h		2194			2117			106			281	
Approach Delay, s/veh		5.2			1.6			77.2			98.4	
Approach LOS		A			A			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	84.3		16.5	18.6	76.8		23.0				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	65.2		* 8.9	17.2	* 62		13.9				
Max Q Clear Time (g_c+I1), s	5.0	2.0		7.5	10.8	2.0		15.8				
Green Ext Time (p_c), s	0.0	33.4		0.0	0.1	32.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				10.8								
HCM 6th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

01/05/2021




























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 	 	 	 		 	 	 
Traffic Volume (veh/h)	513	1348	102	26	1333	352	57	50	30	335	37	656
Future Volume (veh/h)	513	1348	102	26	1333	352	57	50	30	335	37	656
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1856	1856	1841	1796	1781	1870	1870	1870
Adj Flow Rate, veh/h	529	1390	105	27	1374	363	59	52	31	345	0	701
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	3	3	4	7	8	2	2	2
Cap, veh/h	584	2370	179	42	1222	545	76	122	73	396	0	582
Arrive On Green	0.34	0.99	0.99	0.02	0.35	0.35	0.04	0.12	0.12	0.11	0.00	0.18
Sat Flow, veh/h	3428	4804	363	1781	3526	1572	1753	1054	629	3563	0	3170
Grp Volume(v), veh/h	529	977	518	27	1374	363	59	0	83	345	0	701
Grp Sat Flow(s),veh/h/ln	1714	1689	1790	1781	1763	1572	1753	0	1683	1781	0	1585
Q Serve(g_s), s	19.9	1.2	1.2	2.0	46.8	19.4	4.5	0.0	6.2	12.9	0.0	24.8
Cycle Q Clear(g_c), s	19.9	1.2	1.2	2.0	46.8	19.4	4.5	0.0	6.2	12.9	0.0	24.8
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	584	1666	883	42	1222	545	76	0	194	396	0	582
V/C Ratio(X)	0.91	0.59	0.59	0.64	1.12	0.67	0.78	0.00	0.43	0.87	0.00	1.20
Avail Cap(c_a), veh/h	584	1666	883	182	1222	545	177	0	194	422	0	582
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	0.5	0.5	65.3	44.1	20.2	63.9	0.0	55.5	59.0	0.0	55.1
Incr Delay (d2), s/veh	12.4	1.0	1.8	15.2	67.0	6.3	15.6	0.0	6.7	16.9	0.0	107.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.6	0.8	1.2	2.0	43.6	12.6	4.2	0.0	5.4	10.9	0.0	27.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	1.4	2.3	80.6	111.1	26.5	79.6	0.0	62.3	75.9	0.0	162.6
LnGrp LOS	E	A	A	F	F	C	E	A	E	E	A	F
Approach Vol, veh/h		2024			1764			142			1046	
Approach Delay, s/veh		15.9			93.2			69.5			134.0	
Approach LOS		B			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	74.6	24.0	25.0	31.0	55.0	15.2	33.8				
Change Period (Y+Rc), s	* 8.2	8.0	* 9	9.4	* 8	8.2	* 9.4	9.0				
Max Green Setting (Gmax), s	* 14	55.0	* 16	15.6	* 22	46.8	* 14	18.0				
Max Q Clear Time (g_c+I1), s	4.0	3.2	14.9	8.2	21.9	48.8	6.5	26.8				
Green Ext Time (p_c), s	0.0	14.2	0.2	0.2	0.0	0.0	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay					69.7							
HCM 6th LOS					E							
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2033 PM

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

09/14/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  					 		
Traffic Volume (veh/h)	82	2110	70	124	2058	262	58	16	62	531	32	60
Future Volume (veh/h)	82	2110	70	124	2058	262	58	16	62	531	32	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1767	1856	1856	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	86	2221	74	131	2166	276	61	17	65	559	34	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	9	3	3	2	2	2	4	2	2
Cap, veh/h	107	2163	72	294	2080	260	113	22	82	599	103	192
Arrive On Green	0.06	0.43	0.43	0.18	0.91	0.91	0.06	0.06	0.06	0.18	0.18	0.18
Sat Flow, veh/h	1781	5076	169	3264	4560	570	1781	339	1297	3401	587	1088
Grp Volume(v), veh/h	86	1487	808	131	1594	848	61	0	82	559	0	97
Grp Sat Flow(s),veh/h/ln	1781	1702	1840	1632	1689	1753	1781	0	1637	1700	0	1675
Q Serve(g_s), s	6.9	61.8	61.8	5.2	66.1	66.1	4.8	0.0	7.2	23.5	0.0	7.3
Cycle Q Clear(g_c), s	6.9	61.8	61.8	5.2	66.1	66.1	4.8	0.0	7.2	23.5	0.0	7.3
Prop In Lane	1.00		0.09	1.00		0.33	1.00		0.79	1.00		0.65
Lane Grp Cap(c), veh/h	107	1451	784	294	1541	800	113	0	104	599	0	295
V/C Ratio(X)	0.80	1.02	1.03	0.45	1.03	1.06	0.54	0.00	0.79	0.93	0.00	0.33
Avail Cap(c_a), veh/h	170	1451	784	294	1541	800	130	0	120	600	0	296
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.3	41.6	41.6	56.2	6.4	6.4	65.8	0.0	66.9	58.9	0.0	52.2
Incr Delay (d2), s/veh	13.7	30.2	40.2	0.8	29.6	45.6	3.9	0.0	25.8	22.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	41.0	46.6	3.7	13.4	18.6	4.2	0.0	6.8	17.8	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.0	71.8	81.8	57.1	36.0	52.0	69.8	0.0	92.7	81.1	0.0	53.6
LnGrp LOS	F	F	F	E	F	F	E	A	F	F	A	D
Approach Vol, veh/h		2381			2573			143				656
Approach Delay, s/veh		75.5			42.3			82.9				77.0
Approach LOS		E			D			F				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.9	74.5		18.6	21.4	70.0		35.0				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.2		9.4				
Max Green Setting (Gmax), s	* 14	* 60		* 11	* 12	* 62		25.6				
Max Q Clear Time (g_c+I1), s	8.9	68.1		9.2	7.2	63.8		25.5				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.1	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				61.0								
HCM 6th LOS				E								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖		↗
Traffic Volume (veh/h)	0	1633	1204	511	2226	0	0	0	0	269	0	396
Future Volume (veh/h)	0	1633	1204	511	2226	0	0	0	0	269	0	396
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1841	0	1841
Adj Flow Rate, veh/h	0	1666	0	521	2271	0				274	0	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, %	0	2	2	2	2	0				4	0	4
Cap, veh/h	0	1652		746	4074	0				333	0	
Arrive On Green	0.00	0.67	0.00	0.84	1.00	0.00				0.10	0.00	0.00
Sat Flow, veh/h	0	5574	1585	1781	5274	0				3401	0	1560
Grp Volume(v), veh/h	0	1666	0	521	2271	0				274	0	0
Grp Sat Flow(s),veh/h/ln	0	1234	1585	1781	1702	0				1700	0	1560
Q Serve(g_s), s	0.0	48.5	0.0	16.7	0.0	0.0				11.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	48.5	0.0	16.7	0.0	0.0				11.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1652		746	4074	0				333	0	
V/C Ratio(X)	0.00	1.01		0.70	0.56	0.00				0.82	0.00	
Avail Cap(c_a), veh/h	0	1652		746	4074	0				600	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.00	0.09	0.09	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.0	0.0	8.2	0.0	0.0				64.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.9	0.0	0.3	0.1	0.0				5.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.9	0.0	4.1	0.0	0.0				9.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.9	0.0	8.5	0.1	0.0				69.2	0.0	0.0
LnGrp LOS	A	F		A	A	A				E	A	
Approach Vol, veh/h		1666	A		2792						274	A
Approach Delay, s/veh		32.9			1.6						69.2	
Approach LOS		C			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	67.4	55.0		22.6		122.4						
Change Period (Y+Rc), s	6.7	* 6.5		8.4		* 6.7						
Max Green Setting (Gmax), s	49.3	* 49		25.6		* 1E2						
Max Q Clear Time (g_c+I1), s	18.7	50.5		13.5		2.0						
Green Ext Time (p_c), s	1.7	0.0		0.8		41.8						

Intersection Summary

HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

























* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

09/14/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  			  		 						
Traffic Volume (veh/h)	314	1589	0	0	1793	410	944	0	350	0	0	0	
Future Volume (veh/h)	314	1589	0	0	1793	410	944	0	350	0	0	0	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Work Zone On Approach		No			No			No					
Adj Sat Flow, veh/h/ln	1856	1870	0	0	1870	1856	1870	0	1870				
Adj Flow Rate, veh/h	320	1621	0	0	1830	0	963	0	357				
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
Percent Heavy Veh, %	3	2	0	0	2	3	2	0	2				
Cap, veh/h	340	2923	0	0	2090		741	0	507				
Arrive On Green	0.38	1.00	0.00	0.00	0.32	0.00	0.32	0.00	0.32				
Sat Flow, veh/h	1767	5274	0	0	6696	1572	2316	0	1585				
Grp Volume(v), veh/h	320	1621	0	0	1830	0	963	0	357				
Grp Sat Flow(s),veh/h/ln	1767	1702	0	0	1609	1572	1158	0	1585				
Q Serve(g_s), s	25.3	0.0	0.0	0.0	38.9	0.0	46.4	0.0	28.7				
Cycle Q Clear(g_c), s	25.3	0.0	0.0	0.0	38.9	0.0	46.4	0.0	28.7				
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00				
Lane Grp Cap(c), veh/h	340	2923	0	0	2090		741	0	507				
V/C Ratio(X)	0.94	0.55	0.00	0.00	0.88		1.30	0.00	0.70				
Avail Cap(c_a), veh/h	427	2923	0	0	2090		741	0	507				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I)	0.24	0.24	0.00	0.00	0.48	0.00	1.00	0.00	1.00				
Uniform Delay (d), s/veh	43.8	0.0	0.0	0.0	46.2	0.0	49.3	0.0	43.3				
Incr Delay (d2), s/veh	9.1	0.2	0.0	0.0	2.8	0.0	144.6	0.0	4.4				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(95%),veh/ln	12.5	0.1	0.0	0.0	20.2	0.0	43.0	0.0	17.7				
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	52.9	0.2	0.0	0.0	49.0	0.0	193.9	0.0	47.6				
LnGrp LOS	D	A	A	A	D		F	A	D				
Approach Vol, veh/h		1941			1830	A		1320					
Approach Delay, s/veh		8.9			49.0			154.4					
Approach LOS		A			D			F					
Timer - Assigned Phs		2			5	6		8					
Phs Duration (G+Y+Rc), s		91.0			35.9	55.1		54.0					
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6					
Max Green Setting (Gmax), s		83.0			35.0	* 42		46.4					
Max Q Clear Time (g_c+I1), s		2.0			27.3	40.9		48.4					
Green Ext Time (p_c), s		18.9			0.6	0.6		0.0					
Intersection Summary													
HCM 6th Ctrl Delay					61.0								
HCM 6th LOS					E								
Notes													
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.													
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.													

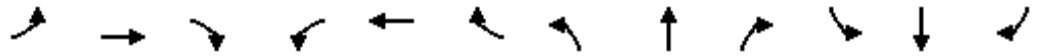
5:00 pm 05/17/2020 2033 No Build - PM Peak Hour

Synchro 10 Report
Page 3

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗		↗	↗		↗	↗	↗
Traffic Volume (veh/h)	103	1758	78	49	1967	131	84	8	5	103	3	152
Future Volume (veh/h)	103	1758	78	49	1967	131	84	8	5	103	3	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	1851	82	52	2071	138	88	8	5	110	0	160
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	2811	124	67	2557	169	110	67	42	391	0	174
Arrive On Green	0.15	1.00	1.00	0.01	0.17	0.17	0.06	0.06	0.06	0.11	0.00	0.11
Sat Flow, veh/h	1781	5013	222	1781	4892	324	1781	1076	673	3563	0	1585
Grp Volume(v), veh/h	108	1256	677	52	1437	772	88	0	13	110	0	160
Grp Sat Flow(s),veh/h/ln	1781	1702	1830	1781	1702	1812	1781	0	1749	1781	0	1585
Q Serve(g_s), s	8.6	0.0	0.0	4.2	58.9	59.4	7.1	0.0	1.0	4.1	0.0	14.5
Cycle Q Clear(g_c), s	8.6	0.0	0.0	4.2	58.9	59.4	7.1	0.0	1.0	4.1	0.0	14.5
Prop In Lane	1.00		0.12	1.00		0.18	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	129	1909	1027	67	1779	947	110	0	108	391	0	174
V/C Ratio(X)	0.83	0.66	0.66	0.77	0.81	0.81	0.80	0.00	0.12	0.28	0.00	0.92
Avail Cap(c_a), veh/h	211	1909	1027	168	1779	947	158	0	156	391	0	174
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.1	0.0	0.0	71.0	53.0	53.2	67.1	0.0	64.3	59.3	0.0	63.9
Incr Delay (d2), s/veh	11.4	1.4	2.7	1.7	0.3	0.5	16.4	0.0	0.5	0.4	0.0	46.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	0.7	1.4	2.7	29.6	31.8	6.8	0.0	0.9	3.4	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	1.4	2.7	72.7	53.3	53.8	83.5	0.0	64.8	59.7	0.0	109.9
LnGrp LOS	E	A	A	E	D	D	F	A	E	E	A	F
Approach Vol, veh/h		2041			2261			101				270
Approach Delay, s/veh		5.6			53.9			81.1				89.4
Approach LOS		A			D			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	89.1		18.1	18.3	83.6		25.0				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	69.2		* 13	17.2	* 66		15.9				
Max Q Clear Time (g_c+I1), s	6.2	2.0		9.1	10.6	61.4		16.5				
Green Ext Time (p_c), s	0.0	30.3		0.1	0.1	3.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

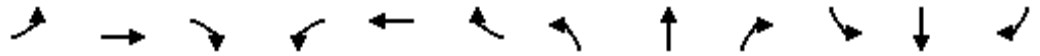
Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	622	1333	35	35	1305	459	94	73	45	277	57	671
Future Volume (veh/h)	622	1333	35	35	1305	459	94	73	45	277	57	671
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	648	1389	36	36	1359	478	98	76	47	289	0	738
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	3	2	2	2	2	2	2
Cap, veh/h	572	2444	63	47	1208	534	119	173	107	343	0	590
Arrive On Green	0.05	0.16	0.16	0.03	0.34	0.34	0.07	0.16	0.16	0.10	0.00	0.19
Sat Flow, veh/h	3456	5118	133	1781	3554	1572	1781	1081	669	3563	0	3170
Grp Volume(v), veh/h	648	924	501	36	1359	478	98	0	123	289	0	738
Grp Sat Flow(s),veh/h/ln	1728	1702	1846	1781	1777	1572	1781	0	1750	1781	0	1585
Q Serve(g_s), s	24.0	36.4	36.4	2.9	49.3	41.8	7.9	0.0	9.2	11.6	0.0	27.0
Cycle Q Clear(g_c), s	24.0	36.4	36.4	2.9	49.3	41.8	7.9	0.0	9.2	11.6	0.0	27.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	572	1626	882	47	1208	534	119	0	279	343	0	590
V/C Ratio(X)	1.13	0.57	0.57	0.77	1.13	0.89	0.82	0.00	0.44	0.84	0.00	1.25
Avail Cap(c_a), veh/h	572	1626	882	170	1208	534	143	0	279	442	0	590
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.5	47.2	47.2	70.1	47.9	45.4	66.8	0.0	55.1	64.4	0.0	59.0
Incr Delay (d2), s/veh	74.8	1.0	1.9	22.3	67.5	20.1	26.6	0.0	5.0	11.0	0.0	126.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.3	22.5	24.4	2.9	45.4	26.3	7.9	0.0	8.0	9.7	0.0	31.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	143.4	48.3	49.1	92.5	115.3	65.4	93.3	0.0	60.0	75.5	0.0	185.2
LnGrp LOS	F	D	D	F	F	E	F	A	E	E	A	F
Approach Vol, veh/h		2073			1873			221			1027	
Approach Delay, s/veh		78.2			102.2			74.8			154.3	
Approach LOS		E			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	77.5	23.0	32.5	32.0	57.5	19.1	36.4				
Change Period (Y+Rc), s	* 8.2	* 8.2	9.0	* 9.4	8.0	* 8.2	* 9.4	* 9.4				
Max Green Setting (Gmax), s	* 14	* 58	18.0	* 21	24.0	* 48	* 12	* 27				
Max Q Clear Time (g_c+I1), s	4.9	38.4	13.6	11.2	26.0	51.3	9.9	29.0				
Green Ext Time (p_c), s	0.0	9.3	0.4	0.4	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	101.7
HCM 6th LOS	F

Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

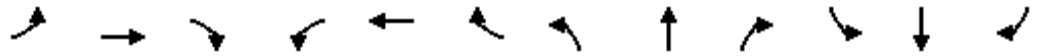
Appendix M | 2023 Build – Synchro Reports

2023 AM

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↖↖	↖↖↖		↖	↖		↖↖	↖	
Traffic Volume (veh/h)	67	1460	30	131	2075	149	8	10	26	257	12	43
Future Volume (veh/h)	67	1460	30	131	2075	149	8	10	26	257	12	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	1537	32	138	2184	157	8	11	27	271	13	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	2805	58	186	2675	191	76	20	50	328	35	121
Arrive On Green	0.05	0.54	0.54	0.11	1.00	1.00	0.04	0.04	0.04	0.09	0.09	0.09
Sat Flow, veh/h	1781	5148	107	3456	4865	347	1781	480	1178	3456	368	1273
Grp Volume(v), veh/h	71	1016	553	138	1522	819	8	0	38	271	0	58
Grp Sat Flow(s),veh/h/ln	1781	1702	1851	1728	1702	1808	1781	0	1658	1728	0	1641
Q Serve(g_s), s	5.3	26.1	26.2	5.2	0.0	0.0	0.6	0.0	3.0	10.4	0.0	4.5
Cycle Q Clear(g_c), s	5.3	26.1	26.2	5.2	0.0	0.0	0.6	0.0	3.0	10.4	0.0	4.5
Prop In Lane	1.00		0.06	1.00		0.19	1.00		0.71	1.00		0.78
Lane Grp Cap(c), veh/h	90	1855	1009	186	1872	994	76	0	71	328	0	156
V/C Ratio(X)	0.79	0.55	0.55	0.74	0.81	0.82	0.11	0.00	0.54	0.83	0.00	0.37
Avail Cap(c_a), veh/h	116	1855	1009	261	1872	994	95	0	88	358	0	170
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.4	19.9	19.9	59.3	0.0	0.0	62.1	0.0	63.3	60.0	0.0	57.3
Incr Delay (d2), s/veh	23.4	0.3	0.6	5.0	2.9	5.7	0.6	0.0	6.2	16.1	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	15.2	16.4	4.1	1.4	2.8	0.5	0.0	2.5	9.1	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.8	20.3	20.6	64.2	2.9	5.7	62.8	0.0	69.5	76.1	0.0	60.5
LnGrp LOS	F	C	C	E	A	A	E	A	E	E	A	E
Approach Vol, veh/h		1640			2479			46			329	
Approach Delay, s/veh		23.2			7.2			68.4			73.4	
Approach LOS		C			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	82.6		15.2	15.7	82.0		22.2				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.4		9.4				
Max Green Setting (Gmax), s	* 8.8	* 70		* 7.2	* 10	* 68		14.0				
Max Q Clear Time (g_c+I1), s	7.3	2.0		5.0	7.2	28.2		12.4				
Green Ext Time (p_c), s	0.0	35.2		0.0	0.1	14.3		0.4				

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

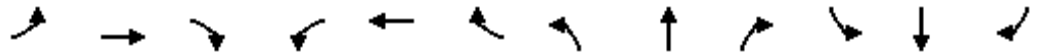
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘	↑↑↑					↖		↗
Traffic Volume (veh/h)	0	1093	799	318	2136	0	0	0	0	340	0	340
Future Volume (veh/h)	0	1093	799	318	2136	0	0	0	0	340	0	340
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1856	1826	1841	0				1811	0	1811
Adj Flow Rate, veh/h	0	1151	0	335	2248	0				358	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	3	5	4	0				6	0	6
Cap, veh/h	0	2992		737	3815	0				424	0	
Arrive On Green	0.00	0.49	0.00	0.44	1.00	0.00				0.13	0.00	0.00
Sat Flow, veh/h	0	6700	1572	3374	5191	0				3346	0	1535
Grp Volume(v), veh/h	0	1151	0	335	2248	0				358	0	0
Grp Sat Flow(s),veh/h/ln	0	1215	1572	1687	1675	0				1673	0	1535
Q Serve(g_s), s	0.0	16.0	0.0	9.4	0.0	0.0				14.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	16.0	0.0	9.4	0.0	0.0				14.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2992		737	3815	0				424	0	
V/C Ratio(X)	0.00	0.38		0.45	0.59	0.00				0.84	0.00	
Avail Cap(c_a), veh/h	0	2992		737	3815	0				659	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.00	0.64	0.64	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	21.4	0.0	32.3	0.0	0.0				57.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.4	0.0				6.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	7.5	0.0	5.8	0.3	0.0				10.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.7	0.0	32.6	0.4	0.0				63.7	0.0	0.0
LnGrp LOS	A	C		C	A	A				E	A	
Approach Vol, veh/h		1151	A		2583						358	A
Approach Delay, s/veh		21.7			4.6						63.7	
Approach LOS		C			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	36.5	73.0		25.5		109.5						
Change Period (Y+Rc), s	7.0	6.5		8.4		* 7						
Max Green Setting (Gmax), s	20.0	66.5		26.6		* 93						
Max Q Clear Time (g_c+I1), s	11.4	18.0		16.1		2.0						
Green Ext Time (p_c), s	0.8	10.1		1.0		39.5						

