

***Traffic Study for the
CMP Improvements on
East Ocean Boulevard and
SE Monterey Road
for Submittal to the
Martin MPO***

**East Ocean Boulevard/SE Monterey Road
Corridor Traffic Study**



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East Ocean Boulevard/SE Monterey Road Corridor Traffic Study

Prepared for:

Martin Metropolitan Planning Organization (MPO)

Prepared by:

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EXECUTIVE SUMMARY

The Congestion Management Process (CMP) is a systematic study that provides for safe and effective management and operation of transportation facilities through the use of demand reduction and operational management strategies. Demand reduction may include improving street and land use connectivity so that fewer local trips must use arterial roadways, as well as providing facilities for pedestrian and bicycle travel. Operational management strategies may include intersection and driveway improvements.



Martin MPO staff conducted the CMP Tier I Study, which identified the East Ocean Boulevard area (East Ocean Boulevard from SE Monterey Road to SE St. Lucie Boulevard, and SE Monterey Road from Kingswood Terrace to East Ocean Boulevard) as the ideal roadway segment for detailed CMP Tier II Study to identify congestion and mobility deficiencies. The MPO contracted with Kimley-Horn to conduct the CMP Tier II operational analysis of the study area, which includes identifying recommended CMP improvements. The future Tier III funds, implements, and evaluates the CMP strategies.



This report describes the traffic operational analysis study undertaken to address the feasibility of potential CMP improvements along East Ocean Boulevard and SE Monterey Road. As part of the CMP Tier II Study, three public workshops were held to engage the public for ideas and

input. In addition, staff from the Martin MPO, Martin County, City of Stuart, and Kimley-Horn conducted a walking audit identifying areas in need of CMP strategies. The study included assessing side streets and driveways that connect to East Ocean Boulevard that serve surrounding land uses, particularly the need for safe pedestrian accessibility and connectivity.

The operational analysis study found that the proposed Tier II CMP improvements operate within acceptable traffic flow thresholds in the area and generally improve safety conditions.

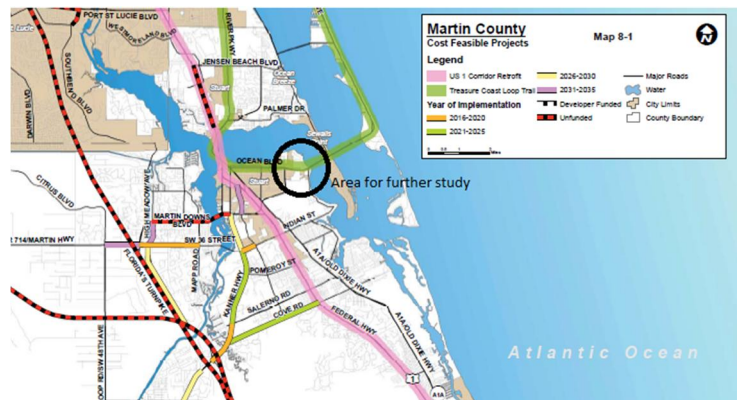
The following improvements are recommended.

- Install three mid-block pedestrian crosswalks with concrete median refuges, special emphasis crosswalk markings, and solar-powered rectangular rapid flashing beacon (RRFB) signage.
- Combine the northbound left-turn lane and the northbound through lane on SE Monterey Road at the East Ocean Boulevard intersection and create a median that extends to just south of the Walgreen's/County Administration Center driveway.
- Install no turn on red condition and leading pedestrian interval (LPI) signal timing for northbound right-turn lane at SE Monterey Road and East Ocean Boulevard intersection.
- Install turning vehicles stop for pedestrian signs at signalized locations (MUTCD R10-15).
- Install access management median at the Ocean East Mall shopping center driveway.
- Install new sidewalk on the north side of Kingswood Terrace.
- Construct potential Kingswood Connector roadway connecting Kingswood Terrace to East Ocean Boulevard including sidewalks and bike lanes.
 - Install traffic signal at SE Monterey Road and Kingswood Terrace intersection.
- Install electronic speed feedback signs to address the high prevalence of speeding.
- Utilize low speed design principles to help address the high prevalence of speeding.
- Work with the City of Stuart and private landowners to install connectivity improvements between shopping areas on the north side of East Ocean Boulevard.

INTRODUCTION

One of the Federal requirements of the Martin Metropolitan Planning Organization (MPO) is to maintain the Congestion Management Process (CMP). The CMP is a systematic study that provides for safe and effective management and operation of transportation facilities through the use of demand reduction and operational management strategies. Tier I is the planning process through which a segment of roadway is chosen for further study. Tier II analyzes the selected section of roadway to perform a detailed operational analysis. The operational analysis results in specific recommendations. It is important to note that when assessing the performance of a particular roadway, all transportation modes should be included. Tier III funds, implements, and evaluates the CMP strategies.

Martin MPO staff conducted the CMP Tier I Study, which identified the East Ocean Boulevard area (East Ocean Boulevard from SE Monterey Road to SE St. Lucie Boulevard, and SE Monterey Road from Kingswood Terrace to East Ocean Boulevard) as the ideal roadway segment for detailed CMP Tier II Study to identify congestion and mobility deficiencies. In addition, the study corridor is on the alignment of the proposed Treasure Coast Loop Trail identified in the 2035 Martin-St. Lucie Long Range Transportation Plan (LRTP).



Tier II study area overlaid on Treasure Coast Loop Trail

The MPO contracted with Kimley-Horn to conduct the CMP Tier II operational analysis of the study area. A traffic operational analysis was conducted to identify and assess the feasibility of the CMP improvements along East Ocean Boulevard and SE Monterey Road. The operational study considers the need for pedestrian accessibility and connectivity within the study area, as

well as the potential Kingswood Connector roadway that may help relieve demand for short trips on East Ocean Boulevard and SE Monterey Road by connecting Kingswood Terrace to East Ocean Boulevard, thereby providing alternative access to shopping, office, and medical destinations for local trips within the study area. Pedestrian and bicycle facilities are recommended along the Kingswood Connector to encourage and facilitate short trips to be made on foot or by bicycle. Comparative traffic demand forecasts are presented to address future (2035) traffic demands with and without the CMP improvements.

As part of the CMP Tier II Study, staff from the Martin MPO, Martin County, City of Stuart, and Kimley-Horn conducted a walking audit identifying areas in need of CMP strategies. The study included assessing side streets and driveways that connect to East Ocean Boulevard that serve surrounding land uses, particularly the need for safe pedestrian accessibility and connectivity. In addition, three public workshops were held to engage the public for ideas and input.

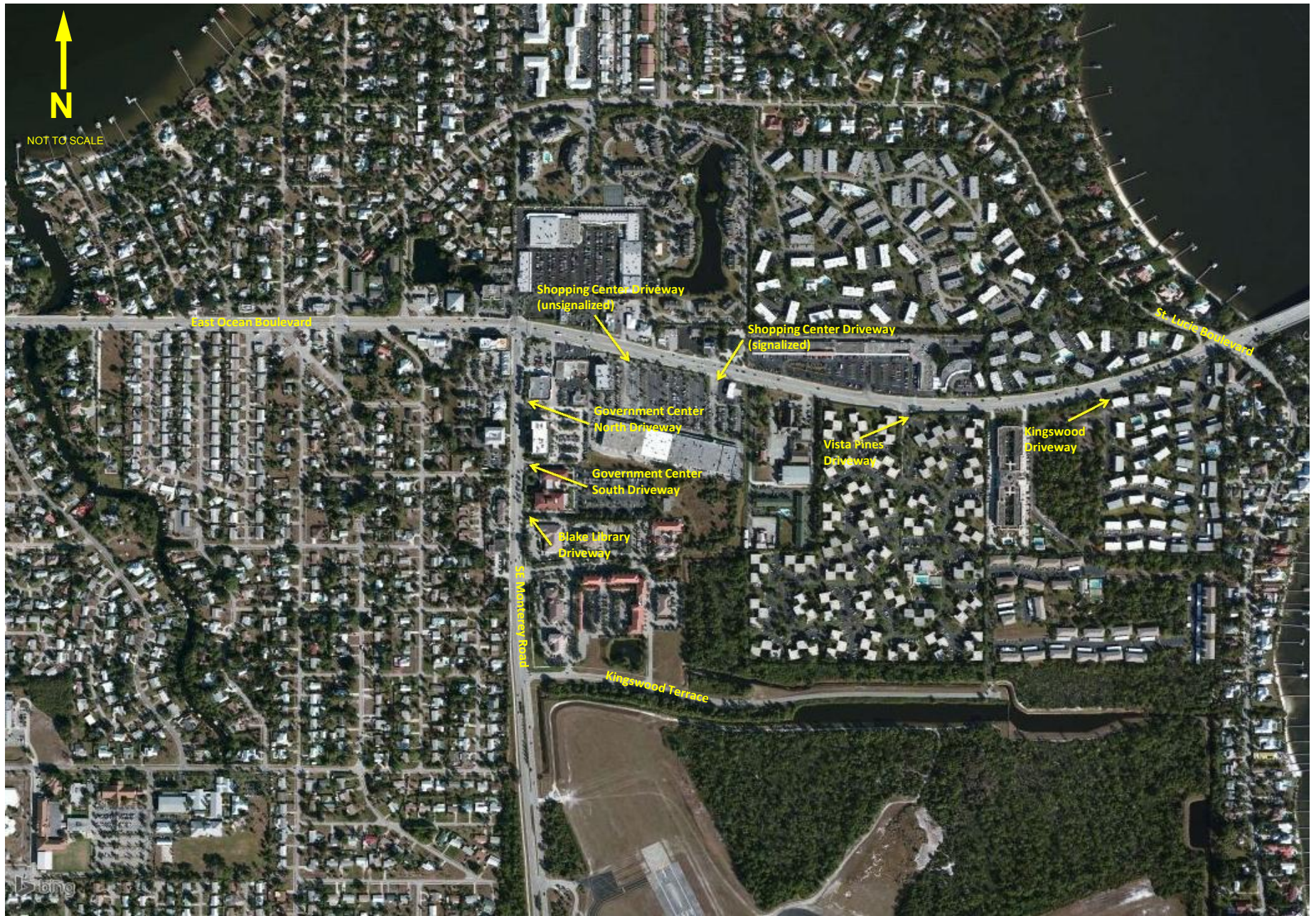
The subject study area is depicted in Figure 1. Appendix A includes a map illustrating the wide range of land use mix within the study area, which indicates a strong trip interaction.

Background

East Ocean Boulevard (S.R. A1A) serves as an east/west roadway connecting downtown Stuart with Sewall's Point and Hutchinson Island. Within the study area, East Ocean Boulevard passes through a mixed commercial/office land use context in the west, transitioning to residential in the east. Commercial retail and office land use exists on both sides of East Ocean Boulevard.



East Ocean Boulevard with center two-way left-turn lane, east of SE Monterey Road, looking west



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Figure 1
Corridor Location
East Ocean Boulevard/SE Monterey Road
Martin County, Florida

SE Monterey Road (S.R. 714) serves as a connecting roadway to the south, which ultimately provides connectivity to U.S. 1 South, S.R. 76 (Kanner Highway), Palm City, and Florida's Turnpike. East Ocean Boulevard and SE Monterey Road operate as five (5) lane undivided facilities with two-way left-turn (TWLT) center lanes.



SE Monterey Road near Blake Library, looking south

Field Reviews

During field reviews conducted for this study, it was found that the environment for pedestrians and bicyclists within the East Ocean Boulevard and SE Monterey Road corridor can be intimidating, especially for crossing the street. Despite bike lanes on both roadways, many bicyclists were observed to use the sidewalk, presumably from a desire for separation from cars.

Elderly pedestrian crossing Monterey Road in the TWLT center lane



The study team identified four primary factors for pedestrian safety that may cause a feeling of intimidation within the study corridor.

- The wide width of the traveled way (asphalt surface).
- Frequent vehicle turning movements including at numerous driveways and at the northbound right-turn movement from SE Monterey Road onto East Ocean Boulevard.
- A lack of median refuges along the corridor.
- Infrequent crosswalks.



Mid-block pedestrian crossing in the TWLT center lane

Many pedestrian crossing movements were observed to occur outside of marked crosswalks. There seemed to be three primary factors that caused pedestrians to cross not at crosswalks.

- Trip desire lines (shortest path).
- Vehicle turning movements crossing signalized intersection crosswalks.
- The desire to cross only one direction of traffic at a time.



Pedestrian crossing East Ocean Boulevard using the double yellow striping to wait between movements

This report examines the effect of the CMP improvements in the long-range future conditions of 2035. A summary of key improvements is provided in the list below. Please see the Conclusions section of this report for more detail and a complete list of improvements.

- Installation of a mid-block pedestrian crosswalk just west of the East Ocean Boulevard and Ocean East Mall shopping center driveway (unsignalized) intersection
- Elimination of northbound and southbound through/left movements at the Ocean East Mall shopping center driveway (unsignalized)
- Addition of potential Kingswood Connector roadway that would connect Kingswood Terrace to SE Monterey Road or East Ocean Boulevard
- Proposed signalization at the SE Monterey Road and Kingswood Terrace intersection

Methodology correspondence detailing the analysis requirements is included in Appendix B. This report summarizes the data collection, intersection capacity analyses, multimodal level of service analyses, roadway link analysis, speed data analyses, crash data analyses, and signal warrant analysis.



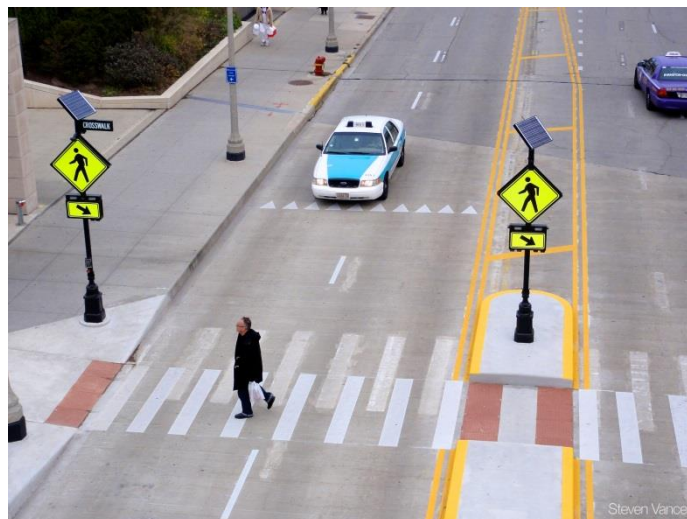
Ocean East Mall shopping center driveway (unsignalized) between Monterey Road intersection to the west and shopping center driveway (signalized) to the east

PLANNING EMPHASIS AREA

Florida consistently ranks in the top five states in regards to pedestrian and bicyclist deaths over the past decade according to National Highway Traffic Safety Administration (NHTSA) data. A concerted effort from all partners involved is needed to reduce both pedestrian and bicyclist crashes and fatalities. The Florida Highway Safety Plan contains a vulnerable road users emphasis area. A major strategy within this area is to develop and use a systematic approach to identify locations and behaviors prone to pedestrian and bicyclist crashes and implement multidisciplinary countermeasures.

A major Planning Emphasis Area (PEA) for Florida MPOs in 2014 is to develop or further implement pedestrian and bicyclist safety initiatives. The objective is to specifically adopt and implement a process to identify locations and behaviors prone to historical pedestrian and bicyclist crashes and develop with their applicable partners countermeasures designed to eliminate them.

The CMP Tier II toolbox strategies and recommendations were developed consistent with the Florida Planning Emphasis Area (PEA) for pedestrian and bicyclist safety.



Pedestrian crossing a mid-block crosswalk with a median pedestrian refuge and solar-powered demand-responsive flashing safety device

PUBLIC WORKSHOPS

Three public workshops were held as part of the East Ocean Boulevard/SE Monterey Road Corridor Traffic Study. The purpose of the public workshops was to gather information about existing mobility deficiencies and safety concerns in the study corridor and to engage interested stakeholders in a discussion about potential improvements that could become part of the study recommendations. The public workshops were a vital component of the overall study. In fact, several of the recommended improvements were generated by stakeholder comments and ideas during the public workshops. The three public workshops that were held as part of this study are listed below. Appendix C includes the flyers that were produced to help spread the word about the workshops.

- Business Workshop – Wednesday, April 9, 2014, Blake Library
- Vista Pines Workshop – Monday, April 21, 2014, Vista Pines Clubhouse
- Kingswood Workshop – Thursday, April 24, 2014, Kingswood Phase III Clubhouse



Discussion during the Vista Pines Workshop

In addition to the three public workshops, the study team gave a presentation to the City of Stuart Commission to provide an overview of the study and brief the Commission on potential ideas for recommendations. Input from the City Commission was included in the study.

A summary of ideas and recommendations from the public workshops is provided below.

- Business representatives were concerned about safe access for their customers.

- Both Vista Pines and Kingswood residents felt it was dangerous to cross East Ocean Boulevard and SE Monterey Road on foot, even at traffic signals. More time is needed to cross the road at the traffic signals. Residents stated that they would like to see countdown signals along the corridor.
- Residents felt like motorists drive faster than the speed limit between the St. Lucie River bridge and the SE Monterey Road intersection.
- Sight distance at driveways was also stated as a concern, especially for exiting from driveways.
- Residents stated that walking and bicycling is common from their developments to the Ocean East Shopping Center, Smithfield Plaza, Blake Library, and to the office/commercial destinations that exist along SE Monterey Road.
- Vista Pines residents stated that the one-way in and one-way out is problematic. Vista Pines residents stated that they would like to be able to walk or bike in and out the back way from their development.
- Both Vista Pines and Kingswood residents were in favor of safer and quicker access to the Ocean East Shopping Center and the office/commercial destinations that exist along SE Monterey Road. Both groups supported a proposed new street (Kingswood Connector) that would connect Kingswood Terrace to the existing land uses. It should be noted that Vista Pines residents in attendance were not in favor of motor vehicle access to the proposed new street but were in favor of a pedestrian and bicycle path that would connect to the new street.
- Kingswood residents stated that they frequently walk along Kingswood Terrace, which currently has no sidewalk.
- Kingswood residents stated that they are in favor of a new traffic signal at the intersection of SE Monterey Road and Kingswood Terrace to help them make left turns while driving and to help them cross the street on foot.

CMP TOOLBOX

Federal guidelines state that a CMP shall include the identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. To follow the CMP guidelines, a toolbox of potential congestion reduction and mobility strategies aimed at the following broad objectives has been developed.

- Encouraging congestion strategies beyond traditional roadway widening projects
- Focusing on person throughput rather than vehicle throughput
- Promoting alternative modes of transportation
- Addressing safety concerns
- Reducing Vehicle Miles Traveled (VMT)
- Reducing air pollutant and Greenhouse Gas (GHG) emissions
- Addressing climate change
- Promoting sustainability in transportation



Special attention has been given to developing alternative methods to traditional roadway widening such as alternative modes, transportation demand management, and technology improvements. When assessing the performance of a particular roadway, all transportation modes should be included. The Martin MPO and the Florida Department of Transportation (FDOT) recognize that vehicular traffic can be reduced by making alternative modes safe and attractive to the end user.

Brief descriptions and generalized implementation cost levels for these strategies are included in this toolbox. Generalized implementation costs are identified by using dollar signs “\$” and ranging from lower cost “\$” to higher cost “\$\$\$.” Photos, drawings, and tables were developed

or obtained from existing sources as necessary to provide further information and definition regarding the strategies. A summary of the toolbox is presented in Table 1. The strategies listed in the toolbox can be implemented independently or cooperatively. The combined impact of the toolbox strategies is far greater than any single strategy alone.

Table 1: Toolbox Summary

1.	Pedestrian Crossing Treatments
2.	Leading Pedestrian Interval (LPI)
3.	Green Color Bike Lanes
4.	Buffered Bike Lanes
5.	Bicycle Parking
6.	Bus Stop Improvements
7.	Turn Lane Restrictions

STRATEGY 1: PEDESTRIAN CROSSING TREATMENTS

- Provide crossing treatments at intersections and midblock crossings
- Crosswalks
- Median islands/refuges
- Crossing signage
- Generalized Cost: \$\$



Median Island/Refuge



Signage for unsignalized intersections



High-Emphasis Crosswalk



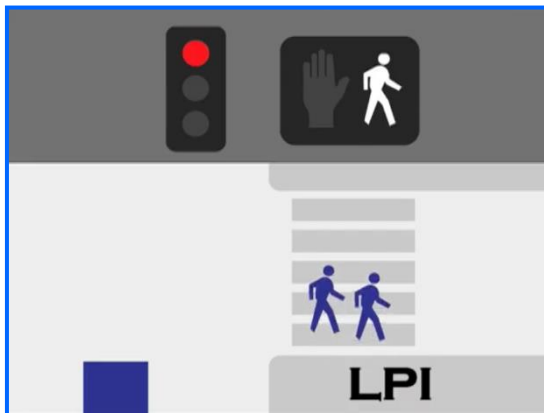
Modified MUTCD Sign R10-15



Median Island/Refuge

STRATEGY 2: LEADING PEDESTRIAN INTERVAL (LPI)

- Modify signal operating plans to include a Leading Pedestrian Interval (LPI)
- Reserves a pedestrian WALK phase for 2 to 5 seconds prior to the concurrent green phase for motor vehicles
- Allows pedestrians to enter the crosswalk before turning motor vehicles attempt to cross their path
- Increases turning motorists' visibility of pedestrians
- Generalized Cost: \$



From StreetFilms.org video "LPI – Leading Pedestrian Interval"

STRATEGY 3: GREEN COLOR BIKE LANES

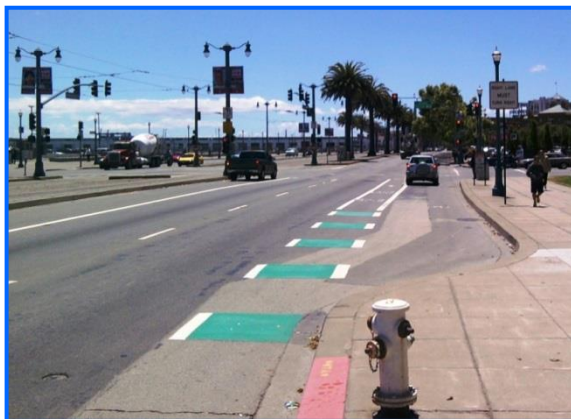
- Green color pavement in conflict zones
- Alerts motorists to yield to merging bicycles
- Refer to FDOT Plans Preparation Manual (PPM) Section 8.4.2.2 for specific guidelines
- Generalized Cost: \$\$



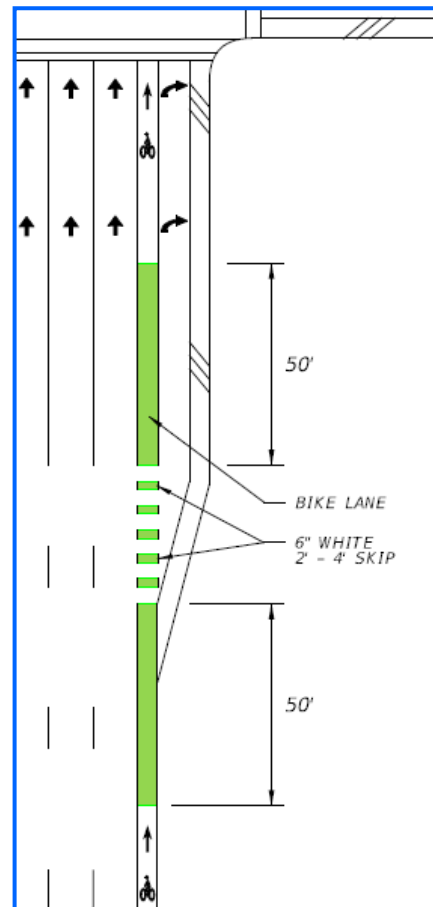
Charlotte, NC



Los Angeles, CA



San Francisco, CA



From FDOT Plans Preparation Manual

STRATEGY 4: BUFFERED BIKE LANES

- Provides separation between motor vehicles and bicycles
- Enhances the perception of safety for cyclists
- Generalized Cost: \$\$\$



Seattle, WA



Long Beach, CA



Bloomington, IN



From NACTO Urban Bikeway Design Guide

STRATEGY 5: BICYCLE PARKING

- Provide secure bicycle parking at strategic locations
- Encourages increased bicycle use
- Include bicycle parking signage
- Generalized Cost: \$



Swerve Racks



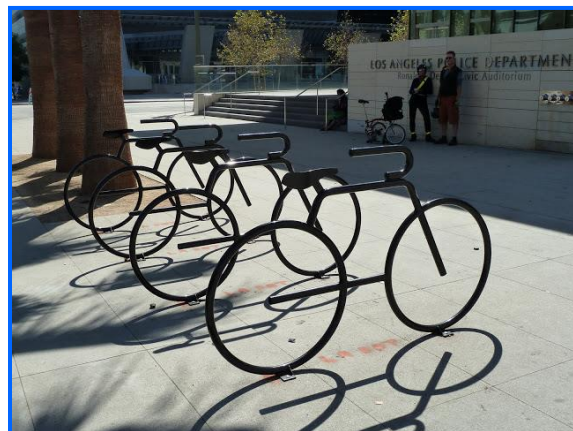
Inverted-U Racks



MUTCD Sign D4-3



Post-and-Ring Rack



Novelty Racks

STRATEGY 6: BUS STOP IMPROVEMENTS

- Provide safety improvements near bus stops
- Sidewalk connectivity
- Roadway crossing treatments
- Signage
- Encourages increased use of public transit
- Generalized Cost: \$\$



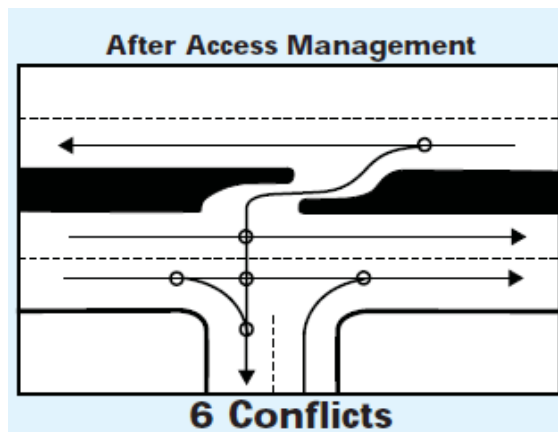
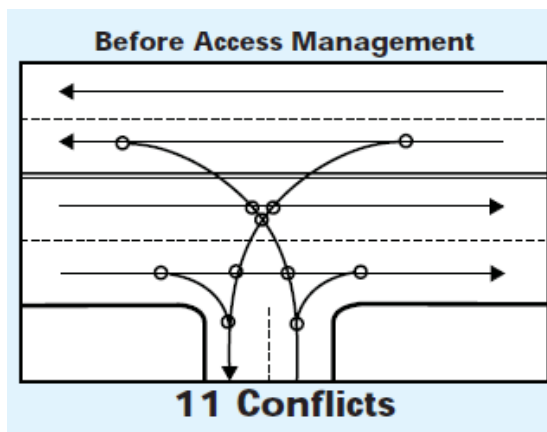
Sidewalk should be provided from edge of travel lane and connect to bus stop/shelter and sidewalk network



Adjacent crosswalk provides safer access to/from the bus stop shelter

STRATEGY 7: TURN LANE RESTRICTIONS

- Prohibit certain turning movements at driveways along a corridor
- Can improve safety along a corridor by limiting the number of vehicular conflict points
- Can provide safer conditions for pedestrians by reducing conflicts with vehicular traffic
- Reduces the complexity of crossing operations for pedestrians
- Generalized Cost: \$\$



Bridgeport Way before transformation: University Place, WA



Bridgeport Way after transformation:
University Place, WA

EXISTING (2013) TRAFFIC CONDITIONS

A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected on December 5, 2013 (Thursday) at the following intersections:

- SE Monterey Road and Kingswood Terrace
- SE Monterey Road and Blake Library Driveway
- SE Monterey Road and Martin County Government Center Driveways
- East Ocean Boulevard and SE Monterey Road
- East Ocean Boulevard and Ocean East Shopping Center (unsignalized)
- East Ocean Boulevard and Ocean East Shopping Center (signalized)
- East Ocean Boulevard and Vista Pines Driveway
- East Ocean Boulevard and Kingswood Driveway (unsignalized)
- East Ocean Boulevard and SE St. Lucie Boulevard

The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The Florida Department of Transportation (FDOT) peak season conversion factor was applied to the traffic counts to adjust the traffic to peak season volumes. The appropriate peak season conversion factor for the counts collected on December 5, 2013 is 1.18.

In addition to vehicular turning movement count data, 24-hour count information was obtained from the Florida Department of Transportation for East Ocean Boulevard and SE Monterey Road at the following count locations within the study area.

- East Ocean Boulevard east of SE Monterey Road (Station #89-0148)
- SE Monterey Road south of East Ocean Boulevard (Station #89-0029)

Two (2) 24-hour speed and volume counts were collected for this study. One speed and volume count was collected on East Ocean Boulevard just west of the Kingswood Driveway and one speed and volume count was collected on SE Monterey Road just south of Kingswood Terrace.

Detailed field reviews of the corridor were conducted to note the existing roadways typical section, number of travel lanes per block, turning lane configurations, travel lane dimensions, and other pertinent field dimensions.

The turning movement counts, FDOT peak season factor category report, and signal timing data provided by Martin County are included in Appendix D. Figure 2 presents the peak season existing turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours.



- Legend**
- Study Roadway
 - Study Intersection
 - XX AM Peak Hour Traffic
 - (XX) PM Peak Hour Traffic

NOT TO SCALE

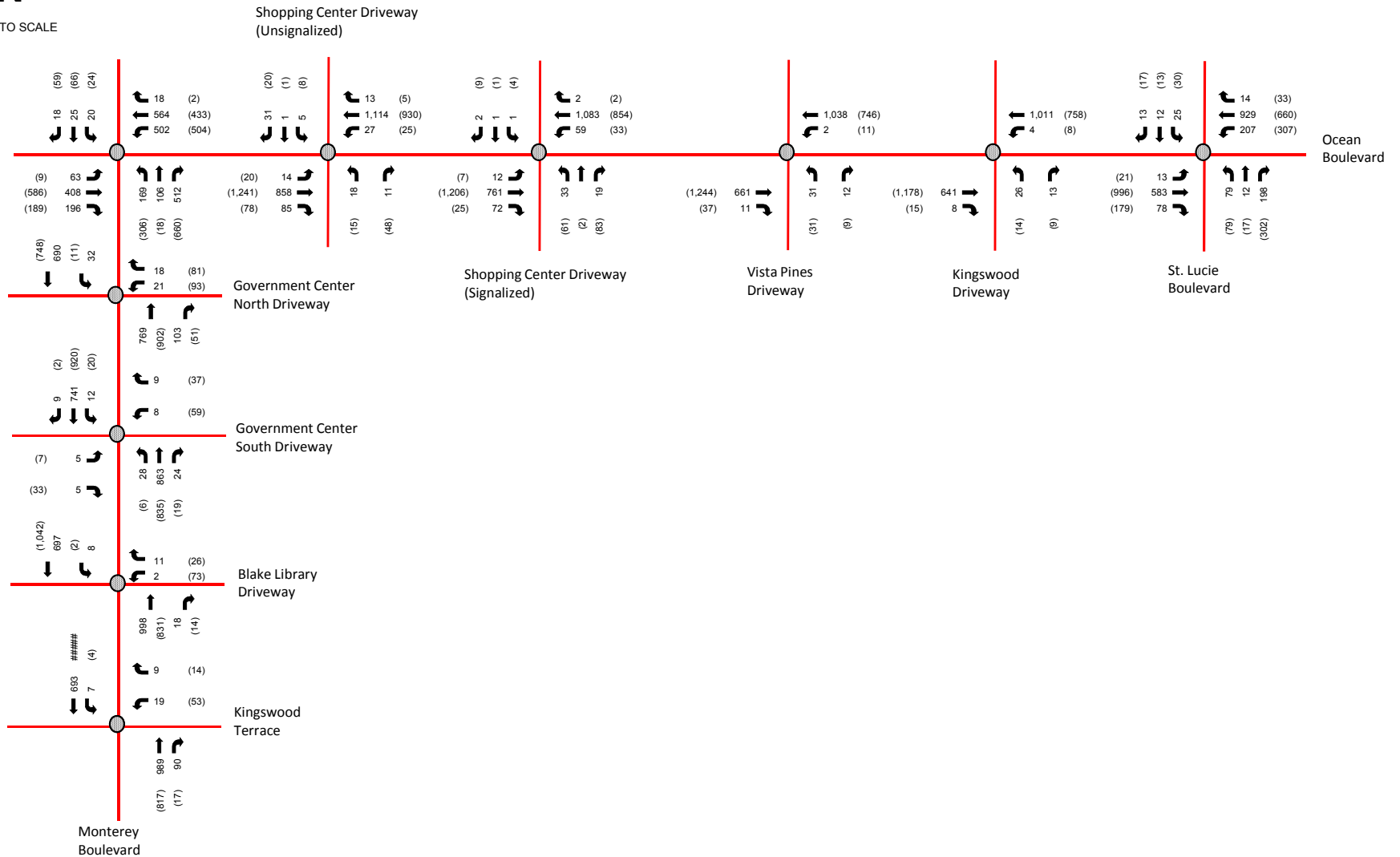


Figure 2
2013 Existing A.M. and P.M. Peak Hour Traffic
East Ocean Boulevard/SE Monterey Road
Martin County, Florida

EXISTING (2013) CAPACITY ANALYSIS

Intersection capacity analyses, roadway link capacity analyses, speed data analyses, and multimodal level of service analyses were conducted under existing (2013) conditions. Crash data analyses were conducted for the roadways and intersections within the corridor for years 2011 through 2013. Below summarizes the four (4) analyses.

Intersection Capacity Analysis

The operating conditions were analyzed for study intersections, for existing (2013) conditions using *Trafficware's SYNCHRO 8.0 Software*, which applies methodologies outlined in the *Highway Capacity Manual, 2010 Edition*. Synchro worksheets and signal timing data for the study intersections are included in Appendix I. A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Table 2. As this table indicates, all the study intersections are expected to operate at adopted levels of service (LOS D or better) overall during the A.M. and P.M. peak hours under existing (2013) conditions with the exception of the stop-controlled westbound approach of SE Monterey Road at Kingswood Terrace in the A.M. and P.M. peak hours and the stop-controlled eastbound and westbound approaches of SE Monterey Road at Government Center South Driveway. This result is common during peak periods where a high traffic volume free-flowing major street intersects with a stop-controlled minor street.

Roadway Link Analysis

Roadway segments along East Ocean Boulevard and SE Monterey Road were analyzed for both daily and peak hour conditions. The most recent FDOT twenty-four hour count data at the time of the study analysis were collected in 2012 for the following roadway segments:

- East Ocean Boulevard east of SE Monterey Road (Station #89-0148)
- SE Monterey Road south of East Ocean Boulevard (Station #89-0029)

Table 3 provides a summary of the daily and two-way peak hour roadway segment analysis for 2012 traffic conditions. The results indicate that the study roadway segments operate below the adopted level of service for both analysis periods.

Additionally, the traffic volumes from FDOT's 24-hour traffic counts were plotted by 15-minute intervals and compared to the capacity of the roadway within a 15-minute period in order to measure the traffic congestion duration and intensity. FDOT's generalized level of service tables do not provide a 15-minute two-way capacity; therefore, to generate a 15-minute two-way capacity, the two-way peak hour capacity was divided by four. Figures 3 and 4 illustrate the 24-hour counts in 15-minute intervals for both East Ocean Boulevard and SE Monterey Road. The results indicate that both roadways operate under capacity, and as a result, should not experience significant congestion.

Multimodal Level of Service Analysis

A multimodal level of service analysis was conducted for East Ocean Boulevard and SE Monterey Road to evaluate the existing pedestrian level of service (PLOS) and bicycle level of service (BLOS) within the vicinity of the East Ocean Boulevard study corridor. PLOS and BLOS were calculated according to methodology established in the 2009 FDOT Quality/Level of Service (QLOS) Handbook. The PLOS Model is based on the following facility characteristics:

- Presence of a sidewalk
- Width of sidewalk
- Width and type of buffer
- Percent of segment with occupied on-street parking
- Width of outside thru lane
- Width of shoulder or bicycle lane
- Number of motor vehicle thru lanes (per direction)
- Directional volume of motorized vehicles in the peak 15-minute period
- Motorized vehicle speeds

In the PLOS Model, pedestrian levels of service are determined by assessing the above variables in the following equation and then applying the LOS thresholds to the calculated scores.

$$PLOS = -1.2276 \ln(W_{ol} + W_l + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.0091(\text{Vol}_{15}/L) + 0.0004SPD^2 + 6.0468$$

Where:

- PLOS = Pedestrian Level of Service score
- \ln = Natural Log
- W_{ol} = Width of outside lane
- W_l = Width of shoulder or bicycle lane
- f_p = On-street parking effect coefficient (=0.20)
- %OSP = Percent of roadway segment with occupied on-street parking
- f_b = Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)
- W_b = Buffer width (distance between edge of pavement and sidewalk, feet)
- f_{sw} = Sidewalk presence coefficient (= $6 - 0.3W_s$)
- W_s = Width of sidewalk, feet)
- Vol_{15} = Volume of directional motorized vehicles in the peak 15-minute time period
- L = Total number of directional thru lanes
- SPD = Average running speed of motorized vehicle traffic (mph)

The facility characteristics needed to complete the BLOS calculation are listed below:

- Average effective width of the outside thru lane (including bike lane if provided)
- Number of motor vehicle thru lanes (per direction)
- Directional volume of motorized vehicles in the peak 15-minute period
- Posted speed limit
- Percentage of heavy vehicles
- Pavement condition

In the BLOS Model, bicycle levels of service are determined by assessing the above variables in the following equation and then applying the LOS thresholds to the calculated scores.

$$BLOS = 0.507 \ln(\text{Vol}_{15}/L) + 0.199SP_t(1 + 10.38HV)^2 + 7.066(1/PR_5)^2 - 0.005(W_e)^2 + 0.760$$

Where:

- BLOS = Bicycle Level of Service score
- \ln = Natural Log
- Vol_{15} = Volume of directional motorized vehicles in the peak 15-minute time period
- L = Total number of directional thru lanes
- SP_t = Effective speed factor = $1.1199 \ln(SP_p - 20) + 0.8103$

- SP_p = Posted Speed Limit (a proxy for average running speed)
- HV = Percentage of heavy vehicles
- PR_5 = Federal Highway Administration's (FHWA's) five-point pavement surface condition rating
- W_e = Average effective width of the outside thru lane (which incorporates the existence of a designated bicycle lane or a paved shoulder if present)

As shown in Table 4, SE Monterey Road and East Ocean Boulevard operate with a PLOS of C. Based on the BLOS analysis, SE Monterey Road and East Ocean Boulevard operate with a BLOS of D. The PLOS and BLOS data and calculations are provided in Appendix E.

Speed Data Analysis

The purpose of collecting speed measurements is to determine the magnitude of vehicle speeds within the corridor. Twenty-four hour speed measurements were collected on East Ocean Boulevard just west of the Kingswood Driveway and on SE Monterey Road just south of Kingswood Terrace.

The 85th percentile speed is often used as a measure of an upper limit of “reasonable” speeds for prevailing conditions. The 85th percentile speed is the speed at which 85 percent of the vehicles are traveling below. The 85th percentile speed and average speed are summarized in Table 5. Detailed speed data are contained in Appendix D.

The speed measurements demonstrate that the average speeds traveled by motorists along East Ocean Boulevard are generally between 38 and 39 miles per hour (mph), which are above the posted speed limit of 35 mph. The motorists along SE Monterey Road are generally traveling between 44 and 45 miles per hour (mph), which are above the posted speed limit of 40 mph. An evaluation of the 85th percentile speeds demonstrates that motorists travel well in excess of the posted speed limits; with East Ocean Boulevard exhibiting 85th percentile speeds in excess of eight (8) mph over the posted 35 mph speed limit and SE Monterey Road exhibiting 85th percentile speeds in excess of nine (9) mph over the posted 40 mph speed limit.

Table 2: Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			NB	SB	EB	WB
<i>Existing (2013) Conditions A.M. Peak Hour (P.M. Peak Hour)</i>						
SE Monterey Road at Kingswood Terrace	Un-signalized	(1)	(2)	(2)	-	E (F)
SE Monterey Road at Blake Library Driveway	Un-signalized	(1)	(2)	(2)	-	B (D)
SE Monterey Road at Government Center South Driveway	Un-signalized	(1)	(2)	(2)	E (C)	E (F)
SE Monterey Road at Government Center North Driveway	Un-signalized	(1)	(2)	(2)	-	C (D)
SE Monterey Road at East Ocean Boulevard	Signalized	C/31.6 (D/40.8)	C (E)	C (D)	D (C)	C (C)
East Ocean Boulevard at Shopping Center Driveway (un-signalized)	Un-signalized	(1)	D (D)	C (C)	(2)	(2)
East Ocean Boulevard at Shopping Center Driveway (Signalized)	Signalized	A/1.9 (A/4.3)	C (C)	C (C)	A (A)	A (A)
East Ocean Boulevard at Vista Pines Driveway	Signalized	A/2.6 (A/0.8)	B (B)	-	A (A)	A (A)
East Ocean Boulevard at Kingswood Driveway	Un-signalized	(1)	C (C)	-	(2)	(2)
East Ocean Boulevard at St. Lucie Boulevard	Signalized	C/22.5 (C/26.6)	C (D)	C (D)	C (C)	C (C)

Notes: ⁽¹⁾ Overall intersection LOS is not defined, as intersection operates under stop-control conditions.

⁽²⁾ Approach operates at free-flow conditions. Therefore, no level of service is provided.

Roadway	Segment	Laneage	LOS Std.	Maximum Service Volume (vph)	2012 Peak Hour Volume	2012 Peak Hour LOS	Maximum Service Volume (vpd)	2012 AADT Volume	2012 AADT LOS
East Ocean Boulevard	East of SE Monterey Road (station #89-0148)	4LU ⁽²⁾	D	2,920	2,260	C	32,400	25,620	C
SE Monterey Road	South of East Ocean Boulevard (station #89-0029)	4LU ⁽¹⁾	D	3,580	1,944	C	39,800	21,708	C

(1) Class I roadway with 5 percent reduction for “Exclusive Left Turns” and 5 percent addition for “Exclusive Right Turns”.

(2) Class II roadway with 5 percent reduction for “Exclusive Left Turns” and 5 percent addition for “Exclusive Right Turns”.

Roadway	Segment	Laneage	Pedestrian Facility	Bicycle Facility	Pedestrian Level of Service	Bicycle Level of Service
East Ocean Boulevard	East of SE Monterey Road (station #89-0148)	4LU	Sidewalk, both sides	Bike Lane, both sides	C	D
SE Monterey Road	South of East Ocean Boulevard (station #89-0029)	4LU	Sidewalk, both sides	Bike Lane, both sides	C	D

Note: See Appendix D for detailed PLOS and BLOS data and calculations.

Figure 3: 2012 Two-Way Roadway Volumes (15-minute intervals) – East Ocean Boulevard

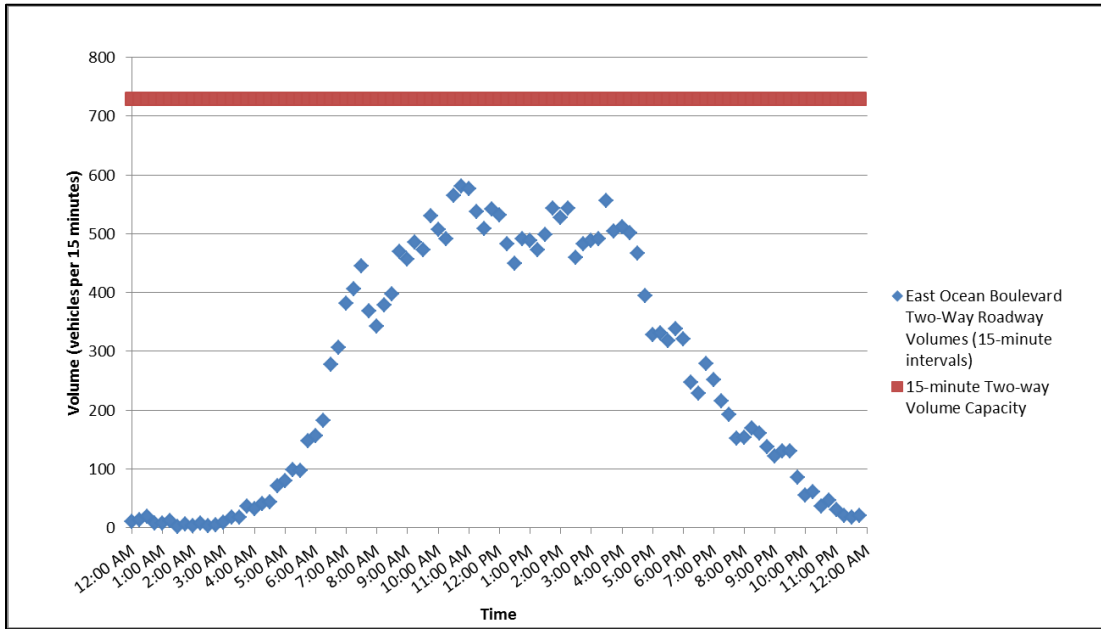


Figure 4: 2012 Two-Way Roadway Volumes (15-minute intervals) – SE Monterey Road

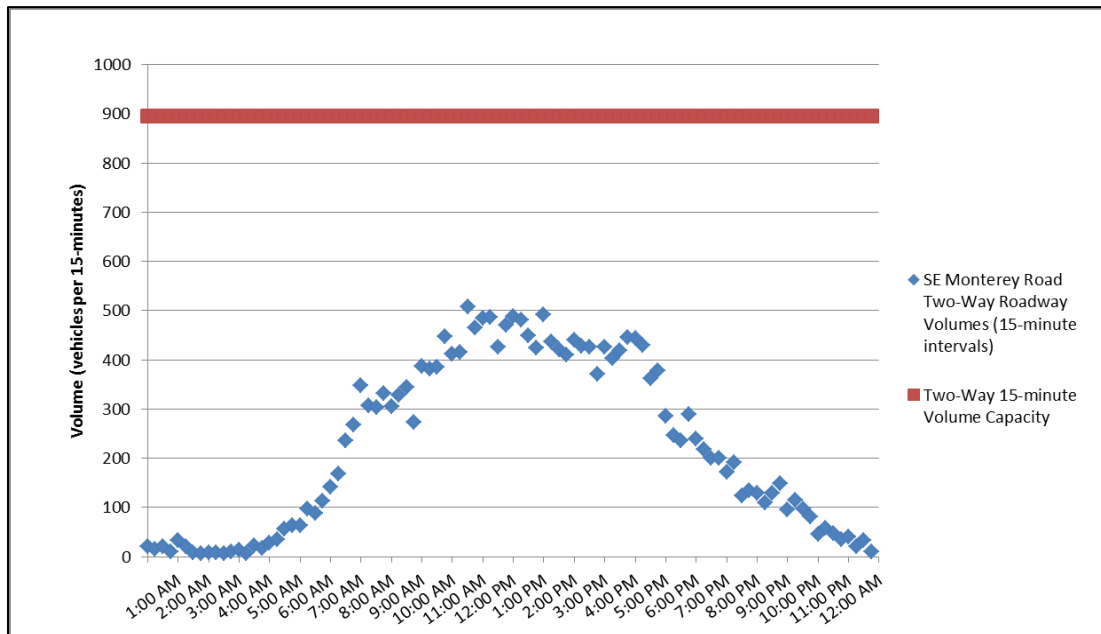


Table 5: Speed Data Analysis (2013 Existing Conditions)

Roadway	Segment	Direction	Posted Speed Limit (mph)	Average Speed (mph)	85 th Percentile Speed (mph)
East Ocean Boulevard	Just west of Kingswood Driveway	Eastbound	35	38	43
		Westbound	35	39	43
		Average	35	39	43
SE Monterey Road	Just south of Kingswood Terrace	Northbound	40	45	50
		Southbound	40	44	48
		Average	40	45	49

Crash Data Analysis

Crash data for the area surrounding East Ocean Boulevard and SE Monterey Road for 2011 through 2013 were provided by the University of Florida through the Signal Four Analytics program from Department of Highway Safety and Motor Vehicle (DHSMV) traffic crash records. The data were tabulated to identify crash types by intersection and by roadway segment. The results of the crash analysis are described below.

Total Crashes by Year

A total of 111 crashes occurred within the study area between January 2011 and December 2013. These crashes included 3 injuries. Please note that due to changes in crash reporting procedures, a low number of crashes were reported in 2011 and 2012.

Figure 5: Total Crashes by Year

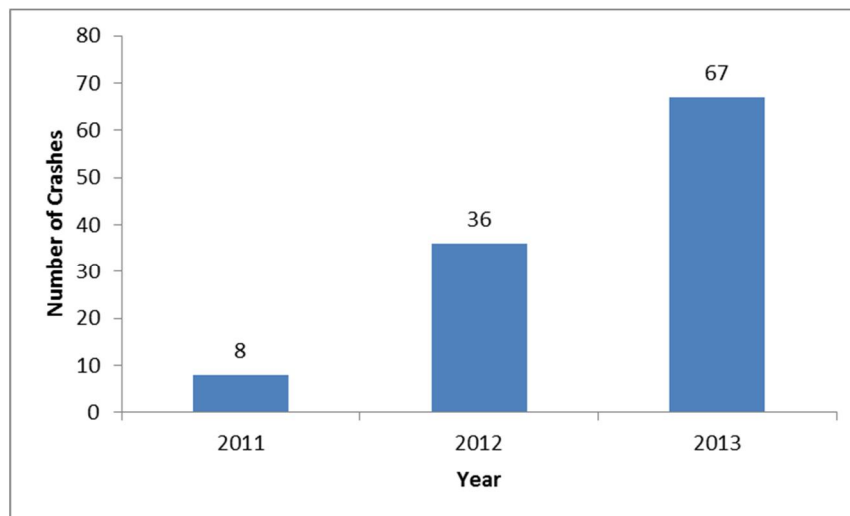


Table 6: Total Crashes by Year

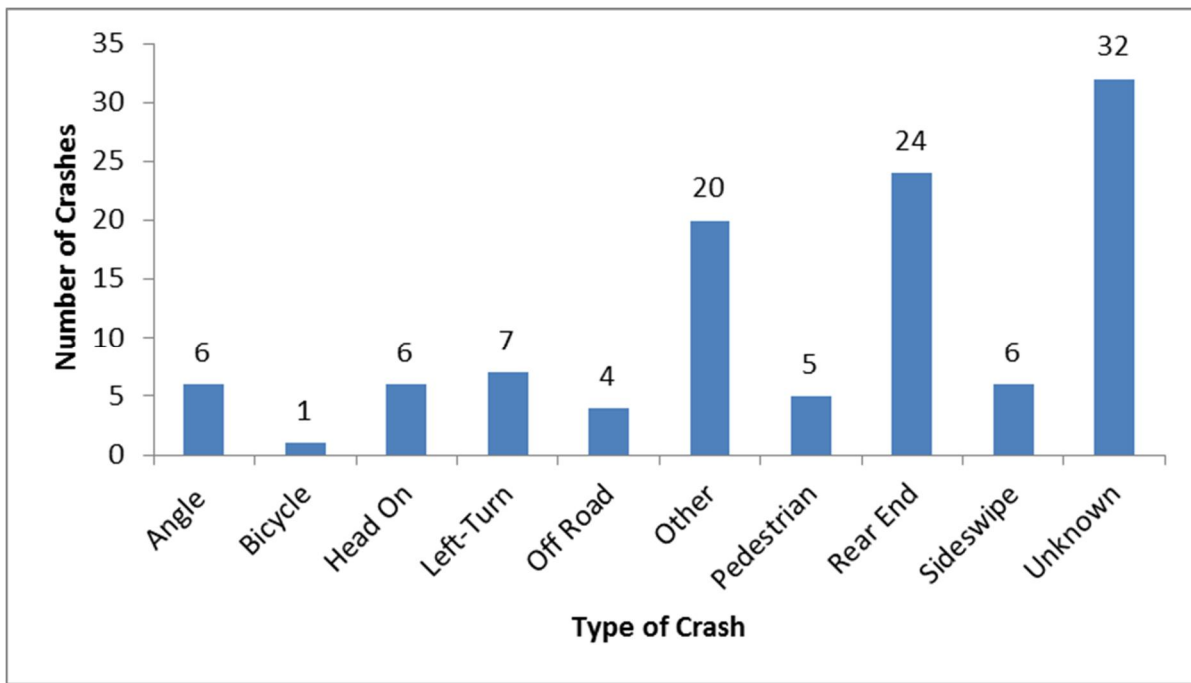
	2011	2012	2013
Total Crashes	8	36	67

Source: University of Florida through the Signal Four Analytics program from Department of Highway Safety and Motor Vehicle (DHSMV) data

Total Crashes by Crash Type

As shown in Figure 6 and Table 6, the most frequent crash types are unknown (29 percent), rear end (22 percent), and other (18 percent). Furthermore, there were 5 pedestrian crashes (5 percent) and 1 bicycle crash (1 percent). Most urbanized areas exhibit more pedestrian crashes than bicycle crashes; therefore, the results highlight the importance of East Ocean Boulevard and SE Monterey Road as pedestrian mobility corridors since there were more pedestrian crashes than bicycle crashes and the need to provide pedestrian facilities along the corridor.

Figure 6: Total Crashes by Crash Type



Type of Crash	Number of Crashes	Percent of Crashes
Angle	6	5%
Bicycle	1	1%
Head On	6	5%
Left-Turn	7	6%
Off Road	4	4%
Other	20	18%
Pedestrian	5	5%
Rear End	24	22%
Sideswipe	6	5%
Unknown	32	29%

Source: University of Florida through the Signal Four Analytics program from DHSMV data

Total Crashes by Lighting Type

Table 8 shows that 54 percent of crashes occurred during daylight conditions. Overall, the percentage of dark condition crashes is lower than the statewide average (8 percent vs. 34 percent).

Lighting Conditions	Number of Crashes	Percent of Crashes
Dark – Lighted	7	6%
Dark – Not Lighted	2	2%
Dawn	1	1%
Daylight	60	54%
Unknown	5	5%
Not Specified	36	32%

Source: University of Florida through the Signal Four Analytics program from DHSMV data

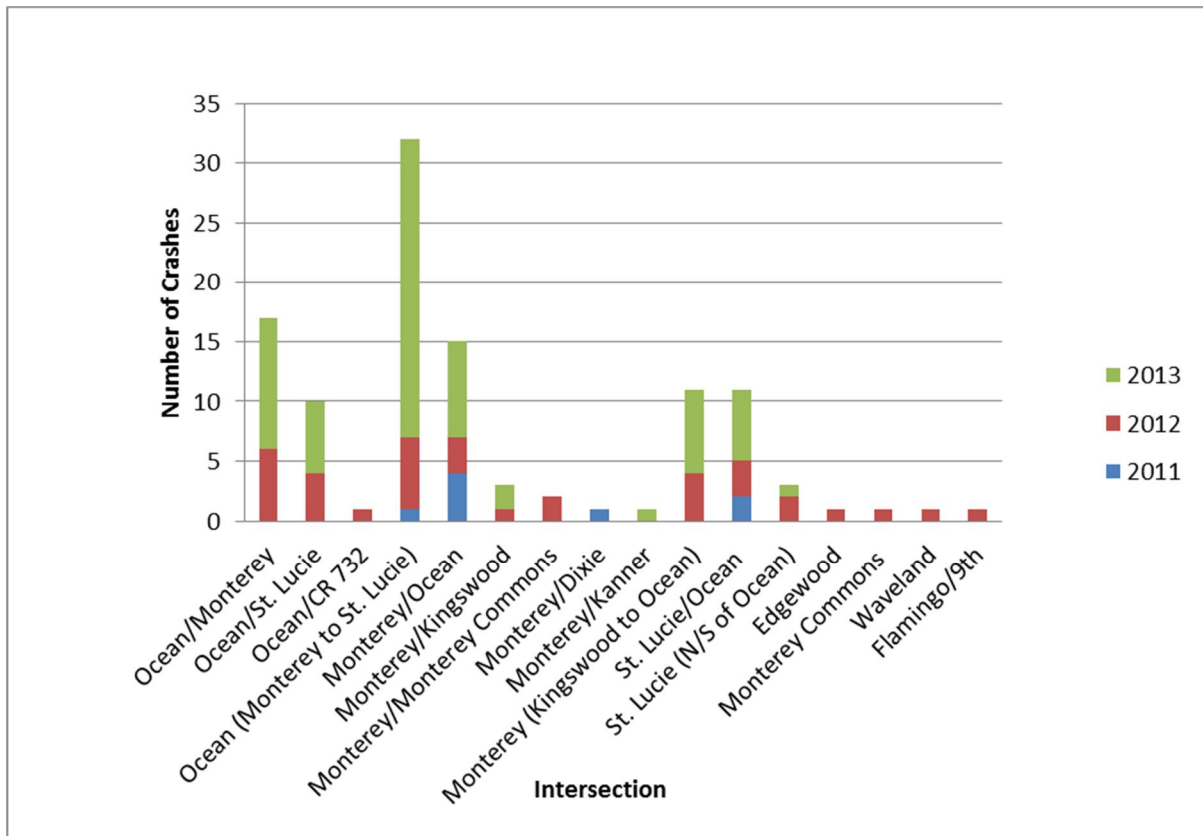
Crashes by Intersection/Roadway Location

Figure 7 depicts the distribution of crashes by intersection/roadway location along the corridor.

The locations with 10 or more crashes include:

- Ocean Boulevard at Monterey Road
- Ocean Boulevard at St. Lucie Boulevard
- Ocean Boulevard between Monterey Road and St. Lucie Boulevard
- Monterey Road between Kingswood Terrace and Ocean Boulevard

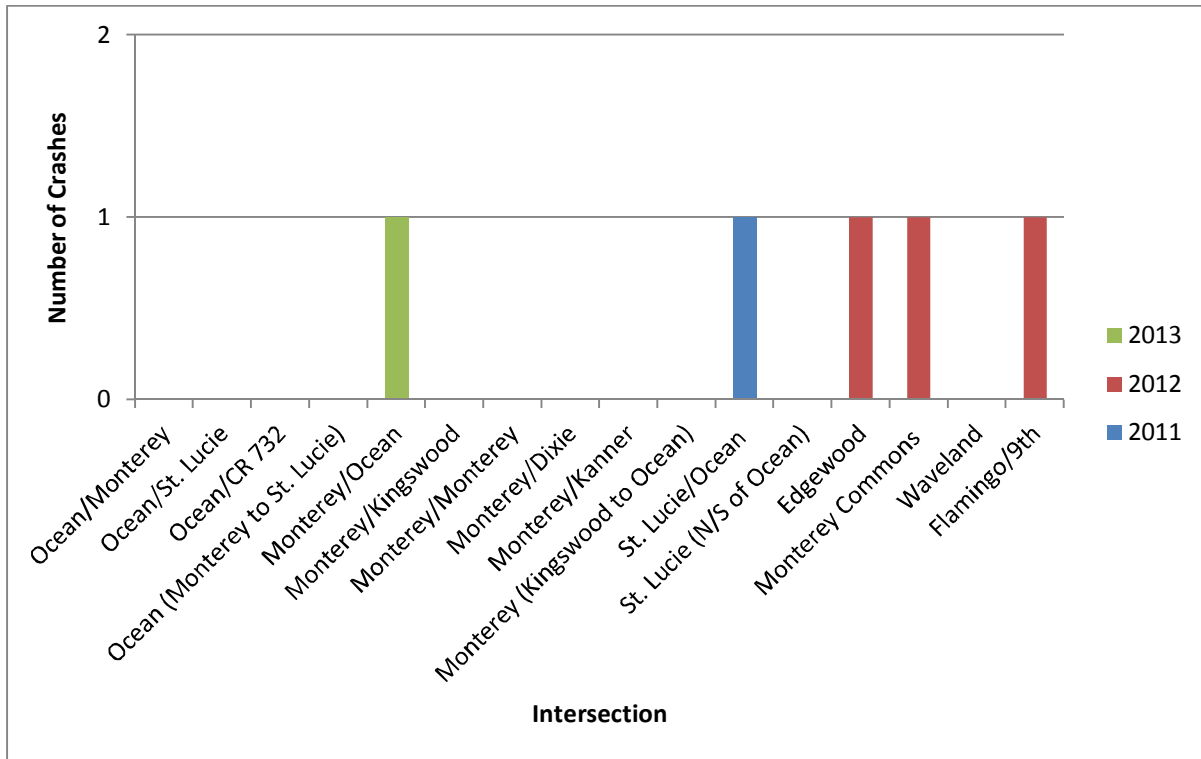
Figure 7: Crashes by Intersection/Roadway



Pedestrian Crashes

Five (5) pedestrian crashes were reported at the intersections within the study corridor between 2011 and 2013. These intersections are listed in Figure 8.

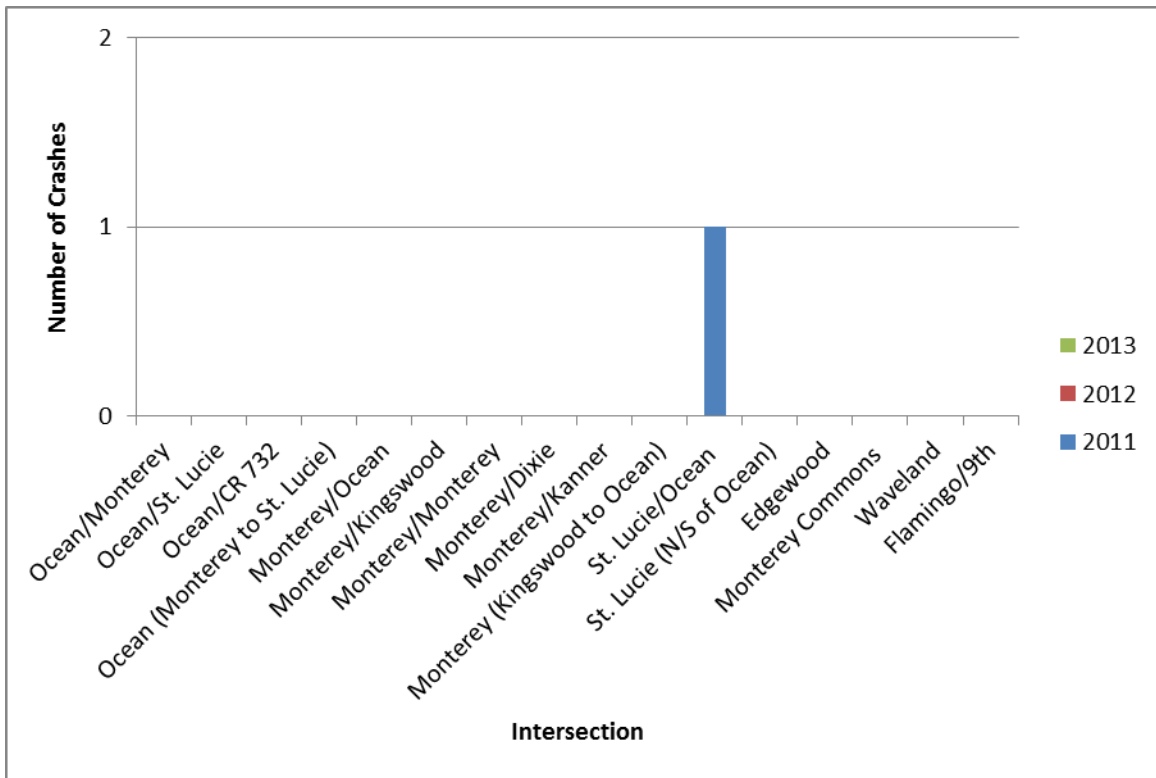
Figure 8: Pedestrian Crashes by Intersection



Bicycle Crashes

One (1) bicycle crash was reported at the signalized intersections within the study corridor between 2011 and 2013. This signalized intersection is listed in Figure 9.

Figure 9: Bicycle Crashes by Intersection



FUTURE (2035) TRAFFIC CONDITIONS

Future traffic conditions are defined for this study as anticipated traffic conditions on the roadway network in the year 2035 with and without the proposed CMP improvements on East Ocean Boulevard and SE Monterey Road. Future traffic volumes without the CMP improvements used in the analysis are the sum of the existing traffic and an additional amount of traffic generated by growth in the study area. Refer to Figure 10 for the year 2035 peak hour traffic volumes (without the CMP improvements) during the weekday A.M. and P.M. peak hours.

Future Area Growth

Future traffic growth on the transportation network was determined based upon (a) historic growth trends at nearby FDOT traffic count stations and (b) projections provided in the Greater Treasure Coast Regional Planning Model (GTCRPM).

FDOT count stations referenced in this analysis include Count Station 0029 (Monterey Road – S of Ocean Boulevard) and 0148 (SR A1A/E Ocean Boulevard – E of Monterey Road). The growth rate analysis examined the most recent 10-year period. The 10-year period yielded a negative growth rate of -1.32 percent (-1.32%).

Based on the volume information obtained from years 2005 and 2035 GTCRPM model, an annual growth rate of 0.67 percent (0.67%) along East Ocean Boulevard was calculated. Therefore, to provide a conservative analysis, a growth rate of 0.67 percent (0.67%) was used to determine future 2035 traffic volumes. The worksheets used to analyze the historic growth trends along with the GTCRPM transportation model outputs are included in Appendix F.

Traffic Reassignment

As part of the future (2035) traffic (with CMP improvements) volume development, traffic circulation patterns were reassigned based on the following potential improvements:

- Installation of mid-block pedestrian crosswalk and median refuge just west of the East Ocean Boulevard and shopping center driveway (unsignalized) intersection
- Elimination of northbound and southbound through/left movements at the shopping center driveway (unsignalized)
- Addition of potential Kingswood Connector roadway that may connect Kingswood Terrace to SE Monterey Road or East Ocean Boulevard
- Proposed signalization at the SE Monterey Road and Kingswood Terrace intersection

As a result of these modifications, traffic patterns are expected to change. Figure 10 provides a graphic representation of the existing traffic circulation patterns. The patterns include:

- Pattern A: Traffic performing northbound left-turn movement out of the shopping center driveway (unsignalized) and proceeding to the East Ocean Boulevard and SE Monterey Road intersection to perform a westbound left-turn
- Pattern B: Traffic performing northbound left-turn movement out of the shopping center driveway (signalized) and proceeding to the East Ocean Boulevard and SE Monterey Road intersection to perform a westbound left-turn
- Pattern C: Traffic performing southbound through and left-turn movements at the shopping center driveway (unsignalized) and East Ocean Boulevard intersection
- Pattern D: Traffic performing westbound left-turn movement at the Government Center north driveway and SE Monterey Road intersection
- Pattern E: Traffic performing westbound left-turn movement at the Government Center south driveway and SE Monterey Road intersection

- Pattern F: Traffic performing westbound right-turn movement at the Kingswood Terrace and SE Monterey Road intersection
- Pattern G: Traffic performing southbound left-turn movement at the Kingswood Terrace and SE Monterey Road Intersection



As a result of the proposed modifications to the surrounding area, patterns on the site area expected to change. The following reassignment of traffic is expected:

- 100 percent (100%) of movement A is diverted to the following:
 - 33 percent (33%) of movement A is diverted to the northbound left-turn movement at the shopping center driveway (signalized) and East Ocean Boulevard intersection
 - 34 percent (34%) of movement A is diverted to the westbound left-turn movement at the Government Center north driveway and SE Monterey Road intersection
 - 33 percent (33%) of movement A is diverted to the westbound left-turn movement at the proposed signalized intersection of Kingswood Terrace and SE Monterey Road via the Kingswood Connector roadway
- 25 percent (25%) of movement B is diverted to the westbound left-turn movement at the proposed signalized intersection of Kingswood Terrace and SE Monterey Road via the Kingswood Connector roadway
- 100 percent (100%) of movement C (southbound through and left-turn movements) is diverted to the following:
 - 90 percent (90%) of movement C is diverted to the westbound u-turn movement at the East Ocean Boulevard and SE Monterey Road intersection
 - 10 percent (10%) of movement C is diverted to the westbound left-turn movement at the East Ocean Boulevard and SE Monterey Road intersection

- 25 percent (25%) of movement D is diverted to the westbound left-turn movement at the proposed signalized intersection of Kingswood Terrace and SE Monterey Road intersection via the Kingswood Connector roadway
- 25 percent (25%) of movement E is diverted to the westbound left-turn movement at the proposed signalized intersection of Kingswood Terrace and SE Monterey Road intersection via the Kingswood Connector roadway
- 10 percent (10%) of movement F is diverted to the westbound right-turn movement at the proposed Kingswood Terrace and Kingswood Connector intersection
- 10 percent (10%) of movement G is diverted to the southbound left-turn movement at the proposed Kingswood Terrace and Kingswood Connector intersection

Figures 11 and 12 provide a graphic representation of the existing traffic circulation and the expected traffic assignment. The peak hour traffic reassignment volume adjustments per intersection are shown in Figure 13. Traffic reassignment calculations are included in Appendix G. The peak hour future total traffic volumes with CMP improvements for the A.M. and P.M. peak hours are shown in Figure 14. Volume development worksheets for the study intersections are included in Appendix H.



- Legend**
-  Study Roadway
 -  Study Intersection
 - XX AM Peak Hour Traffic
 - (XX) PM Peak Hour Traffic

NOT TO SCALE

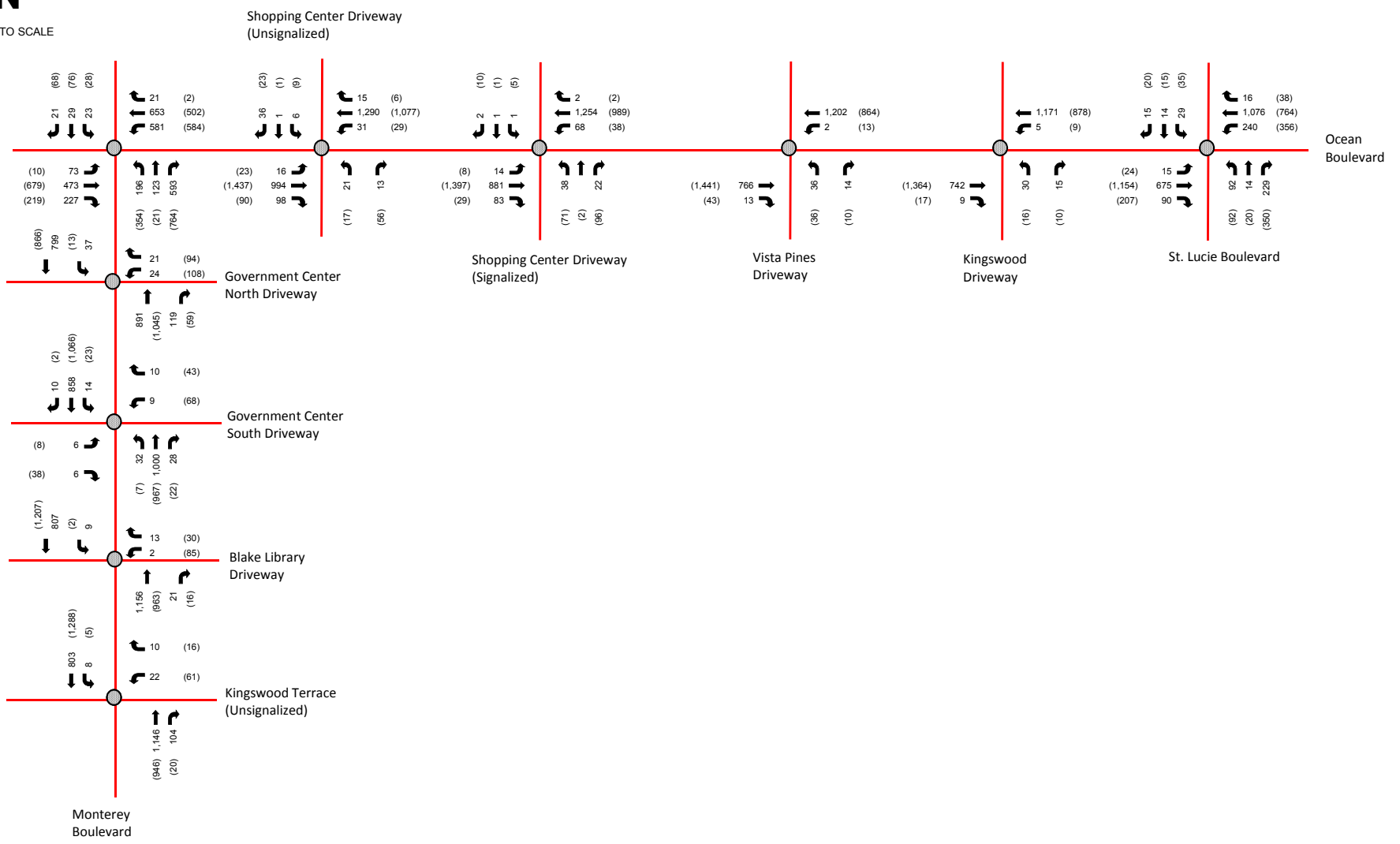


Figure 10
 2035 Future A.M. and P.M. Peak Hour Traffic
 Without Improvements and Traffic Reassignment
 East Ocean Boulevard/SE Monterey Road
 Martin County, Florida

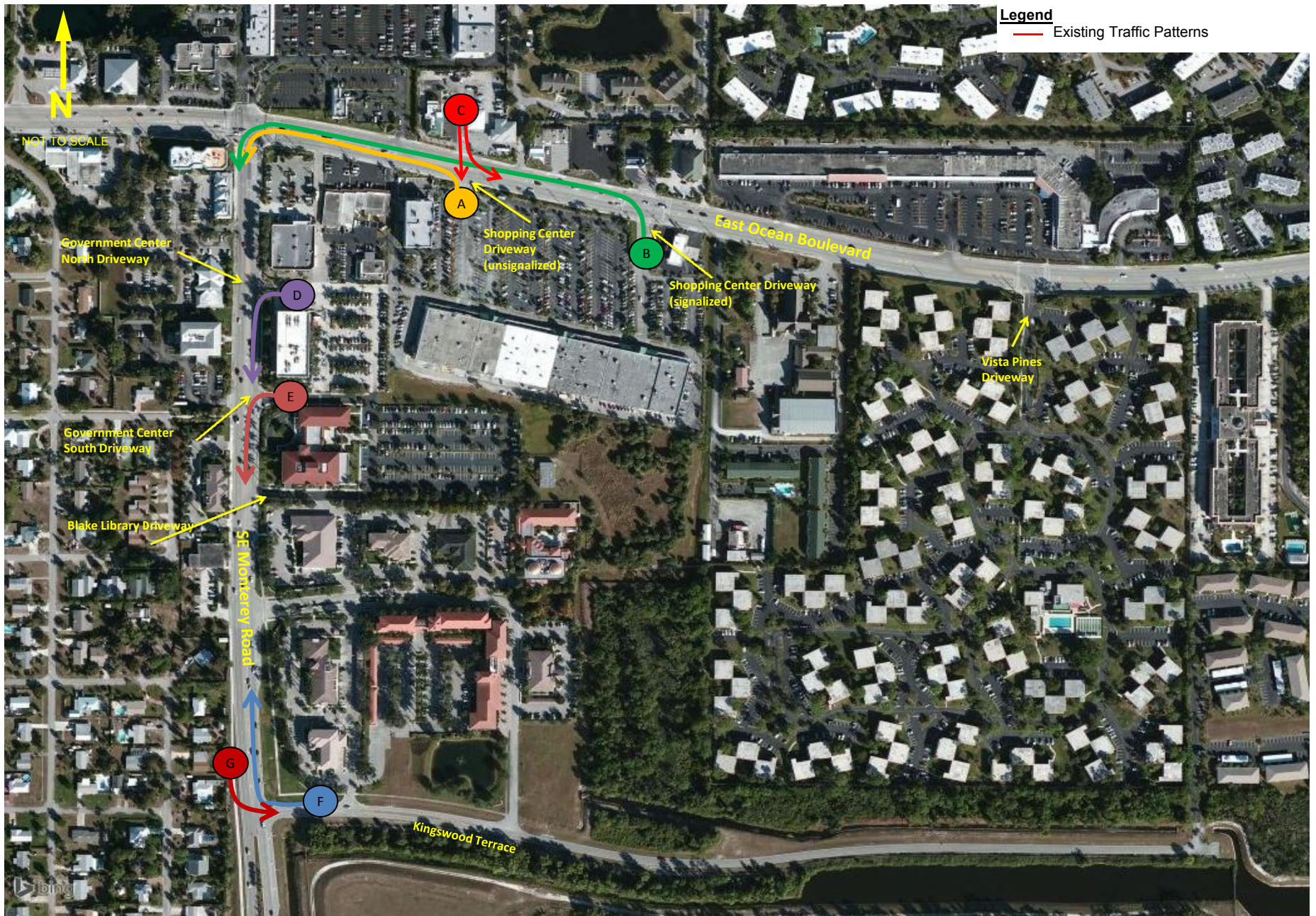


Figure 11
 Existing Traffic Patterns
 East Ocean Boulevard/SE Monterey Road
 Martin County, Florida



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 and Associates, Inc.

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Figure 12
Traffic Reassignment
East Ocean Boulevard/SE Monterey Road
Martin County, Florida



NOT TO SCALE

- Legend**
- Study Roadway
 - Study Intersection
 - XX AM Peak Hour Traffic Adjustments
 - (XX) PM Peak Hour Traffic Adjustments

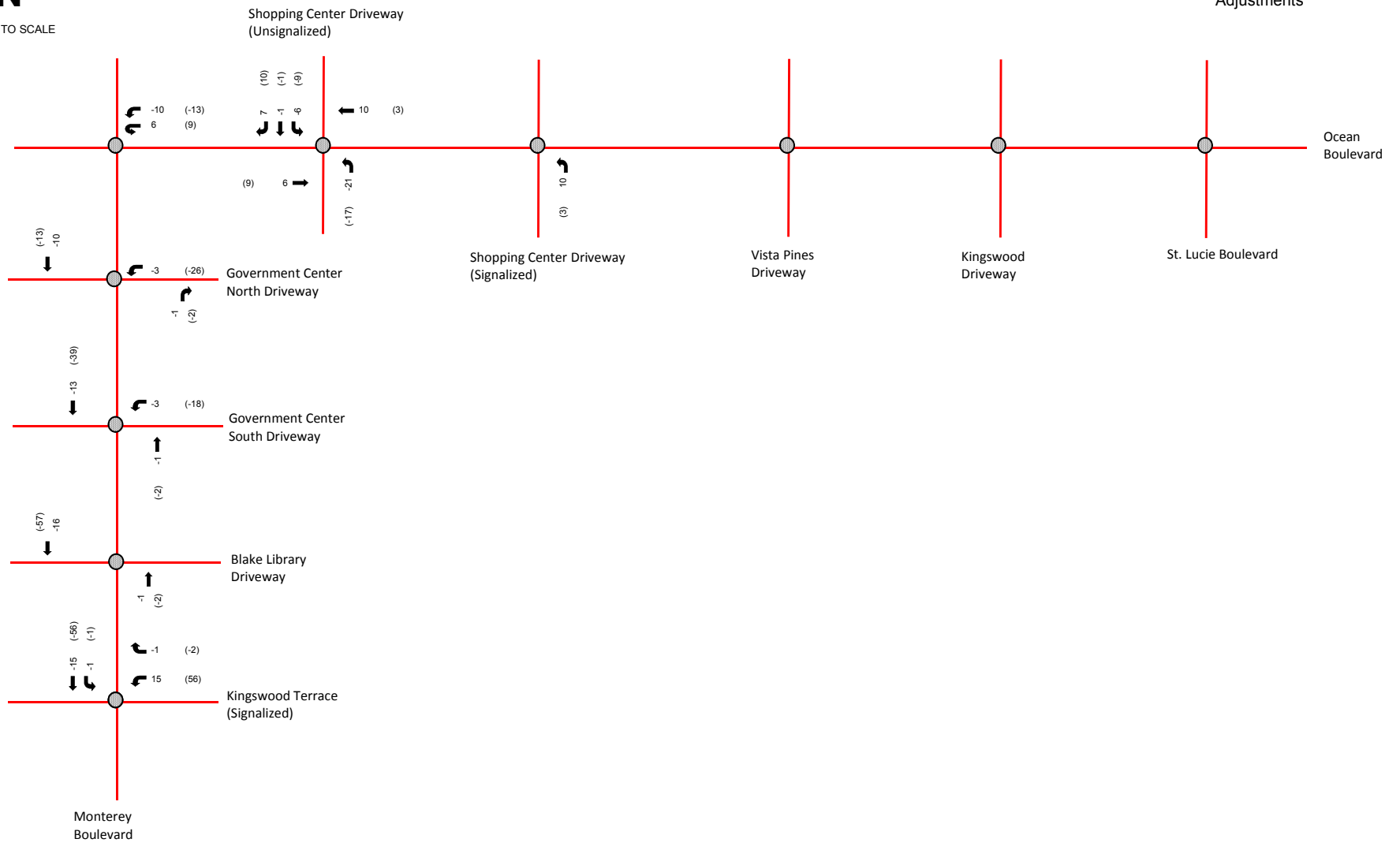




Figure 13
Traffic Reassignment Volume Adjustments
East Ocean Boulevard/SE Monterey Road
Martin County, Florida

- Legend**
-  Study Roadway
 -  Study Intersection
 - XX** AM Peak Hour Traffic
 - (XX)** PM Peak Hour Traffic



NOT TO SCALE

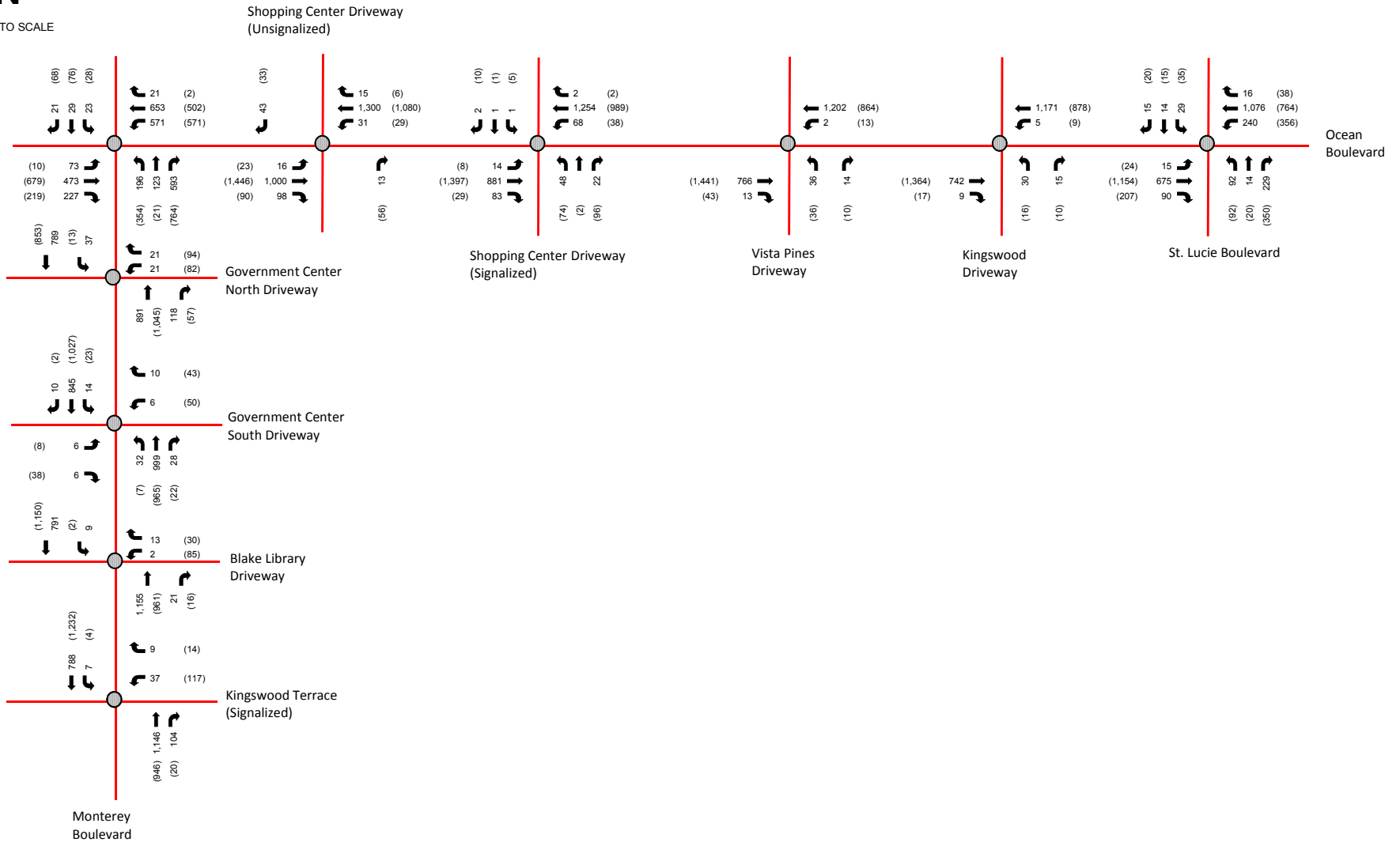


Figure 14
2035 Future A.M. and P.M. Peak Hour Traffic
With Improvements and Traffic Reassignment
East Ocean Boulevard/SE Monterey Road
Martin County, Florida

FUTURE (2035) CAPACITY ANALYSIS

Intersection capacity analyses and roadway link analyses were conducted under future (2035) conditions with and without the CMP improvements. Below summarizes the intersection and roadway link analyses.

Intersection Capacity Analysis

The operating conditions were analyzed for study intersections, for both future (2035) conditions (with and without improvements) using *Trafficware's SYNCHRO 8.0 Software*, which applies methodologies outlined in the *Highway Capacity Manual, 2010 Edition*. Synchro worksheets and signal timing data for the study intersections are included in Appendix I. A summary of the intersection analyses for the A.M. and P.M. peak hours for both future (2035) conditions (without and with improvements) are presented in Tables 9 and 10, respectively.

As Tables 9 and 10 indicate, all the study intersections are expected to operate at adopted levels of service (LOS D or better) overall during the A.M. and P.M. peak hours under future (2035) conditions (without improvements) with the exception of the following:

- Stop-controlled westbound approach of SE Monterey Road and Kingswood Terrace intersection in the A.M. and P.M. peak hours (without CMP improvements)
- Stop-controlled westbound approach of SE Monterey Road and Blake Library Driveway intersection in the P.M. peak hour (without CMP improvements)
- Stop-controlled eastbound and westbound approaches of SE Monterey Road and County Administration Center South Driveway intersection in the A.M. and P.M. peak hours (with and without CMP improvements)
- Stop-controlled westbound approach of SE Monterey Road and County Administration Center North Driveway intersection in the P.M. peak hour (with and without CMP improvements)

- Signalized intersection of East Ocean Boulevard and SE Monterey Boulevard intersection in the P.M. peak hour (with and without CMP improvements)
- Stop-controlled northbound approach of East Ocean Boulevard at Ocean East Shopping Center Driveway (unsignalized) during the A.M. and P.M. peak hours (with and without CMP improvements)

All intersections are expected to operate at LOS E or F under future (2035) conditions both with and without the proposed improvements. Therefore, the improvements do not cause the LOS E and F conditions of the intersections and approaches. It should be noted that with the CMP improvements implemented, the stop-controlled northbound approach of the Shopping Center Driveway (unsignalized) and the stop-controlled westbound approach of the SE Monterey Road and Blake Library Driveway intersection operate acceptably in the A.M. and P.M. peak hours in future (2035) conditions.

Additionally, a signal warrant analysis was performed for the intersection of SE Monterey Road and Kingswood Terrace for future (2035) conditions with the CMP improvements in place. The intersection satisfies volume warrants 2 and 3. Under signal control, the subject intersection is expected to operate at LOS A in the A.M. and P.M. peak hours under future (2035) conditions. It should be noted that the SE Monterey Road and Kingswood Terrace intersection does not meet signal warrants when analyzed without the potential Kingswood Connector roadway.

Roadway Link Analysis

Roadway segments along East Ocean Boulevard and SE Monterey Road were analyzed during daily and peak hour future (2035) conditions. FDOT twenty-four hour continuous count data was used for the following roadway segments:

- East Ocean Boulevard east of SE Monterey Road (Station #89-0148)
- SE Monterey Road south of East Ocean Boulevard (Station #89-0029)

As previously mentioned, the FDOT data was collected in 2012. Therefore, an annual growth rate of 0.67 percent (0.67%) was applied to the 2012 data to establish 2035 volumes.

Table 11 provides a summary of the daily and two-way peak hour roadway segment analysis for the future (2035) traffic conditions, respectively. The results indicate that the study roadway segments operate below adopted level of service for the analysis periods during both future (2035) conditions.

Additionally, the future (2035) traffic volumes from FDOT's 24-hour traffic counts were plotted by 15-minute intervals and compared to the capacity of the roadway within a 15-minute period in order to measure the traffic congestion duration and intensity. Figures 15 and 16 illustrate the 24-hour counts in 15-minute intervals for both East Ocean Boulevard and SE Monterey Road. The results indicate that both roadways operate under capacity, and as a result, should not experience significant congestion.

Table 9: Intersection Capacity Analysis, Without Improvements						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			NB	SB	EB	WB
<i>Future (2035) Conditions without Improvements A.M. Peak Hour (P.M. Peak Hour)</i>						
SE Monterey Road at Kingswood Terrace	Un-signalized	(1)	(2)	(2)	-	F (F)
SE Monterey Road at Blake Library Driveway	Un-signalized	(1)	(2)	(2)	-	C (E)
SE Monterey Road at Government Center South Driveway	Un-signalized	(1)	(2)	(2)	F (E)	F (F)
SE Monterey Road at Government Center North Driveway	Un-signalized	(1)	(2)	(2)	-	C (F)
SE Monterey Road at East Ocean Boulevard	Signalized	D/37.4 (E/58.6)	D (F)	D (D)	D (D)	C (C)
East Ocean Boulevard at Shopping Center Driveway (un-signalized)	Un-signalized	(1)	E (F)	C (D)	(2)	(2)
East Ocean Boulevard at Shopping Center Driveway (Signalized)	Signalized	A/2.0 (A/4.9)	C (C)	C (C)	A (A)	A (A)
East Ocean Boulevard at Vista Pines Driveway	Signalized	A/3.9 (A/1.6)	B (C)	-	A (A)	A (A)
East Ocean Boulevard at Kingswood Driveway	Un-signalized	(1)	C (D)	-	(2)	(2)
East Ocean Boulevard at St. Lucie Boulevard	Signalized	C/23.6 (D/38.4)	C (D)	C (D)	C (D)	C (C)

- Notes:
- (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
 - (2) Approach operates at free-flow conditions. Therefore, no level of service is provided.

Table 10: Intersection Capacity Analysis, With Improvements						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			NB	SB	EB	WB
<i>Future (2035) Conditions with Improvements A.M. Peak Hour (P.M. Peak Hour)</i>						
SE Monterey Road at Kingswood Terrace	Un-signalized	(1)	(2)	(2)	-	F (F)
	Signalized	A/2.5 (A/4.7)	A (A)	A (A)	-	C (C)
SE Monterey Road at Blake Library Driveway	Un-signalized	(1)	(2)	(2)	-	C (E)
SE Monterey Road at Government Center South Driveway	Un-signalized	(1)	(2)	(2)	F (E)	F (F)
SE Monterey Road at Government Center North Driveway	Un-signalized	(1)	(2)	(2)	-	C (E)
SE Monterey Road at East Ocean Boulevard	Signalized ⁽³⁾	D/44.3 (E/55.3)	D (E)	D (D)	D (D)	D (E)
East Ocean Boulevard at Shopping Center Driveway (un-signalized)	Un-signalized	(1)	B (C)	C (B)	(2)	(2)
East Ocean Boulevard at Shopping Center Driveway (Signalized)	Signalized	A/2.2 (A/4.9)	C (C)	C (C)	A (A)	A (A)
East Ocean Boulevard at Vista Pines Driveway	Signalized	A/3.9 (A/1.6)	B (C)	-	A (A)	A (A)
East Ocean Boulevard at Kingswood Driveway	Un-signalized	(1)	C (D)	-	(2)	(2)
East Ocean Boulevard at St. Lucie Boulevard	Signalized	C/23.6 (D/38.4)	C (D)	C (D)	C (D)	C (C)

- Notes:
- (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
 - (2) Approach operates at free-flow conditions. Therefore, no level of service is provided.
 - (3) Northbound Approach restriped with one (1) shared left/through lane and one (1) right-turn lane

Table 11: Roadway Segment Capacity Analysis (2035 Conditions without/with Improvements)									
Roadway	Segment	Laneage	LOS Std.	Maximum Service Volume (vph)	2035 Peak Hour Volume	2035 Peak Hour LOS	Maximum Service Volume (vpd)	2035 AADT Volume	2035 AADT LOS
East Ocean Boulevard	East of SE Monterey Road (station #89-0148)	4LU ⁽²⁾	D	2,920	2,635	C	32,400	29,873	C
SE Monterey Road	South of East Ocean Boulevard (station #89-0029)	4LU ⁽¹⁾	D	3,580	2,267	C	39,800	25,312	C

- (1) Class I roadway with 5 percent reduction for “Exclusive Left Turns” and 5 percent addition for “Exclusive Right Turns”.
 (2) Class II roadway with 5 percent reduction for “Exclusive Left Turns” and 5 percent addition for “Exclusive Right Turns”

Figure 15: Future (2035) Two-Way Roadway Volumes (15-minute intervals) – East Ocean Boulevard

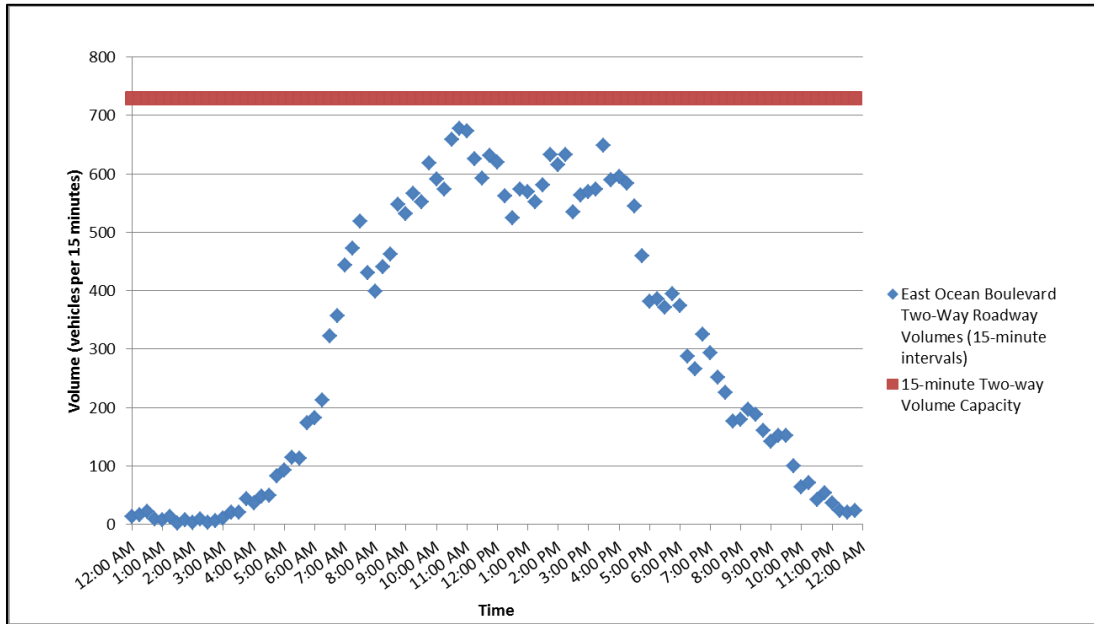
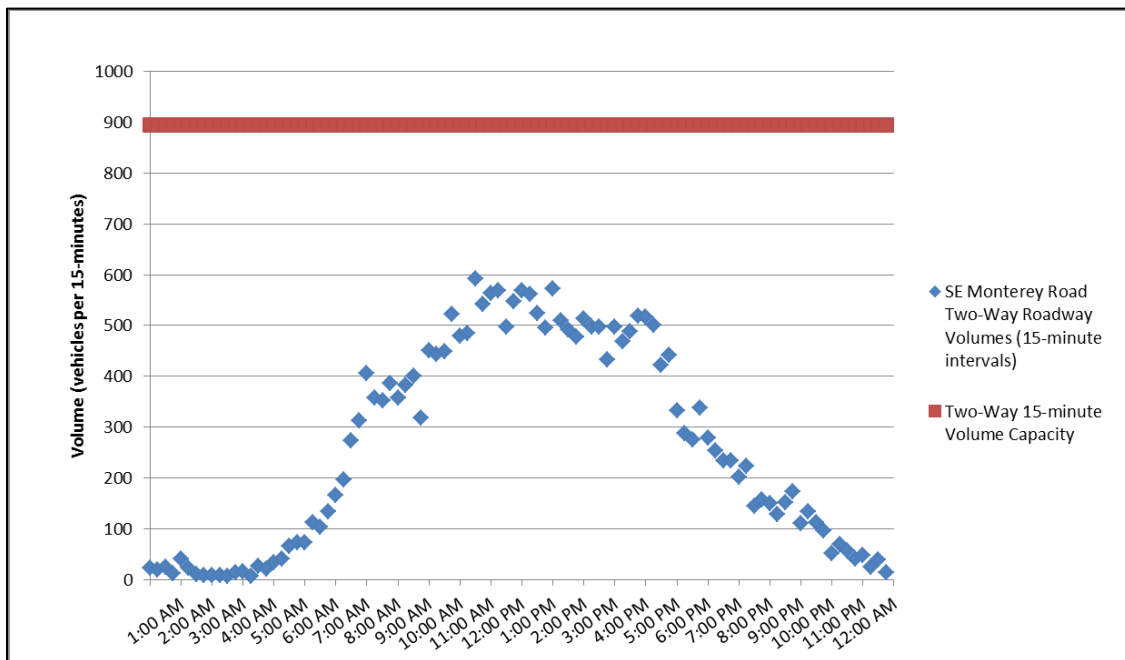


Figure 16: Future (2035) Two-Way Roadway Volumes (15-minute intervals) – SE Monterey Road



SIGNAL WARRANT ANALYSIS

A signal warrant analysis was performed at the intersection of SE Monterey Road and Kingswood Terrace assuming the potential Kingswood Connector roadway in place. The signal warrant analysis was performed based upon criteria contained in the Federal Highway Administration's *Manual on Uniform Traffic Control Devices (MUTCD)*, 2009 Edition. Appendix J includes the signal warrant analysis data. The signal warrant analysis evaluated expected traffic conditions in 2035 (corresponding to the CMP improvements and traffic reassignment). SE Monterey Road is considered the major street approach and Kingswood Terrace is considered the minor street approach.

Traffic volumes for major and minor street approach movements were obtained from the peak season adjusted peak hour existing turning movement counts, background traffic growth, and the traffic reassignment traffic. The peak hour traffic reassignment was assigned to the A.M. and P.M. peak hours. To estimate how the remainder of both the existing turning movement volumes and traffic reassignment volumes for major and minor street approaches should be assigned to each hour, the hourly distribution of SE Monterey Road's 24-hour traffic volumes was applied to the traffic volumes. The intersection of SE Monterey Road and Kingswood Terrace is proposed to have an exclusive left-turn lane and an exclusive right-turn lane for the westbound approach. Additionally, the reassigned traffic discussed in the future total conditions was applied to the appropriate movements.

The projected volumes at the proposed signal were compared to criteria contained in the MUTCD for the following volume warrants:

- Warrant Number 1: Eight-Hour Vehicular Volume Warrant
 - Condition A: Minimum Vehicular Volume
 - Condition B: Interruption of Continuous Traffic

- Combination: Combination of Conditions A & B
 - Warrant Number 2: Four-Hour Vehicular Volume Warrant
 - Warrant Number 3: One-Hour Vehicular Volume Warrant

Right-turn volume reductions based on Institute of Transportation Engineers (ITE) documents were considered to provide for a conservative volume analysis. The Pagonos Theorem is referred to in the reference documents. This theorem stipulates various right-turn volume reductions for minor-street approaches based on the ratio of the right-turn volume to approach volume or minor street laneage configuration. Table 12 summarizes the right-turn volume reduction that should be applied based on the approach lane configuration and percentage of the right-turn hourly volume compared to the other movements' hourly volumes. The appropriate reductions were applied to the minor-street right-turn volume on an hourly basis.

Table 12: Pagonos Theorem Hourly Right-Turn Volume Reduction			
Situation	Minor-Street Approach Configuration	Right-Turn Percentage	Right-Turn Reduction
2	Exclusive left, shared through/right lane	$R > 3T$	60%
2	Exclusive left, shared through/right lane	$3T \geq R \geq T/3$	30%
2	Exclusive left, shared through/right lane	$\leq T/3$	20%
3	Any configuration with an exclusive right turn lane (usually ≥ 600 feet long)	-	75%
4	Shared left/through and shared through/right lane	$> (T + L)$	65%
4	Shared left/through and shared through/right lane	$L > (T + R)$	Use Situation 2
4	Shared left/through and shared through/right lane	$L = T = R$	40%
4	Shared left/through and shared through/right lane	$L = T > 3R$	20%
4	Shared left/through and shared through/right lane	$R = T > 3L$	50%
4	Shared left/through and shared through/right lane	All other cases	30%

Based upon Pagones Theorem, a 75 percent (75%) reduction was applied to the right-turn projected volumes at project build-out at the proposed signal. The signal warrant analyses are summarized in Table 13 and are included in their entirety in Appendix J. As Table 13 indicates, the intersection satisfies volume warrants 2 and 3.

Table 13: Signal Warrant Analysis Summary	
MUTCD Warrant	Analysis Results
Warrant No. 1, Condition A – Eight-Hour Vehicular Volume	Not Satisfied
Warrant No. 1, Condition B – Eight-Hour Vehicular Volume	Not Satisfied
Warrant No. 1 – Combination of Condition A & B	Not Satisfied
Warrant No. 2 – Four-Hour Vehicular Volumes	Satisfied
Warrant No. 3 – One-Hour Vehicular Volumes	Satisfied

CONCLUSION

The foregoing analysis evaluated the feasibility of potential CMP improvement projects along East Ocean Boulevard from SE Monterey Road to St. Lucie Boulevard, and SE Monterey Road from Kingswood Terrace to East Ocean Boulevard. The analysis determined that future traffic conditions will not be negatively impacted by the proposed improvements. In addition, the improvements will enhance mobility and safety conditions for pedestrians and bicyclists.

The results for the roadway segment analysis indicate that the study roadway segments operate better than adopted level of service for the analysis periods during both future (2035) conditions (with and without improvements).

Intersection capacity analyses indicate that all the study intersection approaches are expected to continue to operate at LOS D or better, with the exception of the following:

- Stop-controlled westbound approach of SE Monterey Road and Kingswood Terrace intersection in the A.M. and P.M. peak hours (without CMP improvements)
- Stop-controlled westbound approach of SE Monterey Road and Blake Library Driveway intersection in the P.M. peak hour (without CMP improvements)
- Stop-controlled eastbound and westbound approaches of SE Monterey Road and County Administration Center South Driveway intersection in the A.M. and P.M. peak hours (with and without CMP improvements)
- Stop-controlled westbound approach of SE Monterey Road and County Administration Center North Driveway intersection in the P.M. peak hour (with and without CMP improvements)
- Signalized intersection of East Ocean Boulevard and SE Monterey Boulevard intersection in the P.M. peak hour (with and without CMP improvements)

- Stop-controlled northbound approach of East Ocean Boulevard at Ocean East Shopping Center Driveway (unsignalized) during the A.M. and P.M. peak hours (with and without CMP improvements)

The above-listed intersections are expected to operate at LOS E or F under future (2035) conditions both with and without the proposed improvements. Therefore, the proposed improvements do not cause the LOS E and F conditions of the intersections and approaches. It should be noted that with the CMP improvements implemented, the stop-controlled northbound approach of the Shopping Center Driveway (unsignalized) and the stop-controlled westbound approach of the SE Monterey Road and Blake Library Driveway intersection operate acceptably in the A.M. and P.M. peak hours in future (2035) conditions.

Additionally, a signal warrant analysis was performed for the intersection of SE Monterey Road and Kingswood Terrace for future (2035) conditions with CMP improvements. The intersection satisfies volume warrants 2 and 3. Under signal control, the subject intersection is expected to operate at LOS A in the A.M. and P.M. peak hours under future (2035) conditions.

An evaluation of the 85th percentile speeds demonstrates that motorists travel in excess of the 35 mile per hour posted speed limits along East Ocean Boulevard and in excess of the 40 mile per hour posted speed limits along SE Monterey Road. Therefore, the use of low-speed design principles is recommended for the future conditions to create a more livable, walkable environment by reducing speed through roadway design techniques. Low-speed design principles may include techniques such as raised medians and smaller intersection turning radii. In addition, the use of electronic speed feedback signs should be considered due to the general speeding measured in the evaluation of the 85th percentile speeds.

A multimodal level of service analysis was conducted for East Ocean Boulevard and SE Monterey Road to evaluate the existing pedestrian level of service (PLOS) and bicycle level of

service (BLOS) within the vicinity of the East Ocean Boulevard corridor. Based on the PLOS analysis, SE Monterey Road and East Ocean Boulevard are expected to have a PLOS of C. Based on the BLOS analysis, SE Monterey Road and East Ocean Boulevard are expected to have a BLOS of D.

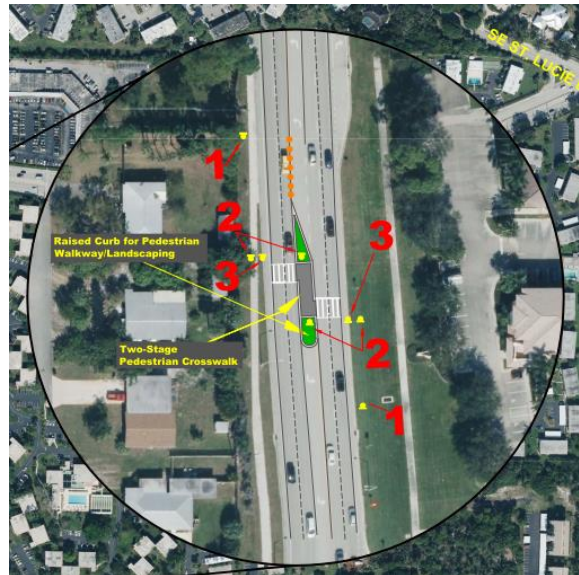
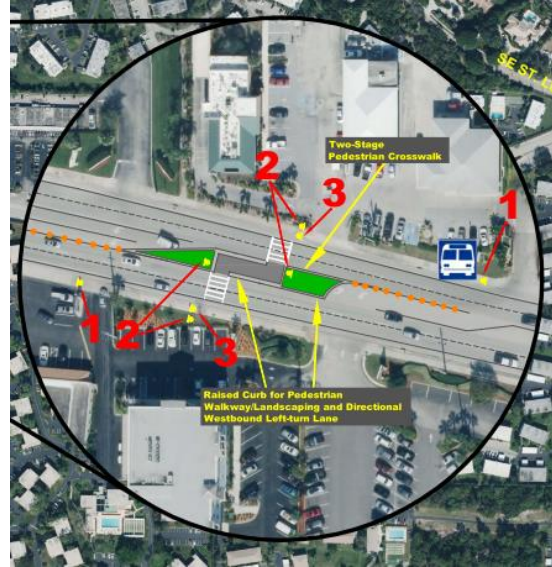
Based upon a crash data review, a total of 111 crashes occurred within the vicinity of the East Ocean Boulevard corridor between 2011 and 2013. These crashes included 3 injuries and 0 fatalities. The intersections of East Ocean Boulevard at SE Monterey Road and St. Lucie Boulevard experienced more than 10 crashes between 2011 and 2013. The roadways of East Ocean Boulevard (between SE Monterey Road and St. Lucie Boulevard) and SE Monterey Road (between Kingswood Terrace and East Ocean Boulevard) experienced more than 10 crashes between 2011 and 2013.

A signal warrant analysis was performed at the proposed signalized intersection of SE Monterey Road at Kingswood Terrace. The signal warrant analysis was performed based upon criteria contained in the 2009 Edition of the *Manual on Uniform Traffic Control Devices* (MUTCD). The results indicate that a traffic signal is warranted at this location based on future (2035) project traffic volumes.

The following recommendations, as shown in Appendix K, are made based on the traffic analysis conducted for the East Ocean Boulevard / SE Monterey Road Corridor Traffic Study.

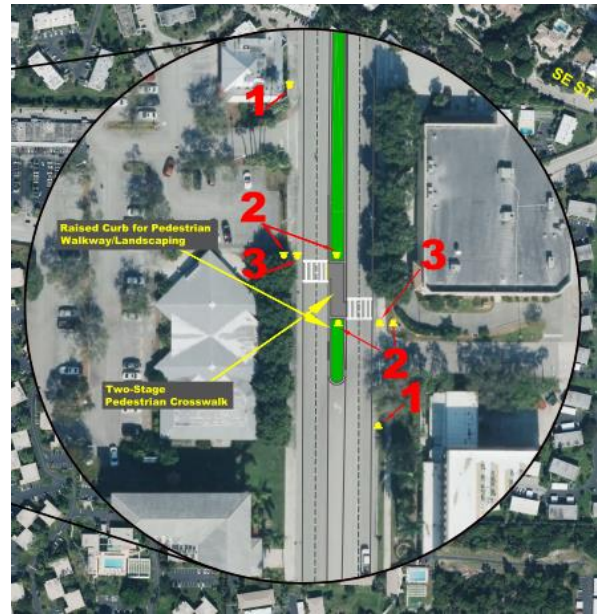
- Installation of mid-block pedestrian crosswalk just west of the East Ocean Boulevard and Ocean East Mall shopping center driveway (unsignalized) intersection
 - Utilize the existing yellow painted flush asphalt center space to create a raised median on East Ocean Boulevard that will serve as a pedestrian refuge
 - Create a two-stage pedestrian crossing by staggering the crosswalks

- Install rectangular rapid flashing beacons (RRFB) devices in which pedestrians can utilize a push-button to notify motorists of a desired crossing
- Install in-street pedestrian crossing state law signs (MUTCD R1-6a)
- Install tuff curb and flex posts along the westbound left-turn lane, east of two-stage pedestrian crossing, to separate the westbound left-turn lane from westbound through traffic
- Install tuff curb and flex posts along the westbound left-turn lane at the intersection of East Ocean Boulevard and SE Monterey Road to separate the westbound left-turn lane from the eastbound traffic
- Installation of mid-block pedestrian crosswalk just north of the SE Monterey Road and SE Kingswood Terrace intersection
 - Utilize the existing yellow painted flush asphalt center space to create a raised median on SE Monterey Road that will serve as a pedestrian refuge
 - Create a two-stage pedestrian crossing by staggering the crosswalks
 - Install rectangular rapid flashing beacons (RRFB) devices in which pedestrians can utilize a push-button to notify motorists of a desired crossing



- Install in-street pedestrian crossing state law signs (MUTCD R1-6a)
- Install tuff curb and flex posts along northbound left-turn lane, north of the two-stage pedestrian crossing, to separate northbound and southbound traffic
- Installation of mid-block pedestrian crosswalk just south of the SE Monterey Road and East Ocean Boulevard intersection

- Utilize the existing yellow painted flush asphalt center space to create a raised median on SE Monterey Road that will serve as a pedestrian refuge
- Create a two-stage pedestrian crossing by staggering the crosswalks
- Install rectangular rapid flashing beacons (RRFB) devices in which



- pedestrians can utilize a push-button to notify motorists of a desired crossing
- Install in-street pedestrian crossing state law signs (MUTCD R1-6a)
- Extend median north of two-stage pedestrian crossing to the northbound approach of the East Ocean Boulevard and SE Monterey Road intersection.

- Elimination of northbound and southbound through/left movements at the Ocean East Mall shopping center driveway (unsignalized)
 - Create a directional median opening at this driveway that allows westbound left-turns into the shopping center but eliminates left-turn outbound movements, which facilitates implementation of the pedestrian refuge described above
- Addition of potential Kingswood Connector roadway that may connect Kingswood Terrace to SE Monterey Road or East Ocean Boulevard
 - One potential option is to build the Kingswood Connector roadway from SE Kingswood Terrace in the south to the driveway between the Blake Library and

the Martin County Administration Building in the north, which improves general circulation in the area, allows a redistribution of left-turns onto SE Monterey Road to occur at a future signalized intersection, and allows residents from Kingswood to access the shopping center, library, and administration building without using an arterial roadway of East Ocean Boulevard or SE Monterey Road

- Install a shared use path from the proposed Kingswood Connector to Vista Pines
- Installation of new sidewalk on the north side of Kingswood Terrace from Kingswood development's back driveway to SE Monterey Road
- Addition of signalization at the SE Monterey Road and Kingswood Terrace intersection
 - Allows motorists wishing to make a left turn onto SE Monterey Road from the Ocean East Mall shopping center, Blake Library, and Martin County Administration Building to access a signalized intersection to make a protected left-turn when implemented in conjunction with the Kingswood Connector
 - Allows signalized pedestrian and bicyclist crossings of SE Monterey Road to occur at Kingswood Terrace
- Install electronic speed feedback signs along East Ocean Boulevard and SE Monterey Road to address the high prevalence of speeding
- Install a turning vehicles stop for pedestrian sign (MUTCD R10-15) on SE Monterey Road for the northbound right-turn lane at East Ocean Boulevard
- Install turning vehicles stop for pedestrian signs (MUTCD R10-15) on East Ocean Boulevard for the eastbound and westbound right-turn lanes at St. Lucie Boulevard
- Utilize low speed design principles such as raised medians and smaller intersection turning radii to help address the high prevalence of speeding
- Restripe the northbound approach at the intersection of SE Monterey Road and East Ocean Boulevard to one (1) shared left/through lane and one (1) right-turn lane
- Work with the City of Stuart and private landowners to install connectivity improvements between shopping areas on the north side of East Ocean Boulevard

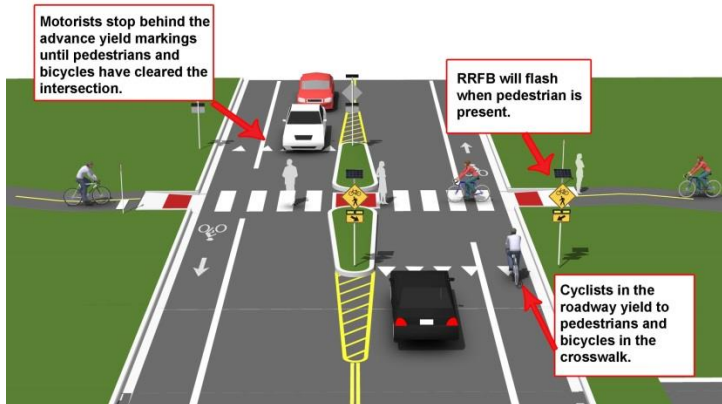
If the Kingswood Connector roadway is not built or if the Kingswood Connector is considered a long-term improvement, pedestrian crossings across SE Monterey Road can still be accommodated through the implementation of a mid-block crosswalk similar to the proposed recommendation for the crosswalk along East Ocean Boulevard (with a raised median refuge, RRFBs, and a two-stage crossing).



Rectangular rapid flashing beacon (RRFB) device on a five-lane arterial roadway



Staggered pedestrian crossing with raised concrete island median refuge



Rectangular rapid flashing beacon (RRFB) crosswalk typical layout



Tuff curb dividers with plastic stanchions



Electronic speed feedback sign



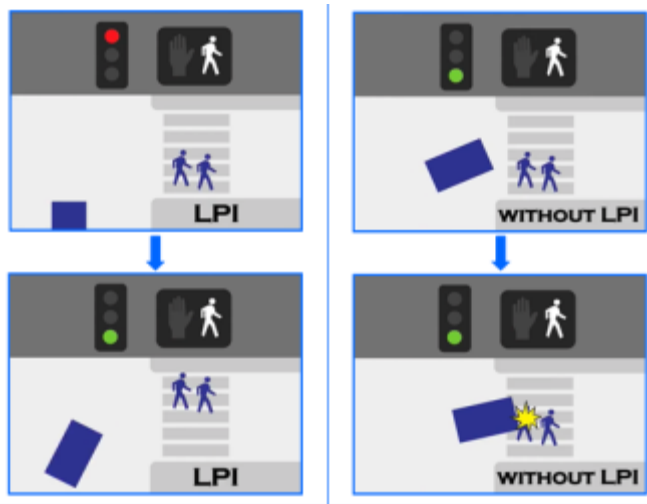
In-street pedestrian crossing state law sign (MUTCD R1-6a)



Turning vehicles stop for pedestrians sign (MUTCD R10-15)



Rectangular rapid flashing beacon (RRFB) mid-block crosswalk on a five-lane arterial roadway



From StreetFilms.org video "LPI - Leading Pedestrian Interval"

Leading pedestrian interval (LPI) signal timing allows pedestrians to establish their right-of-way and visibility in the crosswalk before the concurrent green phase begins

**APPENDIX A:
Land Use Map**



Sewall's Point

St. Lucie River

St. Lucie River

St. Lucie River



APPENDIX B:
Methodology Correspondence

TASK 1: Data Collection and Review

KHA will collect or obtain the following data for use in the East Ocean Boulevard Study:

1.1 *Existing Roadway Field Data Collection*

KHA will perform a detailed field review of the corridor to note the existing roadway typical section, number of travel lanes per block, turning lane configurations, travel lane dimensions, and other pertinent field dimensions. KHA staff will note general observations of traffic orientation and flow, and photo-document the existing corridor.

1.2 *Roadway Segment Volumes*

Current peak hour and 24-hour traffic count information will be obtained from the Florida Department of Transportation for East Ocean Boulevard and SE Monterey Road at the following count locations within the study area.

- *East Ocean Boulevard east of SE Monterey Road (Station #89-0148)*
- *SE Monterey Road south of East Ocean Boulevard (Station #89-0029)*

Also included will be level of service analyses at the locations where roadway segment volumes are obtained to determine the existing level of service using the FDOT generalized level of service tables.

The traffic volumes from the 24-hour traffic counts will be plotted by 15-minute increments and compared to the capacity of the roadway in order to measure the traffic congestion duration and intensity.

1.3 *Multimodal Level of Service*

Multimodal level of service (MMLOS) will be calculated utilizing the field measurements for walking, bicycling, and transit conditions measured in Task 1. It is important to understand the limitations of the conventional roadway Level of Service tool (Task 1.2) in monitoring and designing infrastructure to accommodate all modes of transportation since the conventional Level of Service tool only considers automobile traffic. MMLOS will be calculated utilizing the methodology established in the 2009 *Quality/Level of Service Handbook* by FDOT. Pedestrian (PLOS), bicycle (BLOS) and transit (TLOS) will be calculated and evaluated. This will provide a baseline for understanding how the pedestrian, bicycling, and transit conditions compare to the roadway conditions within the study area.



Elderly pedestrian attempting to cross Monterey Road in the center two-way left-turn lane.

1.4 *Turning Movement Traffic Counts and Intersection Level of Service Analysis*

This scope assumes that analysis will be required for a maximum of nine (9) intersections in the study area. Included is intersection turning movement count data collection during

the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak periods at these intersection locations. It is assumed that the operational analysis will be conducted in the December/January timeframe as the area is quite seasonal. The required intersection data is assumed to be the following key intersections.

- *SE Monterey Road @ Kingswood Terrace*
- *SE Monterey Road @ Blake Library*
- *SE Monterey Road @ Martin County Government Center*
- *East Ocean Boulevard @ SE Monterey Road*
- *East Ocean Boulevard @ Ocean East Shopping Center (unsignalized)*
- *East Ocean Boulevard @ Ocean East Shopping Center (signalized)*
- *East Ocean Boulevard @ Vista Pines*
- *East Ocean Boulevard @ Kingswood (unsignalized)*
- *East Ocean Boulevard @ SE St. Lucie Boulevard*

Also included will be level of service analyses at specific identified intersections to determine the intersection level of service.

KHA will determine future traffic volumes based upon traffic growth and diversions from other intersections and will analyze the intersections using Synchro/SimTraffic software.

KHA will conduct a speed study at two locations within the study area.

KHA will coordinate the Traffic Study with relevant agencies including the City of Stuart, Martin County, and FDOT.

1.5 *Future Traffic Projections*

Future traffic projections will be developed based upon historical growth patterns and projections provided in the Greater Treasure Coast Regional Planning Model (GTCRPM). This information will be summarized for use in comparing future traffic conditions to the proposed modifications.

1.6 *Crash Data*

The County and FDOT will provide KHA with crash data; this data shall indicate crashes involving motor vehicles, bicyclists, and pedestrians for the most recent 3 years of available data. Crash data will be reviewed and results noted. Crash data summary tables will be developed to demonstrate locations that experience significant crash occurrences by type and the magnitude of preventable accidents at these locations.

1.7 *Access Assessment*

KHA will assess the vehicular access points to the study area from the surrounding land uses in order to assess whether improvements could be made.

1.8 *Mix of Uses*

Martin MPO staff has prepared a draft of an aerial map of the study corridor showing the mix of uses along the study corridor. This map will be utilized in the data review and analysis to help analyze trip patterns and the interaction between the different types of uses in the study area.

**APPENDIX C:
Meeting Flyers**

Martin Metropolitan Planning
Organization (MPO)

East Ocean Boulevard/
SE Monterey Road Corridor
**TRANSPORTATION
STUDY**

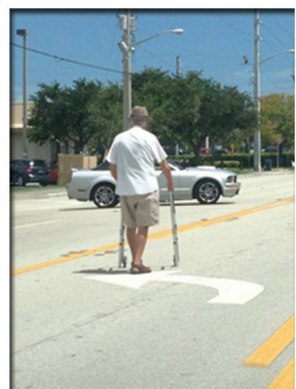
Wednesday, April 9, 2014

3:00 PM - 5:00 PM

Blake Library, Armstrong Room

2351 SE Monterey Road, Stuart, FL 34996

BUSINESS WORKSHOP



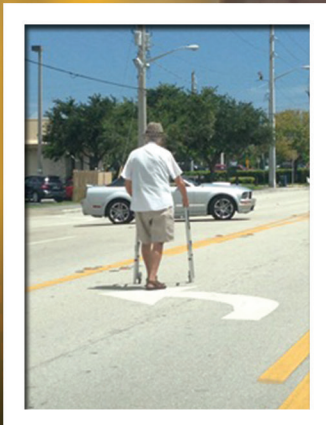
Martin Metropolitan Planning
Organization (MPO)

East Ocean Boulevard/
SE Monterey Road Corridor

TRANSPORTATION STUDY

Monday, April 21, 2014
11:00 AM - 1:00 PM
Vista Pines Club House

VISTA PINES WORKSHOP



Martin Metropolitan Planning
Organization (MPO)

East Ocean Boulevard/
SE Monterey Road Corridor

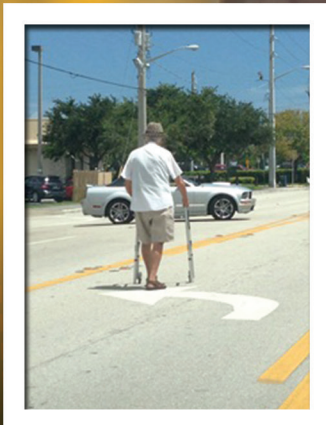
TRANSPORTATION STUDY

Thursday, April 24, 2014

1:00 PM - 3:00 PM

Kingswood Phase III Club House

KINGSWOOD WORKSHOP



**APPENDIX D:
Intersection Turning Movement Counts, Speed
Data, FDOT Counts, Peak Season Factor
Category Report, and Signal Timing Data**

Intersection Turning Movement Counts

KINGSWOOD TERRACE & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO (V)
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : KINGMONT
 Page : 1

ALL VEHICLES

Date	SE MONTEREY ROAD From North				KINGSWOOD TERRACE From East				SE MONTEREY ROAD From South				From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
12/05/13																	
07:00	0	0	82	0	0	1	0	1	0	0	81	2	0	0	0	0	167
07:15	0	1	101	0	0	2	0	0	0	0	123	2	0	0	0	0	229
07:30	0	0	102	0	0	4	0	2	0	0	176	9	0	0	0	0	293
07:45	0	1	140	0	0	2	0	0	0	0	252	14	0	0	0	0	409
Hr Total	0	2	425	0	0	9	0	3	0	0	632	27	0	0	0	0	1098
08:00	0	0	122	0	0	4	0	4	0	0	192	16	0	0	0	0	338
08:15	0	0	146	0	0	5	0	0	0	0	193	24	0	0	0	0	368
08:30	0	3	152	0	0	3	0	2	0	0	200	19	0	0	0	0	379
08:45	0	3	167	0	0	4	0	2	0	0	253	17	0	0	0	0	446
Hr Total	0	6	587	0	0	16	0	8	0	0	838	76	0	0	0	0	1531
* BREAK *																	
16:00	0	0	239	0	0	10	0	1	0	0	206	7	0	0	0	0	463
16:15	0	3	211	0	0	7	0	3	0	0	153	4	0	0	0	0	381
16:30	0	0	227	0	0	13	0	3	0	0	153	3	0	0	0	0	399
16:45	0	0	266	0	0	11	0	2	0	0	180	2	0	0	0	0	461
Hr Total	0	3	943	0	0	41	0	9	0	0	692	16	0	0	0	0	1704
17:00	0	0	238	0	0	14	0	4	0	0	206	5	0	0	0	0	467
17:15	1	2	159	0	0	15	0	3	0	0	178	5	0	0	0	0	363
17:30	0	2	181	0	0	6	0	1	0	0	189	4	0	0	0	0	383
17:45	0	1	134	0	0	10	0	2	0	0	128	9	0	0	0	0	284
Hr Total	1	5	712	0	0	45	0	10	0	0	701	23	0	0	0	0	1497
TOTAL	1	16	2667	0	0	111	0	30	0	0	2863	142	0	0	0	0	5830

Traffic Survey Specialists, Inc.

KINGSWOOD TERRACE & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO (V)
 SIGNALIZED

624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

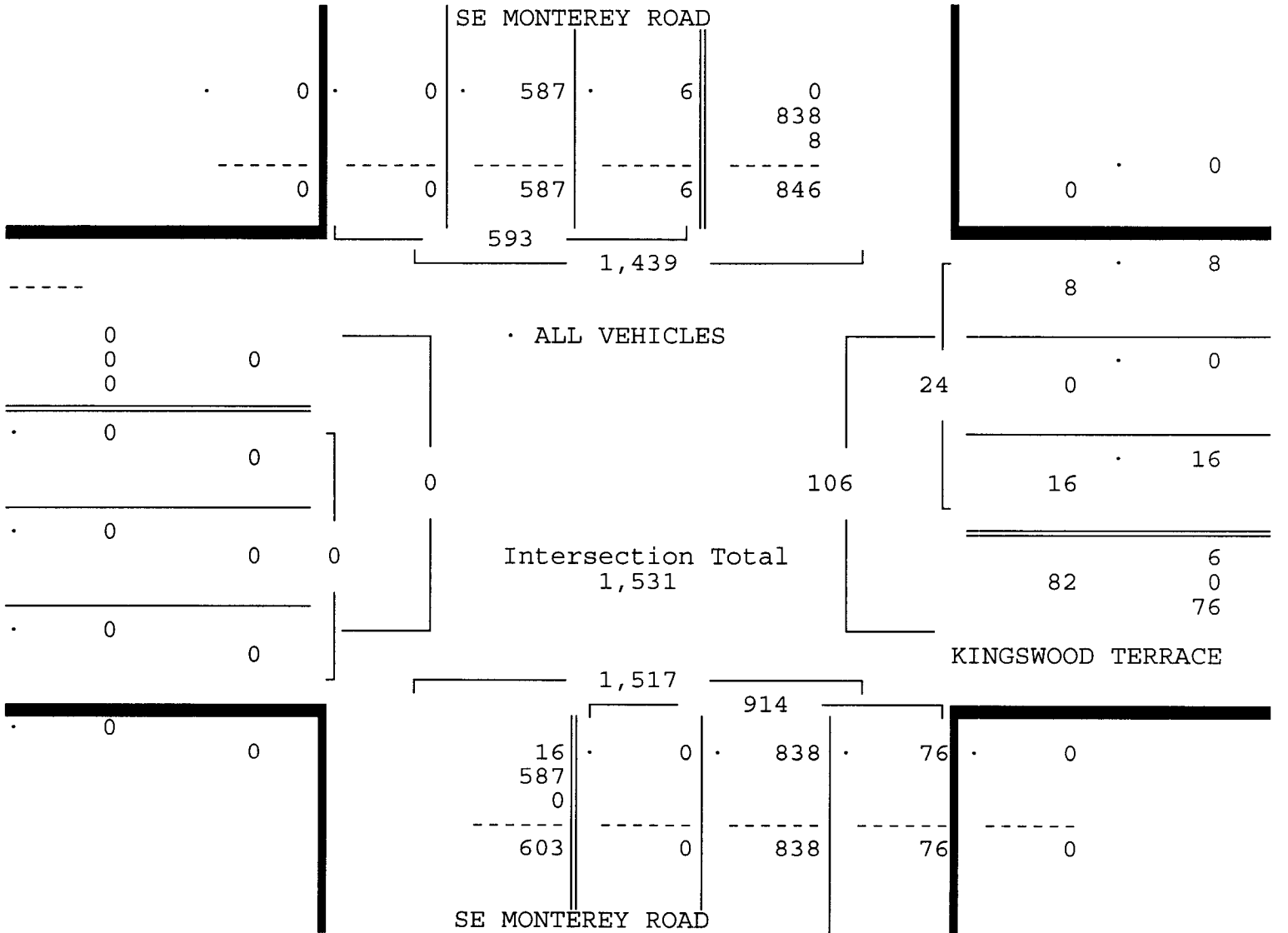
Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : KINGMONT
 Page : 2

ALL VEHICLES

SE MONTEREY ROAD From North				KINGSWOOD TERRACE From East				SE MONTEREY ROAD From South				----- From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 12/05/13
 Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/05/13

	08:00				08:00				08:00				08:00			
Volume	0	6	587	0	0	16	0	8	0	0	838	76	0	0	0	0
Percent	0%	1%	99%	0%	0%	67%	0%	33%	0%	0%	92%	8%	0%	0%	0%	0%
Pk total	593				24				914				0			
Highest	08:45				08:00				08:45				07:00			
Volume	0	3	167	0	0	4	0	4	0	0	253	17	0	0	0	0
Hi total	170				8				270				0			
PHF	.87				.75				.85				.0			



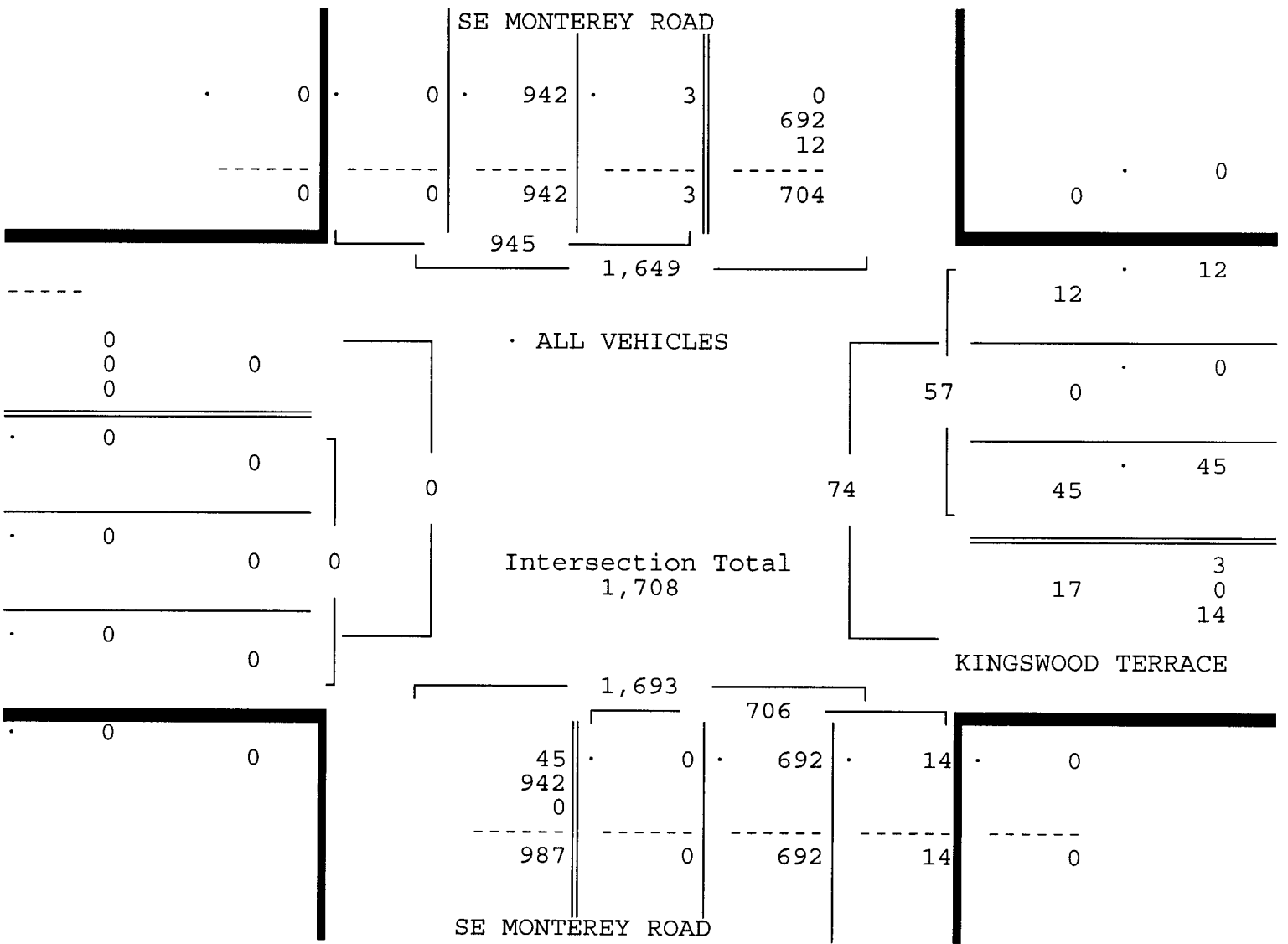
KINGSWOOD TERRACE & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO (V)
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
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Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : KINGMONT
 Page : 3

ALL VEHICLES

SE MONTEREY ROAD From North				KINGSWOOD TERRACE From East				SE MONTEREY ROAD From South				----- From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 12/05/13 -----																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/05/13																
Peak start 16:15				16:15				16:15				16:15				
Volume	0	3	942	0	0	45	0	12	0	0	692	14	0	0	0	0
Percent	0%	0%	100%	0%	0%	79%	0%	21%	0%	0%	98%	2%	0%	0%	0%	0%
Pk total	945			57				706				0				
Highest	16:45			17:00				17:00				07:00				
Volume	0	0	266	0	0	14	0	4	0	0	206	5	0	0	0	0
Hi total	266			18				211				0				
PHF	.89			.79				.84				.0				



KINGSWOOD TERRACE & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO (V)
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : KINGMONT
 Page : 1

BICYCLES

Date 12/05/13	SE MONTEREY ROAD From North				KINGSWOOD TERRACE From East				SE MONTEREY ROAD From South				From West				Total
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	4	7
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
16:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	4
Hr Total	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	5	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
TOTAL	0	0	0	1	0	0	0	5	0	0	0	1	0	0	0	15	22

KINGSWOOD TERRACE & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO (V)
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : KINGMONT
 Page : 1

PEDESTRIANS

Date 12/05/13	SE MONTEREY ROAD From North				KINGSWOOD TERRACE From East				SE MONTEREY ROAD From South				----- From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
TOTAL	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	8	11

BLAKE LIBRARY & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 NOT SIGNALIZED, DRIVEWAY VOLUME ONLY

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : BLAKMONT
 Page : 1

DRIVEWAY VOLUME ONLY

Date	SE MONTEREY ROAD From North				BLAKE LIBRARY From East				SE MONTEREY ROAD From South				From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
12/05/13																	
07:00	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4
07:15	0	2	0	0	0	1	0	1	0	0	0	2	0	0	0	0	6
07:30	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	5	0	0	0	1	0	2	0	0	0	6	0	0	0	0	14
08:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
08:15	0	4	0	0	0	0	0	0	0	0	0	5	0	0	0	0	9
08:30	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5
08:45	0	2	0	0	0	2	0	9	0	0	0	2	0	0	0	0	15
Hr Total	0	7	0	0	0	2	0	9	0	0	0	15	0	0	0	0	33
* BREAK *																	
16:00	0	1	0	0	0	11	0	5	0	0	0	2	0	0	0	0	19
16:15	0	0	0	0	0	15	0	7	0	0	0	2	0	0	0	0	24
16:30	0	0	0	0	0	20	0	4	0	0	0	6	0	0	0	0	30
16:45	0	1	0	0	0	16	0	6	0	0	0	2	0	0	0	0	25
Hr Total	0	2	0	0	0	62	0	22	0	0	0	12	0	0	0	0	98
17:00	0	0	0	0	0	9	0	5	0	0	0	5	0	0	0	0	19
17:15	0	0	0	0	0	5	0	7	0	0	0	0	0	0	0	0	12
17:30	0	1	0	0	0	6	0	6	0	0	0	7	0	0	0	0	20
17:45	0	0	0	0	0	8	0	2	0	0	0	2	0	0	0	0	12
Hr Total	0	1	0	0	0	28	0	20	0	0	0	14	0	0	0	0	63
TOTAL	0	15	0	0	0	93	0	53	0	0	0	47	0	0	0	0	208

SOUTH GOVERNMENT CENTER & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : SGOVMONT
 Page : 1

ALL VEHICLES

Date 12/05/13	SE MONTEREY ROAD From North				SOUTH GOVERNMENT CENTER From East				SE MONTEREY ROAD From South				GULFSTREAM BANK From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
07:00	0	1	86	0	0	1	0	0	0	1	72	5	0	0	0	0	166
07:15	0	2	102	0	0	1	0	0	0	5	104	8	0	0	0	0	222
07:30	0	1	115	1	0	0	0	0	0	2	165	9	0	0	0	1	294
07:45	0	3	146	3	0	0	1	0	0	22	206	7	0	1	0	0	389
Hr Total	0	7	449	4	0	2	1	0	0	30	547	29	0	1	0	1	1071
08:00	0	3	126	0	0	1	0	0	0	8	170	4	0	0	0	0	312
08:15	0	3	157	2	0	0	0	2	0	4	172	3	0	0	0	2	345
08:30	0	2	163	3	0	3	0	2	0	5	168	4	0	0	0	1	351
08:45	0	2	182	3	0	3	0	4	0	7	221	9	0	4	0	1	436
Hr Total	0	10	628	8	0	7	0	8	0	24	731	20	0	4	0	4	1444
* BREAK *																	
16:00	0	3	205	1	0	13	0	8	0	1	215	6	0	2	0	9	463
16:15	0	6	182	1	0	6	0	11	0	1	151	4	0	2	0	4	368
16:30	0	4	181	0	0	21	0	5	0	2	161	3	0	2	0	7	386
16:45	0	4	212	0	0	10	0	7	0	1	181	3	0	0	0	8	426
Hr Total	0	17	780	2	0	50	0	31	0	5	708	16	0	6	0	28	1643
17:00	1	4	175	0	0	13	0	7	0	0	210	3	0	5	0	20	438
17:15	1	7	135	0	0	4	1	1	0	1	200	0	0	0	0	1	351
17:30	0	2	167	0	0	5	0	2	0	3	182	3	0	1	0	0	365
17:45	0	2	117	1	0	6	0	4	0	3	122	3	0	3	0	5	266
Hr Total	2	15	594	1	0	28	1	14	0	7	714	9	0	9	0	26	1420
TOTAL	2	49	2451	15	0	87	2	53	0	66	2700	74	0	20	0	59	5578

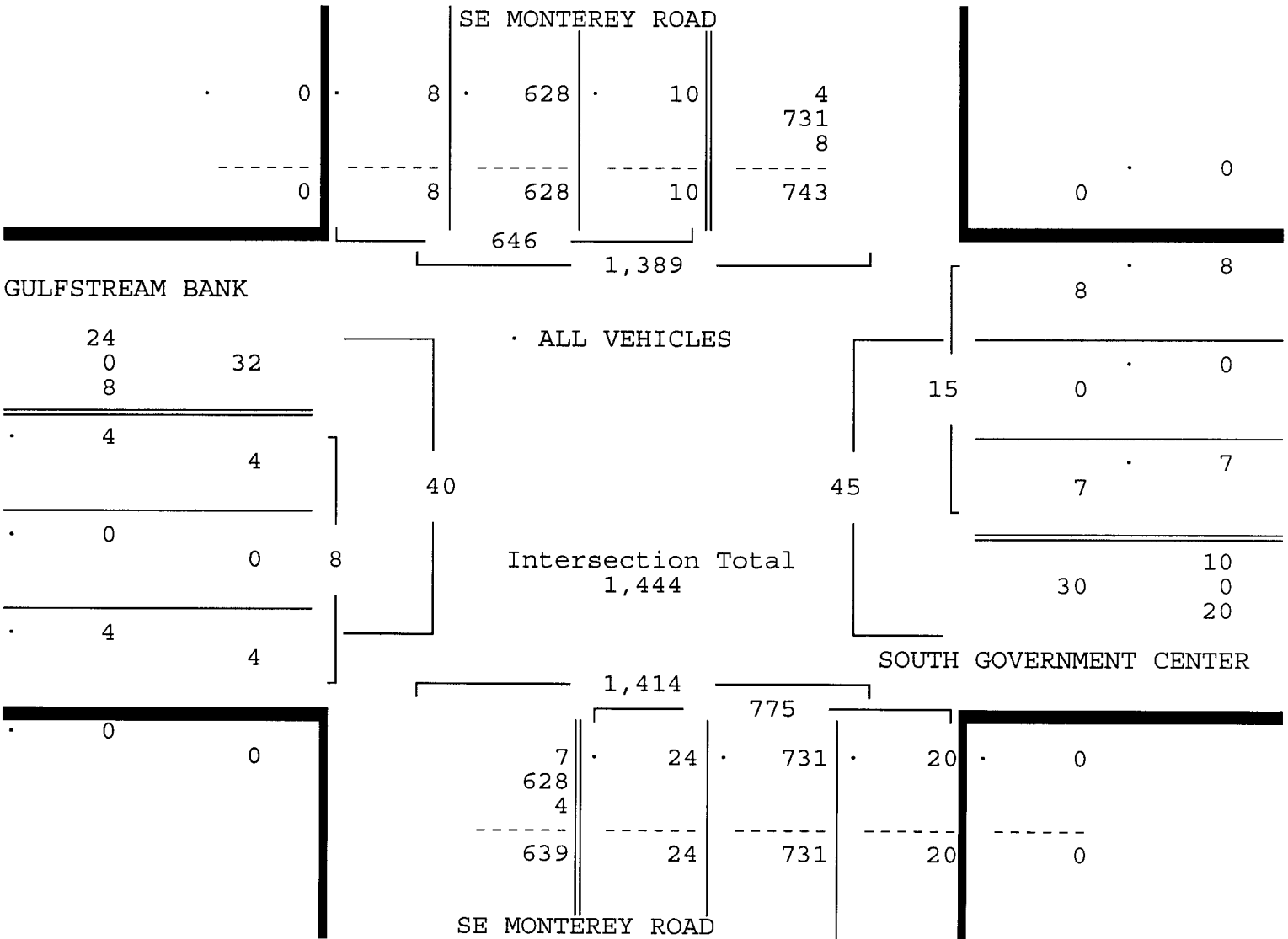
SOUTH GOVERNMENT CENTER & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : SGOVMONT
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ALL VEHICLES

SE MONTEREY ROAD From North				SOUTH GOVERNMENT CENTER From East				SE MONTEREY ROAD From South				GULFSTREAM BANK From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 12/05/13																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/05/13																
Peak start 08:00				08:00				08:00				08:00				
Volume	0	10	628	8	0	7	0	8	0	24	731	20	0	4	0	4
Percent	0%	2%	97%	1%	0%	47%	0%	53%	0%	3%	94%	3%	0%	50%	0%	50%
Pk total	646				15				775				8			
Highest 08:45				08:45				08:45				08:45				
Volume	0	2	182	3	0	3	0	4	0	7	221	9	0	4	0	1
Hi total	187				7				237				5			
PHF	.86				.54				.82				.40			



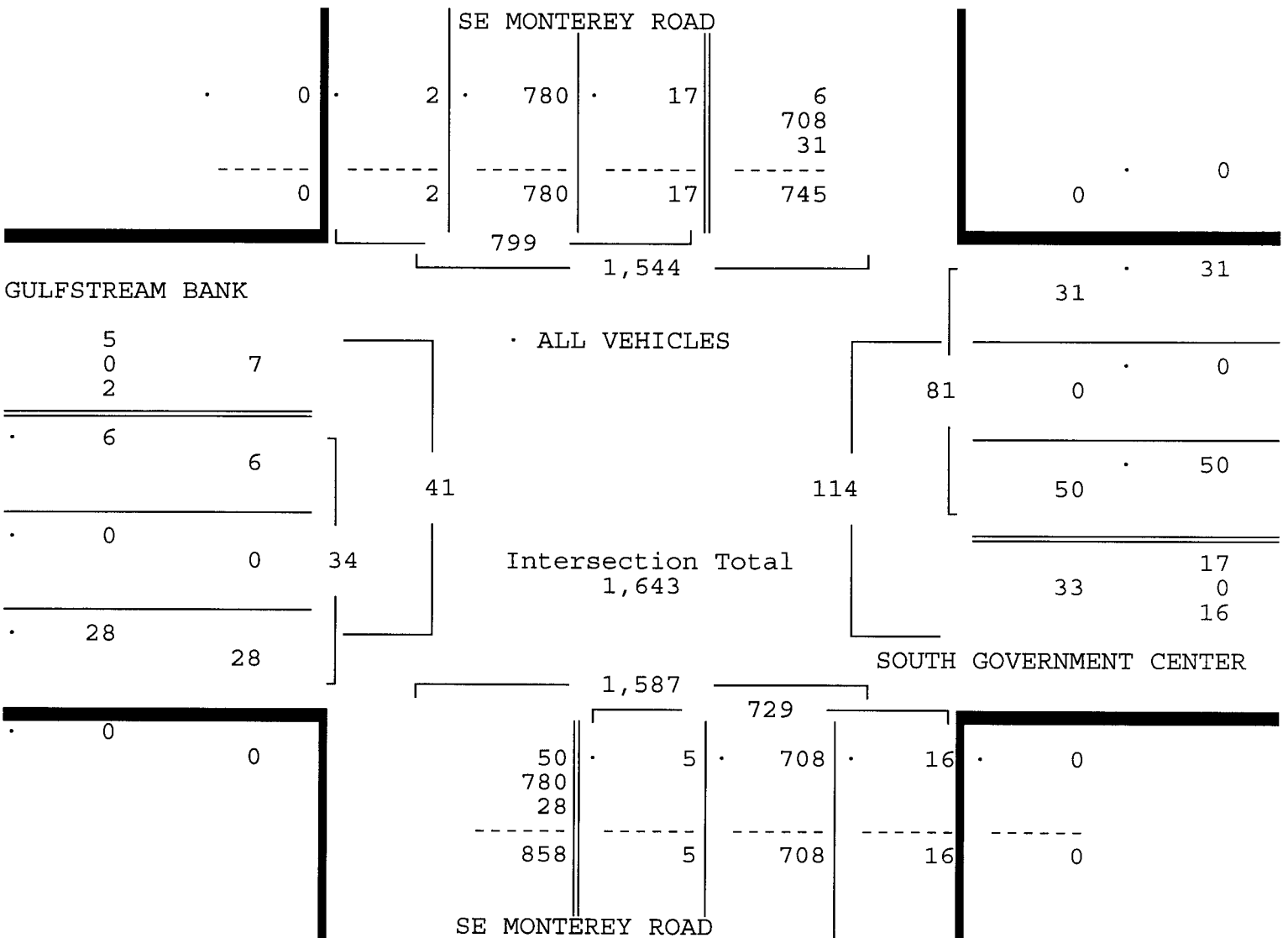
SOUTH GOVERNMENT CENTER & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : SGOVMONT
 Page : 3

ALL VEHICLES

SE MONTEREY ROAD From North				SOUTH GOVERNMENT CENTER From East				SE MONTEREY ROAD From South				GULFSTREAM BANK From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 12/05/13																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/05/13																
Peak start 16:00				16:00				16:00				16:00				
Volume	0	17	780	2	0	50	0	31	0	5	708	16	0	6	0	28
Percent	0%	2%	98%	0%	0%	62%	0%	38%	0%	1%	97%	2%	0%	18%	0%	82%
Pk total	799			81	729			34								
Highest	16:45			16:30	16:00			16:00								
Volume	0	4	212	0	0	21	0	5	0	1	215	6	0	2	0	9
Hi total	216			26	222			11								
PHF	.92			.78	.82			.77								



SOUTH GOVERNMENT CENTER & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

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 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : SGOVMONT
 Page : 1

BICYCLES

Date	SE MONTEREY ROAD From North				SOUTH GOVERNMENT CENTER From East				SE MONTEREY ROAD From South				GULFSTREAM BANK From West				Total
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	
12/05/13	-----																
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
Hr Total	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	5
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4

TOTAL	0	0	0	2	0	0	0	6	0	0	0	2	0	0	0	8	18

SOUTH GOVERNMENT CENTER & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : SGOVMONT
 Page : 1

PEDESTRIANS

Date 12/05/13	SE MONTEREY ROAD From North				SOUTH GOVERNMENT CENTER From East				SE MONTEREY ROAD From South				GULFSTREAM BANK From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4
Hr Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	8
TOTAL	0	0	0	1	0	0	0	2	0	0	0	10	0	0	0	7	20

NORTH GOVERNMENT CENTER & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 NOT SIGNALIZED, DRIVEWAY VOLUME ONLY

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : NGOVMONT
 Page : 1

DRIVEWAY ONLY

Date 12/05/13	MONTEREY ROAD From North				NORTH GOVERNMENT CENTER From East				MONTEREY ROAD From South				From West				Total	
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right		
07:00	0	4	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0	12
07:15	0	1	0	0	0	1	0	2	0	0	0	13	0	0	0	0	0	17
07:30	0	3	0	0	0	3	0	4	0	0	0	19	0	0	0	0	0	29
07:45	0	12	0	0	0	2	0	3	0	0	0	28	0	0	0	0	0	45
Hr Total	0	20	0	0	0	7	0	9	0	0	0	67	0	0	0	0	0	103
08:00	0	7	0	0	0	7	0	4	0	0	0	20	0	0	0	0	0	38
08:15	0	4	0	0	0	4	0	3	0	0	0	16	0	0	0	0	0	27
08:30	0	4	0	0	0	5	0	5	0	0	0	23	0	0	0	0	0	37
08:45	0	4	0	0	0	3	0	9	0	0	0	21	0	0	0	0	0	37
Hr Total	0	19	0	0	0	19	0	21	0	0	0	80	0	0	0	0	0	139
* BREAK *																		
16:00	0	4	0	0	0	16	0	10	0	0	0	20	0	0	0	0	0	50
16:15	0	4	0	0	0	22	0	20	0	0	0	10	0	0	0	0	0	56
16:30	0	1	0	0	0	18	0	18	0	0	0	11	0	0	0	0	0	48
16:45	0	1	0	0	0	15	0	13	0	0	0	7	0	0	0	0	0	36
Hr Total	0	10	0	0	0	71	0	61	0	0	0	48	0	0	0	0	0	190
17:00	0	3	0	0	0	24	0	18	0	0	0	15	0	0	0	0	0	60
17:15	0	1	0	0	0	11	0	12	0	0	0	9	0	0	0	0	0	33
17:30	0	2	0	0	0	9	0	13	0	0	0	9	0	0	0	0	0	33
17:45	0	2	0	0	0	10	0	10	0	0	0	6	0	0	0	0	0	28
Hr Total	0	8	0	0	0	54	0	53	0	0	0	39	0	0	0	0	0	154
TOTAL	0	57	0	0	0	151	0	144	0	0	0	234	0	0	0	0	0	586

NORTH GOVERNMENT CENTER & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 NOT SIGNALIZED, DRIVEWAY VOLUME ONLY

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : NGOVMONT
 Page : 1

BICYCLES

Date	MONTEREY ROAD From North				NORTH GOVERNMENT CENTER From East				MONTEREY ROAD From South				From West				Total
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	
12/05/13	-----																
	* BREAK *																
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1
	* BREAK *																
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4
	* BREAK *																
TOTAL	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	1	7

NORTH GOVERNMENT CENTER & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
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Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : NGOVMONT
 Page : 1

PEDESTRIANS

Date	MONTEREY ROAD From North				NORTH GOVERNMENT CENTER From East				MONTEREY ROAD From South				From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
12/05/13	-----																
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
----- * BREAK * -----																	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1

TOTAL	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4

OCEAN BOULEVARD & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: L. PALOMINO & R. MARTINEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

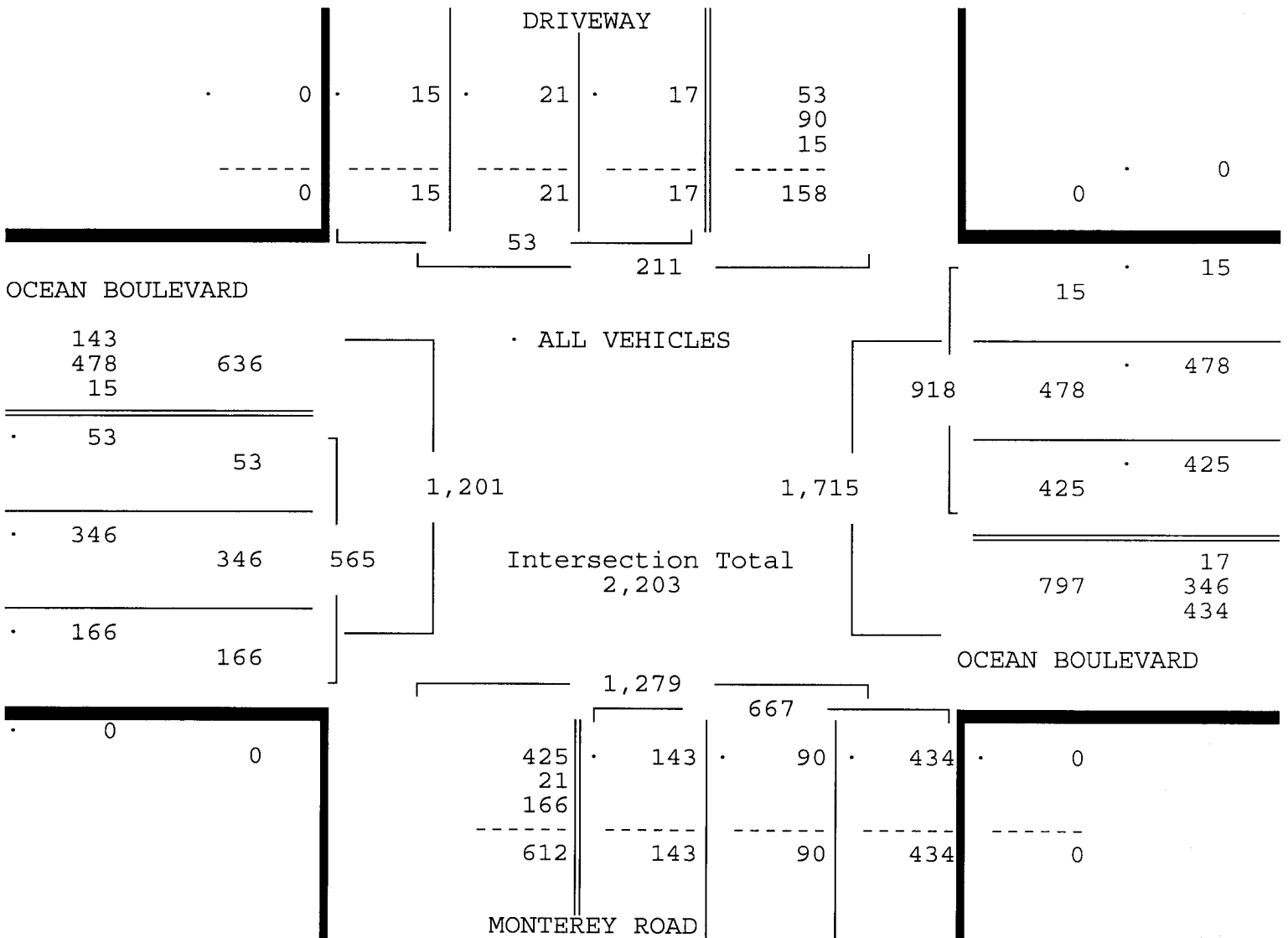
Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAMONT
 Page : 1

ALL VEHICLES

Date	DRIVEWAY From North				OCEAN BOULEVARD From East				MONTEREY ROAD From South				OCEAN BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
12/05/13																	
07:00	0	1	2	2	0	52	63	2	0	13	7	38	0	5	25	34	244
07:15	0	1	2	1	0	58	63	1	0	17	22	46	0	8	59	36	314
07:30	0	0	2	3	0	76	84	7	0	32	27	82	0	12	71	47	443
07:45	0	1	8	1	0	91	123	0	0	27	38	100	0	11	99	60	559
Hr Total	0	3	14	7	0	277	333	10	0	89	94	266	0	36	254	177	1560
08:00	0	3	2	3	0	87	121	3	0	33	31	82	0	18	90	31	504
08:15	0	4	3	5	0	111	129	4	0	27	18	114	0	11	92	37	555
08:30	0	5	9	3	0	121	108	5	0	28	18	103	0	12	69	49	530
08:45	0	5	7	4	0	106	120	3	0	55	23	135	0	12	95	49	614
Hr Total	0	17	21	15	0	425	478	15	0	143	90	434	0	53	346	166	2203
* BREAK *																	
16:00	0	6	21	14	0	121	94	3	0	60	6	146	0	5	128	55	659
16:15	0	5	20	24	0	94	84	1	0	63	6	109	0	5	115	46	572
16:30	0	5	21	14	0	100	90	0	0	63	3	116	0	2	129	40	583
16:45	0	4	13	12	0	126	78	0	0	58	5	129	0	1	120	47	593
Hr Total	0	20	75	64	0	441	346	4	0	244	20	500	0	13	492	188	2407
17:00	0	8	12	16	0	108	85	2	0	66	2	162	1	1	126	36	625
17:15	0	3	10	8	0	93	114	0	0	72	5	152	0	3	122	37	619
17:30	0	8	6	6	0	104	77	0	0	42	1	131	0	1	95	32	503
17:45	0	3	1	5	0	62	68	0	0	41	3	91	0	0	87	38	399
Hr Total	0	22	29	35	0	367	344	2	0	221	11	536	1	5	430	143	2146
TOTAL	0	62	139	121	0	1510	1501	31	0	697	215	1736	1	107	1522	674	8316

ALL VEHICLES

DRIVEWAY From North	OCEAN BOULEVARD From East				MONTEREY ROAD From South				OCEAN BOULEVARD From West				Total			
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right				
Date 12/05/13																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/05/13																
Peak start 08:00	08:00				08:00				08:00							
Volume	0	17	21	15	0	425	478	15	0	143	90	434	0	53	346	166
Percent	0%	32%	40%	28%	0%	46%	52%	2%	0%	21%	13%	65%	0%	9%	61%	29%
Pk total	53				918				667							
Highest 08:30	08:15				08:45				08:45							
Volume	0	5	9	3	0	111	129	4	0	55	23	135	0	12	95	49
Hi total	17				244				213							
PHF	.78				.94				.78							



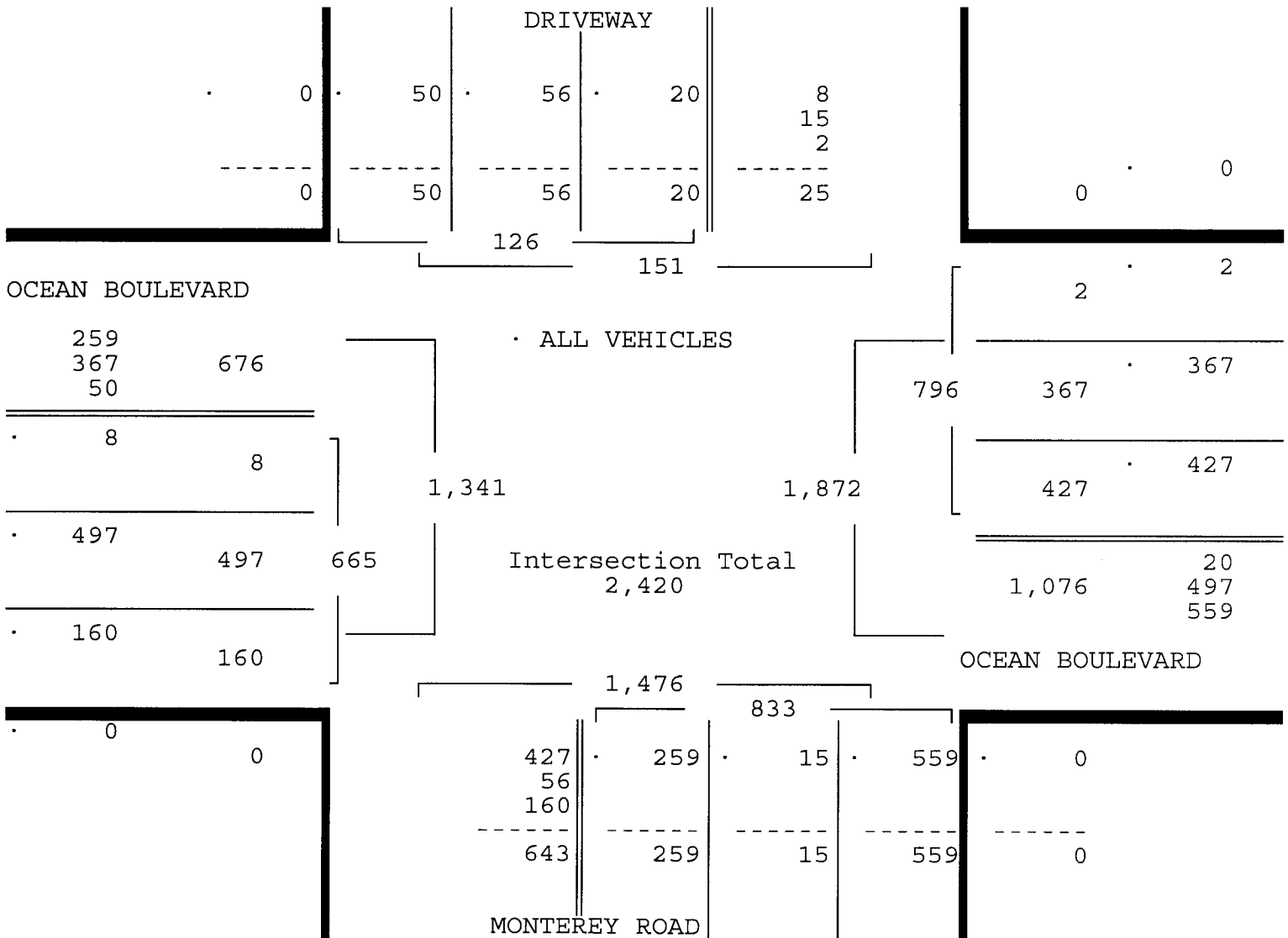
OCEAN BOULEVARD & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: L. PALOMINO & R. MARTINEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAMONT
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ALL VEHICLES

DRIVEWAY From North	OCEAN BOULEVARD From East				MONTEREY ROAD From South				OCEAN BOULEVARD From West				Total			
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right				
Date 12/05/13																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/05/13																
Peak start 16:30																
Volume	0	20	56	50	0	427	367	2	0	259	15	559	1	7	497	160
Percent	0%	16%	44%	40%	0%	54%	46%	0%	0%	31%	2%	67%	0%	1%	75%	24%
Pk total	126				796				833				665			
Highest 16:30																
Volume	0	5	21	14	0	93	114	0	0	66	2	162	0	2	129	40
Hi total	40				207				230				171			
PHF	.79				.96				.91				.97			



OCEAN BOULEVARD & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: L. PALOMINO & R. MARTINEZ
 SIGNALIZED

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 Delray Beach, Florida 33444
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Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAMONT
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BICYCLES

Date	DRIVEWAY From North				OCEAN BOULEVARD From East				MONTEREY ROAD From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	
12/05/13	-----																
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4

TOTAL	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6

OCEAN BOULEVARD & MONTEREY ROAD
 STUART, FLORIDA
 COUNTED BY: L. PALOMINO & R. MARTINEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
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Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAMONT
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PEDESTRIANS

Date	DRIVEWAY From North				OCEAN BOULEVARD From East				MONTEREY ROAD From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
	12/05/13																
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
TOTAL	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9

OCEAN BOULEVARD & UNSIGNALIZED SHOPPING
 CENTER DRIVEWAY, STUART, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO (V)
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAUNSG
 Page : 1