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B


























Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

10/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   		 					
Traffic Volume (veh/h)	261	1172	0	0	1379	230	1075	0	467	0	0	0
Future Volume (veh/h)	261	1172	0	0	1379	230	1075	0	467	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1826	1841	0	0	1841	1826	1841	0	1870			
Adj Flow Rate, veh/h	275	1234	0	0	1452	0	1132	0	492			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	5	4	0	0	4	5	4	0	2			
Cap, veh/h	332	2619	0	0	2709		1236	0	576			
Arrive On Green	0.03	0.17	0.00	0.00	0.48	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	3374	5191	0	0	7805	1547	3401	0	1585			
Grp Volume(v), veh/h	275	1234	0	0	1452	0	1132	0	492			
Grp Sat Flow(s),veh/h/ln	1687	1675	0	0	1491	1547	1700	0	1585			
Q Serve(g_s), s	10.9	29.9	0.0	0.0	18.3	0.0	42.9	0.0	38.7			
Cycle Q Clear(g_c), s	10.9	29.9	0.0	0.0	18.3	0.0	42.9	0.0	38.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	332	2619	0	0	2709		1236	0	576			
V/C Ratio(X)	0.83	0.47	0.00	0.00	0.54		0.92	0.00	0.85			
Avail Cap(c_a), veh/h	425	2619	0	0	2709		1320	0	615			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	0.77	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.2	39.1	0.0	0.0	26.9	0.0	41.0	0.0	39.7			
Incr Delay (d2), s/veh	9.5	0.6	0.0	0.0	0.6	0.0	9.8	0.0	10.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	9.0	19.3	0.0	0.0	9.4	0.0	27.0	0.0	23.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	39.7	0.0	0.0	27.5	0.0	50.8	0.0	50.5			
LnGrp LOS	E	D	A	A	C		D	A	D			
Approach Vol, veh/h		1509			1452	A		1624				
Approach Delay, s/veh		45.9			27.5			50.7				
Approach LOS		D			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		78.4			21.3	57.1		56.6				
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6				
Max Green Setting (Gmax), s		67.0			17.0	* 44		52.4				
Max Q Clear Time (g_c+I1), s		31.9			12.9	20.3		44.9				
Green Ext Time (p_c), s		10.5			0.3	11.0		4.2				

Intersection Summary

HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

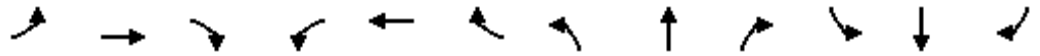
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗		↗	↗		↗	↗	↗
Traffic Volume (veh/h)	108	1475	56	31	1424	117	48	6	14	92	7	137
Future Volume (veh/h)	108	1475	56	31	1424	117	48	6	14	92	7	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1811	1767	1870	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	114	1553	59	33	1499	123	51	6	15	102	0	144
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	9	2	2	2	2	2	2	2	3
Cap, veh/h	137	2891	110	44	2493	205	86	23	57	378	0	167
Arrive On Green	0.15	1.00	1.00	0.05	1.00	1.00	0.05	0.05	0.05	0.11	0.00	0.11
Sat Flow, veh/h	1781	5048	192	1682	4809	394	1781	474	1184	3563	0	1572
Grp Volume(v), veh/h	114	1047	565	33	1061	561	51	0	21	102	0	144
Grp Sat Flow(s),veh/h/ln	1781	1702	1836	1682	1702	1799	1781	0	1657	1781	0	1572
Q Serve(g_s), s	8.4	0.0	0.0	2.6	0.0	0.0	3.8	0.0	1.6	3.6	0.0	12.2
Cycle Q Clear(g_c), s	8.4	0.0	0.0	2.6	0.0	0.0	3.8	0.0	1.6	3.6	0.0	12.2
Prop In Lane	1.00		0.10	1.00		0.22	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	137	1949	1051	44	1765	933	86	0	80	378	0	167
V/C Ratio(X)	0.83	0.54	0.54	0.75	0.60	0.60	0.59	0.00	0.26	0.27	0.00	0.86
Avail Cap(c_a), veh/h	227	1949	1051	171	1765	933	170	0	158	420	0	185
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.59	0.59	0.59	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.3	0.0	0.0	63.5	0.0	0.0	62.9	0.0	61.9	55.5	0.0	59.4
Incr Delay (d2), s/veh	10.3	0.9	1.6	13.6	0.9	1.7	6.3	0.0	1.7	0.4	0.0	30.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.4	0.8	2.3	0.4	0.8	3.4	0.0	1.3	3.0	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	0.9	1.6	77.1	0.9	1.7	69.3	0.0	63.6	55.9	0.0	89.3
LnGrp LOS	E	A	A	E	A	A	E	A	E	E	A	F
Approach Vol, veh/h		1726			1655			72			246	
Approach Delay, s/veh		5.4			2.7			67.6			75.5	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	85.1		15.6	18.2	77.8		23.4				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	59.2		* 13	17.2	* 56		15.9				
Max Q Clear Time (g_c+I1), s	4.6	2.0		5.8	10.4	2.0		14.2				
Green Ext Time (p_c), s	0.0	20.7		0.1	0.1	20.6		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

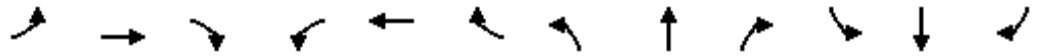
Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔	↕↕	↔	↔	↔		↔↔	↔	↔
Traffic Volume (veh/h)	447	987	75	16	965	278	33	39	16	267	26	567
Future Volume (veh/h)	447	987	75	16	965	278	33	39	16	267	26	567
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1856	1856	1841	1796	1781	1870	1870	1870
Adj Flow Rate, veh/h	461	1018	77	16	995	287	34	40	16	275	0	603
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	3	3	4	7	8	2	2	2
Cap, veh/h	646	2490	188	30	1222	545	47	141	56	332	0	577
Arrive On Green	0.38	1.00	1.00	0.02	0.35	0.35	0.03	0.12	0.12	0.09	0.00	0.18
Sat Flow, veh/h	3428	4804	363	1781	3526	1572	1753	1220	488	3563	0	3170
Grp Volume(v), veh/h	461	715	380	16	995	287	34	0	56	275	0	603
Grp Sat Flow(s),veh/h/ln	1714	1689	1790	1781	1763	1572	1753	0	1708	1781	0	1585
Q Serve(g_s), s	15.5	0.0	0.0	1.2	34.7	15.0	2.6	0.0	4.0	10.2	0.0	24.6
Cycle Q Clear(g_c), s	15.5	0.0	0.0	1.2	34.7	15.0	2.6	0.0	4.0	10.2	0.0	24.6
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	646	1750	928	30	1222	545	47	0	197	332	0	577
V/C Ratio(X)	0.71	0.41	0.41	0.54	0.81	0.53	0.73	0.00	0.28	0.83	0.00	1.05
Avail Cap(c_a), veh/h	646	1750	928	182	1222	545	138	0	197	422	0	577
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	0.0	65.9	40.1	20.3	65.2	0.0	54.6	60.2	0.0	55.2
Incr Delay (d2), s/veh	3.1	0.6	1.1	14.2	6.0	3.6	19.1	0.0	3.6	10.5	0.0	49.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	0.3	0.5	1.2	22.2	10.0	2.5	0.0	3.5	8.8	0.0	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.6	1.1	80.1	46.2	23.9	84.3	0.0	58.2	70.6	0.0	105.0
LnGrp LOS	D	A	A	F	D	C	F	A	E	E	A	F
Approach Vol, veh/h		1556			1298			90				878
Approach Delay, s/veh		13.0			41.7			68.1				94.2
Approach LOS		B			D			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	78.0	21.6	25.0	33.4	55.0	13.0	33.6				
Change Period (Y+Rc), s	* 8.2	8.0	* 9	9.4	* 8	8.2	* 9.4	9.0				
Max Green Setting (Gmax), s	* 14	55.0	* 16	15.6	* 22	46.8	* 11	21.0				
Max Q Clear Time (g_c+I1), s	3.2	2.0	12.2	6.0	17.5	36.7	4.6	26.6				
Green Ext Time (p_c), s	0.0	8.7	0.3	0.1	0.7	5.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2023 PM

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖↖	↖↖↖		↖	↖		↖↖	↖	
Traffic Volume (veh/h)	73	1754	64	119	1671	244	50	10	56	502	28	48
Future Volume (veh/h)	73	1754	64	119	1671	244	50	10	56	502	28	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1767	1856	1826	1870	1870	1870	1841	1870	1856
Adj Flow Rate, veh/h	77	1846	67	125	1759	257	53	11	59	528	29	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	9	3	5	2	2	2	4	2	3
Cap, veh/h	97	2156	78	333	2117	307	101	14	77	582	104	183
Arrive On Green	0.05	0.43	0.43	0.20	0.95	0.95	0.06	0.06	0.06	0.17	0.17	0.17
Sat Flow, veh/h	1781	5058	183	3264	4468	648	1781	255	1369	3401	608	1070
Grp Volume(v), veh/h	77	1242	671	125	1327	689	53	0	70	528	0	80
Grp Sat Flow(s),veh/h/ln	1781	1702	1837	1632	1689	1739	1781	0	1624	1700	0	1678
Q Serve(g_s), s	6.2	47.8	47.9	4.8	13.9	14.5	4.2	0.0	6.2	22.1	0.0	6.0
Cycle Q Clear(g_c), s	6.2	47.8	47.9	4.8	13.9	14.5	4.2	0.0	6.2	22.1	0.0	6.0
Prop In Lane	1.00		0.10	1.00		0.37	1.00		0.84	1.00		0.64
Lane Grp Cap(c), veh/h	97	1451	783	333	1600	824	101	0	92	582	0	287
V/C Ratio(X)	0.80	0.86	0.86	0.38	0.83	0.84	0.53	0.00	0.76	0.91	0.00	0.28
Avail Cap(c_a), veh/h	170	1451	783	333	1600	824	130	0	119	600	0	296
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.8	37.6	37.6	53.7	2.4	2.4	66.5	0.0	67.4	59.0	0.0	52.3
Incr Delay (d2), s/veh	13.6	6.7	11.7	0.6	4.2	8.3	4.2	0.0	19.0	18.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	28.1	31.4	3.4	3.9	5.7	3.7	0.0	5.5	16.5	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.3	44.3	49.3	54.3	6.6	10.6	70.7	0.0	86.4	77.3	0.0	53.4
LnGrp LOS	F	D	D	D	A	B	E	A	F	E	A	D
Approach Vol, veh/h		1990			2141			123			608	
Approach Delay, s/veh		47.4			10.7			79.7			74.2	
Approach LOS		D			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.1	77.1		17.6	23.2	70.0		34.2				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.2		9.4				
Max Green Setting (Gmax), s	* 14	* 60		* 11	* 12	* 62		25.6				
Max Q Clear Time (g_c+I1), s	8.2	16.5		8.2	6.8	49.9		24.1				
Green Ext Time (p_c), s	0.1	22.2		0.1	0.1	8.8		0.7				

Intersection Summary

HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

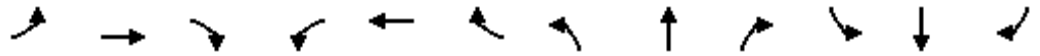
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘	↑↑↑					↖		↙
Traffic Volume (veh/h)	0	1407	1154	459	1948	0	0	0	0	260	0	387
Future Volume (veh/h)	0	1407	1154	459	1948	0	0	0	0	260	0	387
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1841	0	1841
Adj Flow Rate, veh/h	0	1436	0	468	1988	0				265	0	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, %	0	2	2	2	2	0				4	0	4
Cap, veh/h	0	3588		603	4089	0				316	0	
Arrive On Green	0.00	1.00	0.00	0.35	1.00	0.00				0.09	0.00	0.00
Sat Flow, veh/h	0	6808	1585	3456	5274	0				3401	0	1560
Grp Volume(v), veh/h	0	1436	0	468	1988	0				265	0	0
Grp Sat Flow(s),veh/h/ln	0	1234	1585	1728	1702	0				1700	0	1560
Q Serve(g_s), s	0.0	0.0	0.0	17.5	0.0	0.0				11.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	17.5	0.0	0.0				11.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3588		603	4089	0				316	0	
V/C Ratio(X)	0.00	0.40		0.78	0.49	0.00				0.84	0.00	
Avail Cap(c_a), veh/h	0	3588		603	4089	0				413	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.37	0.00	0.73	0.73	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	44.7	0.0	0.0				64.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	4.7	0.3	0.0				11.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	10.3	0.2	0.0				9.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.0	49.3	0.3	0.0				75.8	0.0	0.0
LnGrp LOS	A	A		D	A	A				E	A	
Approach Vol, veh/h		1436	A		2456						265	A
Approach Delay, s/veh		0.1			9.6						75.8	
Approach LOS		A			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.3	90.8		21.9		123.1						
Change Period (Y+Rc), s	7.0	6.5		8.4		* 7						
Max Green Setting (Gmax), s	21.2	84.3		17.6		* 1.1E2						
Max Q Clear Time (g_c+I1), s	19.5	2.0		13.1		2.0						
Green Ext Time (p_c), s	0.3	15.0		0.4		30.6						

Intersection Summary

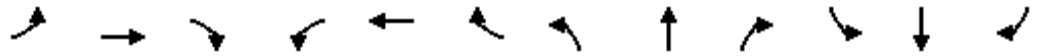
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑↑	↔	↔↔		↔			
Traffic Volume (veh/h)	309	1358	0	0	1502	401	905	0	324	0	0	0
Future Volume (veh/h)	309	1358	0	0	1502	401	905	0	324	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1870	0	0	1870	1856	1870	0	1870			
Adj Flow Rate, veh/h	315	1386	0	0	1533	0	923	0	331			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	2	0	0	2	3	2	0	2			
Cap, veh/h	366	3013	0	0	3245		1044	0	479			
Arrive On Green	0.21	1.00	0.00	0.00	0.43	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	3428	5274	0	0	7930	1572	3456	0	1585			
Grp Volume(v), veh/h	315	1386	0	0	1533	0	923	0	331			
Grp Sat Flow(s),veh/h/ln	1714	1702	0	0	1515	1572	1728	0	1585			
Q Serve(g_s), s	12.8	0.0	0.0	0.0	21.0	0.0	36.9	0.0	26.7			
Cycle Q Clear(g_c), s	12.8	0.0	0.0	0.0	21.0	0.0	36.9	0.0	26.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	366	3013	0	0	3245		1044	0	479			
V/C Ratio(X)	0.86	0.46	0.00	0.00	0.47		0.88	0.00	0.69			
Avail Cap(c_a), veh/h	520	3013	0	0	3245		1344	0	617			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	0.70	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	56.0	0.0	0.0	0.0	29.7	0.0	48.2	0.0	44.6			
Incr Delay (d2), s/veh	9.2	0.5	0.0	0.0	0.3	0.0	6.0	0.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	9.0	0.2	0.0	0.0	11.4	0.0	23.6	0.0	16.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	0.5	0.0	0.0	30.1	0.0	54.1	0.0	46.9			
LnGrp LOS	E	A	A	A	C		D	A	D			
Approach Vol, veh/h		1701			1533	A		1254				
Approach Delay, s/veh		12.4			30.1			52.2				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		93.6			23.5	70.1		51.4				
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6				
Max Green Setting (Gmax), s		73.0			22.0	* 45		56.4				
Max Q Clear Time (g_c+I1), s		2.0			14.8	23.0		38.9				
Green Ext Time (p_c), s		14.0			0.6	11.2		5.0				

Intersection Summary

HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

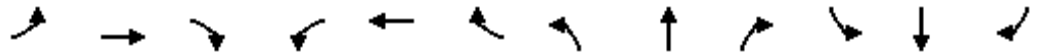
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

10/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑		↗	↖	↖
Traffic Volume (veh/h)	95	1512	75	42	1701	116	63	5	3	84	1	139
Future Volume (veh/h)	95	1512	75	42	1701	116	63	5	3	84	1	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1592	79	44	1791	122	66	5	3	89	0	146
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2916	145	57	2664	181	86	53	32	374	0	166
Arrive On Green	0.14	1.00	1.00	0.06	1.00	1.00	0.05	0.05	0.05	0.11	0.00	0.11
Sat Flow, veh/h	1781	4983	247	1781	4883	332	1781	1095	657	3563	0	1585
Grp Volume(v), veh/h	100	1087	584	44	1247	666	66	0	8	89	0	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1826	1781	1702	1811	1781	0	1752	1781	0	1585
Q Serve(g_s), s	7.9	0.0	0.0	3.5	0.0	0.0	5.3	0.0	0.6	3.3	0.0	13.2
Cycle Q Clear(g_c), s	7.9	0.0	0.0	3.5	0.0	0.0	5.3	0.0	0.6	3.3	0.0	13.2
Prop In Lane	1.00		0.14	1.00		0.18	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	121	1992	1069	57	1857	988	86	0	85	374	0	166
V/C Ratio(X)	0.83	0.55	0.55	0.78	0.67	0.67	0.77	0.00	0.09	0.24	0.00	0.88
Avail Cap(c_a), veh/h	211	1992	1069	168	1857	988	158	0	156	391	0	174
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.48	0.48	0.48	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.8	0.0	0.0	67.4	0.0	0.0	68.2	0.0	66.0	59.6	0.0	64.0
Incr Delay (d2), s/veh	11.4	0.9	1.7	10.3	0.5	0.9	13.2	0.0	0.5	0.3	0.0	35.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.5	0.9	3.1	0.2	0.5	5.0	0.0	0.5	2.8	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.3	0.9	1.7	77.7	0.5	0.9	81.4	0.0	66.4	59.9	0.0	99.3
LnGrp LOS	E	A	A	E	A	A	F	A	E	E	A	F
Approach Vol, veh/h		1771			1957			74			235	
Approach Delay, s/veh		5.3			2.4			79.8			84.4	
Approach LOS		A			A			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	92.7		16.1	17.7	86.9		24.3				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	69.2		* 13	17.2	* 66		15.9				
Max Q Clear Time (g_c+I1), s	5.5	2.0		7.3	9.9	2.0		15.2				
Green Ext Time (p_c), s	0.0	23.1		0.1	0.1	29.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

10/19/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	479	1214	27	20	975	296	87	64	32	263	46	644
Future Volume (veh/h)	479	1214	27	20	975	296	87	64	32	263	46	644
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	499	1265	28	21	1016	308	91	67	33	274	0	703
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	3	2	2	3	2	2	2	2	2	2
Cap, veh/h	539	2511	56	35	1256	556	112	189	93	329	0	590
Arrive On Green	0.31	0.98	0.98	0.02	0.35	0.35	0.06	0.16	0.16	0.09	0.00	0.19
Sat Flow, veh/h	3456	5140	114	1781	3554	1572	1781	1183	583	3563	0	3170
Grp Volume(v), veh/h	499	838	455	21	1016	308	91	0	100	274	0	703
Grp Sat Flow(s),veh/h/ln	1728	1702	1850	1781	1777	1572	1781	0	1765	1781	0	1585
Q Serve(g_s), s	20.3	1.6	1.6	1.7	37.5	22.8	7.3	0.0	7.3	11.0	0.0	27.0
Cycle Q Clear(g_c), s	20.3	1.6	1.6	1.7	37.5	22.8	7.3	0.0	7.3	11.0	0.0	27.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	539	1663	904	35	1256	556	112	0	282	329	0	590
V/C Ratio(X)	0.93	0.50	0.50	0.60	0.81	0.55	0.81	0.00	0.36	0.83	0.00	1.19
Avail Cap(c_a), veh/h	572	1663	904	170	1256	556	143	0	282	442	0	590
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.1	0.9	0.9	70.5	42.4	37.7	67.1	0.0	54.3	64.7	0.0	59.0
Incr Delay (d2), s/veh	17.9	0.9	1.7	15.3	5.7	3.9	23.6	0.0	3.5	9.8	0.0	101.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.1	1.0	1.4	1.7	23.9	14.4	7.3	0.0	6.4	9.2	0.0	28.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	1.8	2.5	85.8	48.1	41.6	90.7	0.0	57.8	74.5	0.0	160.9
LnGrp LOS	E	A	A	F	D	D	F	A	E	E	A	F
Approach Vol, veh/h		1792			1345			191			977	
Approach Delay, s/veh		20.1			47.2			73.5			136.7	
Approach LOS		C			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	79.0	22.4	32.5	30.6	59.5	18.5	36.4				
Change Period (Y+Rc), s	* 8.2	* 8.2	9.0	* 9.4	8.0	* 8.2	* 9.4	* 9.4				
Max Green Setting (Gmax), s	* 14	* 58	18.0	* 21	24.0	* 48	* 12	* 27				
Max Q Clear Time (g_c+I1), s	3.7	3.6	13.0	9.3	22.3	39.5	9.3	29.0				
Green Ext Time (p_c), s	0.0	11.1	0.4	0.3	0.4	4.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				57.4								
HCM 6th LOS				E								
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Appendix N | 2033 Build – Synchro Reports

2033 AM

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

11/05/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↘↙		↖↗	↗↘↙		↖	↗		↖↗	↗	
Traffic Volume (veh/h)	110	1758	32	143	2610	263	23	31	67	440	20	78
Future Volume (veh/h)	110	1758	32	143	2610	263	23	31	67	440	20	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	1851	34	151	2747	277	24	33	71	463	21	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	2762	51	415	2607	254	78	23	50	423	41	160
Arrive On Green	0.10	0.53	0.53	0.24	1.00	1.00	0.04	0.04	0.04	0.12	0.12	0.12
Sat Flow, veh/h	1781	5163	95	3456	4730	462	1781	529	1137	3456	334	1302
Grp Volume(v), veh/h	116	1220	665	151	1952	1072	24	0	104	463	0	103
Grp Sat Flow(s),veh/h/ln	1781	1702	1853	1728	1702	1787	1781	0	1666	1728	0	1636
Q Serve(g_s), s	10.0	41.6	41.6	5.8	0.0	85.2	2.1	0.0	7.0	19.6	0.0	9.4
Cycle Q Clear(g_c), s	10.0	41.6	41.6	5.8	0.0	85.2	2.1	0.0	7.0	19.6	0.0	9.4
Prop In Lane	1.00		0.05	1.00		0.26	1.00		0.68	1.00		0.80
Lane Grp Cap(c), veh/h	183	1821	992	415	1876	985	78	0	73	423	0	200
V/C Ratio(X)	0.64	0.67	0.67	0.36	1.04	1.09	0.31	0.00	1.43	1.09	0.00	0.51
Avail Cap(c_a), veh/h	183	1821	992	415	1876	985	78	0	73	423	0	200
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.58	0.58	0.58	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.9	27.0	27.0	55.7	0.0	0.0	74.2	0.0	76.5	70.2	0.0	65.7
Incr Delay (d2), s/veh	7.1	2.0	3.6	0.3	27.5	50.1	2.2	0.0	254.5	71.5	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	23.7	26.1	4.4	10.8	19.6	1.8	0.0	14.0	19.6	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	28.9	30.6	56.0	27.5	50.1	76.4	0.0	331.0	141.7	0.0	70.2
LnGrp LOS	E	C	C	E	F	F	E	A	F	F	A	E
Approach Vol, veh/h		2001			3175			128				566
Approach Delay, s/veh		32.2			36.5			283.3				128.7
Approach LOS		C			D			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	96.6		16.4	27.8	93.8		29.0				
Change Period (Y+Rc), s	* 8.4	* 8.4		* 9.4	* 8.4	* 8.2		9.4				
Max Green Setting (Gmax), s	* 9.8	* 88		* 7	* 12	* 86		19.6				
Max Q Clear Time (g_c+I1), s	12.0	87.2		9.0	7.8	43.6		21.6				
Green Ext Time (p_c), s	0.0	1.0		0.0	0.2	19.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay	49.3											
HCM 6th LOS	D											

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

11/05/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘	↑↑↑					↖		↗
Traffic Volume (veh/h)	0	1476	912	358	2705	0	0	0	0	391	0	415
Future Volume (veh/h)	0	1476	912	358	2705	0	0	0	0	391	0	415
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1856	1826	1841	0				1811	0	1811
Adj Flow Rate, veh/h	0	1554	0	377	2847	0				412	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	3	5	4	0				6	0	6
Cap, veh/h	0	1993		1335	3842	0				466	0	
Arrive On Green	0.00	0.66	0.00	0.79	1.00	0.00				0.14	0.00	0.00
Sat Flow, veh/h	0	6700	1572	3374	5191	0				3346	0	1535
Grp Volume(v), veh/h	0	1554	0	377	2847	0				412	0	0
Grp Sat Flow(s),veh/h/ln	0	1215	1572	1687	1675	0				1673	0	1535
Q Serve(g_s), s	0.0	28.8	0.0	4.8	0.0	0.0				19.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	28.8	0.0	4.8	0.0	0.0				19.3	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1993		1335	3842	0				466	0	
V/C Ratio(X)	0.00	0.78		0.28	0.74	0.00				0.88	0.00	
Avail Cap(c_a), veh/h	0	1993		1335	3842	0				598	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.54	0.00	0.27	0.27	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	23.4	0.0	10.6	0.0	0.0				67.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.0	0.0	0.4	0.0				12.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.5	0.0	2.7	0.2	0.0				14.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.1	0.0	10.6	0.4	0.0				79.8	0.0	0.0
LnGrp LOS	A	C		B	A	A				E	A	
Approach Vol, veh/h		1554	A		3224						412	A
Approach Delay, s/veh		25.1			1.6						79.8	
Approach LOS		C			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	70.3	59.0		30.7		129.3						
Change Period (Y+Rc), s	7.0	6.5		8.4		* 7						
Max Green Setting (Gmax), s	57.0	52.5		28.6		* 1.2E2						
Max Q Clear Time (g_c+I1), s	6.8	30.8		21.3		2.0						
Green Ext Time (p_c), s	1.4	11.5		0.9		74.3						

Intersection Summary

HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes


























* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

11/05/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   		 					
Traffic Volume (veh/h)	315	1552	0	0	1826	251	1236	0	532	0	0	0
Future Volume (veh/h)	315	1552	0	0	1826	251	1236	0	532	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1826	1841	0	0	1841	1826	1841	0	1870			
Adj Flow Rate, veh/h	332	1634	0	0	1922	0	1301	0	560			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	5	4	0	0	4	5	4	0	2			
Cap, veh/h	380	2392	0	0	2338		1450	0	676			
Arrive On Green	0.23	0.95	0.00	0.00	0.10	0.00	0.43	0.00	0.43			
Sat Flow, veh/h	3374	5191	0	0	7805	1547	3401	0	1585			
Grp Volume(v), veh/h	332	1634	0	0	1922	0	1301	0	560			
Grp Sat Flow(s),veh/h/ln	1687	1675	0	0	1491	1547	1700	0	1585			
Q Serve(g_s), s	15.2	7.1	0.0	0.0	40.4	0.0	56.9	0.0	50.1			
Cycle Q Clear(g_c), s	15.2	7.1	0.0	0.0	40.4	0.0	56.9	0.0	50.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	380	2392	0	0	2338		1450	0	676			
V/C Ratio(X)	0.87	0.68	0.00	0.00	0.82		0.90	0.00	0.83			
Avail Cap(c_a), veh/h	569	2392	0	0	2338		1773	0	826			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.55	0.55	0.00	0.00	0.60	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	60.9	2.2	0.0	0.0	67.4	0.0	42.6	0.0	40.7			
Incr Delay (d2), s/veh	5.7	0.9	0.0	0.0	2.1	0.0	5.6	0.0	5.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	9.0	2.2	0.0	0.0	21.7	0.0	33.4	0.0	28.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	3.1	0.0	0.0	69.4	0.0	48.3	0.0	46.6			
LnGrp LOS	E	A	A	A	E		D	A	D			
Approach Vol, veh/h		1966			1922	A		1861				
Approach Delay, s/veh		13.8			69.4			47.8				
Approach LOS		B			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		84.2			26.0	58.2		75.8				
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6				
Max Green Setting (Gmax), s		61.0			27.0	* 28		83.4				
Max Q Clear Time (g_c+I1), s		9.1			17.2	42.4		58.9				
Green Ext Time (p_c), s		17.8			0.8	0.0		9.4				

Intersection Summary

HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

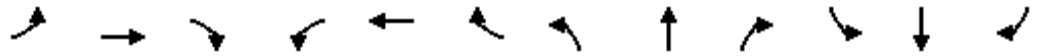
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

11/05/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↖	↗
Traffic Volume (veh/h)	114	1912	58	36	1854	121	70	9	22	104	14	153
Future Volume (veh/h)	114	1912	58	36	1854	121	70	9	22	104	14	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1811	1767	1870	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	120	2013	61	38	1952	127	74	9	23	120	0	161
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	9	2	2	2	2	2	2	2	3
Cap, veh/h	140	3076	93	48	2698	175	96	25	64	376	0	166
Arrive On Green	0.16	1.00	1.00	0.06	1.00	1.00	0.05	0.05	0.05	0.11	0.00	0.11
Sat Flow, veh/h	1781	5093	154	1682	4900	318	1781	466	1190	3563	0	1572
Grp Volume(v), veh/h	120	1344	730	38	1354	725	74	0	32	120	0	161
Grp Sat Flow(s),veh/h/ln	1781	1702	1843	1682	1702	1813	1781	0	1656	1781	0	1572
Q Serve(g_s), s	10.5	0.0	0.0	3.6	0.0	0.0	6.6	0.0	3.0	5.0	0.0	16.3
Cycle Q Clear(g_c), s	10.5	0.0	0.0	3.6	0.0	0.0	6.6	0.0	3.0	5.0	0.0	16.3
Prop In Lane	1.00		0.08	1.00		0.18	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	140	2056	1113	48	1874	998	96	0	89	376	0	166
V/C Ratio(X)	0.85	0.65	0.66	0.79	0.72	0.73	0.77	0.00	0.36	0.32	0.00	0.97
Avail Cap(c_a), veh/h	258	2056	1113	186	1874	998	144	0	134	376	0	166
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.35	0.35	0.35	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.5	0.0	0.0	75.0	0.0	0.0	74.7	0.0	73.1	66.2	0.0	71.3
Incr Delay (d2), s/veh	8.5	1.0	1.8	9.7	0.9	1.7	13.6	0.0	2.4	0.5	0.0	60.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	0.5	1.0	2.9	0.4	0.8	6.1	0.0	2.4	4.2	0.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.0	1.0	1.8	84.7	0.9	1.7	88.4	0.0	75.5	66.7	0.0	131.8
LnGrp LOS	E	A	A	F	A	A	F	A	E	E	A	F
Approach Vol, veh/h		2194			2117			106				281
Approach Delay, s/veh		5.3			2.6			84.5				104.0
Approach LOS		A			A			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	104.4		17.7	20.4	95.9		26.0				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	17.7	79.2		* 13	23.2	* 74		16.9				
Max Q Clear Time (g_c+I1), s	5.6	2.0		8.6	12.5	2.0		18.3				
Green Ext Time (p_c), s	0.0	36.6		0.1	0.2	35.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

11/05/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	513	1348	102	26	1333	352	57	50	30	335	37	656
Future Volume (veh/h)	513	1348	102	26	1333	352	57	50	30	335	37	656
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1856	1856	1841	1796	1781	1870	1870	1870
Adj Flow Rate, veh/h	529	1390	105	27	1374	363	59	52	31	345	0	701
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	3	3	4	7	8	2	2	2
Cap, veh/h	557	2652	200	39	1450	647	75	116	69	356	0	530
Arrive On Green	0.32	1.00	1.00	0.02	0.41	0.41	0.04	0.11	0.11	0.10	0.00	0.17
Sat Flow, veh/h	3428	4804	363	1781	3526	1572	1753	1054	629	3563	0	3170
Grp Volume(v), veh/h	529	977	518	27	1374	363	59	0	83	345	0	701
Grp Sat Flow(s),veh/h/ln	1714	1689	1790	1781	1763	1572	1753	0	1683	1781	0	1585
Q Serve(g_s), s	24.1	0.0	0.0	2.4	60.2	20.9	5.3	0.0	7.4	15.4	0.0	26.8
Cycle Q Clear(g_c), s	24.1	0.0	0.0	2.4	60.2	20.9	5.3	0.0	7.4	15.4	0.0	26.8
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	557	1864	988	39	1450	647	75	0	185	356	0	530
V/C Ratio(X)	0.95	0.52	0.52	0.69	0.95	0.56	0.79	0.00	0.45	0.97	0.00	1.32
Avail Cap(c_a), veh/h	557	1864	988	154	1450	647	138	0	185	356	0	530
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.4	0.0	0.0	77.7	45.4	19.8	75.9	0.0	66.7	71.7	0.0	66.6
Incr Delay (d2), s/veh	20.4	0.7	1.4	19.8	14.1	3.5	16.4	0.0	7.7	39.2	0.0	157.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.9	0.3	0.7	2.4	37.3	13.0	5.0	0.0	6.5	13.9	0.0	34.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	0.7	1.4	97.6	59.5	23.3	92.3	0.0	74.3	110.9	0.0	224.3
LnGrp LOS	E	A	A	F	E	C	F	A	E	F	A	F
Approach Vol, veh/h		2024			1764			142			1046	
Approach Delay, s/veh		20.0			52.6			81.8			186.9	
Approach LOS		B			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	96.3	25.0	27.0	34.0	74.0	16.2	35.8				
Change Period (Y+Rc), s	* 8.2	8.0	* 9	9.4	* 8	8.2	* 9.4	9.0				
Max Green Setting (Gmax), s	* 14	78.0	* 16	17.6	* 26	65.8	* 13	21.0				
Max Q Clear Time (g_c+I1), s	4.4	2.0	17.4	9.4	26.1	62.2	7.3	28.8				
Green Ext Time (p_c), s	0.0	14.8	0.0	0.2	0.0	2.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 68.4

HCM 6th LOS E

Notes

User approved volume balancing among the lanes for turning movement.

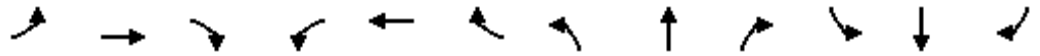
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2033 PM

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

09/23/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑		↖	↑	
Traffic Volume (veh/h)	82	2110	70	124	2058	262	58	16	62	531	32	60
Future Volume (veh/h)	82	2110	70	124	2058	262	58	16	62	531	32	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1767	1856	1856	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	86	2221	74	131	2166	276	61	17	65	559	34	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	9	3	3	2	2	2	4	2	2
Cap, veh/h	107	2163	72	294	2080	260	113	22	82	599	103	192
Arrive On Green	0.06	0.43	0.43	0.18	0.91	0.91	0.06	0.06	0.06	0.18	0.18	0.18
Sat Flow, veh/h	1781	5076	169	3264	4560	570	1781	339	1297	3401	587	1088
Grp Volume(v), veh/h	86	1487	808	131	1594	848	61	0	82	559	0	97
Grp Sat Flow(s),veh/h/ln	1781	1702	1840	1632	1689	1753	1781	0	1637	1700	0	1675
Q Serve(g_s), s	6.9	61.8	61.8	5.2	66.1	66.1	4.8	0.0	7.2	23.5	0.0	7.3
Cycle Q Clear(g_c), s	6.9	61.8	61.8	5.2	66.1	66.1	4.8	0.0	7.2	23.5	0.0	7.3
Prop In Lane	1.00		0.09	1.00		0.33	1.00		0.79	1.00		0.65
Lane Grp Cap(c), veh/h	107	1451	784	294	1541	800	113	0	104	599	0	295
V/C Ratio(X)	0.80	1.02	1.03	0.45	1.03	1.06	0.54	0.00	0.79	0.93	0.00	0.33
Avail Cap(c_a), veh/h	170	1451	784	294	1541	800	130	0	120	600	0	296
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.3	41.6	41.6	56.2	6.4	6.4	65.8	0.0	66.9	58.9	0.0	52.2
Incr Delay (d2), s/veh	13.7	30.2	40.2	0.8	29.6	45.6	3.9	0.0	25.8	22.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	41.0	46.6	3.7	13.4	18.6	4.2	0.0	6.8	17.8	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.0	71.8	81.8	57.1	36.0	52.0	69.8	0.0	92.7	81.1	0.0	53.6
LnGrp LOS	F	F	F	E	F	F	E	A	F	F	A	D
Approach Vol, veh/h		2381			2573			143				656
Approach Delay, s/veh		75.5			42.3			82.9				77.0
Approach LOS		E			D			F				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.9	74.5		18.6	21.4	70.0		35.0				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.2		9.4				
Max Green Setting (Gmax), s	* 14	* 60		* 11	* 12	* 62		25.6				
Max Q Clear Time (g_c+I1), s	8.9	68.1		9.2	7.2	63.8		25.5				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.1	0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	61.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

09/23/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘	↑↑↑					↖		↗
Traffic Volume (veh/h)	0	1633	1204	511	2226	0	0	0	0	269	0	396
Future Volume (veh/h)	0	1633	1204	511	2226	0	0	0	0	269	0	396
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1841	0	1841
Adj Flow Rate, veh/h	0	1666	0	521	2271	0				274	0	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, %	0	2	2	2	2	0				4	0	4
Cap, veh/h	0	2064		1439	4063	0				333	0	
Arrive On Green	0.00	0.67	0.00	0.83	1.00	0.00				0.10	0.00	0.00
Sat Flow, veh/h	0	6808	1585	3456	5274	0				3401	0	1560
Grp Volume(v), veh/h	0	1666	0	521	2271	0				274	0	0
Grp Sat Flow(s),veh/h/ln	0	1234	1585	1728	1702	0				1700	0	1560
Q Serve(g_s), s	0.0	28.2	0.0	5.2	0.0	0.0				11.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	28.2	0.0	5.2	0.0	0.0				11.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2064		1439	4063	0				333	0	
V/C Ratio(X)	0.00	0.81		0.36	0.56	0.00				0.82	0.00	
Avail Cap(c_a), veh/h	0	2064		1439	4063	0				600	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.00	0.65	0.65	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.6	0.0	7.5	0.0	0.0				64.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	0.4	0.0				5.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	5.9	0.0	2.9	0.2	0.0				9.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.0	0.0	7.6	0.4	0.0				69.2	0.0	0.0
LnGrp LOS	A	C		A	A	A				E	A	
Approach Vol, veh/h		1666	A		2792						274	A
Approach Delay, s/veh		21.0			1.7						69.2	
Approach LOS		C			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	67.4	55.0		22.6		122.4						
Change Period (Y+Rc), s	7.0	6.5		8.4		* 7						
Max Green Setting (Gmax), s	49.0	48.5		25.6		* 1E2						
Max Q Clear Time (g_c+I1), s	7.2	30.2		13.5		2.0						
Green Ext Time (p_c), s	1.9	11.1		0.8		41.8						

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes


























* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

09/23/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   		 					
Traffic Volume (veh/h)	314	1589	0	0	1793	410	944	0	350	0	0	0
Future Volume (veh/h)	314	1589	0	0	1793	410	944	0	350	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1870	0	0	1870	1856	1870	0	1870			
Adj Flow Rate, veh/h	320	1621	0	0	1830	0	963	0	357			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	2	0	0	2	3	2	0	2			
Cap, veh/h	371	3040	0	0	3273		1026	0	471			
Arrive On Green	0.22	1.00	0.00	0.00	0.43	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	3428	5274	0	0	7930	1572	3456	0	1585			
Grp Volume(v), veh/h	320	1621	0	0	1830	0	963	0	357			
Grp Sat Flow(s),veh/h/ln	1714	1702	0	0	1515	1572	1728	0	1585			
Q Serve(g_s), s	13.0	0.0	0.0	0.0	26.2	0.0	39.4	0.0	29.6			
Cycle Q Clear(g_c), s	13.0	0.0	0.0	0.0	26.2	0.0	39.4	0.0	29.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	371	3040	0	0	3273		1026	0	471			
V/C Ratio(X)	0.86	0.53	0.00	0.00	0.56		0.94	0.00	0.76			
Avail Cap(c_a), veh/h	520	3040	0	0	3273		1058	0	485			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.56	0.56	0.00	0.00	0.48	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	55.8	0.0	0.0	0.0	30.8	0.0	49.7	0.0	46.2			
Incr Delay (d2), s/veh	6.2	0.4	0.0	0.0	0.3	0.0	14.9	0.0	6.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	8.1	0.2	0.0	0.0	13.0	0.0	26.4	0.0	18.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	0.4	0.0	0.0	31.2	0.0	64.6	0.0	52.9			
LnGrp LOS	E	A	A	A	C		E	A	D			
Approach Vol, veh/h		1941			1830	A		1320				
Approach Delay, s/veh		10.5			31.2			61.4				
Approach LOS		B			C			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		94.3			23.7	70.7		50.7				
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6				
Max Green Setting (Gmax), s		85.0			22.0	* 57		44.4				
Max Q Clear Time (g_c+I1), s		2.0			15.0	28.2		41.4				
Green Ext Time (p_c), s		18.9			0.6	16.2		1.7				