ALL VEHICLES

Date	DRIVEWAY From North				OCEAN BOULEVARD From East				SHOPPING CENTER From South				OCEAN BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
12/05/13	-----																
07:00	0	5	0	5	0	1	131	5	0	2	0	0	0	1	57	6	213
07:15	0	3	0	1	0	2	122	1	0	2	0	0	0	3	95	5	234
07:30	0	3	0	4	0	3	174	3	0	1	0	0	0	5	142	9	344
07:45	0	2	0	8	0	7	214	4	0	2	0	0	0	8	179	9	433
Hr Total	0	13	0	18	0	13	641	13	0	7	0	0	0	17	473	29	1224
08:00	0	3	1	10	0	4	229	5	0	3	0	1	0	4	166	12	438
08:15	0	0	0	7	0	7	261	3	0	7	0	2	0	2	205	17	511
08:30	0	0	0	5	0	4	214	1	0	3	0	2	1	1	152	14	397
08:45	0	1	0	4	0	8	240	2	0	2	0	4	0	4	204	29	498
Hr Total	0	4	1	26	0	23	944	11	0	15	0	9	1	11	727	72	1844
----- * BREAK * -----																	
16:00	0	3	0	5	0	2	217	3	0	4	0	9	0	2	264	18	527
16:15	0	1	0	2	0	10	188	4	0	5	0	13	0	2	235	12	472
16:30	0	2	0	2	0	3	190	1	0	3	0	8	0	3	232	20	464
16:45	0	1	0	4	0	2	210	1	0	4	0	11	0	4	246	16	499
Hr Total	0	7	0	13	0	17	805	9	0	16	0	41	0	11	977	66	1962
17:00	0	2	0	6	0	4	178	0	0	4	0	12	1	5	309	14	535
17:15	0	2	1	5	0	12	210	2	0	2	0	10	0	4	265	16	529
17:30	0	1	0	2	0	13	175	3	0	5	0	5	0	1	223	17	445
17:45	0	1	0	4	0	9	128	2	0	3	0	18	0	3	162	16	346
Hr Total	0	6	1	17	0	38	691	7	0	14	0	45	1	13	959	63	1855
TOTAL	0	30	2	74	0	91	3081	40	0	52	0	95	2	52	3136	230	6885

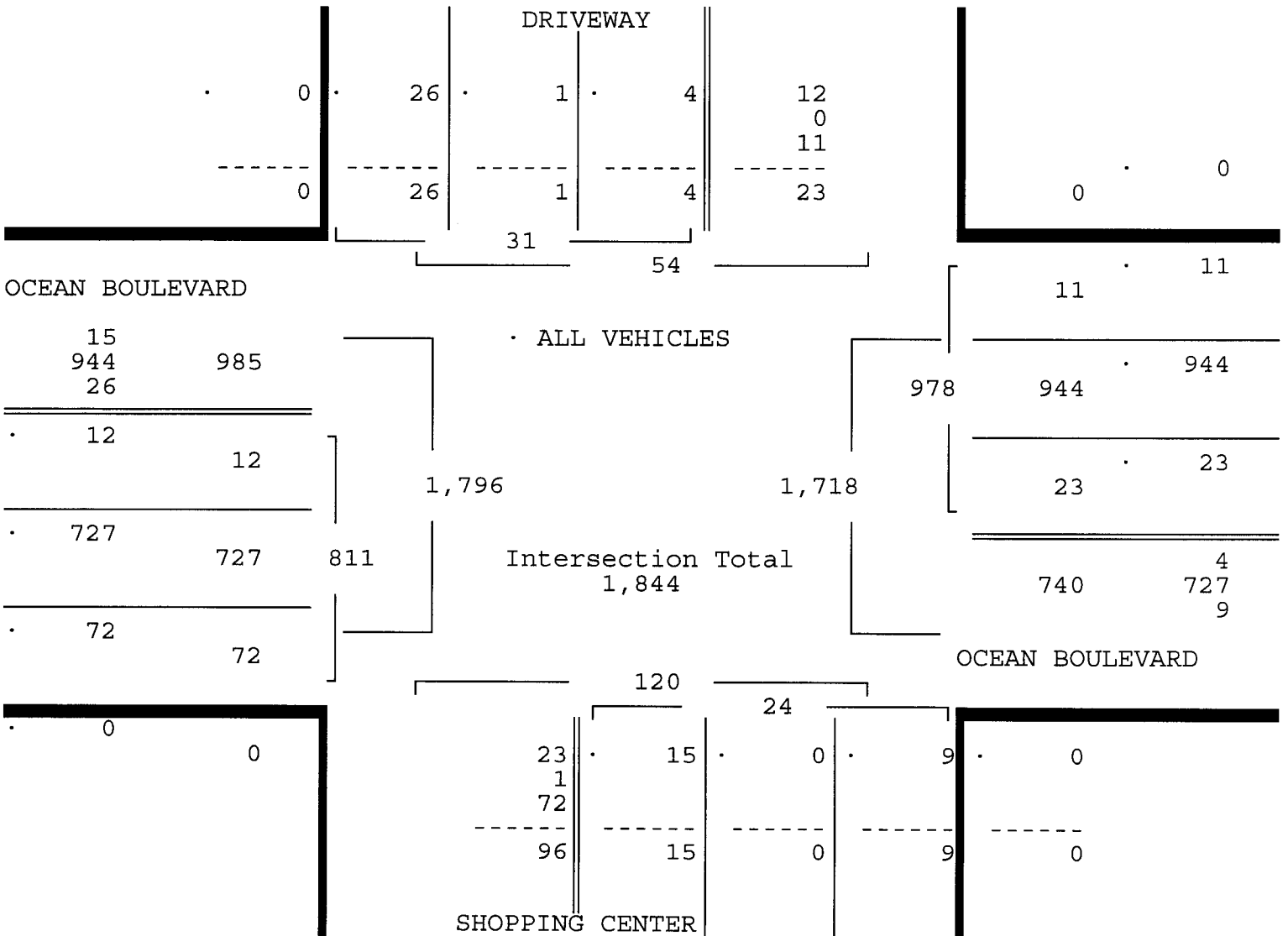
OCEAN BOULEVARD & UNSIGNALIZED SHOPPING
 CENTER DRIVEWAY, STUART, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO (V)
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAUNSG
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ALL VEHICLES

DRIVEWAY From North	OCEAN BOULEVARD From East				SHOPPING CENTER From South				OCEAN BOULEVARD From West				Total			
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right				
Date 12/05/13																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/05/13																
Peak start 08:00	08:00				08:00				08:00							
Volume	0	4	1	26	0	23	944	11	0	15	0	9	1	11	727	72
Percent	0%	13%	3%	84%	0%	2%	97%	1%	0%	62%	0%	38%	0%	1%	90%	9%
Pk total	31				978				24				811			
Highest 08:00	08:15				08:15				08:45							
Volume	0	3	1	10	0	7	261	3	0	7	0	2	0	4	204	29
Hi total	14				271				9				237			
PHF	.55				.90				.67				.86			



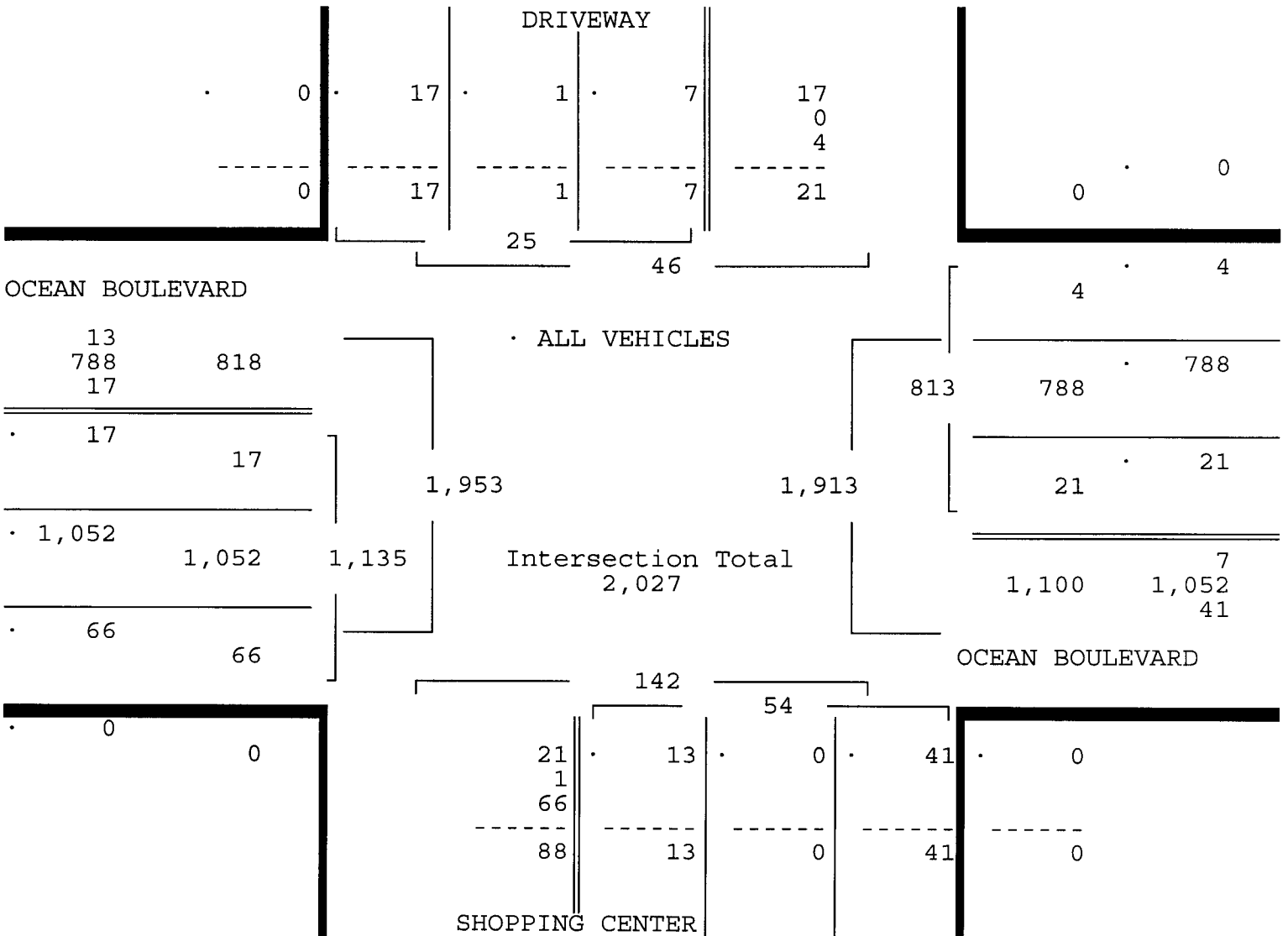
OCEAN BOULEVARD & UNSIGNALIZED SHOPPING
 CENTER DRIVEWAY, STUART, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO (V)
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAUNSG
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ALL VEHICLES

DRIVEWAY From North	OCEAN BOULEVARD From East				SHOPPING CENTER From South				OCEAN BOULEVARD From West				Total			
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right				
Date 12/05/13																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/05/13																
Peak start 16:30	16:30				16:30				16:30							
Volume	0	7	1	17	0	21	788	4	0	13	0	41	1	16	1052	66
Percent	0%	28%	4%	68%	0%	3%	97%	0%	0%	24%	0%	76%	0%	1%	93%	6%
Pk total	25				813				54				1135			
Highest	17:00				17:15				17:00				17:00			
Volume	0	2	0	6	0	12	210	2	0	4	0	12	1	5	309	14
Hi total	8				224				16				329			
PHF	.78				.91				.84				.86			



OCEAN BOULEVARD & UNSIGNALIZED SHOPPING
 CENTER DRIVEWAY, STUART, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO (V)
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAUNSG
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BICYCLES

Date	DRIVEWAY From North				OCEAN BOULEVARD From East				SHOPPING CENTER From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	
12/05/13	-----																
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5
08:30	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	0	9
----- * BREAK * -----																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
16:30	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
16:45	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
Hr Total	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	0	12
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	0	6

TOTAL	0	0	0	14	0	0	0	1	0	0	0	16	0	0	0	0	31

OCEAN BOULEVARD & UNSIGNALIZED SHOPPING
 CENTER DRIVEWAY, STUART, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO (V)
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
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Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAUNSG
 Page : 1

PEDESTRIANS

Date	DRIVEWAY From North				OCEAN BOULEVARD From East				SHOPPING CENTER From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
12/05/13	-----																
07:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
07:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
Hr Total	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	2	9
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
08:30	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
08:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4
Hr Total	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	2	11
----- * BREAK * -----																	
16:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
16:15	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	2	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	2	7

TOTAL	0	0	0	17	0	0	0	3	0	0	0	7	0	0	0	8	35

OCEAN BOULEVARD & SIGNALIZED SHOPPING
 CENTER DRIVEWAY, STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEASIGN
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ALL VEHICLES

Date	DRIVEWAY From North				OCEAN BOULEVARD From East				SHOPPING CENTER From South				OCEAN BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
12/05/13	-----																
07:00	0	0	0	0	0	2	121	0	0	1	0	1	0	0	55	9	189
07:15	0	0	0	0	0	7	107	0	0	3	0	6	0	0	88	7	218
07:30	0	0	0	0	0	5	168	0	0	5	0	2	0	1	128	18	327
07:45	0	0	0	0	0	9	209	1	0	3	0	6	0	2	149	19	398
Hr Total	0	0	0	0	0	23	605	1	0	12	0	15	0	3	420	53	1132
08:00	0	0	0	0	0	7	227	1	0	3	0	3	0	1	151	17	410
08:15	0	0	0	0	0	14	245	0	0	5	0	5	0	5	172	18	464
08:30	0	1	0	1	0	16	208	1	0	12	0	4	0	1	142	10	396
08:45	0	0	1	1	1	12	238	0	0	8	0	4	0	3	180	16	464
Hr Total	0	1	1	2	1	49	918	2	0	28	0	16	0	10	645	61	1734
----- * BREAK * -----																	
16:00	0	0	1	3	0	12	199	1	0	17	0	17	0	1	248	10	509
16:15	0	2	0	2	0	6	168	0	0	18	0	19	1	1	227	5	449
16:30	0	1	0	3	1	9	177	2	0	12	1	20	0	1	226	4	457
16:45	0	0	0	2	0	7	190	0	0	15	0	13	0	3	237	6	473
Hr Total	0	3	1	10	1	34	734	3	0	62	1	69	1	6	938	25	1888
17:00	0	1	0	0	0	4	162	0	0	14	0	19	0	1	304	4	509
17:15	0	1	1	3	0	7	195	0	0	11	1	18	0	1	255	7	500
17:30	0	0	0	1	0	9	177	0	0	6	0	20	0	1	221	3	438
17:45	0	4	0	0	0	6	134	1	0	4	0	11	0	0	168	4	332
Hr Total	0	6	1	4	0	26	668	1	0	35	1	68	0	3	948	18	1779
TOTAL	0	10	3	16	2	132	2925	7	0	137	2	168	1	22	2951	157	6533

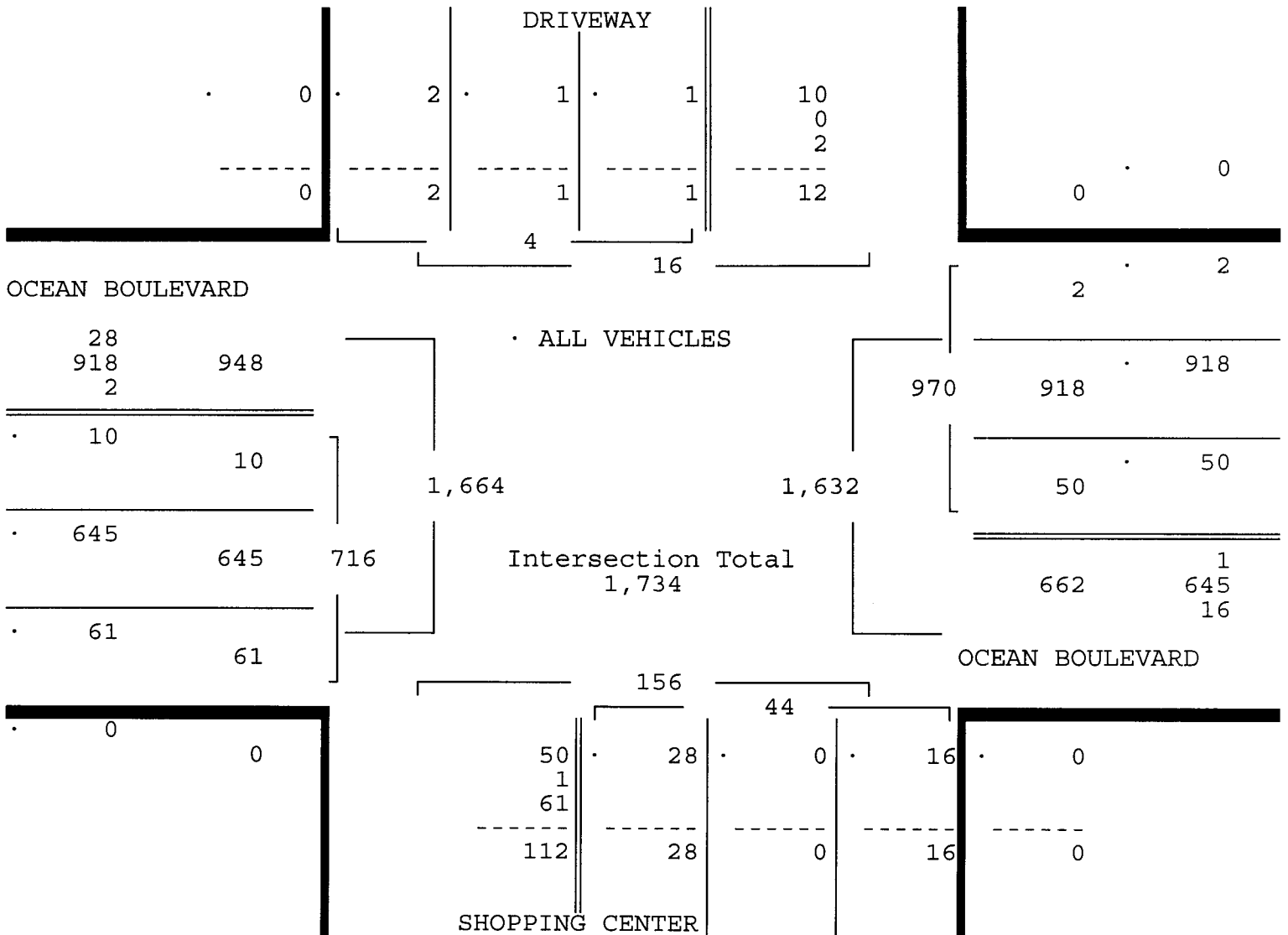
OCEAN BOULEVARD & SIGNALIZED SHOPPING
 CENTER DRIVEWAY, STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

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ALL VEHICLES

DRIVEWAY From North	OCEAN BOULEVARD From East				SHOPPING CENTER From South				OCEAN BOULEVARD From West				Total			
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right				
Date 12/05/13																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/05/13																
Peak start 08:00																
Volume	0	1	1	2	1	49	918	2	0	28	0	16	0	10	645	61
Percent	0%	25%	25%	50%	0%	5%	95%	0%	0%	64%	0%	36%	0%	1%	90%	9%
Pk total	4				970				44				716			
Highest 08:30																
Volume	0	1	0	1	0	14	245	0	0	12	0	4	0	3	180	16
Hi total	2				259				16				199			
PHF	.50				.94				.69				.90			



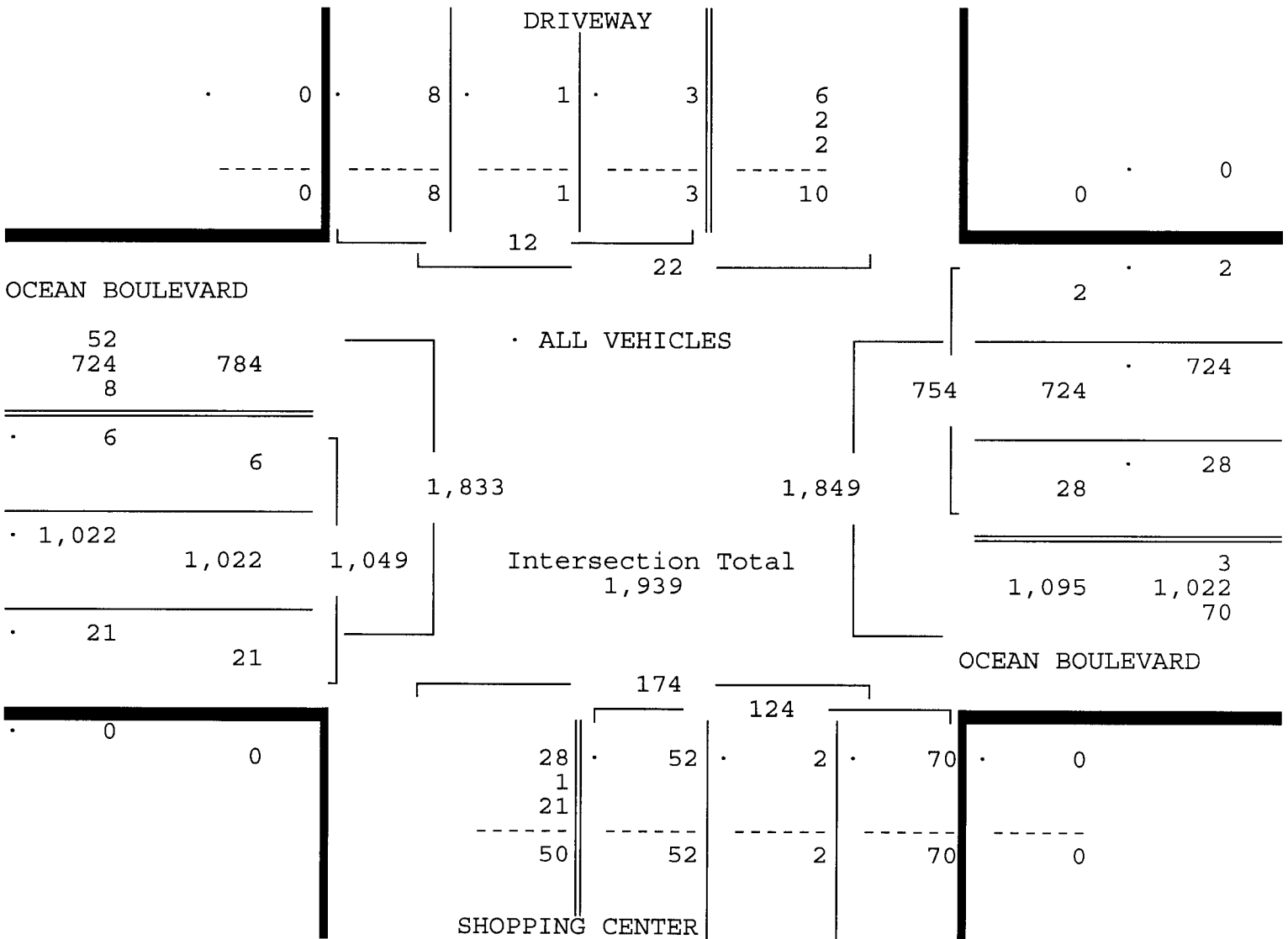
OCEAN BOULEVARD & SIGNALIZED SHOPPING
 CENTER DRIVEWAY, STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
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Site Code : 00130215
 Start Date: 12/05/13
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ALL VEHICLES

DRIVEWAY From North				OCEAN BOULEVARD From East				SHOPPING CENTER From South				OCEAN BOULEVARD From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 12/05/13																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/05/13																
Peak start 16:30				16:30				16:30				16:30				
Volume	0	3	1	8	1	27	724	2	0	52	2	70	0	6	1022	21
Percent	0%	25%	8%	67%	0%	4%	96%	0%	0%	42%	2%	56%	0%	1%	97%	2%
Pk total	12			754			124			1049						
Highest	17:15			17:15			16:30			17:00						
Volume	0	1	1	3	0	7	195	0	0	12	1	20	0	1	304	4
Hi total	5			202			33			309						
PHF	.60			.93			.94			.85						



OCEAN BOULEVARD & SIGNALIZED SHOPPING
 CENTER DRIVEWAY, STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
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BICYCLES

Date	DRIVEWAY From North				OCEAN BOULEVARD From East				SHOPPING CENTER From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	
12/05/13	-----																
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
08:30	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	7
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hr Total	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	6

TOTAL	0	0	0	6	0	0	0	0	0	0	0	16	0	0	0	0	22

OCEAN BOULEVARD & SIGNALIZED SHOPPING
 CENTER DRIVEWAY, STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEASIGN
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PEDESTRIANS

Date	DRIVEWAY From North				OCEAN BOULEVARD From East				SHOPPING CENTER From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
12/05/13	-----																
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
07:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
07:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	4	0	0	0	1	0	0	0	2	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	1	6
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	0	6
17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
17:15	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	6

TOTAL	0	0	0	11	0	0	0	6	0	0	0	7	0	0	0	1	25

OCEAN BOULEVARD & VISTA PINES
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
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ALL VEHICLES

Date	From North				OCEAN BOULEVARD From East				VISTA PINES From South				OCEAN BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
12/05/13																	
07:00	0	0	0	0	0	1	116	0	0	4	0	4	0	0	53	0	178
07:15	0	0	0	0	0	0	117	0	0	0	0	6	0	0	85	1	209
07:30	0	0	0	0	0	0	165	0	0	3	0	1	0	0	115	6	290
07:45	0	0	0	0	0	2	210	0	0	5	0	2	0	0	138	4	361
Hr Total	0	0	0	0	0	3	608	0	0	12	0	13	0	0	391	11	1038
08:00	0	0	0	0	0	1	203	0	0	6	0	4	0	0	124	4	342
08:15	0	0	0	0	0	0	240	0	0	5	0	0	0	0	134	2	381
08:30	0	0	0	0	0	0	199	0	0	6	0	4	0	0	137	1	347
08:45	0	0	0	0	0	1	238	0	0	9	1	2	0	0	165	2	418
Hr Total	0	0	0	0	0	2	880	0	0	26	1	10	0	0	560	9	1488
* BREAK *																	
16:00	0	0	0	0	0	3	176	0	0	5	0	5	0	0	259	8	456
16:15	0	0	0	0	0	4	165	0	0	7	0	1	0	0	221	11	409
16:30	0	0	0	0	0	6	165	0	0	3	0	5	0	0	218	6	403
16:45	0	0	0	0	0	5	152	0	0	5	0	3	0	0	242	11	418
Hr Total	0	0	0	0	0	18	658	0	0	20	0	14	0	0	940	36	1686
17:00	0	0	0	0	0	2	146	0	0	4	0	2	0	0	302	8	464
17:15	0	0	0	0	0	1	175	0	0	7	0	1	0	0	274	5	463
17:30	0	0	0	0	0	1	159	0	0	10	0	2	0	0	236	7	415
17:45	0	0	0	0	0	1	120	0	0	6	0	2	0	0	180	3	312
Hr Total	0	0	0	0	0	5	600	0	0	27	0	7	0	0	992	23	1654
TOTAL	0	0	0	0	0	28	2746	0	0	85	1	44	0	0	2883	79	5866

OCEAN BOULEVARD & VISTA PINES
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

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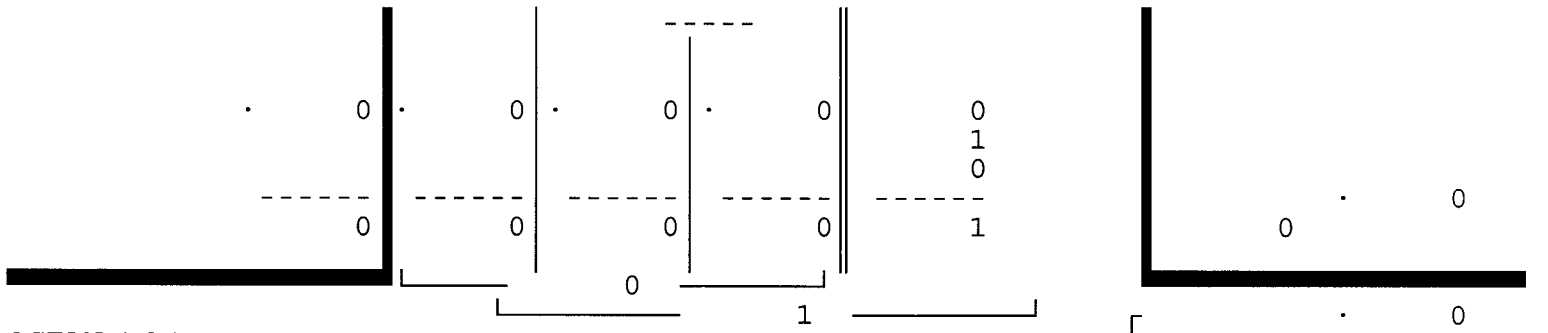
ALL VEHICLES

From North	OCEAN BOULEVARD From East				VISTA PINES From South				OCEAN BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

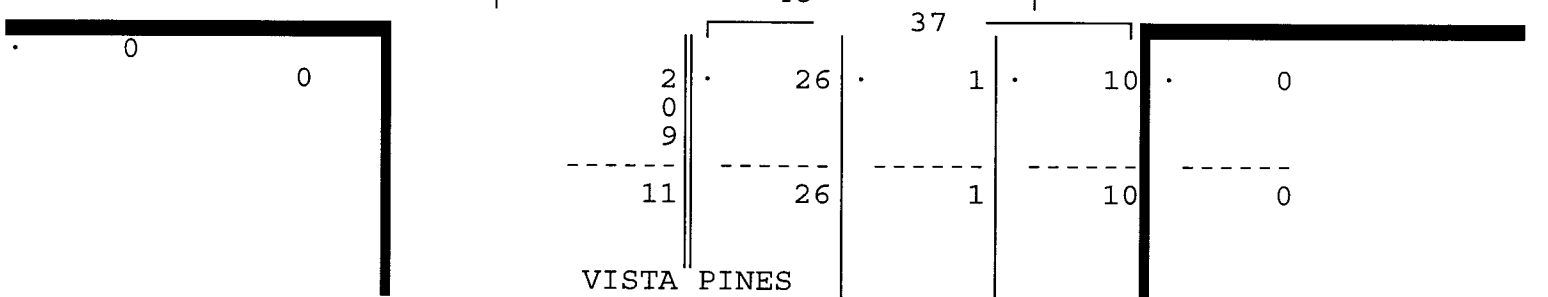
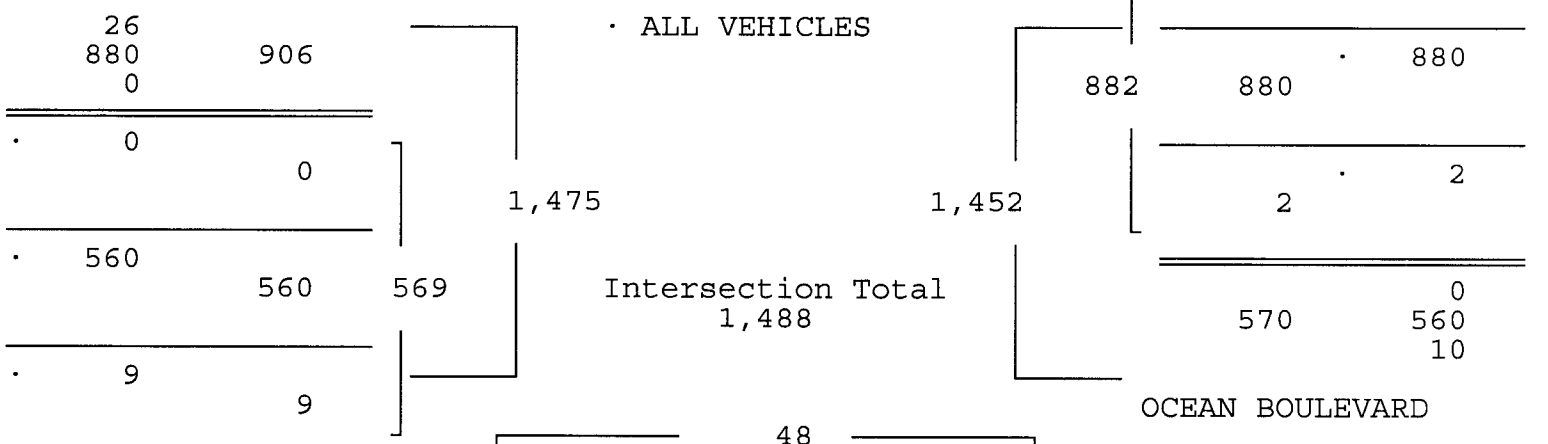
Date 12/05/13

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/05/13

Peak start 08:00	08:00				08:00				08:00							
Volume	0	0	0	0	0	2	880	0	0	26	1	10	0	0	560	9
Percent	0%	0%	0%	0%	0%	0%	100%	0%	0%	70%	3%	27%	0%	0%	98%	2%
Pk total	0				882				37				569			
Highest	07:00				08:15				08:45				08:45			
Volume	0	0	0	0	0	0	240	0	0	9	1	2	0	0	165	2
Hi total	0				240				12				167			
PHF	.0				.92				.77				.85			



OCEAN BOULEVARD



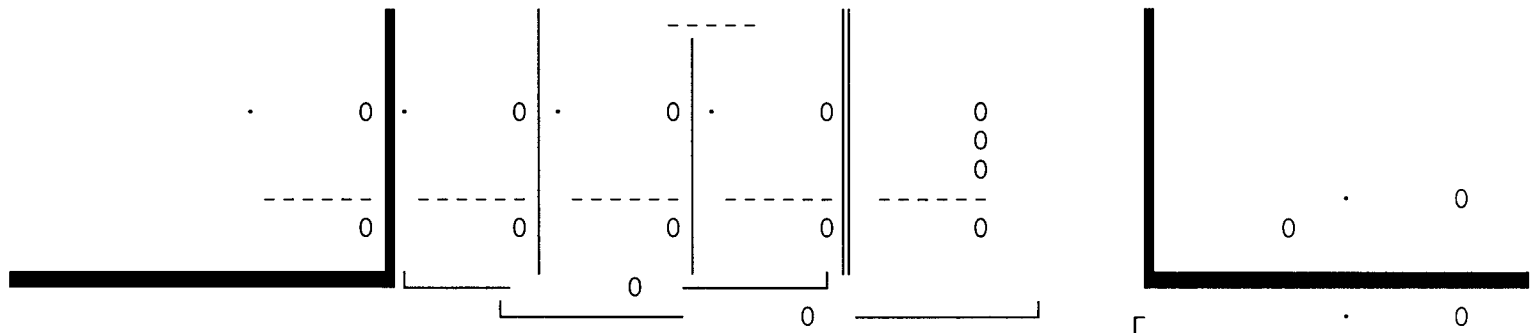
OCEAN BOULEVARD & VISTA PINES
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

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 Delray Beach, Florida 33444
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ALL VEHICLES

From North	OCEAN BOULEVARD From East				VISTA PINES From South				OCEAN BOULEVARD From West				Total			
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right				
Date 12/05/13																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/05/13																
Peak start 16:45				16:45				16:45				16:45				
Volume	0	0	0	0	0	9	632	0	0	26	0	8	0	0	1054	31
Percent	0%	0%	0%	0%	0%	1%	99%	0%	0%	76%	0%	24%	0%	0%	97%	3%
Pk total	0				641				34				1085			
Highest	07:00				17:15				17:30				17:00			
Volume	0	0	0	0	0	1	175	0	0	10	0	2	0	0	302	8
Hi total	0				176				12				310			
PHF	.0				.91				.71				.88			



OCEAN BOULEVARD

26	
632	658
0	
<hr/>	
0	0
<hr/>	
1,054	1,054
<hr/>	
31	31
<hr/>	
0	0

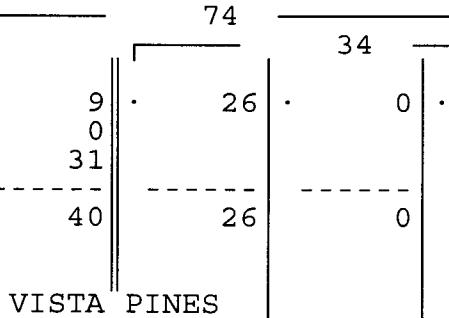
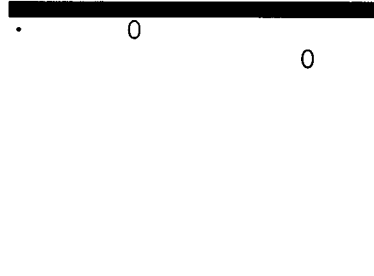
ALL VEHICLES

1,743 1,703

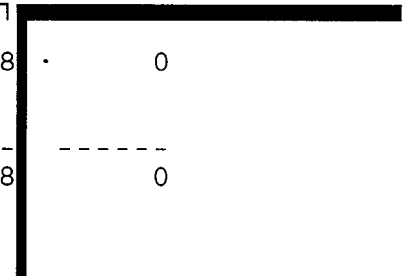
Intersection Total
1,760

641	632	632
<hr/>		
9	9	9
<hr/>		
1,062	1,054	0
<hr/>		
	8	

OCEAN BOULEVARD



VISTA PINES



OCEAN BOULEVARD & VISTA PINES
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
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BICYCLES

Date 12/05/13	OCEAN BOULEVARD From North				OCEAN BOULEVARD From East				VISTA PINES From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	6
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
08:30	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	1	12
* BREAK *																	
16:00	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
16:15	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5
Hr Total	0	0	0	6	0	0	0	1	0	0	0	7	0	0	0	0	14
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
TOTAL	0	0	0	13	0	0	0	1	0	0	0	19	0	0	0	1	34

OCEAN BOULEVARD & VISTA PINES
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAVIST
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PEDESTRIANS

Date	From North				OCEAN BOULEVARD From East				VISTA PINES From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
12/05/13	-----																
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	4
07:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
07:45	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
Hr Total	0	0	0	2	0	0	0	1	0	0	0	6	0	0	0	0	9
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
08:30	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	8
----- * BREAK * -----																	
16:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5

TOTAL	0	0	0	11	0	0	0	1	0	0	0	13	0	0	0	0	25

Traffic Survey Specialists, Inc.

OCEAN BOULEVARD & KINGSWOOD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 NOT SIGNALIZED

624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAKING
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ALL VEHICLES

Date	From North				OCEAN BOULEVARD From East				KINGSWOOD From South				OCEAN BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
12/05/13	-----																
07:00	0	0	0	0	1	0	114	0	0	0	0	1	0	0	54	0	170
07:15	0	0	0	0	0	0	112	0	0	1	0	2	0	0	85	0	200
07:30	0	0	0	0	0	0	166	0	0	4	0	1	0	0	113	2	286
07:45	0	0	0	0	0	0	206	0	0	4	0	2	0	0	134	3	349
Hr Total	0	0	0	0	1	0	598	0	0	9	0	6	0	0	386	5	1005
08:00	0	0	0	0	0	1	197	0	0	6	0	2	0	0	124	2	332
08:15	0	0	0	0	0	0	239	0	0	5	0	3	0	0	134	2	383
08:30	0	0	0	0	0	1	190	0	0	2	0	0	0	0	134	2	329
08:45	0	0	0	0	0	1	231	0	0	9	0	6	0	0	151	1	399
Hr Total	0	0	0	0	0	3	857	0	0	22	0	11	0	0	543	7	1443
----- * BREAK * -----																	
16:00	0	0	0	0	0	7	167	0	0	2	0	5	0	0	252	1	434
16:15	0	0	0	0	0	3	161	0	0	2	0	1	0	0	209	5	381
16:30	0	0	0	0	1	0	168	0	0	4	0	3	0	0	218	3	397
16:45	0	0	0	0	1	0	158	0	0	1	0	1	0	0	234	5	400
Hr Total	0	0	0	0	2	10	654	0	0	9	0	10	0	0	913	14	1612
17:00	0	0	0	0	0	2	150	0	0	3	0	1	0	0	289	0	445
17:15	0	0	0	0	0	3	166	0	0	4	0	3	0	0	257	5	438
17:30	0	0	0	0	0	1	155	0	0	0	0	3	0	0	223	5	387
17:45	0	0	0	0	0	3	119	0	0	1	0	1	0	0	168	2	294
Hr Total	0	0	0	0	0	9	590	0	0	8	0	8	0	0	937	12	1564

TOTAL	0	0	0	0	3	22	2699	0	0	48	0	35	0	0	2779	38	5624

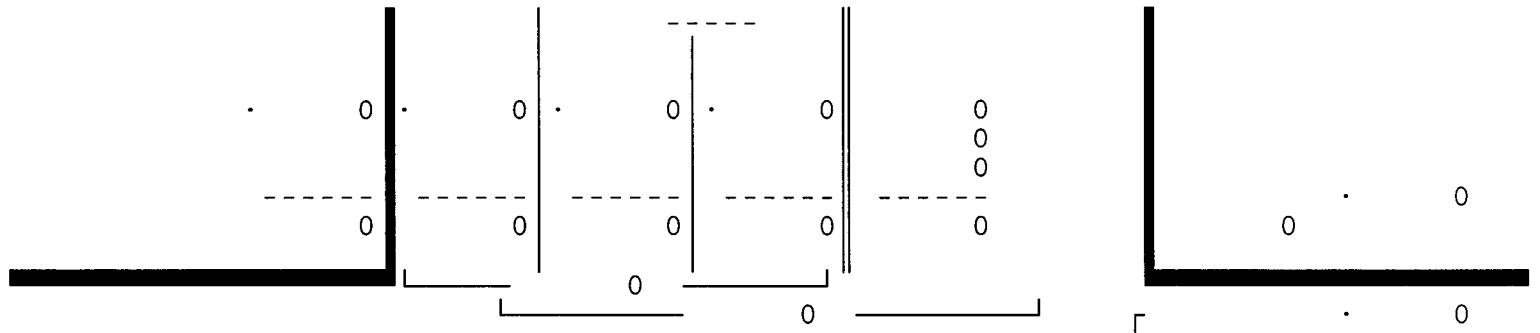
OCEAN BOULEVARD & KINGSWOOD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
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ALL VEHICLES

Date 12/05/13	OCEAN BOULEVARD From North				KINGSWOOD From East				OCEAN BOULEVARD From South				KINGSWOOD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	0	3	857	0	0	22	0	11	0	0	543	7	
Percent	0%	0%	0%	0%	0%	0%	100%	0%	0%	67%	0%	33%	0%	0%	99%	1%	
Pk total	0				860				33				550				
Highest	07:00				08:15				08:45				08:45				
Volume	0	0	0	0	0	0	239	0	0	9	0	6	0	0	151	1	
Hi total	0				239				15				152				
PHF	.0				.90				.55				.90				



OCEAN BOULEVARD

22	
857	879
0	
<hr/>	
0	0
<hr/>	
543	543
<hr/>	
7	7

ALL VEHICLES

1,429

1,414

Intersection Total
1,443

860

857

857

3

3

554

543

11

OCEAN BOULEVARD

0	0
---	---

43

33

3

0

7

22

0

11

0

10

22

0

11

0

KINGSWOOD

OCEAN BOULEVARD & KINGSWOOD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
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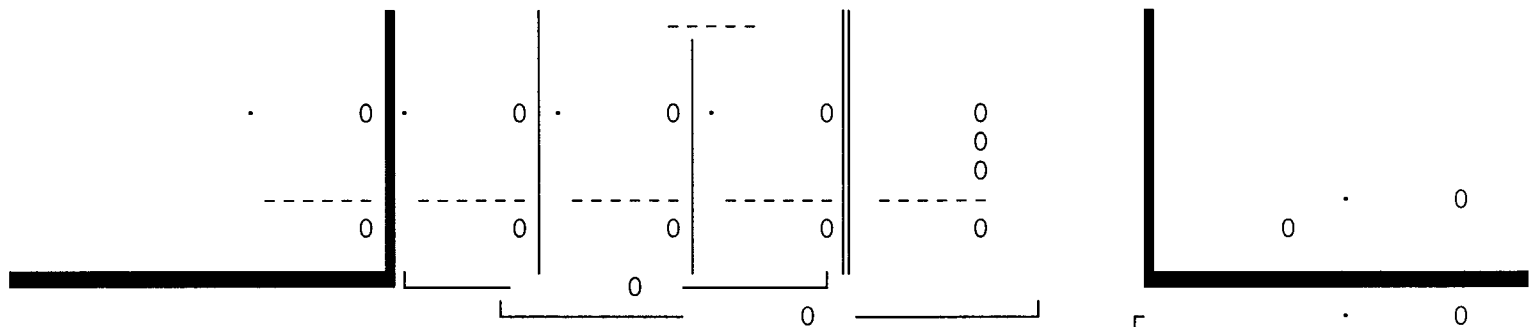
ALL VEHICLES

From North				OCEAN BOULEVARD From East				KINGSWOOD From South				OCEAN BOULEVARD From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 12/05/13

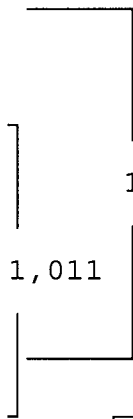
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/05/13

Peak start 16:30	16:30				16:30				16:30							
Volume	0	0	0	0	2	5	642	0	0	12	0	8	0	0	998	13
Percent	0%	0%	0%	0%	0%	1%	99%	0%	0%	60%	0%	40%	0%	0%	99%	1%
Pk total	0				649				20				1011			
Highest	07:00				16:30				16:30				17:00			
Volume	0	0	0	0	1	0	168	0	0	4	0	3	0	0	289	0
Hi total	0				169				7				289			
PHF	.0				.96				.71				.87			



OCEAN BOULEVARD

12	
642	654
0	
<hr/>	
0	
	0
<hr/>	
998	
	998
<hr/>	
13	
	13



ALL VEHICLES

1,665

1,655

Intersection Total
1,680

649

642

642

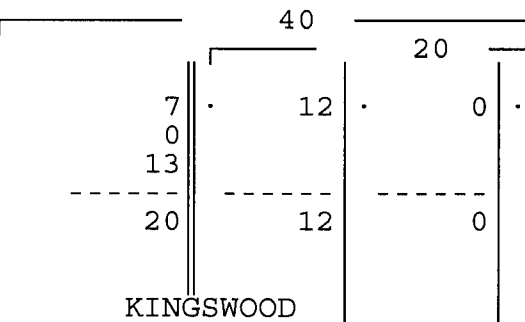
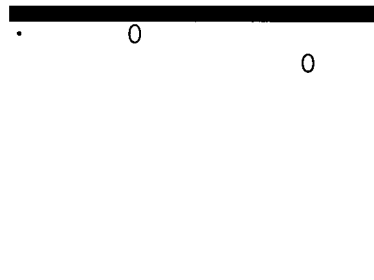
7

7

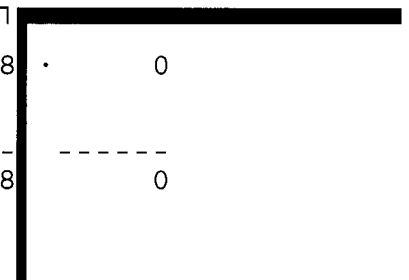
1,006

0
998
8

OCEAN BOULEVARD



KINGSWOOD



OCEAN BOULEVARD & KINGSWOOD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
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BICYCLES

Date 12/05/13	From North				OCEAN BOULEVARD From East				KINGSWOOD From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Hr Total	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	1	8
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
08:30	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
08:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	10
* BREAK *																	
16:00	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
16:15	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
Hr Total	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	5
TOTAL	0	0	0	12	0	0	0	0	0	0	0	19	0	0	0	2	33

OCEAN BOULEVARD & KINGSWOOD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEAKING
 Page : 1

PEDESTRIANS

Date	From North				OCEAN BOULEVARD From East				KINGSWOOD From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
12/05/13																	
07:00	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
07:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
07:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5
Hr Total	0	0	0	8	0	0	0	1	0	0	0	3	0	0	0	1	13
08:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
08:15	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	5
Hr Total	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	0	12
* BREAK *																	
16:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	0	0	0	31	0	0	0	1	0	0	0	8	0	0	0	1	41

OCEAN BOULEVARD & ST LUCIE BOULEVARD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEASTLU
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ALL VEHICLES

Date	ST LUCIE BOULEVARD From North				OCEAN BOULEVARD From East				ST LUCIE BOULEVARD From South				OCEAN BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
12/05/13	-----																
07:00	0	0	1	2	0	45	100	0	0	11	0	9	0	2	45	11	226
07:15	0	5	0	1	0	53	105	2	0	6	0	28	0	0	71	13	284
07:30	0	1	3	5	0	47	153	1	0	6	3	35	0	1	101	9	365
07:45	0	4	3	5	0	47	174	2	0	23	0	48	0	4	108	10	428
Hr Total	0	10	7	13	0	192	532	5	0	46	3	120	0	7	325	43	1303
08:00	0	4	0	3	0	43	185	4	0	14	1	35	0	1	131	12	433
08:15	0	5	1	1	0	35	213	1	0	20	2	32	0	2	112	14	438
08:30	0	8	4	0	0	55	179	2	0	16	3	56	1	2	117	14	457
08:45	0	4	5	7	0	42	210	5	0	17	4	45	1	4	134	26	504
Hr Total	0	21	10	11	0	175	787	12	0	67	10	168	2	9	494	66	1832
----- * BREAK * -----																	
16:00	0	10	2	5	0	59	149	4	0	14	3	57	1	4	206	40	554
16:15	0	7	4	6	0	62	134	5	0	25	1	64	0	1	186	34	529
16:30	0	7	4	2	0	65	149	5	0	22	5	50	1	4	189	36	539
16:45	0	4	3	4	0	76	137	8	0	10	4	58	2	1	202	27	536
Hr Total	0	28	13	17	0	262	569	22	0	71	13	229	4	10	783	137	2158
17:00	0	5	2	2	0	59	132	8	0	16	2	75	0	4	237	43	585
17:15	0	9	2	6	0	60	141	7	0	19	3	73	2	4	216	46	588
17:30	0	5	1	3	0	52	136	4	0	19	4	58	0	7	202	19	510
17:45	0	1	0	4	1	41	107	3	0	10	3	58	1	3	155	21	408
Hr Total	0	20	5	15	1	212	516	22	0	64	12	264	3	18	810	129	2091

TOTAL	0	79	35	56	1	841	2404	61	0	248	38	781	9	44	2412	375	7384

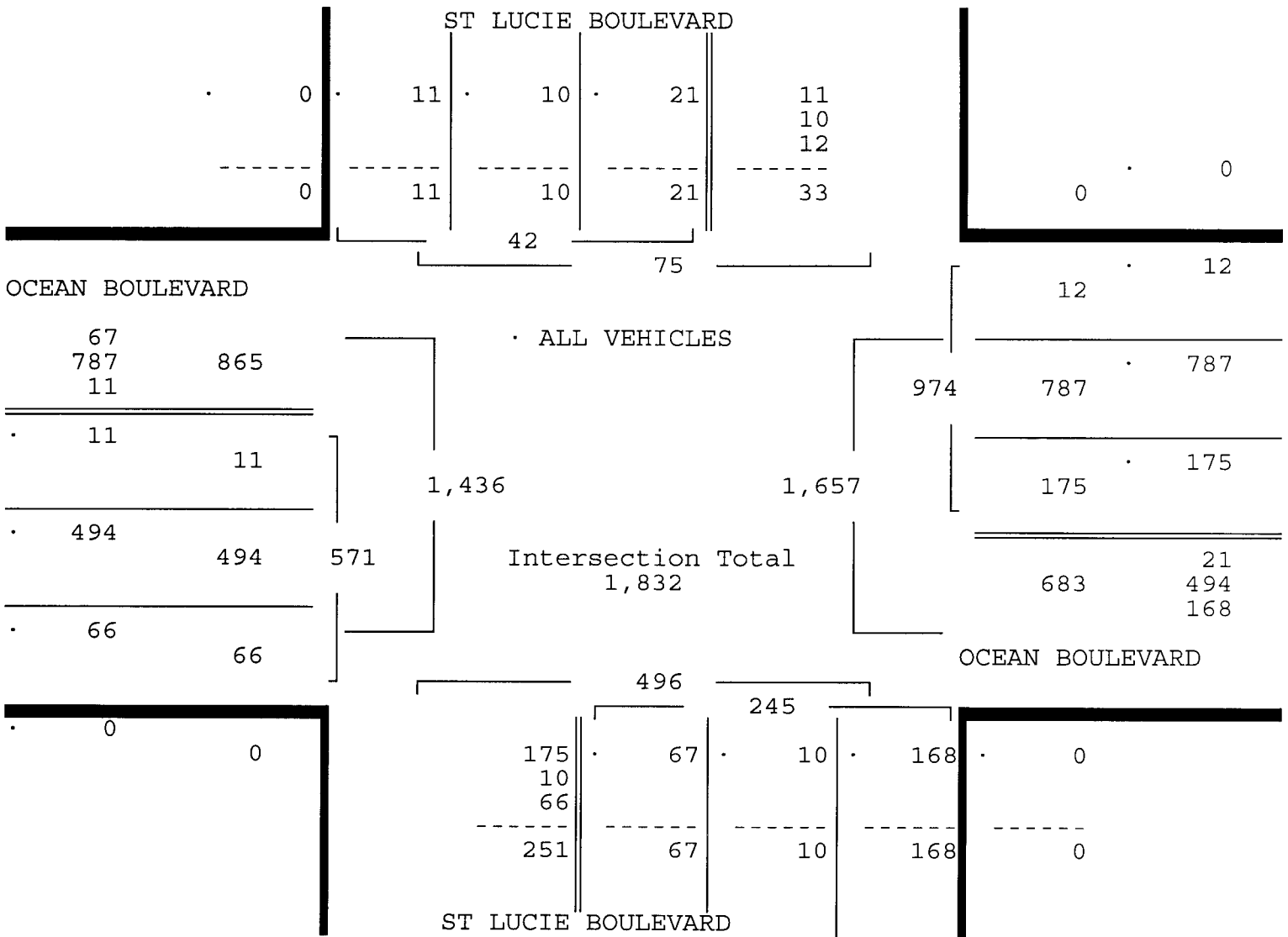
OCEAN BOULEVARD & ST LUCIE BOULEVARD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEASTLU
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ALL VEHICLES

	ST LUCIE BOULEVARD From North				OCEAN BOULEVARD From East				ST LUCIE BOULEVARD From South				OCEAN BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 12/05/13	-----																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/05/13																	
Peak start 08:00	08:00				08:00				08:00				08:00				
Volume	0	21	10	11	0	175	787	12	0	67	10	168	2	9	494	66	
Percent	0%	50%	24%	26%	0%	18%	81%	1%	0%	27%	4%	69%	0%	2%	87%	12%	
Pk total	42				974				245				571				
Highest	08:45				08:45				08:30				08:45				
Volume	0	4	5	7	0	42	210	5	0	16	3	56	1	4	134	26	
Hi total	16				257				75				165				
PHF	.66				.95				.82				.87				



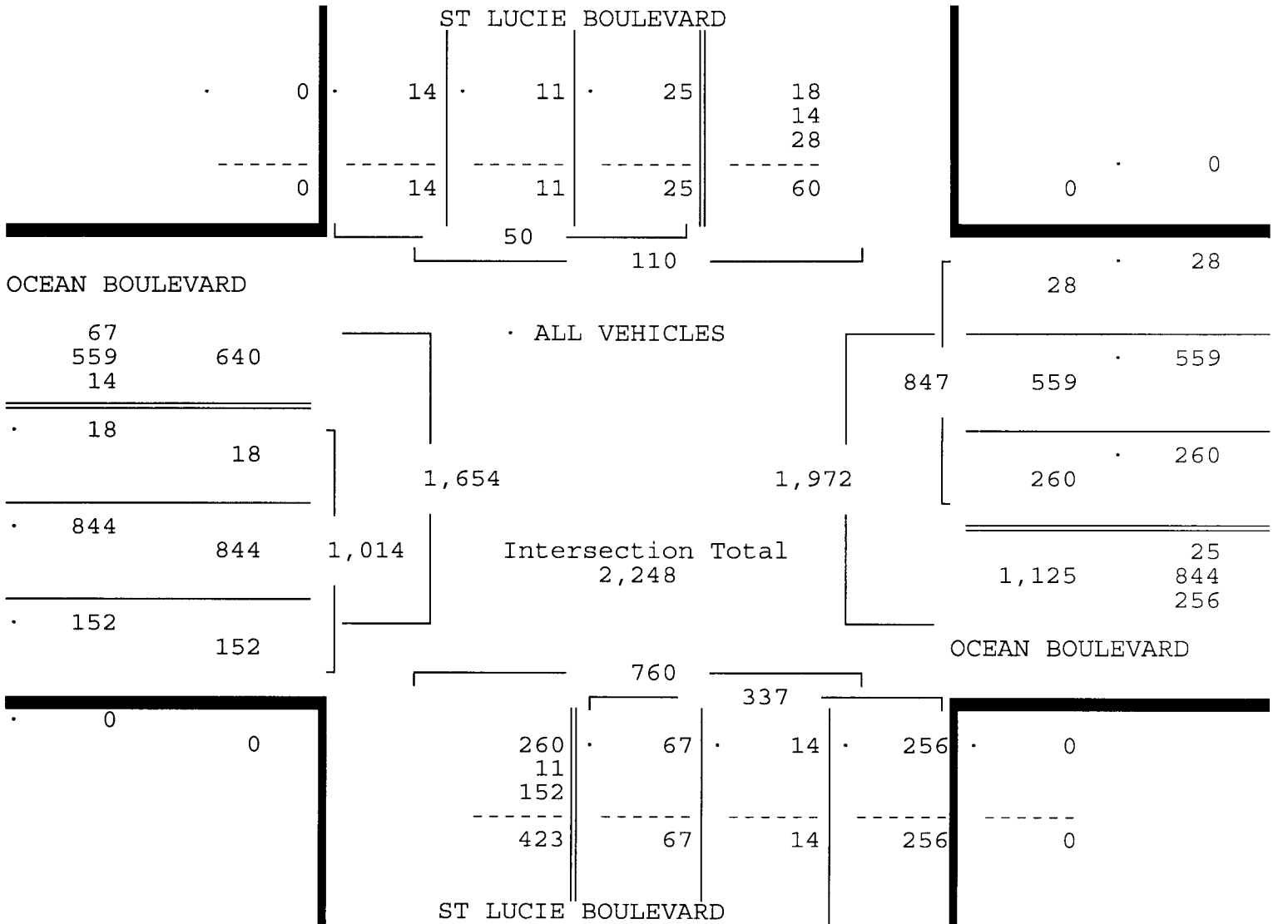
OCEAN BOULEVARD & ST LUCIE BOULEVARD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEASTLU
 Page : 3

ALL VEHICLES

	ST LUCIE BOULEVARD From North				OCEAN BOULEVARD From East				ST LUCIE BOULEVARD From South				OCEAN BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 12/05/13	-----																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/05/13																	
Peak start 16:30					16:30				16:30				16:30				
Volume	0	25	11	14	0	260	559	28	0	67	14	256	5	13	844	152	
Percent	0%	50%	22%	28%	0%	31%	66%	3%	0%	20%	4%	76%	0%	1%	83%	15%	
Pk total	50				847				337				1014				
Highest 17:15					16:45				17:15				17:00				
Volume	0	9	2	6	0	76	137	8	0	19	3	73	0	4	237	43	
Hi total	17				221				95				284				
PHF	.74				.96				.89				.89				



Traffic Survey Specialists, Inc.

OCEAN BOULEVARD & ST LUCIE BOULEVARD

624 Gardenia Terrace

Site Code : 00130215

STUART, FLORIDA

Delray Beach, Florida 33444

Start Date: 12/05/13

COUNTED BY: MAURICE GOMEZ (V)

Phone (561) 272-3255

File I.D. : OCEASTLU

SIGNALIZED

Page : 1

BICYCLES

Date	ST LUCIE BOULEVARD From North				OCEAN BOULEVARD From East				ST LUCIE BOULEVARD From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	Left	Thru	Right	BIKE	
12/05/13	-----																
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	1	8
----- * BREAK * -----																	
16:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
16:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3

TOTAL	0	0	0	10	0	0	0	0	0	0	0	7	0	0	0	3	20

OCEAN BOULEVARD & ST LUCIE BOULEVARD
 STUART, FLORIDA
 COUNTED BY: MAURICE GOMEZ (V)
 SIGNALIZED

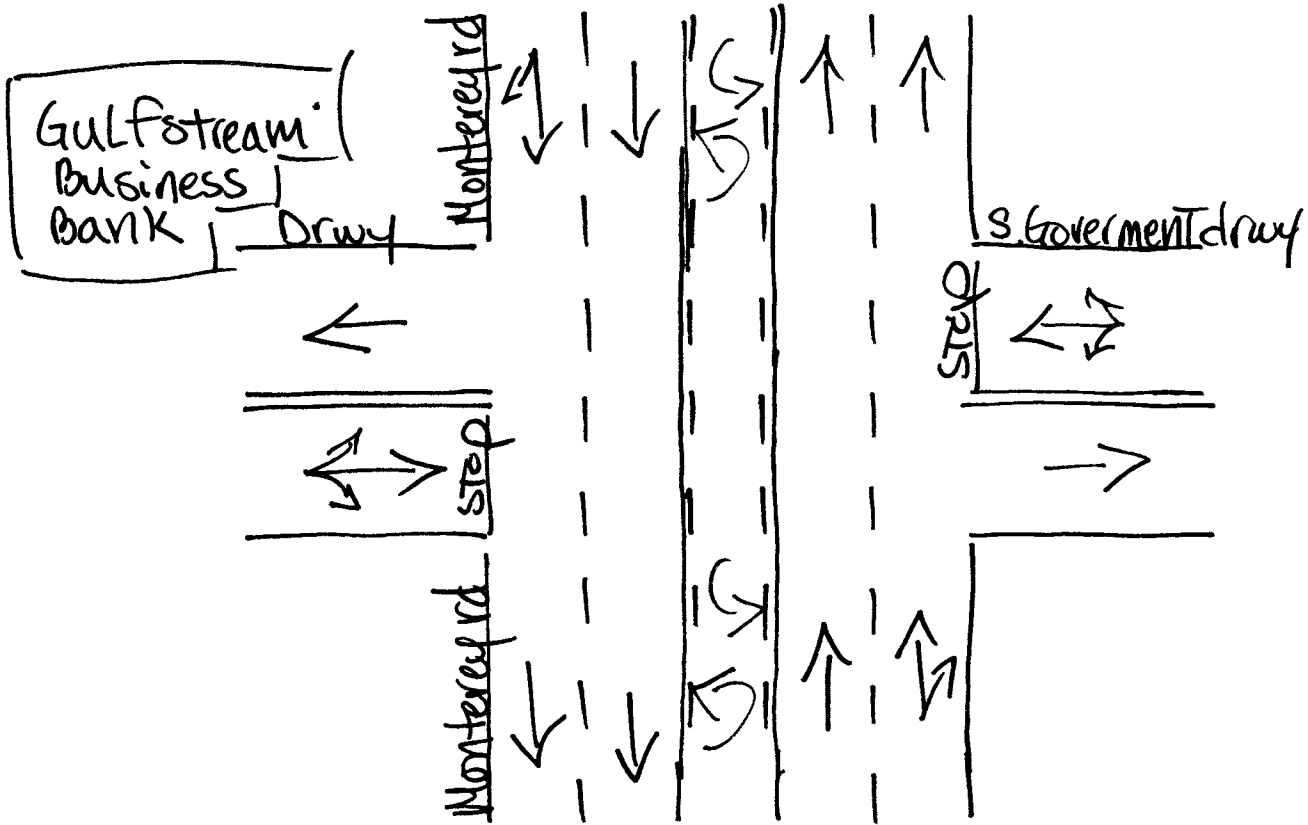
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130215
 Start Date: 12/05/13
 File I.D. : OCEASTLU
 Page : 1

PEDESTRIANS

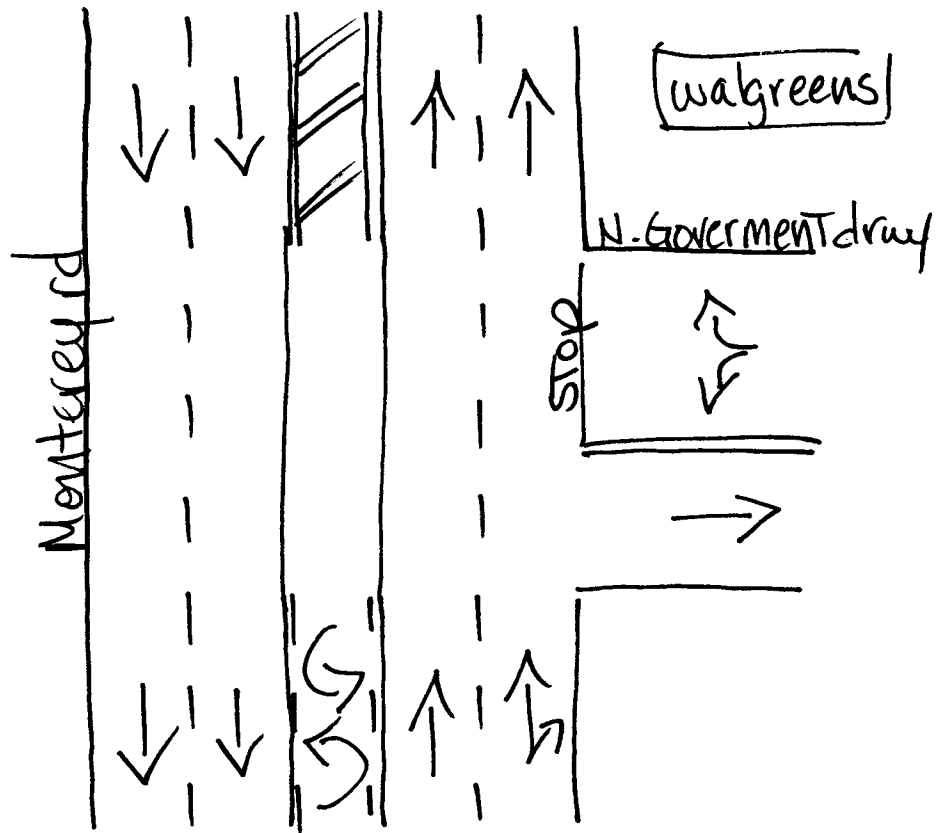
Date 12/05/13	ST LUCIE BOULEVARD From North				OCEAN BOULEVARD From East				ST LUCIE BOULEVARD From South				OCEAN BOULEVARD From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
07:30	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	0	8
08:00	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	6
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
Hr Total	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	0	0	0	13	0	0	0	1	0	0	0	6	0	0	0	0	20

↑
North



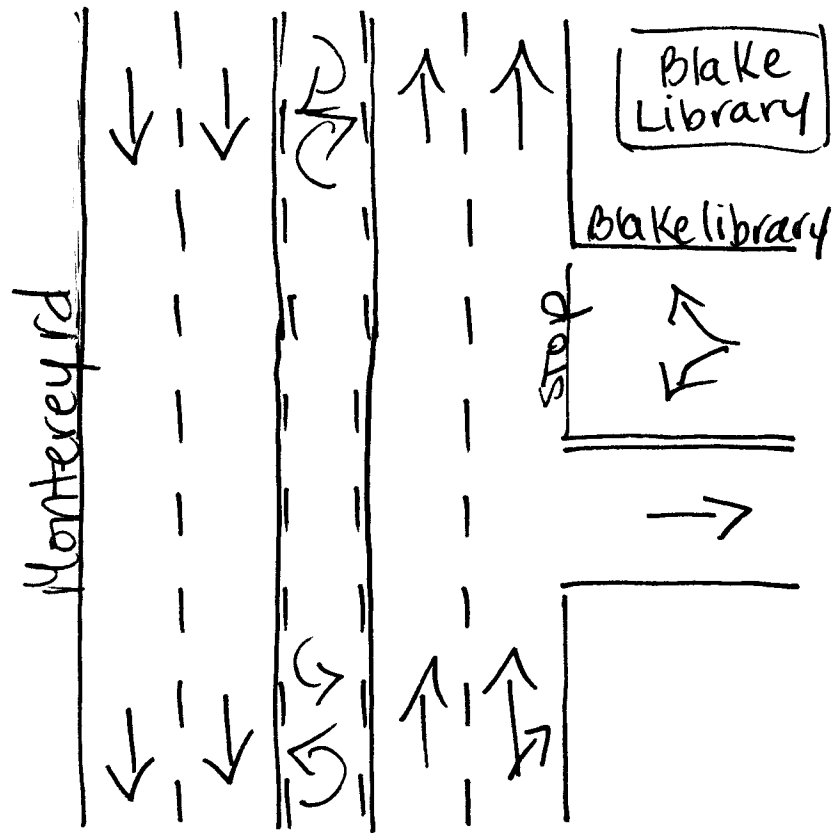
STUART, Florida
December 05, 2013
drawn by: Luis Palomino
NOT Signalized

↑
North



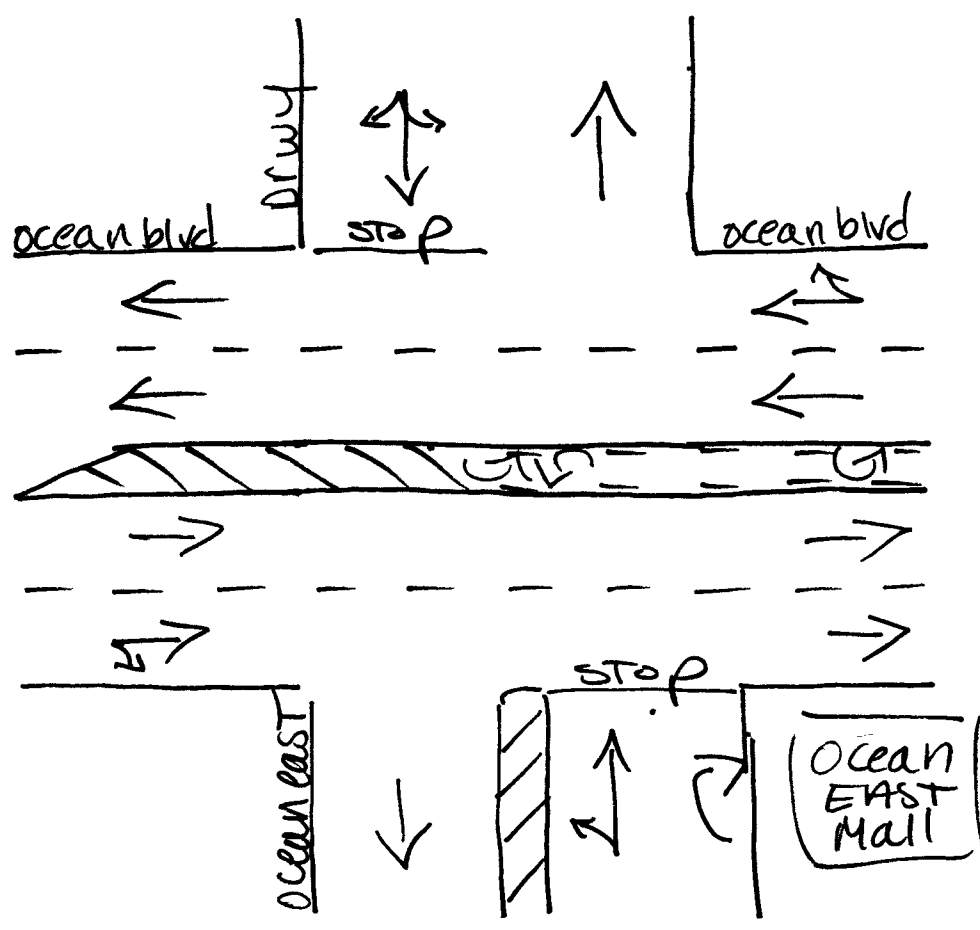
STUART, Florida
December 05, 2013
drawn by: Luis Palomino
NOT signalized

↑
North



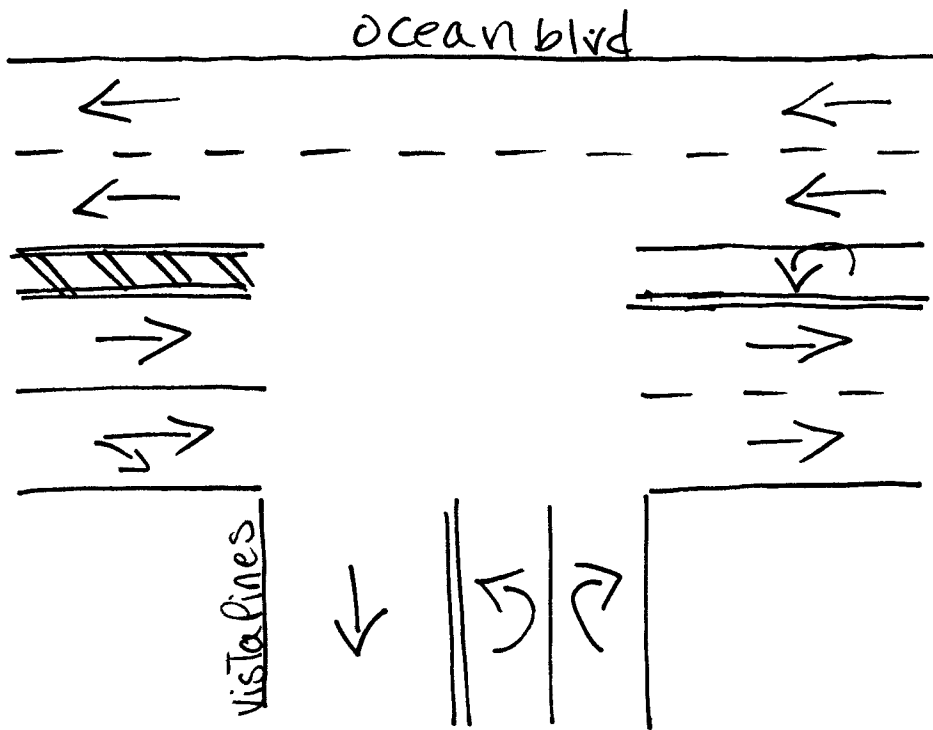
STUART, Florida
December 05, 2013
drawn by: Luis Palomino
NOT Signalized

North ↑



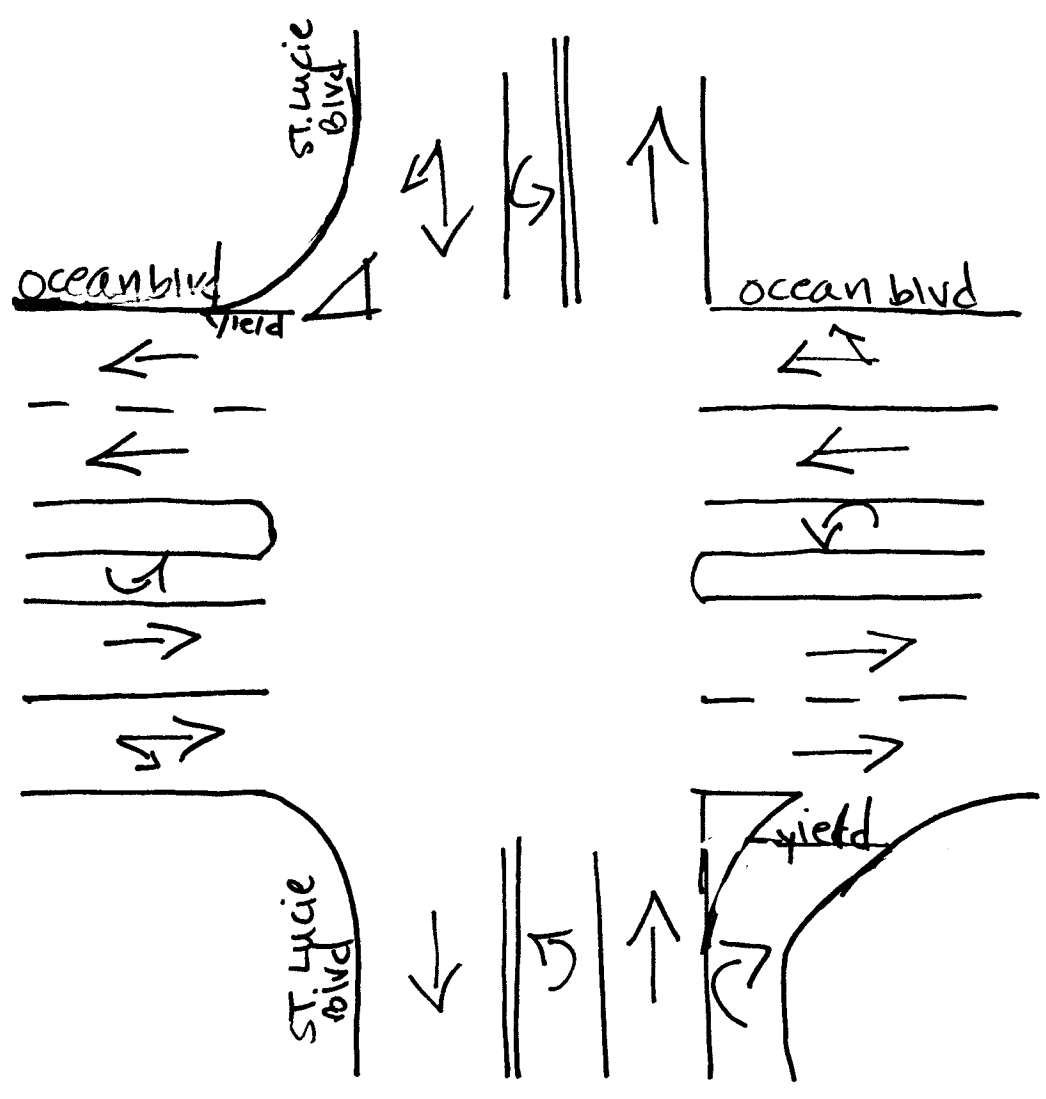
STUART, Florida
December 05, 2013
drawn by: Luis Palomino
NOT signalized

↑
North



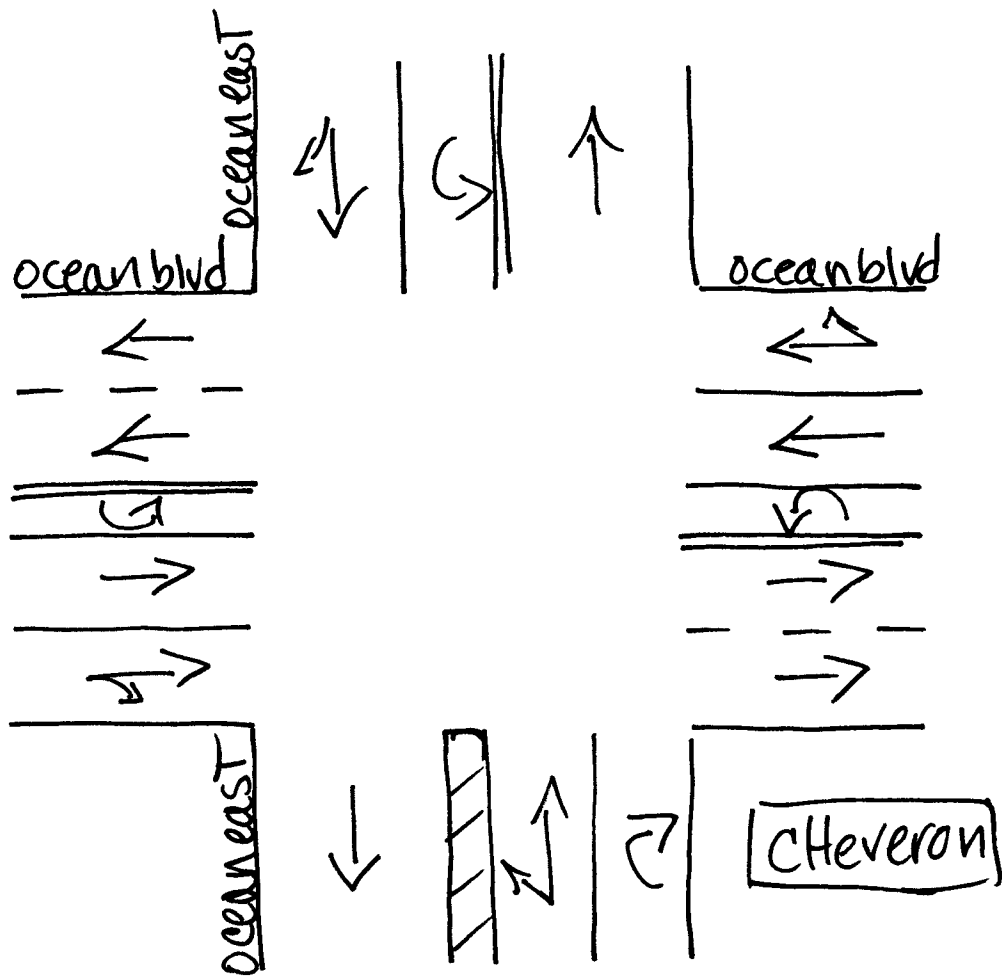
STUART, Florida
December 05, 2013
drawn by: Luis Palomino
Signalized

↑
North



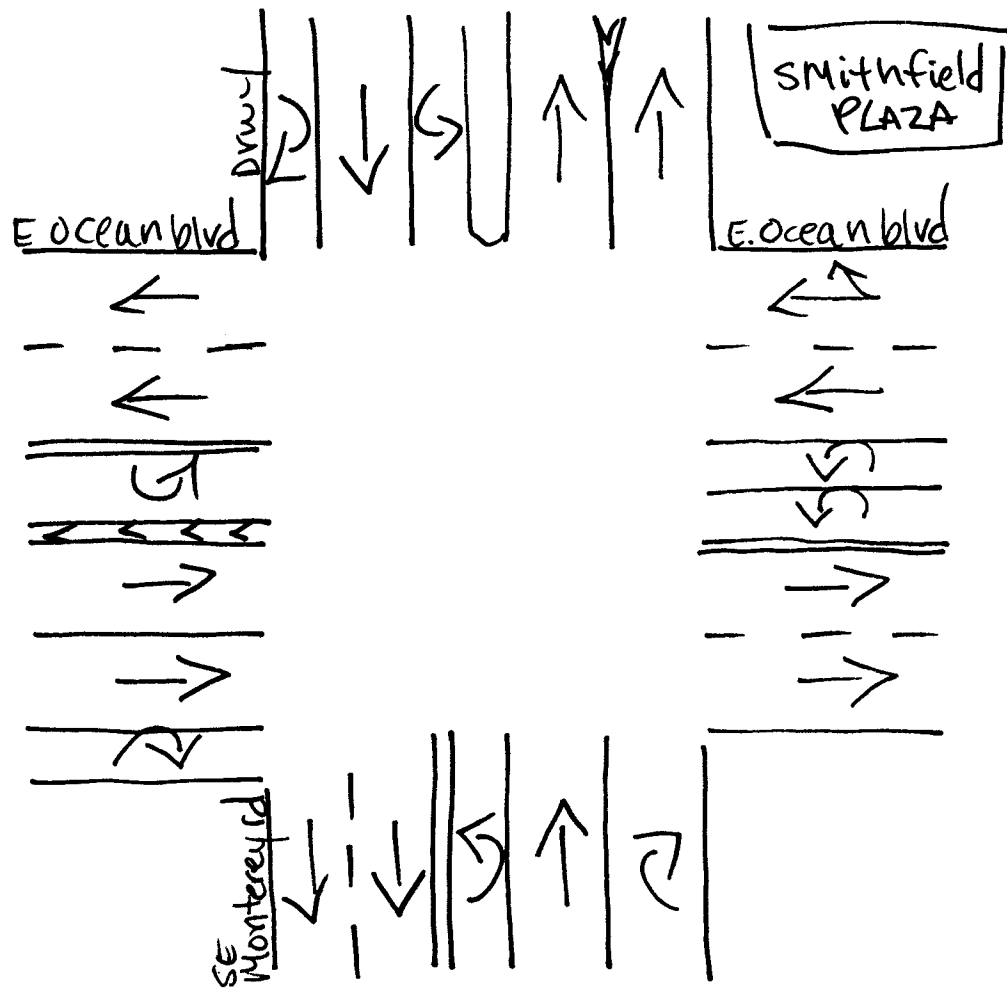
STUART, Florida
December 05, 2013
drawn by: Luis Palomino
Signalized