Intersection Summary

HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes






















* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

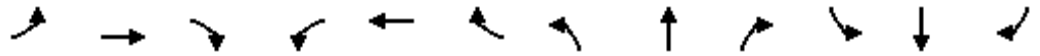
09/23/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1758	78	49	1967	131	84	8	5	103	3	152
Future Volume (veh/h)	103	1758	78	49	1967	131	84	8	5	103	3	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	1851	82	52	2071	138	88	8	5	110	0	160
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	2792	123	67	2538	168	110	67	42	405	0	180
Arrive On Green	0.15	1.00	1.00	0.01	0.17	0.17	0.06	0.06	0.06	0.11	0.00	0.11
Sat Flow, veh/h	1781	5013	222	1781	4892	324	1781	1076	673	3563	0	1585
Grp Volume(v), veh/h	108	1256	677	52	1437	772	88	0	13	110	0	160
Grp Sat Flow(s),veh/h/ln	1781	1702	1830	1781	1702	1812	1781	0	1749	1781	0	1585
Q Serve(g_s), s	8.6	0.0	0.0	4.2	59.0	59.5	7.1	0.0	1.0	4.1	0.0	14.4
Cycle Q Clear(g_c), s	8.6	0.0	0.0	4.2	59.0	59.5	7.1	0.0	1.0	4.1	0.0	14.4
Prop In Lane	1.00		0.12	1.00		0.18	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	129	1896	1019	67	1766	940	110	0	108	405	0	180
V/C Ratio(X)	0.83	0.66	0.66	0.77	0.81	0.82	0.80	0.00	0.12	0.27	0.00	0.89
Avail Cap(c_a), veh/h	211	1896	1019	168	1766	940	146	0	144	415	0	185
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.1	0.0	0.0	71.0	53.4	53.6	67.1	0.0	64.3	58.8	0.0	63.4
Incr Delay (d2), s/veh	11.5	1.5	2.8	1.7	0.3	0.6	19.9	0.0	0.5	0.4	0.0	36.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	0.7	1.4	2.7	29.6	31.8	7.0	0.0	0.9	3.4	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.7	1.5	2.8	72.7	53.6	54.2	87.1	0.0	64.8	59.1	0.0	99.8
LnGrp LOS	E	A	A	E	D	D	F	A	E	E	A	F
Approach Vol, veh/h		2041			2261			101			270	
Approach Delay, s/veh		5.7			54.3			84.2			83.2	
Approach LOS		A			D			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	88.6		18.1	18.3	83.0		25.6				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	69.2		* 12	17.2	* 66		16.9				
Max Q Clear Time (g_c+I1), s	6.2	2.0		9.1	10.6	61.5		16.4				
Green Ext Time (p_c), s	0.0	30.3		0.1	0.1	3.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				35.4								
HCM 6th LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

09/23/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔	↕↕	↔	↔	↔		↔↔	↔	↔
Traffic Volume (veh/h)	622	1333	35	35	1305	459	94	73	45	277	57	671
Future Volume (veh/h)	622	1333	35	35	1305	459	94	73	45	277	57	671
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	648	1389	36	36	1359	478	98	76	47	289	0	738
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	3	2	2	2	2	2	2
Cap, veh/h	572	2444	63	47	1208	534	119	173	107	343	0	590
Arrive On Green	0.05	0.16	0.16	0.03	0.34	0.34	0.07	0.16	0.16	0.10	0.00	0.19
Sat Flow, veh/h	3456	5118	133	1781	3554	1572	1781	1081	669	3563	0	3170
Grp Volume(v), veh/h	648	924	501	36	1359	478	98	0	123	289	0	738
Grp Sat Flow(s),veh/h/ln	1728	1702	1846	1781	1777	1572	1781	0	1750	1781	0	1585
Q Serve(g_s), s	24.0	36.4	36.4	2.9	49.3	41.8	7.9	0.0	9.2	11.6	0.0	27.0
Cycle Q Clear(g_c), s	24.0	36.4	36.4	2.9	49.3	41.8	7.9	0.0	9.2	11.6	0.0	27.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	572	1626	882	47	1208	534	119	0	279	343	0	590
V/C Ratio(X)	1.13	0.57	0.57	0.77	1.13	0.89	0.82	0.00	0.44	0.84	0.00	1.25
Avail Cap(c_a), veh/h	572	1626	882	170	1208	534	143	0	279	442	0	590
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.5	47.2	47.2	70.1	47.9	45.4	66.8	0.0	55.1	64.4	0.0	59.0
Incr Delay (d2), s/veh	74.8	1.0	1.9	22.3	67.5	20.1	26.6	0.0	5.0	11.0	0.0	126.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.3	22.5	24.4	2.9	45.4	26.3	7.9	0.0	8.0	9.7	0.0	31.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	143.4	48.3	49.1	92.5	115.3	65.4	93.3	0.0	60.0	75.5	0.0	185.2
LnGrp LOS	F	D	D	F	F	E	F	A	E	E	A	F
Approach Vol, veh/h		2073			1873			221			1027	
Approach Delay, s/veh		78.2			102.2			74.8			154.3	
Approach LOS		E			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	77.5	23.0	32.5	32.0	57.5	19.1	36.4				
Change Period (Y+Rc), s	* 8.2	* 8.2	9.0	* 9.4	8.0	* 8.2	* 9.4	* 9.4				
Max Green Setting (Gmax), s	* 14	* 58	18.0	* 21	24.0	* 48	* 12	* 27				
Max Q Clear Time (g_c+I1), s	4.9	38.4	13.6	11.2	26.0	51.3	9.9	29.0				
Green Ext Time (p_c), s	0.0	9.3	0.4	0.4	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	101.7
HCM 6th LOS	F

Notes

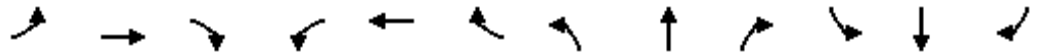
User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix O | Year of Failure – Synchro Reports

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖↗	↑↑↑		↖	↑		↖↗	↑	
Traffic Volume (veh/h)	116	2171	35	165	3151	296	26	32	81	488	25	87
Future Volume (veh/h)	116	2171	35	165	3151	296	26	32	81	488	25	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	2285	37	174	3317	312	27	34	85	514	26	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	2815	45	222	2516	230	102	27	68	336	35	124
Arrive On Green	0.08	0.54	0.54	0.09	0.70	0.70	0.06	0.06	0.06	0.10	0.10	0.10
Sat Flow, veh/h	1781	5176	84	3456	4762	435	1781	474	1184	3456	361	1279
Grp Volume(v), veh/h	122	1501	821	174	2342	1287	27	0	119	514	0	118
Grp Sat Flow(s),veh/h/ln	1781	1702	1855	1728	1702	1792	1781	0	1657	1728	0	1640
Q Serve(g_s), s	10.1	54.0	54.3	7.4	79.3	79.3	2.2	0.0	8.6	14.6	0.0	10.5
Cycle Q Clear(g_c), s	10.1	54.0	54.3	7.4	79.3	79.3	2.2	0.0	8.6	14.6	0.0	10.5
Prop In Lane	1.00		0.05	1.00		0.24	1.00		0.71	1.00		0.78
Lane Grp Cap(c), veh/h	144	1851	1009	222	1799	947	102	0	95	336	0	160
V/C Ratio(X)	0.85	0.81	0.81	0.78	1.30	1.36	0.26	0.00	1.25	1.53	0.00	0.74
Avail Cap(c_a), veh/h	188	1851	1009	336	1799	947	102	0	95	336	0	160
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.26	0.26	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.0	27.9	28.0	67.6	22.3	22.3	67.7	0.0	70.7	67.7	0.0	65.8
Incr Delay (d2), s/veh	23.2	4.0	7.2	1.8	137.1	163.4	1.4	0.0	174.7	252.3	0.0	19.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	29.8	33.3	4.7	79.2	94.4	1.9	0.0	13.9	29.0	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.2	31.9	35.1	69.4	159.4	185.7	69.0	0.0	245.4	320.0	0.0	85.5
LnGrp LOS	F	C	D	E	F	F	E	A	F	F	A	F
Approach Vol, veh/h		2444			3803			146				632
Approach Delay, s/veh		36.0			164.2			212.8				276.2
Approach LOS		D			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.3	87.7		18.0	18.0	90.0		24.0				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.4		9.4				
Max Green Setting (Gmax), s	* 16	* 76		* 8.6	* 15	* 77		14.6				
Max Q Clear Time (g_c+I1), s	12.1	81.3		10.6	9.4	56.3		16.6				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.2	15.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	130.7
HCM 6th LOS	F













Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd


























09/14/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘↗	↑↑↑					↘↗		↗
Traffic Volume (veh/h)	0	1826	1066	380	3166	0	0	0	0	412	0	497
Future Volume (veh/h)	0	1826	1066	380	3166	0	0	0	0	412	0	497
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1856	1826	1841	0				1811	0	1811
Adj Flow Rate, veh/h	0	1922	0	400	3333	0				434	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	3	5	4	0				6	0	6
Cap, veh/h	0	3501		439	3785	0				489	0	
Arrive On Green	0.00	0.58	0.00	0.26	1.00	0.00				0.15	0.00	0.00
Sat Flow, veh/h	0	6700	1572	3374	5191	0				3346	0	1535
Grp Volume(v), veh/h	0	1922	0	400	3333	0				434	0	0
Grp Sat Flow(s),veh/h/ln	0	1215	1572	1687	1675	0				1673	0	1535
Q Serve(g_s), s	0.0	29.4	0.0	17.2	0.0	0.0				19.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	29.4	0.0	17.2	0.0	0.0				19.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3501		439	3785	0				489	0	
V/C Ratio(X)	0.00	0.55		0.91	0.88	0.00				0.89	0.00	
Avail Cap(c_a), veh/h	0	3501		472	3785	0				593	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.12	0.00	0.09	0.09	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.7	0.0	54.6	0.0	0.0				62.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	2.7	0.3	0.0				13.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	9.7	0.0	7.7	0.2	0.0				14.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.8	0.0	57.3	0.3	0.0				76.1	0.0	0.0
LnGrp LOS	A	B		E	A	A				E	A	
Approach Vol, veh/h		1922	A		3733						434	A
Approach Delay, s/veh		19.8			6.4						76.1	
Approach LOS		B			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.5	93.1		30.3		119.7						
Change Period (Y+Rc), s	7.0	* 6.7		8.4		* 6.7						
Max Green Setting (Gmax), s	21.0	* 81		26.6		* 1.1E2						
Max Q Clear Time (g_c+I1), s	19.2	31.4		21.1		2.0						
Green Ext Time (p_c), s	0.3	23.0		0.8		90.6						
Intersection Summary												
HCM 6th Ctrl Delay				15.6								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

09/14/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   		 					
Traffic Volume (veh/h)	382	1857	0	0	2111	266	1436	0	554	0	0	0
Future Volume (veh/h)	382	1857	0	0	2111	266	1436	0	554	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1826	1841	0	0	1841	1826	1841	0	1870			
Adj Flow Rate, veh/h	402	1955	0	0	2222	0	1512	0	583			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	5	4	0	0	4	5	4	0	2			
Cap, veh/h	443	2583	0	0	2455		1575	0	734			
Arrive On Green	0.13	0.51	0.00	0.00	0.33	0.00	0.46	0.00	0.46			
Sat Flow, veh/h	3374	5191	0	0	7805	1547	3401	0	1585			
Grp Volume(v), veh/h	402	1955	0	0	2222	0	1512	0	583			
Grp Sat Flow(s),veh/h/ln	1687	1675	0	0	1491	1547	1700	0	1585			
Q Serve(g_s), s	17.6	46.4	0.0	0.0	42.7	0.0	64.5	0.0	46.8			
Cycle Q Clear(g_c), s	17.6	46.4	0.0	0.0	42.7	0.0	64.5	0.0	46.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	443	2583	0	0	2455		1575	0	734			
V/C Ratio(X)	0.91	0.76	0.00	0.00	0.91		0.96	0.00	0.79			
Avail Cap(c_a), veh/h	450	2583	0	0	2455		1596	0	744			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	0.41	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.3	29.0	0.0	0.0	48.1	0.0	38.9	0.0	34.2			
Incr Delay (d2), s/veh	17.5	1.6	0.0	0.0	2.7	0.0	14.1	0.0	5.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	12.7	24.5	0.0	0.0	20.1	0.0	38.9	0.0	26.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.8	30.6	0.0	0.0	50.8	0.0	53.0	0.0	40.1			
LnGrp LOS	F	C	A	A	D		D	A	D			
Approach Vol, veh/h		2357			2222	A		2095				
Approach Delay, s/veh		39.3			50.8			49.4				
Approach LOS		D			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.5			27.7	57.8		77.1				
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6				
Max Green Setting (Gmax), s		64.0			20.0	* 38		70.4				
Max Q Clear Time (g_c+I1), s		48.4			19.6	44.7		66.5				
Green Ext Time (p_c), s		11.4			0.1	0.0		3.0				

Intersection Summary

HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

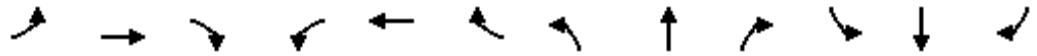
09/14/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	2159	61	38	2095	127	73	10	24	112	16	158
Future Volume (veh/h)	121	2159	61	38	2095	127	73	10	24	112	16	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1767	1870	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	127	2273	64	40	2205	134	77	11	25	130	0	166
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	9	2	2	2	2	2	2	2	3
Cap, veh/h	148	2926	82	50	2544	154	100	28	65	424	0	187
Arrive On Green	0.17	1.00	1.00	0.06	1.00	1.00	0.06	0.06	0.06	0.12	0.00	0.12
Sat Flow, veh/h	1781	5105	143	1682	4924	297	1781	508	1155	3563	0	1572
Grp Volume(v), veh/h	127	1513	824	40	1519	820	77	0	36	130	0	166
Grp Sat Flow(s),veh/h/ln	1781	1702	1845	1682	1702	1817	1781	0	1663	1781	0	1572
Q Serve(g_s), s	10.4	0.0	0.0	3.5	0.0	0.0	6.4	0.0	3.1	5.0	0.0	15.6
Cycle Q Clear(g_c), s	10.4	0.0	0.0	3.5	0.0	0.0	6.4	0.0	3.1	5.0	0.0	15.6
Prop In Lane	1.00		0.08	1.00		0.16	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	148	1951	1057	50	1759	939	100	0	93	424	0	187
V/C Ratio(X)	0.86	0.78	0.78	0.79	0.86	0.87	0.77	0.00	0.39	0.31	0.00	0.89
Avail Cap(c_a), veh/h	204	1951	1057	154	1759	939	129	0	121	473	0	209
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.7	0.0	0.0	70.0	0.0	0.0	69.9	0.0	68.3	60.4	0.0	65.1
Incr Delay (d2), s/veh	9.7	1.2	2.2	2.6	0.6	1.2	18.9	0.0	2.6	0.4	0.0	31.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	0.6	1.2	2.1	0.3	0.5	6.3	0.0	2.6	4.2	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	1.2	2.2	72.6	0.6	1.2	88.7	0.0	70.9	60.8	0.0	96.8
LnGrp LOS	E	A	A	E	A	A	F	A	E	E	A	F
Approach Vol, veh/h		2464			2379			113			296	
Approach Delay, s/veh		5.1			2.0			83.1			81.0	
Approach LOS		A			A			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	93.8		17.5	20.3	85.3		26.9				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	72.2		* 11	17.2	* 69		19.9				
Max Q Clear Time (g_c+I1), s	5.5	2.0		8.4	12.4	2.0		17.6				
Green Ext Time (p_c), s	0.0	43.3		0.1	0.1	42.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				9.7								
HCM 6th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

09/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	563	1526	113	31	1521	380	64	51	34	364	39	718
Future Volume (veh/h)	563	1526	113	31	1521	380	64	51	34	364	39	718
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1856	1856	1841	1796	1796	1870	1870	1870
Adj Flow Rate, veh/h	580	1573	116	32	1568	392	66	53	35	375	0	767
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	3	3	4	7	7	2	2	2
Cap, veh/h	617	2571	190	44	1335	595	83	105	69	380	0	517
Arrive On Green	0.36	1.00	1.00	0.02	0.38	0.38	0.05	0.10	0.10	0.11	0.00	0.16
Sat Flow, veh/h	3428	4814	355	1781	3526	1572	1753	1010	667	3563	0	3170
Grp Volume(v), veh/h	580	1103	586	32	1568	392	66	0	88	375	0	767
Grp Sat Flow(s),veh/h/ln	1714	1689	1792	1781	1763	1572	1753	0	1676	1781	0	1585
Q Serve(g_s), s	24.5	0.0	0.0	2.7	56.8	22.7	5.6	0.0	7.4	15.8	0.0	24.5
Cycle Q Clear(g_c), s	24.5	0.0	0.0	2.7	56.8	22.7	5.6	0.0	7.4	15.8	0.0	24.5
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	617	1804	957	44	1335	595	83	0	174	380	0	517
V/C Ratio(X)	0.94	0.61	0.61	0.73	1.17	0.66	0.79	0.00	0.50	0.99	0.00	1.48
Avail Cap(c_a), veh/h	617	1804	957	164	1335	595	136	0	174	380	0	517
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.2	0.0	0.0	72.7	46.6	20.8	70.7	0.0	63.5	66.9	0.0	62.8
Incr Delay (d2), s/veh	14.5	0.8	1.6	20.7	86.8	5.6	15.2	0.0	10.1	42.5	0.0	227.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.8	0.4	0.8	2.6	56.5	14.2	5.2	0.0	6.6	14.4	0.0	40.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	0.8	1.6	93.4	133.4	26.4	85.9	0.0	73.6	109.4	0.0	290.6
LnGrp LOS	E	A	A	F	F	C	F	A	E	F	A	F
Approach Vol, veh/h		2269			1992			154			1142	
Approach Delay, s/veh		16.6			111.7			78.9			231.1	
Approach LOS		B			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	88.1	25.0	25.0	35.0	65.0	16.5	33.5				
Change Period (Y+Rc), s	* 8.2	8.0	* 9	9.4	* 8	8.2	* 9.4	9.0				
Max Green Setting (Gmax), s	* 14	70.0	* 16	15.6	* 27	56.8	* 12	20.0				
Max Q Clear Time (g_c+I1), s	4.7	2.0	17.8	9.4	26.5	58.8	7.6	26.5				
Green Ext Time (p_c), s	0.0	18.5	0.0	0.2	0.1	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	96.5
HCM 6th LOS	F




























Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Shoppes Dr & Wickham Rd













09/23/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			 		 	 	
Traffic Volume (veh/h)	88	2624	75	146	2511	289	61	18	73	586	38	69
Future Volume (veh/h)	88	2624	75	146	2511	289	61	18	73	586	38	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1767	1856	1856	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	93	2762	79	154	2643	304	64	19	77	617	40	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	9	3	3	2	2	2	4	2	2
Cap, veh/h	114	2175	62	266	2052	227	128	23	94	600	105	191
Arrive On Green	0.06	0.43	0.43	0.16	0.89	0.89	0.07	0.07	0.07	0.18	0.18	0.18
Sat Flow, veh/h	1781	5104	145	3264	4627	513	1781	323	1311	3401	593	1082
Grp Volume(v), veh/h	93	1835	1006	154	1902	1045	64	0	96	617	0	113
Grp Sat Flow(s),veh/h/ln	1781	1702	1844	1632	1689	1763	1781	0	1634	1700	0	1676
Q Serve(g_s), s	7.5	61.8	61.8	6.3	64.3	64.3	5.0	0.0	8.4	25.6	0.0	8.6
Cycle Q Clear(g_c), s	7.5	61.8	61.8	6.3	64.3	64.3	5.0	0.0	8.4	25.6	0.0	8.6
Prop In Lane	1.00		0.08	1.00		0.29	1.00		0.80	1.00		0.65
Lane Grp Cap(c), veh/h	114	1451	786	266	1497	782	128	0	117	600	0	296
V/C Ratio(X)	0.81	1.26	1.28	0.58	1.27	1.34	0.50	0.00	0.82	1.03	0.00	0.38
Avail Cap(c_a), veh/h	170	1451	786	266	1497	782	130	0	119	600	0	296
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.0	41.6	41.6	58.4	8.2	8.2	64.8	0.0	66.4	59.7	0.0	52.7
Incr Delay (d2), s/veh	16.7	124.7	135.9	1.9	125.0	156.9	3.0	0.0	34.0	43.9	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	72.2	81.5	4.6	42.4	54.7	4.3	0.0	8.2	21.4	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.7	166.3	177.5	60.3	133.2	165.1	67.8	0.0	100.3	103.6	0.0	54.4
LnGrp LOS	F	F	F	E	F	F	E	A	F	F	A	D
Approach Vol, veh/h		2934			3101			160				730
Approach Delay, s/veh		167.5			140.3			87.3				96.0
Approach LOS		F			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	72.7		19.8	20.2	70.0		35.0				
Change Period (Y+Rc), s	* 8.2	* 8.4		* 9.4	* 8.4	* 8.2		9.4				
Max Green Setting (Gmax), s	* 14	* 60		* 11	* 12	* 62		25.6				
Max Q Clear Time (g_c+I1), s	9.5	66.3		10.4	8.3	63.8		27.6				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.1	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	145.9											
HCM 6th LOS	F											
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

2: I-95 SB On Ramp/I-95 SB Off Ramp & Wickham Rd

09/23/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘↗	↑↑↑					↖↗		↗
Traffic Volume (veh/h)	0	1941	1377	567	2695	0	0	0	0	300	0	526
Future Volume (veh/h)	0	1941	1377	567	2695	0	0	0	0	300	0	526
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1841	0	1841
Adj Flow Rate, veh/h	0	1981	0	579	2750	0				306	0	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, %	0	2	2	2	2	0				4	0	4
Cap, veh/h	0	2064		1406	4014	0				366	0	
Arrive On Green	0.00	0.67	0.00	0.81	1.00	0.00				0.11	0.00	0.00
Sat Flow, veh/h	0	6808	1585	3456	5274	0				3401	0	1560
Grp Volume(v), veh/h	0	1981	0	579	2750	0				306	0	0
Grp Sat Flow(s),veh/h/ln	0	1234	1585	1728	1702	0				1700	0	1560
Q Serve(g_s), s	0.0	43.0	0.0	6.8	0.0	0.0				12.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	43.0	0.0	6.8	0.0	0.0				12.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2064		1406	4014	0				366	0	
V/C Ratio(X)	0.00	0.96		0.41	0.69	0.00				0.84	0.00	
Avail Cap(c_a), veh/h	0	2064		1406	4014	0				600	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.00	0.37	0.37	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	23.1	0.0	8.6	0.0	0.0				63.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.0	0.1	0.4	0.0				5.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.9	0.0	3.4	0.2	0.0				9.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.8	0.0	8.7	0.4	0.0				68.8	0.0	0.0
LnGrp LOS	A	C		A	A	A				E	A	
Approach Vol, veh/h		1981	A		3329						306	A
Approach Delay, s/veh		24.8			1.8						68.8	
Approach LOS		C			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	66.0	55.0		24.0		121.0						
Change Period (Y+Rc), s	7.0	6.5		8.4		* 7						
Max Green Setting (Gmax), s	49.0	48.5		25.6		* 1E2						
Max Q Clear Time (g_c+I1), s	8.8	45.0		14.8		2.0						
Green Ext Time (p_c), s	2.2	3.1		0.8		64.6						

Intersection Summary

HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes



























* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

3: I-95 NB Off Ramp/I-95 NB On Ramp & Wickham Rd

09/23/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   	 	 					
Traffic Volume (veh/h)	374	1867	0	0	2039	439	1223	0	380	0	0	0
Future Volume (veh/h)	374	1867	0	0	2039	439	1223	0	380	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1870	0	0	1870	1856	1870	0	1870			
Adj Flow Rate, veh/h	382	1905	0	0	2081	0	1248	0	388			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	2	0	0	2	3	2	0	2			
Cap, veh/h	429	2993	0	0	3074		1058	0	485			
Arrive On Green	0.25	1.00	0.00	0.00	0.41	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	3428	5274	0	0	7930	1572	3456	0	1585			
Grp Volume(v), veh/h	382	1905	0	0	2081	0	1248	0	388			
Grp Sat Flow(s),veh/h/ln	1714	1702	0	0	1515	1572	1728	0	1585			
Q Serve(g_s), s	15.6	0.0	0.0	0.0	32.6	0.0	44.4	0.0	32.6			
Cycle Q Clear(g_c), s	15.6	0.0	0.0	0.0	32.6	0.0	44.4	0.0	32.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	429	2993	0	0	3074		1058	0	485			
V/C Ratio(X)	0.89	0.64	0.00	0.00	0.68		1.18	0.00	0.80			
Avail Cap(c_a), veh/h	520	2993	0	0	3074		1058	0	485			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.31	0.31	0.00	0.00	0.26	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	53.4	0.0	0.0	0.0	35.3	0.0	50.3	0.0	46.2			
Incr Delay (d2), s/veh	5.5	0.3	0.0	0.0	0.3	0.0	90.7	0.0	9.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	8.4	0.2	0.0	0.0	14.8	0.0	46.5	0.0	20.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	0.3	0.0	0.0	35.6	0.0	141.0	0.0	55.4			
LnGrp LOS	E	A	A	A	D		F	A	E			
Approach Vol, veh/h		2287			2081	A		1636				
Approach Delay, s/veh		10.1			35.6			120.7				
Approach LOS		B			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		93.0			26.2	66.8		52.0				
Change Period (Y+Rc), s		8.0			8.0	* 8		7.6				
Max Green Setting (Gmax), s		85.0			22.0	* 57		44.4				
Max Q Clear Time (g_c+I1), s		2.0			17.6	34.6		46.4				
Green Ext Time (p_c), s		26.5			0.6	15.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

Notes

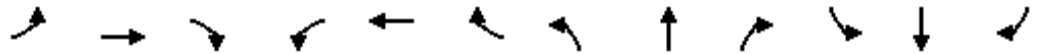
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

4: Sheriff Dr & Wickham Rd

09/23/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑		↗	↑	↗
Traffic Volume (veh/h)	114	2042	91	55	2232	137	90	19	10	111	5	156
Future Volume (veh/h)	114	2042	91	55	2232	137	90	19	10	111	5	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	2149	96	58	2349	144	95	20	11	121	0	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	2766	123	75	2516	153	119	76	42	391	0	174
Arrive On Green	0.16	1.00	1.00	0.01	0.17	0.17	0.07	0.07	0.07	0.11	0.00	0.11
Sat Flow, veh/h	1781	5011	223	1781	4922	299	1781	1134	624	3563	0	1585
Grp Volume(v), veh/h	120	1457	788	58	1617	876	95	0	31	121	0	164
Grp Sat Flow(s),veh/h/ln	1781	1702	1830	1781	1702	1817	1781	0	1758	1781	0	1585
Q Serve(g_s), s	9.5	0.0	0.0	4.7	67.9	69.1	7.6	0.0	2.4	4.5	0.0	14.9
Cycle Q Clear(g_c), s	9.5	0.0	0.0	4.7	67.9	69.1	7.6	0.0	2.4	4.5	0.0	14.9
Prop In Lane	1.00		0.12	1.00		0.16	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	142	1879	1010	75	1740	928	119	0	117	391	0	174
V/C Ratio(X)	0.85	0.78	0.78	0.77	0.93	0.94	0.80	0.00	0.26	0.31	0.00	0.94
Avail Cap(c_a), veh/h	211	1879	1010	168	1740	928	158	0	156	391	0	174
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.1	0.0	0.0	70.8	57.7	58.2	66.7	0.0	64.3	59.5	0.0	64.1
Incr Delay (d2), s/veh	13.5	2.3	4.3	1.6	1.1	2.4	18.7	0.0	1.2	0.4	0.0	51.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	1.1	2.2	2.9	34.1	37.2	7.4	0.0	2.1	3.8	0.0	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	2.3	4.3	72.4	58.8	60.6	85.4	0.0	65.5	59.9	0.0	116.0
LnGrp LOS	E	A	A	E	E	E	F	A	E	E	A	F
Approach Vol, veh/h		2365			2551			126				285
Approach Delay, s/veh		6.6			59.7			80.5				92.2
Approach LOS		A			E			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	87.8		18.8	19.3	81.9		25.0				
Change Period (Y+Rc), s	7.3	7.8		* 9.1	7.8	* 7.8		9.1				
Max Green Setting (Gmax), s	13.7	69.2		* 13	17.2	* 66		15.9				
Max Q Clear Time (g_c+I1), s	6.7	2.0		9.6	11.5	71.1		16.9				
Green Ext Time (p_c), s	0.0	39.6		0.1	0.1	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Murrell Rd & Wickham Rd

09/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	685	1518	43	40	1500	495	105	75	49	288	62	687
Future Volume (veh/h)	685	1518	43	40	1500	495	105	75	49	288	62	687
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	714	1581	45	42	1562	516	109	78	51	300	0	759
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	3	2	2	2	2	2	2
Cap, veh/h	572	2384	68	54	1185	524	131	172	113	354	0	590
Arrive On Green	0.05	0.15	0.15	0.03	0.33	0.33	0.07	0.16	0.16	0.10	0.00	0.19
Sat Flow, veh/h	3456	5103	145	1781	3554	1572	1781	1056	690	3563	0	3170
Grp Volume(v), veh/h	714	1055	571	42	1562	516	109	0	129	300	0	759
Grp Sat Flow(s),veh/h/ln	1728	1702	1844	1781	1777	1572	1781	0	1746	1781	0	1585
Q Serve(g_s), s	24.0	42.3	42.3	3.4	48.4	47.2	8.8	0.0	9.7	12.0	0.0	27.0
Cycle Q Clear(g_c), s	24.0	42.3	42.3	3.4	48.4	47.2	8.8	0.0	9.7	12.0	0.0	27.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	572	1590	861	54	1185	524	131	0	285	354	0	590
V/C Ratio(X)	1.25	0.66	0.66	0.77	1.32	0.98	0.83	0.00	0.45	0.85	0.00	1.29
Avail Cap(c_a), veh/h	572	1590	861	170	1185	524	143	0	285	442	0	590
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.5	50.6	50.6	69.8	48.3	47.9	66.3	0.0	54.8	64.2	0.0	59.0
Incr Delay (d2), s/veh	119.7	1.2	2.2	20.2	149.1	35.5	30.9	0.0	5.1	12.0	0.0	141.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.2	25.0	27.1	3.3	66.5	31.3	8.8	0.0	8.3	10.0	0.0	33.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	188.2	51.8	52.8	90.0	197.5	83.5	97.2	0.0	60.0	76.2	0.0	200.1
LnGrp LOS	F	D	D	F	F	F	F	A	E	E	A	F
Approach Vol, veh/h		2340			2120			238			1059	
Approach Delay, s/veh		93.7			167.6			77.0			165.0	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	75.9	23.4	33.0	32.0	56.6	20.0	36.4				
Change Period (Y+Rc), s	* 8.2	* 8.2	9.0	* 9.4	8.0	* 8.2	* 9.4	* 9.4				
Max Green Setting (Gmax), s	* 14	* 58	18.0	* 21	24.0	* 48	* 12	* 27				
Max Q Clear Time (g_c+I1), s	5.4	44.3	14.0	11.7	26.0	50.4	10.8	29.0				
Green Ext Time (p_c), s	0.0	8.5	0.4	0.4	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	133.3											
HCM 6th LOS	F											
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Appendix P | 90% Signing and Pavement Marking Plans

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

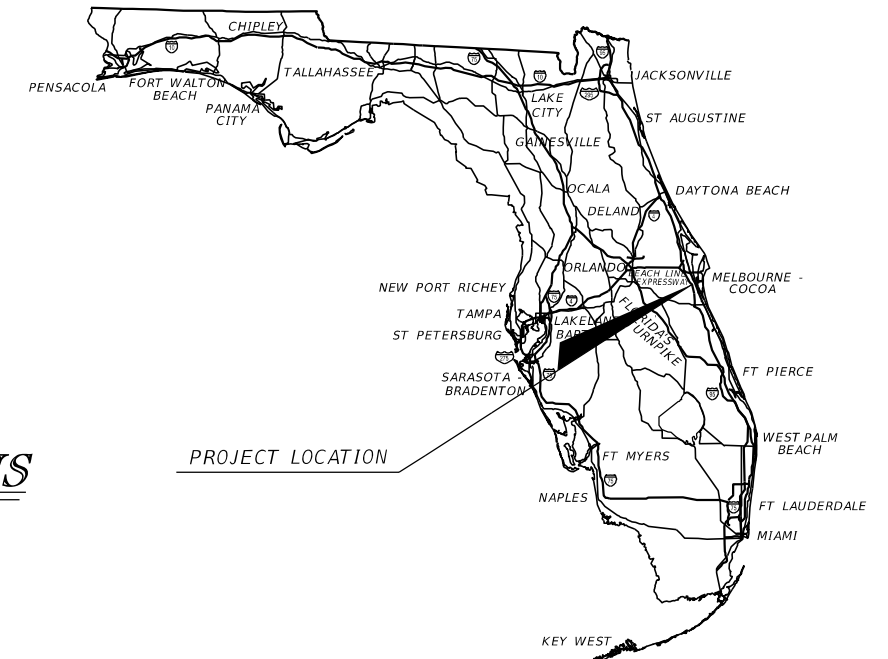
CONTRACT PLANS

FINANCIAL PROJECT ID 436125-1-52-01

BREVARD COUNTY (70220)

STATE ROAD NO. 9 (I-95) AT WICKHAM ROAD

SIGNING AND PAVEMENT MARKING PLANS



INDEX OF SIGNING AND PAVEMENT MARKING PLANS

<i>SHEET NO.</i>	<i>SHEET DESCRIPTION</i>
S-1	KEY SHEET
S-2 THRU S-4	TABULATION OF QUANTITIES
S-5	GENERAL NOTES
S-6 THRU S-20	SIGNING AND PAVEMENT MARKING PLAN SHEETS
S-21 THRU S-22	GUIDESIGN WORKSHEET

SIGNING AND PAVEMENT MARKING SHOP DRAWINGS TO BE SUBMITTED TO:

MATTHEW J WILSON, P.E.
P.E. NO.: 71605
KPM FRANKLIN
6300 HAZELTINE NATIONAL DRIVE
SUITE #118
ORLANDO, FLORIDA 32822
CONTRACT NO.: CA 136
VENDOR NO.:
CERTIFICATE OF AUTHORIZATION NO.: 32059

SIGNING AND PAVEMENT MARKING PLANS ENGINEER OF RECORD:

MATTHEW J WILSON, P.E.
P.E. NO.: 71605
KPM FRANKLIN
6300 HAZELTINE NATIONAL DRIVE
SUITE #118
ORLANDO, FLORIDA 32822
CONTRACT NO.: CA 136
VENDOR NO.:
CERTIFICATE OF AUTHORIZATION NO.: 32059

FDOT PROJECT MANAGER:
TYLER BURGETT

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY 2020-21 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: <http://www.fdot.gov/design/standardplans>

APPLICABLE IRs: IR - -

Standard Plans for Bridge Construction are included in the Structures Plans Component

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, 2019 Standard Specifications for Road and Bridge Construction at the following website: <http://www.fdot.gov/programmanagement/Implemented/SpecBooks>

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	22	377 S-1

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

TABULATION OF QUANTITIES

PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS												TOTAL THIS SHEET		GRAND TOTAL			
			S-6		S-7		S-8		S-9		S-10		S-11		S-12		PLAN	FINAL	PLAN	FINAL
			PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL						
700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	4		4		1						1		2		12			
700-1-60	SINGLE POST SIGN, REMOVE	AS	4		2		5										11			
700-2-14	MULTI- POST SIGN, F&I GROUND MOUNT, 31-50 SF	AS																		
700-2-15	MULTI- POST SIGN, F&I GROUND MOUNT, 51-100 SF	AS	1				1										2			
700-2-50	MULTI- POST SIGN, GROUND MOUNT, RELOCATE	AS													1		1			
700-2-60	MULTI- POST SIGN, GROUND MOUNT, REMOVE	AS																		
700-3-206	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 101-200 SF	EA			2												2			
700-3-606	SIGN PANEL, REMOVE, 101-200 SF	EA			2												2			
700-4-640	OVERHEAD STATIC SIGN STRUCTURE, REMOVE BRIDGE MOUNT	EA			2												2			
700-6-21	HIGHLIGHTED SIGN, F&I GROUND MOUNT- SOLAR POWERED, UP TO 12 SF	EA													4		4			
705-11-1	DELINEATOR, FLEXIBLE TUBULAR	EA	2		2			1		12			11		9		37			
706-1-1	RETRO-REFLECTIVE PAVEMENT MARKERS (RPMs)/ W-R	EA	111		149			129									389			
710-11-290	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, ISLAND NOSE	SF	40.8		69.1												109.9			
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK	LF	227		211			74									511			
711-11-124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	LF			18			43									61			
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	337		433			82									852			
711-11-141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE, 6"	GM	0.06		0.04			0.02									0.12			
711-11-141	THERMOPLASTIC, STANDARD, WHITE, 6-10 GAP EXTENSION, 6"	GM						0.02							0.01		0.03			
711-11-160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA																		
*	NORTH		4														4			
*	SOUTH							4									4			
*	MERGE												1				1			
711-11-170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA																		
*	LEFT		2		18												20			
*	RIGHT		1		1			3									5			
*	MERGE												1				1			
*	THROUGH		4					4									8			
*	WRONG WAY														3		3			
711-11-660	THERMOPLASTIC, STANDARD, MULTICOLOR FOR PREFORMED COLOR SHIELDS, MESSAGE OR SYMBOL	EA	4					4									8			
711-15-101	THERMOPLASTIC, STANDARD, WHITE, SOLID, 6"	GM	0.61		0.67			0.49		0.09			0.10				2.17			
711-15-131	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SKIP, 6",10-30 SKIP	GM	0.26		0.22			0.27							0.05		0.81			
711-15-201	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 6"	GM	0.12		0.20			0.17		0.09			0.09		0.10		0.88			

* THESE QUANTITIES ARE PAID FOR UNDER PAINTED PAVEMENT MARKINGS (FINAL SURFACE), LUMP SUM - ITEM NO. 710-90. THE QUANTITIES SHOWN ARE FOR ONE APPLICATION; SEE SPECIFICATION 710 FOR THE NUMBER OF APPLICATIONS REQUIRED.

<table border="1"> <thead> <tr> <th colspan="4">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS				DATE	DESCRIPTION	DATE	DESCRIPTION					MATTHEW J. WILSON, P.E. P.E. LICENSE NUMBER 71605 KPM FRANKLIN 6300 HAZELTINE NATIONAL DRIVE SUITE #118 ORLANDO, FLORIDA 32822 CERTIFICATE OF AUTHORIZATION 32059			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROAD NO. COUNTY FINANCIAL PROJECT ID		TABULATION OF QUANTITIES		SHEET NO.	
REVISIONS																											
DATE	DESCRIPTION	DATE	DESCRIPTION																								
9		BREVARD		436125-1-52-01		378		S-2																			

TABULATION OF QUANTITIES

PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS												TOTAL THIS SHEET		GRAND TOTAL			
			S-13		S-14		S-15		S-16		S-17		S-18		S-19		PLAN	FINAL	PLAN	FINAL
			PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL						
700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	2								2		2				6			
700-1-60	SINGLE POST SIGN, REMOVE	AS	4								4						8			
700-2-14	MULTI- POST SIGN, F&I GROUND MOUNT, 31-50 SF	AS	1								1						2			
700-2-15	MULTI- POST SIGN, F&I GROUND MOUNT, 51-100 SF	AS	1														1			
700-2-50	MULTI- POST SIGN, GROUND MOUNT, RELOCATE	AS	1														1			
700-2-60	MULTI- POST SIGN, GROUND MOUNT, REMOVE	AS	2								1						3			
700-3-206	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 101-200 SF	EA																		
700-3-606	SIGN PANEL, REMOVE, 101-200 SF	EA																		
700-4-640	OVERHEAD STATIC SIGN STRUCTURE, REMOVE BRIDGE MOUNT	EA																		
700-6-21	HIGHLIGHTED SIGN, F&I GROUND MOUNT- SOLAR POWERED, UP TO 12 SF	EA											4				4			
705-11-1	DELINEATOR, FLEXIBLE TUBULAR	EA	14		10		14		1		12		14		14		79			
706-1-1	RETRO-REFLECTIVE PAVEMENT MARKERS (RPMs)/ W-R	EA	27								18						45			
710-11-290	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, ISLAND NOSE	SF																		
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK	LF																		
711-11-124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	LF																		
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF																		
711-11-141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE, 6"	GM																		
711-11-141	THERMOPLASTIC, STANDARD, WHITE, 6-10 GAP EXTENSION, 6"	GM																		
711-11-160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA																		
*	NORTH																			
*	SOUTH																			
*	MERGE				1												1			
711-11-170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA																		
*	LEFT		2								6						8			
*	RIGHT		4								3						7			
*	MERGE				1		1										2			
*	THROUGH																			
*	WRONG WAY		3								1		2				6			
711-11-660	THERMOPLASTIC, STANDARD, MULTICOLOR FOR PREFORMED COLOR SHIELDS, MESSAGE OR SYMBOL	EA																		
711-15-101	THERMOPLASTIC, STANDARD, WHITE, SOLID, 6"	GM	0.20		0.08		0.11		0.07		0.15		0.11		0.11		0.81			
711-15-131	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SKIP, 6", 10-30 SKIP	GM	0.08														0.08			
711-15-201	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 6"	GM	0.09		0.08		0.11		0.07		0.09		0.11		0.11		0.64			

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REVISIONS																								
DATE	DESCRIPTION	DATE	DESCRIPTION																					
ROAD NO.	COUNTY	FINANCIAL PROJECT ID																						
9	BREVARD	436125-1-52-01																						

TABULATION OF QUANTITIES

PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS												TOTAL THIS SHEET		GRAND TOTAL	
			S-20												PLAN	FINAL	PLAN	FINAL
			PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL				
700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS																18
700-1-60	SINGLE POST SIGN, REMOVE	AS																19
700-2-14	MULTI- POST SIGN, F&I GROUND MOUNT, 31-50 SF	AS																2
700-2-15	MULTI- POST SIGN, F&I GROUND MOUNT, 51-100 SF	AS																3
700-2-50	MULTI- POST SIGN, GROUND MOUNT, RELOCATE	AS																2
700-2-60	MULTI- POST SIGN, GROUND MOUNT, REMOVE	AS																3
700-3-206	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 101-200 SF	EA																2
700-3-606	SIGN PANEL, REMOVE, 101-200 SF	EA																2
700-4-640	OVERHEAD STATIC SIGN STRUCTURE, REMOVE BRIDGE MOUNT	EA																2
700-6-21	HIGHLIGHTED SIGN, F&I GROUND MOUNT- SOLAR POWERED, UP TO 12 SF	EA																8
705-11-1	DELINEATOR, FLEXIBLE TUBULAR	EA	2														2	118
706-1-1	RETRO-REFLECTIVE PAVEMENT MARKERS (RPMs)/ W-R	EA																434
710-11-290	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, ISLAND NOSE	SF																109.9
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK	LF																511
711-11-124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	LF																61
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF																852
711-11-141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE, 6"	GM																0.12
711-11-141	THERMOPLASTIC, STANDARD, WHITE, 6-10 GAP EXTENSION, 6"	GM																0.03
711-11-160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA																
*	NORTH																	4
*	SOUTH																	4
*	MERGE																	2
711-11-170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA																
*	LEFT																	28
*	RIGHT																	12
*	MERGE																	3
*	THROUGH																	8
*	WRONG WAY																	9
711-11-660	THERMOPLASTIC, STANDARD, MULTICOLOR FOR PREFORMED COLOR SHIELDS, MESSAGE OR SYMBOL	EA																8
711-15-101	THERMOPLASTIC, STANDARD, WHITE, SOLID, 6"	GM	0.02													0.02		3.00
711-15-131	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SKIP, 6",10-30 SKIP	GM																0.88
711-15-201	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 6"	GM	0.02													0.02		1.55