↑
North



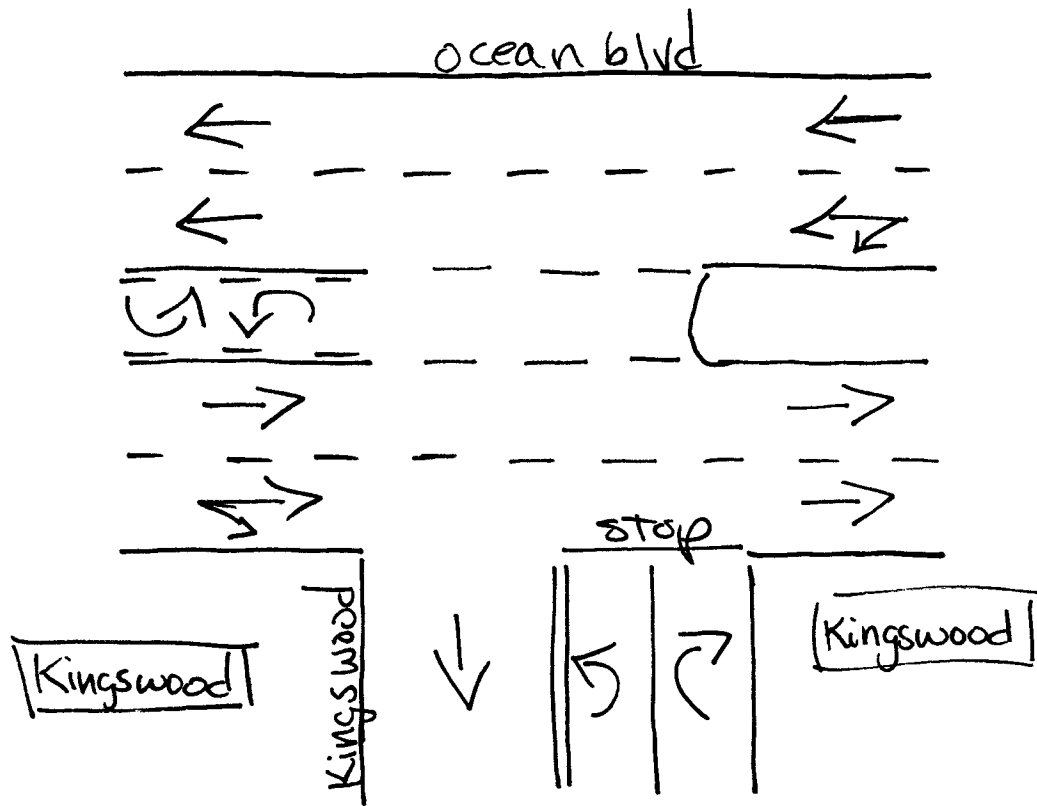
STUART, Florida
December 05, 2013
drawn by: Luis Palomino
Signalized

↑
North



STUART, Florida
December 05, 2013
drawn by: Luis Palomino
Signalized

↑
North



STUART, Florida

December 05, 2013

drawn by: Luis Palomino

NOT Signalized

Speed Data

 Sta: 000000120401 Id: 000110252127 Cid: 01 Fmt: 300 - Imperial Int: 15 Min.
 Start: Thu - Dec 05, 2013 at 00:00 End: Thu - Dec 05, 2013 at 24:00
 City/Town: Stuart, Florida County: Martin
 Location: Monterey Road South of Kingswood Terrace File: D1205021.PRN
 Ln1-South Ln2-South

Station Data Summary

Speed(mph)	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-147	Total
Grand Totals	2	0	0	26	167	314	941	1953	3174	1744	991	283	101	20	19	9735
Percentages	0.02	0.00	0.00	0.27	1.72	3.23	9.67	20.06	32.60	17.91	10.18	2.91	1.04	0.21	0.20	

Lane	1	2	Total
Grand Totals	5568	4167	9735
Percentages	57.20	42.80	

Type	Cycle	Cars	Pickup	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
Grand Totals	61	8060	1247	45	176	36	33	58	12	2	0	0	2	0	3	9735
Percentages	0.63	82.79	12.81	0.46	1.81	0.37	0.34	0.60	0.12	0.02	0.00	0.00	0.02	0.00	0.03	

Speed Summary

Total	AvgSpd	15%ile	50%ile	85%ile	>40	%>40	>45	%>45	>50	%>50
9735	44.66	41.01	44.92	48.95	8285	85.1	3158	32.4	423	4.3

Data File : D1205022.PRN
 Station : 000000120401
 Identification : 000110252127 Interval : 15 minutes
 Start date : Dec 5, 13 Start time : 00:00
 Stop date : Dec 5, 13 Stop time : 24:00
 City/Town : Stuart, Florida County : Martin
 Location : Monterey Road South of Kingswood Terrace

Dec 5 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	2	6	21	55	84	97	83	110
30	3	2	1	1	3	4	24	51	80	77	111	106
45	2	1	0	1	4	21	44	60	84	105	103	106
00	1	1	1	1	7	20	39	77	94	97	100	107
Hr Total	8	5	2	3	16	51	128	243	342	376	397	429

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	114	101	103	131	155	75	50	24	17	19	9
30	103	113	100	131	131	114	54	52	34	21	13	4
45	124	118	106	121	159	113	59	42	32	17	8	10
00	120	124	131	145	155	74	47	39	12	15	6	3
Hr Total	467	469	438	500	576	456	235	183	102	70	46	26

24 Hour Total : 5568
 AM peak hour begins : 11:15 AM peak volume : 439 Peak hour factor : 0.91
 PM peak hour begins : 16:15 PM peak volume : 600 Peak hour factor : 0.94

Dec 5 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	1	1	10	16	36	49	81	70	83
30	2	2	1	2	2	1	23	42	65	73	65	80
45	3	0	0	0	3	12	28	50	77	64	66	82
00	3	0	0	0	4	20	21	64	73	60	79	93
Hr Total	12	3	1	3	10	43	88	192	264	278	280	338

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	81	87	82	126	106	50	23	21	20	12	5
30	79	78	86	94	97	56	50	37	24	16	8	7
45	86	81	92	74	100	79	56	37	28	14	11	4
00	84	86	90	104	105	70	49	31	11	15	7	4
Hr Total	341	326	355	354	428	311	205	128	84	65	38	20

24 Hour Total : 4167
 AM peak hour begins : 11:15 AM peak volume : 347 Peak hour factor : 0.93
 PM peak hour begins : 16:00 PM peak volume : 428 Peak hour factor : 0.85

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

Data File : D1205022.PRN
 Station : 000000120401
 Identification : 000110252127 Interval : 15 minutes
 Start date : Dec 5, 13 Start time : 00:00
 Stop date : Dec 5, 13 Stop time : 24:00
 City/Town : Stuart, Florida County : Martin
 Location : Monterey Road South of Kingswood Terrace

Dec 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	0	1	3	16	37	91	133	178	153	193
30	5	4	2	3	5	5	47	93	145	150	176	186
45	5	1	0	1	7	33	72	110	161	169	169	188
00	4	1	1	1	11	40	60	141	167	157	179	200

Hr Total 20 8 3 6 26 94 216 435 606 654 677 767

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	195	188	185	257	261	125	73	45	37	31	14
30	182	191	186	225	228	170	104	89	58	37	21	11
45	210	199	198	195	259	192	115	79	60	31	19	14
00	204	210	221	249	260	144	96	70	23	30	13	7

Hr Total 808 795 793 854 1004 767 440 311 186 135 84 46

24 Hour Total : 9735
 AM peak hour begins : 11:15 AM peak volume : 786 Peak hour factor : 0.93
 PM peak hour begins : 16:15 PM peak volume : 1008 Peak hour factor : 0.97

 Sta: 000000120402 Id: 009601100028 Cid: 01 Fmt: 300 - Imperial Int: 15 Min.
 Start: Thu - Dec 05, 2013 at 00:00 End: Thu - Dec 05, 2013 at 24:00
 City/Town: Stuart, Florida County: Martin
 Location: Monterey Road South of Kingswood Terrace File: D1205023.PRN
 Ln1-North Ln2-North

Station Data Summary

Speed(mph)	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-147	Total
Grand Totals	0	0	1	0	13	148	1350	2038	2737	1748	1255	494	205	57	32	10078
Percentages	0.00	0.00	0.01	0.00	0.13	1.47	13.40	20.22	27.16	17.34	12.45	4.90	2.03	0.57	0.32	

Lane	1	2	Total
Grand Totals	2882	7196	10078
Percentages	28.60	71.40	

Speed Summary

Total	AvgSpd	15%ile	50%ile	85%ile	>40	%>40	>45	%>45	>50	%>50
10078	45.48	40.00	45.09	50.85	8566	85.0	3791	37.6	788	7.8

Data File : D1205024.PRN
 Station : 000000120402
 Identification : 009601100028 Interval : 15 minutes
 Start date : Dec 5, 13 Start time : 00:00
 Stop date : Dec 5, 13 Stop time : 24:00
 City/Town : Stuart, Florida County : Martin
 Location : Monterey Road South of Kingswood Terrace

Dec 5 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	1	7	21	72	59	47	45
30	1	2	0	1	0	3	14	49	70	46	45	38
45	3	2	1	2	1	7	18	68	64	44	47	51
00	0	0	0	1	3	8	21	104	86	61	56	53

Hr Total 5 5 1 4 5 19 60 242 292 210 195 187

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	74	38	44	52	60	37	24	16	11	12	5
30	42	49	59	56	47	60	37	32	15	7	6	9
45	72	50	58	42	42	45	38	16	11	9	6	3
00	65	65	58	59	52	34	33	13	17	7	4	3

Hr Total 242 238 213 201 193 199 145 85 59 34 28 20

24 Hour Total : 2882
 AM peak hour begins : 07:30 AM peak volume : 314 Peak hour factor : 0.75
 PM peak hour begins : 12:30 PM peak volume : 260 Peak hour factor : 0.88

Dec 5 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	2	5	4	16	20	63	131	139	125	134
30	8	3	1	4	2	21	49	69	143	127	123	108
45	3	2	0	2	5	24	47	113	138	119	130	139
00	2	0	1	3	8	25	59	148	187	136	127	162

Hr Total 16 7 4 14 19 86 175 393 599 521 505 543

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	169	132	120	145	151	114	64	52	35	26	8
30	143	154	117	138	102	128	82	65	42	32	27	15
45	162	135	147	148	117	145	81	66	48	20	15	5
00	162	154	154	117	114	95	81	51	44	30	18	5

Hr Total 606 612 550 523 478 519 358 246 186 117 86 33

24 Hour Total : 7196
 AM peak hour begins : 08:15 AM peak volume : 607 Peak hour factor : 0.81
 PM peak hour begins : 12:30 PM peak volume : 647 Peak hour factor : 0.96

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

Data File : D1205024.PRN
 Station : 000000120402
 Identification : 009601100028 Interval : 15 minutes
 Start date : Dec 5, 13 Start time : 00:00
 Stop date : Dec 5, 13 Stop time : 24:00
 City/Town : Stuart, Florida County : Martin
 Location : Monterey Road South of Kingswood Terrace

Dec 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	5	5	17	27	84	203	198	172	179
30	9	5	1	5	2	24	63	118	213	173	168	146
45	6	4	1	4	6	31	65	181	202	163	177	190
00	2	0	1	4	11	33	80	252	273	197	183	215

Hr Total 21 12 5 18 24 105 235 635 891 731 700 730

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	202	243	170	164	197	211	151	88	68	46	38	13
30	185	203	176	194	149	188	119	97	57	39	33	24
45	234	185	205	190	159	190	119	82	59	29	21	8
00	227	219	212	176	166	129	114	64	61	37	22	8

Hr Total 848 850 763 724 671 718 503 331 245 151 114 53

24 Hour Total : 10078
 AM peak hour begins : 08:00 AM peak volume : 891 Peak hour factor : 0.82
 PM peak hour begins : 12:30 PM peak volume : 907 Peak hour factor : 0.93

12-08-2013

18:42 Pg 1

 Sta: 000000120403 Id: 000058410087 Cid: 01 Fmt: 300 - Imperial Int: 15 Min.
 Start: Thu - Dec 05, 2013 at 00:00 End: Thu - Dec 05, 2013 at 24:00
 City/Town: Stuart, Florida County: Martin
 Location: East Ocean Blvd West of Kingswood Dwy File: D1205019.PRN
 Ln1-East Ln2-East

Station Data Summary

Speed(mph)	1-10	11-15	16-20	21-25	26-30	31-35	36-38	39-41	42-44	45-47	48-50	51-53	54-56	57-59	60-147	Total
Grand Totals	4	8	64	175	195	1231	2160	2866	1869	780	391	82	17	7	3	9852
Percentages	0.04	0.08	0.65	1.78	1.98	12.49	21.92	29.09	18.97	7.92	3.97	0.83	0.17	0.07	0.03	

Lane	1	2	Total
Grand Totals	5119	4733	9852
Percentages	51.96	48.04	

Type	Cycle	Cars	Pickup	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
Grand Totals	96	8064	1319	41	157	48	42	59	18	3	0	0	1	0	4	9852
Percentages	0.97	81.85	13.39	0.42	1.59	0.49	0.43	0.60	0.18	0.03	0.00	0.00	0.01	0.00	0.04	

Speed Summary

Total	AvgSpd	15%ile	50%ile	85%ile	>35	%>35	>40	%>40	>45	%>45
9852	39.31	34.35	39.76	43.79	8175	83.0	3149	32.0	500	5.1

Data File : D1205020.PRN
 Station : 000000120403
 Identification : 000058410087 Interval : 15 minutes
 Start date : Dec 5, 13 Start time : 00:00
 Stop date : Dec 5, 13 Stop time : 24:00
 City/Town : Stuart, Florida County : Martin
 Location : East Ocean Blvd West of Kingswood Dwy

Dec 5 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	4	4	13	18	28	64	85	83	97
30	6	2	0	5	2	14	34	46	65	81	72	69
45	2	1	0	3	4	18	36	60	83	83	81	105
00	2	2	0	0	8	24	28	79	80	82	72	112

Hr Total 12 7 2 12 18 69 116 213 292 331 308 383

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	95	88	113	127	139	86	54	44	38	12	3
30	98	90	88	123	117	133	56	51	42	25	17	13
45	91	90	89	114	102	114	68	47	47	21	14	8
00	105	82	123	108	111	92	59	58	37	17	9	3

Hr Total 389 357 388 458 457 478 269 210 170 101 52 27

24 Hour Total : 5119
 AM peak hour begins : 11:30 AM peak volume : 410 Peak hour factor : 0.92
 PM peak hour begins : 16:45 PM peak volume : 497 Peak hour factor : 0.89

Dec 5 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	2	1	3	3	7	27	64	83	63	72
30	4	1	0	1	0	4	19	38	65	57	73	71
45	4	1	0	1	2	11	26	54	61	69	80	102
00	1	1	1	2	3	5	23	64	74	71	91	114

Hr Total 11 6 3 5 8 23 75 183 264 280 307 359

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	93	72	105	128	153	82	50	39	29	15	2
30	90	77	87	101	102	124	57	50	51	23	21	6
45	95	80	81	88	116	119	75	45	37	26	17	2
00	91	75	89	102	131	83	65	44	34	24	17	1

Hr Total 391 325 329 396 477 479 279 189 161 102 70 11

24 Hour Total : 4733
 AM peak hour begins : 11:30 AM peak volume : 421 Peak hour factor : 0.92
 PM peak hour begins : 16:45 PM peak volume : 527 Peak hour factor : 0.86

Data File : D1205020.PRN
 Station : 000000120403
 Identification : 000058410087 Interval : 15 minutes
 Start date : Dec 5, 13 Start time : 00:00
 Stop date : Dec 5, 13 Stop time : 24:00
 City/Town : Stuart, Florida County : Martin
 Location : East Ocean Blvd West of Kingswood Dwy

Dec 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	4	5	7	16	25	55	128	168	146	169
30	10	3	0	6	2	18	53	84	130	138	145	140
45	6	2	0	4	6	29	62	114	144	152	161	207
00	3	3	1	2	11	29	51	143	154	153	163	226
Hr Total	23	13	5	17	26	92	191	396	556	611	615	742

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	188	160	218	255	292	168	104	83	67	27	5
30	188	167	175	224	219	257	113	101	93	48	38	19
45	186	170	170	202	218	233	143	92	84	47	31	10
00	196	157	212	210	242	175	124	102	71	41	26	4
Hr Total	780	682	717	854	934	957	548	399	331	203	122	38

24 Hour Total : 9852
 AM peak hour begins : 11:30 AM peak volume : 831 Peak hour factor : 0.92
 PM peak hour begins : 16:45 PM peak volume : 1024 Peak hour factor : 0.88

 Sta: 000000120404 Id: 000210321024 CId: 01 Fmt: 300 - Imperial Int: 15 Min.
 Start: Thu - Dec 05, 2013 at 00:00 End: Thu - Dec 05, 2013 at 24:00
 City/Town: Stuart, Florida County: Martin
 Location: East Ocean Blvd West of Kingswood Dwy File: D1205017.PRN
 Ln1-West Ln2-West

Station Data Summary

Speed(mph)	1-10	11-15	16-20	21-25	26-30	31-35	36-38	39-41	42-44	45-47	48-50	51-53	54-56	57-59	60-147	Total
Grand Totals	7	26	58	110	113	832	1724	2922	2045	808	424	74	28	8	0	9179
Percentages	0.08	0.28	0.63	1.20	1.23	9.06	18.78	31.83	22.28	8.80	4.62	0.81	0.31	0.09	0.00	

Lane	1	2	Total
Grand Totals	4049	5130	9179
Percentages	44.11	55.89	

Type	Cycle	Cars	Pickup	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
Grand Totals	97	7480	1168	85	161	51	34	66	11	10	0	0	1	0	15	9179
Percentages	1.06	81.49	12.72	0.93	1.75	0.56	0.37	0.72	0.12	0.11	0.00	0.00	0.01	0.00	0.16	

Speed Summary

Total	AvgSpd	15%ile	50%ile	85%ile	>35	%>35	>40	%>40	>45	%>45
9179	39.98	36.27	40.18	43.97	8033	87.5	3387	36.9	534	5.8

Data File : D1205018.PRN
 Station : 000000120404
 Identification : 000210321024 Interval : 15 minutes
 Start date : Dec 5, 13 Start time : 00:00
 Stop date : Dec 5, 13 Stop time : 24:00
 City/Town : Stuart, Florida County : Martin
 Location : East Ocean Blvd West of Kingswood Dwy

Dec 5 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	3	22	52	92	76	67	71
30	2	1	0	2	0	7	14	59	98	91	64	76
45	0	0	2	0	3	10	29	77	80	81	66	71
00	2	1	0	0	4	9	37	88	100	80	63	76
Hr Total	5	3	3	2	7	29	102	276	370	328	260	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	84	69	82	70	69	42	40	33	14	10	2
30	68	79	87	70	68	80	35	34	22	17	16	7
45	86	71	88	80	76	71	36	30	33	24	7	5
00	96	84	80	90	61	56	45	24	19	20	5	5
Hr Total	330	318	324	322	275	276	158	128	107	75	38	19

24 Hour Total : 4049
 AM peak hour begins : 08:00 AM peak volume : 370 Peak hour factor : 0.93
 PM peak hour begins : 12:30 PM peak volume : 345 Peak hour factor : 0.90

Dec 5 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	0	1	4	9	16	62	114	101	85	92
30	3	2	1	0	2	7	22	56	140	108	78	87
45	3	0	0	2	6	16	39	88	114	95	100	82
00	3	1	3	2	5	20	44	114	136	79	86	102
Hr Total	14	3	4	5	17	52	121	320	504	383	349	363

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	82	102	108	98	83	74	44	33	20	17	9
30	96	112	100	97	98	90	58	49	32	19	16	5
45	96	96	108	128	100	75	43	34	25	21	11	7
00	111	101	106	113	92	63	56	24	25	16	12	3
Hr Total	390	391	416	446	388	311	231	151	115	76	56	24

24 Hour Total : 5130
 AM peak hour begins : 08:00 AM peak volume : 504 Peak hour factor : 0.90
 PM peak hour begins : 15:00 PM peak volume : 446 Peak hour factor : 0.87

Data File : D1205018.PRN
 Station : 000000120404
 Identification : 000210321024 Interval : 15 minutes
 Start date : Dec 5, 13 Start time : 00:00
 Stop date : Dec 5, 13 Stop time : 24:00
 City/Town : Stuart, Florida County : Martin
 Location : East Ocean Blvd West of Kingswood Dwy

Dec 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	1	1	4	12	38	114	206	177	152	163
30	5	3	1	2	2	14	36	115	238	199	142	163
45	3	0	2	2	9	26	68	165	194	176	166	153
00	5	2	3	2	9	29	81	202	236	159	149	178

Hr Total 19 6 7 7 24 81 223 596 874 711 609 657

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	167	166	171	190	168	152	116	84	66	34	27	11
30	164	191	187	167	166	170	93	83	54	36	32	12
45	182	167	196	208	176	146	79	64	58	45	18	12
00	207	185	186	203	153	119	101	48	44	36	17	8

Hr Total 720 709 740 768 663 587 389 279 222 151 94 43

24 Hour Total : 9179
 AM peak hour begins : 08:00 AM peak volume : 874 Peak hour factor : 0.92
 PM peak hour begins : 15:00 PM peak volume : 768 Peak hour factor : 0.92

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Outside Lane EB

Start Time	0	11	16	21	26	31	36	39	42	45	48	51	54	57	60	Total
	10	15	20	25	30	35	38	41	44	47	50	53	56	59	147	
12/12/1																
3	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
00:15	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	4
00:30	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	5
00:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	1	1	4	4	2	1	1	1	0	0	15
01:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
01:30	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	3
01:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	1	2	0	0	2	0	1	0	0	7
02:15	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	2	3	1	0	0	0	0	4
04:45	0	0	0	0	0	0	2	4	3	1	4	0	0	0	0	7
05:00	0	0	0	0	0	1	3	5	7	4	5	0	0	0	0	14
05:15	0	0	0	0	0	1	3	3	3	1	2	0	0	0	0	25
05:30	0	0	0	0	1	0	3	5	5	2	4	1	0	0	0	13
05:45	0	0	0	0	0	0	2	8	8	3	2	2	0	0	0	19
06:00	0	0	0	0	1	2	8	20	19	11	14	3	0	0	0	21
06:15	0	0	0	1	0	0	4	8	2	2	2	1	0	0	0	78
06:30	0	0	0	1	0	0	1	9	8	3	1	1	0	0	0	19
06:45	0	0	0	1	2	2	4	5	9	4	5	2	1	0	0	24
07:00	0	0	0	2	2	6	17	29	36	12	9	5	1	0	0	35
07:15	0	0	0	0	0	1	4	7	10	6	1	0	1	0	0	41
07:30	0	0	1	1	2	8	23	25	10	4	4	1	0	0	0	119
07:45	0	0	0	2	0	6	7	16	20	8	1	2	1	0	0	30
08:00	0	0	1	3	4	17	39	63	54	29	10	3	3	0	0	54
08:15	0	0	0	2	1	8	12	22	24	1	2	0	1	0	0	79
08:30	0	0	0	1	3	24	22	20	7	3	1	1	1	0	0	83
08:45	0	0	0	1	0	10	18	22	10	6	4	0	0	0	0	71
09:00	0	0	1	1	3	13	17	21	13	6	2	0	0	0	0	77
09:15	0	0	1	4	5	34	71	87	67	20	11	1	2	1	0	304
09:30	0	0	0	1	1	3	11	18	9	6	7	0	1	0	0	57
09:45	0	1	0	3	1	10	21	28	19	6	2	1	0	1	0	93
10:00	0	0	1	1	4	19	25	16	10	3	4	0	0	0	0	83
10:15	0	0	1	4	6	14	19	23	16	0	2	0	0	0	0	85
10:30	0	1	2	9	12	46	76	85	54	15	15	1	1	1	0	318
10:45	0	0	0	7	1	12	18	21	12	3	2	0	0	0	0	76
11:00	0	0	1	3	3	9	13	30	13	3	0	0	0	0	0	75
11:15	0	0	0	4	3	13	19	30	13	1	1	0	0	0	0	84
11:30	0	0	0	4	1	13	19	18	13	4	0	0	0	0	0	72
11:45	0	0	1	18	8	47	69	99	51	11	3	0	0	0	0	307
Total	0	1	7	54	40	190	374	482	343	121	82	16	10	2	0	1722

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Outside Lane EB

Start Time	0	11	16	21	26	31	36	39	42	45	48	51	54	57	60	Total
	10	15	20	25	30	35	38	41	44	47	50	53	56	59	147	
12 PM	0	0	0	0	6	7	20	34	15	5	5	1	1	0	0	94
12:15	0	0	0	11	5	16	39	16	6	5	1	0	0	0	0	99
12:30	0	0	3	3	4	32	32	12	11	3	5	0	0	0	0	105
12:45	0	0	0	3	5	22	16	17	9	6	4	0	0	0	0	82
13:00	0	0	3	17	20	77	107	79	41	19	15	1	1	0	0	380
13:15	0	0	0	3	2	10	29	23	15	3	4	0	0	0	0	89
13:30	0	0	0	2	1	10	20	28	17	7	1	1	0	0	0	87
13:45	0	0	0	2	5	14	12	29	12	2	1	0	0	0	0	77
14:00	0	0	0	5	6	12	21	21	14	7	4	0	0	0	0	90
14:15	0	0	0	12	14	46	82	101	58	19	10	1	0	0	0	343
14:30	0	0	1	1	0	13	19	34	11	2	3	0	0	1	0	85
14:45	0	0	0	1	4	8	17	32	19	9	4	0	0	0	0	94
15:00	0	0	0	3	0	11	18	33	21	9	4	0	0	0	0	99
15:15	1	0	0	3	3	17	14	27	12	8	3	0	0	0	0	88
15:30	1	0	1	8	7	49	68	126	63	28	14	0	0	1	0	366
15:45	0	0	0	2	4	18	24	31	15	4	3	0	0	0	0	101
16:00	0	0	1	3	1	13	16	31	20	8	5	0	0	0	0	98
16:15	0	0	0	2	4	24	27	31	14	6	2	2	0	0	0	112
16:30	0	0	0	5	4	11	26	29	19	7	2	1	1	0	0	105
16:45	0	0	1	12	13	66	93	122	68	25	12	3	1	0	0	416
17:00	0	0	1	1	7	22	22	33	18	10	2	1	0	0	0	117
17:15	0	0	0	4	9	14	31	21	19	7	0	1	0	0	0	106
17:30	0	0	0	2	4	15	24	33	18	12	6	2	0	0	0	116
17:45	0	0	0	5	2	2	13	26	22	9	4	1	0	0	0	84
18:00	0	0	1	12	22	53	90	113	77	38	12	5	0	0	0	423
18:15	0	0	0	2	3	18	42	37	18	12	4	1	1	0	0	138
18:30	0	1	0	0	3	10	20	29	28	8	4	0	0	0	0	103
18:45	0	0	0	2	1	6	17	30	31	13	3	0	0	0	0	103
19:00	0	0	2	6	4	7	33	19	16	5	1	0	0	0	0	93
19:15	0	1	2	10	11	41	112	115	93	38	12	1	1	0	0	437
19:30	0	0	0	6	0	18	24	27	13	6	4	0	0	0	0	98
19:45	0	0	1	4	1	8	16	31	9	10	3	0	0	0	0	83
20:00	0	0	0	3	0	0	17	41	15	5	1	0	1	0	0	83
20:15	0	0	0	1	2	9	20	20	9	5	1	0	1	0	0	68
20:30	0	0	1	14	3	35	77	119	46	26	9	0	2	0	0	332
20:45	0	0	0	3	7	16	16	10	10	4	0	0	0	0	0	66
21:00	0	0	0	2	2	13	9	15	6	2	2	0	0	0	0	51
21:15	0	0	1	0	5	6	9	17	8	2	4	0	0	0	0	52
21:30	0	0	1	1	2	3	5	8	10	3	1	0	0	0	0	34
21:45	0	0	2	6	16	38	39	50	34	11	7	0	0	0	0	203
22:00	0	0	0	1	0	2	8	17	10	8	4	0	0	0	0	50
22:15	0	0	0	3	0	5	14	10	13	4	3	0	0	0	1	53
22:30	0	0	0	0	0	0	1	11	12	2	0	0	0	0	0	26
22:45	0	0	0	0	0	2	6	9	7	5	0	0	0	0	0	29
23:00	0	0	0	4	0	9	29	47	42	19	7	0	0	0	1	158
23:15	0	0	0	0	1	3	11	5	7	1	3	0	0	0	0	31
23:30	0	0	0	2	1	2	7	5	2	3	4	1	0	0	0	27
23:45	0	0	0	0	1	2	5	8	5	4	3	2	0	0	0	30
24:00	0	0	0	0	1	1	5	8	4	0	1	2	1	0	0	23
24:15	0	0	0	2	4	8	28	26	18	8	11	5	1	0	0	111
24:30	0	0	0	0	0	1	4	2	6	2	5	0	0	0	0	20
24:45	0	0	0	0	1	2	5	5	5	0	0	1	0	0	0	19
25:00	0	0	0	0	0	1	3	5	1	0	0	0	0	0	0	10
25:15	0	0	0	0	0	1	1	2	6	1	1	0	0	0	0	12
25:30	0	0	0	0	1	5	13	14	18	3	6	1	0	0	0	61
25:45	0	0	0	0	0	0	2	3	5	4	1	0	0	0	0	15
26:00	0	0	0	0	0	0	2	4	2	0	1	0	0	0	0	9
26:15	0	0	0	0	0	0	2	2	1	1	0	2	0	0	0	8
26:30	1	0	0	0	0	0	1	9	1	2	0	0	0	0	1	15
26:45	1	0	0	0	0	0	7	18	9	7	2	2	0	0	1	47
Total	2	1	11	97	111	427	745	930	567	241	117	19	6	1	2	3277
Total Stats	2	2	18	151	151	617	1119	1412	910	362	199	35	16	3	2	4999

15th Percentile : 31 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 46 MPH

Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 34-43 MPH
 Number in Pace : 3180
 Percent in Pace : 63.6%
 Number of Vehicles > 35 MPH : 4058
 Percent of Vehicles > 35 MPH : 81.2%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Inside Lane EB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 147	Total
12/12/1																
3	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4
00:15	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	5
00:30	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	4
00:45	0	0	0	0	0	1	0	2	1	0	1	0	0	0	0	5
01:00	0	0	0	0	0	3	2	6	1	2	3	1	0	0	0	18
01:15	0	0	0	0	1	0	1	3	0	0	1	0	0	0	0	6
01:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	3	4	1	0	1	0	0	0	0	10
02:15	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
03:00	0	0	0	0	0	1	0	1	4	0	1	1	0	0	0	9
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	1	0	1	0	0	0	1	0	0	4
04:15	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	4
04:30	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:00	0	0	0	0	0	1	0	5	4	3	2	0	1	0	0	16
05:15	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
05:30	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	5
05:45	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	4
06:00	0	0	0	0	0	2	3	1	3	2	2	1	0	0	0	14
06:15	0	0	0	0	0	2	7	6	4	4	2	1	0	0	0	26
06:30	0	0	0	0	1	0	1	3	4	0	1	0	0	0	0	10
06:45	0	0	0	1	0	1	2	3	6	6	0	2	1	0	0	22
07:00	0	0	0	0	1	0	3	6	3	1	0	1	0	0	0	15
07:15	0	0	0	0	0	1	0	6	11	7	4	2	1	0	0	32
07:30	0	0	0	1	2	2	6	18	24	14	5	5	2	0	0	79
07:45	0	0	0	0	0	0	0	6	4	4	2	0	0	0	0	16
08:00	0	0	0	1	0	1	3	7	14	6	4	2	1	0	0	39
08:15	0	0	0	0	0	1	4	13	14	6	5	2	1	0	0	46
08:30	0	0	0	1	0	2	11	19	18	7	4	1	0	1	0	64
08:45	0	0	0	2	0	4	18	45	50	23	15	5	2	1	0	165
09:00	0	0	2	2	1	6	10	18	11	12	2	1	0	1	0	66
09:15	0	0	1	0	0	9	15	13	27	7	3	1	0	0	0	76
09:30	0	0	0	1	0	6	18	18	13	5	6	0	0	0	0	67
09:45	0	0	0	0	0	9	13	18	18	3	2	1	0	0	1	65
10:00	0	0	3	3	1	30	56	67	69	27	13	3	0	1	1	274
10:15	0	0	0	1	0	6	10	29	13	8	4	1	0	0	0	72
10:30	0	0	0	1	0	8	15	28	11	5	2	3	1	0	0	74
10:45	0	0	0	1	0	14	13	16	8	5	3	0	0	0	0	60
11:00	0	0	0	0	0	15	21	15	13	11	1	0	0	0	0	76
11:15	0	0	0	3	0	43	59	88	45	29	10	4	1	0	0	282
11:30	0	0	1	0	0	7	20	23	15	4	0	0	0	0	0	70
11:45	0	0	0	1	0	7	5	25	15	4	3	0	0	0	0	60
Total	0	1	7	14	12	178	288	431	316	136	69	19	7	2	2	1482

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Inside Lane EB

Start Time	0	11	16	21	26	31	36	39	42	45	48	51	54	57	60	Total
	10	15	20	25	30	35	38	41	44	47	50	53	56	59	147	
12 PM	0	0	1	0	0	4	15	28	27	11	4	1	1	0	0	92
12:15	0	0	0	1	2	21	20	26	12	3	0	0	0	0	0	85
12:30	0	0	0	2	1	21	28	25	16	5	4	0	0	0	0	102
12:45	0	0	0	1	1	12	15	19	10	4	4	1	0	0	0	67
13:00	0	0	1	4	4	58	78	98	65	23	12	2	1	0	0	346
13:15	0	0	0	1	0	8	28	27	13	2	3	1	0	0	0	83
13:30	0	0	2	0	0	4	26	26	17	6	2	0	0	0	0	83
13:45	0	0	3	2	2	6	11	23	24	7	3	0	0	0	0	81
14:00	0	0	1	0	1	10	18	30	18	1	1	1	0	0	0	81
14:15	0	0	6	3	3	28	83	106	72	16	9	2	0	0	0	328
14:30	0	0	0	0	1	7	19	34	21	7	3	0	0	0	0	92
14:45	0	0	0	3	0	6	21	26	21	5	4	1	0	0	0	87
15:00	0	0	0	1	0	12	16	23	11	14	4	0	1	0	0	82
15:15	0	0	0	0	0	6	14	35	21	8	5	0	1	0	0	90
15:30	0	0	0	4	1	31	70	118	74	34	16	1	2	0	0	351
15:45	0	0	0	4	5	10	22	33	16	4	2	1	1	0	0	98
16:00	0	0	3	1	0	10	16	24	32	11	3	1	0	0	0	101
16:15	0	0	0	1	2	12	25	29	28	8	3	0	0	0	0	108
16:30	0	0	0	0	1	10	26	25	30	6	4	0	1	0	0	103
16:45	0	0	3	6	8	42	89	111	106	29	12	2	2	0	0	410
17:00	0	0	0	1	1	16	26	35	24	6	1	0	0	0	0	110
17:15	0	0	1	0	0	31	28	23	11	5	3	1	1	0	0	104
17:30	0	0	0	2	5	15	21	30	25	4	5	1	1	0	0	109
17:45	0	0	0	1	0	6	22	46	35	8	6	0	0	0	0	124
18:00	0	0	1	4	6	68	97	134	95	23	15	2	2	0	0	447
18:15	0	0	0	0	1	24	38	60	19	9	1	1	0	0	0	153
18:30	0	0	0	1	1	13	23	37	34	12	4	0	0	0	1	126
18:45	0	0	1	1	0	2	23	29	23	6	3	1	0	0	0	89
19:00	0	0	0	1	1	12	36	33	15	3	0	0	0	0	0	101
19:15	0	0	1	3	3	51	120	159	91	30	8	2	0	0	1	469
19:30	0	0	3	0	0	4	14	19	20	14	3	1	0	0	0	78
19:45	0	0	0	1	2	22	20	24	13	6	6	3	0	0	0	97
20:00	0	0	0	1	0	13	4	26	19	10	2	0	2	0	0	77
20:15	0	0	0	1	1	9	16	17	6	1	0	0	0	0	0	51
20:30	0	0	3	3	3	48	54	86	58	31	11	4	2	0	0	303
20:45	0	0	0	0	3	13	17	11	3	5	1	0	0	0	0	53
21:00	0	0	0	0	2	9	6	15	5	1	2	0	0	0	0	40
21:15	0	0	0	0	5	8	8	10	7	5	2	0	0	0	0	45
21:30	0	0	0	0	3	5	14	6	0	3	0	1	0	0	0	32
21:45	0	0	0	0	10	33	36	50	21	11	8	0	1	0	0	170
22:00	0	0	0	0	0	5	5	22	3	7	2	1	0	0	0	45
22:15	0	0	0	0	0	3	8	12	12	3	0	2	0	0	0	40
22:30	0	0	0	0	0	3	5	16	11	2	3	0	0	0	0	40
22:45	0	0	0	0	1	0	10	9	7	4	2	0	0	0	0	33
23:00	0	0	0	0	1	11	28	59	33	16	7	3	0	0	0	158
23:15	0	0	0	0	0	1	5	9	5	2	3	0	0	0	0	25
23:30	0	0	0	0	0	2	6	10	5	1	2	0	0	0	0	26
23:45	0	0	0	0	0	1	6	9	1	2	2	0	1	0	0	22
24:00	0	0	0	0	0	5	3	4	8	0	1	1	0	0	0	22
24:15	0	0	0	0	0	9	20	32	19	5	8	1	1	0	0	95
24:30	0	0	0	0	1	4	5	7	3	0	1	0	0	0	0	21
24:45	0	0	0	0	0	2	4	10	8	0	0	0	0	0	0	24
25:00	0	0	1	0	0	2	3	0	2	2	0	1	0	0	0	11
25:15	0	0	0	0	0	1	6	3	2	0	1	1	0	0	0	14
25:30	0	0	1	0	1	9	18	20	15	2	2	2	0	0	0	70
25:45	0	0	0	0	0	2	2	3	1	0	0	0	0	0	1	9
26:00	0	0	0	0	1	0	2	4	2	0	0	1	0	0	0	10
26:15	0	0	0	0	1	0	1	1	3	0	0	1	0	0	0	7
26:30	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1	5
26:45	0	0	0	0	2	3	7	9	6	0	0	2	0	0	2	31
Total	0	0	16	27	42	391	700	982	655	220	108	23	11	0	3	3178
Total Stats	0	1	23	41	54	569	988	1413	971	356	177	42	18	2	5	4660

15th Percentile : 33 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 46 MPH

Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 35-44 MPH
 Number in Pace : 3169
 Percent in Pace : 68.1%
 Number of Vehicles > 35 MPH : 3972
 Percent of Vehicles > 35 MPH : 85.3%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Outside Lane EB, Inside Lane EB

Start Time	0	11	16	21	26	31	36	39	42	45	48	51	54	57	60	Total
	10	15	20	25	30	35	38	41	44	47	50	53	56	59	147	
12/12/1																
3	0	0	0	0	0	0	0	5	1	1	1	0	0	0	0	8
00:15	0	0	0	0	0	2	1	1	2	1	0	1	1	0	0	9
00:30	0	0	0	0	0	0	2	1	1	2	2	1	0	0	0	9
00:45	0	0	0	0	0	2	0	3	1	0	1	0	0	0	0	7
01:00	0	0	0	0	0	4	3	10	5	4	4	2	1	0	0	33
01:15	0	0	0	0	1	0	1	3	0	0	2	0	1	0	0	8
01:30	0	0	0	0	0	1	1	2	0	0	1	0	0	0	0	5
01:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
02:00	0	0	0	0	1	1	4	6	1	0	3	0	1	0	0	17
02:15	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	6
02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
03:00	0	0	0	0	0	1	0	1	5	0	1	3	0	0	0	12
03:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	1	0	5	1	0	0	1	0	0	9
04:15	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	4
04:30	0	0	0	0	0	1	0	1	2	0	1	0	0	0	0	7
04:45	0	0	0	0	0	0	2	6	5	3	5	0	0	0	0	9
05:00	0	0	0	0	0	2	3	10	11	7	7	0	1	0	0	41
05:15	0	0	0	0	0	1	4	4	3	2	2	0	0	0	0	16
05:30	0	0	0	0	0	1	1	8	3	5	6	0	0	0	0	24
05:45	0	0	0	0	1	0	5	5	6	3	4	1	0	0	0	25
06:00	0	0	0	0	0	2	5	9	11	5	4	3	0	0	0	39
06:15	0	0	0	0	1	4	15	26	23	15	16	4	0	0	0	104
06:30	0	0	0	0	1	0	5	11	6	2	3	1	0	0	0	29
06:45	0	0	0	2	0	1	3	12	14	9	1	3	1	0	0	46
07:00	0	0	0	1	3	2	7	11	12	5	5	3	1	0	0	50
07:15	0	0	0	0	0	5	8	13	28	10	5	3	1	0	0	73
07:30	0	0	0	3	4	8	23	47	60	26	14	10	3	0	0	198
07:45	0	0	0	0	0	1	4	13	14	10	3	0	1	0	0	46
08:00	0	0	1	1	2	3	8	22	28	17	8	2	2	0	0	93
08:15	0	0	1	1	2	9	27	38	24	10	9	3	1	0	0	125
08:30	0	0	0	3	0	8	18	35	38	15	5	3	1	1	0	127
08:45	0	0	1	5	4	21	57	108	104	52	25	8	5	1	0	391
09:00	0	0	2	4	2	14	22	40	35	13	4	1	1	1	0	139
09:15	0	0	1	0	1	12	39	35	47	14	6	2	1	1	0	159
09:30	0	0	0	2	0	16	36	40	23	11	10	0	0	0	0	138
09:45	0	0	1	1	3	22	30	39	31	9	4	1	0	0	1	142
10:00	0	0	4	7	6	64	127	154	136	47	24	4	2	2	1	578
10:15	0	0	0	2	1	9	21	47	22	14	11	1	1	0	0	129
10:30	0	1	0	4	1	18	36	56	30	11	4	4	1	1	0	167
10:45	0	0	1	2	4	33	38	32	18	8	7	0	0	0	0	143
11:00	0	0	1	4	6	29	40	38	29	11	3	0	0	0	0	161
11:15	0	1	2	12	12	89	135	173	99	44	25	5	2	1	0	600
11:30	0	0	1	7	1	19	38	44	27	7	2	0	0	0	0	146
11:45	0	0	1	4	3	16	18	55	28	7	3	0	0	0	0	135
12:00	0	0	0	4	3	25	44	49	27	7	2	0	0	0	0	161
12:15	0	0	2	6	6	25	28	43	26	7	3	0	0	0	0	146
12:30	0	0	4	21	13	85	128	191	108	28	10	0	0	0	0	588
12:45	0	0	0	4	3	16	44	39	27	12	10	0	0	0	0	155
13:00	0	0	1	3	1	29	31	38	30	8	0	0	0	0	0	141
13:15	0	1	2	7	5	27	58	54	21	3	5	1	1	0	0	185
13:30	0	0	0	6	1	17	32	52	29	9	5	1	0	0	0	152
13:45	0	1	3	20	10	89	165	183	107	32	20	2	1	0	0	633
Total	0	2	14	68	52	368	662	913	659	257	151	35	17	4	2	3204

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Outside Lane EB, Inside Lane EB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 147	Total
12 PM	0	0	1	0	6	11	35	62	42	16	9	2	2	0	0	186
12:15	0	0	0	12	7	37	59	42	18	8	1	0	0	0	0	184
12:30	0	0	3	5	5	53	60	37	27	8	9	0	0	0	0	207
12:45	0	0	0	4	6	34	31	36	19	10	8	1	0	0	0	149
13:00	0	0	4	21	24	135	185	177	106	42	27	3	2	0	0	726
13:15	0	0	0	4	2	18	57	50	28	5	7	1	0	0	0	172
13:30	0	0	2	2	1	14	46	54	34	13	3	1	0	0	0	170
13:30	0	0	3	4	7	20	23	52	36	9	4	0	0	0	0	158
13:45	0	0	1	5	7	22	39	51	32	8	5	1	0	0	0	171
14:00	0	0	6	15	17	74	165	207	130	35	19	3	0	0	0	671
14:15	0	0	1	1	1	20	38	68	32	9	6	0	0	1	0	177
14:30	0	0	0	4	4	14	38	58	40	14	8	1	0	0	0	181
14:45	0	0	0	4	0	23	34	56	32	23	8	0	1	0	0	181
15:00	1	0	0	3	3	23	28	62	33	16	8	0	1	0	0	178
15:00	1	0	1	12	8	80	138	244	137	62	30	1	2	1	0	717
15:15	0	0	0	6	9	28	46	64	31	8	5	1	1	0	0	199
15:30	0	0	4	4	1	23	32	55	52	19	8	1	0	0	0	199
15:30	0	0	0	3	6	36	52	60	42	14	5	2	0	0	0	220
15:45	0	0	0	5	5	21	52	54	49	13	6	1	2	0	0	208
16:00	0	0	4	18	21	108	182	233	174	54	24	5	3	0	0	826
16:15	0	0	1	2	8	38	48	68	42	16	3	1	0	0	0	227
16:30	0	0	1	4	9	45	59	44	30	12	3	2	1	0	0	210
16:45	0	0	0	4	9	30	45	63	43	16	11	3	1	0	0	225
17:00	0	0	6	2	8	35	72	57	17	10	10	1	0	0	0	208
17:00	0	0	2	16	28	121	187	247	172	61	27	7	2	0	0	870
17:15	0	0	0	2	4	42	80	97	37	21	5	2	1	0	0	291
17:30	0	1	0	1	4	23	43	66	62	20	8	0	0	0	1	229
17:30	0	0	1	3	1	8	40	59	54	19	6	1	0	0	0	192
17:45	0	0	2	7	5	19	69	52	31	8	1	0	0	0	0	194
18:00	0	1	3	13	14	92	232	274	184	68	20	3	1	0	1	906
18:15	0	0	3	6	0	22	38	46	33	20	7	1	0	0	0	176
18:30	0	0	1	5	3	30	36	55	22	16	9	3	0	0	0	180
18:30	0	0	0	4	0	13	21	67	34	15	3	0	3	0	0	160
18:45	0	0	0	2	3	18	36	37	15	6	1	0	1	0	0	119
19:00	0	0	4	17	6	83	131	205	104	57	20	4	4	0	0	635
19:00	0	0	0	3	10	29	33	21	13	9	1	0	0	0	0	119
19:15	0	0	0	2	4	22	15	30	11	3	4	0	0	0	0	91
19:30	0	0	1	0	10	14	17	27	15	7	6	0	0	0	0	97
19:45	0	0	1	1	2	6	10	22	16	3	4	0	1	0	0	66
20:00	0	0	2	6	26	71	75	100	55	22	15	0	1	0	0	373
20:15	0	0	0	1	0	7	13	39	13	15	6	1	0	0	0	95
20:30	0	0	0	3	0	8	22	22	25	7	3	2	0	0	1	93
20:30	0	0	0	0	0	3	6	27	23	4	3	0	0	0	0	66
20:45	0	0	0	0	1	2	16	18	14	9	2	0	0	0	0	62
21:00	0	0	0	4	1	20	57	106	75	35	14	3	0	0	1	316
21:00	0	0	0	0	1	4	16	14	12	3	6	0	0	0	0	56
21:15	0	0	0	2	1	4	13	15	7	4	6	1	0	0	0	53
21:30	0	0	0	0	1	3	11	17	6	6	5	2	1	0	0	52
21:45	0	0	0	0	1	6	8	12	12	0	2	3	1	0	0	45
22:00	0	0	0	2	4	17	48	58	37	13	19	6	2	0	0	206
22:00	0	0	0	0	1	5	9	9	9	2	6	0	0	0	0	41
22:15	0	0	0	0	1	4	9	15	13	0	0	1	0	0	0	43
22:30	0	0	1	0	0	3	6	5	3	2	0	1	0	0	0	21
22:45	0	0	0	0	0	2	7	5	8	1	2	1	0	0	0	26
23:00	0	0	1	0	2	14	31	34	33	5	8	3	0	0	0	131
23:00	0	0	0	0	0	2	4	6	6	4	1	0	0	0	1	24
23:15	0	0	0	0	1	0	4	8	4	0	1	1	0	0	0	19
23:30	0	0	0	0	1	0	3	3	4	1	0	3	0	0	0	15
23:45	1	0	0	0	0	1	3	10	1	2	0	0	0	0	2	20
Total	2	1	27	124	153	818	1445	1912	1222	461	225	42	17	1	5	6455
Total Stats	2	3	41	192	205	1186	2107	2825	1881	718	376	77	34	5	7	9659

15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 46 MPH

Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 35-44 MPH
 Number in Pace : 6341
 Percent in Pace : 65.7%
 Number of Vehicles > 35 MPH : 8030
 Percent of Vehicles > 35 MPH : 83.2%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Outside Lane WB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 147	Total
12/12/1																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	4
01:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	2	1	0	1	0	0	0	5
02:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
04:45	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	3
05:00	0	0	1	0	0	0	2	2	2	1	0	0	0	0	0	8
05:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
05:30	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5
05:45	0	1	0	0	2	0	3	3	2	0	1	0	0	0	0	12
06:00	0	0	0	0	1	2	2	4	4	0	1	0	0	0	0	14
06:15	0	1	0	0	3	2	5	9	11	1	2	0	0	0	0	34
06:30	0	0	0	0	0	1	1	3	2	1	0	0	0	0	0	8
06:45	0	0	0	0	0	0	0	6	8	6	2	2	0	0	1	25
07:00	0	0	0	1	0	2	10	13	4	1	1	0	0	0	0	32
07:15	0	0	0	0	1	5	7	12	9	6	6	0	0	0	0	46
07:30	0	0	0	1	1	8	24	36	21	10	9	0	0	0	1	111
07:45	0	1	0	0	1	2	4	18	11	6	2	2	1	0	0	48
08:00	0	0	0	2	0	4	14	12	16	11	5	0	0	0	0	64
08:15	0	0	0	0	0	0	8	19	23	10	3	1	0	0	0	64
08:30	0	0	0	0	0	7	9	38	27	7	7	0	0	0	0	95
08:45	0	1	0	2	1	13	35	87	77	34	17	3	1	0	0	271
09:00	0	0	0	0	1	11	11	44	15	9	2	1	0	1	0	95
09:15	0	0	0	0	0	9	13	32	16	9	6	0	0	0	0	85
09:30	0	0	0	0	0	9	13	27	30	5	2	1	0	0	0	87
09:45	0	0	1	0	3	13	24	33	21	8	1	1	0	0	0	105
10:00	0	0	1	0	4	42	61	136	82	31	11	3	0	1	0	372
10:15	0	1	2	0	0	8	14	31	18	14	3	0	0	0	0	91
10:30	0	0	0	0	1	8	18	29	20	8	1	0	0	0	0	85
10:45	0	0	2	0	0	9	15	20	9	7	3	0	0	1	0	66
11:00	0	0	2	0	2	23	30	26	7	3	1	1	0	0	0	95
11:15	0	1	6	0	3	48	77	106	54	32	8	1	0	1	0	337
11:30	0	1	2	1	4	9	17	27	8	2	1	2	0	0	0	74
11:45	0	1	0	3	0	4	18	25	10	12	3	1	0	0	0	77
12:00	0	1	1	3	2	9	13	31	11	0	0	0	0	0	0	71
12:15	2	1	2	1	1	4	11	34	15	2	3	1	0	0	0	77
12:30	2	4	5	8	7	26	59	117	44	16	7	4	0	0	0	299
12:45	0	1	0	0	0	11	8	22	9	6	4	0	0	0	0	61
13:00	0	1	1	2	0	7	25	18	16	3	3	0	0	0	0	76
13:15	0	1	1	0	1	14	8	26	10	5	4	1	0	0	0	71
13:30	0	1	0	0	1	20	21	18	19	8	3	0	0	0	0	91
13:45	0	4	2	2	2	52	62	84	54	22	14	1	0	0	0	299
Total	2	11	16	13	21	191	327	579	352	148	69	13	1	2	1	1746

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Outside Lane WB

Start Time	0	11	16	21	26	31	36	39	42	45	48	51	54	57	60	Total
	10	15	20	25	30	35	38	41	44	47	50	53	56	59	147	
12 PM	0	3	1	1	1	8	24	26	9	5	4	1	0	0	0	83
12:15	0	0	3	0	1	18	28	25	13	7	1	0	0	0	0	96
12:30	0	1	2	5	1	14	16	14	15	2	2	0	1	0	0	73
12:45	0	0	3	0	2	20	25	29	16	10	2	0	0	0	0	107
13:00	0	4	9	6	5	60	93	94	53	24	9	1	1	0	0	359
13:15	0	0	1	1	1	10	24	23	11	7	0	0	0	0	0	78
13:30	0	0	0	0	3	21	32	31	12	5	2	0	0	0	0	106
13:45	0	1	0	1	1	13	26	21	13	1	0	0	0	0	0	77
14:00	0	0	0	1	0	10	16	29	7	8	0	1	0	0	0	72
14:15	0	1	1	3	5	54	98	104	43	21	2	1	0	0	0	333
14:30	0	0	2	1	1	5	12	24	14	7	2	0	1	0	0	69
14:45	0	0	1	0	0	5	17	16	26	4	6	0	0	0	0	75
15:00	0	0	1	0	0	4	9	27	23	5	6	0	1	0	0	76
15:15	0	1	3	1	1	6	17	22	13	10	2	1	1	1	0	79
15:30	0	1	7	2	2	20	55	89	76	26	16	1	3	1	0	299
15:45	0	0	0	0	0	7	14	33	14	6	4	0	0	0	0	78
16:00	1	0	0	0	0	2	13	30	10	4	3	1	0	0	0	64
16:15	0	0	1	2	3	5	12	28	17	12	6	1	0	0	0	87
16:30	0	2	1	0	0	9	12	17	15	11	1	3	0	0	0	71
16:45	1	2	2	2	3	23	51	108	56	33	14	5	0	0	0	300
17:00	0	0	1	2	2	6	15	18	19	5	2	1	0	0	0	71
17:15	0	0	1	1	2	2	8	29	16	4	9	0	0	0	0	72
17:30	0	0	0	0	0	4	10	11	29	8	3	1	0	0	0	66
17:45	0	1	4	3	0	6	9	25	18	4	6	0	0	0	0	76
18:00	0	1	6	6	4	18	42	83	82	21	20	2	0	0	0	285
18:15	0	1	1	0	0	6	8	7	19	8	3	0	0	0	0	53
18:30	0	1	0	0	0	8	18	17	12	5	2	1	0	0	0	64
18:45	0	0	2	0	0	4	7	12	11	3	6	1	0	0	0	46
19:00	0	1	1	0	3	4	9	16	9	11	0	0	0	0	0	54
19:15	0	3	4	0	3	22	42	52	51	27	11	2	0	0	0	217
19:30	1	3	2	0	2	7	11	14	4	4	3	0	0	0	0	51
19:45	1	2	0	0	0	9	10	18	5	0	3	0	0	0	0	48
20:00	0	0	3	0	1	10	11	13	5	1	3	1	0	0	0	48
20:15	0	0	2	2	1	5	12	11	7	3	1	0	0	0	0	44
20:30	2	5	7	2	4	31	44	56	21	8	10	1	0	0	0	191
20:45	1	1	2	0	1	8	2	9	3	2	0	0	0	0	0	29
21:00	0	2	2	0	1	8	7	8	5	2	1	0	0	1	0	37
21:15	0	1	0	0	0	9	7	10	2	1	1	0	0	0	0	31
21:30	0	0	1	0	0	2	2	13	5	0	1	1	0	0	0	25
21:45	1	4	5	0	2	27	18	40	15	5	3	1	0	1	0	122
22:00	0	0	0	0	2	2	6	11	1	1	0	0	0	0	0	23
22:15	1	0	0	0	0	1	5	8	6	5	1	0	0	0	0	27
22:30	0	1	0	0	0	1	7	10	7	0	1	2	0	0	0	29
22:45	0	1	1	0	0	2	10	9	6	1	0	0	0	0	0	30
23:00	1	2	1	0	2	6	28	38	20	7	2	2	0	0	0	109
23:15	0	0	0	0	0	1	2	6	8	4	2	0	0	0	0	23
23:30	0	0	0	0	0	2	3	6	3	3	1	1	0	0	0	19
23:45	0	0	0	0	0	0	3	6	2	3	0	0	0	0	0	14
24:00	0	0	1	0	0	1	2	9	4	1	1	1	1	0	0	21
24:15	0	0	1	0	0	4	10	27	17	11	4	2	1	0	0	77
24:30	0	0	0	0	0	0	3	5	3	2	1	0	0	0	0	14
24:45	0	0	0	0	1	1	3	1	0	1	0	0	0	0	0	7
25:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
25:15	0	1	0	0	0	0	1	2	0	2	2	0	0	0	0	8
25:30	0	1	0	0	1	1	7	8	4	5	3	0	0	0	0	30
25:45	0	0	0	0	0	1	3	1	1	0	0	1	1	0	0	8
26:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
26:15	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
26:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
26:45	0	0	0	0	0	1	3	3	2	1	1	1	1	0	0	13
Total	5	24	43	21	31	267	491	702	440	189	95	19	6	2	0	2335
Total Stats	7	35	59	34	52	458	818	1281	792	337	164	32	7	4	1	4081

15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 46 MPH

Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 35-44 MPH
 Number in Pace : 2687
 Percent in Pace : 65.9%
 Number of Vehicles > 35 MPH : 3436
 Percent of Vehicles > 35 MPH : 84.2%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Inside Lane WB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 147	Total
12/12/1																
3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
00:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	1	1	5	1	0	0	0	0	0	0	8
01:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
01:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	3	2	0	1	0	0	0	0	0	6
02:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00	0	0	0	0	0	1	1	1	0	0	1	0	1	2	0	7
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:30	0	0	0	0	0	1	2	0	3	0	1	0	0	0	0	3
04:45	0	0	1	0	0	2	2	0	1	1	0	0	0	0	0	7
05:00	0	0	1	0	0	3	6	0	4	3	1	0	0	0	0	18
05:15	0	0	0	1	0	1	0	6	0	0	2	1	0	0	0	11
05:30	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	7
05:45	0	0	0	0	0	1	2	7	4	1	0	0	0	0	0	15
06:00	0	0	0	1	0	2	2	7	4	3	1	3	0	0	0	22
06:15	0	0	0	1	0	5	5	22	10	5	3	4	0	0	0	55
06:30	0	0	0	0	0	2	3	8	5	3	2	0	0	0	0	23
06:45	0	0	0	1	0	0	2	6	8	1	1	0	0	0	0	19
07:00	0	0	0	0	0	2	8	12	4	5	1	1	0	1	0	34
07:15	0	0	0	0	0	2	3	11	21	9	7	2	1	0	0	56
07:30	0	0	1	0	0	6	16	37	38	18	11	3	1	1	0	132
07:45	0	0	0	0	0	1	5	9	14	5	4	2	0	0	0	40
08:00	0	0	0	0	0	7	5	14	22	6	4	3	0	0	0	61
08:15	0	0	2	2	0	2	15	20	21	13	9	2	1	0	0	87
08:30	0	0	0	0	0	3	14	38	38	15	4	0	0	0	0	112
08:45	0	0	2	2	0	13	39	81	95	39	21	7	1	0	0	300
09:00	0	0	3	1	1	13	26	25	31	5	2	1	0	0	0	108
09:15	0	0	2	1	0	11	42	33	19	8	7	2	0	0	0	125
09:30	0	0	0	1	2	6	18	32	27	9	2	1	1	0	0	99
09:45	0	0	1	2	0	14	30	41	28	8	4	0	0	0	0	128
10:00	0	0	6	5	3	44	116	131	105	30	15	4	1	0	0	460
10:15	0	0	0	1	0	13	21	38	32	6	3	0	0	0	0	114
10:30	0	1	0	3	2	5	11	47	21	8	2	1	0	0	0	101
10:45	0	0	0	3	0	3	13	21	27	16	4	2	0	1	0	90
11:00	0	0	0	1	1	13	25	31	21	6	1	2	0	0	0	101
11:15	0	1	0	8	3	34	70	137	101	36	10	5	0	1	0	406
11:30	0	1	0	2	1	4	19	39	19	7	8	1	0	0	0	101
11:45	0	0	0	1	1	11	22	30	12	6	0	1	0	0	0	84
12:00	0	0	0	1	2	5	17	20	20	9	4	1	0	0	0	79
12:15	0	0	1	1	0	5	26	31	21	4	2	0	0	0	0	91
12:30	0	1	1	5	4	25	84	120	72	26	14	3	0	0	0	355
12:45	0	0	1	0	0	9	22	27	15	8	7	1	0	0	0	90
13:00	0	0	1	2	0	11	18	32	22	7	1	0	0	0	0	94
13:15	0	0	0	0	2	15	22	22	18	8	3	2	0	0	0	92
13:30	0	0	0	1	4	19	19	30	19	8	6	0	0	0	0	106
13:45	0	0	2	3	6	54	81	111	74	31	17	3	0	0	0	382
Total	0	2	12	25	16	186	423	649	500	189	93	29	4	4	0	2132

Traffic Survey Specialists, Inc.

Stuart, Florida
Martin
Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
Station ID: 009701450073
Date Start: 12-Dec-13

Inside Lane WB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 147	Total
12 PM	0	0	2	1	0	7	12	39	18	11	7	0	0	0	0	97
12:15	1	0	1	0	2	18	22	22	24	9	3	0	0	0	0	102
12:30	0	0	2	1	1	9	18	25	18	7	4	1	0	0	0	86
12:45	0	0	0	1	2	3	21	38	23	13	2	0	0	0	0	103
	1	0	5	3	5	37	73	124	83	40	16	1	0	0	0	388
13:00	0	0	0	0	2	3	32	33	26	10	1	0	0	0	0	107
13:15	0	0	2	2	1	8	28	34	22	5	3	0	0	0	0	105
13:30	1	0	0	4	1	22	25	32	20	3	1	0	0	0	0	109
13:45	0	0	1	2	1	6	24	20	19	12	7	0	0	0	0	92
	1	0	3	8	5	39	109	119	87	30	12	0	0	0	0	413
14:00	0	0	0	2	0	13	15	20	19	15	5	0	0	0	0	89
14:15	0	0	0	2	1	9	16	35	17	20	2	0	0	0	0	102
14:30	0	0	1	0	1	4	13	33	29	16	9	2	1	0	0	109
14:45	0	0	1	0	2	15	11	20	18	12	6	2	1	0	0	88
	0	0	2	4	4	41	55	108	83	63	22	4	2	0	0	388
15:00	0	0	1	0	0	12	18	22	38	5	3	2	0	0	1	102
15:15	0	0	0	1	1	8	12	26	30	10	6	2	1	0	0	97
15:30	0	1	0	1	1	6	12	28	29	13	5	2	1	0	0	99
15:45	0	0	0	2	0	1	5	33	40	23	6	1	0	0	0	111
	0	1	1	4	2	27	47	109	137	51	20	7	2	0	1	409
16:00	0	1	0	2	0	3	17	27	40	9	4	0	0	0	0	103
16:15	0	0	0	2	1	6	11	31	21	12	9	2	0	0	0	95
16:30	0	0	0	0	2	10	17	29	21	7	1	1	0	0	0	88
16:45	0	0	0	0	2	13	27	24	25	10	6	0	0	0	0	107
	0	1	0	4	5	32	72	111	107	38	20	3	0	0	0	393
17:00	0	0	0	1	0	5	17	29	21	12	5	1	2	0	0	93
17:15	0	0	0	0	0	5	19	25	21	13	3	1	0	0	0	87
17:30	0	0	1	1	0	4	16	19	17	14	8	0	1	0	0	81
17:45	0	0	1	2	1	7	20	27	18	5	6	1	0	0	0	88
	0	0	2	4	1	21	72	100	77	44	22	3	3	0	0	349
18:00	0	0	1	2	2	4	15	22	9	9	2	0	0	0	0	66
18:15	0	0	0	1	1	4	10	12	23	12	1	0	0	0	0	64
18:30	0	0	0	0	0	3	12	15	13	3	4	0	1	0	0	51
18:45	0	0	0	1	0	7	21	20	8	2	3	0	0	0	0	62
	0	0	1	4	3	18	58	69	53	26	10	0	1	0	0	243
19:00	0	0	1	2	0	6	8	7	7	0	0	1	0	0	0	32
19:15	0	0	0	0	1	5	9	6	4	2	1	0	0	0	0	28
19:30	0	0	0	0	0	5	6	9	9	2	0	0	0	0	0	31
19:45	0	0	0	0	1	1	6	13	8	3	1	0	0	0	0	33
	0	0	1	2	2	17	29	35	28	7	2	1	0	0	0	124
20:00	0	0	1	0	0	4	7	9	7	4	1	1	0	0	0	34
20:15	0	0	0	0	0	2	3	9	8	5	3	1	0	0	0	31
20:30	0	0	0	0	0	1	9	6	11	2	0	0	0	0	0	29
20:45	0	0	0	0	1	4	8	12	8	2	1	1	0	0	0	37
	0	0	1	0	1	11	27	36	34	13	5	3	0	0	0	131
21:00	0	0	0	0	0	1	2	7	11	6	1	1	0	0	0	29
21:15	0	0	0	0	0	0	0	6	8	4	1	2	1	0	0	22
21:30	0	0	0	0	0	2	6	5	6	8	0	0	0	0	0	27
21:45	0	0	0	0	0	1	6	10	12	1	1	0	0	0	0	31
	0	0	0	0	0	4	14	28	37	19	3	3	1	0	0	109
22:00	0	0	0	1	0	0	3	3	3	1	0	0	0	1	0	12
22:15	0	0	2	0	0	2	3	3	4	1	2	0	1	0	0	18
22:30	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	6
22:45	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
	0	0	2	1	0	3	9	9	9	3	2	0	1	1	0	40
23:00	0	0	0	0	0	0	4	1	2	4	0	0	0	0	0	11
23:15	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
23:30	0	0	0	0	1	1	0	6	2	0	0	1	0	0	0	11
23:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	2	6	8	4	4	0	1	0	0	0	26
Total	2	2	18	34	29	252	571	856	739	338	134	26	10	1	1	3013
Total Stats	2	4	30	59	45	438	994	1505	1239	527	227	55	14	5	1	5145

15th Percentile : 33 MPH
50th Percentile : 39 MPH
85th Percentile : 44 MPH
95th Percentile : 47 MPH

Mean Speed(Average) : 39 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 3538
Percent in Pace : 68.8%
Number of Vehicles > 35 MPH : 4567
Percent of Vehicles > 35 MPH : 88.8%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Outside Lane WB, Inside Lane WB

Start Time	0	11	16	21	26	31	36	39	42	45	48	51	54	57	60	Total
	10	15	20	25	30	35	38	41	44	47	50	53	56	59	147	
12/12/1																
3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
00:30	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
00:45	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4
01:00	0	0	0	0	0	1	2	5	3	0	1	0	0	0	0	12
01:15	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
01:30	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	3
01:45	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1
02:00	0	0	0	0	0	0	4	2	2	2	0	1	0	0	0	3
02:15	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	11
02:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
03:00	0	0	1	0	0	1	1	2	2	0	1	0	1	2	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
04:30	0	0	0	0	0	1	3	0	5	0	1	0	0	0	0	3
04:45	0	0	2	0	0	2	2	1	1	2	0	0	0	0	0	10
05:00	0	0	2	0	0	3	8	2	6	4	1	0	0	0	0	26
05:15	0	0	0	1	0	1	0	6	3	0	2	1	0	0	0	14
05:30	0	0	0	0	0	1	1	4	4	2	0	0	0	0	0	12
05:45	0	1	0	0	2	1	5	10	6	1	1	0	0	0	0	27
06:00	0	0	0	0	1	4	4	11	8	3	2	3	0	0	0	36
06:15	0	1	0	1	3	7	10	31	21	6	5	4	0	0	0	89
06:30	0	0	0	0	0	3	4	11	7	4	2	0	0	0	0	31
06:45	0	0	0	1	0	0	8	14	14	3	3	0	0	0	1	44
07:00	0	0	0	1	0	4	18	25	8	6	2	1	0	1	0	66
07:15	0	0	0	0	1	7	10	23	30	15	13	2	1	0	0	102
07:30	0	0	2	2	1	14	40	73	59	28	20	3	1	1	1	243
07:45	0	1	0	0	1	3	9	27	25	11	6	4	1	0	0	88
08:00	0	0	0	2	0	11	19	26	38	17	9	3	0	0	0	125
08:15	0	0	2	2	0	2	23	39	44	23	12	3	1	0	0	151
08:30	0	0	0	0	0	10	23	76	65	22	11	0	0	0	0	207
08:45	0	1	2	4	1	26	74	168	172	73	38	10	2	0	0	571
09:00	0	0	3	1	2	24	37	69	46	14	4	2	0	1	0	203
09:15	0	0	2	1	0	20	55	65	35	17	13	2	0	0	0	210
09:30	0	0	0	1	2	15	31	59	57	14	4	2	1	0	0	186
09:45	0	0	2	2	3	27	54	74	49	16	5	1	0	0	0	233
10:00	0	0	7	5	7	86	177	267	187	61	26	7	1	1	0	832
10:15	0	1	2	1	0	21	35	69	50	20	6	0	0	0	0	205
10:30	0	1	0	3	3	13	29	76	41	16	3	1	0	0	0	186
10:45	0	0	2	3	0	12	28	41	36	23	7	2	0	2	0	156
11:00	0	0	2	1	3	36	55	57	28	9	2	3	0	0	0	196
11:15	0	2	6	8	6	82	147	243	155	68	18	6	0	2	0	743
11:30	0	2	2	3	5	13	36	66	27	9	9	3	0	0	0	175
11:45	0	1	0	4	1	15	40	55	22	18	3	2	0	0	0	161
12:00	0	1	1	4	4	14	30	51	31	9	4	1	0	0	0	150
12:15	2	1	3	2	1	9	37	65	36	6	5	1	0	0	0	168
12:30	2	5	6	13	11	51	143	237	116	42	21	7	0	0	0	654
12:45	0	1	1	0	0	20	30	49	24	14	11	1	0	0	0	151
13:00	0	1	2	4	0	18	43	50	38	10	4	0	0	0	0	170
13:15	0	1	1	0	3	29	30	48	28	13	7	3	0	0	0	163
13:30	0	1	0	1	5	39	40	48	38	16	9	0	0	0	0	197
13:45	0	4	4	5	8	106	143	195	128	53	31	4	0	0	0	681
Total	2	13	28	38	37	377	750	1228	852	337	162	42	5	6	1	3878

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Outside Lane WB, Inside Lane WB

Start Time	010	1115	1620	2125	2630	3135	3638	3941	4244	4547	4850	5153	5456	5759	60147	Total
12 PM	0	3	3	2	1	15	36	65	27	16	11	1	0	0	0	180
12:15	1	0	4	0	3	36	50	47	37	16	4	0	0	0	0	198
12:30	0	1	4	6	2	23	34	39	33	9	6	1	1	0	0	159
12:45	0	0	3	1	4	23	46	67	39	23	4	0	0	0	0	210
13:00	1	4	14	9	10	97	166	218	136	64	25	2	1	0	0	747
13:15	0	0	1	1	3	13	56	56	37	17	1	0	0	0	0	185
13:30	0	0	2	2	4	29	60	65	34	10	5	0	0	0	0	211
13:45	1	1	0	5	2	35	51	53	33	4	1	0	0	0	0	186
14:00	0	0	1	3	1	16	40	49	26	20	7	1	0	0	0	164
14:15	1	1	4	11	10	93	207	223	130	51	14	1	0	0	0	746
14:30	0	0	2	3	1	18	27	44	33	22	7	0	1	0	0	158
14:45	0	0	1	2	1	14	33	51	43	24	8	0	0	0	0	177
15:00	0	0	2	0	1	8	22	60	52	21	15	2	2	0	0	185
15:15	0	1	4	1	3	21	28	42	31	22	8	3	2	1	0	167
15:30	0	1	9	6	6	61	110	197	159	89	38	5	5	1	0	687
15:45	0	0	1	0	0	19	32	55	52	11	7	2	0	0	1	180
16:00	1	0	0	1	1	10	25	56	40	14	9	3	1	0	0	161
16:15	0	1	1	3	4	11	24	56	46	25	11	3	1	0	0	186
16:30	0	2	1	2	0	10	17	50	55	34	7	4	0	0	0	182
16:45	1	3	3	6	5	50	98	217	193	84	34	12	2	0	1	709
17:00	0	1	1	4	2	9	32	45	59	14	6	1	0	0	0	174
17:15	0	0	1	3	3	8	19	60	37	16	18	2	0	0	0	167
17:30	0	0	0	0	2	14	27	40	50	15	4	2	0	0	0	154
17:45	0	1	4	3	2	19	36	49	43	14	12	0	0	0	0	183
18:00	0	2	6	10	9	50	114	194	189	59	40	5	0	0	0	678
18:15	0	1	1	1	0	11	25	36	40	20	8	1	2	0	0	146
18:30	0	1	0	0	0	13	37	42	33	18	5	2	0	0	0	151
18:45	0	0	3	1	0	8	23	31	28	17	14	1	1	0	0	127
19:00	0	1	2	2	4	11	29	43	27	16	6	1	0	0	0	142
19:15	0	3	6	4	4	43	114	152	128	71	33	5	3	0	0	566
19:30	1	3	3	2	4	11	26	36	13	13	5	0	0	0	0	117
19:45	1	2	0	1	1	13	20	30	28	12	4	0	0	0	0	112
20:00	0	0	3	0	1	13	23	28	18	4	7	1	1	0	0	99
20:15	0	0	2	3	1	12	33	31	15	5	4	0	0	0	0	106
20:30	2	5	8	6	7	49	102	125	74	34	20	1	1	0	0	434
20:45	1	1	3	2	1	14	10	16	10	2	0	1	0	0	0	61
21:00	0	2	2	0	2	13	16	14	9	4	2	0	0	1	0	65
21:15	0	1	0	0	0	14	13	19	11	3	1	0	0	0	0	62
21:30	0	0	1	0	1	3	8	26	13	3	2	1	0	0	0	58
21:45	1	4	6	2	4	44	47	75	43	12	5	2	0	1	0	246
22:00	0	0	1	0	2	6	13	20	8	5	1	1	0	0	0	57
22:15	1	0	0	0	0	3	8	17	14	10	4	1	0	0	0	58
22:30	0	1	0	0	0	2	16	16	18	2	1	2	0	0	0	58
22:45	0	1	1	0	1	6	18	21	14	3	1	1	0	0	0	67
23:00	1	2	2	0	3	17	55	74	54	20	7	5	0	0	0	240
23:15	0	0	0	0	0	2	4	13	19	10	3	1	0	0	0	52
23:30	0	0	0	0	0	2	3	12	11	7	2	3	1	0	0	41
23:45	0	0	0	0	0	2	9	11	8	11	0	0	0	0	0	41
24:00	0	0	1	0	0	8	24	55	54	30	7	5	2	0	0	186
24:15	0	0	1	0	0	6	8	6	3	1	0	0	0	1	0	26
24:30	0	0	2	0	1	3	6	4	4	2	2	0	1	0	0	25
24:45	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	7
25:00	0	1	0	0	0	0	3	3	1	2	2	0	0	0	0	12
25:15	0	1	2	1	1	4	16	17	13	8	5	0	1	1	0	70
25:30	0	0	0	0	0	1	7	2	3	4	0	1	1	0	0	19
25:45	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	4
26:00	0	0	0	0	1	1	0	7	2	0	1	1	0	0	0	13
26:15	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
26:30	0	0	0	0	1	3	9	11	6	5	1	2	1	0	0	39
Total	7	26	61	55	60	519	1062	1558	1179	527	229	45	16	3	1	5348
Total Stats	9	39	89	93	97	896	1812	2786	2031	864	391	87	21	9	2	9226

15th Percentile : 33 MPH
 50th Percentile : 39 MPH
 85th Percentile : 43 MPH
 95th Percentile : 47 MPH

Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 35-44 MPH
 Number in Pace : 6209
 Percent in Pace : 67.3%
 Number of Vehicles > 35 MPH : 8003
 Percent of Vehicles > 35 MPH : 86.8%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Outside Lane EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
05:15	0	17	7	0	1	0	0	0	0	0	0	0	0	0	0	25
05:30	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
05:45	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0	19
06:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
06:15	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
06:30	0	58	20	0	0	0	0	0	0	0	0	0	0	0	0	78
06:45	0	15	3	0	0	0	0	1	0	0	0	0	0	0	0	19
07:00	0	18	4	0	1	0	0	1	0	0	0	0	0	0	0	24
07:15	0	29	3	1	1	0	0	1	0	0	0	0	0	0	0	35
07:30	0	24	11	0	3	1	0	2	0	0	0	0	0	0	0	41
07:45	0	86	21	1	5	1	0	5	0	0	0	0	0	0	0	119
08:00	1	22	6	0	1	1	0	0	0	0	0	0	0	0	0	30
08:15	1	41	11	1	0	0	0	0	0	0	0	0	0	0	0	54
08:30	0	49	14	1	6	0	0	8	1	0	0	0	0	0	0	79
08:45	0	38	15	2	2	0	0	6	0	0	0	0	0	0	0	63
09:00	1	150	46	4	9	1	0	14	1	0	0	0	0	0	0	226
09:15	0	50	16	0	5	1	0	0	1	0	0	0	0	0	0	73
09:30	0	59	15	2	5	0	1	1	0	0	0	0	0	0	0	83
09:45	1	53	8	0	4	2	0	3	0	0	0	0	0	0	0	71
10:00	0	59	13	1	3	0	0	1	0	0	0	0	0	0	0	77
10:15	1	221	52	3	17	3	1	5	1	0	0	0	0	0	0	304
10:30	1	39	9	3	2	0	1	2	0	0	0	0	0	0	0	57
10:45	2	66	18	1	4	1	0	1	0	0	0	0	0	0	0	93
11:00	0	64	11	0	6	1	0	1	0	0	0	0	0	0	0	83
11:15	1	65	12	1	3	1	0	1	0	0	0	0	0	0	1	85
11:30	4	234	50	5	15	3	1	5	0	0	0	0	0	0	1	318
11:45	0	63	7	1	5	0	0	0	0	0	0	0	0	0	0	76
12:00	1	57	8	2	4	2	0	1	0	0	0	0	0	0	0	75
12:15	3	63	11	3	4	0	0	0	0	0	0	0	0	0	0	84
12:30	0	59	7	0	4	0	2	0	0	0	0	0	0	0	0	72
12:45	4	242	33	6	17	2	2	1	0	0	0	0	0	0	0	307
13:00	0	60	15	1	0	2	0	1	0	0	0	0	0	0	0	79
13:15	0	57	4	1	3	0	0	2	0	0	0	0	0	0	0	67
13:30	0	86	5	0	3	2	0	0	0	0	0	0	0	0	0	96
13:45	1	64	5	0	2	1	0	0	0	0	0	0	0	0	0	73
14:00	1	267	29	2	8	5	0	3	0	0	0	0	0	0	0	315
Total	11	1301	262	21	72	15	4	33	2	0	0	0	0	0	1	1722
Percent	0.6%	75.6%	15.2%	1.2%	4.2%	0.9%	0.2%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Outside Lane EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	78	14	0	2	0	0	0	0	0	0	0	0	0	0	94
12:15	0	80	15	0	2	2	0	0	0	0	0	0	0	0	0	99
12:30	0	90	10	0	5	0	0	0	0	0	0	0	0	0	0	105
12:45	0	65	12	0	3	1	1	0	0	0	0	0	0	0	0	82
	0	313	51	0	12	3	1	0	0	0	0	0	0	0	0	380
13:00	0	75	9	0	3	0	0	2	0	0	0	0	0	0	0	89
13:15	1	66	14	0	3	0	0	1	2	0	0	0	0	0	0	87
13:30	0	62	8	1	5	0	0	0	1	0	0	0	0	0	0	77
13:45	0	74	10	0	4	0	0	1	0	0	0	0	0	0	1	90
	1	277	41	1	15	0	0	4	3	0	0	0	0	0	1	343
14:00	1	71	7	0	6	0	0	0	0	0	0	0	0	0	0	85
14:15	1	75	11	0	3	2	1	1	0	0	0	0	0	0	0	94
14:30	0	79	16	0	3	0	0	1	0	0	0	0	0	0	0	99
14:45	1	71	10	1	5	0	0	0	0	0	0	0	0	0	0	88
	3	296	44	1	17	2	1	2	0	0	0	0	0	0	0	366
15:00	0	87	9	0	4	0	0	1	0	0	0	0	0	0	0	101
15:15	0	90	6	1	1	0	0	0	0	0	0	0	0	0	0	98
15:30	0	102	7	0	1	2	0	0	0	0	0	0	0	0	0	112
15:45	1	88	12	0	1	1	0	1	1	0	0	0	0	0	0	105
	1	367	34	1	7	3	0	2	1	0	0	0	0	0	0	416
16:00	2	100	12	1	2	0	0	0	0	0	0	0	0	0	0	117
16:15	0	93	11	0	2	0	0	0	0	0	0	0	0	0	0	106
16:30	0	107	7	0	2	0	0	0	0	0	0	0	0	0	0	116
16:45	0	75	7	0	2	0	0	0	0	0	0	0	0	0	0	84
	2	375	37	1	8	0	0	0	0	0	0	0	0	0	0	423
17:00	3	123	11	0	0	1	0	0	0	0	0	0	0	0	0	138
17:15	0	91	12	0	0	0	0	0	0	0	0	0	0	0	0	103
17:30	0	92	9	0	2	0	0	0	0	0	0	0	0	0	0	103
17:45	1	75	12	0	5	0	0	0	0	0	0	0	0	0	0	93
	4	381	44	0	7	1	0	0	0	0	0	0	0	0	0	437
18:00	1	86	9	0	2	0	0	0	0	0	0	0	0	0	0	98
18:15	0	73	8	0	2	0	0	0	0	0	0	0	0	0	0	83
18:30	0	74	4	0	5	0	0	0	0	0	0	0	0	0	0	83
18:45	0	63	5	0	0	0	0	0	0	0	0	0	0	0	0	68
	1	296	26	0	9	0	0	0	0	0	0	0	0	0	0	332
19:00	0	57	7	0	2	0	0	0	0	0	0	0	0	0	0	66
19:15	0	46	3	0	2	0	0	0	0	0	0	0	0	0	0	51
19:30	0	45	6	0	0	0	0	0	0	1	0	0	0	0	0	52
19:45	0	31	2	0	1	0	0	0	0	0	0	0	0	0	0	34
	0	179	18	0	5	0	0	0	0	1	0	0	0	0	0	203
20:00	0	43	6	0	1	0	0	0	0	0	0	0	0	0	0	50
20:15	1	48	3	0	1	0	0	0	0	0	0	0	0	0	0	53
20:30	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	26
20:45	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29
	1	137	18	0	2	0	0	0	0	0	0	0	0	0	0	158
21:00	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	31
21:15	0	26	0	0	1	0	0	0	0	0	0	0	0	0	0	27
21:30	1	27	2	0	0	0	0	0	0	0	0	0	0	0	0	30
21:45	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	1	106	3	0	1	0	0	0	0	0	0	0	0	0	0	111
22:00	0	18	1	0	1	0	0	0	0	0	0	0	0	0	0	20
22:15	0	16	2	1	0	0	0	0	0	0	0	0	0	0	0	19
22:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
22:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	0	55	4	1	1	0	0	0	0	0	0	0	0	0	0	61
23:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
23:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	13	0	0	0	0	0	0	0	0	0	0	1	0	1	15
	0	41	4	0	0	0	0	0	0	0	0	0	1	0	1	47
Total	14	2823	324	5	84	9	2	8	4	1	0	0	1	0	2	3277
Percent	0.4%	86.1%	9.9%	0.2%	2.6%	0.3%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	25	4124	586	26	156	24	6	41	6	1	0	0	1	0	3	4999
Percent	0.5%	82.5%	11.7%	0.5%	3.1%	0.5%	0.1%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Inside Lane EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
01:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
06:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
06:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
07:15	0	21	4	0	1	0	0	0	0	0	0	0	0	0	0	26
07:30	0	7	1	0	0	1	1	0	0	0	0	0	0	0	0	10
07:45	0	17	4	0	1	0	0	0	0	0	0	0	0	0	0	22
08:00	0	7	4	2	2	0	0	0	0	0	0	0	0	0	0	15
08:15	0	24	6	0	2	0	0	0	0	0	0	0	0	0	0	32
08:30	0	55	15	2	5	1	1	0	0	0	0	0	0	0	0	79
08:45	1	7	4	0	1	1	0	0	1	1	0	0	0	0	0	16
09:00	0	24	10	1	3	0	0	1	0	0	0	0	0	0	0	39
09:15	0	32	11	0	0	0	0	3	0	0	0	0	0	0	0	46
09:30	1	38	22	0	0	1	0	2	0	0	0	0	0	0	0	64
09:45	2	101	47	1	4	2	0	6	1	1	0	0	0	0	0	165
10:00	0	45	17	0	2	0	1	1	0	0	0	0	0	0	0	66
10:15	1	58	14	0	2	0	0	0	0	0	0	0	1	0	0	76
10:30	0	50	15	1	0	0	1	0	0	0	0	0	0	0	0	67
10:45	1	44	12	0	1	2	1	4	0	0	0	0	0	0	0	65
11:00	2	197	58	1	5	2	3	5	0	0	0	0	1	0	0	274
11:15	0	47	18	1	3	1	0	2	0	0	0	0	0	0	0	72
11:30	0	60	9	0	2	2	0	1	0	0	0	0	0	0	0	74
11:45	1	43	12	0	0	2	2	0	0	0	0	0	0	0	0	60
12:00	1	63	10	0	0	1	0	1	0	0	0	0	0	0	0	76
12:15	2	213	49	1	5	6	2	4	0	0	0	0	0	0	0	282
12:30	0	56	11	2	0	1	0	0	0	0	0	0	0	0	0	70
12:45	1	47	10	0	0	1	0	0	0	0	0	0	0	0	1	60
13:00	1	58	18	0	0	0	0	0	0	0	0	0	0	0	0	77
13:15	0	62	10	1	1	0	0	0	0	0	0	0	0	0	0	74
13:30	2	223	49	3	1	2	0	0	0	0	0	0	0	0	1	281
13:45	1	61	13	0	0	1	0	0	0	0	0	0	0	0	0	76
14:00	1	63	8	0	0	1	1	0	0	0	0	0	0	0	0	74
14:15	0	74	14	0	1	0	0	0	0	0	0	0	0	0	0	89
14:30	0	67	6	0	2	2	1	0	0	0	0	0	0	0	1	79
14:45	2	265	41	0	3	4	2	0	0	0	0	0	0	0	1	318
Total	10	1121	271	8	27	17	8	15	1	1	0	0	1	0	2	1482
Percent	0.7%	75.6%	18.3%	0.5%	1.8%	1.1%	0.5%	1.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