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REVISIONS																														
DATE	DESCRIPTION	DATE	DESCRIPTION																											
ROAD NO.	COUNTY	FINANCIAL PROJECT ID																												
9	BREVARD	436125-1-52-01																												

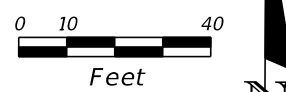
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SIGNING AND MARKING GENERAL NOTES / PAY ITEM NOTES

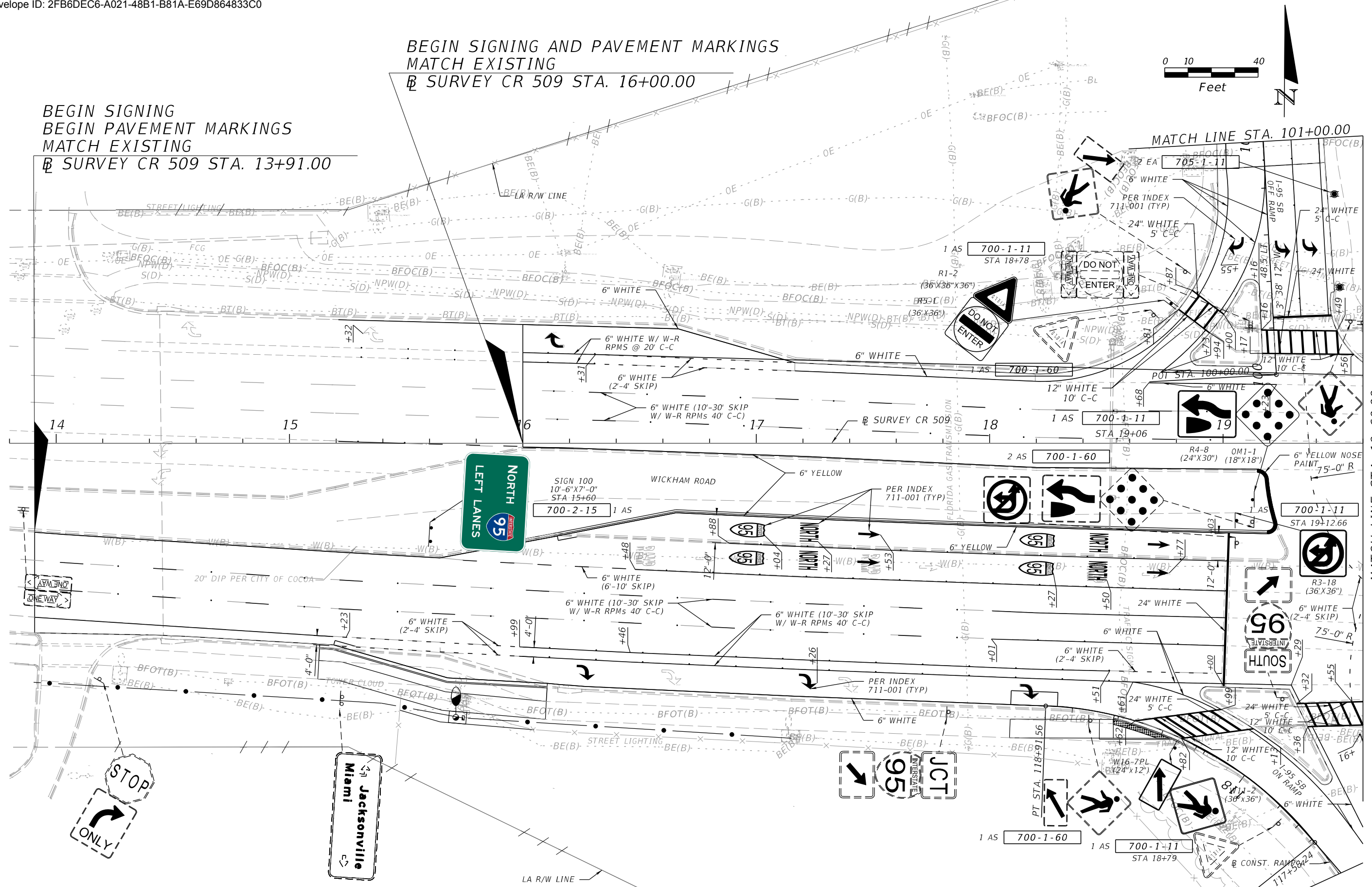
1. ALL REMOVED SIGNS AND THEIR SUPPORTS BECOME THE PROPERTY OF THE CONTRACTOR TO BE DISPOSED OF PROPERLY UNLESS OTHERWISE NOTED ON THE PLANS.
2. ERECT NEW OVERHEAD SIGNS AND SIGN SUPPORTS BEFORE REMOVING EXISTING SIGN STRUCTURES.
3. REMOVE MEMORIAL MARKERS THAT ARE IN CONFLICT WITH CONSTRUCTION. PROVIDE AN INVENTORY THAT INCLUDES THE NAME ON THE MARKER AND THE LOCATION (STATION AND OFFSET) FROM WHERE IT WAS REMOVED. DELIVER THE MARKERS AND INVENTORY TO THE FDOT BREVARD MAINTENANCE ENGINEER AT 555 CAMP RD, COCOA, FL 32927.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REMOVE AND REPLACE ALL EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION OPERATIONS. IF SIGNS ARE DAMAGED BY THE CONTRACTOR, THE SIGNS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED ON THE PLANS.
6. THE LANE WIDTH DIMENSIONS SHOWN IN THE SIGNING AND PAVEMENT MARKING PLANS REFLECT THE NOMINAL LANE WIDTHS, NOT THE DISTANCE BETWEEN THE STRIPES. SEE INDEX 17346 FOR PLACEMENT OF LANE LINES.
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO RECORD AND REPLACE THE EXISTING PAVEMENT MARKINGS, SIGNS AND DELINEATORS UNLESS OTHERWISE NOTED IN THE PLANS. (FOR PROJECTS THAT ARE COVERED BY TYPICAL SECTIONS)
8. PAY ITEM NUMBER 700-20-11 IS TO INCLUDE RELOCATING THE STREET NAME SIGNS TO THE PROPOSED STOP SIGN ASSEMBLY USING A POST TOP SLIP FITTER. ALL ADDITIONAL COSTS FOR MOUNTING THE STREET NAME SIGNS, INCLUDING RE-DRILLING OF THE SIGNS, SHALL BE INCLUDED IN THE PAY ITEM.
9. PAY ITEM NUMBER 705-11-A SHALL INCLUDE THE REMOVAL OF ALL DELINEATORS WITHIN THE PROJECT LIMITS.
10. WHEN CONSTRUCTION IS COMPLETE, SUBMIT A CERTIFIED SURVEY CONFIRMING THE AS-BUILT MINIMUM VERTICAL CLEARANCE IS EQUAL TO OR GREATER THAN THE MINIMUM DESIGN VERTICAL CLEARANCE CALLED FOR IN THE PLANS.

REVISIONS				MATTHEW J. WILSON, P.E. P.E. LICENSE NUMBER 71605 KPM FRANKLIN 6300 HAZELTINE NATIONAL DRIVE SUITE #118 ORLANDO, FLORIDA 32822 CERTIFICATE OF AUTHORIZATION 32059	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>GENERAL NOTES</i>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		381
					9	BREVARD	436125-1-52-01		S-5

BEGIN SIGNING AND PAVEMENT MARKINGS
MATCH EXISTING
SURVEY CR 509 STA. 16+00.00



BEGIN SIGNING
BEGIN PAVEMENT MARKINGS
MATCH EXISTING
SURVEY CR 509 STA. 13+91.00



MATCH LINE STA. 19+60.00

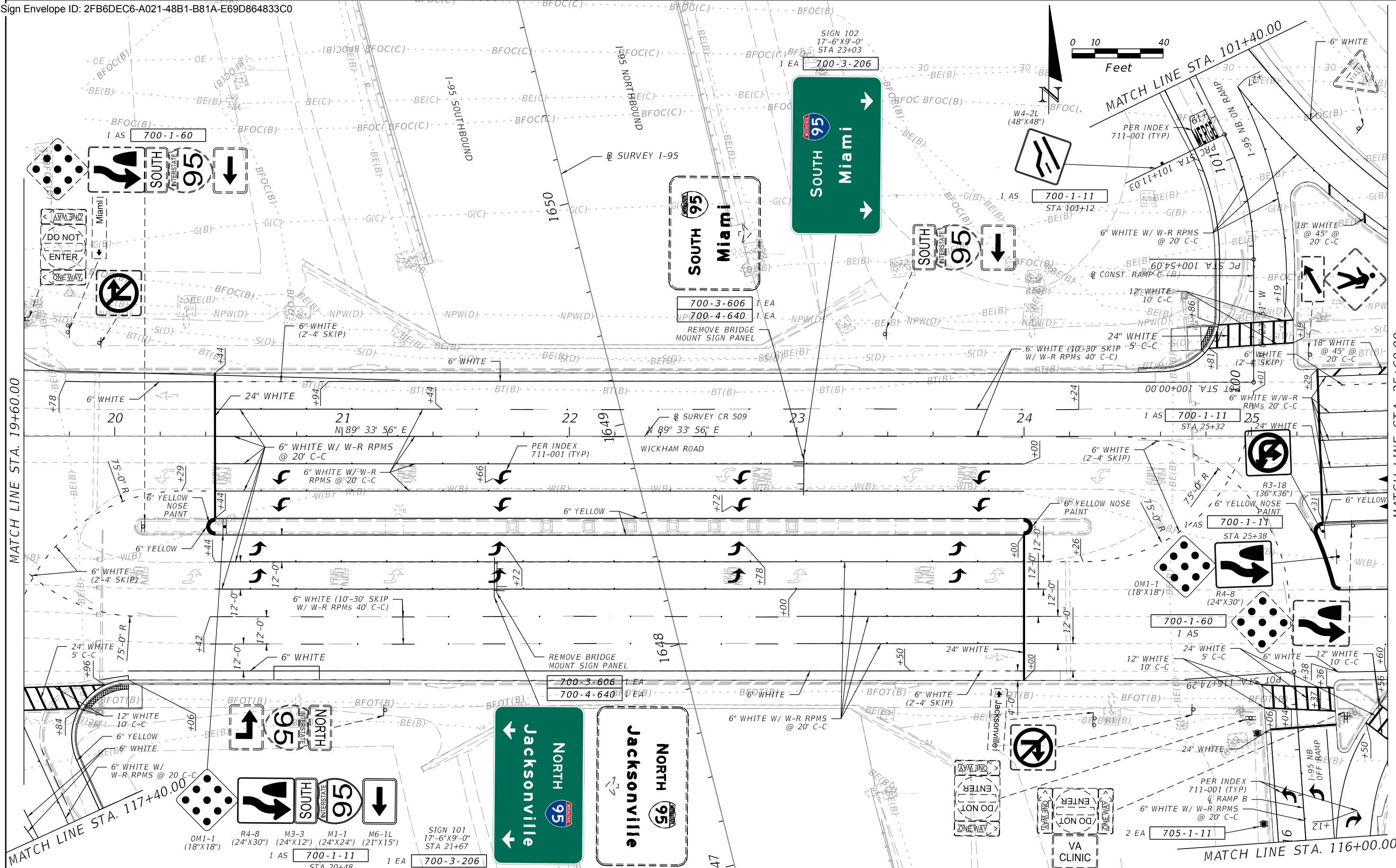
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MATTHEW J. WILSON, P.E.
P.E. LICENSE NUMBER 71605
KPM FRANKLIN
6300 HAZELTINE NATIONAL DRIVE
SUITE #118
ORLANDO, FLORIDA 32822
CERTIFICATE OF AUTHORIZATION 32059

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET NO.
382
S-6



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

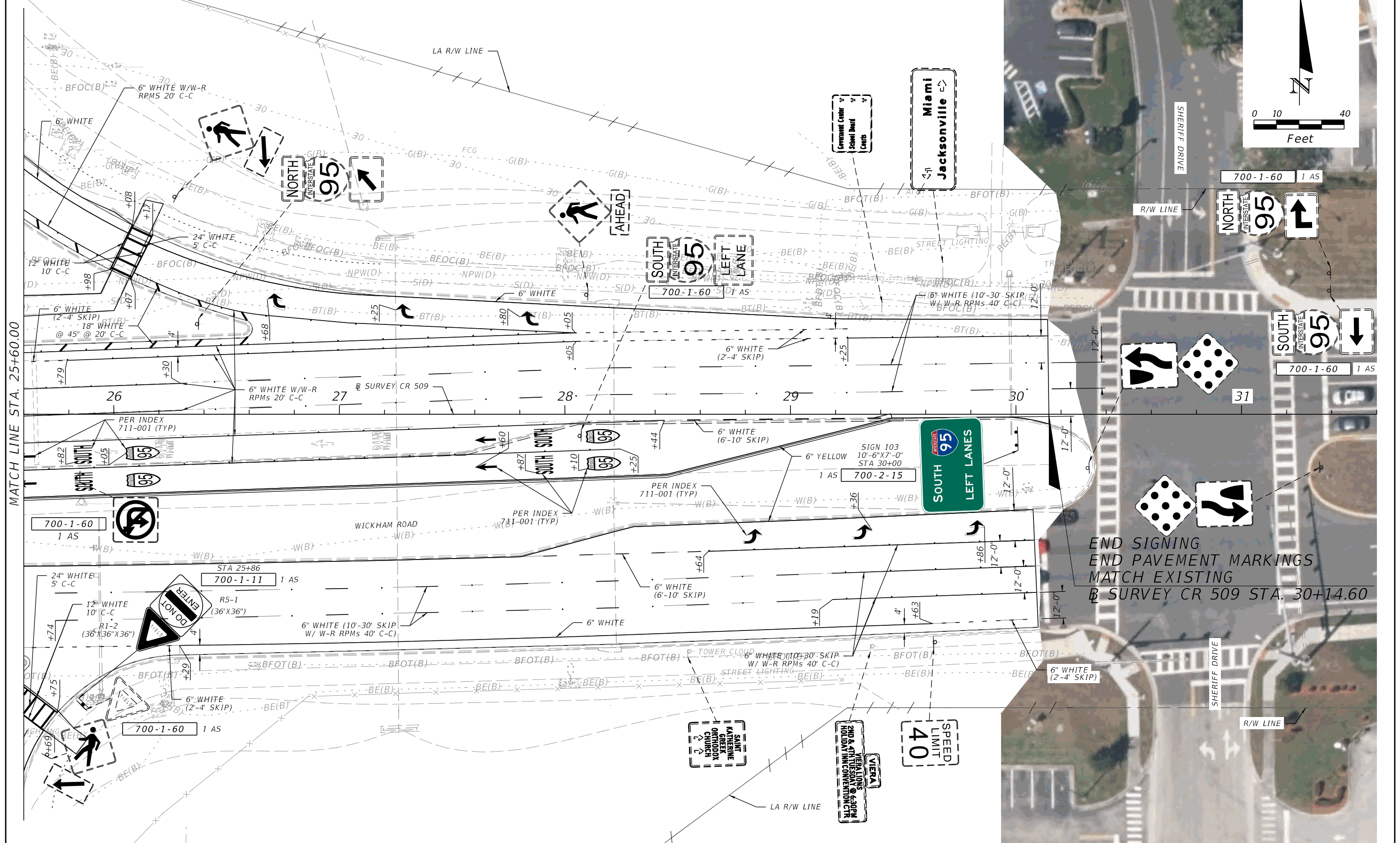
MATTHEW J. WILSON, P.E.
 P.E. LICENSE NUMBER 71605
 KPM FRANKLIN
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 SUITE #118
 ORLANDO, FLORIDA 32822
 CERTIFICATE OF AUTHORIZATION 32059

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET NO.
383
S-7

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END SIGNING
 END PAVEMENT MARKINGS
 MATCH EXISTING
 @ SURVEY CR 509 STA. 30+14.60

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

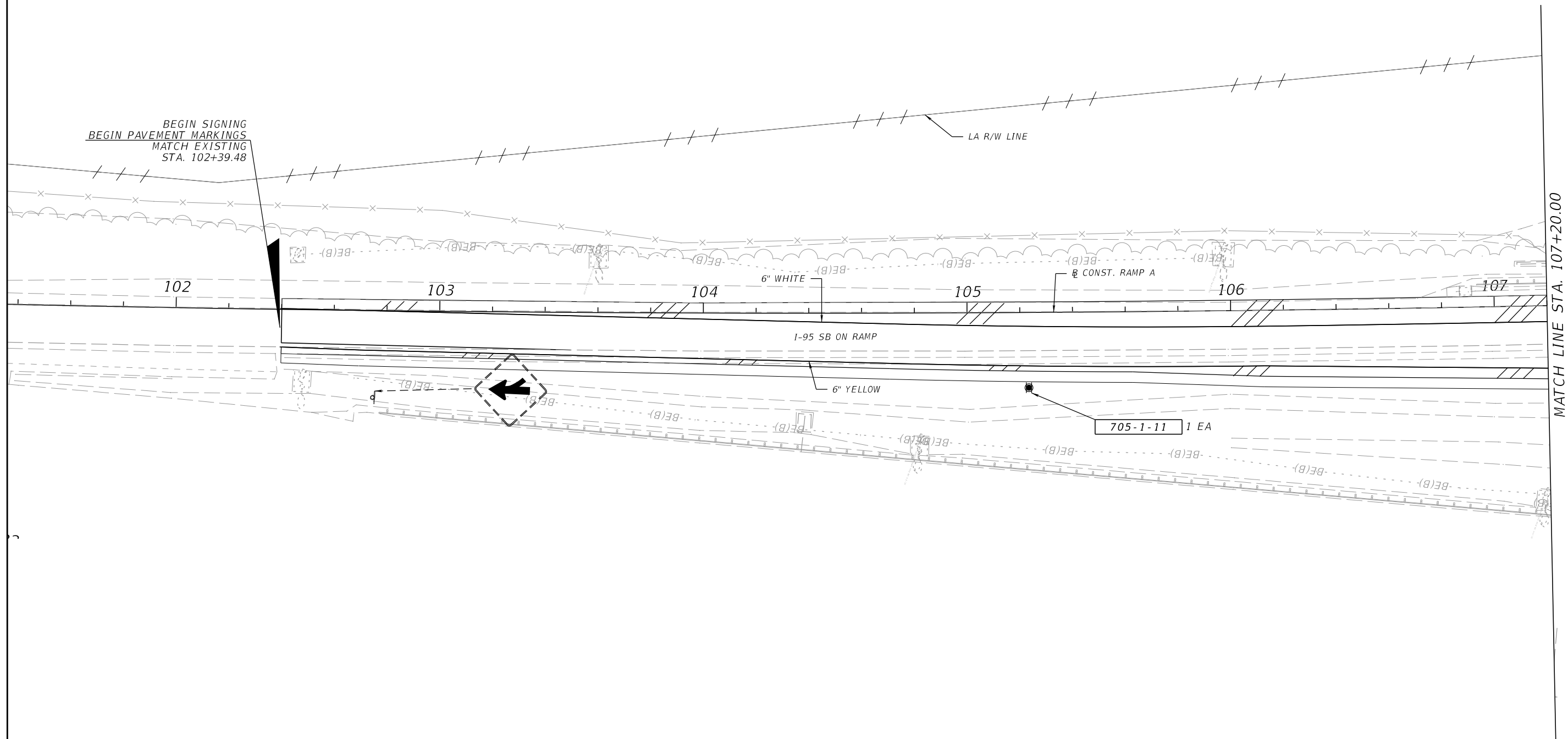
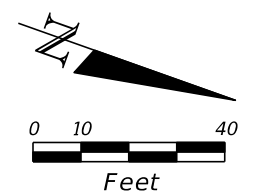
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET NO.
384
S-8

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MATCH LINE STA. 107+20.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

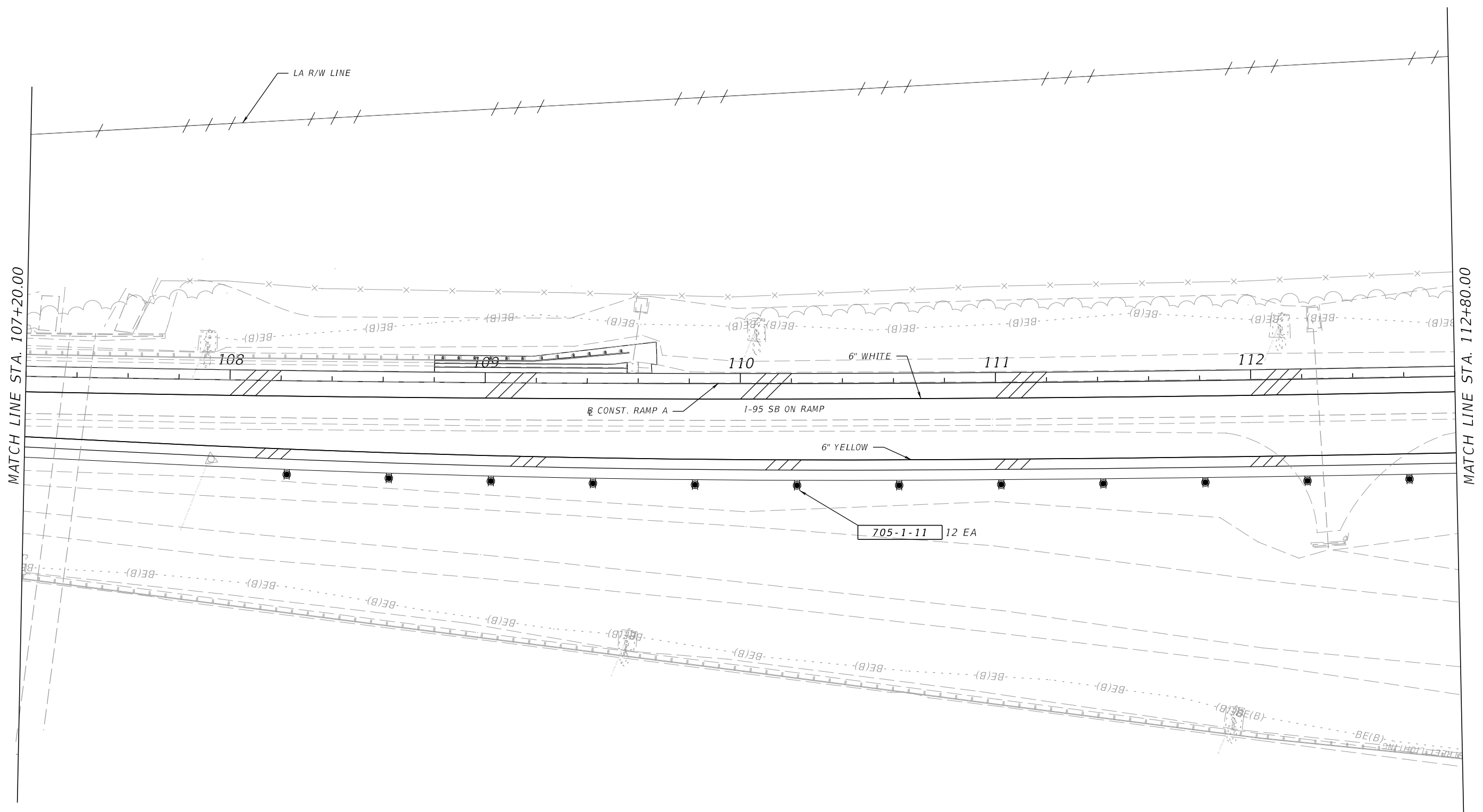
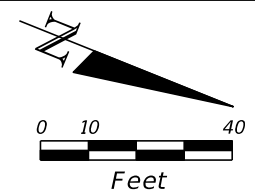
MATTHEW J. WILSON, P.E.
 P.E. LICENSE NUMBER 71605
 KPM FRANKLIN
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 SUITE #118
 ORLANDO, FLORIDA 32822
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET NO.
385
S-9

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

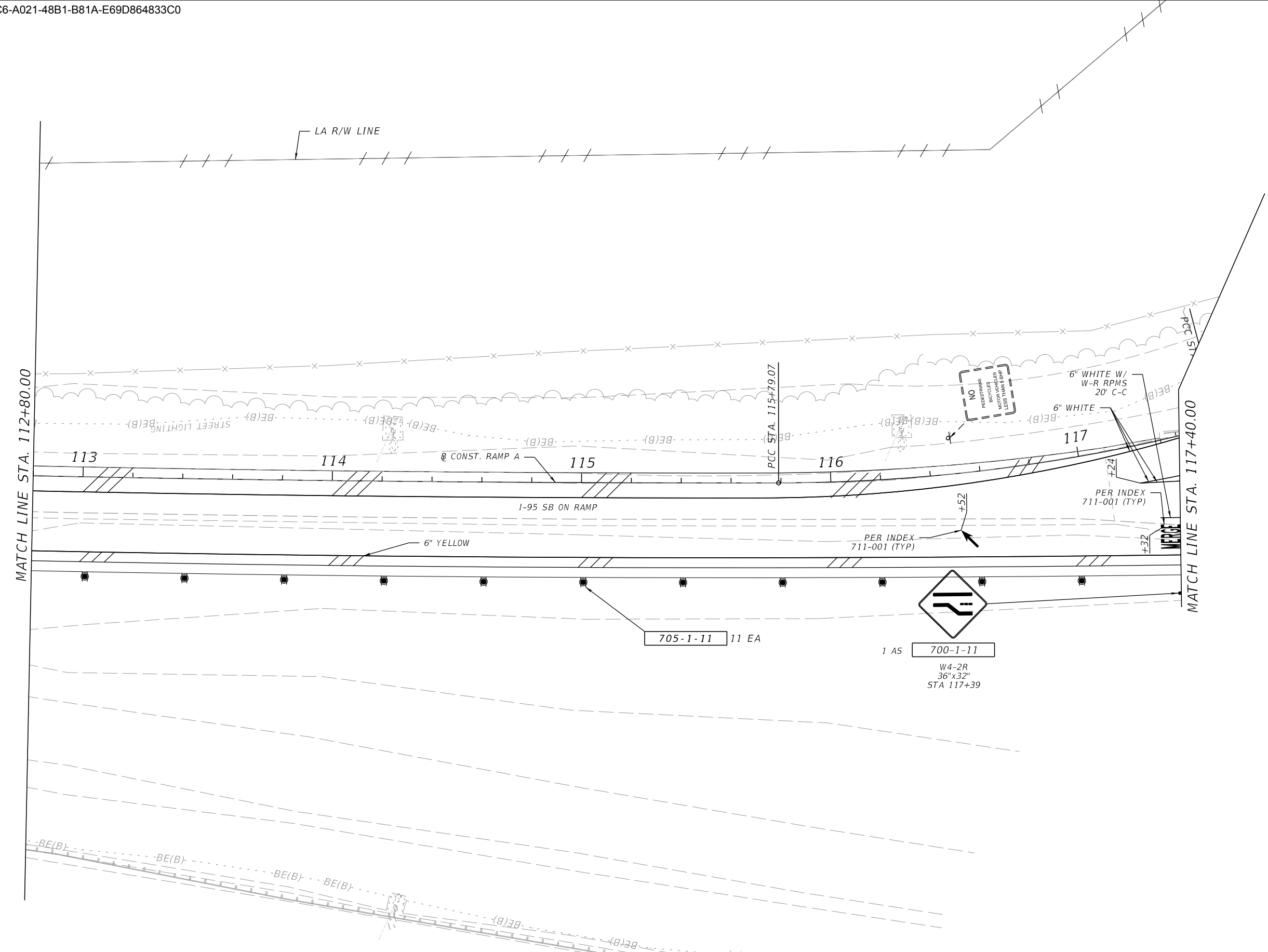
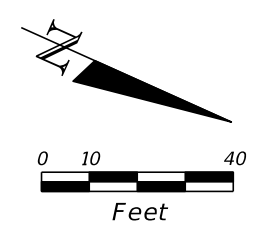
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET
NO.
386
S-10

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MATCH LINE STA. 112+80.00

MATCH LINE STA. 117+40.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

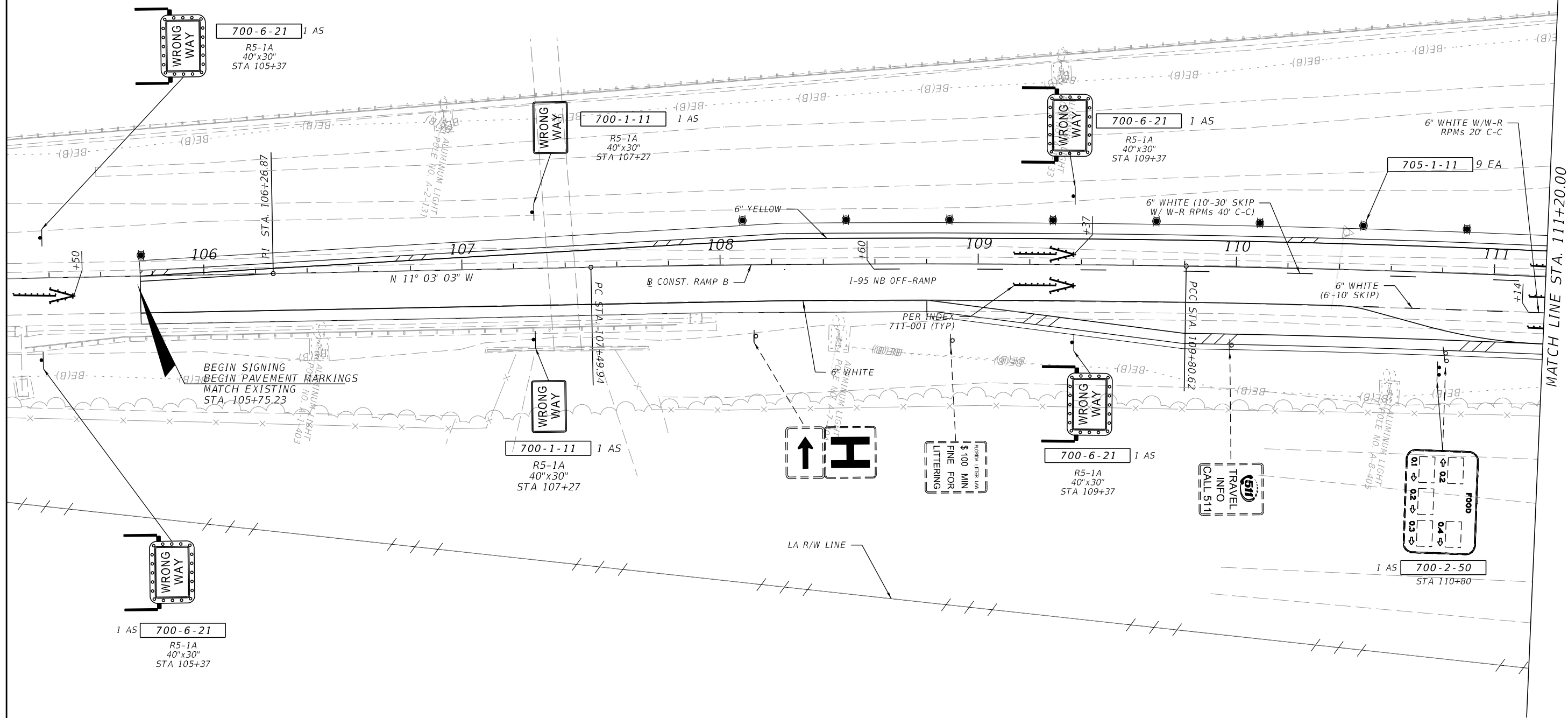
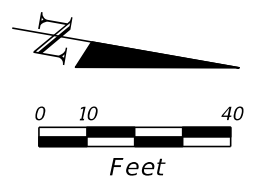
MATTHEW J. WILSON, P.E.
 P.E. LICENSE NUMBER 71605
 KPM FRANKLIN
 6300 HAZELTINE NATIONAL DRIVE
 SUITE #118
 ORLANDO, FLORIDA 32822
 CERTIFICATE OF AUTHORIZATION 32059

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET NO.
387
S-11

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

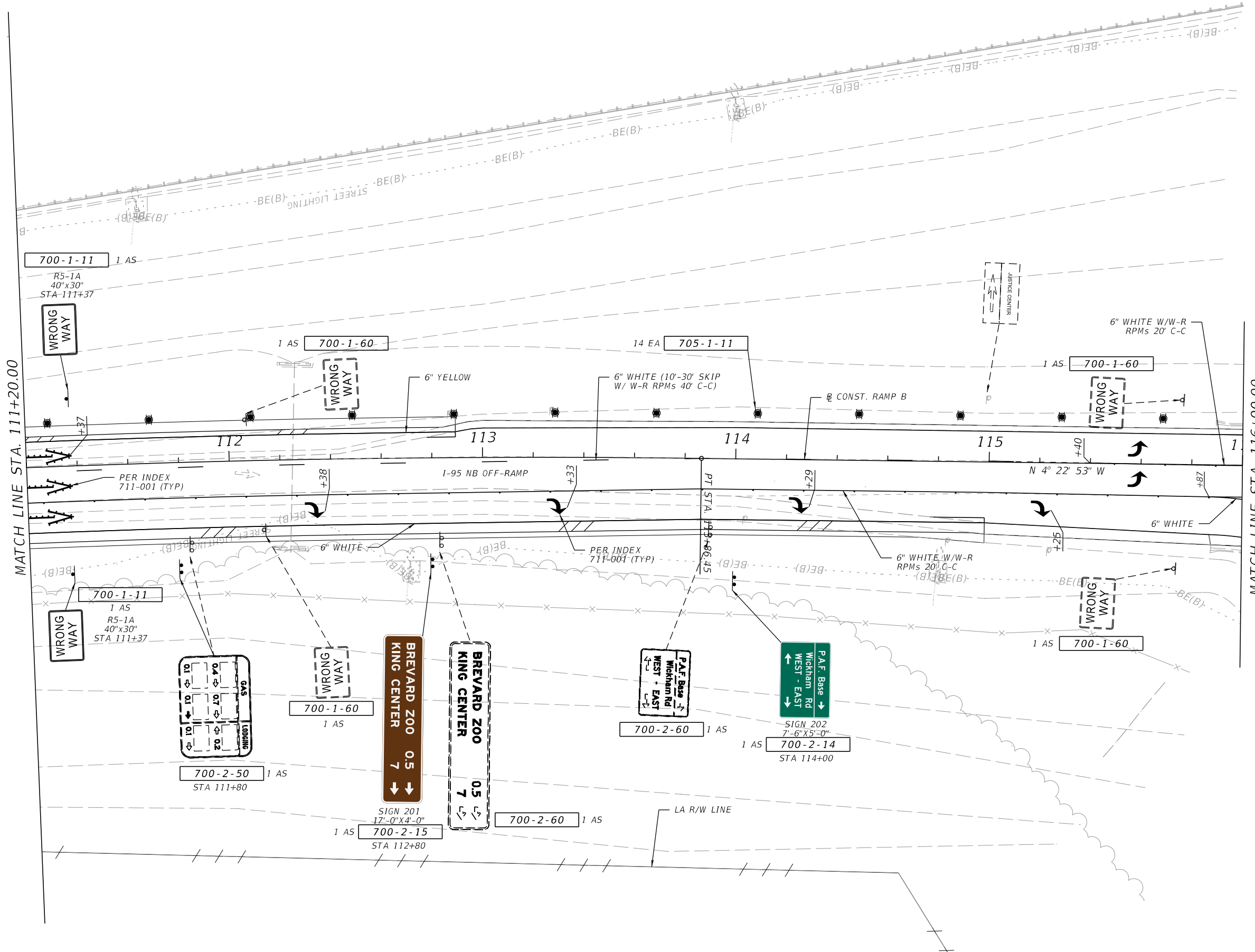
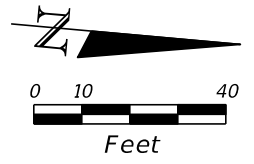
MATTHEW J. WILSON, P.E.
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET
NO.
388
S-12

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

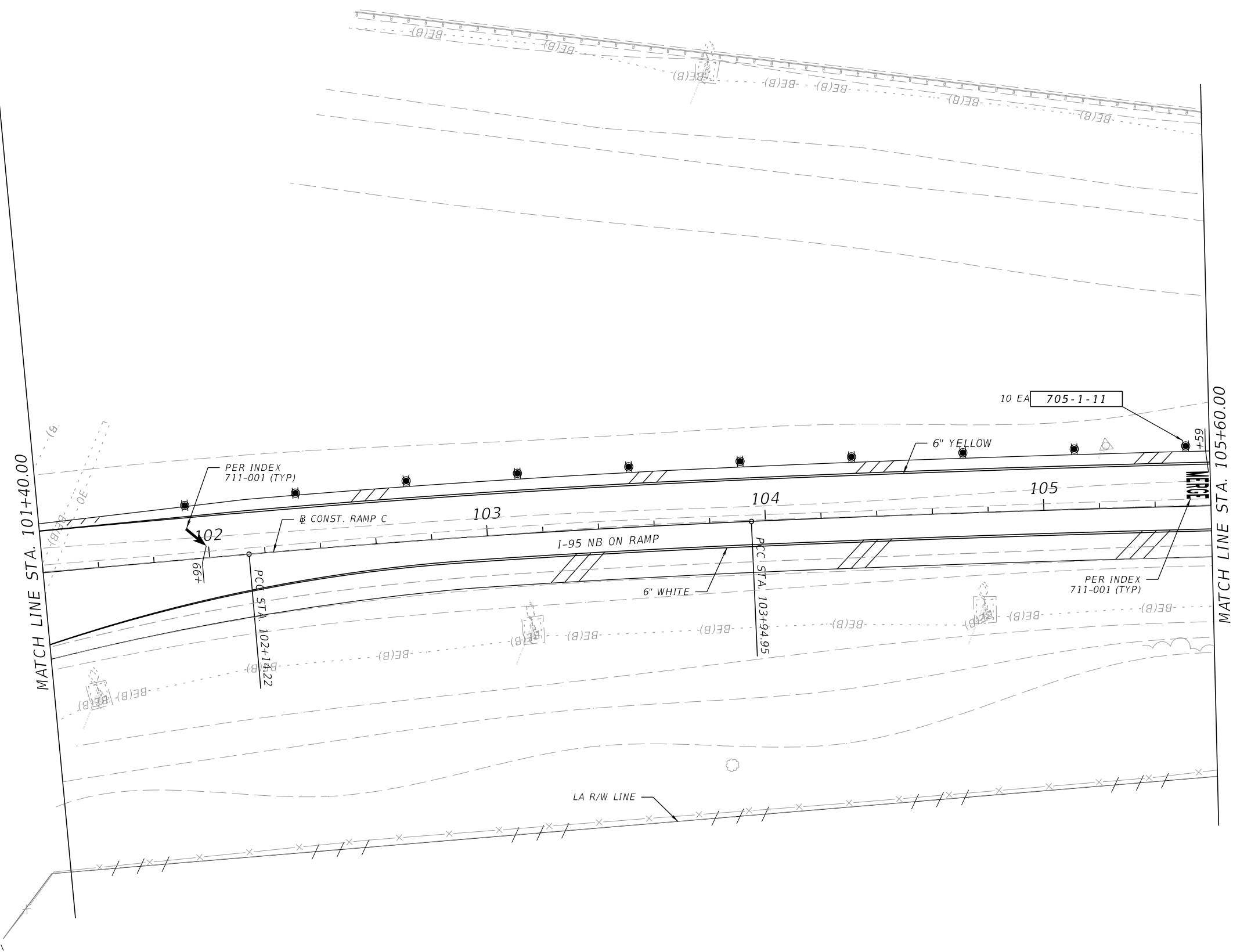
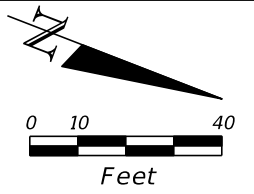
MATTHEW J. WILSON, P.E.
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET NO.
389
S-13