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Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Inside Lane EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	69	14	0	3	0	2	1	1	0	0	0	0	0	0	92
12:15	0	68	14	0	1	1	1	0	0	0	0	0	0	0	0	85
12:30	0	79	17	1	0	2	1	2	0	0	0	0	0	0	0	102
12:45	0	57	10	0	0	0	0	0	0	0	0	0	0	0	0	67
	2	273	55	1	4	3	4	3	1	0	0	0	0	0	0	346
13:00	3	63	15	0	1	0	0	1	0	0	0	0	0	0	0	83
13:15	1	64	15	0	1	2	0	0	0	0	0	0	0	0	0	83
13:30	0	61	17	0	2	0	1	0	0	0	0	0	0	0	0	81
13:45	0	62	14	0	0	0	3	2	0	0	0	0	0	0	0	81
	4	250	61	0	4	2	4	3	0	0	0	0	0	0	0	328
14:00	0	80	9	0	1	1	1	0	0	0	0	0	0	0	0	92
14:15	1	74	10	0	0	2	0	0	0	0	0	0	0	0	0	87
14:30	0	63	16	0	1	2	0	0	0	0	0	0	0	0	0	82
14:45	2	73	13	0	1	0	0	1	0	0	0	0	0	0	0	90
	3	290	48	0	3	5	1	1	0	0	0	0	0	0	0	351
15:00	0	83	10	0	0	1	1	2	1	0	0	0	0	0	0	98
15:15	2	90	7	0	2	0	0	0	0	0	0	0	0	0	0	101
15:30	2	94	10	0	0	0	1	0	0	0	0	0	0	0	1	108
15:45	0	87	11	1	1	3	0	0	0	0	0	0	0	0	0	103
	4	354	38	1	3	4	2	2	1	0	0	0	0	0	1	410
16:00	0	95	11	1	1	1	1	0	0	0	0	0	0	0	0	110
16:15	0	92	8	0	0	2	1	0	0	0	0	0	0	0	1	104
16:30	2	94	10	0	1	0	1	1	0	0	0	0	0	0	0	109
16:45	0	100	20	0	1	0	2	1	0	0	0	0	0	0	0	124
	2	381	49	1	3	3	5	2	0	0	0	0	0	0	1	447
17:00	2	132	12	0	1	1	4	1	0	0	0	0	0	0	0	153
17:15	0	101	24	0	0	1	0	0	0	0	0	0	0	0	0	126
17:30	1	78	8	0	0	0	2	0	0	0	0	0	0	0	0	89
17:45	1	88	12	0	0	0	0	0	0	0	0	0	0	0	0	101
	4	399	56	0	1	2	6	1	0	0	0	0	0	0	0	469
18:00	2	63	9	0	1	1	1	1	0	0	0	0	0	0	0	78
18:15	1	78	16	0	0	1	1	0	0	0	0	0	0	0	0	97
18:30	0	65	11	0	0	1	0	0	0	0	0	0	0	0	0	77
18:45	0	45	5	0	0	0	1	0	0	0	0	0	0	0	0	51
	3	251	41	0	1	3	3	1	0	0	0	0	0	0	0	303
19:00	0	48	4	0	0	1	0	0	0	0	0	0	0	0	0	53
19:15	0	36	4	0	0	0	0	0	0	0	0	0	0	0	0	40
19:30	0	39	4	0	0	0	1	1	0	0	0	0	0	0	0	45
19:45	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
	0	153	14	0	0	1	1	1	0	0	0	0	0	0	0	170
20:00	1	42	2	0	0	0	0	0	0	0	0	0	0	0	0	45
20:15	2	31	6	0	0	0	0	1	0	0	0	0	0	0	0	40
20:30	0	37	2	0	0	1	0	0	0	0	0	0	0	0	0	40
20:45	0	29	3	1	0	0	0	0	0	0	0	0	0	0	0	33
	3	139	13	1	0	1	0	1	0	0	0	0	0	0	0	158
21:00	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
21:15	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
21:30	0	18	3	0	1	0	0	0	0	0	0	0	0	0	0	22
21:45	0	19	2	0	1	0	0	0	0	0	0	0	0	0	0	22
	0	85	8	0	2	0	0	0	0	0	0	0	0	0	0	95
22:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
22:15	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
22:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
22:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	0	65	5	0	0	0	0	0	0	0	0	0	0	0	0	70
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	10
23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
	0	25	4	0	0	0	0	1	1	0	0	0	0	0	0	31
Total	25	2665	392	4	21	24	26	16	3	0	0	0	0	0	2	3178
Percent	0.8%	83.9%	12.3%	0.1%	0.7%	0.8%	0.8%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	35	3786	663	12	48	41	34	31	4	1	0	0	1	0	4	4660
Grand Percent	0.8%	81.2%	14.2%	0.3%	1.0%	0.9%	0.7%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Outside Lane EB, Inside Lane EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
00:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
01:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	15	4	0	2	0	0	0	0	0	0	0	0	0	0	21
06:15	0	30	9	0	2	0	0	0	0	0	0	0	0	0	0	41
06:30	0	10	5	0	1	0	0	0	0	0	0	0	0	0	0	16
06:45	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	24
07:00	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
07:15	0	30	9	0	0	0	0	0	0	0	0	0	0	0	0	39
07:30	0	79	24	0	1	0	0	0	0	0	0	0	0	0	0	104
07:45	0	22	4	0	0	1	1	1	0	0	0	0	0	0	0	29
08:00	0	35	8	0	2	0	0	1	0	0	0	0	0	0	0	46
08:15	0	36	7	3	3	0	0	1	0	0	0	0	0	0	0	50
08:30	0	48	17	0	5	1	0	2	0	0	0	0	0	0	0	73
08:45	0	141	36	3	10	2	1	5	0	0	0	0	0	0	0	198
09:00	1	29	10	0	2	2	0	0	1	1	0	0	0	0	0	46
09:15	1	65	21	2	3	0	0	1	0	0	0	0	0	0	0	93
09:30	0	81	25	1	6	0	0	11	1	0	0	0	0	0	0	125
09:45	1	76	37	2	2	1	0	8	0	0	0	0	0	0	0	127
10:00	3	251	93	5	13	3	0	20	2	1	0	0	0	0	0	391
10:15	0	95	33	0	7	1	1	1	1	0	0	0	0	0	0	139
10:30	1	117	29	2	7	0	1	1	0	0	0	0	1	0	0	159
10:45	1	103	23	1	4	2	1	3	0	0	0	0	0	0	0	138
11:00	1	103	25	1	4	2	1	5	0	0	0	0	0	0	0	142
11:15	3	418	110	4	22	5	4	10	1	0	0	0	1	0	0	578
11:30	1	86	27	4	5	1	1	4	0	0	0	0	0	0	0	129
11:45	2	126	27	1	6	3	0	2	0	0	0	0	0	0	0	167
12:00	1	107	23	0	6	3	2	1	0	0	0	0	0	0	0	143
12:15	2	128	22	1	3	2	0	2	0	0	0	0	0	0	1	161
12:30	6	447	99	6	20	9	3	9	0	0	0	0	0	0	1	600
12:45	0	119	18	3	5	1	0	0	0	0	0	0	0	0	0	146
13:00	2	104	18	2	4	3	0	1	0	0	0	0	0	0	1	135
13:15	4	121	29	3	4	0	0	0	0	0	0	0	0	0	0	161
13:30	0	121	17	1	5	0	2	0	0	0	0	0	0	0	0	146
13:45	6	465	82	9	18	4	2	1	0	0	0	0	0	0	1	588
14:00	1	121	28	1	0	3	0	1	0	0	0	0	0	0	0	155
14:15	1	120	12	1	3	1	1	2	0	0	0	0	0	0	0	141
14:30	0	160	19	0	4	2	0	0	0	0	0	0	0	0	0	185
14:45	1	131	11	0	4	3	1	0	0	0	0	0	0	0	1	152
15:00	3	532	70	2	11	9	2	3	0	0	0	0	0	0	1	633
Total	21	2422	533	29	99	32	12	48	3	1	0	0	1	0	3	3204
Percent	0.7%	75.6%	16.6%	0.9%	3.1%	1.0%	0.4%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121103
 Station ID: 000110252088
 Date Start: 12-Dec-13

Outside Lane EB, Inside Lane EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	147	28	0	5	0	2	1	1	0	0	0	0	0	0	186
12:15	0	148	29	0	3	3	1	0	0	0	0	0	0	0	0	184
12:30	0	169	27	1	5	2	1	2	0	0	0	0	0	0	0	207
12:45	0	122	22	0	3	1	1	0	0	0	0	0	0	0	0	149
	2	586	106	1	16	6	5	3	1	0	0	0	0	0	0	726
13:00	3	138	24	0	4	0	0	3	0	0	0	0	0	0	0	172
13:15	2	130	29	0	4	2	0	1	2	0	0	0	0	0	0	170
13:30	0	123	25	1	7	0	1	0	1	0	0	0	0	0	0	158
13:45	0	136	24	0	4	0	3	3	0	0	0	0	0	0	1	171
	5	527	102	1	19	2	4	7	3	0	0	0	0	0	1	671
14:00	1	151	16	0	7	1	1	0	0	0	0	0	0	0	0	177
14:15	2	149	21	0	3	4	1	1	0	0	0	0	0	0	0	181
14:30	0	142	32	0	4	2	0	1	0	0	0	0	0	0	0	181
14:45	3	144	23	1	6	0	0	1	0	0	0	0	0	0	0	178
	6	586	92	1	20	7	2	3	0	0	0	0	0	0	0	717
15:00	0	170	19	0	4	1	1	3	1	0	0	0	0	0	0	199
15:15	2	180	13	1	3	0	0	0	0	0	0	0	0	0	0	199
15:30	2	196	17	0	1	2	1	0	0	0	0	0	0	0	1	220
15:45	1	175	23	1	2	4	0	1	1	0	0	0	0	0	0	208
	5	721	72	2	10	7	2	4	2	0	0	0	0	0	1	826
16:00	2	195	23	2	3	1	1	0	0	0	0	0	0	0	0	227
16:15	0	185	19	0	2	2	1	0	0	0	0	0	0	0	1	210
16:30	2	201	17	0	3	0	1	1	0	0	0	0	0	0	0	225
16:45	0	175	27	0	3	0	2	1	0	0	0	0	0	0	0	208
	4	756	86	2	11	3	5	2	0	0	0	0	0	0	1	870
17:00	5	255	23	0	1	2	4	1	0	0	0	0	0	0	0	291
17:15	0	192	36	0	0	1	0	0	0	0	0	0	0	0	0	229
17:30	1	170	17	0	2	0	2	0	0	0	0	0	0	0	0	192
17:45	2	163	24	0	5	0	0	0	0	0	0	0	0	0	0	194
	8	780	100	0	8	3	6	1	0	0	0	0	0	0	0	906
18:00	3	149	18	0	3	1	1	1	0	0	0	0	0	0	0	176
18:15	1	151	24	0	2	1	1	0	0	0	0	0	0	0	0	180
18:30	0	139	15	0	5	1	0	0	0	0	0	0	0	0	0	160
18:45	0	108	10	0	0	0	1	0	0	0	0	0	0	0	0	119
	4	547	67	0	10	3	3	1	0	0	0	0	0	0	0	635
19:00	0	105	11	0	2	1	0	0	0	0	0	0	0	0	0	119
19:15	0	82	7	0	2	0	0	0	0	0	0	0	0	0	0	91
19:30	0	84	10	0	0	0	1	1	0	1	0	0	0	0	0	97
19:45	0	61	4	0	1	0	0	0	0	0	0	0	0	0	0	66
	0	332	32	0	5	1	1	1	0	1	0	0	0	0	0	373
20:00	1	85	8	0	1	0	0	0	0	0	0	0	0	0	0	95
20:15	3	79	9	0	1	0	0	1	0	0	0	0	0	0	0	93
20:30	0	57	8	0	0	1	0	0	0	0	0	0	0	0	0	66
20:45	0	55	6	1	0	0	0	0	0	0	0	0	0	0	0	62
	4	276	31	1	2	1	0	1	0	0	0	0	0	0	0	316
21:00	0	55	1	0	0	0	0	0	0	0	0	0	0	0	0	56
21:15	0	49	3	0	1	0	0	0	0	0	0	0	0	0	0	53
21:30	1	45	5	0	1	0	0	0	0	0	0	0	0	0	0	52
21:45	0	42	2	0	1	0	0	0	0	0	0	0	0	0	0	45
	1	191	11	0	3	0	0	0	0	0	0	0	0	0	0	206
22:00	0	36	4	0	1	0	0	0	0	0	0	0	0	0	0	41
22:15	0	39	3	1	0	0	0	0	0	0	0	0	0	0	0	43
22:30	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
22:45	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	0	120	9	1	1	0	0	0	0	0	0	0	0	0	0	131
23:00	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
23:15	0	16	2	0	0	0	0	1	0	0	0	0	0	0	0	19
23:30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:45	0	17	0	0	0	0	0	0	1	0	0	0	1	0	1	20
	0	66	8	0	0	0	0	1	1	0	0	0	1	0	1	78
Total	39	5488	716	9	105	33	28	24	7	1	0	0	1	0	4	6455
Percent	0.6%	85.0%	11.1%	0.1%	1.6%	0.5%	0.4%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	60	7910	1249	38	204	65	40	72	10	2	0	0	2	0	7	9659
Grand Percent	0.6%	81.9%	12.9%	0.4%	2.1%	0.7%	0.4%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Outside Lane WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
06:15	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
06:30	0	29	4	0	1	0	0	0	0	0	0	0	0	0	0	34
06:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
07:15	0	29	2	0	1	0	0	0	0	0	0	0	0	0	0	32
07:30	0	40	5	0	1	0	0	0	0	0	0	0	0	0	0	46
07:45	0	95	14	0	2	0	0	0	0	0	0	0	0	0	0	111
08:00	1	38	7	1	1	0	0	0	0	0	0	0	0	0	0	48
08:15	1	51	8	0	3	0	0	0	1	0	0	0	0	0	0	64
08:30	0	59	5	0	0	0	0	0	0	0	0	0	0	0	0	64
08:45	2	83	9	0	0	1	0	0	0	0	0	0	0	0	0	95
09:00	4	231	29	1	4	1	0	0	1	0	0	0	0	0	0	271
09:15	0	82	11	0	2	0	0	0	0	0	0	0	0	0	0	95
09:30	0	73	7	1	2	0	0	2	0	0	0	0	0	0	0	85
09:45	0	75	6	3	2	0	0	1	0	0	0	0	0	0	0	87
10:00	0	93	10	1	0	0	0	1	0	0	0	0	0	0	0	105
10:15	0	323	34	5	6	0	0	4	0	0	0	0	0	0	0	372
10:30	0	78	10	0	2	0	0	0	0	0	0	0	0	0	1	91
10:45	2	75	8	0	0	0	0	0	0	0	0	0	0	0	0	85
11:00	0	61	4	1	0	0	0	0	0	0	0	0	0	0	0	66
11:15	0	88	5	0	1	1	0	0	0	0	0	0	0	0	0	95
11:30	2	302	27	1	3	1	0	0	0	0	0	0	0	0	1	337
11:45	1	59	7	3	0	3	0	1	0	0	0	0	0	0	0	74
Total	10	1513	166	15	23	9	0	7	2	0	0	0	0	0	1	1746
Percent	0.6%	86.7%	9.5%	0.9%	1.3%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Outside Lane WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	72	9	1	1	0	0	0	0	0	0	0	0	0	0	83
12:15	0	83	11	1	0	1	0	0	0	0	0	0	0	0	0	96
12:30	0	59	12	0	2	0	0	0	0	0	0	0	0	0	0	73
12:45	0	91	12	1	2	0	0	0	0	1	0	0	0	0	0	107
	0	305	44	3	5	1	0	0	0	1	0	0	0	0	0	359
13:00	0	66	9	0	2	1	0	0	0	0	0	0	0	0	0	78
13:15	0	96	7	0	1	1	0	1	0	0	0	0	0	0	0	106
13:30	0	68	7	0	1	1	0	0	0	0	0	0	0	0	0	77
13:45	1	64	3	0	0	1	0	2	0	0	0	0	0	0	1	72
	1	294	26	0	4	4	0	3	0	0	0	0	0	0	1	333
14:00	0	63	4	0	1	0	0	1	0	0	0	0	0	0	0	69
14:15	0	66	4	0	3	0	0	2	0	0	0	0	0	0	0	75
14:30	1	63	9	1	2	0	0	0	0	0	0	0	0	0	0	76
14:45	0	59	11	3	4	2	0	0	0	0	0	0	0	0	0	79
	1	251	28	4	10	2	0	3	0	0	0	0	0	0	0	299
15:00	0	68	9	0	1	0	0	0	0	0	0	0	0	0	0	78
15:15	0	55	7	0	1	1	0	0	0	0	0	0	0	0	0	64
15:30	1	68	14	2	1	0	0	1	0	0	0	0	0	0	0	87
15:45	0	60	7	1	1	0	0	0	1	1	0	0	0	0	0	71
	1	251	37	3	4	1	0	1	1	1	0	0	0	0	0	300
16:00	0	62	5	0	2	1	0	0	0	1	0	0	0	0	0	71
16:15	0	60	8	0	1	2	0	1	0	0	0	0	0	0	0	72
16:30	0	56	8	0	1	1	0	0	0	0	0	0	0	0	0	66
16:45	0	65	6	0	3	0	0	0	0	1	0	0	0	0	1	76
	0	243	27	0	7	4	0	1	0	2	0	0	0	0	1	285
17:00	0	48	5	0	0	0	0	0	0	0	0	0	0	0	0	53
17:15	0	52	10	1	1	0	0	0	0	0	0	0	0	0	0	64
17:30	0	41	3	0	2	0	0	0	0	0	0	0	0	0	0	46
17:45	0	51	3	0	0	0	0	0	0	0	0	0	0	0	0	54
	0	192	21	1	3	0	0	0	0	0	0	0	0	0	0	217
18:00	1	42	6	1	1	0	0	0	0	0	0	0	0	0	0	51
18:15	0	41	6	0	0	1	0	0	0	0	0	0	0	0	0	48
18:30	0	41	6	0	1	0	0	0	0	0	0	0	0	0	0	48
18:45	1	37	6	0	0	0	0	0	0	0	0	0	0	0	0	44
	2	161	24	1	2	1	0	0	0	0	0	0	0	0	0	191
19:00	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
19:15	1	31	5	0	0	0	0	0	0	0	0	0	0	0	0	37
19:30	0	30	0	0	0	0	0	0	1	0	0	0	0	0	0	31
19:45	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
	1	109	11	0	0	0	0	0	1	0	0	0	0	0	0	122
20:00	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
20:15	1	23	3	0	0	0	0	0	0	0	0	0	0	0	0	27
20:30	0	26	1	0	2	0	0	0	0	0	0	0	0	0	0	29
20:45	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
	1	92	14	0	2	0	0	0	0	0	0	0	0	0	0	109
21:00	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
21:15	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
21:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
21:45	3	17	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	3	66	8	0	0	0	0	0	0	0	0	0	0	0	0	77
22:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	30
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	10	2004	243	12	37	13	0	8	2	4	0	0	0	0	2	2335
Percent	0.4%	85.8%	10.4%	0.5%	1.6%	0.6%	0.0%	0.3%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	20	3517	409	27	60	22	0	15	4	4	0	0	0	0	3	4081
Percent	0.5%	86.2%	10.0%	0.7%	1.5%	0.5%	0.0%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Inside Lane WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
00:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
06:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
06:15	0	9	5	0	1	0	0	0	0	0	0	0	0	0	0	15
06:30	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
06:45	1	42	10	0	2	0	0	0	0	0	0	0	0	0	0	55
07:00	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
07:15	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
07:30	1	26	6	0	0	0	0	1	0	0	0	0	0	0	0	34
07:45	1	48	6	0	1	0	0	0	0	0	0	0	0	0	0	56
08:00	2	107	20	0	2	0	0	1	0	0	0	0	0	0	0	132
08:15	1	31	7	0	1	0	0	0	0	0	0	0	0	0	0	40
08:30	1	41	13	1	3	1	1	0	0	0	0	0	0	0	0	61
08:45	2	74	9	0	0	0	0	1	0	1	0	0	0	0	0	87
09:00	4	87	18	0	2	1	0	0	0	0	0	0	0	0	0	112
09:15	8	233	47	1	6	2	1	1	0	1	0	0	0	0	0	300
09:30	1	89	10	1	2	2	0	0	1	1	0	0	0	0	1	108
09:45	1	103	18	0	1	0	1	0	1	0	0	0	0	0	0	125
10:00	0	87	9	0	0	0	0	2	0	0	0	0	0	0	1	99
10:15	1	106	16	3	0	0	1	1	0	0	0	0	0	0	0	128
10:30	3	385	53	4	3	2	2	3	2	1	0	0	0	0	2	460
10:45	0	89	18	0	5	1	0	1	0	0	0	0	0	0	0	114
11:00	0	85	10	0	2	3	0	1	0	0	0	0	0	0	0	101
11:15	1	72	14	0	1	0	0	2	0	0	0	0	0	0	0	90
11:30	0	75	15	1	1	3	0	5	1	0	0	0	0	0	0	101
11:45	1	321	57	1	9	7	0	9	1	0	0	0	0	0	0	406
12:00	0	74	19	1	3	2	0	1	1	0	0	0	0	0	0	101
12:15	0	60	18	1	3	0	0	1	1	0	0	0	0	0	0	84
12:30	1	58	17	0	2	1	0	0	0	0	0	0	0	0	0	79
12:45	0	69	18	1	1	2	0	0	0	0	0	0	0	0	0	91
13:00	1	261	72	3	9	5	0	2	2	0	0	0	0	0	0	355
13:15	0	74	13	1	1	1	0	0	0	0	0	0	0	0	0	90
13:30	1	79	10	0	2	1	0	1	0	0	0	0	0	0	0	94
13:45	1	71	15	0	3	2	0	0	0	0	0	0	0	0	0	92
14:00	1	76	18	0	4	5	2	0	0	0	0	0	0	0	0	106
14:15	3	300	56	1	10	9	2	1	0	0	0	0	0	0	0	382
Total	20	1684	319	10	43	25	5	17	5	2	0	0	0	0	2	2132
Percent	0.9%	79.0%	15.0%	0.5%	2.0%	1.2%	0.2%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
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Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Inside Lane WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	76	14	1	2	3	0	1	0	0	0	0	0	0	0	97
12:15	0	84	11	1	3	0	0	1	0	1	0	0	1	0	0	102
12:30	0	62	16	0	2	2	3	0	1	0	0	0	0	0	0	86
12:45	1	80	15	0	4	1	2	0	0	0	0	0	0	0	0	103
	1	302	56	2	11	6	5	2	1	1	0	0	1	0	0	388
13:00	0	78	18	1	4	5	0	0	1	0	0	0	0	0	0	107
13:15	0	84	16	1	0	1	1	2	0	0	0	0	0	0	0	105
13:30	0	92	15	0	1	0	0	0	0	0	0	0	0	0	1	109
13:45	0	71	15	0	2	0	0	3	0	1	0	0	0	0	0	92
	0	325	64	2	7	6	1	5	1	1	0	0	0	0	1	413
14:00	1	66	15	0	3	0	1	1	2	0	0	0	0	0	0	89
14:15	0	80	17	1	2	1	0	1	0	0	0	0	0	0	0	102
14:30	1	83	17	2	2	1	0	2	0	0	0	0	0	0	1	109
14:45	0	68	13	0	3	4	0	0	0	0	0	0	0	0	0	88
	2	297	62	3	10	6	1	4	2	0	0	0	0	0	1	388
15:00	0	76	17	1	2	1	2	3	0	0	0	0	0	0	0	102
15:15	0	68	19	1	2	3	0	3	0	0	0	0	0	0	1	97
15:30	1	74	18	2	3	0	1	0	0	0	0	0	0	0	0	99
15:45	0	91	18	0	0	0	0	1	0	0	0	0	0	0	1	111
	1	309	72	4	7	4	3	7	0	0	0	0	0	0	2	409
16:00	0	76	21	0	3	1	0	2	0	0	0	0	0	0	0	103
16:15	0	69	19	0	2	2	1	2	0	0	0	0	0	0	0	95
16:30	0	66	17	1	2	1	0	1	0	0	0	0	0	0	0	88
16:45	1	76	20	1	4	2	0	2	1	0	0	0	0	0	0	107
	1	287	77	2	11	6	1	7	1	0	0	0	0	0	0	393
17:00	1	69	21	0	2	0	0	0	0	0	0	0	0	0	0	93
17:15	1	70	12	0	2	1	0	1	0	0	0	0	0	0	0	87
17:30	0	69	10	0	1	0	0	1	0	0	0	0	0	0	0	81
17:45	0	77	7	0	3	0	0	1	0	0	0	0	0	0	0	88
	2	285	50	0	8	1	0	3	0	0	0	0	0	0	0	349
18:00	0	53	8	0	4	1	0	0	0	0	0	0	0	0	0	66
18:15	1	51	11	0	0	0	1	0	0	0	0	0	0	0	0	64
18:30	0	43	7	0	0	0	0	0	1	0	0	0	0	0	0	51
18:45	2	50	9	1	0	0	0	0	0	0	0	0	0	0	0	62
	3	197	35	1	4	1	1	0	1	0	0	0	0	0	0	243
19:00	0	27	3	0	2	0	0	0	0	0	0	0	0	0	0	32
19:15	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
19:30	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
19:45	0	30	2	0	0	0	0	0	1	0	0	0	0	0	0	33
	0	107	14	0	2	0	0	0	1	0	0	0	0	0	0	124
20:00	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
20:15	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
20:30	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
20:45	1	34	1	0	0	1	0	0	0	0	0	0	0	0	0	37
	1	112	17	0	0	1	0	0	0	0	0	0	0	0	0	131
21:00	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
21:15	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
21:30	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
21:45	0	28	1	0	2	0	0	0	0	0	0	0	0	0	0	31
	0	93	14	0	2	0	0	0	0	0	0	0	0	0	0	109
22:00	0	11	0	0	1	0	0	0	0	0	0	0	0	0	0	12
22:15	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
22:30	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	36	2	0	2	0	0	0	0	0	0	0	0	0	0	40
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	9	1	1	0	0	0	0	0	0	0	0	0	0	0	11
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	22	3	1	0	0	0	0	0	0	0	0	0	0	0	26
Total	11	2372	466	15	64	31	12	28	7	2	0	0	1	0	4	3013
Percent	0.4%	78.7%	15.5%	0.5%	2.1%	1.0%	0.4%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	31	4056	785	25	107	56	17	45	12	4	0	0	1	0	6	5145
Grand Percent	0.6%	78.8%	15.3%	0.5%	2.1%	1.1%	0.3%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Outside Lane WB, Inside Lane WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
03:30	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
06:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
06:15	1	20	3	0	2	0	0	0	0	0	0	0	0	0	0	26
06:30	0	11	2	0	1	0	0	0	0	0	0	0	0	0	0	14
06:45	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	12
07:00	0	19	7	0	1	0	0	0	0	0	0	0	0	0	0	27
07:15	0	32	3	0	1	0	0	0	0	0	0	0	0	0	0	36
07:30	1	71	14	0	3	0	0	0	0	0	0	0	0	0	0	89
07:45	0	24	6	0	1	0	0	0	0	0	0	0	0	0	0	31
08:00	0	35	9	0	0	0	0	0	0	0	0	0	0	0	0	44
08:15	1	55	8	0	1	0	0	1	0	0	0	0	0	0	0	66
08:30	1	88	11	0	2	0	0	0	0	0	0	0	0	0	0	102
08:45	2	202	34	0	4	0	0	1	0	0	0	0	0	0	0	243
09:00	2	69	14	1	2	0	0	0	0	0	0	0	0	0	0	88
09:15	2	92	21	1	6	1	1	0	1	0	0	0	0	0	0	125
09:30	2	133	14	0	0	0	0	1	0	1	0	0	0	0	0	151
09:45	6	170	27	0	2	2	0	0	0	0	0	0	0	0	0	207
10:00	12	464	76	2	10	3	1	1	1	1	0	0	0	0	0	571
10:15	1	171	21	1	4	2	0	0	1	1	0	0	0	0	1	203
10:30	1	176	25	1	3	0	1	2	1	0	0	0	0	0	0	210
10:45	0	162	15	3	2	0	0	3	0	0	0	0	0	0	1	186
11:00	1	199	26	4	0	0	1	2	0	0	0	0	0	0	0	233
11:15	3	708	87	9	9	2	2	7	2	1	0	0	0	0	2	832
11:30	0	167	28	0	7	1	0	1	0	0	0	0	0	0	1	205
11:45	2	160	18	0	2	3	0	1	0	0	0	0	0	0	0	186
12:00	1	133	18	1	1	0	0	2	0	0	0	0	0	0	0	156
12:15	0	163	20	1	2	4	0	5	1	0	0	0	0	0	0	196
12:30	3	623	84	2	12	8	0	9	1	0	0	0	0	0	1	743
12:45	1	133	26	4	3	5	0	2	1	0	0	0	0	0	0	175
13:00	1	127	23	2	5	1	0	1	1	0	0	0	0	0	0	161
13:15	1	122	21	1	3	1	0	0	1	0	0	0	0	0	0	150
13:30	2	134	25	2	1	3	0	1	0	0	0	0	0	0	0	168
13:45	5	516	95	9	12	10	0	4	3	0	0	0	0	0	0	654
14:00	0	127	20	1	2	1	0	0	0	0	0	0	0	0	0	151
14:15	1	146	16	0	3	2	0	2	0	0	0	0	0	0	0	170
14:30	1	131	23	2	3	3	0	0	0	0	0	0	0	0	0	163
14:45	1	154	30	0	5	5	2	0	0	0	0	0	0	0	0	197
15:00	3	558	89	3	13	11	2	2	0	0	0	0	0	0	0	681
Total	30	3197	485	25	66	34	5	24	7	2	0	0	0	0	3	3878
Percent	0.8%	82.4%	12.5%	0.6%	1.7%	0.9%	0.1%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Ocean Blvd East of Kingswood Driveway

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121104
 Station ID: 009701450073
 Date Start: 12-Dec-13

Outside Lane WB, Inside Lane WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	148	23	2	3	3	0	1	0	0	0	0	0	0	0	180
12:15	0	167	22	2	3	1	0	1	0	1	0	0	1	0	0	198
12:30	0	121	28	0	4	2	3	0	1	0	0	0	0	0	0	159
12:45	1	171	27	1	6	1	2	0	0	1	0	0	0	0	0	210
	1	607	100	5	16	7	5	2	1	2	0	0	1	0	0	747
13:00	0	144	27	1	6	6	0	0	1	0	0	0	0	0	0	185
13:15	0	180	23	1	1	2	1	3	0	0	0	0	0	0	0	211
13:30	0	160	22	0	2	1	0	0	0	0	0	0	0	0	1	186
13:45	1	135	18	0	2	1	0	5	0	1	0	0	0	0	1	164
	1	619	90	2	11	10	1	8	1	1	0	0	0	0	2	746
14:00	1	129	19	0	4	0	1	2	2	0	0	0	0	0	0	158
14:15	0	146	21	1	5	1	0	3	0	0	0	0	0	0	0	177
14:30	2	146	26	3	4	1	0	2	0	0	0	0	0	0	1	185
14:45	0	127	24	3	7	6	0	0	0	0	0	0	0	0	0	167
	3	548	90	7	20	8	1	7	2	0	0	0	0	0	1	687
15:00	0	144	26	1	3	1	2	3	0	0	0	0	0	0	0	180
15:15	0	123	26	1	3	4	0	3	0	0	0	0	0	0	1	161
15:30	2	142	32	4	4	0	1	1	0	0	0	0	0	0	0	186
15:45	0	151	25	1	1	0	0	1	1	1	0	0	0	0	1	182
	2	560	109	7	11	5	3	8	1	1	0	0	0	0	2	709
16:00	0	138	26	0	5	2	0	2	0	1	0	0	0	0	0	174
16:15	0	129	27	0	3	4	1	3	0	0	0	0	0	0	0	167
16:30	0	122	25	1	3	2	0	1	0	0	0	0	0	0	0	154
16:45	1	141	26	1	7	2	0	2	1	1	0	0	0	0	1	183
	1	530	104	2	18	10	1	8	1	2	0	0	0	0	1	678
17:00	1	117	26	0	2	0	0	0	0	0	0	0	0	0	0	146
17:15	1	122	22	1	3	1	0	1	0	0	0	0	0	0	0	151
17:30	0	110	13	0	3	0	0	1	0	0	0	0	0	0	0	127
17:45	0	128	10	0	3	0	0	1	0	0	0	0	0	0	0	142
	2	477	71	1	11	1	0	3	0	0	0	0	0	0	0	566
18:00	1	95	14	1	5	1	0	0	0	0	0	0	0	0	0	117
18:15	1	92	17	0	0	1	1	0	0	0	0	0	0	0	0	112
18:30	0	84	13	0	1	0	0	0	1	0	0	0	0	0	0	99
18:45	3	87	15	1	0	0	0	0	0	0	0	0	0	0	0	106
	5	358	59	2	6	2	1	0	1	0	0	0	0	0	0	434
19:00	0	52	7	0	2	0	0	0	0	0	0	0	0	0	0	61
19:15	1	54	10	0	0	0	0	0	0	0	0	0	0	0	0	65
19:30	0	57	4	0	0	0	0	0	1	0	0	0	0	0	0	62
19:45	0	53	4	0	0	0	0	0	1	0	0	0	0	0	0	58
	1	216	25	0	2	0	0	0	2	0	0	0	0	0	0	246
20:00	0	44	13	0	0	0	0	0	0	0	0	0	0	0	0	57
20:15	1	50	7	0	0	0	0	0	0	0	0	0	0	0	0	58
20:30	0	50	6	0	2	0	0	0	0	0	0	0	0	0	0	58
20:45	1	60	5	0	0	1	0	0	0	0	0	0	0	0	0	67
	2	204	31	0	2	1	0	0	0	0	0	0	0	0	0	240
21:00	0	42	10	0	0	0	0	0	0	0	0	0	0	0	0	52
21:15	0	33	8	0	0	0	0	0	0	0	0	0	0	0	0	41
21:30	0	39	2	0	0	0	0	0	0	0	0	0	0	0	0	41
21:45	3	45	2	0	2	0	0	0	0	0	0	0	0	0	0	52
	3	159	22	0	2	0	0	0	0	0	0	0	0	0	0	186
22:00	0	24	1	0	1	0	0	0	0	0	0	0	0	0	0	26
22:15	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	25
22:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
22:45	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	0	65	3	0	2	0	0	0	0	0	0	0	0	0	0	70
23:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	11	1	1	0	0	0	0	0	0	0	0	0	0	0	13
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	33	5	1	0	0	0	0	0	0	0	0	0	0	0	39
Total	21	4376	709	27	101	44	12	36	9	6	0	0	1	0	6	5348
Percent	0.4%	81.8%	13.3%	0.5%	1.9%	0.8%	0.2%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	51	7573	1194	52	167	78	17	60	16	8	0	0	1	0	9	9226
Grand Percent	0.6%	82.1%	12.9%	0.6%	1.8%	0.8%	0.2%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Inside Lane NB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 147	Total
12/12/1																
3	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	3
00:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
01:00	0	0	0	0	0	0	1	0	3	2	1	1	0	0	0	8
01:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
01:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	1	4	0	0	1	0	0	1	7
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
04:45	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3
05:00	0	0	0	0	0	0	0	2	0	2	3	0	0	0	0	7
05:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1
05:30	0	0	0	0	0	0	0	1	1	3	3	0	0	0	0	7
05:45	0	0	0	0	0	0	0	0	3	2	0	3	0	0	1	8
06:00	0	0	0	0	0	0	0	2	4	9	4	4	1	0	1	9
06:15	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
06:30	0	0	0	0	0	0	0	2	5	2	4	1	0	0	0	14
06:45	0	0	0	0	0	0	0	1	2	4	6	5	1	0	0	19
07:00	0	0	0	0	0	0	0	0	1	7	3	12	1	0	0	24
07:15	0	0	0	0	0	0	0	3	8	15	13	18	3	0	0	60
07:30	0	0	0	0	0	0	0	1	6	6	9	1	0	0	0	23
07:45	0	0	0	0	0	0	0	1	14	12	19	4	4	0	0	54
08:00	0	0	0	0	0	0	0	2	15	17	23	6	1	2	1	67
08:15	0	0	0	0	0	0	0	2	7	21	27	17	5	1	0	80
08:30	0	0	0	0	0	0	2	11	56	62	68	16	6	2	1	224
08:45	0	0	0	0	0	0	3	4	11	28	20	12	4	1	0	83
09:00	0	0	0	0	0	0	0	2	11	25	22	10	4	1	0	75
09:15	0	0	0	0	0	0	0	1	10	13	15	11	8	0	0	58
09:30	0	0	0	0	0	0	3	11	25	17	13	7	1	3	1	81
09:45	0	0	0	0	0	0	6	18	57	83	70	40	17	5	1	297
10:00	0	0	0	0	0	0	0	1	12	14	15	9	5	2	1	59
10:15	0	0	0	0	0	0	0	4	21	18	10	8	2	0	1	64
10:30	0	0	0	0	0	0	1	4	7	13	11	2	1	1	0	40
10:45	0	0	0	0	0	0	3	6	24	7	19	13	0	0	0	72
11:00	0	0	0	0	0	0	4	15	64	52	55	32	8	3	2	235
11:15	0	0	0	0	0	0	6	8	14	14	11	9	2	0	1	65
11:30	0	0	0	0	0	0	1	2	9	17	5	3	2	0	0	39
11:45	0	0	0	0	0	0	1	4	17	10	8	5	2	1	0	48
Total	0	0	0	0	0	0	26	95	313	338	302	148	50	11	11	1294

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Inside Lane NB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 147	Total
12 PM	0	0	0	0	0	0	0	9	12	11	4	3	3	2	0	44
12:15	0	0	0	0	0	0	0	4	14	6	7	9	1	1	1	43
12:30	0	0	0	0	0	0	1	4	11	12	9	5	3	2	0	47
12:45	0	0	0	0	0	0	6	13	22	15	24	6	2	0	0	88
13:00	0	0	0	0	0	0	7	30	59	44	44	23	9	5	1	222
13:15	0	0	0	0	0	0	2	3	4	15	12	10	4	0	0	50
13:30	0	0	0	0	0	0	1	3	27	14	18	5	2	0	0	70
13:45	0	0	0	0	0	0	2	8	26	10	8	5	1	1	0	61
14:00	0	0	0	0	0	0	2	3	17	20	8	4	2	1	0	57
14:15	0	0	0	0	0	0	7	17	74	59	46	24	9	2	0	238
14:30	0	0	0	0	0	0	0	6	12	12	9	7	4	1	0	51
14:45	0	0	0	0	0	0	0	7	13	13	13	8	3	1	0	58
15:00	0	0	0	1	0	0	1	6	15	27	9	3	3	2	1	68
15:15	0	0	0	1	0	0	3	31	49	69	44	25	15	5	1	243
15:30	0	0	0	0	0	0	0	3	12	20	21	3	1	0	0	60
15:45	0	0	0	0	0	0	1	3	13	20	15	6	0	3	0	61
16:00	0	0	0	0	0	0	0	5	4	7	13	3	2	0	0	34
16:15	0	0	0	0	0	0	0	3	18	21	15	8	7	1	0	73
16:30	0	0	0	0	0	0	1	14	47	68	64	20	10	4	0	228
16:45	0	0	0	0	0	0	0	5	14	14	12	5	2	0	1	53
17:00	0	0	0	1	0	0	0	2	11	14	15	10	2	1	0	56
17:15	0	0	0	0	0	0	0	1	10	13	7	4	2	2	1	40
17:30	0	0	0	1	0	0	2	10	45	65	42	26	11	3	2	207
17:45	0	0	0	0	0	0	1	2	16	9	11	9	0	0	1	49
18:00	0	0	0	0	0	0	2	2	8	11	15	5	3	0	0	46
18:15	0	0	0	0	0	0	3	1	5	16	8	2	3	0	0	38
18:30	0	0	0	0	0	0	0	6	9	10	10	4	4	0	1	44
18:45	0	0	0	0	0	0	6	11	38	46	44	20	10	0	2	177
19:00	0	0	0	0	0	0	1	2	9	12	8	2	4	1	0	39
19:15	0	0	0	0	0	0	1	2	21	7	9	3	3	0	0	46
19:30	0	0	0	0	0	0	2	4	9	8	4	1	0	0	0	28
19:45	0	0	0	0	0	0	1	2	4	4	4	1	0	0	0	16
20:00	0	0	0	0	0	0	5	10	43	31	25	7	7	1	0	129
20:15	0	0	0	0	0	0	2	6	5	6	9	2	2	0	0	32
20:30	0	0	0	0	0	0	0	3	6	5	1	2	1	0	0	18
20:45	0	0	0	0	0	0	1	0	6	4	3	1	1	0	0	16
21:00	0	0	0	0	0	0	0	1	8	6	5	2	0	0	0	22
21:15	0	0	0	0	0	0	3	10	25	21	18	7	4	0	0	88
21:30	0	0	0	0	0	0	0	3	6	9	5	0	0	0	1	24
21:45	0	0	0	0	0	0	0	2	6	3	4	2	0	0	0	17
22:00	0	0	0	0	0	0	3	3	2	1	4	1	0	1	0	15
22:15	0	0	0	0	0	0	1	1	6	3	0	2	1	0	0	14
22:30	0	0	0	0	0	0	4	9	20	16	13	5	1	1	1	70
22:45	0	0	0	0	0	0	1	3	5	3	2	2	0	0	0	16
23:00	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	5
23:15	0	0	0	0	0	0	0	0	4	3	2	0	1	0	0	10
23:30	0	0	0	0	0	0	1	3	2	1	3	1	0	0	0	11
23:45	0	0	0	0	0	0	2	7	11	10	8	3	1	0	0	42
24:00	0	0	0	0	0	0	0	1	5	2	0	1	0	0	0	9
24:15	0	0	0	0	0	0	2	2	3	1	2	0	0	0	0	10
24:30	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
24:45	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
25:00	0	0	0	0	0	0	2	6	10	4	2	1	0	0	0	25
25:15	0	0	0	0	0	0	0	0	0	3	0	0	1	0	1	5
25:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
25:45	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3
26:00	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3
26:15	0	0	0	0	0	0	1	0	1	4	3	1	2	0	1	13
Total	0	0	0	2	0	0	43	155	422	437	353	162	79	21	8	1682
Total Stats	0	0	0	2	0	0	69	250	735	775	655	310	129	32	19	2976

15th Percentile : 43 MPH
 50th Percentile : 47 MPH
 85th Percentile : 52 MPH
 95th Percentile : 55 MPH

Mean Speed(Average) : 48 MPH
 10 MPH Pace Speed : 44-53 MPH
 Number in Pace : 2166
 Percent in Pace : 73.2%
 Number of Vehicles > 40 MPH : 2905
 Percent of Vehicles > 40 MPH : 98.2%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Outside Lane NB

Start Time	0	11	16	21	26	31	36	41	44	47	50	53	56	59	62	Total
	10	15	20	25	30	35	40	43	46	49	52	55	58	61	147	
12/12/1																
3	0	0	0	0	0	0	0	1	2	3	0	2	0	0	0	8
00:15	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	4
00:30	0	0	0	0	0	0	0	0	2	2	1	1	0	1	0	7
00:45	0	0	0	0	0	0	1	2	2	1	1	0	1	0	0	8
01:00	0	0	0	0	0	0	1	4	7	7	2	4	1	1	0	27
01:15	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:45	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	2	4	2	1	1	0	0	1	0	4
02:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	12
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
04:30	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
04:45	0	0	0	0	0	0	3	0	7	1	4	2	0	0	0	17
05:00	0	0	0	0	0	0	3	2	12	4	4	2	0	0	0	27
05:15	0	0	0	0	0	0	3	4	3	3	3	2	0	0	0	18
05:30	0	0	0	0	0	1	4	0	6	3	4	0	1	1	0	20
05:45	0	0	0	0	0	0	0	2	9	7	7	3	2	0	0	30
06:00	0	0	0	0	0	0	7	3	2	6	6	1	1	0	0	26
06:15	0	0	0	0	0	1	7	13	21	15	20	11	4	2	0	94
06:30	0	0	0	0	0	0	1	4	4	4	8	2	0	0	0	23
06:45	0	0	0	0	0	0	0	9	10	8	4	3	0	0	0	34
07:00	0	0	0	0	0	3	4	3	13	5	6	6	1	0	0	41
07:15	0	0	0	0	0	0	1	21	27	7	12	4	2	0	1	75
07:30	0	0	0	0	0	3	6	37	54	24	30	15	3	0	1	173
07:45	0	0	0	0	0	0	2	5	13	19	12	5	2	1	1	60
08:00	0	0	0	0	0	0	7	19	18	31	16	3	1	0	0	95
08:15	0	0	0	0	0	1	12	33	40	18	15	4	3	0	0	126
08:30	0	0	0	0	0	1	22	34	38	19	13	2	1	0	0	130
08:45	0	0	0	0	0	2	43	91	109	87	56	14	7	1	1	411
09:00	0	0	0	0	0	6	20	29	43	37	10	4	5	0	0	154
09:15	0	0	0	0	0	3	4	13	65	28	16	11	1	0	0	141
09:30	0	0	0	0	0	0	13	35	43	17	17	6	3	0	0	134
09:45	0	0	0	0	0	2	38	39	48	24	10	3	2	1	0	167
10:00	0	0	0	0	0	11	75	116	199	106	53	24	11	1	0	596
10:15	0	0	0	0	0	0	12	22	34	26	14	3	3	0	0	114
10:30	0	0	0	0	0	1	17	28	45	14	14	2	1	0	0	122
10:45	0	0	0	0	0	2	6	35	30	12	10	0	1	0	0	96
11:00	0	0	0	0	0	0	18	40	45	22	7	5	0	0	0	137
11:15	0	0	0	0	0	3	53	125	154	74	45	10	5	0	0	469
11:30	0	0	0	0	1	1	17	21	42	15	9	1	1	0	0	108
11:45	0	0	0	0	0	2	18	31	40	18	12	4	1	0	0	126
Total	0	0	0	0	1	3	27	31	34	9	10	1	0	0	0	116
	0	0	0	0	0	8	33	24	45	13	17	5	0	0	1	146
	0	0	0	0	2	14	95	107	161	55	48	11	2	0	1	496
	0	0	0	0	0	1	11	33	42	19	9	1	2	0	0	118
	0	0	0	0	0	0	21	29	25	27	14	2	0	0	0	118
	0	0	0	0	1	5	30	24	29	9	8	4	2	0	0	112
	0	0	0	0	0	7	29	21	34	20	8	1	1	0	1	122
	0	0	0	0	1	13	91	107	130	75	39	8	5	0	1	470
Total	0	0	0	0	3	47	377	604	853	455	298	99	39	6	4	2785

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Outside Lane NB

Start Time	010	1115	1620	2125	2630	3135	3640	4143	4446	4749	5052	5355	5658	5961	62147	Total
12 PM	0	0	0	0	0	5	21	26	53	12	17	5	3	0	0	142
12:15	0	0	0	0	0	13	34	23	51	24	9	2	0	0	0	156
12:30	0	0	0	0	0	1	21	34	38	17	18	6	0	0	0	135
12:45	0	0	0	0	0	1	47	39	39	20	8	5	2	0	0	161
13:00	0	0	0	0	0	20	123	122	181	73	52	18	5	0	0	594
13:15	0	0	0	0	0	0	16	53	56	21	11	3	0	0	0	160
13:30	0	0	0	0	0	0	19	22	57	17	8	2	2	0	0	127
13:45	0	0	0	0	0	2	26	47	44	19	8	0	0	0	0	146
14:00	0	0	0	0	0	2	31	24	42	20	12	1	2	1	0	135
14:15	0	0	0	0	0	4	92	146	199	77	39	6	4	1	0	568
14:30	0	0	0	0	0	5	32	32	36	12	12	7	2	1	0	139
14:45	0	0	0	0	0	5	24	30	39	17	13	4	0	0	0	132
15:00	0	0	0	0	1	2	20	27	39	18	11	1	3	1	0	123
15:15	0	0	0	0	0	1	23	36	31	27	16	3	2	1	1	141
15:30	0	0	0	0	1	13	99	125	145	74	52	15	7	3	1	535
15:45	0	0	0	0	0	2	14	53	35	13	10	4	2	0	0	133
16:00	0	0	0	0	0	1	27	35	35	24	15	6	0	0	0	143
16:15	0	0	0	0	0	4	26	24	26	19	11	1	0	0	1	112
16:30	0	0	0	0	0	11	17	32	49	20	12	6	0	0	0	147
16:45	0	0	0	0	0	18	84	144	145	76	48	17	2	0	1	535
17:00	0	0	0	0	0	0	10	25	32	22	10	4	1	0	0	104
17:15	0	0	0	0	0	2	22	30	26	24	14	4	0	0	1	123
17:30	0	0	0	0	0	1	11	24	42	25	10	4	2	0	0	119
17:45	0	0	0	0	7	7	20	26	38	25	16	2	2	0	0	143
18:00	0	0	0	0	7	10	63	105	138	96	50	14	5	0	1	489
18:15	0	0	0	0	0	3	31	34	46	11	10	4	1	0	0	140
18:30	0	0	0	0	0	0	13	24	40	21	15	3	2	0	0	118
18:45	0	0	0	0	0	0	13	25	31	24	7	2	2	0	0	104
19:00	0	0	0	0	0	31	31	29	15	11	2	1	0	0	0	120
19:15	0	0	0	0	0	3	88	114	146	71	43	11	6	0	0	482
19:30	0	0	0	0	0	3	20	26	43	8	4	3	0	0	0	107
19:45	0	0	0	0	0	0	23	37	35	10	7	0	1	0	0	113
20:00	0	0	0	0	0	0	18	27	34	10	6	5	1	0	0	101
20:15	0	0	0	0	0	0	7	17	25	13	4	2	1	0	0	69
20:30	0	0	0	0	0	3	68	107	137	41	21	10	3	0	0	390
20:45	0	0	0	0	0	2	6	15	23	7	5	3	0	0	0	61
21:00	0	0	0	0	0	2	2	13	23	12	6	0	0	0	1	59
21:15	0	0	0	0	0	0	8	10	26	7	5	2	0	0	0	58
21:30	0	0	0	0	0	0	5	10	10	8	3	6	1	2	0	45
21:45	0	0	0	0	0	4	21	48	82	34	19	11	1	2	1	223
22:00	0	0	0	0	1	0	1	14	16	8	4	1	2	0	0	47
22:15	0	0	0	0	0	0	5	11	12	12	6	1	0	1	0	48
22:30	0	0	0	0	0	0	4	9	11	5	6	3	2	0	0	40
22:45	0	0	0	0	0	0	7	5	14	5	4	3	0	0	0	38
23:00	0	0	0	0	1	0	17	39	53	30	20	8	4	1	0	173
23:15	0	0	0	0	0	1	6	7	6	3	3	1	0	0	0	27
23:30	0	0	0	0	0	1	1	11	8	7	4	0	0	0	0	32
23:45	0	0	0	0	0	1	2	7	6	5	4	2	1	1	0	29
24:00	0	0	0	0	0	1	1	6	2	7	4	0	1	0	0	22
24:15	0	0	0	0	0	4	10	31	22	22	15	3	2	1	0	110
24:30	0	0	0	0	0	0	2	4	9	8	3	1	0	0	0	27
24:45	0	0	0	0	0	0	2	5	11	1	0	0	0	0	0	19
25:00	0	0	0	0	0	0	4	2	3	1	3	0	1	0	0	14
25:15	0	0	0	0	0	0	3	3	5	1	3	3	0	0	0	18
25:30	0	0	0	0	0	0	11	14	28	11	9	4	1	0	0	78
25:45	0	0	0	0	0	0	1	2	6	5	3	0	0	0	0	17
26:00	0	0	0	0	0	0	0	1	3	3	1	0	0	0	0	8
26:15	0	0	0	0	0	0	1	3	6	3	1	1	1	0	0	16
26:30	0	0	0	0	0	0	1	1	2	4	0	0	0	0	0	8
26:45	0	0	0	0	0	0	3	7	17	15	5	1	1	0	0	49
Total	0	0	0	0	9	79	679	1002	1293	620	373	118	41	8	4	4226
Total Stats	0	0	0	0	12	126	1056	1606	2146	1075	671	217	80	14	8	7011

15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 48 MPH
 95th Percentile : 51 MPH

Mean Speed(Average) : 44 MPH
 10 MPH Pace Speed : 39-48 MPH
 Number in Pace : 4675
 Percent in Pace : 66.8%
 Number of Vehicles > 40 MPH : 5817
 Percent of Vehicles > 40 MPH : 83.1%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Inside Lane NB, Outside Lane NB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 147	Total
12/12/1	3	0	0	0	0	0	1	1	3	3	0	3	0	0	0	11
00:15	0	0	0	0	0	0	0	1	3	2	0	1	0	0	0	7
00:30	0	0	0	0	0	0	0	0	2	2	1	1	0	1	0	7
00:45	0	0	0	0	0	0	1	2	2	2	2	0	1	0	0	10
01:00	0	0	0	0	0	0	2	4	10	9	3	5	1	1	0	35
01:15	0	0	0	0	0	0	1	2	1	0	0	1	0	0	0	5
01:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	4
01:45	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	2	3	8	2	1	1	0	1	1	19
02:15	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	2	2	1	0	1	0	0	6
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
03:45	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	6
04:30	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	7
04:45	0	0	0	0	0	0	3	1	7	2	5	2	0	0	0	20
05:00	0	0	0	0	0	0	3	4	12	6	7	2	0	0	0	34
05:15	0	0	0	0	0	1	3	4	3	3	3	2	1	0	0	19
05:30	0	0	0	0	0	1	4	1	6	7	5	1	1	1	0	27
05:45	0	0	0	0	0	0	0	3	10	10	10	3	2	0	0	38
06:00	0	0	0	0	0	0	7	6	6	4	6	9	1	1	1	35
06:15	0	0	0	0	0	1	7	15	25	24	24	15	5	2	1	119
06:30	0	0	0	0	0	0	1	4	4	6	8	2	1	0	0	26
06:45	0	0	0	0	0	0	0	0	11	15	10	4	0	0	0	48
07:00	0	0	0	0	0	3	4	4	15	9	12	11	2	0	0	60
07:15	0	0	0	0	0	0	1	21	28	14	15	16	3	0	1	99
07:30	0	0	0	0	0	3	6	40	62	39	43	33	6	0	1	233
07:45	0	0	0	0	0	0	2	6	19	25	21	6	2	1	1	83
08:00	0	0	0	0	0	7	20	32	43	35	35	7	5	0	0	149
08:15	0	0	0	0	0	1	12	35	55	35	38	10	4	2	1	193
08:30	0	0	0	0	0	1	24	41	59	46	30	7	2	0	0	210
08:45	0	0	0	0	0	2	45	102	165	149	124	30	13	3	2	635
09:00	0	0	0	0	0	6	23	33	54	65	30	16	9	1	0	237
09:15	0	0	0	0	0	3	4	15	76	53	38	21	5	1	0	216
09:30	0	0	0	0	0	0	13	36	53	30	32	17	11	0	0	192
09:45	0	0	0	0	0	2	41	50	73	41	23	10	3	4	1	248
10:00	0	0	0	0	0	11	81	134	256	189	123	64	28	6	1	893
10:15	0	0	0	0	0	0	12	23	46	40	29	12	8	2	1	173
10:30	0	0	0	0	0	1	17	32	66	32	24	10	3	0	1	186
10:45	0	0	0	0	0	2	7	39	37	25	21	2	2	1	0	136
11:00	0	0	0	0	0	0	21	46	69	29	26	18	0	0	0	209
11:15	0	0	0	0	0	3	57	140	218	126	100	42	13	3	2	704
11:30	0	0	0	0	1	1	23	29	56	29	20	10	3	0	1	173
11:45	0	0	0	0	0	2	19	33	49	35	17	7	3	0	0	165
12:00	0	0	0	0	1	3	28	35	51	19	18	6	2	1	0	164
12:15	0	0	0	0	0	8	35	27	57	32	24	8	1	0	2	194
12:30	0	0	0	0	2	14	105	124	213	115	79	31	9	1	3	696
12:45	0	0	0	0	0	1	11	41	66	32	16	5	5	0	1	178
13:00	0	0	0	0	0	0	22	33	37	42	31	5	0	0	0	170
13:15	0	0	0	0	1	5	30	34	43	20	24	9	4	0	1	171
13:30	0	0	0	0	0	7	31	25	46	34	24	5	3	0	2	177
13:45	0	0	0	0	1	13	94	133	192	128	95	24	12	0	4	696
Total	0	0	0	0	3	47	403	699	1166	793	600	247	89	17	15	4079

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Inside Lane NB, Outside Lane NB

Start Time	0	11	16	21	26	31	36	41	44	47	50	53	56	59	62	Total
	10	15	20	25	30	35	40	43	46	49	52	55	58	61	147	
12 PM	0	0	0	0	0	5	21	35	65	23	21	8	6	2	0	186
12:15	0	0	0	0	0	13	34	27	65	30	16	11	1	1	1	199
12:30	0	0	0	0	0	1	22	38	49	29	27	11	3	2	0	182
12:45	0	0	0	0	0	1	53	52	61	35	32	11	4	0	0	249
13:00	0	0	0	0	0	20	130	152	240	117	96	41	14	5	1	816
13:15	0	0	0	0	0	0	18	56	60	36	23	13	4	0	0	210
13:30	0	0	0	0	0	0	20	25	84	31	26	7	4	0	0	197
13:45	0	0	0	0	0	2	28	55	70	29	16	5	1	1	0	207
14:00	0	0	0	0	0	2	33	27	59	40	20	5	4	2	0	192
14:15	0	0	0	0	0	4	99	163	273	136	85	30	13	3	0	806
14:30	0	0	0	0	0	5	32	38	48	24	21	14	6	2	0	190
14:45	0	0	0	0	0	5	24	37	52	30	26	12	3	1	0	190
15:00	0	0	0	1	1	2	22	39	48	35	24	8	8	2	0	189
15:15	0	0	0	1	1	1	24	42	46	54	25	6	5	3	2	209
15:30	0	0	0	1	1	13	102	156	194	143	96	40	22	8	2	778
15:45	0	0	0	0	0	2	14	56	47	33	31	7	3	0	0	193
16:00	0	0	0	0	0	1	28	38	48	44	30	12	0	3	0	204
16:15	0	0	0	0	0	4	26	29	30	26	24	4	2	0	1	146
16:30	0	0	0	0	0	11	17	35	67	41	27	14	7	1	0	220
16:45	0	0	0	0	0	18	85	158	192	144	112	37	12	4	1	763
17:00	0	0	0	0	0	0	10	30	46	36	22	9	3	0	1	157
17:15	0	0	0	0	0	2	24	32	36	48	22	11	5	0	1	181
17:30	0	0	0	1	1	1	11	26	53	39	25	14	4	1	0	175
17:45	0	0	0	0	7	7	20	27	48	38	23	6	4	2	1	183
18:00	0	0	0	1	7	10	65	115	183	161	92	40	16	3	3	696
18:15	0	0	0	0	0	3	32	36	62	20	21	13	1	0	1	189
18:30	0	0	0	0	0	0	15	26	48	32	30	8	5	0	0	164
18:45	0	0	0	0	0	0	16	26	36	40	15	4	5	0	0	142
19:00	0	0	0	0	0	31	37	38	25	21	6	5	0	1	1	164
19:15	0	0	0	0	0	3	94	125	184	117	87	31	16	0	2	659
19:30	0	0	0	0	0	3	21	28	52	20	12	5	4	1	0	146
19:45	0	0	0	0	0	0	24	39	56	17	16	3	4	0	0	159
20:00	0	0	0	0	0	0	20	31	43	18	10	6	1	0	0	129
20:15	0	0	0	0	0	0	8	19	29	17	8	3	1	0	0	85
20:30	0	0	0	0	0	3	73	117	180	72	46	17	10	1	0	519
20:45	0	0	0	0	0	2	8	21	28	13	14	5	2	0	0	93
21:00	0	0	0	0	0	2	2	16	29	17	7	2	1	0	1	77
21:15	0	0	0	0	0	0	9	10	32	11	8	3	1	0	0	74
21:30	0	0	0	0	0	0	5	11	18	14	8	8	1	2	0	67
21:45	0	0	0	0	0	4	24	58	107	55	37	18	5	2	1	311
22:00	0	0	0	0	1	0	1	17	22	17	9	1	2	0	1	71
22:15	0	0	0	0	0	0	5	13	18	15	10	3	0	1	0	65
22:30	0	0	0	0	0	0	7	12	13	6	10	4	2	1	0	55
22:45	0	0	0	0	0	0	8	6	20	8	4	5	1	0	0	52
23:00	0	0	0	0	1	0	21	48	73	46	33	13	5	2	1	243
23:15	0	0	0	0	0	1	7	10	11	6	5	3	0	0	0	43
23:30	0	0	0	0	0	1	1	12	8	10	5	0	0	0	0	37
23:45	0	0	0	0	0	1	2	7	10	8	6	2	2	1	0	39
24:00	0	0	0	0	0	1	2	9	4	8	7	1	1	0	0	33
24:15	0	0	0	0	0	4	12	38	33	32	23	6	3	1	0	152
24:30	0	0	0	0	0	0	2	5	14	10	3	2	0	0	0	36
24:45	0	0	0	0	0	0	4	7	14	2	2	0	0	0	0	29
25:00	0	0	0	0	0	0	4	3	5	1	3	0	1	0	0	17
25:15	0	0	0	0	0	0	3	5	5	2	3	3	0	0	0	21
25:30	0	0	0	0	0	0	13	20	38	15	11	5	1	0	0	103
25:45	0	0	0	0	0	0	1	2	6	8	3	0	1	0	1	22
26:00	0	0	0	0	0	0	0	1	3	4	2	0	0	0	0	10
26:15	0	0	0	0	0	0	1	3	6	3	2	2	2	0	0	19
26:30	0	0	0	0	0	0	2	1	3	4	1	0	0	0	0	11
26:45	0	0	0	0	0	0	4	7	18	19	8	2	3	0	1	62
Total	0	0	0	2	9	79	722	1157	1715	1057	726	280	120	29	12	5908
Total Stats	0	0	0	2	12	126	1125	1856	2881	1850	1326	527	209	46	27	9987

15th Percentile : 38 MPH
 50th Percentile : 44 MPH
 85th Percentile : 50 MPH
 95th Percentile : 53 MPH

Mean Speed(Average) : 45 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 6361
 Percent in Pace : 63.9%
 Number of Vehicles > 40 MPH : 8722
 Percent of Vehicles > 40 MPH : 87.6%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Inside Lane SB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 147	Total
12/12/1																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
00:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	1	0	0	0	1	3	0	0	0	0	0	1	6
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	5	2	1	0	1	1	0	11
04:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	1	1	6	2	3	0	1	1	0	15
05:15	0	0	0	0	0	0	0	2	2	2	0	1	0	0	0	7
05:30	0	0	0	0	0	0	1	2	2	0	2	0	1	0	0	8
05:45	0	0	0	0	0	0	3	4	2	4	2	1	0	1	0	17
06:00	0	0	0	0	0	0	4	1	4	3	2	3	3	0	0	20
06:15	0	0	0	0	0	0	8	9	10	9	6	5	4	1	0	52
06:30	0	0	0	0	0	0	1	7	8	6	3	1	0	0	0	26
06:45	0	0	0	0	0	0	5	4	8	4	4	2	0	1	0	28
07:00	0	0	0	0	0	0	1	2	10	8	4	1	1	0	0	27
07:15	0	0	0	0	0	0	3	7	14	16	6	6	0	0	0	52
07:30	0	0	0	0	0	0	10	20	40	34	17	10	1	1	0	133
07:45	0	0	0	0	2	0	3	2	11	14	9	4	2	1	0	48
08:00	0	0	0	0	0	0	2	6	16	12	11	1	1	0	0	49
08:15	0	0	0	0	0	0	3	4	25	21	3	3	2	2	0	63
08:30	0	0	0	0	1	3	1	20	27	14	13	1	0	1	0	81
08:45	0	0	0	0	3	3	9	32	79	61	36	9	5	4	0	241
09:00	0	0	0	0	0	0	2	3	22	22	11	1	2	0	0	63
09:15	0	0	0	0	0	1	4	11	21	26	15	4	1	1	0	84
09:30	0	0	0	0	2	2	9	4	27	15	15	4	0	0	0	78
09:45	0	0	0	0	3	3	2	21	23	15	7	4	0	0	0	78
10:00	0	0	0	0	5	6	17	39	93	78	48	13	3	1	0	303
10:15	0	0	0	0	6	3	6	14	35	18	15	4	0	0	0	101
10:30	0	0	0	1	2	3	7	23	18	16	21	2	1	0	0	94
10:45	0	0	0	0	1	1	3	14	29	14	8	5	0	0	0	75
11:00	0	0	0	0	0	2	5	8	23	22	12	2	1	0	0	75
11:15	0	0	0	1	9	9	21	59	105	70	56	13	2	0	0	345
11:30	0	0	0	0	3	3	9	21	29	23	5	4	1	1	0	99
11:45	0	0	0	1	2	1	17	18	31	14	6	0	0	0	1	91
12:00	0	0	0	1	3	3	4	17	34	21	7	2	0	0	0	92
12:15	0	0	0	1	3	3	7	16	22	23	10	5	1	1	0	92
12:30	0	0	0	3	11	10	37	72	116	81	28	11	2	2	1	374
12:45	0	0	0	1	5	4	7	21	29	21	15	4	2	0	0	109
13:00	0	0	0	1	2	3	7	10	42	18	14	2	3	0	0	102
13:15	0	0	0	0	8	3	5	18	33	15	7	5	1	1	0	96
13:30	0	0	0	1	4	6	13	31	40	24	14	2	0	1	0	136
13:45	0	0	0	3	19	16	32	80	144	78	50	13	6	2	0	443
Total	0	0	0	8	47	45	136	314	597	417	244	74	24	14	3	1923

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Inside Lane SB

Start Time	0	11	16	21	26	31	36	41	44	47	50	53	56	59	62	Total
	10	15	20	25	30	35	40	43	46	49	52	55	58	61	147	
12 PM	0	0	0	2	2	2	8	24	34	27	14	3	1	0	0	117
12:15	0	0	0	1	4	5	11	8	50	32	15	1	2	0	0	129
12:30	0	0	0	1	3	3	13	14	45	19	14	4	0	0	0	116
12:45	0	0	0	0	1	6	10	26	35	17	15	4	1	0	0	115
13:00	0	0	0	4	10	16	42	72	164	95	58	12	4	0	0	477
13:15	0	0	0	1	2	4	3	17	41	26	12	3	4	1	0	114
13:30	0	0	0	0	2	7	11	21	48	25	13	2	2	0	1	132
13:45	0	0	0	0	1	2	6	21	37	18	11	0	1	1	1	99
14:00	0	0	0	0	2	5	9	13	31	18	12	8	1	1	0	100
14:15	0	0	0	1	7	18	29	72	157	87	48	13	8	3	2	445
14:30	0	0	0	1	5	2	6	14	37	21	21	4	4	0	1	116
14:45	0	0	0	0	1	5	5	14	40	16	16	3	1	0	0	101
15:00	0	0	0	0	5	7	5	18	37	23	10	7	2	1	0	115
15:15	0	0	0	0	2	0	8	14	35	30	15	6	1	0	1	112
15:30	0	0	0	1	13	14	24	60	149	90	62	20	8	1	2	444
15:45	0	0	0	2	6	5	6	19	33	22	17	7	1	0	0	118
16:00	0	0	0	0	1	3	8	11	43	33	16	5	0	0	0	120
16:15	0	0	0	1	6	4	11	18	24	27	23	9	1	0	0	124
16:30	0	0	0	0	2	4	7	8	36	35	27	7	5	2	0	133
16:45	0	0	0	3	15	16	32	56	136	117	83	28	7	2	0	495
17:00	0	0	0	0	7	4	8	23	52	43	16	3	4	0	0	160
17:15	0	0	0	0	3	2	5	13	35	31	16	6	3	1	1	116
17:30	0	0	0	0	3	5	9	13	39	37	20	5	1	0	0	132
17:45	0	0	0	0	3	8	11	12	51	35	14	1	1	0	0	136
18:00	0	0	0	0	16	19	33	61	177	146	66	15	9	1	1	544
18:15	0	0	0	0	1	4	11	20	74	32	11	4	2	0	0	159
18:30	0	0	0	0	1	9	19	27	38	16	16	3	1	3	0	133
18:45	0	0	0	0	4	2	5	17	24	16	11	7	2	0	0	88
19:00	0	0	0	0	1	7	8	25	27	12	8	1	0	0	0	89
19:15	0	0	0	0	7	22	43	89	163	76	46	15	5	3	0	469
19:30	0	0	0	0	6	4	6	20	29	8	8	1	1	0	0	83
19:45	0	0	0	0	0	3	8	7	26	14	7	0	1	0	0	66
20:00	0	0	0	0	1	3	2	9	27	15	4	1	0	0	0	62
20:15	0	0	0	1	0	2	6	6	7	9	8	0	2	0	0	41
20:30	0	0	0	1	7	12	22	42	89	46	27	2	4	0	0	252
20:45	0	0	0	0	3	1	4	7	11	11	5	2	0	0	0	44
21:00	0	0	0	0	2	0	5	9	14	8	8	1	2	0	1	50
21:15	0	0	0	0	1	0	6	4	7	9	2	1	1	0	0	31
21:30	0	0	0	0	0	0	9	8	9	5	0	0	0	0	0	31
21:45	0	0	0	0	6	1	24	28	41	33	15	4	3	0	1	156
22:00	0	0	0	0	0	1	2	3	8	2	5	1	1	0	0	23
22:15	0	0	0	0	0	0	4	9	8	4	3	0	0	0	0	28
22:30	0	0	0	0	0	0	0	3	7	4	2	0	1	0	0	17
22:45	0	0	0	0	0	0	0	6	12	3	2	0	0	0	0	23
23:00	0	0	0	0	0	1	6	21	35	13	12	1	2	0	0	91
23:15	0	0	0	0	0	1	0	1	6	6	5	2	1	0	0	22
23:30	0	0	0	0	1	0	5	2	7	2	1	0	0	0	0	18
23:45	0	0	0	0	0	0	0	5	8	2	0	2	0	0	0	17
24:00	0	0	0	0	0	2	7	10	7	7	1	0	0	0	0	27
24:15	0	0	0	0	1	1	7	15	31	17	7	4	1	0	0	84
24:30	0	0	0	0	0	0	1	2	2	4	1	1	0	0	0	11
24:45	0	0	0	0	0	1	0	0	3	2	2	0	0	0	0	8
25:00	0	0	0	0	0	0	1	2	3	1	2	1	0	0	0	10
25:15	0	0	0	0	0	2	1	0	1	1	0	0	0	0	0	5
25:30	0	0	0	0	0	3	3	4	9	8	5	2	0	0	0	34
25:45	0	0	0	0	0	0	1	3	1	2	1	1	0	0	1	10
26:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
26:15	0	0	0	0	0	0	0	3	3	2	1	0	0	0	0	9
26:30	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	6
26:45	0	0	0	0	0	0	4	7	7	5	3	1	0	0	1	28
Total	0	0	0	10	82	123	269	527	1158	733	432	117	51	10	7	3519
Total Stats	0	0	0	18	129	168	405	841	1755	1150	676	191	75	24	10	5442

15th Percentile : 37 MPH
 50th Percentile : 44 MPH
 85th Percentile : 49 MPH
 95th Percentile : 52 MPH

Mean Speed(Average) : 44 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 3576
 Percent in Pace : 65.8%
 Number of Vehicles > 40 MPH : 4722
 Percent of Vehicles > 40 MPH : 86.9%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Outside Lane SB

Start Time	010	1115	1620	2125	2630	3135	3640	4143	4446	4749	5052	5355	5658	5961	62147	Total
12/12/13																
3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	4
00:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	1	1	4	4	0	0	0	0	0	0	11
01:15	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3
02:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
04:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	1	2	4	0	0	0	0	1	0	8
04:45	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
05:00	0	0	0	0	0	2	4	7	0	0	0	0	0	1	1	15
05:15	0	0	0	0	1	0	3	3	1	1	0	1	0	1	0	11
05:30	0	0	0	0	0	0	3	0	1	0	2	0	0	0	0	6
05:45	0	0	0	0	0	4	5	2	3	0	1	0	0	0	0	15
06:00	0	0	0	0	0	7	1	2	3	1	1	0	0	0	0	15
06:15	0	0	0	0	1	0	17	9	6	7	3	3	0	1	0	47
06:30	0	0	0	0	0	0	2	1	4	1	2	0	0	0	0	10
06:45	0	0	0	0	0	3	3	7	2	3	0	1	0	0	0	19
07:00	0	0	0	0	2	0	1	9	11	4	0	0	0	0	0	27
07:15	0	0	0	0	0	2	10	6	4	4	0	1	0	0	0	27
07:30	0	0	0	0	2	0	8	23	11	11	9	0	2	0	0	83
07:45	0	0	0	0	0	2	13	11	6	4	2	1	0	0	0	39
08:00	0	0	0	0	0	1	8	9	0	7	2	0	0	0	0	27
08:15	0	0	0	0	1	4	12	22	11	5	3	0	0	0	0	58
08:30	0	0	0	0	1	1	5	18	12	5	3	1	0	0	0	58
08:45	0	0	0	0	1	2	12	51	54	29	21	10	2	0	0	182
09:00	0	0	0	0	5	12	5	18	9	2	1	2	0	0	0	54
09:15	0	0	0	0	1	3	11	23	18	11	1	0	1	0	0	70
09:30	0	0	0	0	0	1	2	18	17	10	7	2	0	0	0	57
09:45	0	0	0	0	2	8	22	26	12	6	3	1	0	0	0	80
10:00	0	0	0	0	1	9	25	56	84	49	26	7	3	1	0	261
10:15	0	0	0	0	1	1	10	23	14	9	9	1	1	0	0	69
10:30	0	0	0	1	3	4	12	31	23	8	2	1	0	0	0	85
10:45	0	0	0	1	0	5	14	18	22	9	1	0	0	1	0	71
11:00	1	0	0	0	1	2	19	18	20	7	4	3	0	0	0	75
11:15	1	0	0	2	5	12	55	90	79	33	16	5	1	1	0	300
11:30	0	0	0	1	1	1	13	19	29	11	3	2	0	0	0	80
11:45	0	0	0	1	2	2	18	19	16	4	6	3	2	1	0	74
12:00	0	0	0	0	1	3	11	12	29	12	4	2	0	0	0	74
12:15	0	0	0	0	2	4	16	23	24	8	3	3	2	0	0	85
12:30	0	0	0	2	6	10	58	73	98	35	16	10	4	1	0	313
12:45	0	0	0	1	1	2	15	24	22	6	7	2	2	0	0	82
13:00	0	0	1	0	0	3	14	11	26	16	6	1	1	0	0	79
13:15	0	0	0	0	0	4	7	25	31	10	4	1	0	0	1	83
13:30	0	0	0	0	1	3	22	18	25	7	8	2	0	0	0	86
13:45	0	0	1	1	2	12	58	78	104	39	25	6	3	0	1	330
Total	1	1	1	5	18	47	237	391	468	204	118	42	15	5	2	1555

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Outside Lane SB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 147	Total
12 PM	0	0	0	1	2	4	15	19	28	14	6	1	1	0	0	91
12:15	0	0	0	0	0	1	13	24	26	22	11	3	0	0	0	100
12:30	0	0	0	0	0	0	9	23	24	14	9	1	0	0	0	80
12:45	0	0	0	0	2	2	18	23	28	5	2	2	0	0	0	82
13:00	0	0	0	1	4	7	55	89	106	55	28	7	1	0	0	353
13:15	0	0	0	1	2	0	13	16	19	13	3	0	1	1	1	70
13:30	0	0	1	0	0	3	14	21	32	10	6	2	0	0	0	89
13:30	0	0	0	0	1	3	10	20	24	14	7	2	0	0	0	81
13:45	0	0	0	1	3	3	14	20	17	11	7	2	1	0	0	79
14:00	0	0	1	2	6	9	51	77	92	48	23	6	2	1	1	319
14:15	0	0	0	0	2	3	15	16	27	11	5	2	0	0	0	81
14:30	0	0	0	0	0	2	13	9	26	17	5	1	1	0	1	75
14:45	0	0	0	0	1	3	12	24	28	14	4	4	0	0	0	90
15:00	0	0	0	0	1	6	11	13	26	12	15	5	0	0	0	89
15:15	0	0	0	0	4	14	51	62	107	54	29	12	1	0	1	335
15:30	0	0	0	0	3	3	11	22	21	12	6	2	0	0	0	80
15:45	0	0	0	0	3	1	11	16	31	12	9	6	0	0	1	90
16:00	0	0	0	0	3	2	15	22	24	15	8	4	0	1	0	94
16:15	0	0	0	0	2	0	9	17	25	13	15	3	1	0	1	86
16:30	0	0	0	0	11	6	46	77	101	52	38	15	1	1	2	350
16:45	0	0	0	0	1	3	13	21	29	17	11	5	2	0	1	103
17:00	0	0	0	0	0	1	10	19	32	14	13	5	2	0	0	96
17:15	0	0	0	0	1	1	14	17	37	20	5	5	1	0	0	101
17:30	0	0	0	0	3	3	10	14	43	17	8	2	0	0	0	100
17:45	0	0	0	0	5	8	47	71	141	68	37	17	5	0	1	400
18:00	0	0	0	0	1	0	12	31	36	22	10	3	0	0	0	115
18:15	0	0	0	0	2	4	10	23	26	21	10	0	2	0	0	98
18:30	0	0	0	0	0	1	17	12	21	10	7	4	0	0	0	72
18:45	0	0	0	0	4	19	19	20	8	0	0	0	0	0	0	70
19:00	0	0	0	0	3	9	58	85	103	61	27	7	2	0	0	355
19:15	0	0	0	0	1	3	11	24	25	5	2	2	0	0	0	73
19:30	0	0	0	0	0	2	8	7	22	6	3	2	1	0	0	51
19:45	0	0	0	0	0	0	8	10	15	5	1	1	3	0	0	43
20:00	0	0	0	0	0	0	4	10	7	6	3	1	0	0	0	31
20:15	0	0	0	0	1	5	31	51	69	22	9	6	4	0	0	198
20:30	0	0	0	0	3	1	3	7	8	8	3	0	0	0	0	33
20:45	0	0	0	0	0	0	2	9	3	6	8	1	0	0	1	30
21:00	0	0	0	0	1	0	4	9	11	5	3	0	0	0	0	33
21:15	0	0	0	0	1	1	8	9	10	3	0	0	0	0	0	32
21:30	0	0	0	0	5	2	17	34	32	22	14	1	0	0	1	128
21:45	0	0	0	2	1	0	4	5	5	0	5	1	0	0	0	23
22:00	0	0	0	0	0	0	8	5	10	0	4	1	0	0	0	28
22:15	0	0	0	0	0	0	4	4	7	4	1	0	0	0	0	20
22:30	0	0	0	0	0	0	3	9	6	5	3	0	0	0	0	26
22:45	0	0	0	2	1	0	19	23	28	9	13	2	0	0	0	97
23:00	0	0	0	0	0	0	4	10	4	5	0	0	0	0	0	23
23:15	0	0	0	0	0	0	0	6	5	2	0	0	0	0	0	13
23:30	0	0	0	0	0	0	3	4	6	3	1	0	0	0	0	17
23:45	0	0	0	0	0	0	2	3	12	1	2	0	0	0	0	20
24:00	0	0	0	0	0	0	9	23	27	11	3	0	0	0	0	73
24:15	0	0	0	0	0	0	3	3	3	3	1	0	0	0	0	13
24:30	0	0	0	0	0	1	1	2	1	0	2	0	0	0	0	7
24:45	0	0	0	1	1	0	1	0	2	0	1	0	1	0	0	7
25:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
25:15	0	0	0	1	1	1	5	7	7	4	4	0	1	0	0	31
25:30	0	0	0	0	0	0	2	2	2	2	1	0	0	0	1	10
25:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
26:00	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
26:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:30	0	0	0	0	0	1	2	5	3	2	1	0	0	0	1	15
Total	0	0	1	6	41	62	391	604	816	408	226	73	17	2	7	2654
Total Stats	1	1	2	11	59	109	628	995	1284	612	344	115	32	7	9	4209

15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 47 MPH
 95th Percentile : 51 MPH

Mean Speed(Average) : 43 MPH
 10 MPH Pace Speed : 38-47 MPH
 Number in Pace : 2775
 Percent in Pace : 66.1%
 Number of Vehicles > 40 MPH : 3398
 Percent of Vehicles > 40 MPH : 80.9%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Inside Lane SB, Outside Lane SB

Start Time	0 10	11 15	16 20	21 25	26 30	31 35	36 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 147	Total
12/12/1																
3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
00:30	0	0	0	1	0	1	0	1	3	0	0	0	0	0	0	6
00:45	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	4
01:00	0	1	0	1	0	1	1	5	7	0	0	0	0	0	1	17
01:15	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3
01:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	1	1	2	1	0	0	0	1	7
02:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	4
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	1	2	2	1	0	0	1	0	2	0	9
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	3	3	1	0	0	0	0	8
04:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	2	2	9	2	1	0	1	2	0	19
04:45	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6
05:00	0	0	0	0	0	0	3	5	13	2	3	0	1	2	1	30
05:15	0	0	0	0	1	0	3	5	3	3	0	2	0	1	0	18
05:30	0	0	0	0	0	0	4	2	3	0	4	0	1	0	0	14
05:45	0	0	0	0	0	0	7	9	4	7	2	2	0	1	0	32
06:00	0	0	0	0	0	0	11	2	6	6	3	4	3	0	0	35
06:15	0	0	0	0	1	0	25	18	16	16	9	8	4	2	0	99
06:30	0	0	0	0	0	0	3	8	12	7	5	1	0	0	0	36
06:45	0	0	0	0	0	0	8	7	15	6	7	2	1	1	0	47
07:00	0	0	0	0	2	0	2	11	21	12	4	1	1	0	0	54
07:15	0	0	0	0	0	0	5	17	20	20	10	6	1	0	0	79
07:30	0	0	0	0	2	0	18	43	68	45	26	10	3	1	0	216
07:45	0	0	0	0	2	0	5	15	22	20	13	6	3	1	0	87
08:00	0	0	0	0	0	0	3	14	25	12	18	3	1	0	0	76
08:15	0	0	0	0	0	1	7	16	47	32	8	6	2	2	0	121
08:30	0	0	0	0	2	4	6	38	39	26	18	4	1	1	0	139
08:45	0	0	0	0	4	5	21	83	133	90	57	19	7	4	0	423
09:00	0	0	0	0	0	5	14	8	40	31	13	2	4	0	0	117
09:15	0	0	0	0	1	2	7	22	44	44	26	5	1	2	0	154
09:30	0	0	0	0	2	3	11	22	44	25	22	6	0	0	0	135
09:45	0	0	0	0	3	5	10	43	49	27	13	7	1	0	0	158
10:00	0	0	0	0	6	15	42	95	177	127	74	20	6	2	0	564
10:15	0	0	0	0	7	4	16	37	49	27	24	5	1	0	0	170
10:30	0	0	0	2	5	7	19	54	41	24	23	3	1	0	0	179
10:45	0	0	0	1	1	6	17	32	51	23	9	5	0	1	0	146
11:00	1	0	0	0	1	4	24	26	43	29	16	5	1	0	0	150
11:15	1	0	0	3	14	21	76	149	184	103	72	18	3	1	0	645
11:30	0	0	0	1	4	4	22	40	58	34	8	6	1	1	0	179
11:45	0	0	0	2	4	3	35	37	47	18	12	3	2	1	1	165
12:00	0	0	0	1	4	6	15	29	63	33	11	4	0	0	0	166
12:15	0	0	0	1	5	7	23	39	46	31	13	8	3	1	0	177
12:30	0	0	0	5	17	20	95	145	214	116	44	21	6	3	1	687
12:45	0	0	0	2	6	6	22	45	51	27	22	6	4	0	0	191
13:00	0	0	1	1	2	6	21	21	68	34	20	3	4	0	0	181
13:15	0	0	0	0	8	7	12	43	64	25	11	6	1	1	1	179
13:30	0	0	0	1	5	9	35	49	65	31	22	4	0	1	0	222
13:45	0	0	1	4	21	28	90	158	248	117	75	19	9	2	1	773
Total	1	1	1	13	65	92	373	705	1065	621	362	116	39	19	5	3478

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Inside Lane SB, Outside Lane SB

Start Time	0	11	16	21	26	31	36	41	44	47	50	53	56	59	62	Total
	10	15	20	25	30	35	40	43	46	49	52	55	58	61	147	
12 PM	0	0	0	3	4	6	23	43	62	41	20	4	2	0	0	208
12:15	0	0	0	1	4	6	24	32	76	54	26	4	2	0	0	229
12:30	0	0	0	1	3	3	22	37	69	33	23	5	0	0	0	196
12:45	0	0	0	0	3	8	28	49	63	22	17	6	1	0	0	197
13:00	0	0	0	5	14	23	97	161	270	150	86	19	5	0	0	830
13:15	0	0	0	2	4	4	16	33	60	39	15	3	5	2	1	184
13:30	0	0	1	0	2	10	25	42	80	35	19	4	2	0	1	221
13:45	0	0	0	0	2	5	16	41	61	32	18	2	1	1	1	180
14:00	0	0	0	1	5	8	23	33	48	29	19	10	2	1	0	179
14:15	0	0	1	3	13	27	80	149	249	135	71	19	10	4	3	764
14:30	0	0	0	1	7	5	21	30	64	32	26	6	4	0	1	197
14:45	0	0	0	0	1	7	18	23	66	33	21	4	2	0	1	176
15:00	0	0	0	0	6	10	17	42	65	37	14	11	2	1	0	205
15:15	0	0	0	0	3	6	19	27	61	42	30	11	1	0	1	201
15:30	0	0	0	1	17	28	75	122	256	144	91	32	9	1	3	779
15:45	0	0	0	2	9	8	17	41	54	34	23	9	1	0	0	198
16:00	0	0	0	0	4	4	19	27	74	45	25	11	0	0	1	210
16:15	0	0	0	1	9	6	26	40	48	42	31	13	1	1	0	218
16:30	0	0	0	0	4	4	16	25	61	48	42	10	6	2	1	219
16:45	0	0	0	3	26	22	78	133	237	169	121	43	8	3	2	845
17:00	0	0	0	0	8	7	21	44	81	60	27	8	6	0	1	263
17:15	0	0	0	0	3	3	15	32	67	45	29	11	5	1	1	212
17:30	0	0	0	0	4	6	23	30	76	57	25	10	2	0	0	233
17:45	0	0	0	0	6	11	21	26	94	52	22	3	1	0	0	236
18:00	0	0	0	0	21	27	80	132	318	214	103	32	14	1	2	944
18:15	0	0	0	0	2	4	23	51	110	54	21	7	2	0	0	274
18:30	0	0	0	0	3	13	29	50	64	37	26	3	3	3	0	231
18:45	0	0	0	0	4	3	22	29	45	26	18	11	2	0	0	160
19:00	0	0	0	0	1	11	27	44	47	20	8	1	0	0	0	159
19:15	0	0	0	0	10	31	101	174	266	137	73	22	7	3	0	824
19:30	0	0	0	0	7	7	17	44	54	13	10	3	1	0	0	156
19:45	0	0	0	0	0	5	16	14	48	20	10	2	2	0	0	117
20:00	0	0	0	0	1	3	10	19	42	20	5	2	3	0	0	105
20:15	0	0	0	1	0	2	10	16	14	15	11	1	2	0	0	72
20:30	0	0	0	1	8	17	53	93	158	68	36	8	8	0	0	450
20:45	0	0	0	0	6	2	7	14	19	19	8	2	0	0	0	77
21:00	0	0	0	0	2	0	7	18	17	14	16	2	2	0	2	80
21:15	0	0	0	0	2	0	10	13	18	14	5	1	1	0	0	64
21:30	0	0	0	0	1	1	17	17	19	8	0	0	0	0	0	63
21:45	0	0	0	0	11	3	41	62	73	55	29	5	3	0	2	284
22:00	0	0	0	2	1	1	6	8	13	2	10	2	1	0	0	46
22:15	0	0	0	0	0	0	12	14	18	4	7	1	0	0	0	56
22:30	0	0	0	0	0	0	4	7	14	8	3	0	1	0	0	37
22:45	0	0	0	0	0	0	3	15	18	8	5	0	0	0	0	49
23:00	0	0	0	2	1	1	25	44	63	22	25	3	2	0	0	188
23:15	0	0	0	0	0	1	4	11	10	11	5	2	1	0	0	45
23:30	0	0	0	0	1	0	5	8	12	4	1	0	0	0	0	31
23:45	0	0	0	0	0	0	3	9	14	5	1	2	0	0	0	34
24:00	0	0	0	0	0	0	4	10	22	8	3	0	0	0	0	47
24:15	0	0	0	0	1	1	16	38	58	28	10	4	1	0	0	157
24:30	0	0	0	0	0	0	4	5	5	7	2	1	0	0	0	24
24:45	0	0	0	0	2	1	2	4	2	4	4	0	0	0	0	15
25:00	0	0	0	1	0	2	2	5	1	3	1	1	1	0	0	17
25:15	0	0	0	0	2	1	2	2	2	2	0	0	0	0	0	9
25:30	0	0	0	1	1	4	8	11	16	12	9	2	1	0	0	65
25:45	0	0	0	0	0	0	3	5	3	4	2	1	0	0	2	20
26:00	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4
26:15	0	0	0	0	0	0	0	6	4	2	1	0	0	0	0	13
26:30	0	0	0	0	0	1	1	2	1	1	1	0	0	0	0	6
26:45	0	0	0	0	0	1	6	12	10	7	4	1	0	0	2	43
Total	0	0	1	16	123	185	660	1131	1974	1141	658	190	68	12	14	6173
Total Stats	1	1	2	29	188	277	1033	1836	3039	1762	1020	306	107	31	19	9651

15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 48 MPH
 95th Percentile : 51 MPH

Mean Speed(Average) : 44 MPH
 10 MPH Pace Speed : 40-49 MPH
 Number in Pace : 6226
 Percent in Pace : 64.6%
 Number of Vehicles > 40 MPH : 8120
 Percent of Vehicles > 40 MPH : 84.3%

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Inside Lane NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
06:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
06:45	0	22	2	0	1	0	0	0	0	0	0	0	0	0	0	25
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	11	1	1	0	0	0	0	1	0	0	0	0	0	0	14
07:30	0	13	4	1	0	1	0	0	0	0	0	0	0	0	0	19
07:45	0	17	6	0	1	0	0	0	0	0	0	0	0	0	0	24
08:00	0	43	12	2	1	1	0	0	1	0	0	0	0	0	0	60
08:15	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
08:30	0	47	5	0	1	0	0	1	0	0	0	0	0	0	0	54
08:45	0	61	5	0	1	0	0	0	0	0	0	0	0	0	0	67
09:00	0	61	16	0	3	0	0	0	0	0	0	0	0	0	0	80
09:15	0	189	29	0	5	0	0	1	0	0	0	0	0	0	0	224
09:30	1	66	13	1	1	1	0	0	0	0	0	0	0	0	0	83
09:45	0	60	13	0	1	1	0	0	0	0	0	0	0	0	0	75
10:00	0	45	12	0	1	0	0	0	0	0	0	0	0	0	0	58
10:15	0	71	8	1	0	0	1	0	0	0	0	0	0	0	0	81
10:30	1	242	46	2	3	2	1	0	0	0	0	0	0	0	0	297
10:45	0	51	7	0	1	0	0	0	0	0	0	0	0	0	0	59
11:00	1	50	10	0	1	0	0	2	0	0	0	0	0	0	0	64
11:15	0	34	4	1	0	0	0	0	1	0	0	0	0	0	0	40
11:30	1	64	4	0	3	0	0	0	0	0	0	0	0	0	0	72
11:45	2	199	25	1	5	0	0	2	1	0	0	0	0	0	0	235
12:00	2	53	7	1	1	1	0	0	0	0	0	0	0	0	0	65
12:15	1	35	2	0	1	0	0	0	0	0	0	0	0	0	0	39
12:30	0	38	9	0	1	0	0	0	0	0	0	0	0	0	0	48
12:45	0	41	6	0	0	1	0	0	0	0	0	0	0	0	0	48
13:00	3	167	24	1	3	2	0	0	0	0	0	0	0	0	0	200
13:15	0	47	12	0	1	0	0	0	0	0	0	0	0	0	0	60
13:30	0	40	10	0	1	0	0	1	0	0	0	0	0	0	0	52
13:45	0	51	7	0	1	0	0	0	0	0	0	0	0	0	0	59
14:00	0	44	10	0	1	0	0	0	0	0	0	0	0	0	0	55
14:15	0	182	39	0	4	0	0	1	0	0	0	0	0	0	0	226
Total	6	1065	181	6	24	5	1	4	2	0	0	0	0	0	0	1294
Percent	0.5%	82.3%	14.0%	0.5%	1.9%	0.4%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Inside Lane NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	37	5	0	2	0	0	0	0	0	0	0	0	0	0	44
12:15	0	33	7	0	2	0	0	1	0	0	0	0	0	0	0	43
12:30	0	37	10	0	0	0	0	0	0	0	0	0	0	0	0	47
12:45	0	68	17	0	3	0	0	0	0	0	0	0	0	0	0	88
	0	175	39	0	7	0	0	1	0	0	0	0	0	0	0	222
13:00	0	44	5	1	0	0	0	0	0	0	0	0	0	0	0	50
13:15	1	56	9	1	2	1	0	0	0	0	0	0	0	0	0	70
13:30	0	42	16	0	3	0	0	0	0	0	0	0	0	0	0	61
13:45	0	46	7	0	3	0	0	1	0	0	0	0	0	0	0	57
	1	188	37	2	8	1	0	1	0	0	0	0	0	0	0	238
14:00	0	42	8	0	1	0	0	0	0	0	0	0	0	0	0	51
14:15	0	52	6	0	0	0	0	0	0	0	0	0	0	0	0	58
14:30	0	52	13	0	1	0	0	0	0	0	0	0	0	0	0	66
14:45	0	52	13	2	1	0	0	0	0	0	0	0	0	0	0	68
	0	198	40	2	3	0	0	0	0	0	0	0	0	0	0	243
15:00	0	50	6	0	3	1	0	0	0	0	0	0	0	0	0	60
15:15	0	52	5	1	2	0	0	1	0	0	0	0	0	0	0	61
15:30	1	28	4	0	0	0	0	0	1	0	0	0	0	0	0	34
15:45	0	59	14	0	0	0	0	0	0	0	0	0	0	0	0	73
	1	189	29	1	5	1	0	1	1	0	0	0	0	0	0	228
16:00	0	46	5	0	2	0	0	0	0	0	0	0	0	0	0	53
16:15	0	46	10	0	2	0	0	0	0	0	0	0	0	0	0	58
16:30	0	46	7	0	3	0	0	0	0	0	0	0	0	0	0	56
16:45	0	30	9	0	1	0	0	0	0	0	0	0	0	0	0	40
	0	168	31	0	8	0	0	0	0	0	0	0	0	0	0	207
17:00	1	40	7	0	1	0	0	0	0	0	0	0	0	0	0	49
17:15	0	33	13	0	0	0	0	0	0	0	0	0	0	0	0	46
17:30	0	30	6	0	2	0	0	0	0	0	0	0	0	0	0	38
17:45	0	33	11	0	0	0	0	0	0	0	0	0	0	0	0	44
	1	136	37	0	3	0	0	0	0	0	0	0	0	0	0	177
18:00	1	32	5	0	1	0	0	0	0	0	0	0	0	0	0	39
18:15	0	41	5	0	0	0	0	0	0	0	0	0	0	0	0	46
18:30	0	25	2	0	1	0	0	0	0	0	0	0	0	0	0	28
18:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	1	112	14	0	2	0	0	0	0	0	0	0	0	0	0	129
19:00	0	28	2	0	2	0	0	0	0	0	0	0	0	0	0	32
19:15	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
19:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
19:45	0	19	2	0	1	0	0	0	0	0	0	0	0	0	0	22
	0	76	9	0	3	0	0	0	0	0	0	0	0	0	0	88
20:00	0	21	2	0	1	0	0	0	0	0	0	0	0	0	0	24
20:15	0	15	1	0	1	0	0	0	0	0	0	0	0	0	0	17
20:30	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
20:45	0	11	2	0	1	0	0	0	0	0	0	0	0	0	0	14
	0	59	8	0	3	0	0	0	0	0	0	0	0	0	0	70
21:00	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
21:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
21:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	33	9	0	0	0	0	0	0	0	0	0	0	0	0	42
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
22:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	4	1368	257	5	42	2	0	3	1	0	0	0	0	0	0	1682
Percent	0.2%	81.3%	15.3%	0.3%	2.5%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	10	2433	438	11	66	7	1	7	3	0	0	0	0	0	0	2976
Percent	0.3%	81.8%	14.7%	0.4%	2.2%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Outside Lane NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
3	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	12
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	13	2	0	2	0	0	0	0	0	0	0	0	0	0	17
05:15	0	21	4	0	2	0	0	0	0	0	0	0	0	0	0	27
05:30	0	12	5	0	1	0	0	0	0	0	0	0	0	0	0	18
05:45	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
06:00	0	21	9	0	0	0	0	0	0	0	0	0	0	0	0	30
06:15	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
06:30	0	68	25	0	1	0	0	0	0	0	0	0	0	0	0	94
06:45	0	15	5	0	1	1	0	1	0	0	0	0	0	0	0	23
07:00	1	25	4	0	2	0	1	1	0	0	0	0	0	0	0	34
07:15	0	29	4	4	2	1	0	1	0	0	0	0	0	0	0	41
07:30	1	57	9	0	3	3	0	2	0	0	0	0	0	0	0	75
07:45	2	126	22	4	8	5	1	5	0	0	0	0	0	0	0	173
08:00	3	42	12	1	1	1	0	0	0	0	0	0	0	0	0	60
08:15	1	65	16	2	4	0	1	6	0	0	0	0	0	0	0	95
08:30	0	83	28	0	6	0	1	8	0	0	0	0	0	0	0	126
08:45	0	90	19	2	6	1	1	10	1	0	0	0	0	0	0	130
09:00	4	280	75	5	17	2	3	24	1	0	0	0	0	0	0	411
09:15	1	120	27	0	2	1	1	2	0	0	0	0	0	0	0	154
09:30	0	109	25	1	5	0	1	0	0	0	0	0	0	0	0	141
09:45	0	105	17	2	5	2	0	3	0	0	0	0	0	0	0	134
10:00	1	128	30	0	3	0	1	4	0	0	0	0	0	0	0	167
10:15	2	462	99	3	15	3	3	9	0	0	0	0	0	0	0	596
10:30	0	84	22	2	4	1	0	1	0	0	0	0	0	0	0	114
10:45	1	94	20	1	5	0	1	0	0	0	0	0	0	0	0	122
11:00	0	72	16	0	4	3	0	1	0	0	0	0	0	0	0	96
11:15	0	100	28	0	3	2	1	3	0	0	0	0	0	0	0	137
11:30	1	350	86	3	16	6	2	5	0	0	0	0	0	0	0	469
11:45	0	91	14	1	1	0	0	1	0	0	0	0	0	0	0	108
12:00	1	96	18	2	4	3	1	1	0	0	0	0	0	0	0	126
12:15	0	90	19	2	5	0	0	0	0	0	0	0	0	0	0	116
12:30	0	123	13	0	5	0	4	0	1	0	0	0	0	0	0	146
12:45	1	400	64	5	15	3	5	2	1	0	0	0	0	0	0	496
13:00	0	93	16	0	3	4	1	1	0	0	0	0	0	0	0	118
13:15	0	102	10	1	2	1	1	1	0	0	0	0	0	0	0	118
13:30	0	92	14	0	5	0	0	1	0	0	0	0	0	0	0	112
13:45	0	103	10	0	4	1	2	1	0	0	0	0	0	0	1	122
14:00	0	390	50	1	14	6	4	4	0	0	0	0	0	0	1	470
Total	11	2134	436	21	88	25	18	49	2	0	0	0	0	0	1	2785
Percent	0.4%	76.6%	15.7%	0.8%	3.2%	0.9%	0.6%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Outside Lane NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	113	22	0	2	1	1	2	1	0	0	0	0	0	0	142
12:15	0	128	20	1	3	1	1	1	1	0	0	0	0	0	0	156
12:30	0	102	21	2	6	2	0	2	0	0	0	0	0	0	0	135
12:45	1	133	21	0	1	2	2	1	0	0	0	0	0	0	0	161
	1	476	84	3	12	6	4	6	2	0	0	0	0	0	0	594
13:00	0	124	29	0	4	0	2	1	0	0	0	0	0	0	0	160
13:15	1	103	16	1	3	0	1	2	0	0	0	0	0	0	0	127
13:30	0	112	20	0	11	1	1	0	1	0	0	0	0	0	0	146
13:45	0	112	19	0	1	2	1	0	0	0	0	0	0	0	0	135
	1	451	84	1	19	3	5	3	1	0	0	0	0	0	0	568
14:00	0	116	17	0	1	3	2	0	0	0	0	0	0	0	0	139
14:15	2	108	17	0	3	1	0	1	0	0	0	0	0	0	0	132
14:30	1	98	19	1	2	0	0	2	0	0	0	0	0	0	0	123
14:45	2	113	16	2	3	1	1	2	0	0	0	0	0	0	1	141
	5	435	69	3	9	5	3	5	0	0	0	0	0	0	1	535
15:00	2	108	17	1	2	0	1	2	0	0	0	0	0	0	0	133
15:15	2	116	19	0	2	0	4	0	0	0	0	0	0	0	0	143
15:30	0	96	11	0	1	2	0	2	0	0	0	0	0	0	0	112
15:45	1	120	16	0	4	2	0	3	1	0	0	0	0	0	0	147
	5	440	63	1	9	4	5	7	1	0	0	0	0	0	0	535
16:00	1	87	12	0	3	0	0	1	0	0	0	0	0	0	0	104
16:15	1	105	15	0	2	0	0	0	0	0	0	0	0	0	0	123
16:30	1	99	16	0	1	1	0	1	0	0	0	0	0	0	0	119
16:45	0	119	23	0	1	0	0	0	0	0	0	0	0	0	0	143
	3	410	66	0	7	1	0	2	0	0	0	0	0	0	0	489
17:00	1	120	16	0	3	0	0	0	0	0	0	0	0	0	0	140
17:15	0	97	20	0	0	0	1	0	0	0	0	0	0	0	0	118
17:30	0	93	9	0	1	0	0	1	0	0	0	0	0	0	0	104
17:45	0	103	16	0	1	0	0	0	0	0	0	0	0	0	0	120
	1	413	61	0	5	0	1	1	0	0	0	0	0	0	0	482
18:00	0	94	12	0	1	0	0	0	0	0	0	0	0	0	0	107
18:15	0	95	17	0	0	0	1	0	0	0	0	0	0	0	0	113
18:30	1	84	13	0	1	2	0	0	0	0	0	0	0	0	0	101
18:45	0	62	5	0	1	0	1	0	0	0	0	0	0	0	0	69
	1	335	47	0	3	2	2	0	0	0	0	0	0	0	0	390
19:00	0	53	7	0	1	0	0	0	0	0	0	0	0	0	0	61
19:15	0	55	4	0	0	0	0	0	0	0	0	0	0	0	0	59
19:30	0	50	8	0	0	0	0	0	0	0	0	0	0	0	0	58
19:45	0	40	4	0	0	0	0	1	0	0	0	0	0	0	0	45
	0	198	23	0	1	0	0	1	0	0	0	0	0	0	0	223
20:00	1	37	8	0	0	0	1	0	0	0	0	0	0	0	0	47
20:15	2	43	2	0	0	0	0	1	0	0	0	0	0	0	0	48
20:30	0	32	5	0	2	0	0	1	0	0	0	0	0	0	0	40
20:45	0	32	5	1	0	0	0	0	0	0	0	0	0	0	0	38
	3	144	20	1	2	0	1	2	0	0	0	0	0	0	0	173
21:00	0	26	0	0	0	0	0	1	0	0	0	0	0	0	0	27
21:15	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
21:30	1	25	2	0	1	0	0	0	0	0	0	0	0	0	0	29
21:45	0	18	3	0	1	0	0	0	0	0	0	0	0	0	0	22
	1	99	7	0	2	0	0	1	0	0	0	0	0	0	0	110
22:00	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
22:15	0	17	1	1	0	0	0	0	0	0	0	0	0	0	0	19
22:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
22:45	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	0	69	8	1	0	0	0	0	0	0	0	0	0	0	0	78
23:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
23:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	14	1	1	0	0	0	0	0	0	0	0	0	0	0	16
23:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	45	3	1	0	0	0	0	0	0	0	0	0	0	0	49
Total	21	3515	535	11	69	21	21	28	4	0	0	0	0	0	1	4226
Percent	0.5%	83.2%	12.7%	0.3%	1.6%	0.5%	0.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	32	5649	971	32	157	46	39	77	6	0	0	0	0	0	2	7011
Percent	0.5%	80.6%	13.8%	0.5%	2.2%	0.7%	0.6%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Traffic Survey Specialists, Inc.

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 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Inside Lane NB, Outside Lane NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
3	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
00:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	27	8	0	0	0	0	0	0	0	0	0	0	0	0	35
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:15	1	15	3	0	0	0	0	0	0	0	0	0	0	0	0	19
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
04:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	5	2	0	2	0	0	0	0	0	0	0	0	0	0	9
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45	0	16	2	0	2	0	0	0	0	0	0	0	0	0	0	20
06:00	0	27	5	0	2	0	0	0	0	0	0	0	0	0	0	34
06:15	0	12	5	0	2	0	0	0	0	0	0	0	0	0	0	19
06:30	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
06:45	0	29	9	0	0	0	0	0	0	0	0	0	0	0	0	38
07:00	0	29	6	0	0	0	0	0	0	0	0	0	0	0	0	35
07:15	0	90	27	0	2	0	0	0	0	0	0	0	0	0	0	119
07:30	0	17	6	0	1	1	0	1	0	0	0	0	0	0	0	26
07:45	1	36	5	1	2	0	1	1	1	0	0	0	0	0	0	48
08:00	0	42	8	5	2	2	0	1	0	0	0	0	0	0	0	60
08:15	1	74	15	0	4	3	0	2	0	0	0	0	0	0	0	99
08:30	2	169	34	6	9	6	1	5	1	0	0	0	0	0	0	233
08:45	3	62	15	1	1	1	0	0	0	0	0	0	0	0	0	83
09:00	1	112	21	2	5	0	1	7	0	0	0	0	0	0	0	149
09:15	0	144	33	0	7	0	1	8	0	0	0	0	0	0	0	193
09:30	0	151	35	2	9	1	1	10	1	0	0	0	0	0	0	210
09:45	4	469	104	5	22	2	3	25	1	0	0	0	0	0	0	635
10:00	2	186	40	1	3	2	1	2	0	0	0	0	0	0	0	237
10:15	0	169	38	1	6	1	1	0	0	0	0	0	0	0	0	216
10:30	0	150	29	2	6	2	0	3	0	0	0	0	0	0	0	192
10:45	1	199	38	1	3	0	2	4	0	0	0	0	0	0	0	248
11:00	3	704	145	5	18	5	4	9	0	0	0	0	0	0	0	893
11:15	0	135	29	2	5	1	0	1	0	0	0	0	0	0	0	173
11:30	2	144	30	1	6	0	1	2	0	0	0	0	0	0	0	186
11:45	0	106	20	1	4	3	0	1	1	0	0	0	0	0	0	136
12:00	1	164	32	0	6	2	1	3	0	0	0	0	0	0	0	209
12:15	3	549	111	4	21	6	2	7	1	0	0	0	0	0	0	704
12:30	2	144	21	2	2	1	0	1	0	0	0	0	0	0	0	173
12:45	2	131	20	2	5	3	1	1	0	0	0	0	0	0	0	165
13:00	0	128	28	2	6	0	0	0	0	0	0	0	0	0	0	164
13:15	0	164	19	0	5	1	4	0	1	0	0	0	0	0	0	194
13:30	4	567	88	6	18	5	5	2	1	0	0	0	0	0	0	696
13:45	0	140	28	0	4	4	1	1	0	0	0	0	0	0	0	178
14:00	0	142	20	1	3	1	1	2	0	0	0	0	0	0	0	170
14:15	0	143	21	0	6	0	0	1	0	0	0	0	0	0	0	171
14:30	0	147	20	0	5	1	2	1	0	0	0	0	0	0	1	177
14:45	0	572	89	1	18	6	4	5	0	0	0	0	0	0	1	696
Total	17	3199	617	27	112	30	19	53	4	0	0	0	0	0	1	4079
Percent	0.4%	78.4%	15.1%	0.7%	2.7%	0.7%	0.5%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121101
 Station ID: 000110252089
 Date Start: 12-Dec-13

Inside Lane NB, Outside Lane NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	150	27	0	4	1	1	2	1	0	0	0	0	0	0	186
12:15	0	161	27	1	5	1	1	2	1	0	0	0	0	0	0	199
12:30	0	139	31	2	6	2	0	2	0	0	0	0	0	0	0	182
12:45	1	201	38	0	4	2	2	1	0	0	0	0	0	0	0	249
	1	651	123	3	19	6	4	7	2	0	0	0	0	0	0	816
13:00	0	168	34	1	4	0	2	1	0	0	0	0	0	0	0	210
13:15	2	159	25	2	5	1	1	2	0	0	0	0	0	0	0	197
13:30	0	154	36	0	14	1	1	0	1	0	0	0	0	0	0	207
13:45	0	158	26	0	4	2	1	1	0	0	0	0	0	0	0	192
	2	639	121	3	27	4	5	4	1	0	0	0	0	0	0	806
14:00	0	158	25	0	2	3	2	0	0	0	0	0	0	0	0	190
14:15	2	160	23	0	3	1	0	1	0	0	0	0	0	0	0	190
14:30	1	150	32	1	3	0	0	2	0	0	0	0	0	0	0	189
14:45	2	165	29	4	4	1	1	2	0	0	0	0	0	0	1	209
	5	633	109	5	12	5	3	5	0	0	0	0	0	0	1	778
15:00	2	158	23	1	5	1	1	2	0	0	0	0	0	0	0	193
15:15	2	168	24	1	4	0	4	1	0	0	0	0	0	0	0	204
15:30	1	124	15	0	1	2	0	2	1	0	0	0	0	0	0	146
15:45	1	179	30	0	4	2	0	3	1	0	0	0	0	0	0	220
	6	629	92	2	14	5	5	8	2	0	0	0	0	0	0	763
16:00	1	133	17	0	5	0	0	1	0	0	0	0	0	0	0	157
16:15	1	151	25	0	4	0	0	0	0	0	0	0	0	0	0	181
16:30	1	145	23	0	4	1	0	1	0	0	0	0	0	0	0	175
16:45	0	149	32	0	2	0	0	0	0	0	0	0	0	0	0	183
	3	578	97	0	15	1	0	2	0	0	0	0	0	0	0	696
17:00	2	160	23	0	4	0	0	0	0	0	0	0	0	0	0	189
17:15	0	130	33	0	0	0	1	0	0	0	0	0	0	0	0	164
17:30	0	123	15	0	3	0	0	1	0	0	0	0	0	0	0	142
17:45	0	136	27	0	1	0	0	0	0	0	0	0	0	0	0	164
	2	549	98	0	8	0	1	1	0	0	0	0	0	0	0	659
18:00	1	126	17	0	2	0	0	0	0	0	0	0	0	0	0	146
18:15	0	136	22	0	0	0	1	0	0	0	0	0	0	0	0	159
18:30	1	109	15	0	2	2	0	0	0	0	0	0	0	0	0	129
18:45	0	76	7	0	1	0	1	0	0	0	0	0	0	0	0	85
	2	447	61	0	5	2	2	0	0	0	0	0	0	0	0	519
19:00	0	81	9	0	3	0	0	0	0	0	0	0	0	0	0	93
19:15	0	70	7	0	0	0	0	0	0	0	0	0	0	0	0	77
19:30	0	64	10	0	0	0	0	0	0	0	0	0	0	0	0	74
19:45	0	59	6	0	1	0	0	1	0	0	0	0	0	0	0	67
	0	274	32	0	4	0	0	1	0	0	0	0	0	0	0	311
20:00	1	58	10	0	1	0	1	0	0	0	0	0	0	0	0	71
20:15	2	58	3	0	1	0	0	1	0	0	0	0	0	0	0	65
20:30	0	44	8	0	2	0	0	1	0	0	0	0	0	0	0	55
20:45	0	43	7	1	1	0	0	0	0	0	0	0	0	0	0	52
	3	203	28	1	5	0	1	2	0	0	0	0	0	0	0	243
21:00	0	37	5	0	0	0	0	1	0	0	0	0	0	0	0	43
21:15	0	34	3	0	0	0	0	0	0	0	0	0	0	0	0	37
21:30	1	32	5	0	1	0	0	0	0	0	0	0	0	0	0	39
21:45	0	29	3	0	1	0	0	0	0	0	0	0	0	0	0	33
	1	132	16	0	2	0	0	1	0	0	0	0	0	0	0	152
22:00	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	36
22:15	0	26	2	1	0	0	0	0	0	0	0	0	0	0	0	29
22:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
22:45	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	0	90	12	1	0	0	0	0	0	0	0	0	0	0	0	103
23:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:30	0	17	1	1	0	0	0	0	0	0	0	0	0	0	0	19
23:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	58	3	1	0	0	0	0	0	0	0	0	0	0	0	62
Total	25	4883	792	16	111	23	21	31	5	0	0	0	0	0	1	5908
Percent	0.4%	82.7%	13.4%	0.3%	1.9%	0.4%	0.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	42	8082	1409	43	223	53	40	84	9	0	0	0	0	0	2	9987
Percent	0.4%	80.9%	14.1%	0.4%	2.2%	0.5%	0.4%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Inside Lane SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
06:15	1	11	2	0	1	0	0	0	0	0	0	0	0	0	0	15
06:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
06:45	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
07:15	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
07:30	1	40	9	0	2	0	0	0	0	0	0	0	0	0	0	52
07:45	0	21	4	0	1	0	0	0	0	0	0	0	0	0	0	26
08:00	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	28
08:15	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
08:30	0	41	9	0	2	0	0	0	0	0	0	0	0	0	0	52
08:45	0	105	25	0	3	0	0	0	0	0	0	0	0	0	0	133
09:00	0	37	9	0	2	0	0	0	0	0	0	0	0	0	0	48
09:15	0	39	8	0	1	0	0	0	1	0	0	0	0	0	0	49
09:30	0	54	9	0	0	0	0	0	0	0	0	0	0	0	0	63
09:45	2	63	15	0	1	0	0	0	0	0	0	0	0	0	0	81
10:00	2	193	41	0	4	0	0	0	1	0	0	0	0	0	0	241
10:15	0	52	10	0	0	0	0	1	0	0	0	0	0	0	0	63
10:30	0	71	12	0	1	0	0	0	0	0	0	0	0	0	0	84
10:45	0	66	10	0	1	0	0	1	0	0	0	0	0	0	0	78
11:00	0	65	10	0	2	0	0	0	0	0	0	0	0	0	1	78
11:15	0	254	42	0	4	0	0	2	0	0	0	0	0	0	1	303
11:30	1	82	15	0	2	0	0	0	0	1	0	0	0	0	0	101
11:45	1	81	10	2	0	0	0	0	0	0	0	0	0	0	0	94
12:00	1	67	7	0	0	0	0	0	0	0	0	0	0	0	0	75
12:15	0	62	10	1	0	0	0	2	0	0	0	0	0	0	0	75
12:30	3	292	42	3	2	0	0	2	0	1	0	0	0	0	0	345
12:45	1	79	13	1	5	0	0	0	0	0	0	0	0	0	0	99
13:00	0	74	15	0	2	0	0	0	0	0	0	0	0	0	0	91
13:15	0	82	8	0	1	0	0	0	0	0	0	0	0	0	1	92
13:30	1	81	6	0	4	0	0	0	0	0	0	0	0	0	0	92
13:45	2	316	42	1	12	0	0	0	0	0	0	0	0	0	1	374
14:00	0	86	17	0	6	0	0	0	0	0	0	0	0	0	0	109
14:15	1	88	10	0	3	0	0	0	0	0	0	0	0	0	0	102
14:30	0	83	11	0	1	0	0	0	0	0	0	0	0	0	1	96
14:45	0	120	11	1	3	1	0	0	0	0	0	0	0	0	0	136
15:00	1	377	49	1	13	1	0	0	0	0	0	0	0	0	1	443
Total	10	1603	253	5	41	1	0	4	2	1	0	0	0	0	3	1923
Percent	0.5%	83.4%	13.2%	0.3%	2.1%	0.1%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Inside Lane SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	103	12	0	1	0	0	1	0	0	0	0	0	0	0	117
12:15	0	114	14	1	0	0	0	0	0	0	0	0	0	0	0	129
12:30	0	105	10	0	1	0	0	0	0	0	0	0	0	0	0	116
12:45	0	101	11	1	2	0	0	0	0	0	0	0	0	0	0	115
	0	423	47	2	4	0	0	1	0	0	0	0	0	0	0	477
13:00	0	103	8	0	2	1	0	0	0	0	0	0	0	0	0	114
13:15	0	109	18	1	3	1	0	0	0	0	0	0	0	0	0	132
13:30	0	82	14	2	1	0	0	0	0	0	0	0	0	0	0	99
13:45	0	90	8	0	2	0	0	0	0	0	0	0	0	0	0	100
	0	384	48	3	8	2	0	0	0	0	0	0	0	0	0	445
14:00	0	92	19	1	4	0	0	0	0	0	0	0	0	0	0	116
14:15	0	85	13	1	1	0	0	1	0	0	0	0	0	0	0	101
14:30	3	103	5	0	4	0	0	0	0	0	0	0	0	0	0	115
14:45	0	93	13	1	1	3	0	0	0	0	1	0	0	0	0	112
	3	373	50	3	10	3	0	1	0	1	0	0	0	0	0	444
15:00	0	95	20	1	0	0	0	2	0	0	0	0	0	0	0	118
15:15	0	103	14	1	0	0	0	2	0	0	0	0	0	0	0	120
15:30	0	110	8	0	4	0	0	1	0	0	0	0	0	0	1	124
15:45	0	122	11	0	0	0	0	0	0	0	0	0	0	0	0	133
	0	430	53	2	4	0	0	5	0	0	0	0	0	0	1	495
16:00	0	136	21	0	1	2	0	0	0	0	0	0	0	0	0	160
16:15	0	100	11	2	0	2	0	0	0	0	0	0	0	0	1	116
16:30	0	115	12	1	2	0	0	1	0	0	0	0	0	0	1	132
16:45	0	115	15	0	3	0	0	3	0	0	0	0	0	0	0	136
	0	466	59	3	6	4	0	4	0	0	0	0	0	0	2	544
17:00	0	143	15	0	0	0	0	1	0	0	0	0	0	0	0	159
17:15	1	119	13	0	0	0	0	0	0	0	0	0	0	0	0	133
17:30	0	78	9	0	1	0	0	0	0	0	0	0	0	0	0	88
17:45	0	79	8	0	2	0	0	0	0	0	0	0	0	0	0	89
	1	419	45	0	3	0	0	1	0	0	0	0	0	0	0	469
18:00	0	75	7	0	1	0	0	0	0	0	0	0	0	0	0	83
18:15	1	54	10	0	1	0	0	0	0	0	0	0	0	0	0	66
18:30	0	54	8	0	0	0	0	0	0	0	0	0	0	0	0	62
18:45	0	38	3	0	0	0	0	0	0	0	0	0	0	0	0	41
	1	221	28	0	2	0	0	0	0	0	0	0	0	0	0	252
19:00	0	40	4	0	0	0	0	0	0	0	0	0	0	0	0	44
19:15	0	40	9	0	1	0	0	0	0	0	0	0	0	0	0	50
19:30	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
19:45	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
	0	136	19	0	1	0	0	0	0	0	0	0	0	0	0	156
20:00	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
20:15	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	28
20:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
20:45	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	1	84	6	0	0	0	0	0	0	0	0	0	0	0	0	91
21:00	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
21:15	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
21:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
21:45	0	24	1	0	2	0	0	0	0	0	0	0	0	0	0	27
	0	72	10	0	2	0	0	0	0	0	0	0	0	0	0	84
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
22:15	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
22:30	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	30	2	0	2	0	0	0	0	0	0	0	0	0	0	34
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	23	4	1	0	0	0	0	0	0	0	0	0	0	0	28
Total	6	3061	371	14	42	9	0	12	0	1	0	0	0	0	3	3519
Percent	0.2%	87.0%	10.5%	0.4%	1.2%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	16	4664	624	19	83	10	0	16	2	2	0	0	0	0	6	5442
Percent	0.3%	85.7%	11.5%	0.3%	1.5%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Outside Lane SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
05:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	15
05:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
06:30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
06:45	0	39	8	0	0	0	0	0	0	0	0	0	0	0	0	47
07:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
07:15	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
07:30	0	25	1	0	0	0	0	1	0	0	0	0	0	0	0	27
07:45	0	20	4	0	1	0	0	1	1	0	0	0	0	0	0	27
08:00	0	66	13	0	1	0	0	2	1	0	0	0	0	0	0	83
08:15	0	34	3	0	1	0	1	0	0	0	0	0	0	0	0	39
08:30	0	23	2	0	2	0	0	0	0	0	0	0	0	0	0	27
08:45	1	51	4	0	0	1	0	0	1	0	0	0	0	0	0	58
09:00	1	49	5	0	2	1	0	0	0	0	0	0	0	0	0	58
09:15	2	157	14	0	5	2	1	0	1	0	0	0	0	0	0	182
09:30	0	42	6	1	3	0	0	0	0	0	0	0	2	0	0	54
09:45	0	57	10	0	1	0	0	1	1	0	0	0	0	0	0	70
10:00	0	51	4	2	0	0	0	0	0	0	0	0	0	0	0	57
10:15	0	65	11	0	0	0	1	1	1	0	0	0	0	0	1	80
10:30	0	215	31	3	4	0	1	2	2	0	0	0	2	0	1	261
10:45	0	58	7	0	1	1	1	0	0	0	0	0	1	0	0	69
11:00	0	69	8	1	1	4	1	0	1	0	0	0	0	0	0	85
11:15	0	61	8	0	0	0	1	1	0	0	0	0	0	0	0	71
11:30	0	62	9	0	0	3	0	1	0	0	0	0	0	0	0	75
11:45	0	250	32	1	2	8	3	2	1	0	0	0	1	0	0	300
Total	5	1282	182	9	22	22	12	10	6	0	0	0	3	0	2	1555
Percent	0.3%	82.4%	11.7%	0.6%	1.4%	1.4%	0.8%	0.6%	0.4%	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%	

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 Station ID: 009701450036
 Date Start: 12-Dec-13

Outside Lane SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	70	16	0	1	1	0	0	0	0	0	0	0	0	2	91
12:15	1	87	9	0	0	1	0	2	0	0	0	0	0	0	0	100
12:30	1	61	15	0	0	1	1	0	1	0	0	0	0	0	0	80
12:45	1	64	11	0	2	1	2	0	0	1	0	0	0	0	0	82
	4	282	51	0	3	4	3	2	1	1	0	0	0	0	2	353
13:00	0	54	14	0	2	0	0	0	0	0	0	0	0	0	0	70
13:15	0	74	8	1	0	2	1	3	0	0	0	0	0	0	0	89
13:30	0	62	15	0	0	2	2	0	0	0	0	0	0	0	0	81
13:45	2	61	12	0	2	0	1	1	0	0	0	0	0	0	0	79
	2	251	49	1	4	4	4	4	0	0	0	0	0	0	0	319
14:00	0	69	3	1	3	1	1	0	2	1	0	0	0	0	0	81
14:15	0	60	9	1	2	0	1	2	0	0	0	0	0	0	0	75
14:30	0	71	12	1	1	2	2	1	0	0	0	0	0	0	0	90
14:45	0	75	9	0	1	4	0	0	0	0	0	0	0	0	0	89
	0	275	33	3	7	7	4	3	2	1	0	0	0	0	0	335
15:00	1	62	14	0	0	1	1	0	1	0	0	0	0	0	0	80
15:15	1	70	13	2	2	2	0	0	0	0	0	0	0	0	0	90
15:30	0	76	15	1	1	0	0	1	0	0	0	0	0	0	0	94
15:45	0	67	15	2	0	0	0	0	1	0	0	0	0	0	1	86
	2	275	57	5	3	3	1	1	2	0	0	0	0	0	1	350
16:00	0	87	13	0	2	0	0	1	0	0	0	0	0	0	0	103
16:15	1	82	10	0	1	0	1	0	0	0	0	0	1	0	0	96
16:30	1	83	12	0	1	1	2	1	0	0	0	0	0	0	0	101
16:45	0	80	15	1	1	1	1	1	0	0	0	0	0	0	0	100
	2	332	50	1	5	2	4	3	0	0	0	0	1	0	0	400
17:00	1	94	11	0	2	1	5	0	0	0	0	0	0	0	1	115
17:15	1	83	9	0	1	1	1	2	0	0	0	0	0	0	0	98
17:30	0	61	7	0	3	0	1	0	0	0	0	0	0	0	0	72
17:45	0	63	4	0	0	0	3	0	0	0	0	0	0	0	0	70
	2	301	31	0	6	2	10	2	0	0	0	0	0	0	1	355
18:00	2	63	6	0	1	0	1	0	0	0	0	0	0	0	0	73
18:15	0	41	8	0	0	1	1	0	0	0	0	0	0	0	0	51
18:30	0	38	5	0	0	0	0	0	0	0	0	0	0	0	0	43
18:45	1	24	5	0	0	0	1	0	0	0	0	0	0	0	0	31
	3	166	24	0	1	1	3	0	0	0	0	0	0	0	0	198
19:00	0	28	4	1	0	0	0	0	0	0	0	0	0	0	0	33
19:15	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	30
19:30	0	29	3	0	0	1	0	0	0	0	0	0	0	0	0	33
19:45	0	29	2	0	0	0	0	1	0	0	0	0	0	0	0	32
	0	115	10	1	0	1	0	1	0	0	0	0	0	0	0	128
20:00	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
20:15	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	28
20:30	0	18	1	0	0	0	0	1	0	0	0	0	0	0	0	20
20:45	0	24	1	0	0	0	0	1	0	0	0	0	0	0	0	26
	0	86	9	0	0	0	0	2	0	0	0	0	0	0	0	97
21:00	0	20	2	0	1	0	0	0	0	0	0	0	0	0	0	23
21:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
21:30	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
21:45	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
	0	61	11	0	1	0	0	0	0	0	0	0	0	0	0	73
22:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	31
23:00	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	15
Total	16	2187	327	11	30	24	29	18	5	2	0	0	1	0	4	2654
Percent	0.6%	82.4%	12.3%	0.4%	1.1%	0.9%	1.1%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	
Grand Total	21	3469	509	20	52	46	41	28	11	2	0	0	4	0	6	4209
Percent	0.5%	82.4%	12.1%	0.5%	1.2%	1.1%	1.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Inside Lane SB, Outside Lane SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12/12/13																
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	17
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30	1	14	3	0	1	0	0	0	0	0	0	0	0	0	0	19
05:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
06:00	1	23	4	0	2	0	0	0	0	0	0	0	0	0	0	30
06:15	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
06:30	1	10	3	0	0	0	0	0	0	0	0	0	0	0	0	14
06:45	0	24	7	0	1	0	0	0	0	0	0	0	0	0	0	32
07:00	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35
07:15	1	79	17	0	2	0	0	0	0	0	0	0	0	0	0	99
07:30	0	29	6	0	1	0	0	0	0	0	0	0	0	0	0	36
07:45	0	35	12	0	0	0	0	0	0	0	0	0	0	0	0	47
08:00	0	46	7	0	0	0	0	1	0	0	0	0	0	0	0	54
08:15	0	61	13	0	3	0	0	1	1	0	0	0	0	0	0	79
08:30	0	171	38	0	4	0	0	2	1	0	0	0	0	0	0	216
08:45	0	71	12	0	3	0	1	0	0	0	0	0	0	0	0	87
09:00	0	62	10	0	3	0	0	0	1	0	0	0	0	0	0	76
09:15	1	105	13	0	0	1	0	0	1	0	0	0	0	0	0	121
09:30	3	112	20	0	3	1	0	0	0	0	0	0	0	0	0	139
09:45	4	350	55	0	9	2	1	0	2	0	0	0	0	0	0	423
10:00	0	94	16	1	3	0	0	1	0	0	0	0	0	2	0	117
10:15	0	128	22	0	2	0	0	1	1	0	0	0	0	0	0	154
10:30	0	117	14	2	1	0	0	1	0	0	0	0	0	0	0	135
10:45	0	130	21	0	2	0	1	1	1	0	0	0	0	0	2	158
11:00	0	469	73	3	8	0	1	4	2	0	0	0	2	0	2	564
11:15	1	140	22	0	3	1	1	0	0	1	0	0	1	0	0	170
11:30	1	150	18	3	1	4	1	0	1	0	0	0	0	0	0	179
11:45	1	128	15	0	0	0	1	1	0	0	0	0	0	0	0	146
12:00	0	124	19	1	0	3	0	3	0	0	0	0	0	0	0	150
12:15	3	542	74	4	4	8	3	4	1	1	0	0	1	0	0	645
12:30	1	144	26	1	5	2	0	0	0	0	0	0	0	0	0	179
12:45	0	133	24	1	4	2	0	0	1	0	0	0	0	0	0	165
13:00	0	142	18	0	1	2	1	1	0	0	0	0	0	0	1	166
13:15	2	148	18	2	5	1	1	0	0	0	0	0	0	0	0	177
13:30	3	567	86	4	15	7	2	1	1	0	0	0	0	0	1	687
13:45	0	156	26	1	6	0	2	0	0	0	0	0	0	0	0	191
14:00	1	153	18	0	6	1	0	2	0	0	0	0	0	0	0	181
14:15	1	153	20	1	1	0	0	1	0	0	0	0	0	0	2	179
14:30	0	184	23	1	6	5	3	0	0	0	0	0	0	0	0	222
14:45	2	646	87	3	19	6	5	3	0	0	0	0	0	0	2	773
Total	15	2885	435	14	63	23	12	14	8	1	0	0	3	0	5	3478
Percent	0.4%	82.9%	12.5%	0.4%	1.8%	0.7%	0.3%	0.4%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	

Traffic Survey Specialists, Inc.

Stuart, Florida
 Martin
 Monterey Rd South of Kingswood Terrace

624 Gardenia Terrace Delray Beach, Florida 33444
 Phone (562) 272-3255 Fax (561) 272-4381

Site Code: 000000121102
 Station ID: 009701450036
 Date Start: 12-Dec-13

Inside Lane SB, Outside Lane SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	173	28	0	2	1	0	1	0	0	0	0	0	0	2	208
12:15	1	201	23	1	0	1	0	2	0	0	0	0	0	0	0	229
12:30	1	166	25	0	1	1	1	0	1	0	0	0	0	0	0	196
12:45	1	165	22	1	4	1	2	0	0	1	0	0	0	0	0	197
	4	705	98	2	7	4	3	3	1	1	0	0	0	0	2	830
13:00	0	157	22	0	4	1	0	0	0	0	0	0	0	0	0	184
13:15	0	183	26	2	3	3	1	3	0	0	0	0	0	0	0	221
13:30	0	144	29	2	1	2	2	0	0	0	0	0	0	0	0	180
13:45	2	151	20	0	4	0	1	1	0	0	0	0	0	0	0	179
	2	635	97	4	12	6	4	4	0	0	0	0	0	0	0	764
14:00	0	161	22	2	7	1	1	0	2	1	0	0	0	0	0	197
14:15	0	145	22	2	3	0	1	3	0	0	0	0	0	0	0	176
14:30	3	174	17	1	5	2	2	1	0	0	0	0	0	0	0	205
14:45	0	168	22	1	2	7	0	0	0	1	0	0	0	0	0	201
	3	648	83	6	17	10	4	4	2	2	0	0	0	0	0	779
15:00	1	157	34	1	0	1	1	2	1	0	0	0	0	0	0	198
15:15	1	173	27	3	2	2	0	2	0	0	0	0	0	0	0	210
15:30	0	186	23	1	5	0	0	2	0	0	0	0	0	0	1	218
15:45	0	189	26	2	0	0	0	0	1	0	0	0	0	0	1	219
	2	705	110	7	7	3	1	6	2	0	0	0	0	0	2	845
16:00	0	223	34	0	3	2	0	1	0	0	0	0	0	0	0	263
16:15	1	182	21	2	1	2	1	0	0	0	0	0	1	0	1	212
16:30	1	198	24	1	3	1	2	2	0	0	0	0	0	0	1	233
16:45	0	195	30	1	4	1	1	4	0	0	0	0	0	0	0	236
	2	798	109	4	11	6	4	7	0	0	0	0	1	0	2	944
17:00	1	237	26	0	2	1	5	1	0	0	0	0	0	0	1	274
17:15	2	202	22	0	1	1	1	2	0	0	0	0	0	0	0	231
17:30	0	139	16	0	4	0	1	0	0	0	0	0	0	0	0	160
17:45	0	142	12	0	2	0	3	0	0	0	0	0	0	0	0	159
	3	720	76	0	9	2	10	3	0	0	0	0	0	0	1	824
18:00	2	138	13	0	2	0	1	0	0	0	0	0	0	0	0	156
18:15	1	95	18	0	1	1	1	0	0	0	0	0	0	0	0	117
18:30	0	92	13	0	0	0	0	0	0	0	0	0	0	0	0	105
18:45	1	62	8	0	0	0	1	0	0	0	0	0	0	0	0	72
	4	387	52	0	3	1	3	0	0	0	0	0	0	0	0	450
19:00	0	68	8	1	0	0	0	0	0	0	0	0	0	0	0	77
19:15	0	69	10	0	1	0	0	0	0	0	0	0	0	0	0	80
19:30	0	57	6	0	0	1	0	0	0	0	0	0	0	0	0	64
19:45	0	57	5	0	0	0	0	1	0	0	0	0	0	0	0	63
	0	251	29	1	1	1	0	1	0	0	0	0	0	0	0	284
20:00	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
20:15	0	54	2	0	0	0	0	0	0	0	0	0	0	0	0	56
20:30	0	33	3	0	0	0	0	1	0	0	0	0	0	0	0	37
20:45	1	46	1	0	0	0	0	1	0	0	0	0	0	0	0	49
	1	170	15	0	0	0	0	2	0	0	0	0	0	0	0	188
21:00	0	39	5	0	1	0	0	0	0	0	0	0	0	0	0	45
21:15	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
21:30	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	34
21:45	0	41	4	0	2	0	0	0	0	0	0	0	0	0	0	47
	0	133	21	0	3	0	0	0	0	0	0	0	0	0	0	157
22:00	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
22:15	0	14	0	0	1	0	0	0	0	0	0	0	0	0	0	15
22:30	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
22:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	0	60	3	0	2	0	0	0	0	0	0	0	0	0	0	65
23:00	1	17	2	0	0	0	0	0	0	0	0	0	0	0	0	20
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	9	3	1	0	0	0	0	0	0	0	0	0	0	0	13
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	1	36	5	1	0	0	0	0	0	0	0	0	0	0	0	43
Total	22	5248	698	25	72	33	29	30	5	3	0	0	1	0	7	6173
Percent	0.4%	85.0%	11.3%	0.4%	1.2%	0.5%	0.5%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	37	8133	1133	39	135	56	41	44	13	4	0	0	4	0	12	9651
Grand Percent	0.4%	84.3%	11.7%	0.4%	1.4%	0.6%	0.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

FDOT Count Data

COUNTY: 89
 STATION: 0029
 DESCRIPTION: MONTEREY RD EXT - S OF OCEAN BLVD, STUART
 START DATE: 03/15/2012
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	7	5	7	1	20	13	11	14	9	47	67
0100	2	4	2	3	11	32	16	7	4	59	70
0200	2	4	2	6	14	6	4	4	5	19	33
0300	6	2	6	7	21	7	4	16	11	38	59
0400	15	16	30	31	92	13	19	27	32	91	183
0500	32	52	46	61	191	31	45	43	53	172	363
0600	82	95	123	148	448	60	74	112	120	366	814
0700	203	169	171	173	716	145	138	132	158	573	1289
0800	162	171	173	100	606	144	157	171	174	646	1252
0900	243	202	216	228	889	144	179	169	220	712	1601
1000	214	213	282	206	915	198	202	226	259	885	1800
1100	252	238	238	252	980	232	249	188	218	887	1867
1200	271	230	243	218	962	217	251	206	207	881	1843
1300	255	211	222	238	926	236	226	199	172	833	1759
1400	220	215	214	180	829	221	212	212	191	836	1665
1500	194	196	194	212	796	232	206	225	233	896	1692
1600	187	199	188	198	772	256	230	174	180	840	1612
1700	154	132	126	165	577	132	114	110	125	481	1058
1800	138	125	121	104	488	101	93	80	97	371	859
1900	103	108	69	82	362	69	84	55	53	261	623
2000	66	56	77	57	256	63	54	53	92	262	518
2100	59	48	60	49	216	36	67	37	33	173	389
2200	33	42	32	22	129	12	17	16	13	58	187
2300	26	12	19	5	62	14	9	14	6	43	105
24-HOUR TOTALS:	11278					10430					21708

	PEAK VOLUME INFORMATION					
	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	761	830	668	845	1427
P.M.	1200	962	1530	944	1215	1846
DAILY	1115	999	1030	966	1030	1944

COUNTY: 89
 STATION: 0148
 DESCRIPTION: SR A1A/E OCEAN BLVD - E OF MONTEREY RD EXT
 START DATE: 03/14/2012
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	6	8	5	3	22	5	6	14	5	30	52
0100	4	5	1	2	12	3	7	1	4	15	27
0200	2	6	1	2	11	1	2	2	3	8	19
0300	4	9	9	17	39	5	9	9	20	43	82
0400	19	30	30	32	111	13	11	13	39	76	187
0500	47	56	51	72	226	33	43	46	76	198	424
0600	77	86	134	131	428	79	96	143	175	493	921
0700	164	179	174	134	651	217	227	271	235	950	1601
0800	139	189	190	215	733	203	189	207	255	854	1587
0900	208	235	238	278	959	248	250	235	253	986	1945
1000	243	267	289	305	1104	264	225	276	276	1041	2145
1100	311	262	231	240	1044	266	275	277	302	1120	2164
1200	235	208	187	216	846	297	274	263	276	1110	1956
1300	233	247	258	290	1028	256	226	240	253	975	2003
1400	273	257	230	240	1000	255	286	229	243	1013	2013
1500	248	255	297	268	1068	240	237	259	237	973	2041
1600	302	264	239	196	1001	209	237	228	198	872	1873
1700	150	168	169	165	652	178	163	149	173	663	1315
1800	165	138	136	155	594	156	109	92	124	481	1075
1900	142	106	118	82	448	110	109	75	70	364	812
2000	75	98	81	53	307	79	71	80	85	315	622
2100	56	72	40	30	198	66	58	90	56	270	468
2200	20	30	15	18	83	35	31	21	28	115	198
2300	15	11	8	11	45	16	10	10	9	45	90
24-HOUR TOTALS:	12610					13010					25620

	PEAK VOLUME INFORMATION					
	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	896	845	988	845	1884
P.M.	1530	1131	1200	1110	1330	2112
DAILY	1015	1172	1115	1151	1030	2260

Peak Season Factor Category Report

2012 Peak Season Factor Category Report - Report Type: ALL
 Category: 8900 EAST- A1A TO US1

MOCF: 0.88

Week	Dates	SF	PSCF
1	01/01/2012 - 01/07/2012	1.04	1.18
2	01/08/2012 - 01/14/2012	0.97	1.10
* 3	01/15/2012 - 01/21/2012	0.90	1.02
* 4	01/22/2012 - 01/28/2012	0.89	1.01
* 5	01/29/2012 - 02/04/2012	0.88	1.00
* 6	02/05/2012 - 02/11/2012	0.87	0.99
* 7	02/12/2012 - 02/18/2012	0.85	0.97
* 8	02/19/2012 - 02/25/2012	0.85	0.97
* 9	02/26/2012 - 03/03/2012	0.86	0.98
*10	03/04/2012 - 03/10/2012	0.86	0.98
*11	03/11/2012 - 03/17/2012	0.86	0.98
*12	03/18/2012 - 03/24/2012	0.88	1.00
*13	03/25/2012 - 03/31/2012	0.89	1.01
*14	04/01/2012 - 04/07/2012	0.91	1.04
*15	04/08/2012 - 04/14/2012	0.92	1.05
16	04/15/2012 - 04/21/2012	0.94	1.07
17	04/22/2012 - 04/28/2012	0.97	1.10
18	04/29/2012 - 05/05/2012	1.00	1.14
19	05/06/2012 - 05/12/2012	1.03	1.17
20	05/13/2012 - 05/19/2012	1.06	1.21
21	05/20/2012 - 05/26/2012	1.06	1.21
22	05/27/2012 - 06/02/2012	1.07	1.22
23	06/03/2012 - 06/09/2012	1.07	1.22
24	06/10/2012 - 06/16/2012	1.08	1.23
25	06/17/2012 - 06/23/2012	1.08	1.23
26	06/24/2012 - 06/30/2012	1.08	1.23
27	07/01/2012 - 07/07/2012	1.08	1.23
28	07/08/2012 - 07/14/2012	1.08	1.23
29	07/15/2012 - 07/21/2012	1.08	1.23
30	07/22/2012 - 07/28/2012	1.09	1.24
31	07/29/2012 - 08/04/2012	1.11	1.26
32	08/05/2012 - 08/11/2012	1.12	1.27
33	08/12/2012 - 08/18/2012	1.13	1.29
34	08/19/2012 - 08/25/2012	1.13	1.29
35	08/26/2012 - 09/01/2012	1.13	1.29
36	09/02/2012 - 09/08/2012	1.12	1.27
37	09/09/2012 - 09/15/2012	1.12	1.27
38	09/16/2012 - 09/22/2012	1.12	1.27
39	09/23/2012 - 09/29/2012	1.11	1.26
40	09/30/2012 - 10/06/2012	1.10	1.25
41	10/07/2012 - 10/13/2012	1.09	1.24
42	10/14/2012 - 10/20/2012	1.09	1.24
43	10/21/2012 - 10/27/2012	1.07	1.22
44	10/28/2012 - 11/03/2012	1.06	1.21
45	11/04/2012 - 11/10/2012	1.05	1.20
46	11/11/2012 - 11/17/2012	1.04	1.18
47	11/18/2012 - 11/24/2012	1.04	1.18
48	11/25/2012 - 12/01/2012	1.04	1.18
49	12/02/2012 - 12/08/2012	1.04	1.18
50	12/09/2012 - 12/15/2012	1.04	1.18
51	12/16/2012 - 12/22/2012	1.00	1.14
52	12/23/2012 - 12/29/2012	0.95	1.08
53	12/30/2012 - 12/31/2012	0.90	1.02

* Peak Season

Signal Timing Data

MARTIN COUNTY TRAFFIC

Intersection: 245 SRA1A (EAST OCEAN BLVD) @ ST. LUCIE BLVD

PHASE	EBLT 1	WB 2	SBLT 3	NB 4	WBLT 5	EB 6	NBLT 7	SB 8
Initial green	6	10	6	6	6	10	6	6
Passage	3	5	4	4	3	5	4	4
Max 1	15	60	15	25	15	60	15	25
Max 2	20	45	20	35	20	45	20	35
Yellow	3.7	4.4	3.4	3.4	4	4	3.4	3.4
All Red	3.4	3.4	4.5	4.5	3.4	3.4	4.5	4.5

Walk	0	7	0	0	0	7	0	5
Ped Clear	0	15	0	0	0	17	0	22

Initial	1-Inactive	4-Green	1-Inactive	1-Inactive	1-Inactive	4-Green	1-Inactive	1-Inactive
NA Response	0-None	1-NonAct1	0-None	2-NonAct2	0-None	1-NonAct1	0-None	2-NonAct2
Veh. Recalls	0-None	3-Max	0-None	0-None	0-None	3-Max	0-None	0-None

Non-Lock	1	0	1	1	1	0	1	1
Dual Entry	0	0	0	1	0	0	0	1

Assigned ph.	1	2	3	4	5	6	7	8
Oper. Mode	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh
Switch	6	0	8	0	2	0	4	0

January 21, 2014

MARTIN COUNTY TRAFFIC

Intersection: 250 SRA1A (EAST OCEAN BLVD) @ VISTA PINES

PHASE	WB			NB		EB		
	1	2	3	4	5	6	7	8
Initial green	0	10	0	8	0	10	0	0
Passage	0	5	0	3	0	5	0	0
Max 1	0	45	0	25	0	45	0	0
Max 2	30	50	30	50	30	50	30	50
Yellow	3	4	3	3.4	3	4	3	3
All Red	0	2.4	0	2.7	0	2.4	0	0

Walk	0	0	0	5	0	7	0	0
Ped Clear	0	0	0	20	0	14	0	0

Initial	0-None	3-Yellow	0-None	1-Inactive	0-None	3-Yellow	0-None	0-None
NA Response	0-None	1-NonAct1	0-None	2-NonAct2	0-None	1-NonAct1	0-None	2-NonAct2
Veh. Recalls	0-None	2-Min	0-None	0-None	0-None	2-Min	0-None	0-None

Non-Lock	1	0	1	1	1	0	1	1
Dual Entry	0	0	0	0	0	0	0	0

Assigned ph.	1	2	3	4	5	6	7	8
Oper. Mode	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh
Switch	0	0	0	0	0	0	0	0

January 21, 2014

MARTIN COUNTY TRAFFIC

Intersection: 255 SRA1A (EAST OCEAN BLVD) @ OCEAN EAST MALL ENTRANCE

PHASE	WBLT 1	EB 2	3	NB 4	EBLT 5	WB 6	7	SB 8
Initial green	6	15	0	6	6	15	0	6
Passage	3	5	0	3.5	3	5	0	3.5
Max 1	20	45	0	30	20	45	0	30
Max 2	30	50	30	50	30	50	30	50
Yellow	3.7	4	3	3.4	3.7	4	3	3.4
All Red	3	2.3	0	3.4	2.8	2.4	0	3.4

Walk	0	7	0	7	0	7	0	0
Ped Clear	0	19	0	21	0	19	0	0

Initial	1-Inactive	4-Green	0-None	1-Inactive	1-Inactive	4-Green	0-None	1-Inactive
NA Response	0-None	1-NonAct1	0-None	2-NonAct2	0-None	1-NonAct1	0-None	2-NonAct2
Veh. Recalls	0-None	2-Min	0-None	0-None	0-None	2-Min	0-None	0-None

Non-Lock	1	0	1	1	1	0	1	1
Dual Entry	0	0	0	1	0	0	0	1

Assigned ph.	1	2	3	4	5	6	7	8
Oper. Mode	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh
Switch	6	0	0	0	2	0	0	0

January 21, 2014

MARTIN COUNTY TRAFFIC

Intersection: 260 SRA1A (EAST OCEAN BLVD) @ SR714 (MONTEREY ROAD)

PHASE	EBLT 1	WB 2	SBLT 3	NB 4	WBLT 5	EB 6	NBLT 7	SB 8
Initial green	8	8	8	8	8	8	8	8
Passage	3.5	4.5	4	4	3.5	4.5	4	4
Max 1	20	45	20	30	30	45	20	30
Max 2	30	50	30	50	30	50	30	50
Yellow	3.7	4	3.4	4.4	3.7	4	4	3.4
All Red	2	2.4	3.4	2.6	2.4	2.1	3	3.7

Walk	0	7	0	7	0	7	0	7
Ped Clear	0	16	0	23	0	19	0	25

Initial	1-Inactive	3-Yellow	1-Inactive	1-Inactive	1-Inactive	3-Yellow	1-Inactive	1-Inactive
NA Response	0-None	1-NonAct1	0-None	0-None	0-None	1-NonAct1	0-None	0-None
Veh. Recalls	0-None	2-Min	0-None	0-None	0-None	2-Min	0-None	0-None

Non-Lock	1	0	1	1	1	0	1	1
Dual Entry	0	0	0	1	0	0	0	1

Assigned ph.	1	2	3	4	5	6	7	8
Oper. Mode	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh
Switch	0	0	8	0	0	0	4	0

** master phone #223-4841

*** TS2 Det BIU #1 turned on (FFF, unit data, port 1 data, scroll down to #8)

January 21, 2014

MARTIN COUNTY TRAFFIC

LOCATION: 250 SRA1A (EAST OCEAN BLVD) @ VISTA PINES

Day Plan

Day 2 = Weekdays Day 1 = Weekends

<u>DAY</u>	<u>START</u>	<u>GROUP 1 C/S/O</u>	<u>GROUP 2 C/S/O</u>
1	8:00		2/3/1
1	19:00		0/0/4
2	6:00		2/1/1
2	9:30		3/1/1
2	15:00		3/2/1
2	18:30		0/0/4

DIAL SPLIT OFFSET CYCLE LENGTH		2	2	3	3		
		1	3	1	2		
		21	4	35	60		
		60	90	55	65		
<u>PHASE</u>		SPLITS (SECONDS)					
1	WB	0	0	0	0		
2		44	70	39	49		
3		0	0	0	0		
4	NB	16	20	16	16		
5		0	0	0	0		
6	EB	45	70	39	49		
7		0	0	0	0		
8		0	0	0	0		

MARTIN COUNTY TRAFFIC

LOCATION: 255 SRA1A (EAST OCEAN BLVD) @ OCEAN EAST MALL ENTRANCE

Day Plan

Day 2 = Weekdays Day 1 = Weekends

<u>DAY</u>	<u>START</u>	<u>GROUP 1 C/S/O</u>	<u>GROUP 2 C/S/O</u>
1	8:00	2/3/1	
1	19:00	0/0/4	
2	6:00	2/1/1	
2	9:30	3/1/1	
2	15:00	3/2/1	
2	18:30	0/0/4	

DIAL SPLIT OFFSET CYCLE LENGTH		2	2	3	3		
		1	3	1	2		
		109	12	29	121		
		120	90	110	130		
<u>PHASE</u>		SPLITS (SECONDS)					
1	WBLT	25	15	24	24		
2	EB	75	55	60	80		
3		0	0	0	0		
4	NB	20	20	26	26		
5	EBLT	25	15	24	24		
6	WB	75	55	60	80		
7		0	0	0	0		
8	SB	20	20	26	26		

MARTIN COUNTY TRAFFIC

LOCATION: 260 SRA1A (EAST OCEAN BLVD) @ SR714 (MONTEREY ROAD)

Day Plan

Day 2 = Weekdays Day 1 = Weekends

<u>DAY</u>	<u>START</u>	<u>GROUP 1 C/S/O</u>	<u>GROUP 2 C/S/O</u>
1	8:00	2/3/1	
1	19:00	0/0/4	
2	6:00	2/1/1	
2	9:30	3/1/1	
2	15:00	3/2/1	
2	18:30	0/0/4	

DIAL SPLIT OFFSET CYCLE LENGTH		2	2	3	3		
		1	3	1	2		
		0	0	0	0		
		120	90	110	130		
<u>PHASE</u>		SPLITS (SECONDS)					
1	EBLT	15	16	15	15		
2	WB	60	40	49	69		
3	SBLT	16	16	16	16		
4	NB	29	18	30	30		
5	WBLT	35	21	31	35		
6	EB	40	35	33	49		
7	NBLT	25	16	28	26		
8	SB	20	18	18	20		

MARTIN COUNTY TRAFFIC

LOCATION: 245 SRA1A (EAST OCEAN BLVD) @ ST. LUCIE BLVD

Day Plan

Day 2 = Weekdays Day 1 = Weekends

<u>DAY</u>	<u>START</u>	<u>GROUP 1 C/S/O</u>	<u>GROUP 2 C/S/O</u>
1	8:00	2/3/1	
1	19:00	0/0/4	
2	6:00	2/1/1	
2	9:30	3/1/1	
2	15:00	3/2/1	
2	18:30	0/0/4	

DIAL SPLIT OFFSET CYCLE LENGTH		2	2	3	3		
		1	3	1	2		
		62	83	80	64		
		120	90	110	130		
<u>PHASE</u>		SPLITS (SECONDS)					
1	EBLT	15	20	15	15		
2	WB	60	40	55	70		
3	SBLT	15	15	15	15		
4	NB	30	15	25	30		
5	WBLT	20	20	18	25		
6	EB	55	40	52	60		
7	NBLT	22	15	25	25		
8	SB	23	15	15	20		

APPENDIX E:
Multimodal LOS Data and Calculations

BICYCLE FACILITY ALTERNATIVES COMPARISON¹

Route Name	From (N or W)	To (S or E)	Juris. (Ls) (Mi)	Dir. of Sur.	Lanes (L)			Traffic Data				Post. (SPp)	Width of Pavement				Desig. (OSPD) (%)	Occu. (OSPA) (%)	Width Vol. (Ww)	Eff. Width (We)	Pvmt. Cond. (PRs) (1-5)	Dir. Pk. Hr. (Vol ₁₅)	Volume Dir. Lanes (L _v)	Outside Lane Vol. in 15 min. (Vol _{15L_v})	Speed Term		Width Term (W _v)	Pavement Term (PF)	Model Terms				Raw BLOS Score	Grade (A.F)	
					Th #	Tu #	Con.	Vol. (ADT) (vpd)	Pk/Dly. Ratio (Kd)	Dir. Split (D)	Pct. (HV) (%)		Spd. (SPp) (mph)	(W) (ft)	Adj. (W) (ft)	(W) (ft)									(Wps) (ft)	Speed (SP _v)			Trans. Speed (SP _t)	Volume ln(Vol _{15L_v})	Speed S ₉₅ (1+10.38HV) _{v2}	Width (W _v) ²			Pvmt. (PF) ²
					Existing Conditions																														
SE Monterey Road	Kingswood Terrace	East Ocean Boulevard	0.394D	N	2	U	11,278	0.11	0.52	2.00	40	16	4.0	4	0	100	16.0	12.0	4	162	1	162	20	4.17	12.00	0.29	5.09	6.08	144.00	0.08	4.42	4.42	D		
SE Monterey Road	Kingswood Terrace	East Ocean Boulevard	0.394D	S	2	U	10,430	0.11	0.52	2.00	40	16	4.0	4	0	100	16.0	12.0	4	150	1	150	20	4.17	12.00	0.29	5.01	6.08	144.00	0.08	4.38	4.38	D		
East Ocean Boulevard	SE Monterey Road	Shopping Center Driveway (Signalized)	0.2130	E	2	U	12,610	0.11	0.52	2.00	35	16	4.0	4	0	100	16.0	12.0	4	181	1	181	15	3.84	12.00	0.29	5.20	5.60	144.00	0.08	4.39	4.39	D		
East Ocean Boulevard	SE Monterey Road	Shopping Center Driveway (Signalized)	0.2130	W	2	U	13,010	0.11	0.52	2.00	35	16	4.0	4	0	100	16.0	12.0	4	187	1	187	15	3.84	12.00	0.29	5.23	5.60	144.00	0.08	4.40	4.40	D		
East Ocean Boulevard	Shopping Center Driveway (Signalized)	St. Lucie Boulevard	0.5530	E	2	U	12,610	0.11	0.52	2.00	35	16	4.0	4	0	100	16.0	12.0	4	181	1	181	15	3.84	12.00	0.29	5.20	5.60	144.00	0.08	4.39	4.39	D		
East Ocean Boulevard	Shopping Center Driveway (Signalized)	St. Lucie Boulevard	0.5530	W	2	U	13,010	0.11	0.52	2.00	35	16	4.0	4	0	100	16.0	12.0	4	187	1	187	15	3.84	12.00	0.29	5.23	5.60	144.00	0.08	4.40	4.40	D		

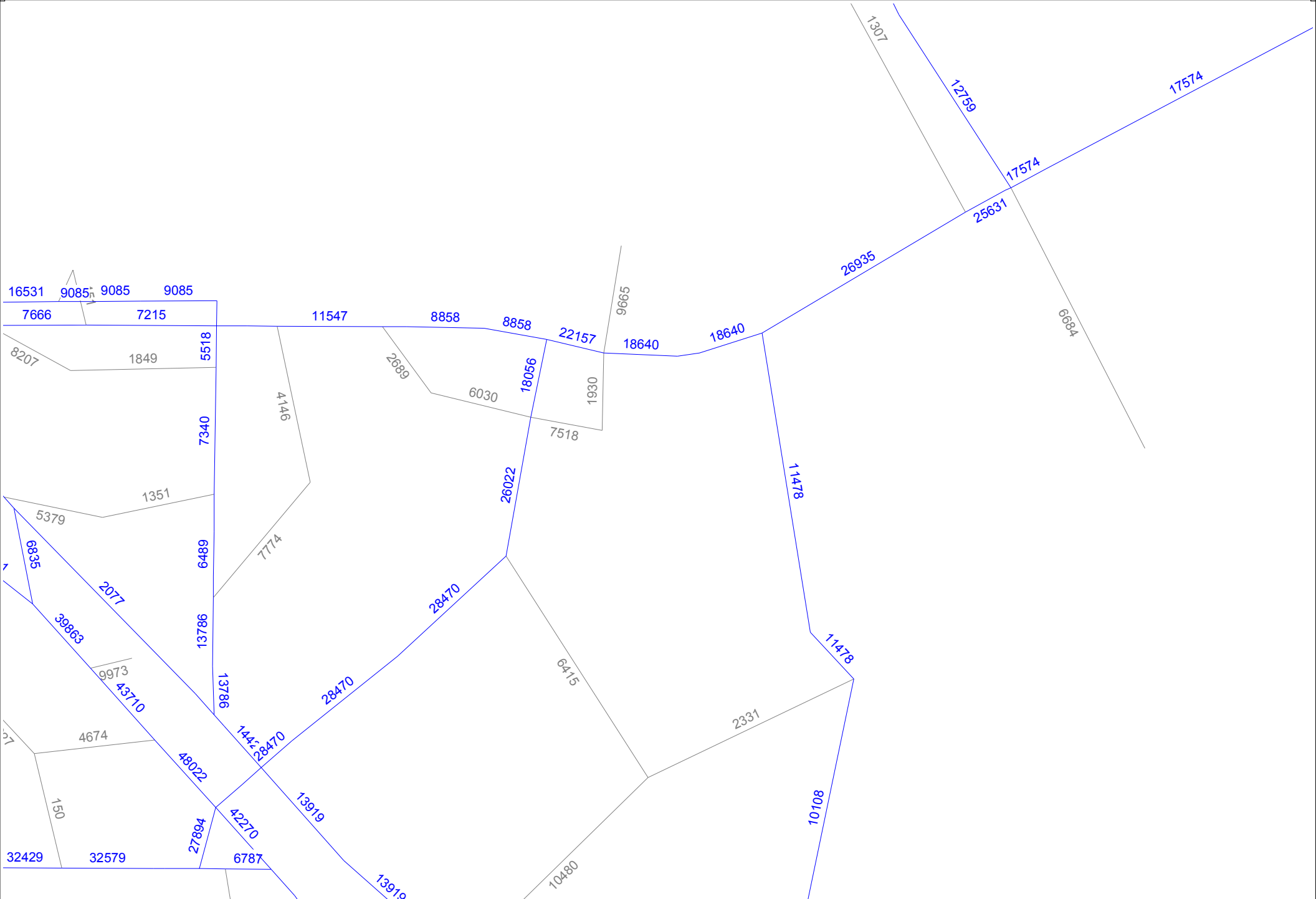
PEDESTRIAN FACILITY ALTERNATIVES COMPARISON¹

Road Name	From	To	Len. (mi)	Direction	Traffic			Lanes			SPD (mph)	Width of Pavement			Buffer In feet (Wb)	Tree Spacing (ft on ctr)	Trees Adj. Factor (Ft)	Swalk Width (Ws)	Swalk Pres. Factor (Fsw)	% Sidewalk Coverage	Ave. Swalk w/ Swalk (LS_SW) (ft)	Lat. Sep. w/ Swalk (LS_SW) (ft)	Lat. Sep. W/NSwalk (LS_NSWS) (ft)	Model Term Calculations				Raw RPC	Pedestrian LOS				
					Volume ADT (vpd)	Dir. Factor (D)	Hourly Factor (Kd)	Vol 15 Term	Th #	Con		W ₁ (ft)	W ₂ (ft)	W ₃ (ft)										OSP	In Buffer (ft)	In Buffer (ft on ctr)	In(LS)_SW		In(LS)_NSW	Vol15/L	Speed	Value	Grade
Existing Conditions																																	
SE Monterey Road	Kingswood Terrace	East Ocean Boulevard	0.3940	NB	11,278	0.52	0.11	162	2	U	1	40	16	4	0	0	0	0	1.0	6	4.2	100	100	41.20	16.00	3.72	2.77	162	4	2.96	2.96	C	
SE Monterey Road	Kingswood Terrace	East Ocean Boulevard	0.3940	SB	10,430	0.52	0.11	150	2	U	1	40	16	4	0	0	0	0	1.0	6	4.2	100	100	41.20	16.00	3.72	2.77	150	4	2.85	2.85	C	
East Ocean Boulevard	SE Monterey Road	Shopping Center Driveway (Signalized)	0.2130	EB	12,610	0.52	0.11	181	2	U	1	35	16	4	0	0	0	0	1.0	10	3.0	100	100	46.00	16.00	3.83	2.77	181	4	2.99	2.99	C	
East Ocean Boulevard	SE Monterey Road	Shopping Center Driveway (Signalized)	0.2130	WB	13,010	0.52	0.11	187	2	U	1	35	16	4	0	0	0	0	1.0	10	3.0	100	100	46.00	16.00	3.83	2.77	187	4	3.05	3.05	C	
East Ocean Boulevard	Shopping Center Driveway	St. Lucie Boulevard	0.5530	EB	12,610	0.52	0.11	181	2	U	1	35	16	4	0	0	0	0	1.0	10	3.0	100	100	46.00	16.00	3.83	2.77	181	4	2.99	2.99	C	
East Ocean Boulevard	Shopping Center Driveway	St. Lucie Boulevard	0.5530	WB	13,010	0.52	0.11	187	2	U	1	35	16	4	0	0	0	0	1.0	10	3.0	100	100	46.00	16.00	3.83	2.77	187	4	3.05	3.05	C	