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

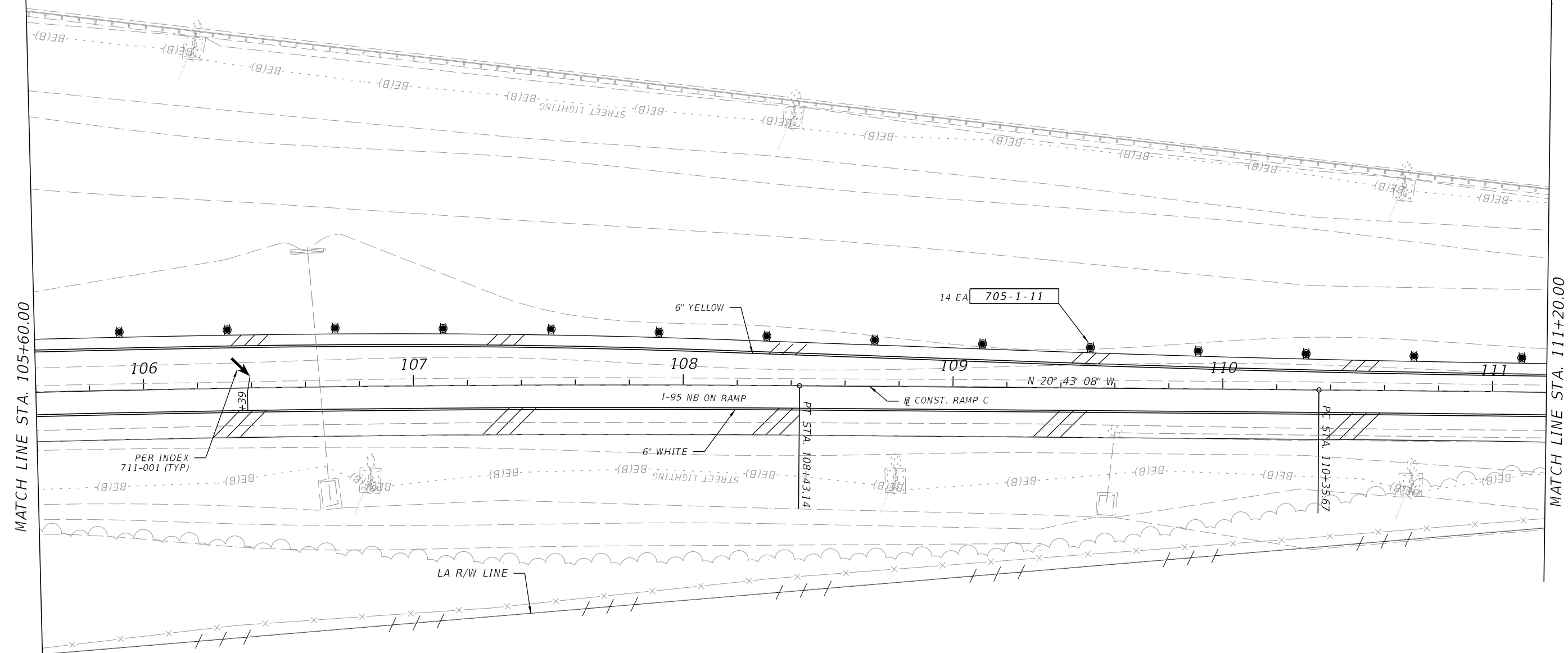
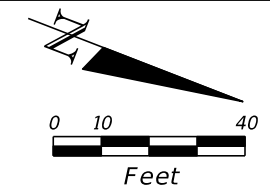
MATTHEW J. WILSON, P.E.
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 KPM FRANKLIN
 6300 HAZELTINE NATIONAL DRIVE
 SUITE #118
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET NO.
390
S-14

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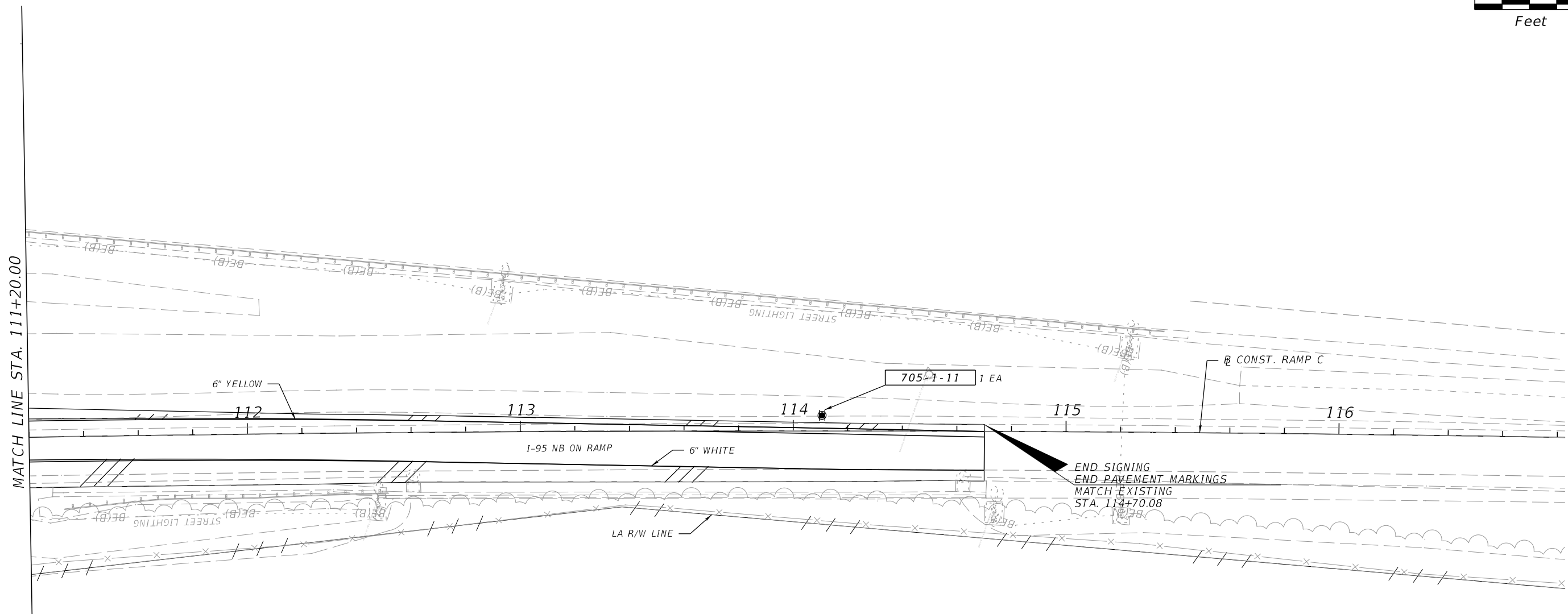
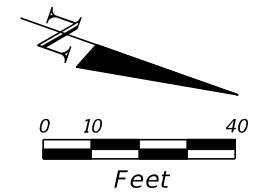


MATCH LINE STA. 105+60.00

MATCH LINE STA. 111+20.00

REVISIONS				MATTHEW J. WILSON, P.E. P.E. LICENSE NUMBER 71605 KPM FRANKLIN 6300 HAZELTINE NATIONAL DRIVE SUITE #118 ORLANDO, FLORIDA 32822 CERTIFICATE OF AUTHORIZATION 32059	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 391 S-15
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				9	BREVARD	436125-1-52-01		

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REVISIONS			
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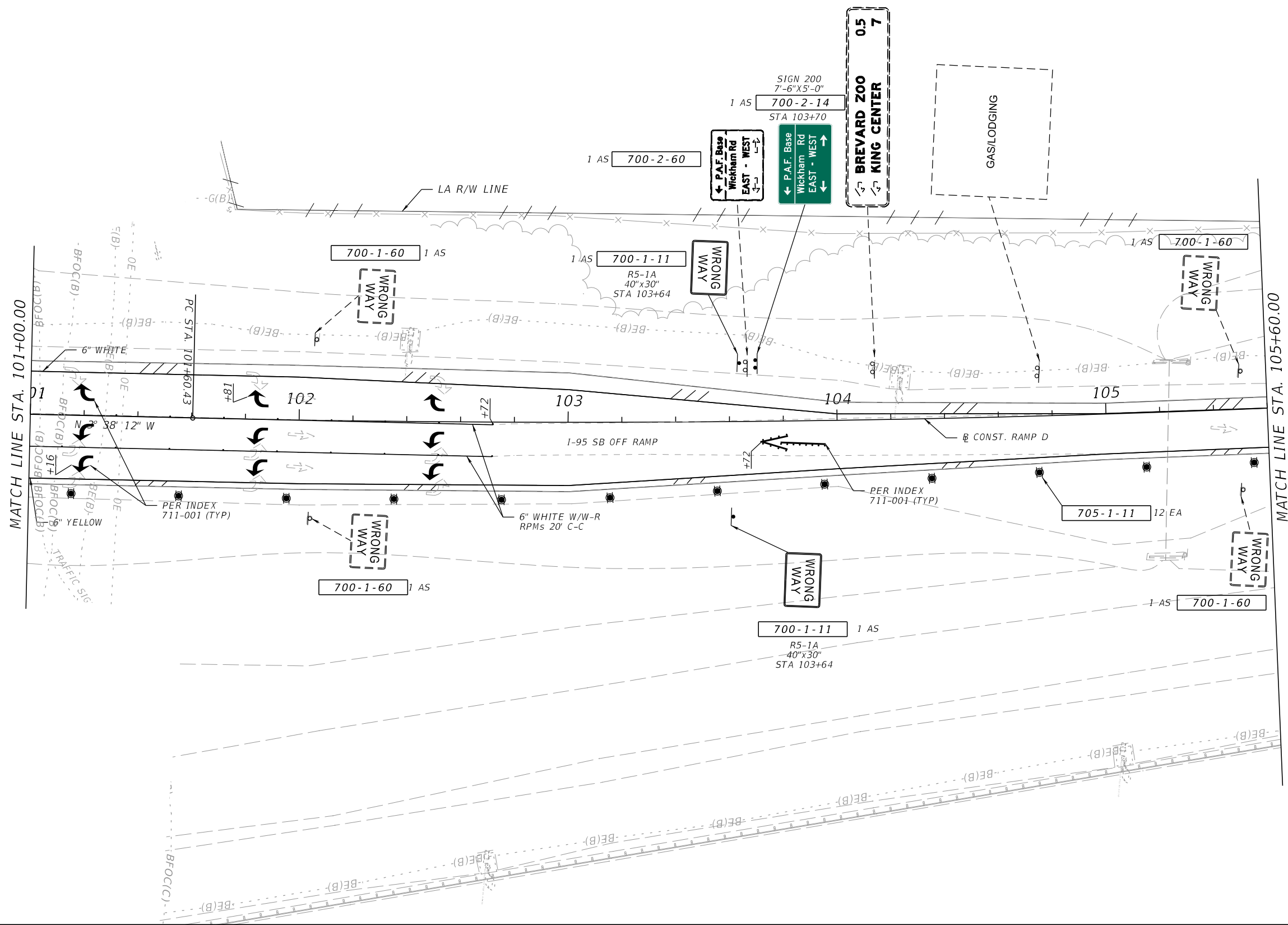
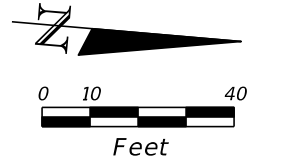
MATTHEW J. WILSON, P.E.
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 KPM FRANKLIN
 6300 HAZELTINE NATIONAL DRIVE
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET
NO.
392
S-16

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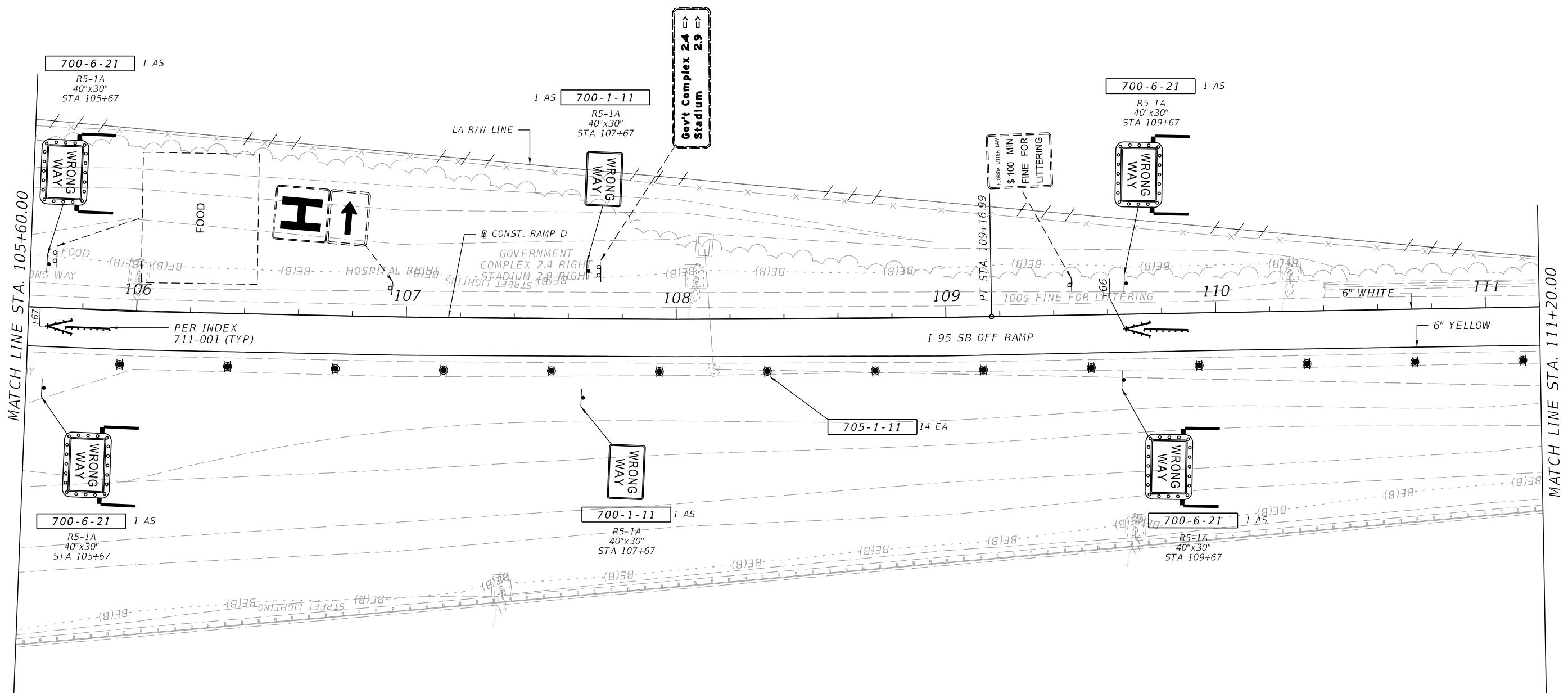
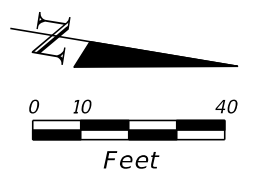
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MATTHEW J. WILSON, P.E.
 P.E. LICENSE NUMBER 71605
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 6300 HAZELTINE NATIONAL DRIVE
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

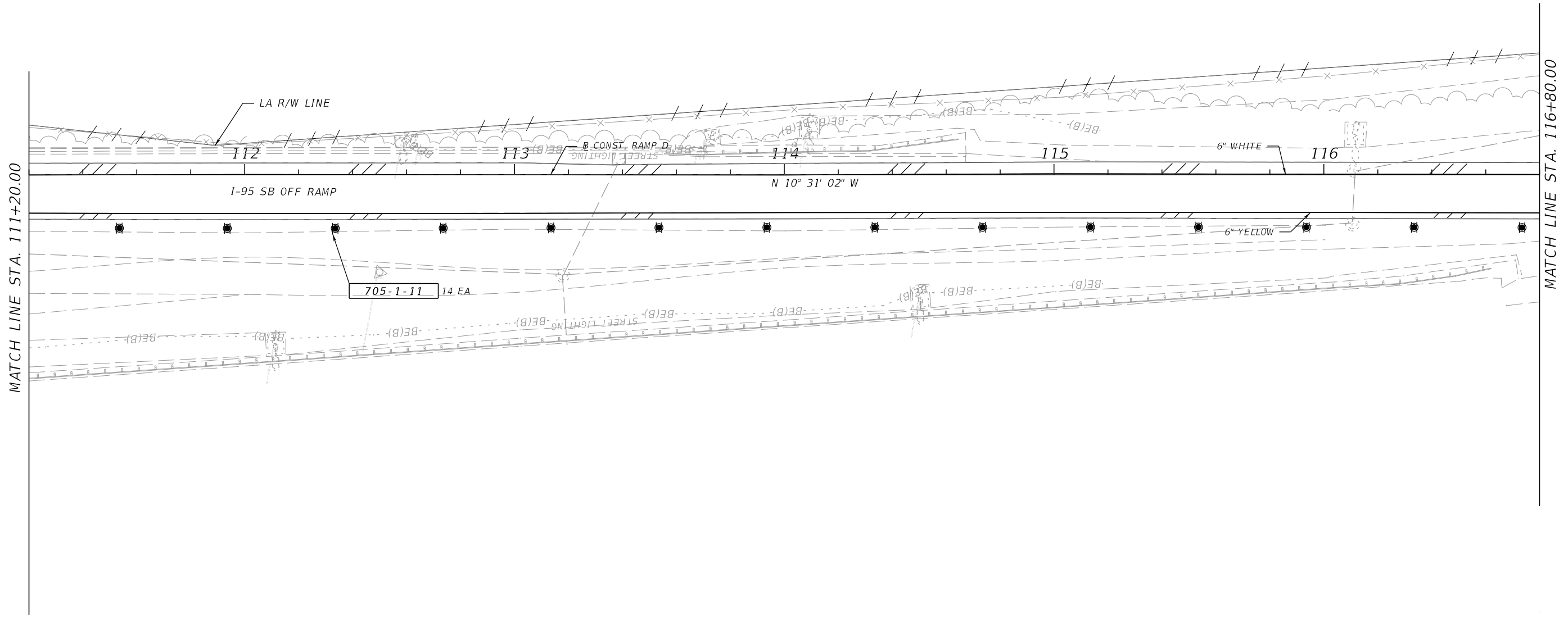
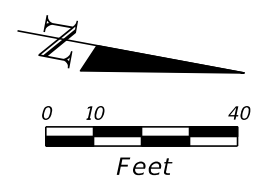
**SIGNING AND
PAVEMENT MARKINGS**

SHEET NO.
393
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REVISIONS				MATTHEW J. WILSON, P.E. P.E. LICENSE NUMBER 71605 KPM FRANKLIN 6300 HAZELTINE NATIONAL DRIVE SUITE #118 ORLANDO, FLORIDA 32822 CERTIFICATE OF AUTHORIZATION 32059	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 394 S-18
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				9	BREVARD	436125-1-52-01		

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DATE	DESCRIPTION	DATE	DESCRIPTION

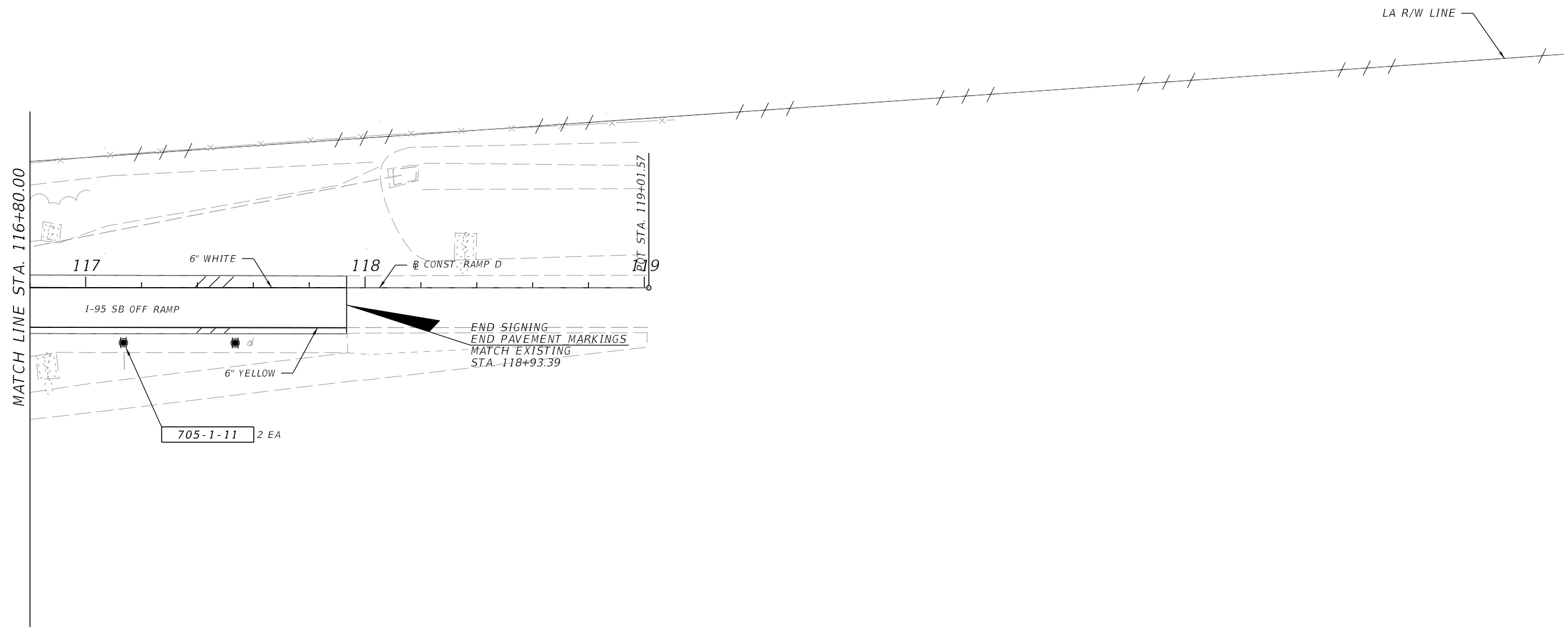
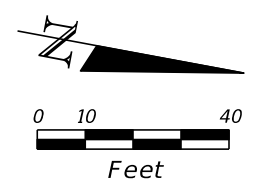
MATTHEW J. WILSON, P.E.
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET
NO.
395
S-19

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DATE	DESCRIPTION	DATE	DESCRIPTION

MATTHEW J. WILSON, P.E.
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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9	BREVARD	436125-1-52-01

**SIGNING AND
PAVEMENT MARKINGS**

SHEET NO.
396
S-20

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