**APPENDIX F:
Future Area Growth**

SERPM Model

Martin County Ocean Boulevard 2035 Volumes



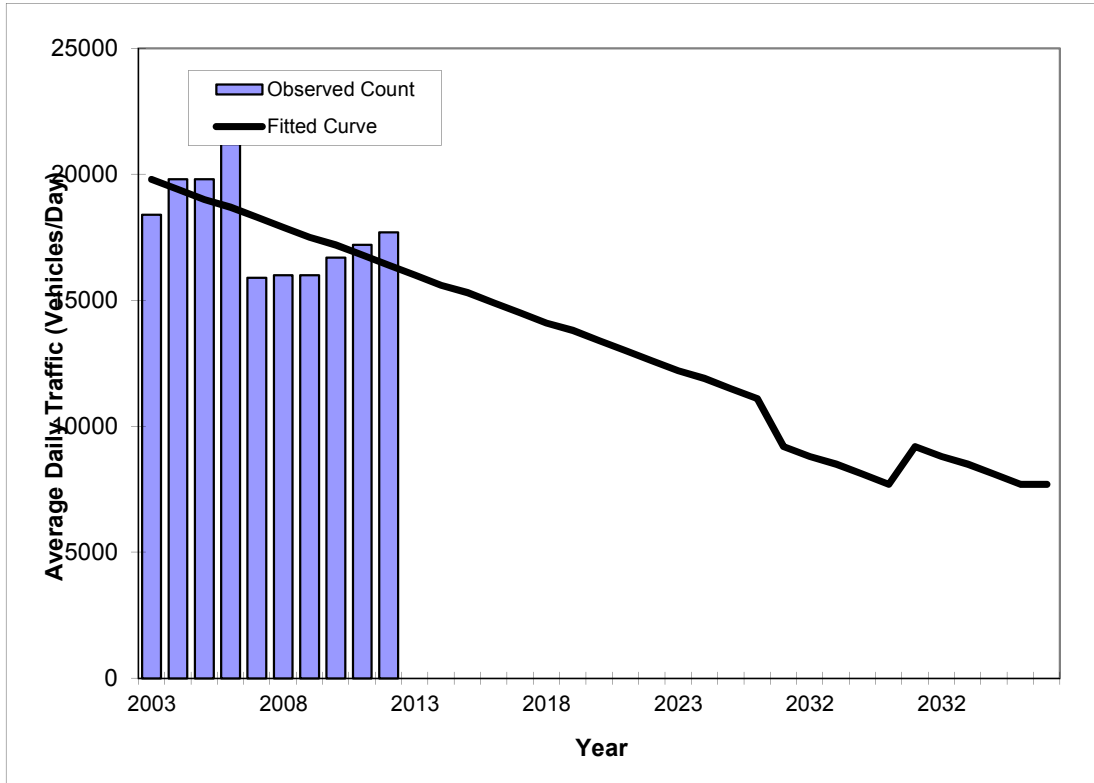
FDOT Historical Data

Historical AADT Growth Rates

Station Number	Location	Historic Growth
		10-Year
29	N 21st Avenue, S of Sheridan Street	-0.79%
148	Dixie Highway, S of Sheridan Street	-1.84%
	Total	-1.32%

TRAFFIC TRENDS
Monterey Road -- S of Ocean Boulevard

County:	89
Station #:	29
Highway:	Monterey Road



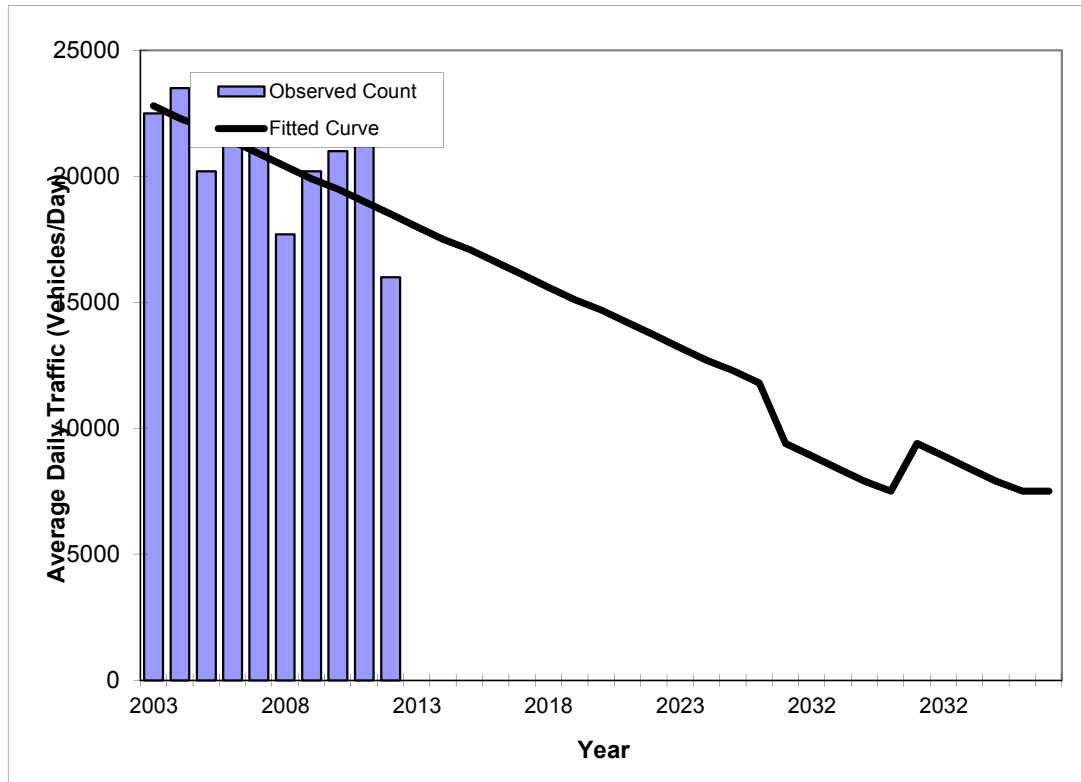
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	18400	19800
2004	19800	19400
2005	19800	19000
2006	23500	18700
2007	15900	18300
2008	16000	17900
2009	16000	17500
2010	16700	17200
2011	17200	16800
2012	17700	16400
2014 Opening Year Trend		
2014	N/A	15600
2017 Mid-Year Trend		
2017	N/A	14500
2026 Design Year Trend		
2026	N/A	11100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** -378
Trend R-squared: 22.9%
Trend Annual Historic Growth Rate: -1.91%
Trend Growth Rate (2012 to Design Year): -2.31%
Printed: 21-Jan-14
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS
SR A1A/E Ocean Blvd -- E of Monterey Road

County:	89
Station #:	148
Highway:	SR A1A/E Ocean Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	22500	22800
2004	23500	22300
2005	20200	21900
2006	22500	21400
2007	21500	20900
2008	17700	20400
2009	20200	19900
2010	21000	19500
2011	21500	19000
2012	16000	18500
2014 Opening Year Trend		
2014	N/A	17500
2017 Mid-Year Trend		
2017	N/A	16100
2026 Design Year Trend		
2026	N/A	11800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-480
Trend R-squared:	40.2%
Trend Annual Historic Growth Rate:	-2.10%
Trend Growth Rate (2012 to Design Year):	-2.59%
Printed:	21-Jan-14
Straight Line Growth Option	

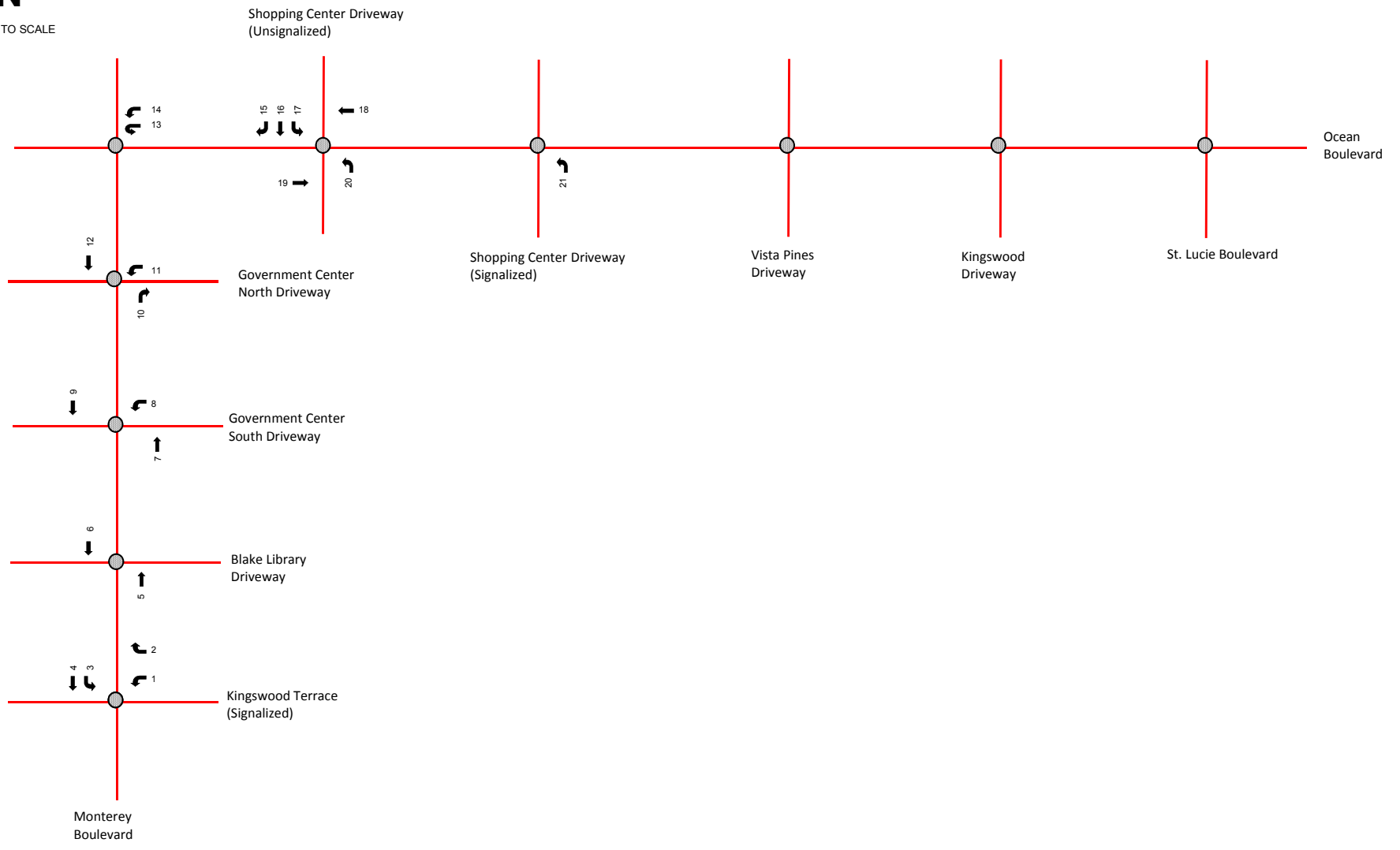
*Axle-Adjusted

APPENDIX G:
Traffic Reassignment Calculations



NOT TO SCALE

- Legend**
- Study Roadway
 - Study Intersection
 - XX Movement Reference Number



Traffic Reassignment Calculations for Designated Movements

		#1														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 1																	
AM	22	10	33%	#22	25%	#11	25%	#8	25%									15	37
PM	61	8	3	37	9	108	27	68	17									56	117

		#2														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 2																	
AM	10	#2	-10%															-1	9
PM	16	16	-2															-2	14

		#3														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 3																	
AM	8	#3	-10%															-1	7
PM	5	8	-1															-1	4

		#4														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 4																	
AM	803	#20	-100%	#20	33%	#20	33%	#22	-25%	#11	-25%	#8	-25%	#15	10%			-15	788
PM	1288	10	-10	10	3	10	4	17	-4	24	-6	9	-3	7	1			-56	1232

		#5														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 5																	
AM	1136	#2	-10%															-1	1135
PM	963	10	-1															-2	961

		#6														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 6																	
AM	807	#20	-100%	#20	33%	#20	33%	#22	-25%	#11	-25%	#8	-25%	#15	10%	#11	-50%	-15	792
PM	1207	10	-10	10	3	10	4	17	-4	24	-6	9	-2	7	1	1	-1	-56	1151

		#7														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 7																	
AM	1000	#2	-10%															-1	999
PM	967	10	-1															-2	965

		#8														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 8																	
AM	9	#8	-25%															-3	6
PM	68	9	-3															-18	50

		#9														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 9																	
AM	858	#20	-100%	#20	33%	#20	33%	#22	-25%	#11	-25%	#15	10%	#3	-10%			-13	845
PM	1066	10	-10	10	3	10	4	17	-4	24	-6	7	1	8	-1			-39	1027

		#10														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 10																	
AM	119	#2	-10%															-1	118
PM	59	10	-1															-2	57

		#11														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 11																	
AM	24	#20	33%	#11	-25%	#3	-10%											-3	21
PM	108	10	4	24	-6	8	-1											-26	82

		#12														Net Total Volume Adjustments	2035 Movement Volume w/ improvement		
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 12																	
AM	799	#20	-100%	#20	33%	#22	-25%	#15	10%									-10	789
PM	866	10	-10	10	3	17	-4	7	1									-13	853

#13													
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 13										Net Total Volume Adjustments	2035 Movement Volume w/ improvement
		#15	90%										
AM	0	7	6										6
PM	0	10	9										9

#14													
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 14										Net Total Volume Adjustments	2035 Movement Volume w/ improvement
		#20	-100%	#20	33%	#22	-25%	#15	10%				
AM	581	10	-10	10	3	17	-4	7	1				-10
PM	584	8	-8	8	3	37	-9	10	1				-13
												<i>AM Total (Including U-turns from movement #13)</i>	
												<i>PM Total (Including U-turns from movement #13)</i>	

#15													
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 15										Net Total Volume Adjustments	2035 Movement Volume w/ improvement
		#16	100%	#17	100%								
AM	36	1	1	6	6								7
PM	23	1	1	9	9								10

#16													
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 16										Net Total Volume Adjustments	2035 Movement Volume w/ improvement
		#16	-100%										
AM	1	1	-1										-1
PM	1	1	-1										-1

#17													
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 17										Net Total Volume Adjustments	2035 Movement Volume w/ improvement
		#17	-100%										
AM	6	6	-6										-6
PM	9	9	-9										-9

#18													
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 18										Net Total Volume Adjustments	2035 Movement Volume w/ improvement
		#20	33%	#21	-25%	#20	100%						
AM	1290	10	3	17	-4	11	11						10
PM	1077	8	3	37	-9	9	9						3

#19													
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 19										Net Total Volume Adjustments	2035 Movement Volume w/ improvement
		#15	90%										
AM	994	7	6										6
PM	1437	10	9										9

#20													
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 20										Net Total Volume Adjustments	2035 Movement Volume w/ improvement
		#20	-100%										
AM	21	21	-21										-21
PM	17	17	-17										-17

#21													
Time Period	2035 Movement Volume w/o improvement	Movement and % Assignment Added to 22										Net Total Volume Adjustments	2035 Movement Volume w/ improvement
		#21	-25%	#20	33%	#20	100%						
AM	38	17	-4	10	3	11	11						10
PM	71	37	-9	8	3	9	9						3

APPENDIX H:
Volume Development Worksheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Kingswood Terrace and Monterey Road
 COUNT DATE: December 5, 2013
 AM PEAK HOUR FACTOR: 0.858
 PM PEAK HOUR FACTOR: 0.914

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						16		8			838	76		6	587	
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

AM EXISTING CONDITIONS						19		9			989	90		7	693	
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						45		12			692	14		3	942	
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

PM EXISTING CONDITIONS						53		14			817	17		4	1,112	
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
AM BACKGROUND TRAFFIC GROWTH						3		1			157	14		1	110	

AM NON-PROJECT TRAFFIC						22		10			1,146	104		8	803	
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
PM BACKGROUND TRAFFIC GROWTH						8		2			129	3		1	176	

PM NON-PROJECT TRAFFIC						61		16			946	20		5	1,288	
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"AM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments						15			-1						-1	-15	
AM REASSIGNMENT ADJUSTMENTS						15			-1			0	0		-1	-15	

AM Total Volumes						37		9			1,146	104		7	788	
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"PM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments						56			-2						-1	-56	
PM REASSIGNMENT ADJUSTMENTS						56			-2						-1	-56	

PM Total Volumes						117		14			946	20		4	1,232	
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Blake Library and Monterey Road
COUNT DATE: December 5, 2013
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT ⁽²⁾	NBR	SBU	SBL	SBT ⁽¹⁾	SBR
AM Raw Turning Movements						2		9			846	15		7	591	
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

AM EXISTING CONDITIONS						2		11			998	18		8	697	
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						62		22			704	12		2	883	
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

PM EXISTING CONDITIONS						73		26			831	14		2	1,042	
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
AM BACKGROUND TRAFFIC GROWTH						0		2			158	3		1	110	

AM NON-PROJECT TRAFFIC						2		13			1,156	21		9	807	
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
PM BACKGROUND TRAFFIC GROWTH						12		4			132	2		0	165	

PM NON-PROJECT TRAFFIC						85		30			963	16		2	1,207	
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"AM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments												-1				-16	
AM REASSIGNMENT ADJUSTMENTS						0		0				-1	0		0	-16	

AM Total Volumes						2		13			1,155	21		9	791	
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"PM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments												-2				-57	
PM REASSIGNMENT ADJUSTMENTS												-2				-57	

PM Total Volumes						85		30			961	16		2	1,150	
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(1) Southbound through volume developed from sum of SBT and WBL at Monterey Road and Government Center South Driveway minus SBL at Monterey Road and Blake Library
 (2) Northbound through volume developed from sum of NBT and WBR at Monterey Road and Kingswood Terrace minus NBR at Monterey Road and Blake Library

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Government Center South Driveway and Monterey Road
COUNT DATE: December 5, 2013
AM PEAK HOUR FACTOR: 0.828
PM PEAK HOUR FACTOR: 0.887

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		4		4		7		8		24	731	20		10	628	8
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

AM EXISTING CONDITIONS		5		5		8		9		28	863	24		12	741	9
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		6		28		50		31		5	708	16		17	780	2
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

PM EXISTING CONDITIONS		7		33		59		37		6	835	19		20	920	2
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0		0		0		0		0	0	0		0	0	0

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
AM BACKGROUND TRAFFIC GROWTH		1		1		1		1		4	137	4		2	117	1

AM NON-PROJECT TRAFFIC		6		6		9		10		32	1,000	28		14	858	10
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0		0		0		0		0	0	0		0	0	0

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
PM BACKGROUND TRAFFIC GROWTH		1		5		9		6		1	132	3		3	146	0

PM NON-PROJECT TRAFFIC		8		38		68		43		7	967	22		23	1,066	2
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"AM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments							-3					-1				-13	
AM REASSIGNMENT ADJUSTMENTS			0		0		-3		0		0	-1	0		0	-13	0

AM Total Volumes		6		6		6		10		32	999	28		14	845	10
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"PM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments							-18					-2				-39	
PM REASSIGNMENT ADJUSTMENTS							-18					-2				-39	

PM Total Volumes		8		38		50		43		7	965	22		23	1,027	2
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Government Center North Driveway and Monterey Road
COUNT DATE: December 5, 2013
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT ⁽²⁾	NBR	SBU	SBL	SBT ⁽¹⁾	SBR
AM Raw Turning Movements						18		15			652	87		27	585	
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

AM EXISTING CONDITIONS						21		18			769	103		32	690	
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						79		69			764	43		9	634	
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

PM EXISTING CONDITIONS						93		81			902	51		11	748	
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
AM BACKGROUND TRAFFIC GROWTH						3		3			122	16		5	109	

AM NON-PROJECT TRAFFIC						24		21			891	119		37	799	
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
PM BACKGROUND TRAFFIC GROWTH						15		13			143	8		2	118	

PM NON-PROJECT TRAFFIC						108		94			1,045	59		13	866	
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"AM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments							-3						-1			-10	
AM REASSIGNMENT ADJUSTMENTS							-3		0			0	-1		0	-10	

AM Total Volumes						21		21			891	118		37	789	
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"PM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments							-26						-2			-13	
PM REASSIGNMENT ADJUSTMENTS							-26						-2			-13	

PM Total Volumes						82		94			1,045	57		13	853	
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(1) Southbound through volume developed from sum of EBR, SBT, and WBL at Monterey Road and Ocean Boulevard minus SBL at Monterey Road and Government Center North Driveway
 (2) Northbound through volume developed from sum of NBL, NBT, and NBR at Monterey Road and Ocean Boulevard minus WBR at Monterey Road and Government Center North Driveway

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Ocean Boulevard and Monterey Road
COUNT DATE: December 5, 2013
AM PEAK HOUR FACTOR: 0.897
PM PEAK HOUR FACTOR: 0.968

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		53	346	166		425	478	15		143	90	434		17	21	15
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

AM EXISTING CONDITIONS		63	408	196		502	564	18		169	106	512		20	25	18
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		8	497	160		427	367	2		259	15	559		20	56	50
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

PM EXISTING CONDITIONS		9	586	189		504	433	2		306	18	660		24	66	59
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
AM BACKGROUND TRAFFIC GROWTH		10	65	31		79	89	3		27	17	81		3	4	3

AM NON-PROJECT TRAFFIC		73	473	227		581	653	21		196	123	593		23	29	21
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
PM BACKGROUND TRAFFIC GROWTH		1	93	30		80	69	0		48	3	104		4	10	9

PM NON-PROJECT TRAFFIC		10	679	219		584	502	2		354	21	764		28	76	68
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"AM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments						6	-10										
AM REASSIGNMENT ADJUSTMENTS			0	0	0	6	-10	0	0		0	0	0		0	0	0

AM Total Volumes		73	473	227	6	571	653	21		196	123	593		23	29	21
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"PM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments						9	-13										
PM REASSIGNMENT ADJUSTMENTS						9	-13										

PM Total Volumes		10	679	219	9	571	502	2		354	21	764		28	76	68
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Ocean Boulevard and Shopping Center (Unsignalized)
COUNT DATE: December 5, 2013
AM PEAK HOUR FACTOR: 0.902
PM PEAK HOUR FACTOR: 0.947

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		12	727	72		23	944	11		15		9		4	1	26
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

AM EXISTING CONDITIONS		14	858	85		27	1,114	13		18		11		5	1	31
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		17	1,052	66		21	788	4		13		41		7	1	17
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

PM EXISTING CONDITIONS		20	1,241	78		25	930	5		15		48		8	1	20
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0		0		0	0	0

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
AM BACKGROUND TRAFFIC GROWTH		2	136	13		4	176	2		3		2		1	0	5

AM NON-PROJECT TRAFFIC		16	994	98		31	1,290	15		21		13		6	1	36
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0		0		0	0	0

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
PM BACKGROUND TRAFFIC GROWTH		3	196	12		4	147	1		2		8		1	0	3

PM NON-PROJECT TRAFFIC		23	1,437	90		29	1,077	6		17		56		9	1	23
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"AM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments				6				10			-21				-6	-1	7
AM REASSIGNMENT ADJUSTMENTS			0	6	0		0	10	0		-21		0		-6	-1	7

AM Total Volumes		16	1,000	98		31	1,300	15		0		13		0	0	43
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"PM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments				9				3			-17				-9	-1	10
PM REASSIGNMENT ADJUSTMENTS				9				3			-17				-9	-1	10

PM Total Volumes		23	1,446	90		29	1,080	6		0		56		0	0	33
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Ocean Boulevard and Shopping Center (Signalized)
COUNT DATE: December 5, 2013
AM PEAK HOUR FACTOR: 0.934
PM PEAK HOUR FACTOR: 0.952

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		10	645	61		50	918	2		28		16		1	1	2
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

AM EXISTING CONDITIONS		12	761	72		59	1,083	2		33		19		1	1	2
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		6	1,022	21		28	724	2		52	2	70		3	1	8
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

PM EXISTING CONDITIONS		7	1,206	25		33	854	2		61	2	83		4	1	9
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0		0		0	0	0

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
AM BACKGROUND TRAFFIC GROWTH		2	120	11		9	171	0		5		3		0	0	0

AM NON-PROJECT TRAFFIC		14	881	83		68	1,254	2		38		22		1	1	2
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0		0		0	0	0

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
PM BACKGROUND TRAFFIC GROWTH		1	191	4		5	135	0		10	0	13		1	0	1

PM NON-PROJECT TRAFFIC		8	1,397	29		38	989	2		71	2	96		5	1	10
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"AM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments											10						
AM REASSIGNMENT ADJUSTMENTS		0	0	0		0	0	0		10		0		0	0	0	

AM Total Volumes		14	881	83		68	1,254	2		48		22		1	1	2
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"PM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments											3						
PM REASSIGNMENT ADJUSTMENTS										3							

PM Total Volumes		8	1,397	29		38	989	2		74	2	96		5	1	10
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Ocean Boulevard and Vista Pines
COUNT DATE: December 5, 2013
AM PEAK HOUR FACTOR: 0.89
PM PEAK HOUR FACTOR: 0.948

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			560	9		2	880			26		10				
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

AM EXISTING CONDITIONS			661	11		2	1,038			31		12				
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			1,054	31		9	632			26		8				
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

PM EXISTING CONDITIONS			1,244	37		11	746			31		9				
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0	0		0	0			0		0				

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
AM BACKGROUND TRAFFIC GROWTH			105	2		0	164			5		2				

AM NON-PROJECT TRAFFIC			766	13		2	1,202			36		14				
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0	0		0	0			0		0				

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
PM BACKGROUND TRAFFIC GROWTH			197	6		2	118			5		1				

PM NON-PROJECT TRAFFIC			1,441	43		13	864			36		10				
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"AM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments																	
AM REASSIGNMENT ADJUSTMENTS				0	0		0	0			0		0				

AM Total Volumes			766	13		2	1,202			36		14				
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"PM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments																	
PM REASSIGNMENT ADJUSTMENTS																	

PM Total Volumes			1,441	43		13	864			36		10				
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Ocean Boulevard and Kingswood
COUNT DATE: December 5, 2013
AM PEAK HOUR FACTOR: 0.904
PM PEAK HOUR FACTOR: 0.944

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			543	7		3	857			22		11				
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

AM EXISTING CONDITIONS			641	8		4	1,011			26		13				
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			998	13		7	642			12		8				
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

PM EXISTING CONDITIONS			1,178	15		8	758			14		9				
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0	0		0	0			0		0				

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
AM BACKGROUND TRAFFIC GROWTH			101	1		1	160			4		2				

AM NON-PROJECT TRAFFIC			742	9		5	1,171			30		15				
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0	0		0	0			0		0				

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
PM BACKGROUND TRAFFIC GROWTH			186	2		1	120			2		1				

PM NON-PROJECT TRAFFIC			1,364	17		9	878			16		10				
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"AM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments																	
AM REASSIGNMENT ADJUSTMENTS				0	0		0	0			0		0				

AM Total Volumes			742	9		5	1,171			30		15				
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"PM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments																	
PM REASSIGNMENT ADJUSTMENTS																	

PM Total Volumes			1,364	17		9	878			16		10				
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Ocean Boulevard and St. Lucie Boulevard
COUNT DATE: December 5, 2013
AM PEAK HOUR FACTOR: 0.909
PM PEAK HOUR FACTOR: 0.956

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		11	494	66		175	787	12		67	10	168		21	10	11
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

AM EXISTING CONDITIONS		13	583	78		207	929	14		79	12	198		25	12	13
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		18	844	152		260	559	28		67	14	256		25	11	14
Peak Season Correction Factor	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180	1.180

PM EXISTING CONDITIONS		21	996	179		307	660	33		79	17	302		30	13	17
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
AM BACKGROUND TRAFFIC GROWTH		2	92	12		33	147	2		13	2	31		4	2	2

AM NON-PROJECT TRAFFIC		15	675	90		240	1,076	16		92	14	229		29	14	15
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
PM BACKGROUND TRAFFIC GROWTH		3	158	28		49	104	5		13	3	48		5	2	3

PM NON-PROJECT TRAFFIC		24	1,154	207		356	764	38		92	20	350		35	15	20
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"AM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments																	
AM REASSIGNMENT ADJUSTMENTS		0	0	0		0	0	0		0	0	0		0	0	0	

AM Total Volumes		15	675	90		240	1,076	16		92	14	229		29	14	15
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"PM REASSIGNMENT ADJUSTMENTS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Reassignment Adjustments																	
PM REASSIGNMENT ADJUSTMENTS																	

PM Total Volumes		24	1,154	207		356	764	38		92	20	350		35	15	20
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APPENDIX I:
Intersection Capacity Analyses

Existing (2013) Conditions

HCM 2010 TWSC
 1: Monterey Boulevard & Kingswood Terrace

Existing Conditions
 AM Peak Hour

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	19	9	989	90	7	693
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	250	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	10	1150	105	8	806

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1569	575	0	0	1150	0
Stage 1	1150	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	101	461	-	-	603	-
Stage 1	264	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	100	461	-	-	603	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	38.7		0		0.1
HCM LOS	E				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	100	461	603	-
HCM Lane V/C Ratio	-	-	0.221	0.023	0.013	-
HCM Control Delay (s)	-	-	50.9	13	11.1	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	0	-

HCM 2010 TWSC
 2: Monterey Boulevard & Blake Library Driveway

Existing Conditions
 AM Peak Hour

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	11	998	18	8	697
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	12	1085	20	9	758

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1491	552	0	0	1104	0
Stage 1	1095	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	114	477	-	-	628	-
Stage 1	282	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	111	477	-	-	628	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	14.2		0		0.2
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	404	628	-
HCM Lane V/C Ratio	-	-	0.035	0.014	-
HCM Control Delay (s)	-	-	14.2	10.8	0.1
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Existing Conditions
 AM Peak Hour

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	5	0	5	8	0	9	28	863	24
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	6	10	0	11	34	1040	29

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1518	2067	456	1601	2059	538	906	0	0
Stage 1	929	929	-	1124	1124	-	-	-	-
Stage 2	589	1138	-	477	935	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	82	54	551	71	54	488	747	-	-
Stage 1	288	344	-	219	279	-	-	-	-
Stage 2	461	275	-	538	342	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	71	46	549	62	46	486	746	-	-
Mov Cap-2 Maneuver	71	46	-	62	46	-	-	-	-
Stage 1	255	328	-	194	247	-	-	-	-
Stage 2	399	244	-	508	326	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	36.6	41.3	0.8
HCM LOS	E	E	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	746	-	-	126	62	486	646	-	-
HCM Lane V/C Ratio	0.045	-	-	0.096	0.155	0.022	0.022	-	-
HCM Control Delay (s)	10.1	0.5	-	36.6	73.5	12.6	10.7	0.2	-
HCM Lane LOS	B	A	-	E	F	B	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.5	0.1	0.1	-	-

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Existing Conditions
 AM Peak Hour

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	12	741	9
Conflicting Peds, #/hr	0	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	83	83	83
Heavy Vehicles, %	2	2	2
Mvmt Flow	14	893	11

Major/Minor	Major2		
Conflicting Flow All	1071	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	647	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	646	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.4
HCM LOS	

Minor Lane/Major Mvmt

HCM 2010 TWSC
 4: Monterey Boulevard & North Government Center Driveway

Existing Conditions
 AM Peak Hour

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	21	18	769	103	32	690
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	20	836	112	35	750

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	1338	475	0	0	949	0
Stage 1	893	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	144	536	-	-	719	-
Stage 1	360	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	132	536	-	-	719	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	337	719	-
HCM Lane V/C Ratio	-	-	0.126	0.048	-
HCM Control Delay (s)	-	-	17.2	10.3	0.4
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Timings
5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard

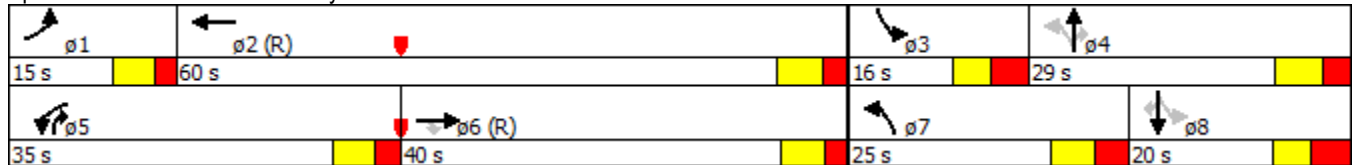
Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	63	408	196	502	564	169	106	512	20	25	18
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4	5	3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	5	3	8	8
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.7	32.1	32.1	14.1	29.4	15.0	37.0	14.1	14.8	39.1	39.1
Total Split (s)	15.0	40.0	40.0	35.0	60.0	25.0	29.0	35.0	16.0	20.0	20.0
Total Split (%)	12.5%	33.3%	33.3%	29.2%	50.0%	20.8%	24.2%	29.2%	13.3%	16.7%	16.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.4	3.7	3.4	3.4	3.4
All-Red Time (s)	2.0	2.1	2.1	2.4	2.4	3.0	2.6	2.4	3.4	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.1	6.1	6.1	6.4	7.0	7.0	6.1	6.8	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary
























Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard

Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	408	196	502	564	18	169	106	512	20	25	18
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	70	453	218	558	627	20	188	118	569	22	28	20
Adj No. of Lanes	1	2	1	2	2	0	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	831	371	677	1271	41	481	448	693	272	313	266
Arrive On Green	0.07	0.23	0.23	0.20	0.36	0.36	0.11	0.24	0.24	0.04	0.17	0.17
Sat Flow, veh/h	1774	3539	1581	3442	3501	112	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	70	453	218	558	317	330	188	118	569	22	28	20
Grp Sat Flow(s),veh/h/ln	1774	1770	1581	1721	1770	1843	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	3.5	10.2	11.1	14.1	12.6	12.7	7.6	4.7	21.9	0.9	1.2	1.0
Cycle Q Clear(g_c), s	3.5	10.2	11.1	14.1	12.6	12.7	7.6	4.7	21.9	0.9	1.2	1.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	831	371	677	643	669	481	448	693	272	313	266
V/C Ratio(X)	0.54	0.54	0.59	0.82	0.49	0.49	0.39	0.26	0.82	0.08	0.09	0.08
Avail Cap(c_a), veh/h	181	1307	584	1093	1043	1086	640	448	693	385	313	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	30.5	30.9	35.0	22.5	22.5	25.4	28.0	22.5	29.1	32.0	31.9
Incr Delay (d2), s/veh	3.5	2.6	6.6	2.8	2.7	2.6	0.5	0.3	7.8	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.3	5.5	7.0	6.6	6.9	3.8	2.4	14.0	0.4	0.6	0.4
LnGrp Delay(d),s/veh	44.2	33.1	37.5	37.8	25.2	25.1	25.9	28.3	30.3	29.2	32.1	32.0
LnGrp LOS	D	C	D	D	C	C	C	C	C	C	C	C
Approach Vol, veh/h		741			1205			875			70	
Approach Delay, s/veh		35.5			31.0			29.1			31.2	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	68.5	10.2	29.0	24.0	56.8	16.8	22.4				
Change Period (Y+Rc), s	5.6999998	6.4	6.8	10.0000008	10.0000008	14.0000001	7.0	10.000004				
Max Green Setting (Gmax), s	30.000002	53.6	9.2	* 21.9	* 28.9	33.600002	18.0	* 12.9				
Max Q Clear Time (g_c+I1), s	5.5	14.7	2.9	23.9	16.1	13.1	9.6	3.2				
Green Ext Time (p_c), s	0.0	10.0	0.0	0.0	1.8	8.1	0.3	2.3				

Intersection Summary

HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C

Notes

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

6: Shopping Center Driveway (unsignalized) & Ocean Boulevard/Ocean Boulevard AM Peak Hour

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	14	858	85	27	1114	13	18	0	11
Conflicting Peds, #/hr	6	0	3	3	0	6	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	953	94	30	1238	14	20	0	12

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1254	0	0	1050	0	0	1715	2348	532
Stage 1	-	-	-	-	-	-	1034	1034	-
Stage 2	-	-	-	-	-	-	681	1314	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	551	-	-	659	-	-	58	36	492
Stage 1	-	-	-	-	-	-	248	308	-
Stage 2	-	-	-	-	-	-	407	226	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	548	-	-	656	-	-	44	28	489
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	111	-
Stage 1	-	-	-	-	-	-	230	285	-
Stage 2	-	-	-	-	-	-	314	192	-

Approach	EB		WB		NB
HCM Control Delay, s	0.5		1		27.8
HCM LOS					D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	190	548	-	-	656	-	-	296
HCM Lane V/C Ratio	0.17	0.028	-	-	0.046	-	-	0.139
HCM Control Delay (s)	27.8	11.8	0.4	-	10.8	0.8	-	19.1
HCM Lane LOS	D	B	A	-	B	A	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.5

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	5	1	31
Conflicting Peds, #/hr	0	0	2
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	1	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	2	2	2
Mvmt Flow	6	1	34

Major/Minor	Minor2		
Conflicting Flow All	1817	2388	634
Stage 1	1307	1307	-
Stage 2	510	1081	-
Critical Hdwy	7.54	6.54	6.94
Critical Hdwy Stg 1	6.54	5.54	-
Critical Hdwy Stg 2	6.54	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	49	34	422
Stage 1	169	228	-
Stage 2	514	292	-
Platoon blocked, %			
Mov Cap-1 Maneuver	40	27	419
Mov Cap-2 Maneuver	119	110	-
Stage 1	157	193	-
Stage 2	463	271	-

Approach	SB
HCM Control Delay, s	19.1
HCM LOS	C

Minor Lane/Major Mvmt

Timings
7: Shopping Center Driveway (Signalized) & Ocean Boulevard

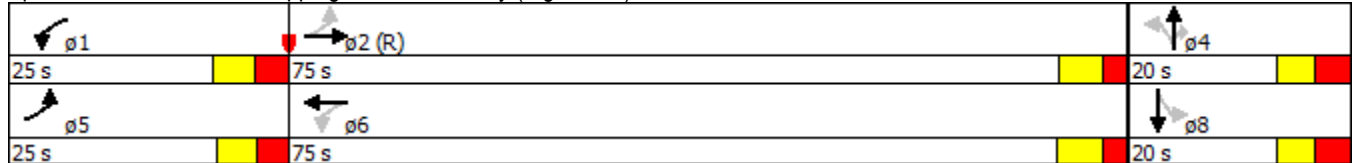
Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	12	761	59	1083	33	0	19	1	1
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases	2		6		4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	6.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.5	32.3	12.7	32.4	34.8	34.8	34.8	22.8	22.8
Total Split (s)	25.0	75.0	25.0	75.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	20.8%	62.5%	20.8%	62.5%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.3	3.0	2.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.5	6.3	6.7	6.4		6.8	6.8		6.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	None	None	None	None	None	None

Intersection Summary




















Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 109 (91%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Shopping Center Driveway (Signalized) & Ocean Boulevard













HCM 2010 Signalized Intersection Summary
 7: Shopping Center Driveway (Signalized) & Ocean Boulevard

Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	761	72	59	1083	2	33	0	19	1	1	2
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	190.0	186.3	186.3	190.0	186.3	190.0
Adj Flow Rate, veh/h	13	818	77	63	1165	2	35	0	20	1	1	2
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
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	407	1643	155	562	2012	3	226	0	107	98	39	55
Arrive On Green	0.04	1.00	1.00	0.13	1.00	1.00	0.07	0.00	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1774	3262	307	1774	3625	6	1416	0	1579	237	580	817
Grp Volume(v), veh/h	13	444	451	63	569	598	35	0	20	4	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1799	1774	1770	1861	1416	0	1579	1633	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.8	0.0	0.0	1.2	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.8	0.0	0.0	1.3	0.0	0.7	0.1	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.00	1.00		1.00	0.25		0.50
Lane Grp Cap(c), veh/h	407	891	906	562	982	1033	226	0	107	192	0	0
V/C Ratio(X)	0.03	0.50	0.50	0.11	0.58	0.58	0.15	0.00	0.19	0.02	0.00	0.00
Avail Cap(c_a), veh/h	968	2205	2242	1032	2205	2320	468	0	379	465	0	0
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(l)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	0.0	4.9	0.0	0.0	24.5	0.0	24.2	24.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	2.0	0.1	0.5	0.5	0.3	0.0	0.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.4	0.1	0.1	0.5	0.0	0.3	0.1	0.0	0.0
LnGrp Delay(d),s/veh	6.2	2.0	2.0	4.9	0.5	0.5	24.8	0.0	25.1	24.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		908			1230			55				4
Approach Delay, s/veh		2.0			0.7			24.9				24.0
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	99.1		10.5	7.6	101.9		10.5				
Change Period (Y+Rc), s	6.699999	6.400001		6.8	6.5	6.4		6.8				
Max Green Setting (Gmax), s	18.299999	18.599998		13.2	18.5	68.6		13.2				
Max Q Clear Time (g_c+l1), s	2.8	2.0		3.3	2.2	2.0		2.1				
Green Ext Time (p_c), s	0.1	25.7		0.1	0.0	25.7		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			1.9									
HCM 2010 LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
8: Vista Pines Driveway & Ocean Boulevard

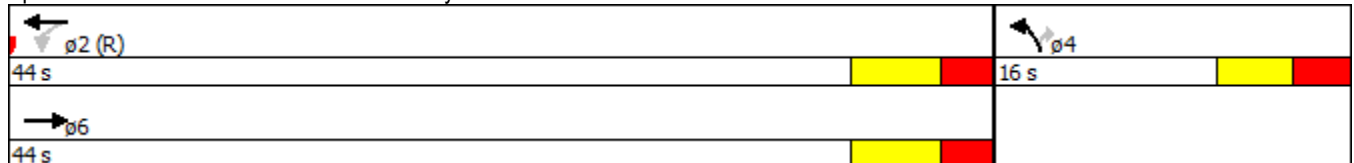
Existing Conditions
AM Peak Hour

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Volume (vph)	661	2	1038	31	12
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	6		2	4	
Permitted Phases		2			4
Detector Phase	6	2	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	27.4	22.4	22.4	31.1	31.1
Total Split (s)	44.0	44.0	44.0	16.0	16.0
Total Split (%)	73.3%	73.3%	73.3%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	3.4	3.4
All-Red Time (s)	2.4	2.4	2.4	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.1	6.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary












Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 21 (35%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Vista Pines Driveway & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
8: Vista Pines Driveway & Ocean Boulevard

Existing Conditions
AM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Volume (veh/h)	661	11	2	1038	31	12		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	190.0	186.3	186.3	186.3	186.3		
Adj Flow Rate, veh/h	743	12	2	1166	35	13		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2148	35	532	2133	147	131		
Arrive On Green	0.60	0.60	1.00	1.00	0.08	0.08		
Sat Flow, veh/h	3656	58	705	3632	1774	1583		
Grp Volume(v), veh/h	369	386	2	1166	35	13		
Grp Sat Flow(s),veh/h/ln	1770	1851	705	1770	1774	1583		
Q Serve(g_s), s	4.2	4.2	0.0	0.0	0.7	0.3		
Cycle Q Clear(g_c), s	4.2	4.2	4.2	0.0	0.7	0.3		
Prop In Lane		0.03	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1067	1116	532	2133	147	131		
V/C Ratio(X)	0.35	0.35	0.00	0.55	0.24	0.10		
Avail Cap(c_a), veh/h	1674	1750	774	3347	442	394		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(l)	0.95	0.95	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	4.0	4.0	0.4	0.0	17.1	16.9		
Incr Delay (d2), s/veh	0.2	0.2	0.0	1.0	0.8	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.0	2.1	0.0	0.3	0.4	0.1		
LnGrp Delay(d),s/veh	4.1	4.1	0.4	1.0	17.9	17.2		
LnGrp LOS	A	A	A	A	B	B		
Approach Vol, veh/h	755			1168	48			
Approach Delay, s/veh	4.1			1.0	17.7			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		50.6		9.4		50.6		
Change Period (Y+Rc), s		6.4		* 6.1000004		6.4		
Max Green Setting (Gmax), s		37.6		* 9.8999996		37.6		
Max Q Clear Time (g_c+l1), s		6.2		2.7		6.2		
Green Ext Time (p_c), s		17.8		0.0		17.8		
Intersection Summary								
HCM 2010 Ctrl Delay			2.6					
HCM 2010 LOS			A					
Notes								
User approved pedestrian interval to be less than phase max green.								

HCM 2010 TWSC
 9: Kingswood Driveway & Ocean Boulevard

Existing Conditions
 AM Peak Hour

Intersection							
Int Delay, s/veh	0.4						

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	641	8	4	1011	26	13
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	712	9	4	1123	29	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	366
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.14	6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.22	3.32
Pot Cap-1 Maneuver	-	877	631
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	873	628
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	353	-	-	873	-
HCM Lane V/C Ratio	0.123	-	-	0.005	-
HCM Control Delay (s)	16.6	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Timings
10: St. Lucie Boulevard & Ocean Boulevard

Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations									
Volume (vph)	13	583	207	929	25	12	79	12	198
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	5	2	3	8	7	4	
Permitted Phases	6		2		8	8	4		4
Detector Phase	1	6	5	2	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.1	31.4	13.4	29.8	23.9	36.9	13.9	23.9	23.9
Total Split (s)	13.2	41.4	27.4	55.6	24.0	37.0	14.2	27.2	27.2
Total Split (%)	11.0%	34.5%	22.8%	46.3%	20.0%	30.8%	11.8%	22.7%	22.7%
Yellow Time (s)	3.7	4.0	4.0	4.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	3.4	3.4	3.4	3.4	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.4	7.4	7.8	7.9	7.9	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary






















Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 62 (52%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 10: St. Lucie Boulevard & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 10: St. Lucie Boulevard & Ocean Boulevard

Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	13	583	78	207	929	14	25	12	13	79	12	198
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	14	641	86	227	1021	15	27	13	0	87	13	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	1079	145	413	1562	23	312	145	0	309	132	112
Arrive On Green	0.02	0.35	0.35	0.11	0.44	0.44	0.07	0.08	0.00	0.07	0.07	0.00
Sat Flow, veh/h	1774	3126	419	1774	3569	52	1774	1863	0	1774	1863	1583
Grp Volume(v), veh/h	14	362	365	227	506	530	27	13	0	87	13	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1775	1774	1770	1852	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.4	13.0	13.0	5.9	17.4	17.4	1.0	0.5	0.0	3.4	0.5	0.0
Cycle Q Clear(g_c), s	0.4	13.0	13.0	5.9	17.4	17.4	1.0	0.5	0.0	3.4	0.5	0.0
Prop In Lane	1.00		0.24	1.00		0.03	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	611	613	413	774	810	312	145	0	309	132	112
V/C Ratio(X)	0.06	0.59	0.59	0.55	0.65	0.65	0.09	0.09	0.00	0.28	0.10	0.00
Avail Cap(c_a), veh/h	349	772	774	682	1098	1149	554	704	0	338	467	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.3	20.8	20.8	14.2	17.1	17.1	28.7	33.0	0.0	30.2	33.5	0.0
Incr Delay (d2), s/veh	0.1	4.2	4.2	1.1	4.3	4.1	0.1	0.3	0.0	0.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.1	7.1	3.0	9.4	9.7	0.5	0.3	0.0	1.7	0.3	0.0
LnGrp Delay(d),s/veh	16.4	25.0	25.0	15.3	21.3	21.2	28.8	33.2	0.0	30.7	33.8	0.0
LnGrp LOS	B	C	C	B	C	C	C	C		C	C	
Approach Vol, veh/h		741			1263			40			100	
Approach Delay, s/veh		24.8			20.2			30.2			31.1	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	84.5	13.5	13.4	15.8	77.4	13.0	13.9				
Change Period (Y+Rc), s	7.1000004	7.8	7.9	7.9	7.8000002	7.9	7.9					
Max Green Setting (Gmax), s	6.9999999	47.8	16.1	19.3	20.03599998	6.3	29.1					
Max Q Clear Time (g_c+I1), s	2.4	19.4	3.0	2.5	7.9	15.0	5.4	2.5				
Green Ext Time (p_c), s	0.0	14.3	0.0	0.1	0.5	11.2	0.0	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			22.5									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 TWSC
 1: Monterey Boulevard & Kingswood Terrace

Existing Conditions
 PM Peak Hour

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	53	14	817	17	4	1112
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	250	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	15	898	19	4	1222

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1519	450	0	0	899	0
Stage 1	899	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	110	556	-	-	751	-
Stage 1	358	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	109	556	-	-	751	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	58.5		0		0
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	109	556	751	-
HCM Lane V/C Ratio	-	-	0.534	0.028	0.006	-
HCM Control Delay (s)	-	-	70.8	11.7	9.8	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	2.5	0.1	0	-

HCM 2010 TWSC
 2: Monterey Boulevard & Blake Library Driveway

Existing Conditions
 PM Peak Hour

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	73	26	831	14	2	1042
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	28	903	15	2	1133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1482	459	0	0	918	0
Stage 1	911	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	116	549	-	-	739	-
Stage 1	352	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	115	549	-	-	739	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	525	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	25.2		0		0
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	284	739	-
HCM Lane V/C Ratio	-	-	0.379	0.003	-
HCM Control Delay (s)	-	-	25.2	9.9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.7	0	-

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Existing Conditions
 PM Peak Hour

Intersection

Int Delay, s/veh 7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	7	0	33	59	0	37	6	835	19
Conflicting Peds, #/hr	1	0	1	1	0	1	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	37	66	0	42	7	938	21

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1565	2055	521	1526	2045	483	1037	0	0
Stage 1	1081	1081	-	963	963	-	-	-	-
Stage 2	484	974	-	563	1082	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	75	55	500	81	55	530	666	-	-
Stage 1	232	292	-	274	332	-	-	-	-
Stage 2	533	328	-	478	292	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	64	50	499	69	50	529	665	-	-
Mov Cap-2 Maneuver	64	50	-	69	50	-	-	-	-
Stage 1	226	270	-	267	324	-	-	-	-
Stage 2	479	320	-	409	270	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	24.6	127	0.2
HCM LOS	C	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	665	-	-	228	69	529	711	-	-
HCM Lane V/C Ratio	0.01	-	-	0.197	0.961	0.079	0.032	-	-
HCM Control Delay (s)	10.5	0.1	-	24.6	198.8	12.4	10.2	0.4	-
HCM Lane LOS	B	A	-	C	F	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	4.8	0.3	0.1	-	-

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Existing Conditions
 PM Peak Hour

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	20	920	2
Conflicting Peds, #/hr	0	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	89	89	89
Heavy Vehicles, %	2	2	2
Mvmt Flow	22	1034	2

Major/Minor	Major2		
Conflicting Flow All	961	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	712	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	711	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.6
HCM LOS	

Minor Lane/Major Mvmt

HCM 2010 TWSC
 4: Monterey Boulevard & North Government Center Driveway

Existing Conditions
 PM Peak Hour

Intersection

Int Delay, s/veh 3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	93	81	902	51	11	748
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	88	980	55	12	813

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	1438	518	0	0	1036	0
Stage 1	1008	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	124	502	-	-	667	-
Stage 1	313	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	120	502	-	-	667	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.8	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	312	667	-
HCM Lane V/C Ratio	-	-	0.606	0.018	-
HCM Control Delay (s)	-	-	32.8	10.5	0.2
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	3.7	0.1	-

Timings
5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard

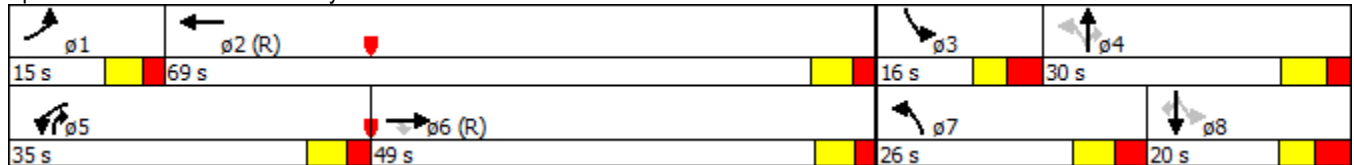
Existing Conditions
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	9	586	189	504	433	306	18	660	24	66	59
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4	5	3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	5	3	8	8
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.7	32.1	32.1	14.1	29.4	15.0	37.0	14.1	14.8	39.1	39.1
Total Split (s)	15.0	49.0	49.0	35.0	69.0	26.0	30.0	35.0	16.0	20.0	20.0
Total Split (%)	11.5%	37.7%	37.7%	26.9%	53.1%	20.0%	23.1%	26.9%	12.3%	15.4%	15.4%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.4	3.7	3.4	3.4	3.4
All-Red Time (s)	2.0	2.1	2.1	2.4	2.4	3.0	2.6	2.4	3.4	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.1	6.1	6.1	6.4	7.0	7.0	6.1	6.8	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard

Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	586	189	504	433	2	306	18	660	24	66	59
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	9	604	195	520	446	2	315	19	680	25	68	61
Adj No. of Lanes	1	2	1	2	2	0	1	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	928	409	631	1560	7	471	445	668	223	191	162
Arrive On Green	0.02	0.26	0.26	0.18	0.43	0.43	0.17	0.24	0.24	0.04	0.10	0.10
Sat Flow, veh/h	1774	3539	1559	3442	3613	16	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	9	604	195	520	218	230	315	19	680	25	68	61
Grp Sat Flow(s),veh/h/ln	1774	1770	1559	1721	1770	1860	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.5	14.6	10.1	13.9	7.7	7.7	14.5	0.8	22.9	1.2	3.3	3.4
Cycle Q Clear(g_c), s	0.5	14.6	10.1	13.9	7.7	7.7	14.5	0.8	22.9	1.2	3.3	3.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	32	928	409	631	764	803	471	445	668	223	191	162
V/C Ratio(X)	0.29	0.65	0.48	0.82	0.29	0.29	0.67	0.04	1.02	0.11	0.36	0.38
Avail Cap(c_a), veh/h	172	1572	693	1037	1155	1214	512	445	668	321	251	213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	31.5	29.8	37.7	17.7	17.7	28.9	28.1	27.7	35.7	40.1	40.2
Incr Delay (d2), s/veh	4.8	3.5	4.0	2.8	0.9	0.9	3.0	0.0	39.3	0.2	1.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.6	4.8	6.9	4.0	4.2	7.5	0.4	24.8	0.6	1.7	1.6
LnGrp Delay(d),s/veh	51.3	35.0	33.8	40.5	18.6	18.6	31.9	28.1	67.0	35.9	41.2	41.6
LnGrp LOS	D	D	C	D	B	B	C	C	F	D	D	D
Approach Vol, veh/h		808			968			1014			154	
Approach Delay, s/veh		34.9			30.4			55.4			40.5	
Approach LOS		C			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	81.9	10.7	30.0	23.7	65.6	23.8	16.9				
Change Period (Y+Rc), s	5.6999998	6.4	6.8	10.0000008	10.0000008	14.0000001	7.0	10.000004				
Max Green Setting (Gmax), s	30.000002	62.6	9.2	* 22.9	* 28.9	42.600002	19.0	* 12.9				
Max Q Clear Time (g_c+l1), s	2.5	9.7	3.2	24.9	15.9	16.6	16.5	5.4				
Green Ext Time (p_c), s	0.0	9.8	0.0	0.0	1.6	8.5	0.3	2.3				

Intersection Summary

HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

Notes

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

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	20	1241	78	25	930	5	15	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	1306	82	26	979	5	16	0	51

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	988	0	0	1392	0	0	1940	2434	698
Stage 1	-	-	-	-	-	-	1393	1393	-
Stage 2	-	-	-	-	-	-	547	1041	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	695	-	-	487	-	-	39	31	383
Stage 1	-	-	-	-	-	-	149	207	-
Stage 2	-	-	-	-	-	-	489	305	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	695	-	-	487	-	-	30	23	382
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	105	-
Stage 1	-	-	-	-	-	-	128	178	-
Stage 2	-	-	-	-	-	-	412	268	-

Approach	EB			WB			NB
HCM Control Delay, s	0.8			1			27.4
HCM LOS							D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	226	695	-	-	487	-	-	257
HCM Lane V/C Ratio	0.293	0.03	-	-	0.054	-	-	0.119
HCM Control Delay (s)	27.4	10.3	0.7	-	12.8	0.7	-	20.9
HCM Lane LOS	D	B	A	-	B	A	-	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.2	-	-	0.4

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	1	20
Conflicting Peds, #/hr	1	0	4
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	1	-
Grade, %	-	0	-
Peak Hour Factor	95	95	95
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	1	21

Major/Minor	Minor2		
Conflicting Flow All	1737	2473	496
Stage 1	1038	1038	-
Stage 2	699	1435	-
Critical Hdwy	7.54	6.54	6.94
Critical Hdwy Stg 1	6.54	5.54	-
Critical Hdwy Stg 2	6.54	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	56	30	519
Stage 1	247	306	-
Stage 2	397	197	-
Platoon blocked, %			
Mov Cap-1 Maneuver	39	23	517
Mov Cap-2 Maneuver	126	95	-
Stage 1	212	269	-
Stage 2	297	169	-

Approach	SB
HCM Control Delay, s	20.9
HCM LOS	C

Minor Lane/Major Mvmt

Timings
7: Shopping Center Driveway (Signalized) & Ocean Boulevard

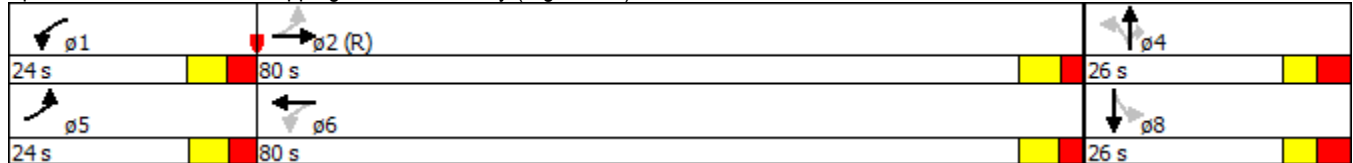
Existing Conditions
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	7	1206	33	854	61	2	83	4	1
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases	2		6		4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	6.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.5	32.3	12.7	32.4	34.8	34.8	34.8	22.8	22.8
Total Split (s)	24.0	80.0	24.0	80.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	18.5%	61.5%	18.5%	61.5%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.3	3.0	2.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.5	6.3	6.7	6.4		6.8	6.8		6.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	None	None	None	None	None	None

Intersection Summary




















Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 121 (93%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Shopping Center Driveway (Signalized) & Ocean Boulevard


















HCM 2010 Signalized Intersection Summary
 7: Shopping Center Driveway (Signalized) & Ocean Boulevard

Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1206	25	33	854	2	61	2	83	4	1	9
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	190.0	186.3	186.3	190.0	186.3	190.0
Adj Flow Rate, veh/h	7	1269	26	35	899	2	64	2	87	4	1	9
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	459	1852	38	418	2024	5	263	6	168	98	38	109
Arrive On Green	0.02	1.00	1.00	0.09	1.00	1.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1774	3545	73	1774	3623	8	1366	60	1566	209	354	1014
Grp Volume(v), veh/h	7	633	662	35	439	462	66	0	87	14	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1848	1774	1770	1861	1427	0	1566	1578	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.5	0.0	0.0	2.1	0.0	3.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.5	0.0	0.0	2.5	0.0	3.2	0.5	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.00	0.97		1.00	0.29		0.64
Lane Grp Cap(c), veh/h	459	924	965	418	989	1040	269	0	168	245	0	0
V/C Ratio(X)	0.02	0.68	0.69	0.08	0.44	0.44	0.24	0.00	0.52	0.06	0.00	0.00
Avail Cap(c_a), veh/h	949	2135	2230	843	2135	2246	559	0	493	555	0	0
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(l)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	5.6	0.0	0.0	25.4	0.0	25.7	24.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.1	4.0	0.1	0.3	0.3	0.5	0.0	2.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	1.1	0.3	0.1	0.1	1.1	0.0	1.5	0.2	0.0	0.0
LnGrp Delay(d),s/veh	6.6	4.1	4.0	5.7	0.3	0.3	25.9	0.0	28.2	24.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		1302			936			153				14
Approach Delay, s/veh		4.0			0.5			27.2				24.6
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	107.3		13.4	7.2	109.5		13.4				
Change Period (Y+Rc), s	6.699999	6.400000		6.8	6.5	6.4		6.8				
Max Green Setting (Gmax), s	17.299999	13.599998		19.2	17.5	73.6		19.2				
Max Q Clear Time (g_c+l1), s	2.5	2.0		5.2	2.1	2.0		2.5				
Green Ext Time (p_c), s	0.0	29.9		0.5	0.0	29.9		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			4.3									
HCM 2010 LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
8: Vista Pines Driveway & Ocean Boulevard

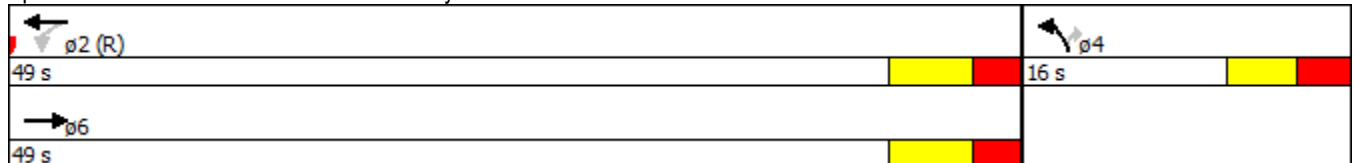
Existing Conditions
PM Peak Hour

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	 	 	 	 	 
Volume (vph)	1244	11	746	31	12
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	6		2	4	
Permitted Phases		2			4
Detector Phase	6	2	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	27.4	22.4	22.4	31.1	31.1
Total Split (s)	49.0	49.0	49.0	16.0	16.0
Total Split (%)	75.4%	75.4%	75.4%	24.6%	24.6%
Yellow Time (s)	4.0	4.0	4.0	3.4	3.4
All-Red Time (s)	2.4	2.4	2.4	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.1	6.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary












Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 60 (92%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Vista Pines Driveway & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
8: Vista Pines Driveway & Ocean Boulevard

Existing Conditions
PM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Volume (veh/h)	1244	37	11	746	31	12		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	190.0	186.3	186.3	186.3	186.3		
Adj Flow Rate, veh/h	1309	39	12	785	33	13		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2172	65	423	2193	141	126		
Arrive On Green	1.00	1.00	1.00	1.00	0.08	0.08		
Sat Flow, veh/h	3600	104	403	3632	1774	1583		
Grp Volume(v), veh/h	660	688	12	785	33	13		
Grp Sat Flow(s),veh/h/ln	1770	1841	403	1770	1774	1583		
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.7	0.3		
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.7	0.3		
Prop In Lane		0.06	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1096	1141	423	2193	141	126		
V/C Ratio(X)	0.60	0.60	0.03	0.36	0.23	0.10		
Avail Cap(c_a), veh/h	1816	1890	587	3632	423	378		
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00		
Upstream Filter(l)	0.87	0.87	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	17.9	17.7		
Incr Delay (d2), s/veh	0.5	0.4	0.1	0.5	0.8	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.1	0.4	0.1		
LnGrp Delay(d),s/veh	0.5	0.4	0.1	0.5	18.8	18.1		
LnGrp LOS	A	A	A	A	B	B		
Approach Vol, veh/h	1348			797	46			
Approach Delay, s/veh	0.5			0.5	18.6			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		55.6		9.4		55.6		
Change Period (Y+Rc), s		6.4		* 6.1000004		6.4		
Max Green Setting (Gmax), s		42.6		* 9.8999996		42.6		
Max Q Clear Time (g_c+l1), s		2.0		2.7		2.0		
Green Ext Time (p_c), s		23.7		0.0		23.7		
Intersection Summary								
HCM 2010 Ctrl Delay			0.8					
HCM 2010 LOS			A					
Notes								
User approved pedestrian interval to be less than phase max green.								

HCM 2010 TWSC
 9: Kingswood Driveway & Ocean Boulevard

Existing Conditions
 PM Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	1178	15	8	758	14	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1253	16	9	806	15	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1681
Stage 1	-	-	1261
Stage 2	-	-	420
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	543	85
Stage 1	-	-	230
Stage 2	-	-	631
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	543	84
Mov Cap-2 Maneuver	-	-	181
Stage 1	-	-	230
Stage 2	-	-	621

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	-	-	543	-
HCM Lane V/C Ratio	0.105	-	-	0.016	-
HCM Control Delay (s)	22.3	-	-	11.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Timings
10: St. Lucie Boulevard & Ocean Boulevard

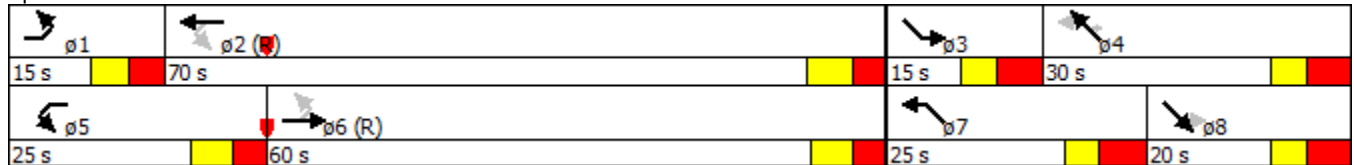
Existing Conditions
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations									
Volume (vph)	21	996	307	660	30	13	79	17	302
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	5	2	3	8	7	4	
Permitted Phases	6		2		8	8	4		4
Detector Phase	1	6	5	2	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.1	31.4	13.4	29.8	23.9	36.9	13.9	23.9	23.9
Total Split (s)	15.0	60.0	25.0	70.0	15.0	20.0	25.0	30.0	30.0
Total Split (%)	11.5%	46.2%	19.2%	53.8%	11.5%	15.4%	19.2%	23.1%	23.1%
Yellow Time (s)	3.7	4.0	4.0	4.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	3.4	3.4	3.4	3.4	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.4	7.4	7.8	7.9	7.9	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary






















Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 64 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

Splits and Phases: 10: St. Lucie Boulevard & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 10: St. Lucie Boulevard & Ocean Boulevard

Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	21	996	179	307	660	33	30	13	17	79	17	302
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	22	1038	186	320	688	34	31	14	0	82	18	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
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	2	2	2	2	2	2	2
Cap, veh/h	436	1351	242	357	1871	92	245	110	0	247	108	92
Arrive On Green	0.03	0.45	0.45	0.12	0.55	0.55	0.06	0.06	0.00	0.06	0.06	0.00
Sat Flow, veh/h	1774	3000	537	1774	3429	169	1774	1863	0	1774	1863	1583
Grp Volume(v), veh/h	22	611	613	320	355	367	31	14	0	82	18	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1767	1774	1770	1828	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.6	28.7	28.9	9.3	11.3	11.3	1.6	0.7	0.0	4.2	0.9	0.0
Cycle Q Clear(g_c), s	0.6	28.7	28.9	9.3	11.3	11.3	1.6	0.7	0.0	4.2	0.9	0.0
Prop In Lane	1.00		0.30	1.00		0.09	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	797	796	357	966	998	245	110	0	247	108	92
V/C Ratio(X)	0.05	0.77	0.77	0.90	0.37	0.37	0.13	0.13	0.00	0.33	0.17	0.00
Avail Cap(c_a), veh/h	528	933	932	460	1112	1149	268	228	0	452	416	353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.7	22.8	22.9	20.2	12.8	12.8	39.3	44.1	0.0	40.6	44.4	0.0
Incr Delay (d2), s/veh	0.0	7.0	7.1	16.7	1.1	1.0	0.2	0.5	0.0	0.8	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	15.5	15.5	10.2	5.8	6.0	0.8	0.4	0.0	2.1	0.5	0.0
LnGrp Delay(d),s/veh	13.7	29.8	30.0	36.9	13.9	13.8	39.5	44.6	0.0	41.4	45.1	0.0
LnGrp LOS	B	C	C	D	B	B	D	D		D	D	
Approach Vol, veh/h		1246			1042			45			100	
Approach Delay, s/veh		29.6			20.9			41.1			42.0	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	92.8	13.7	13.6	19.3	83.4	13.6	13.8				
Change Period (Y+Rc), s	7.1000004	7.8	7.9	7.9	7.8000002	7.9	7.9	7.9				
Max Green Setting (Gmax), s	7.9000001	62.2	7.1	22.1	17.62199997	17.1	12.1	12.1				
Max Q Clear Time (g_c+l1), s	2.6	13.3	3.6	2.9	11.3	30.9	6.2	2.7				
Green Ext Time (p_c), s	0.0	21.4	0.0	0.1	0.5	13.7	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			26.6									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

**Future (2035 Conditions)
(Without Improvements)**

HCM 2010 TWSC
 1: Monterey Boulevard & Kingswood Terrace

Future w/o Improvements
 AM Peak Hour

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	22	10	1146	104	8	803
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	250	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	12	1333	121	9	934

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1818	666	0	0	1333	0
Stage 1	1333	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	69	402	-	-	513	-
Stage 1	211	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	68	402	-	-	513	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	211	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	64.2		0		0.1
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	68	402	513	-
HCM Lane V/C Ratio	-	-	0.376	0.029	0.018	-
HCM Control Delay (s)	-	-	86.9	14.2	12.1	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	1.4	0.1	0.1	-

HCM 2010 TWSC
 2: Monterey Boulevard & Blake Library Driveway

Future w/o Improvements
 AM Peak Hour

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	13	1156	21	9	807
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	14	1257	23	10	877

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1726	640	0	0	1279	0
Stage 1	1268	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	80	418	-	-	539	-
Stage 1	228	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	77	418	-	-	539	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	582	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.7		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	353	539	-
HCM Lane V/C Ratio	-	-	0.046	0.018	-
HCM Control Delay (s)	-	-	15.7	11.8	0.2
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Future w/o Improvements
 AM Peak Hour

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	0	6	9	0	10	32	1000	28
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	11	0	12	39	1205	34

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1757	2393	527	1854	2383	623	1048	0	0
Stage 1	1075	1075	-	1301	1301	-	-	-	-
Stage 2	682	1318	-	553	1082	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	54	33	496	46	34	429	660	-	-
Stage 1	234	294	-	170	229	-	-	-	-
Stage 2	406	225	-	485	292	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	42	25	494	36	25	428	659	-	-
Mov Cap-2 Maneuver	42	25	-	36	25	-	-	-	-
Stage 1	189	272	-	137	185	-	-	-	-
Stage 2	318	181	-	442	270	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	62.3	75.1	1.3
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	659	-	-	77	36	428	556	-	-
HCM Lane V/C Ratio	0.059	-	-	0.188	0.301	0.028	0.03	-	-
HCM Control Delay (s)	10.8	1	-	62.3	143.4	13.7	11.7	0.4	-
HCM Lane LOS	B	A	-	F	F	B	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	1	0.1	0.1	-	-

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Future w/o Improvements
 AM Peak Hour

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	14	858	10
Conflicting Peds, #/hr	0	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	83	83	83
Heavy Vehicles, %	2	2	2
Mvmt Flow	17	1034	12

Major/Minor	Major2		
Conflicting Flow All	1241	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	557	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	556	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.6
HCM LOS	

Minor Lane/Major Mvmt

HCM 2010 TWSC
 4: Monterey Boulevard & North Government Center Driveway

Future w/o Improvements
 AM Peak Hour

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	24	21	891	119	37	799
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	23	968	129	40	868

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1549	550	0	0	1099	0
Stage 1	1034	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	105	479	-	-	631	-
Stage 1	304	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	92	479	-	-	631	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	20.2		0		1.1
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	286	631	-
HCM Lane V/C Ratio	-	-	0.171	0.064	-
HCM Control Delay (s)	-	-	20.2	11.1	0.6
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-

Timings

Future w/o Improvements

5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard

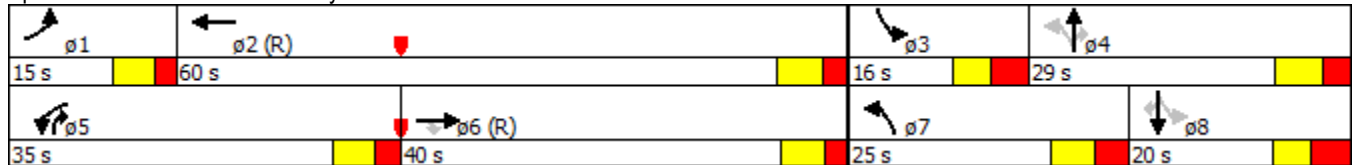
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	73	473	227	581	653	196	123	593	23	29	21
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4	5	3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	5	3	8	8
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.7	32.1	32.1	14.1	29.4	15.0	37.0	14.1	14.8	39.1	39.1
Total Split (s)	15.0	40.0	40.0	35.0	60.0	25.0	29.0	35.0	16.0	20.0	20.0
Total Split (%)	12.5%	33.3%	33.3%	29.2%	50.0%	20.8%	24.2%	29.2%	13.3%	16.7%	16.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.4	3.7	3.4	3.4	3.4
All-Red Time (s)	2.0	2.1	2.1	2.4	2.4	3.0	2.6	2.4	3.4	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.1	6.1	6.1	6.4	7.0	7.0	6.1	6.8	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary
























Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard

Future w/o Improvements
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	473	227	581	653	21	196	123	593	23	29	21
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	81	526	252	646	726	23	218	137	659	26	32	23
Adj No. of Lanes	1	2	1	2	2	0	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	891	398	753	1409	45	456	412	697	239	255	217
Arrive On Green	0.07	0.25	0.25	0.22	0.40	0.40	0.12	0.22	0.22	0.04	0.14	0.14
Sat Flow, veh/h	1774	3539	1581	3442	3502	111	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	81	526	252	646	367	382	218	137	659	26	32	23
Grp Sat Flow(s),veh/h/ln	1774	1770	1581	1721	1770	1843	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	4.4	12.9	14.0	17.9	15.5	15.5	10.0	6.1	21.9	1.2	1.5	1.3
Cycle Q Clear(g_c), s	4.4	12.9	14.0	17.9	15.5	15.5	10.0	6.1	21.9	1.2	1.5	1.3
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	891	398	753	712	742	456	412	697	239	255	217
V/C Ratio(X)	0.63	0.59	0.63	0.86	0.52	0.52	0.48	0.33	0.95	0.11	0.13	0.11
Avail Cap(c_a), veh/h	167	1202	537	1005	959	999	559	412	697	331	255	217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	32.5	32.9	37.2	22.3	22.3	29.2	32.4	26.6	33.9	37.5	37.4
Incr Delay (d2), s/veh	5.1	2.9	7.5	5.8	2.7	2.6	0.8	0.5	21.8	0.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.6	6.9	9.0	8.1	8.4	4.9	3.2	21.3	0.6	0.8	0.6
LnGrp Delay(d),s/veh	49.7	35.4	40.4	43.0	24.9	24.8	30.0	32.8	48.3	34.1	37.7	37.6
LnGrp LOS	D	D	D	D	C	C	C	C	D	C	D	D
Approach Vol, veh/h		859			1395			1014			81	
Approach Delay, s/veh		38.2			33.3			42.3			36.5	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	67.3	10.9	29.0	27.7	52.4	19.2	20.6				
Change Period (Y+Rc), s	5.6999998	6.4	6.8	10.0000008	10.0000008	14.0000001	7.0	10.0000004				
Max Green Setting (Gmax), s	30.000002	53.6	9.2	* 21.9	* 28.9	33.600002	18.0	* 12.9				
Max Q Clear Time (g_c+l1), s	6.4	17.5	3.2	23.9	19.9	16.0	12.0	3.5				
Green Ext Time (p_c), s	0.0	12.1	0.0	0.0	1.8	8.8	0.3	2.7				

Intersection Summary

HCM 2010 Ctrl Delay	37.4
HCM 2010 LOS	D

Notes

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

6: Shopping Center Driveway (unsignalized) & Ocean Boulevard/Ocean Boulevard AM Peak Hour

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	16	994	98	31	1290	15	21	0	13
Conflicting Peds, #/hr	6	0	3	3	0	6	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	1104	109	34	1433	17	23	0	14

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1452	0	0	1215	0	0	1984	2717	615
Stage 1	-	-	-	-	-	-	1196	1196	-
Stage 2	-	-	-	-	-	-	788	1521	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	462	-	-	570	-	-	36	21	434
Stage 1	-	-	-	-	-	-	198	258	-
Stage 2	-	-	-	-	-	-	350	179	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	460	-	-	567	-	-	~ 22	13	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	70	-
Stage 1	-	-	-	-	-	-	173	225	-
Stage 2	-	-	-	-	-	-	211	123	-

Approach	EB		WB		NB
HCM Control Delay, s	0.9		1.9		42.5
HCM LOS					E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	133	460	-	-	567	-	-	230
HCM Lane V/C Ratio	0.284	0.039	-	-	0.061	-	-	0.208
HCM Control Delay (s)	42.5	13.1	0.8	-	11.8	1.7	-	24.7
HCM Lane LOS	E	B	A	-	B	A	-	C
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.2	-	-	0.8

Notes

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

6: Shopping Center Driveway (unsignalized) & Ocean Bouelvard/Ocean Boulevard AM Peak Hour

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	6	1	36
Conflicting Peds, #/hr	0	0	2
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	1	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	2	2	2
Mvmt Flow	7	1	40

Major/Minor	Minor2		
Conflicting Flow All	2103	2764	733
Stage 1	1513	1513	-
Stage 2	590	1251	-
Critical Hdwy	7.54	6.54	6.94
Critical Hdwy Stg 1	6.54	5.54	-
Critical Hdwy Stg 2	6.54	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	29	19	363
Stage 1	125	181	-
Stage 2	461	242	-
Platoon blocked, %			
Mov Cap-1 Maneuver	19	11	361
Mov Cap-2 Maneuver	82	72	-
Stage 1	109	125	-
Stage 2	388	211	-

Approach	SB
HCM Control Delay, s	24.7
HCM LOS	C

Minor Lane/Major Mvmt

Timings
7: Shopping Center Driveway (Signalized) & Ocean Boulevard

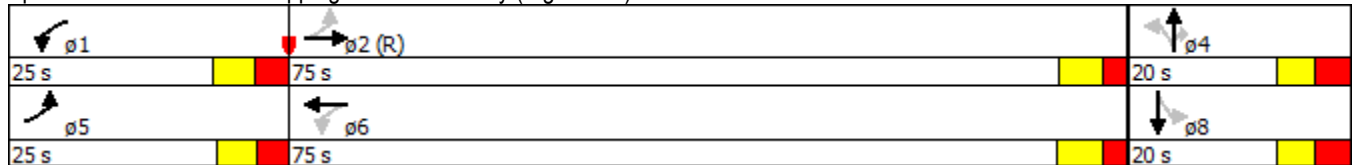
Future w/o Improvements
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	14	881	68	1254	38	0	22	1	1
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases	2		6		4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	6.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.5	32.3	12.7	32.4	34.8	34.8	34.8	22.8	22.8
Total Split (s)	25.0	75.0	25.0	75.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	20.8%	62.5%	20.8%	62.5%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.3	3.0	2.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.5	6.3	6.7	6.4		6.8	6.8		6.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	None	None	None	None	None	None

Intersection Summary




















Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 109 (91%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Shopping Center Driveway (Signalized) & Ocean Boulevard


















HCM 2010 Signalized Intersection Summary
 7: Shopping Center Driveway (Signalized) & Ocean Boulevard

Future w/o Improvements
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	881	83	68	1254	2	38	0	22	1	1	2
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	190.0	186.3	186.3	190.0	186.3	190.0
Adj Flow Rate, veh/h	15	947	89	73	1348	2	41	0	24	1	1	2
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
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	374	1817	171	533	2196	3	208	0	108	83	42	56
Arrive On Green	0.04	1.00	1.00	0.14	1.00	1.00	0.07	0.00	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1774	3262	307	1774	3626	5	1416	0	1578	205	617	821
Grp Volume(v), veh/h	15	514	522	73	658	692	41	0	24	4	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1799	1774	1770	1862	1416	0	1578	1642	0	0
Q Serve(g_s), s	0.2	0.0	0.0	1.0	0.0	0.0	1.6	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.0	0.0	0.0	1.8	0.0	0.9	0.1	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.00	1.00		1.00	0.25		0.50
Lane Grp Cap(c), veh/h	374	985	1002	533	1072	1128	208	0	108	182	0	0
V/C Ratio(X)	0.04	0.52	0.52	0.14	0.61	0.61	0.20	0.00	0.22	0.02	0.00	0.00
Avail Cap(c_a), veh/h	842	1873	1905	914	1873	1971	398	0	321	396	0	0
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(l)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	0.0	0.0	4.4	0.0	0.0	28.9	0.0	28.6	28.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	1.9	0.1	0.5	0.5	0.5	0.0	1.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.5	0.2	0.2	0.7	0.0	0.4	0.1	0.0	0.0
LnGrp Delay(d),s/veh	5.7	2.0	1.9	4.5	0.5	0.5	29.4	0.0	29.6	28.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		1051			1423			65				4
Approach Delay, s/veh		2.0			0.7			29.5				28.2
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	97.7		11.2	7.9	100.9		11.2				
Change Period (Y+Rc), s	6.699999	6.400001		6.8	6.5	6.4		6.8				
Max Green Setting (Gmax), s	18.299999	18.599998		13.2	18.5	68.6		13.2				
Max Q Clear Time (g_c+l1), s	3.0	2.0		3.8	2.2	2.0		2.1				
Green Ext Time (p_c), s	0.1	34.1		0.1	0.0	34.1		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			2.0									
HCM 2010 LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
8: Vista Pines Driveway & Ocean Boulevard

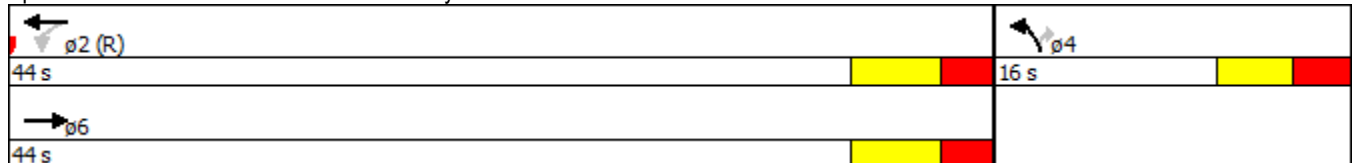
Future w/o Improvements
AM Peak Hour

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	 	 	 	 	 
Volume (vph)	766	2	1202	36	14
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	6		2	4	
Permitted Phases		2			4
Detector Phase	6	2	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	27.4	22.4	22.4	31.1	31.1
Total Split (s)	44.0	44.0	44.0	16.0	16.0
Total Split (%)	73.3%	73.3%	73.3%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	3.4	3.4
All-Red Time (s)	2.4	2.4	2.4	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.1	6.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary












Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 21 (35%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Vista Pines Driveway & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
8: Vista Pines Driveway & Ocean Boulevard

Future w/o Improvements
AM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Volume (veh/h)	766	13	2	1202	36	14		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	190.0	186.3	186.3	186.3	186.3		
Adj Flow Rate, veh/h	861	15	2	1351	40	16		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2241	39	484	2229	159	142		
Arrive On Green	0.63	0.63	0.84	0.84	0.09	0.09		
Sat Flow, veh/h	3650	62	630	3632	1774	1583		
Grp Volume(v), veh/h	428	448	2	1351	40	16		
Grp Sat Flow(s),veh/h/ln	1770	1850	630	1770	1774	1583		
Q Serve(g_s), s	5.3	5.3	0.0	5.6	0.9	0.4		
Cycle Q Clear(g_c), s	5.3	5.3	5.3	5.6	0.9	0.4		
Prop In Lane		0.03	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1115	1165	484	2229	159	142		
V/C Ratio(X)	0.38	0.38	0.00	0.61	0.25	0.11		
Avail Cap(c_a), veh/h	1492	1560	618	2984	394	352		
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00		
Upstream Filter(l)	0.93	0.93	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	4.0	4.0	2.6	1.8	18.9	18.7		
Incr Delay (d2), s/veh	0.2	0.2	0.0	1.2	0.8	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.6	2.7	0.0	2.8	0.5	0.2		
LnGrp Delay(d),s/veh	4.2	4.2	2.6	3.0	19.7	19.0		
LnGrp LOS	A	A	A	A	B	B		
Approach Vol, veh/h	876			1353	56			
Approach Delay, s/veh	4.2			3.0	19.5			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		49.9		10.1		49.9		
Change Period (Y+Rc), s		6.4		* 6.1000004		6.4		
Max Green Setting (Gmax), s		37.6		* 9.8999996		37.6		
Max Q Clear Time (g_c+l1), s		7.6		2.9		7.3		
Green Ext Time (p_c), s		20.5		0.0		20.6		
Intersection Summary								
HCM 2010 Ctrl Delay			3.9					
HCM 2010 LOS			A					
Notes								
User approved pedestrian interval to be less than phase max green.								

HCM 2010 TWSC
 9: Kingswood Driveway & Ocean Boulevard

Future w/o Improvements
 AM Peak Hour

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	742	9	5	1171	30	15
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	824	10	6	1301	33	17

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	422
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.14	6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.22	3.32
Pot Cap-1 Maneuver	-	795	580
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	792	578
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	303	-	-	792	-
HCM Lane V/C Ratio	0.165	-	-	0.007	-
HCM Control Delay (s)	19.2	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Timings
10: St. Lucie Boulevard & Ocean Boulevard

Future w/o Improvements
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations									
Volume (vph)	15	675	240	1076	29	14	92	14	229
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	5	2	3	8	7	4	
Permitted Phases	6		2		8	8	4		4
Detector Phase	1	6	5	2	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.1	31.4	13.4	29.8	23.9	36.9	13.9	23.9	23.9
Total Split (s)	13.2	41.4	27.4	55.6	24.0	37.0	14.2	27.2	27.2
Total Split (%)	11.0%	34.5%	22.8%	46.3%	20.0%	30.8%	11.8%	22.7%	22.7%
Yellow Time (s)	3.7	4.0	4.0	4.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	3.4	3.4	3.4	3.4	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.4	7.4	7.8	7.9	7.9	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary






















Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 62 (52%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 10: St. Lucie Boulevard & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 10: St. Lucie Boulevard & Ocean Boulevard

Future w/o Improvements
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	15	675	90	240	1076	16	29	14	15	92	14	229
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	16	742	99	264	1182	18	32	15	0	101	15	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	1170	156	408	1680	26	295	129	0	295	128	109
Arrive On Green	0.02	0.37	0.37	0.12	0.47	0.47	0.07	0.07	0.00	0.07	0.07	0.00
Sat Flow, veh/h	1774	3128	417	1774	3567	54	1774	1863	0	1774	1863	1583
Grp Volume(v), veh/h	16	420	421	264	586	614	32	15	0	101	15	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1776	1774	1770	1851	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.5	16.2	16.2	7.1	21.8	21.9	1.3	0.6	0.0	4.3	0.6	0.0
Cycle Q Clear(g_c), s	0.5	16.2	16.2	7.1	21.8	21.9	1.3	0.6	0.0	4.3	0.6	0.0
Prop In Lane	1.00		0.23	1.00		0.03	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	662	664	408	834	872	295	129	0	295	128	109
V/C Ratio(X)	0.07	0.63	0.63	0.65	0.70	0.70	0.11	0.12	0.00	0.34	0.12	0.00
Avail Cap(c_a), veh/h	313	713	716	629	1015	1062	514	650	0	307	431	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.5	21.4	21.4	14.9	17.4	17.4	31.5	36.4	0.0	32.9	36.4	0.0
Incr Delay (d2), s/veh	0.1	4.6	4.6	1.7	4.9	4.7	0.2	0.4	0.0	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.8	8.8	3.6	11.7	12.2	0.7	0.3	0.0	2.2	0.3	0.0
LnGrp Delay(d),s/veh	16.6	26.0	26.0	16.6	22.4	22.2	31.7	36.8	0.0	33.6	36.9	0.0
LnGrp LOS	B	C	C	B	C	C	C	D		C	D	
Approach Vol, veh/h		857			1464			47			116	
Approach Delay, s/veh		25.8			21.2			33.3			34.0	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	83.7	13.7	13.6	17.0	75.6	13.6	13.7				
Change Period (Y+Rc), s	7.1000004	7.8	7.9	7.9	7.8000002	7.9	7.9					
Max Green Setting (Gmax), s	6.9999999	47.8	16.1	19.3	20.03599998	6.3	29.1					
Max Q Clear Time (g_c+I1), s	2.5	23.9	3.3	2.6	9.1	18.2	6.3	2.6				
Green Ext Time (p_c), s	0.0	15.4	0.0	0.1	0.6	11.2	0.0	0.1				

Intersection Summary

HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 TWSC
 1: Monterey Boulevard & Kingswood Terrace

Future w/o Improvements
 PM Peak Hour

Intersection

Int Delay, s/veh 4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	61	16	946	20	5	1288
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	250	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	18	1040	22	5	1415

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1760	521	0	0	1041	0
Stage 1	1041	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	76	500	-	-	664	-
Stage 1	301	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	75	500	-	-	664	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	137.4		0		0
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	75	500	664	-
HCM Lane V/C Ratio	-	-	0.894	0.035	0.008	-
HCM Control Delay (s)	-	-	170.1	12.5	10.5	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	4.5	0.1	0	-

HCM 2010 TWSC
 2: Monterey Boulevard & Blake Library Driveway

Future w/o Improvements
 PM Peak Hour

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	85	30	963	16	2	1207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	33	1047	17	2	1312

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1715	532	0	0	1064	0
Stage 1	1055	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 81	492	-	-	651	-
Stage 1	296	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 80	492	-	-	651	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	36		0		0.1
HCM LOS	E				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	237	651	-
HCM Lane V/C Ratio	-	-	0.527	0.003	-
HCM Control Delay (s)	-	-	36	10.5	0.1
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	2.8	0	-

Notes

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

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Future w/o Improvements
 PM Peak Hour

Intersection

Int Delay, s/veh 19.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	8	0	38	68	0	43	7	967	22
Conflicting Peds, #/hr	1	0	1	1	0	1	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	43	76	0	48	8	1087	25

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1812	2380	603	1768	2369	559	1201	0	0
Stage 1	1252	1252	-	1116	1116	-	-	-	-
Stage 2	560	1128	-	652	1253	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	49	34	442	~ 53	34	472	577	-	-
Stage 1	182	242	-	221	281	-	-	-	-
Stage 2	480	278	-	423	242	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	39	29	441	~ 42	29	471	576	-	-
Mov Cap-2 Maneuver	39	29	-	~ 42	29	-	-	-	-
Stage 1	175	212	-	213	270	-	-	-	-
Stage 2	414	267	-	334	212	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	38.5	\$ 371.4	0.3
HCM LOS	E	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	576	-	-	158	42	471	623	-	-
HCM Lane V/C Ratio	0.014	-	-	0.327	1.819	0.103	0.041	-	-
HCM Control Delay (s)	11.3	0.2	-	38.5	\$ 597.7	13.5	11	0.7	-
HCM Lane LOS	B	A	-	E	F	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	7.9	0.3	0.1	-	-

Notes

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

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	23	1066	2
Conflicting Peds, #/hr	0	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	89	89	89
Heavy Vehicles, %	2	2	2
Mvmt Flow	26	1198	2

Major/Minor	Major2		
Conflicting Flow All	1112	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	624	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	623	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.9
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	108	94	1045	59	13	866
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	102	1136	64	14	941

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1667	600	0	0	1200	0
Stage 1	1168	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 87	444	-	-	577	-
Stage 1	258	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 83	444	-	-	577	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	63.7		0		0.5
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	261	577	-
HCM Lane V/C Ratio	-	-	0.841	0.024	-
HCM Control Delay (s)	-	-	63.7	11.4	0.3
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	6.8	0.1	-

Notes

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

Timings

Future w/o Improvements

5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard

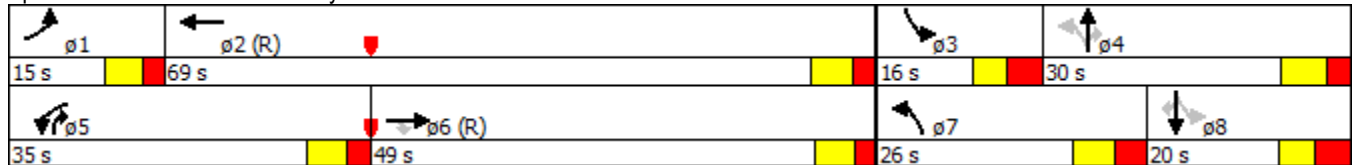
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	10	679	219	584	502	354	21	764	28	76	68
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4	5	3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	5	3	8	8
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.7	32.1	32.1	14.1	29.4	15.0	37.0	14.1	14.8	39.1	39.1
Total Split (s)	15.0	49.0	49.0	35.0	69.0	26.0	30.0	35.0	16.0	20.0	20.0
Total Split (%)	11.5%	37.7%	37.7%	26.9%	53.1%	20.0%	23.1%	26.9%	12.3%	15.4%	15.4%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.4	3.7	3.4	3.4	3.4
All-Red Time (s)	2.0	2.1	2.1	2.4	2.4	3.0	2.6	2.4	3.4	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.1	6.1	6.1	6.4	7.0	7.0	6.1	6.8	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary
























Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard

Future w/o Improvements
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	679	219	584	502	2	354	21	764	28	76	68
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	10	700	226	602	518	2	365	22	788	29	78	70
Adj No. of Lanes	1	2	1	2	2	0	1	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	1010	445	700	1711	7	436	406	667	198	148	126
Arrive On Green	0.02	0.29	0.29	0.20	0.47	0.47	0.18	0.22	0.22	0.04	0.08	0.08
Sat Flow, veh/h	1774	3539	1560	3442	3616	14	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	10	700	226	602	253	267	365	22	788	29	78	70
Grp Sat Flow(s),veh/h/ln	1774	1770	1560	1721	1770	1860	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.6	18.6	12.8	17.8	9.3	9.3	19.0	1.0	23.0	1.5	4.2	4.5
Cycle Q Clear(g_c), s	0.6	18.6	12.8	17.8	9.3	9.3	19.0	1.0	23.0	1.5	4.2	4.5
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	1010	445	700	837	880	436	406	667	198	148	126
V/C Ratio(X)	0.29	0.69	0.51	0.86	0.30	0.30	0.84	0.05	1.18	0.15	0.53	0.56
Avail Cap(c_a), veh/h	156	1428	630	942	1050	1103	436	406	667	276	228	194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	33.6	31.5	40.6	17.1	17.1	35.1	32.7	30.5	41.3	46.7	46.8
Incr Delay (d2), s/veh	4.6	3.9	4.1	6.2	0.9	0.9	13.4	0.1	96.6	0.3	2.9	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.6	6.0	9.1	4.7	5.0	2.8	0.5	37.2	0.8	2.3	2.1
LnGrp Delay(d),s/veh	55.7	37.5	35.6	46.8	18.0	18.0	48.5	32.7	127.2	41.6	49.6	50.6
LnGrp LOS	E	D	D	D	B	B	D	C	F	D	D	D
Approach Vol, veh/h		936			1122			1175			177	
Approach Delay, s/veh		37.3			33.5			101.0			48.7	
Approach LOS		D			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	80.8	11.4	30.1	27.6	61.0	26.0	15.5				
Change Period (Y+Rc), s	5.6999998	6.4	6.8	10.0000008	10.0000008	4.0000001	7.0	10.000004				
Max Green Setting (Gmax), s	30.000002	62.6	9.2	* 22.9	* 28.9	2.6000002	19.0	* 12.9				
Max Q Clear Time (g_c+l1), s	2.6	11.3	3.5	25.0	19.8	20.6	21.0	6.5				
Green Ext Time (p_c), s	0.0	12.3	0.0	0.0	1.6	9.5	0.0	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			58.6									
HCM 2010 LOS			E									
Notes												
User approved pedestrian interval to be less than phase max green.												

6: Shopping Center Driveway (unsignalized) & Ocean Boulevard/Ocean Boulevard PM Peak Hour

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	23	1437	90	29	1077	6	17	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	1513	95	31	1134	6	18	0	59

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1144	0	0	1611	0	0	2244	2817	808
Stage 1	-	-	-	-	-	-	1612	1612	-
Stage 2	-	-	-	-	-	-	632	1205	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	606	-	-	401	-	-	23	18	324
Stage 1	-	-	-	-	-	-	109	162	-
Stage 2	-	-	-	-	-	-	435	255	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	606	-	-	401	-	-	~ 12	8	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	60	-
Stage 1	-	-	-	-	-	-	64	95	-
Stage 2	-	-	-	-	-	-	323	201	-

Approach	EB		WB		NB
HCM Control Delay, s	2.2		1.8		55.5
HCM LOS					F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	144	606	-	-	401	-	-	155
HCM Lane V/C Ratio	0.534	0.04	-	-	0.076	-	-	0.224
HCM Control Delay (s)	55.5	11.2	2.2	-	14.7	1.5	-	34.8
HCM Lane LOS	F	B	A	-	B	A	-	D
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.2	-	-	0.8

Notes

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

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	9	1	23
Conflicting Peds, #/hr	1	0	4
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	1	-
Grade, %	-	0	-
Peak Hour Factor	95	95	95
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	1	24

Major/Minor	Minor2		
Conflicting Flow All	2011	2862	574
Stage 1	1202	1202	-
Stage 2	809	1660	-
Critical Hdwy	7.54	6.54	6.94
Critical Hdwy Stg 1	6.54	5.54	-
Critical Hdwy Stg 2	6.54	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	35	16	462
Stage 1	196	256	-
Stage 2	340	153	-
Platoon blocked, %			
Mov Cap-1 Maneuver	16	7	460
Mov Cap-2 Maneuver	64	44	-
Stage 1	115	201	-
Stage 2	164	90	-

Approach	SB
HCM Control Delay, s	34.8
HCM LOS	D

Minor Lane/Major Mvmt

Timings
7: Shopping Center Driveway (Signalized) & Ocean Boulevard

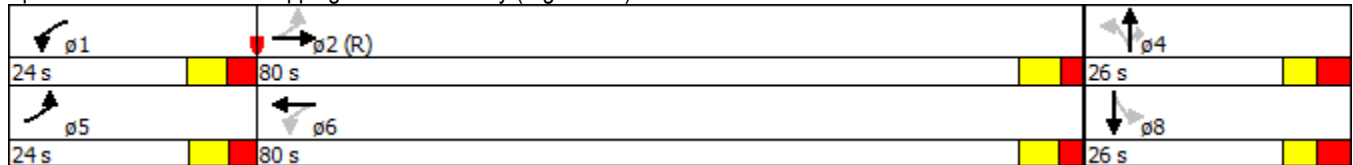
Future w/o Improvements
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	8	1397	38	989	71	2	96	5	1
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases	2		6		4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	6.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.5	32.3	12.7	32.4	34.8	34.8	34.8	22.8	22.8
Total Split (s)	24.0	80.0	24.0	80.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	18.5%	61.5%	18.5%	61.5%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.3	3.0	2.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.5	6.3	6.7	6.4		6.8	6.8		6.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	None	None	None	None	None	None

Intersection Summary




















Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 121 (93%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Shopping Center Driveway (Signalized) & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 7: Shopping Center Driveway (Signalized) & Ocean Boulevard

Future w/o Improvements
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	1397	29	38	989	2	71	2	96	5	1	10
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	190.0	186.3	186.3	190.0	186.3	190.0
Adj Flow Rate, veh/h	8	1471	31	40	1041	2	75	2	101	5	1	11
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	2031	43	379	2209	4	247	5	170	90	34	110
Arrive On Green	0.02	1.00	1.00	0.09	1.00	1.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1774	3543	75	1774	3624	7	1381	49	1566	238	313	1010
Grp Volume(v), veh/h	8	734	768	40	508	535	77	0	101	17	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1848	1774	1770	1862	1430	0	1566	1562	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.6	0.0	0.0	2.9	0.0	4.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.6	0.0	0.0	3.6	0.0	4.5	0.7	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.00	0.97		1.00	0.29		0.65
Lane Grp Cap(c), veh/h	429	1015	1059	379	1079	1135	253	0	170	234	0	0
V/C Ratio(X)	0.02	0.72	0.73	0.11	0.47	0.47	0.30	0.00	0.59	0.07	0.00	0.00
Avail Cap(c_a), veh/h	832	1782	1860	718	1782	1874	467	0	411	461	0	0
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)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	0.0	5.2	0.0	0.0	30.6	0.0	31.0	29.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.5	4.3	0.1	0.3	0.3	0.7	0.0	3.3	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	1.3	0.3	0.1	0.1	1.5	0.0	2.1	0.3	0.0	0.0
LnGrp Delay(d),s/veh	6.2	4.5	4.3	5.3	0.3	0.3	31.2	0.0	34.3	29.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		1510			1083			178				17
Approach Delay, s/veh		4.4			0.5			33.0				29.5
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	105.2		14.7	7.4	107.9		14.7				
Change Period (Y+Rc), s	6.699999	6.400000		6.8	6.5	6.4		6.8				
Max Green Setting (Gmax), s	17.299999	13.599998		19.2	17.5	73.6		19.2				
Max Q Clear Time (g_c+l1), s	2.6	2.0		6.5	2.1	2.0		2.7				
Green Ext Time (p_c), s	0.0	39.9		0.6	0.0	39.9		0.7				

Intersection Summary

HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

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

Timings
8: Vista Pines Driveway & Ocean Boulevard

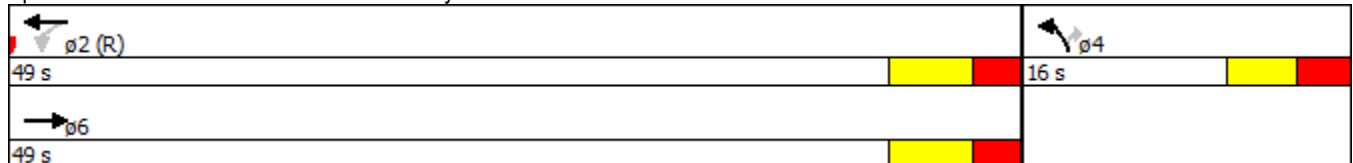
Future w/o Improvements
PM Peak Hour

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Volume (vph)	1441	13	864	36	10
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	6		2	4	
Permitted Phases		2			4
Detector Phase	6	2	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	27.4	22.4	22.4	31.1	31.1
Total Split (s)	49.0	49.0	49.0	16.0	16.0
Total Split (%)	75.4%	75.4%	75.4%	24.6%	24.6%
Yellow Time (s)	4.0	4.0	4.0	3.4	3.4
All-Red Time (s)	2.4	2.4	2.4	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.1	6.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary












Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 60 (92%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Vista Pines Driveway & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
8: Vista Pines Driveway & Ocean Boulevard

Future w/o Improvements
PM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Volume (veh/h)	1441	43	13	864	36	10		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	190.0	186.3	186.3	186.3	186.3		
Adj Flow Rate, veh/h	1517	45	14	909	38	11		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2354	70	328	2375	140	125		
Arrive On Green	0.89	0.89	1.00	1.00	0.08	0.08		
Sat Flow, veh/h	3601	104	328	3632	1774	1583		
Grp Volume(v), veh/h	764	798	14	909	38	11		
Grp Sat Flow(s),veh/h/ln	1770	1842	328	1770	1774	1583		
Q Serve(g_s), s	5.4	5.5	0.4	0.0	1.0	0.3		
Cycle Q Clear(g_c), s	5.4	5.5	5.9	0.0	1.0	0.3		
Prop In Lane		0.06	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1188	1236	328	2375	140	125		
V/C Ratio(X)	0.64	0.65	0.04	0.38	0.27	0.09		
Avail Cap(c_a), veh/h	1507	1569	387	3015	351	313		
HCM Platoon Ratio	1.33	1.33	2.00	2.00	1.00	1.00		
Upstream Filter(l)	0.79	0.79	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	1.2	1.2	0.5	0.0	21.7	21.4		
Incr Delay (d2), s/veh	0.5	0.5	0.2	0.5	1.0	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.3	2.4	0.1	0.2	0.5	0.2		
LnGrp Delay(d),s/veh	1.7	1.7	0.7	0.5	22.7	21.7		
LnGrp LOS	A	A	A	A	C	C		
Approach Vol, veh/h	1562			923	49			
Approach Delay, s/veh	1.7			0.5	22.5			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		55.0		10.0		55.0		
Change Period (Y+Rc), s		6.4		* 6.1000004		6.4		
Max Green Setting (Gmax), s		42.6		* 9.8999996		42.6		
Max Q Clear Time (g_c+l1), s		7.9		3.0		7.5		
Green Ext Time (p_c), s		25.7		0.0		25.9		
Intersection Summary								
HCM 2010 Ctrl Delay			1.6					
HCM 2010 LOS			A					
Notes								
User approved pedestrian interval to be less than phase max green.								

HCM 2010 TWSC
 9: Kingswood Driveway & Ocean Boulevard

Future w/o Improvements
 PM Peak Hour

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	1364	17	9	878	16	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1451	18	10	934	17	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	735
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.14	6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.22	3.32
Pot Cap-1 Maneuver	-	455	362
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	455	362
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	27.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	185	-	-	455	-
HCM Lane V/C Ratio	0.15	-	-	0.021	-
HCM Control Delay (s)	27.9	-	-	13.1	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Timings
10: St. Lucie Boulevard & Ocean Boulevard

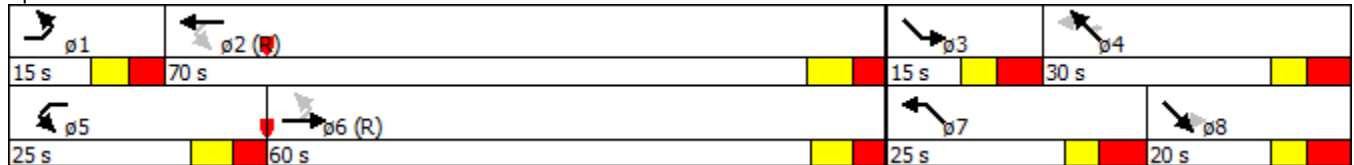
Future w/o Improvements
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations									
Volume (vph)	24	1154	356	764	35	15	92	20	350
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	5	2	3	8	7	4	
Permitted Phases	6		2		8	8	4		4
Detector Phase	1	6	5	2	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.1	31.4	13.4	29.8	23.9	36.9	13.9	23.9	23.9
Total Split (s)	15.0	60.0	25.0	70.0	15.0	20.0	25.0	30.0	30.0
Total Split (%)	11.5%	46.2%	19.2%	53.8%	11.5%	15.4%	19.2%	23.1%	23.1%
Yellow Time (s)	3.7	4.0	4.0	4.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	3.4	3.4	3.4	3.4	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.4	7.4	7.8	7.9	7.9	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary






















Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 64 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 10: St. Lucie Boulevard & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 10: St. Lucie Boulevard & Ocean Boulevard

Future w/o Improvements
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	24	1154	207	356	764	38	35	15	20	92	20	350
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	25	1202	216	371	796	40	36	16	0	96	21	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
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	2	2	2	2	2	2	2
Cap, veh/h	412	1360	243	374	1999	100	224	89	0	237	114	97
Arrive On Green	0.03	0.45	0.45	0.16	0.58	0.58	0.05	0.05	0.00	0.07	0.06	0.00
Sat Flow, veh/h	1774	3001	536	1774	3425	172	1774	1863	0	1774	1863	1583
Grp Volume(v), veh/h	25	706	712	371	411	425	36	16	0	96	21	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1767	1774	1770	1828	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.8	40.7	41.5	17.4	14.2	14.2	2.1	0.9	0.0	5.7	1.2	0.0
Cycle Q Clear(g_c), s	0.8	40.7	41.5	17.4	14.2	14.2	2.1	0.9	0.0	5.7	1.2	0.0
Prop In Lane	1.00		0.30	1.00		0.09	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	802	801	374	1033	1067	224	89	0	237	114	97
V/C Ratio(X)	0.06	0.88	0.89	0.99	0.40	0.40	0.16	0.18	0.00	0.41	0.18	0.00
Avail Cap(c_a), veh/h	485	822	821	374	1033	1067	243	201	0	389	366	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.3	27.9	28.1	33.8	12.7	12.7	46.4	51.4	0.0	46.6	50.1	0.0
Incr Delay (d2), s/veh	0.1	13.2	14.1	44.5	1.1	1.1	0.3	0.9	0.0	1.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	22.7	23.3	16.1	7.2	7.4	1.0	0.5	0.0	2.8	0.6	0.0
LnGrp Delay(d),s/veh	15.3	41.1	42.2	78.3	13.8	13.8	46.7	52.3	0.0	47.7	50.8	0.0
LnGrp LOS	B	D	D	E	B	B	D	D		D	D	
Approach Vol, veh/h		1443			1207			52			117	
Approach Delay, s/veh		41.2			33.6			48.4			48.3	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	91.0	13.8	14.8	25.0	76.4	15.3	13.3				
Change Period (Y+Rc), s	7.1000004	7.8	7.9	7.9	7.8000002	7.9	7.9	7.9				
Max Green Setting (Gmax), s	9000001	62.2	7.1	22.1	17.62199997	17.1	12.1	12.1				
Max Q Clear Time (g_c+l1), s	2.8	16.2	4.1	3.2	19.4	43.5	7.7	2.9				
Green Ext Time (p_c), s	0.0	26.4	0.0	0.1	0.0	7.4	0.1	0.1				

Intersection Summary

HCM 2010 Ctrl Delay	38.4
HCM 2010 LOS	D

Notes

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

**Future (2035) Conditions
(With Improvements)**

HCM 2010 TWSC
 1: Monterey Boulevard & Kingswood Terrace

Future with Improvements
 AM Peak Hour

Intersection

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	37	9	1146	104	7	788
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	250	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	10	1333	121	8	916















Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1807	666	0	0	1333	0
Stage 1	1333	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	70	402	-	-	513	-
Stage 1	211	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	69	402	-	-	513	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	211	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	99.5		0		0.1
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	69	402	513	-
HCM Lane V/C Ratio	-	-	0.624	0.026	0.016	-
HCM Control Delay (s)	-	-	120.2	14.2	12.1	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	2.7	0.1	0	-

Timings
1: Monterey Boulevard & Kingswood Terrace

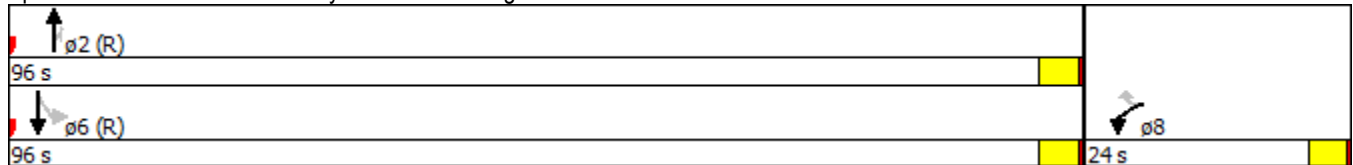
Future with Improvements
AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Volume (vph)	37	9	1146	104	7	788
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	24.0	24.0	96.0	96.0	96.0	96.0
Total Split (%)	20.0%	20.0%	80.0%	80.0%	80.0%	80.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary













Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Monterey Boulevard & Kingswood Terrace



HCM 2010 Signalized Intersection Summary
 1: Monterey Boulevard & Kingswood Terrace

Future with Improvements
 AM Peak Hour

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	37	9	1146	104	7	788		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3		
Adj Flow Rate, veh/h	43	10	1333	121	8	916		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	70	62	2919	1279	384	2919		
Arrive On Green	0.04	0.04	0.82	0.82	0.82	0.82		
Sat Flow, veh/h	1774	1583	3632	1550	364	3632		
Grp Volume(v), veh/h	43	10	1333	121	8	916		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1550	364	1770		
Q Serve(g_s), s	1.4	0.4	6.2	0.9	0.4	3.6		
Cycle Q Clear(g_c), s	1.4	0.4	6.2	0.9	6.6	3.6		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	70	62	2919	1279	384	2919		
V/C Ratio(X)	0.62	0.16	0.46	0.09	0.02	0.31		
Avail Cap(c_a), veh/h	602	538	5528	2421	653	5528		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	27.9	27.3	1.5	1.0	2.4	1.2		
Incr Delay (d2), s/veh	8.5	1.2	0.5	0.1	0.1	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.8	0.2	3.2	0.4	0.0	1.8		
LnGrp Delay(d),s/veh	36.3	28.5	2.0	1.1	2.5	1.5		
LnGrp LOS	D	C	A	A	A	A		
Approach Vol, veh/h	53		1454			924		
Approach Delay, s/veh	34.9		1.9			1.5		
Approach LOS	C		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		113.7				113.7		6.3
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		92.0				92.0		20.0
Max Q Clear Time (g_c+l1), s		8.2				8.6		3.4
Green Ext Time (p_c), s		40.0				40.0		0.1
Intersection Summary								
HCM 2010 Ctrl Delay			2.5					
HCM 2010 LOS			A					

HCM 2010 TWSC
 2: Monterey Boulevard & Blake Library Driveway

Future with Improvements
 AM Peak Hour

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	13	1155	21	9	791
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	14	1255	23	10	860

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1716	639	0	0	1278	0
Stage 1	1267	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	81	419	-	-	539	-
Stage 1	228	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	78	419	-	-	539	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.7		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	354	539	-
HCM Lane V/C Ratio	-	-	0.046	0.018	-
HCM Control Delay (s)	-	-	15.7	11.8	0.2
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Future with Improvements
 AM Peak Hour

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	0	6	6	0	10	32	999	28
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	7	0	12	39	1204	34

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1741	2376	519	1845	2366	623	1032	0	0
Stage 1	1060	1060	-	1300	1300	-	-	-	-
Stage 2	681	1316	-	545	1066	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	56	34	502	46	35	429	669	-	-
Stage 1	239	299	-	170	230	-	-	-	-
Stage 2	407	226	-	490	297	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	44	26	500	37	26	428	668	-	-
Mov Cap-2 Maneuver	44	26	-	37	26	-	-	-	-
Stage 1	194	277	-	138	186	-	-	-	-
Stage 2	320	183	-	447	275	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	58.9	55.3	1.3
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	668	-	-	81	37	428	557	-	-
HCM Lane V/C Ratio	0.058	-	-	0.178	0.195	0.028	0.03	-	-
HCM Control Delay (s)	10.7	1	-	58.9	124.6	13.7	11.7	0.4	-
HCM Lane LOS	B	A	-	F	F	B	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.6	0.1	0.1	-	-

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Future with Improvements
 AM Peak Hour

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	14	845	10
Conflicting Peds, #/hr	0	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	83	83	83
Heavy Vehicles, %	2	2	2
Mvmt Flow	17	1018	12

Major/Minor	Major2		
Conflicting Flow All	1239	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	558	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	557	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.6
HCM LOS	

Minor Lane/Major Mvmt

HCM 2010 TWSC
 4: Monterey Boulevard & North Government Center Driveway

Future with Improvements
 AM Peak Hour

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	21	21	891	118	37	789
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	23	968	128	40	858

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1543	549	0	0	1098	0
Stage 1	1034	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	106	480	-	-	631	-
Stage 1	304	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	93	480	-	-	631	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	19.5		0		1.1
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	294	631	-
HCM Lane V/C Ratio	-	-	0.155	0.064	-
HCM Control Delay (s)	-	-	19.5	11.1	0.6
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Timings

Future with Improvements - RTOR Not Allowed

5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard

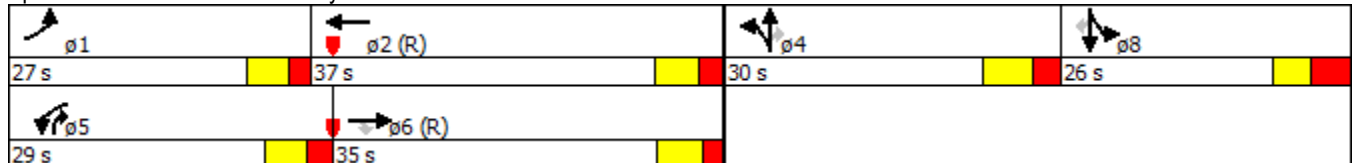
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	73	473	227	571	653	123	593	23	29	21
Turn Type	Prot	NA	Perm	Prot	NA	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2	4	5	8	8	
Permitted Phases			6				4			8
Detector Phase	1	6	6	5	2	4	5	8	8	8
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.7	32.1	32.1	14.1	29.4	37.0	14.1	39.1	39.1	39.1
Total Split (s)	27.0	35.0	35.0	29.0	37.0	30.0	29.0	26.0	26.0	26.0
Total Split (%)	22.5%	29.2%	29.2%	24.2%	30.8%	25.0%	24.2%	21.7%	21.7%	21.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.4	3.7	3.4	3.4	3.4
All-Red Time (s)	2.0	2.1	2.1	2.4	2.4	2.6	2.4	3.7	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.1	6.1	6.1	6.4	7.0	6.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 135
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard



HCM 2010 Signalized Intersection Summary Future with Improvements - RTOR Not Allowed
 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	473	227	571	653	21	196	123	593	23	29	21
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0	190.0	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	81	526	252	634	726	23	218	137	659	26	32	23
Adj No. of Lanes	1	2	1	2	2	0	0	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	827	370	710	1307	41	252	158	686	126	132	112
Arrive On Green	0.07	0.23	0.23	0.21	0.37	0.37	0.23	0.23	0.23	0.07	0.07	0.07
Sat Flow, veh/h	1774	3539	1581	3442	3502	111	1110	697	1583	1774	1863	1583
Grp Volume(v), veh/h	81	526	252	634	367	382	355	0	659	26	32	23
Grp Sat Flow(s),veh/h/ln	1774	1770	1581	1721	1770	1843	1807	0	1583	1774	1863	1583
Q Serve(g_s), s	4.5	13.6	14.7	18.2	16.6	16.6	19.2	0.0	23.0	1.4	1.6	1.4
Cycle Q Clear(g_c), s	4.5	13.6	14.7	18.2	16.6	16.6	19.2	0.0	23.0	1.4	1.6	1.4
Prop In Lane	1.00		1.00	1.00		0.06	0.61		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	827	370	710	660	688	410	0	686	126	132	112
V/C Ratio(X)	0.64	0.64	0.68	0.89	0.56	0.56	0.87	0.00	0.96	0.21	0.24	0.21
Avail Cap(c_a), veh/h	373	998	446	777	660	688	410	0	686	331	347	295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	35.0	35.4	39.2	25.1	25.1	37.7	0.0	27.9	44.4	44.5	44.4
Incr Delay (d2), s/veh	5.4	3.7	9.8	12.0	3.3	3.2	17.4	0.0	25.0	0.8	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.1	7.4	9.8	8.7	9.0	11.5	0.0	22.6	0.7	0.9	0.6
LnGrp Delay(d),s/veh	51.3	38.7	45.2	51.2	28.5	28.4	55.1	0.0	52.9	45.2	45.5	45.3
LnGrp LOS	D	D	D	D	C	C	E		D	D	D	D
Approach Vol, veh/h		859			1383			1014			81	
Approach Delay, s/veh		41.8			38.8			53.7			45.4	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	62.8		30.0	27.0	48.7		14.3				
Change Period (Y+Rc), s	5.6999998	6.4		7.0100000	7.4000001			7.1				
Max Green Setting (Gmax), s	21.2999999	30.6		23.0	22.28599998			18.9				
Max Q Clear Time (g_c+l1), s	6.5	18.6		25.0	20.2	16.7		3.6				
Green Ext Time (p_c), s	0.1	6.9		0.0	0.7	6.9		0.2				

Intersection Summary

HCM 2010 Ctrl Delay	44.3
HCM 2010 LOS	D

Notes

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

6: Shopping Center Driveway (unsignalized) & Ocean Boulevard/Ocean Boulevard AM Peak Hour

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	16	1000	98	31	1300	15	0	0	13
Conflicting Peds, #/hr	6	0	3	3	0	6	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	1111	109	34	1444	17	0	0	14

Major/Minor	Major1	Major2	Minor1						
Conflicting Flow All	1463	0	0	1222	0	0	1996	2735	618
Stage 1	-	-	-	-	-	-	1203	1203	-
Stage 2	-	-	-	-	-	-	793	1532	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	458	-	-	566	-	-	36	20	432
Stage 1	-	-	-	-	-	-	196	256	-
Stage 2	-	-	-	-	-	-	348	177	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	456	-	-	563	-	-	21	12	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	68	-
Stage 1	-	-	-	-	-	-	171	223	-
Stage 2	-	-	-	-	-	-	203	119	-

Approach	EB	WB	NB
HCM Control Delay, s	0.9	2	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	429	456	-	-	563	-	-	358
HCM Lane V/C Ratio	0.034	0.039	-	-	0.061	-	-	0.133
HCM Control Delay (s)	13.7	13.2	0.8	-	11.8	1.8	-	16.6
HCM Lane LOS	B	B	A	-	B	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-	-	0.5

6: Shopping Center Driveway (unsignalized) & Ocean Bouelvard/Ocean Boulevard AM Peak Hour

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	43
Conflicting Peds, #/hr	0	0	2
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	1	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	2	2	2
Mvmt Flow	0	0	48

Major/Minor	Minor2		
Conflicting Flow All	2117	2782	739
Stage 1	1524	1524	-
Stage 2	593	1258	-
Critical Hdwy	7.54	6.54	6.94
Critical Hdwy Stg 1	6.54	5.54	-
Critical Hdwy Stg 2	6.54	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	29	19	360
Stage 1	123	179	-
Stage 2	459	241	-
Platoon blocked, %			
Mov Cap-1 Maneuver	19	11	358
Mov Cap-2 Maneuver	81	70	-
Stage 1	107	121	-
Stage 2	385	210	-

Approach	SB
HCM Control Delay, s	16.6
HCM LOS	C

Minor Lane/Major Mvmt

Timings
7: Shopping Center Driveway (Signalized) & Ocean Boulevard

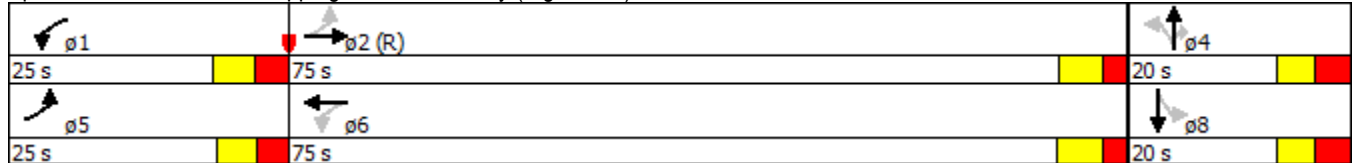
Future with Improvements
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	14	881	68	1254	48	0	22	1	1
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases	2		6		4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	6.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.5	32.3	12.7	32.4	34.8	34.8	34.8	22.8	22.8
Total Split (s)	25.0	75.0	25.0	75.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	20.8%	62.5%	20.8%	62.5%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.3	3.0	2.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.5	6.3	6.7	6.4		6.8	6.8		6.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	None	None	None	None	None	None

Intersection Summary




















Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 109 (91%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Shopping Center Driveway (Signalized) & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 7: Shopping Center Driveway (Signalized) & Ocean Boulevard
















Future with Improvements
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	881	83	68	1254	2	48	0	22	1	1	2
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	190.0	186.3	186.3	190.0	186.3	190.0
Adj Flow Rate, veh/h	15	947	89	73	1348	2	52	0	24	1	1	2
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
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	372	1807	170	531	2185	3	214	0	115	83	46	60
Arrive On Green	0.04	1.00	1.00	0.14	1.00	1.00	0.07	0.00	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1774	3262	307	1774	3626	5	1416	0	1578	193	630	823
Grp Volume(v), veh/h	15	514	522	73	658	692	52	0	24	4	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1799	1774	1770	1862	1416	0	1578	1646	0	0
Q Serve(g_s), s	0.2	0.0	0.0	1.0	0.0	0.0	2.1	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.0	0.0	0.0	2.3	0.0	0.9	0.1	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.00	1.00		1.00	0.25		0.50
Lane Grp Cap(c), veh/h	372	980	997	531	1067	1122	214	0	115	189	0	0
V/C Ratio(X)	0.04	0.52	0.52	0.14	0.62	0.62	0.24	0.00	0.21	0.02	0.00	0.00
Avail Cap(c_a), veh/h	837	1864	1895	909	1864	1961	396	0	320	394	0	0
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(l)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.8	0.0	0.0	4.5	0.0	0.0	29.0	0.0	28.4	28.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	2.0	0.1	0.5	0.5	0.6	0.0	0.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.5	0.2	0.2	0.9	0.0	0.4	0.1	0.0	0.0
LnGrp Delay(d),s/veh	5.8	2.0	2.0	4.6	0.5	0.5	29.6	0.0	29.3	28.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		1051			1423			76				4
Approach Delay, s/veh		2.0			0.7			29.5				28.1
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	97.4		11.5	7.9	100.5		11.5				
Change Period (Y+Rc), s	6.699999	6.400001		6.8	6.5	6.4		6.8				
Max Green Setting (Gmax), s	18.299999	18.599998		13.2	18.5	68.6		13.2				
Max Q Clear Time (g_c+l1), s	3.0	2.0		4.3	2.2	2.0		2.1				
Green Ext Time (p_c), s	0.1	34.1		0.2	0.0	34.1		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			2.2									
HCM 2010 LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

8: Vista Pines Driveway & Ocean Boulevard

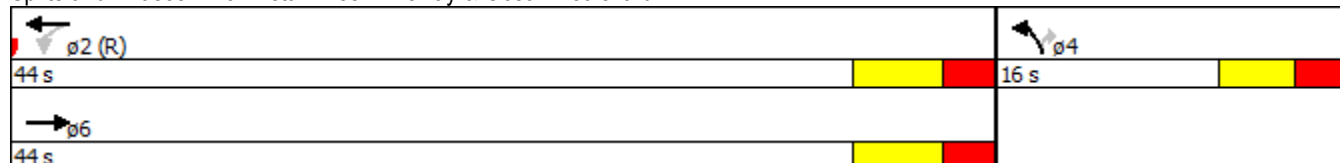
Future with Improvements
AM Peak Hour

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	 	 	 	 	 
Volume (vph)	766	2	1202	36	14
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	6		2	4	
Permitted Phases		2			4
Detector Phase	6	2	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	27.4	22.4	22.4	31.1	31.1
Total Split (s)	44.0	44.0	44.0	16.0	16.0
Total Split (%)	73.3%	73.3%	73.3%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	3.4	3.4
All-Red Time (s)	2.4	2.4	2.4	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.1	6.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary












Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 21 (35%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Vista Pines Driveway & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 8: Vista Pines Driveway & Ocean Boulevard

Future with Improvements
 AM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Volume (veh/h)	766	13	2	1202	36	14		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	190.0	186.3	186.3	186.3	186.3		
Adj Flow Rate, veh/h	861	15	2	1351	40	16		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2241	39	484	2229	159	142		
Arrive On Green	0.63	0.63	0.84	0.84	0.09	0.09		
Sat Flow, veh/h	3650	62	630	3632	1774	1583		
Grp Volume(v), veh/h	428	448	2	1351	40	16		
Grp Sat Flow(s),veh/h/ln	1770	1850	630	1770	1774	1583		
Q Serve(g_s), s	5.3	5.3	0.0	5.6	0.9	0.4		
Cycle Q Clear(g_c), s	5.3	5.3	5.3	5.6	0.9	0.4		
Prop In Lane		0.03	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1115	1165	484	2229	159	142		
V/C Ratio(X)	0.38	0.38	0.00	0.61	0.25	0.11		
Avail Cap(c_a), veh/h	1492	1560	618	2984	394	352		
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00		
Upstream Filter(l)	0.93	0.93	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	4.0	4.0	2.6	1.8	18.9	18.7		
Incr Delay (d2), s/veh	0.2	0.2	0.0	1.2	0.8	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.6	2.7	0.0	2.8	0.5	0.2		
LnGrp Delay(d),s/veh	4.2	4.2	2.6	3.0	19.7	19.0		
LnGrp LOS	A	A	A	A	B	B		
Approach Vol, veh/h	876			1353	56			
Approach Delay, s/veh	4.2			3.0	19.5			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		49.9		10.1		49.9		
Change Period (Y+Rc), s		6.4		* 6.1000004		6.4		
Max Green Setting (Gmax), s		37.6		* 9.8999996		37.6		
Max Q Clear Time (g_c+l1), s		7.6		2.9		7.3		
Green Ext Time (p_c), s		20.5		0.0		20.6		
Intersection Summary								
HCM 2010 Ctrl Delay			3.9					
HCM 2010 LOS			A					
Notes								
User approved pedestrian interval to be less than phase max green.								

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	742	9	5	1171	30	15
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	824	10	6	1301	33	17

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1491
Stage 1	-	-	829
Stage 2	-	-	662
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	795	114
Stage 1	-	-	389
Stage 2	-	-	475
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	792	113
Mov Cap-2 Maneuver	-	-	245
Stage 1	-	-	389
Stage 2	-	-	469

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	303	-	-	792	-
HCM Lane V/C Ratio	0.165	-	-	0.007	-
HCM Control Delay (s)	19.2	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Timings
10: St. Lucie Boulevard & Ocean Boulevard

Future with Improvements
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations									
Volume (vph)	15	675	240	1076	29	14	92	14	229
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	5	2	3	8	7	4	
Permitted Phases	6		2		8	8	4		4
Detector Phase	1	6	5	2	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.1	31.4	13.4	29.8	23.9	36.9	13.9	23.9	23.9
Total Split (s)	13.2	41.4	27.4	55.6	24.0	37.0	14.2	27.2	27.2
Total Split (%)	11.0%	34.5%	22.8%	46.3%	20.0%	30.8%	11.8%	22.7%	22.7%
Yellow Time (s)	3.7	4.0	4.0	4.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	3.4	3.4	3.4	3.4	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.4	7.4	7.8	7.9	7.9	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary






















Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 62 (52%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 10: St. Lucie Boulevard & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 10: St. Lucie Boulevard & Ocean Boulevard

Future with Improvements
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	15	675	90	240	1076	16	29	14	15	92	14	229
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	16	742	99	264	1182	18	32	15	0	101	15	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	1170	156	408	1680	26	295	129	0	295	128	109
Arrive On Green	0.02	0.37	0.37	0.12	0.47	0.47	0.07	0.07	0.00	0.07	0.07	0.00
Sat Flow, veh/h	1774	3128	417	1774	3567	54	1774	1863	0	1774	1863	1583
Grp Volume(v), veh/h	16	420	421	264	586	614	32	15	0	101	15	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1776	1774	1770	1851	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.5	16.2	16.2	7.1	21.8	21.9	1.3	0.6	0.0	4.3	0.6	0.0
Cycle Q Clear(g_c), s	0.5	16.2	16.2	7.1	21.8	21.9	1.3	0.6	0.0	4.3	0.6	0.0
Prop In Lane	1.00		0.23	1.00		0.03	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	662	664	408	834	872	295	129	0	295	128	109
V/C Ratio(X)	0.07	0.63	0.63	0.65	0.70	0.70	0.11	0.12	0.00	0.34	0.12	0.00
Avail Cap(c_a), veh/h	313	713	716	629	1015	1062	514	650	0	307	431	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.5	21.4	21.4	14.9	17.4	17.4	31.5	36.4	0.0	32.9	36.4	0.0
Incr Delay (d2), s/veh	0.1	4.6	4.6	1.7	4.9	4.7	0.2	0.4	0.0	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.8	8.8	3.6	11.7	12.2	0.7	0.3	0.0	2.2	0.3	0.0
LnGrp Delay(d),s/veh	16.6	26.0	26.0	16.6	22.4	22.2	31.7	36.8	0.0	33.6	36.9	0.0
LnGrp LOS	B	C	C	B	C	C	C	D		C	D	
Approach Vol, veh/h		857			1464			47			116	
Approach Delay, s/veh		25.8			21.2			33.3			34.0	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	83.7	13.7	13.6	17.0	75.6	13.6	13.7				
Change Period (Y+Rc), s	7.1000004	7.8	7.9	7.9	7.8000002	7.9	7.9	7.9				
Max Green Setting (Gmax), s	6.9999999	47.8	16.1	19.3	20.03599998	6.3	29.1	29.1				
Max Q Clear Time (g_c+I1), s	2.5	23.9	3.3	2.6	9.1	18.2	6.3	2.6				
Green Ext Time (p_c), s	0.0	15.4	0.0	0.1	0.6	11.2	0.0	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			23.6									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 TWSC
 1: Monterey Boulevard & Kingswood Terrace

Future with Improvements
 PM Peak Hour

Intersection

Int Delay, s/veh 21.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	117	14	946	20	4	1232
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	250	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	15	1040	22	4	1354

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1727	521	0	0	1041	0
Stage 1	1041	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 80	500	-	-	664	-
Stage 1	301	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	~ 79	500	-	-	664	-
Mov Cap-2 Maneuver	~ 79	-	-	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 378.8		0		0
HCM LOS	F				













Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	79	500	664	-
HCM Lane V/C Ratio	-	-	1.627	0.031	0.007	-
HCM Control Delay (s)	-	-	\$ 422.6	12.4	10.5	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	10.7	0.1	0	-

Notes

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

Timings
1: Monterey Boulevard & Kingswood Terrace

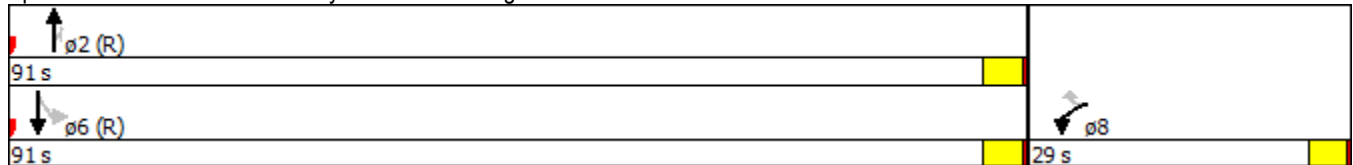
Future with Improvements (Signal)
PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	117	14	946	20	4	1232
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	29.0	29.0	91.0	91.0	91.0	91.0
Total Split (%)	24.2%	24.2%	75.8%	75.8%	75.8%	75.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary













Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Monterey Boulevard & Kingswood Terrace



HCM 2010 Signalized Intersection Summary
 1: Monterey Boulevard & Kingswood Terrace

Future with Improvements (Signal)
 PM Peak Hour

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	117	14	946	20	4	1232		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3		
Adj Flow Rate, veh/h	129	15	1040	22	4	1354		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	175	156	2765	1211	474	2765		
Arrive On Green	0.10	0.10	0.78	0.78	0.78	0.78		
Sat Flow, veh/h	1774	1583	3632	1550	529	3632		
Grp Volume(v), veh/h	129	15	1040	22	4	1354		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1550	529	1770		
Q Serve(g_s), s	4.7	0.6	6.1	0.2	0.2	9.0		
Cycle Q Clear(g_c), s	4.7	0.6	6.1	0.2	6.2	9.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	175	156	2765	1211	474	2765		
V/C Ratio(X)	0.74	0.10	0.38	0.02	0.01	0.49		
Avail Cap(c_a), veh/h	667	595	4631	2028	753	4631		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	29.1	27.3	2.3	1.6	3.2	2.6		
Incr Delay (d2), s/veh	6.0	0.3	0.4	0.0	0.0	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.6	0.3	3.0	0.1	0.0	4.6		
LnGrp Delay(d),s/veh	35.1	27.5	2.6	1.6	3.2	3.2		
LnGrp LOS	D	C	A	A	A	A		
Approach Vol, veh/h	144		1062			1358		
Approach Delay, s/veh	34.3		2.6			3.2		
Approach LOS	C		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		109.5				109.5		10.5
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		87.0				87.0		25.0
Max Q Clear Time (g_c+l1), s		8.1				11.0		6.7
Green Ext Time (p_c), s		41.7				40.9		0.3
Intersection Summary								
HCM 2010 Ctrl Delay			4.7					
HCM 2010 LOS			A					

HCM 2010 TWSC
 2: Monterey Boulevard & Blake Library Driveway

Future with Improvements
 PM Peak Hour

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	85	30	961	16	2	1150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	33	1045	17	2	1250

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1682	531	0	0	1062	0
Stage 1	1053	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 85	493	-	-	652	-
Stage 1	297	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	~ 84	493	-	-	652	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	35		0		0.1
HCM LOS	E				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	241	652	-
HCM Lane V/C Ratio	-	-	0.519	0.003	-
HCM Control Delay (s)	-	-	35	10.5	0.1
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	2.7	0	-

Notes

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

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Future with Improvements
 PM Peak Hour

Intersection

Int Delay, s/veh 10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	8	0	38	50	0	43	7	965	22
Conflicting Peds, #/hr	1	0	1	1	0	1	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	43	56	0	48	8	1084	25

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1767	2334	581	1743	2322	557	1157	0	0
Stage 1	1208	1208	-	1113	1113	-	-	-	-
Stage 2	559	1126	-	630	1209	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	53	36	457	~ 55	37	474	600	-	-
Stage 1	194	254	-	222	282	-	-	-	-
Stage 2	481	278	-	436	254	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	42	31	456	~ 44	31	473	599	-	-
Mov Cap-2 Maneuver	42	31	-	~ 44	31	-	-	-	-
Stage 1	187	224	-	214	272	-	-	-	-
Stage 2	416	268	-	348	224	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	35.7	207.7	0.3
HCM LOS	E	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	599	-	-	168	44	473	624	-	-
HCM Lane V/C Ratio	0.013	-	-	0.308	1.277	0.102	0.041	-	-
HCM Control Delay (s)	11.1	0.2	-	35.7	\$ 374.7	13.5	11	0.6	-
HCM Lane LOS	B	A	-	E	F	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	5.4	0.3	0.1	-	-

Notes

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

HCM 2010 TWSC
 3: Monterey Boulevard & South Government Center Driveway

Future with Improvements
 PM Peak Hour

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	23	1027	2
Conflicting Peds, #/hr	0	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	89	89	89
Heavy Vehicles, %	2	2	2
Mvmt Flow	26	1154	2

Major/Minor	Major2		
Conflicting Flow All	1110	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	625	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	624	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.8
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	82	94	1045	57	13	853
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	102	1136	62	14	927

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	1659	599	0	0	1198	0
Stage 1	1167	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 88	445	-	-	578	-
Stage 1	258	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 84	445	-	-	578	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	551	-	-	-	-	-

Approach	WB	WB	NB	NB	SB	SB
HCM Control Delay, s	43	43	0	0	0.5	0.5
HCM LOS	E	E				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	276	578	-
HCM Lane V/C Ratio	-	-	0.693	0.024	-
HCM Control Delay (s)	-	-	43	11.4	0.3
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	4.7	0.1	-

Notes

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

Timings

Future with Improvements - RTOR Not Allowed

5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard

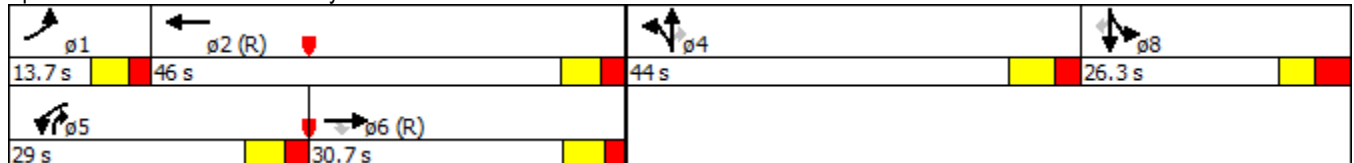
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	10	679	219	571	502	21	764	28	76	68
Turn Type	Prot	NA	Perm	Prot	NA	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2	4	5	8	8	
Permitted Phases			6				4			8
Detector Phase	1	6	6	5	2	4	5	8	8	8
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.7	32.1	32.1	14.1	29.4	37.0	14.1	39.1	39.1	39.1
Total Split (s)	13.7	30.7	30.7	29.0	46.0	44.0	29.0	26.3	26.3	26.3
Total Split (%)	10.5%	23.6%	23.6%	22.3%	35.4%	33.8%	22.3%	20.2%	20.2%	20.2%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.4	3.7	3.4	3.4	3.4
All-Red Time (s)	2.0	2.1	2.1	2.4	2.4	2.6	2.4	3.7	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.1	6.1	6.1	6.4	7.0	6.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard



HCM 2010 Signalized Intersection Summary Future with Improvements - RTOR Not Allowed
 5: Monterey Boulevard & Ocean Boulevard/Ocean Boulevard PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	679	219	571	502	2	354	21	764	28	76	68
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0	190.0	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	10	700	226	589	518	2	365	22	788	29	78	70
Adj No. of Lanes	1	2	1	2	2	0	0	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	729	321	645	1366	5	526	32	793	120	126	107
Arrive On Green	0.02	0.21	0.21	0.19	0.38	0.38	0.31	0.31	0.31	0.07	0.07	0.07
Sat Flow, veh/h	1774	3539	1558	3442	3616	14	1678	101	1583	1774	1863	1583
Grp Volume(v), veh/h	10	700	226	589	253	267	387	0	788	29	78	70
Grp Sat Flow(s),veh/h/ln	1774	1770	1558	1721	1770	1860	1779	0	1583	1774	1863	1583
Q Serve(g_s), s	0.7	23.1	15.9	19.8	12.3	12.3	22.5	0.0	37.0	1.8	4.8	5.1
Cycle Q Clear(g_c), s	0.7	23.1	15.9	19.8	12.3	12.3	22.5	0.0	37.0	1.8	4.8	5.1
Prop In Lane	1.00		1.00	1.00		0.01	0.94		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	729	321	645	668	703	558	0	793	120	126	107
V/C Ratio(X)	0.30	0.96	0.70	0.91	0.38	0.38	0.69	0.00	0.99	0.24	0.62	0.65
Avail Cap(c_a), veh/h	120	729	321	668	668	703	558	0	793	289	303	258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	46.4	43.5	47.0	26.7	26.7	35.5	0.0	29.2	52.1	53.5	53.7
Incr Delay (d2), s/veh	4.8	24.9	12.2	16.8	1.6	1.6	3.7	0.0	30.2	1.0	4.9	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	13.8	7.9	10.9	6.3	6.6	11.6	0.0	32.0	0.9	2.6	2.4
LnGrp Delay(d),s/veh	61.9	71.3	55.7	63.8	28.3	28.2	39.2	0.0	59.5	53.2	58.4	60.2
LnGrp LOS	E	E	E	E	C	C	D		E	D	E	E
Approach Vol, veh/h		936			1109			1175			177	
Approach Delay, s/veh		67.4			47.1			52.8			58.3	
Approach LOS		E			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	63.0		44.0	28.2	42.7		15.1				
Change Period (Y+Rc), s	5.6999998	6.4		7.0100000	4.4000001			7.1				
Max Green Setting (Gmax), s	* 8	39.6		37.0	* 22.24	29.99999		19.2				
Max Q Clear Time (g_c+l1), s	2.7	14.3		39.0	21.8	25.1		7.1				
Green Ext Time (p_c), s	0.0	10.1		0.0	0.3	0.0		0.5				

Intersection Summary

HCM 2010 Ctrl Delay	55.3
HCM 2010 LOS	E

Notes

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

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	23	1446	90	29	1080	6	0	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	1522	95	31	1137	6	0	0	59

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1147	0	0	1621	0	0	2255	2830	812
Stage 1	-	-	-	-	-	-	1622	1622	-
Stage 2	-	-	-	-	-	-	633	1208	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	605	-	-	398	-	-	23	17	322
Stage 1	-	-	-	-	-	-	107	160	-
Stage 2	-	-	-	-	-	-	434	254	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	605	-	-	398	-	-	12	7	321
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	57	-
Stage 1	-	-	-	-	-	-	60	90	-
Stage 2	-	-	-	-	-	-	315	199	-

Approach	EB			WB			NB
HCM Control Delay, s	2.4			1.8			18.7
HCM LOS							C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	321	605	-	-	398	-	-	458
HCM Lane V/C Ratio	0.184	0.04	-	-	0.077	-	-	0.076
HCM Control Delay (s)	18.7	11.2	2.4	-	14.8	1.5	-	13.5
HCM Lane LOS	C	B	A	-	B	A	-	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.2	-	-	0.2

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	33
Conflicting Peds, #/hr	1	0	4
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	1	-
Grade, %	-	0	-
Peak Hour Factor	95	95	95
Heavy Vehicles, %	2	2	2
Mvmt Flow	0	0	35

Major/Minor	Minor2		
Conflicting Flow All	2018	2874	576
Stage 1	1205	1205	-
Stage 2	813	1669	-
Critical Hdwy	7.54	6.54	6.94
Critical Hdwy Stg 1	6.54	5.54	-
Critical Hdwy Stg 2	6.54	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	34	16	460
Stage 1	195	255	-
Stage 2	339	151	-
Platoon blocked, %			
Mov Cap-1 Maneuver	15	7	458
Mov Cap-2 Maneuver	60	41	-
Stage 1	110	200	-
Stage 2	156	85	-

Approach	SB
HCM Control Delay, s	13.5
HCM LOS	B

Minor Lane/Major Mvmt

Timings
7: Shopping Center Driveway (Signalized) & Ocean Boulevard

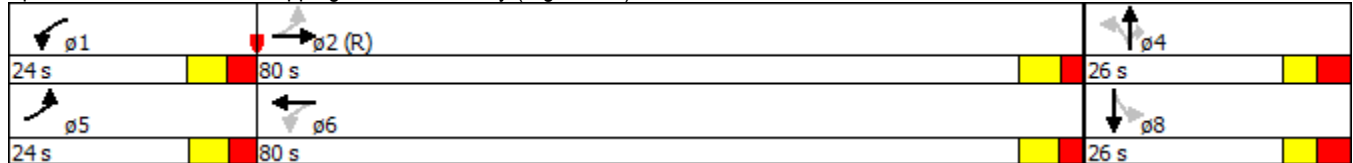
Future with Improvements
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	8	1397	38	989	74	2	96	5	1
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		4			8
Permitted Phases	2		6		4		4	8	
Detector Phase	5	2	1	6	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	6.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.5	32.3	12.7	32.4	34.8	34.8	34.8	22.8	22.8
Total Split (s)	24.0	80.0	24.0	80.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	18.5%	61.5%	18.5%	61.5%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.3	3.0	2.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.5	6.3	6.7	6.4		6.8	6.8		6.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	None	None	None	None	None	None

Intersection Summary




















Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 121 (93%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Shopping Center Driveway (Signalized) & Ocean Boulevard


















HCM 2010 Signalized Intersection Summary
 7: Shopping Center Driveway (Signalized) & Ocean Boulevard

Future with Improvements
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	1397	29	38	989	2	74	2	96	5	1	10
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	190.0	186.3	186.3	190.0	186.3	190.0
Adj Flow Rate, veh/h	8	1471	31	40	1041	2	78	2	101	5	1	11
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	2031	43	379	2208	4	254	5	171	90	34	110
Arrive On Green	0.02	1.00	1.00	0.09	1.00	1.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1774	3543	75	1774	3624	7	1438	49	1566	238	312	1008
Grp Volume(v), veh/h	8	734	768	40	508	535	80	0	101	17	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1848	1774	1770	1862	1487	0	1566	1557	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.6	0.0	0.0	1.7	0.0	4.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.6	0.0	0.0	3.4	0.0	4.5	3.6	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.00	0.97		1.00	0.29		0.65
Lane Grp Cap(c), veh/h	429	1014	1059	379	1078	1134	259	0	171	233	0	0
V/C Ratio(X)	0.02	0.72	0.73	0.11	0.47	0.47	0.31	0.00	0.59	0.07	0.00	0.00
Avail Cap(c_a), veh/h	832	1781	1860	718	1781	1874	473	0	411	461	0	0
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)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	0.0	5.2	0.0	0.0	30.4	0.0	31.0	29.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.5	4.3	0.1	0.3	0.3	0.7	0.0	3.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	1.3	0.3	0.1	0.1	1.6	0.0	2.1	0.3	0.0	0.0
LnGrp Delay(d),s/veh	6.2	4.5	4.3	5.3	0.3	0.3	31.1	0.0	34.3	29.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		1510			1083			181				17
Approach Delay, s/veh		4.4			0.5			32.9				29.5
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	105.2		14.8	7.4	107.8		14.8				
Change Period (Y+Rc), s	6.699999	6.400000		6.8	6.5	6.4		6.8				
Max Green Setting (Gmax), s	17.299999	13.599998		19.2	17.5	73.6		19.2				
Max Q Clear Time (g_c+l1), s	2.6	2.0		6.5	2.1	2.0		5.6				
Green Ext Time (p_c), s	0.0	39.9		0.6	0.0	39.9		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			4.9									
HCM 2010 LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
8: Vista Pines Driveway & Ocean Boulevard

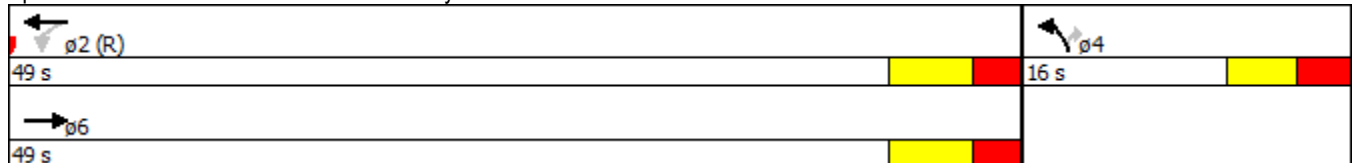
Future with Improvements
PM Peak Hour

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	 	 	 	 	 
Volume (vph)	1441	13	864	36	10
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	6		2	4	
Permitted Phases		2			4
Detector Phase	6	2	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	27.4	22.4	22.4	31.1	31.1
Total Split (s)	49.0	49.0	49.0	16.0	16.0
Total Split (%)	75.4%	75.4%	75.4%	24.6%	24.6%
Yellow Time (s)	4.0	4.0	4.0	3.4	3.4
All-Red Time (s)	2.4	2.4	2.4	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.1	6.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary












Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 60 (92%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Vista Pines Driveway & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
8: Vista Pines Driveway & Ocean Boulevard

Future with Improvements
PM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Volume (veh/h)	1441	43	13	864	36	10		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	190.0	186.3	186.3	186.3	186.3		
Adj Flow Rate, veh/h	1517	45	14	909	38	11		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2354	70	328	2375	140	125		
Arrive On Green	0.89	0.89	1.00	1.00	0.08	0.08		
Sat Flow, veh/h	3601	104	328	3632	1774	1583		
Grp Volume(v), veh/h	764	798	14	909	38	11		
Grp Sat Flow(s),veh/h/ln	1770	1842	328	1770	1774	1583		
Q Serve(g_s), s	5.4	5.5	0.4	0.0	1.0	0.3		
Cycle Q Clear(g_c), s	5.4	5.5	5.9	0.0	1.0	0.3		
Prop In Lane		0.06	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1188	1236	328	2375	140	125		
V/C Ratio(X)	0.64	0.65	0.04	0.38	0.27	0.09		
Avail Cap(c_a), veh/h	1507	1569	387	3015	351	313		
HCM Platoon Ratio	1.33	1.33	2.00	2.00	1.00	1.00		
Upstream Filter(l)	0.79	0.79	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	1.2	1.2	0.5	0.0	21.7	21.4		
Incr Delay (d2), s/veh	0.5	0.5	0.2	0.5	1.0	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.3	2.4	0.1	0.2	0.5	0.2		
LnGrp Delay(d),s/veh	1.7	1.7	0.7	0.5	22.7	21.7		
LnGrp LOS	A	A	A	A	C	C		
Approach Vol, veh/h	1562			923	49			
Approach Delay, s/veh	1.7			0.5	22.5			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		55.0		10.0		55.0		
Change Period (Y+Rc), s		6.4		* 6.1000004		6.4		
Max Green Setting (Gmax), s		42.6		* 9.8999996		42.6		
Max Q Clear Time (g_c+l1), s		7.9		3.0		7.5		
Green Ext Time (p_c), s		25.7		0.0		25.9		
Intersection Summary								
HCM 2010 Ctrl Delay			1.6					
HCM 2010 LOS			A					
Notes								
User approved pedestrian interval to be less than phase max green.								

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	1364	17	9	878	16	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1451	18	10	934	17	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1946
Stage 1	-	-	1460
Stage 2	-	-	486
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	455	57
Stage 1	-	-	180
Stage 2	-	-	584
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	455	56
Mov Cap-2 Maneuver	-	-	142
Stage 1	-	-	180
Stage 2	-	-	571

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	27.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	185	-	-	455	-
HCM Lane V/C Ratio	0.15	-	-	0.021	-
HCM Control Delay (s)	27.9	-	-	13.1	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Timings
10: St. Lucie Boulevard & Ocean Boulevard

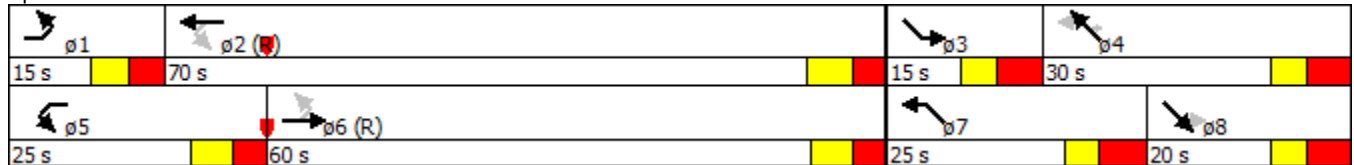
Future with Improvements
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT	NWR
Lane Configurations									
Volume (vph)	24	1154	356	764	35	15	92	20	350
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	5	2	3	8	7	4	
Permitted Phases	6		2		8	8	4		4
Detector Phase	1	6	5	2	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.1	31.4	13.4	29.8	23.9	36.9	13.9	23.9	23.9
Total Split (s)	15.0	60.0	25.0	70.0	15.0	20.0	25.0	30.0	30.0
Total Split (%)	11.5%	46.2%	19.2%	53.8%	11.5%	15.4%	19.2%	23.1%	23.1%
Yellow Time (s)	3.7	4.0	4.0	4.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	3.4	3.4	3.4	3.4	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.4	7.4	7.8	7.9	7.9	7.9	7.9	7.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary






















Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 64 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 10: St. Lucie Boulevard & Ocean Boulevard



HCM 2010 Signalized Intersection Summary
 10: St. Lucie Boulevard & Ocean Boulevard

Future with Improvements
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	24	1154	207	356	764	38	35	15	20	92	20	350
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	25	1202	216	371	796	40	36	16	0	96	21	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
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	2	2	2	2	2	2	2
Cap, veh/h	412	1360	243	374	1999	100	224	89	0	237	114	97
Arrive On Green	0.03	0.45	0.45	0.16	0.58	0.58	0.05	0.05	0.00	0.07	0.06	0.00
Sat Flow, veh/h	1774	3001	536	1774	3425	172	1774	1863	0	1774	1863	1583
Grp Volume(v), veh/h	25	706	712	371	411	425	36	16	0	96	21	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1767	1774	1770	1828	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.8	40.7	41.5	17.4	14.2	14.2	2.1	0.9	0.0	5.7	1.2	0.0
Cycle Q Clear(g_c), s	0.8	40.7	41.5	17.4	14.2	14.2	2.1	0.9	0.0	5.7	1.2	0.0
Prop In Lane	1.00		0.30	1.00		0.09	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	802	801	374	1033	1067	224	89	0	237	114	97
V/C Ratio(X)	0.06	0.88	0.89	0.99	0.40	0.40	0.16	0.18	0.00	0.41	0.18	0.00
Avail Cap(c_a), veh/h	485	822	821	374	1033	1067	243	201	0	389	366	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.3	27.9	28.1	33.8	12.7	12.7	46.4	51.4	0.0	46.6	50.1	0.0
Incr Delay (d2), s/veh	0.1	13.2	14.1	44.5	1.1	1.1	0.3	0.9	0.0	1.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	22.7	23.3	16.1	7.2	7.4	1.0	0.5	0.0	2.8	0.6	0.0
LnGrp Delay(d),s/veh	15.3	41.1	42.2	78.3	13.8	13.8	46.7	52.3	0.0	47.7	50.8	0.0
LnGrp LOS	B	D	D	E	B	B	D	D		D	D	
Approach Vol, veh/h		1443			1207			52			117	
Approach Delay, s/veh		41.2			33.6			48.4			48.3	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	91.0	13.8	14.8	25.0	76.4	15.3	13.3				
Change Period (Y+Rc), s	7.1000004	7.8	7.9	7.9	7.8000002	7.9	7.9					
Max Green Setting (Gmax), s	9000001	62.2	7.1	22.1	17.62199997	17.1	12.1					
Max Q Clear Time (g_c+l1), s	2.8	16.2	4.1	3.2	19.4	43.5	7.7	2.9				
Green Ext Time (p_c), s	0.0	26.4	0.0	0.1	0.0	7.4	0.1	0.1				

Intersection Summary

HCM 2010 Ctrl Delay	38.4
HCM 2010 LOS	D

Notes

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

APPENDIX J:
Signal Warrant Data

SE Monterey Road at Kingswood Terrace

SCENARIO: 75% Westbound Right-Turn Reductions
TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: SE Monterey Road at Kingswood Terrace

SCENARIO: Future (2035) Traffic Conditions w/ Traffic Reassignment

MAJOR STREET: SE Monterey Road

OF APPROACH LANES: 6

MINOR STREET: Kingswood Terrace

OF APPROACH LANES: 2

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	MAJOR ST NORTHBOUND/S OUTHBOUND	MINOR ST EASTBOUND/W ESTBOUND	WARRANT 1-A			WARRANT 1-B			COMBINATION OF WARRANT 1-A & 1-B						WARRANT 2	WARRANT 3	
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	WARRANT 1-A			WARRANT 1-B					
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET			
THRESHOLD VALUES			420	140		630	70		336	112		504	56				
07:00 AM	TO 08:00 AM	1,467	28	Y			Y			Y			Y				
08:00 AM	TO 09:00 AM	2,044	39	Y			Y			Y			Y				
09:00 AM	TO 10:00 AM	2,206	42	Y			Y			Y			Y				
10:00 AM	TO 11:00 AM	2,283	44	Y			Y			Y			Y				
11:00 AM	TO 12:00 PM	2,587	50	Y			Y			Y			Y				
12:00 PM	TO 01:00 PM	1,770	97	Y			Y	Y	Y	Y			Y	Y	Y	Y	
01:00 PM	TO 02:00 PM	1,742	96	Y			Y	Y	Y	Y			Y	Y	Y	Y	
02:00 PM	TO 03:00 PM	1,737	96	Y			Y	Y	Y	Y			Y	Y	Y	Y	
03:00 PM	TO 04:00 PM	1,871	103	Y			Y	Y	Y	Y			Y	Y	Y	Y	
04:00 PM	TO 05:00 PM	2,199	121	Y			Y	Y	Y	Y	Y		Y	Y	Y	Y	
05:00 PM	TO 06:00 PM	1,680	93	Y			Y	Y	Y	Y			Y	Y	Y	Y	
06:00 PM	TO 07:00 PM	964	53	Y			Y			Y			Y				
		22,550	862	0			6			1			6			6	2
				8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH WARR #1-A AND WARR #1-B NEEDED NOT SATISFIED						4 HRS NEEDED SATISFIED	1 HR NEEDED SATISFIED

WARRANT 1 -- Eight Hour Vehicular Volume

WARRANT 2 -- Four Hour Vehicular Volume

WARRANT 3 -- Peak Hour

Hour		Raw Existing TMCs											
		Southbound			Westbound			Northbound			Eastbound		
Start	End	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR
7:00 AM	8:00 AM	4	421		11		6		602	55			
8:00 AM	9:00 AM	6	587		16		8		838	76			
9:00 AM	10:00 AM	6	633		17		9		904	82			
10:00 AM	11:00 AM	7	656		18		9		936	85			
11:00 AM	12:00 PM	8	743		20		10		1,061	96			
12:00 PM	1:00 PM	2	758		36		10		557	11			
1:00 PM	2:00 PM	2	746		36		10		548	11			
2:00 PM	3:00 PM	2	744		36		9		547	11			
3:00 PM	4:00 PM	3	801		38		10		589	12			
4:00 PM	5:00 PM	3	942		45		12		692	14			
5:00 PM	6:00 PM	2	720		34		9		529	11			
6:00 PM	7:00 PM	1	413		20		5		303	6			

SE Monterey Hourly Percentages
72%
100%
108%
112%
127%
80%
79%
79%
85%
100%
76%
44%

Hour		Future 2035 Background TMCs											PSF = 1.18	Growth Rate = 0.67%
		Southbound			Westbound			Northbound			Eastbound			
Start	End	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	
7:00 AM	8:00 AM	6	576	0	16	0	8	0	822	75	0	0	0	
8:00 AM	9:00 AM	8	802	0	22	0	11	0	1,145	104	0	0	0	
9:00 AM	10:00 AM	9	866	0	24	0	12	0	1,236	112	0	0	0	
10:00 AM	11:00 AM	9	896	0	24	0	12	0	1,280	116	0	0	0	
11:00 AM	12:00 PM	10	1,015	0	28	0	14	0	1,450	131	0	0	0	
12:00 PM	1:00 PM	3	1,036	0	49	0	13	0	761	15	0	0	0	
1:00 PM	2:00 PM	3	1,019	0	49	0	13	0	749	15	0	0	0	
2:00 PM	3:00 PM	3	1,017	0	49	0	13	0	747	15	0	0	0	
3:00 PM	4:00 PM	3	1,095	0	52	0	14	0	804	16	0	0	0	
4:00 PM	5:00 PM	4	1,287	0	62	0	16	0	946	19	0	0	0	
5:00 PM	6:00 PM	3	984	0	47	0	13	0	723	15	0	0	0	
6:00 PM	7:00 PM	2	564	0	27	0	7	0	414	8	0	0	0	

Hour		Traffic Reassignment											
		Southbound			Westbound			Northbound			Eastbound		
Start	End	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR
7:00 AM	8:00 AM	-1	-11		11		-1						
8:00 AM	9:00 AM	-1	-15		15		-1						
9:00 AM	10:00 AM	-1	-16		16		-1						
10:00 AM	11:00 AM	-1	-17		17		-1						
11:00 AM	12:00 PM	-1	-19		19		-1						
12:00 PM	1:00 PM	-1	-45		45		-2						
1:00 PM	2:00 PM	-1	-44		44		-2						
2:00 PM	3:00 PM	-1	-44		44		-2						
3:00 PM	4:00 PM	-1	-48		48		-2						
4:00 PM	5:00 PM	-1	-56		56		-2						
5:00 PM	6:00 PM	-1	-43		43		-2						
6:00 PM	7:00 PM	0	-25		25		-1						

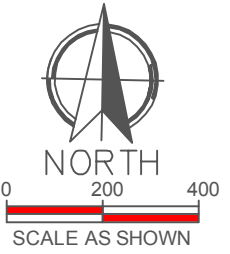
SE Monterey Hourly Percentages
72%
100%
108%
112%
127%
80%
79%
79%
85%
100%
76%
44%

Hour		Future 2035 Total Without WB Right-Turn Reduction											Major Street	Highest Minor	
		Southbound			Westbound			Northbound			Eastbound				
Start	End	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR		
7:00 AM	8:00 AM	5	565	0	26	0	7	0	822	75	0	0	0	1,467	34
8:00 AM	9:00 AM	7	787	0	37	0	10	0	1,145	104	0	0	0	2,044	47
9:00 AM	10:00 AM	8	850	0	40	0	11	0	1,236	112	0	0	0	2,206	51
10:00 AM	11:00 AM	8	880	0	41	0	11	0	1,280	116	0	0	0	2,283	52
11:00 AM	12:00 PM	9	996	0	47	0	13	0	1,450	131	0	0	0	2,587	59
12:00 PM	1:00 PM	2	991	0	95	0	12	0	761	15	0	0	0	1,770	106
1:00 PM	2:00 PM	2	975	0	93	0	11	0	749	15	0	0	0	1,742	104
2:00 PM	3:00 PM	2	973	0	93	0	11	0	747	15	0	0	0	1,737	104
3:00 PM	4:00 PM	3	1,047	0	100	0	12	0	804	16	0	0	0	1,871	112
4:00 PM	5:00 PM	3	1,231	0	118	0	14	0	946	19	0	0	0	2,199	132
5:00 PM	6:00 PM	2	941	0	90	0	11	0	723	15	0	0	0	1,680	101
6:00 PM	7:00 PM	1	540	0	51	0	6	0	414	8	0	0	0	964	58

Hour		Pagones Reduction NBR/SBR	Future 2035 Total With 75% WB Right-Turn Reduction											Major Street	Highest Minor
			Southbound			Westbound			Northbound			Eastbound			
Start	End	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR		
7:00 AM	8:00 AM	75%	5	565	0	26	0	2	0	822	75	0	0	1,467	28
8:00 AM	9:00 AM	75%	7	787	0	37	0	2	0	1,145	104	0	0	2,044	39
9:00 AM	10:00 AM	75%	8	850	0	40	0	3	0	1,236	112	0	0	2,206	42
10:00 AM	11:00 AM	75%	8	880	0	41	0	3	0	1,280	116	0	0	2,283	44
11:00 AM	12:00 PM	75%	9	996	0	47	0	3	0	1,450	131	0	0	2,587	50
12:00 PM	1:00 PM	75%	2	991	0	95	0	3	0	761	15	0	0	1,770	97
1:00 PM	2:00 PM	75%	2	975	0	93	0	3	0	749	15	0	0	1,742	96
2:00 PM	3:00 PM	75%	2	973	0	93	0	3	0	747	15	0	0	1,737	96
3:00 PM	4:00 PM	75%	3	1,047	0	100	0	3	0	804	16	0	0	1,871	103
4:00 PM	5:00 PM	75%	3	1,231	0	118	0	4	0	946	19	0	0	2,199	121
5:00 PM	6:00 PM	75%	2	941	0	90	0	3	0	723	15	0	0	1,680	93
6:00 PM	7:00 PM	75%	1	540	0	51	0	2	0	414	8	0	0	964	53

APPENDIX K:
Recommendation Figures

Drawing name: K:\FTL\TPTD\043096002-Martin Co MPO TO #4\Calc\Figures\Drawings\dwg Overall Location May 15, 2014 11:02am by: doug.cobb
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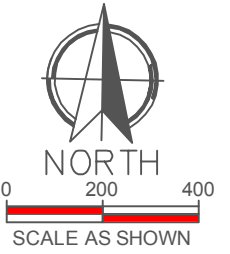
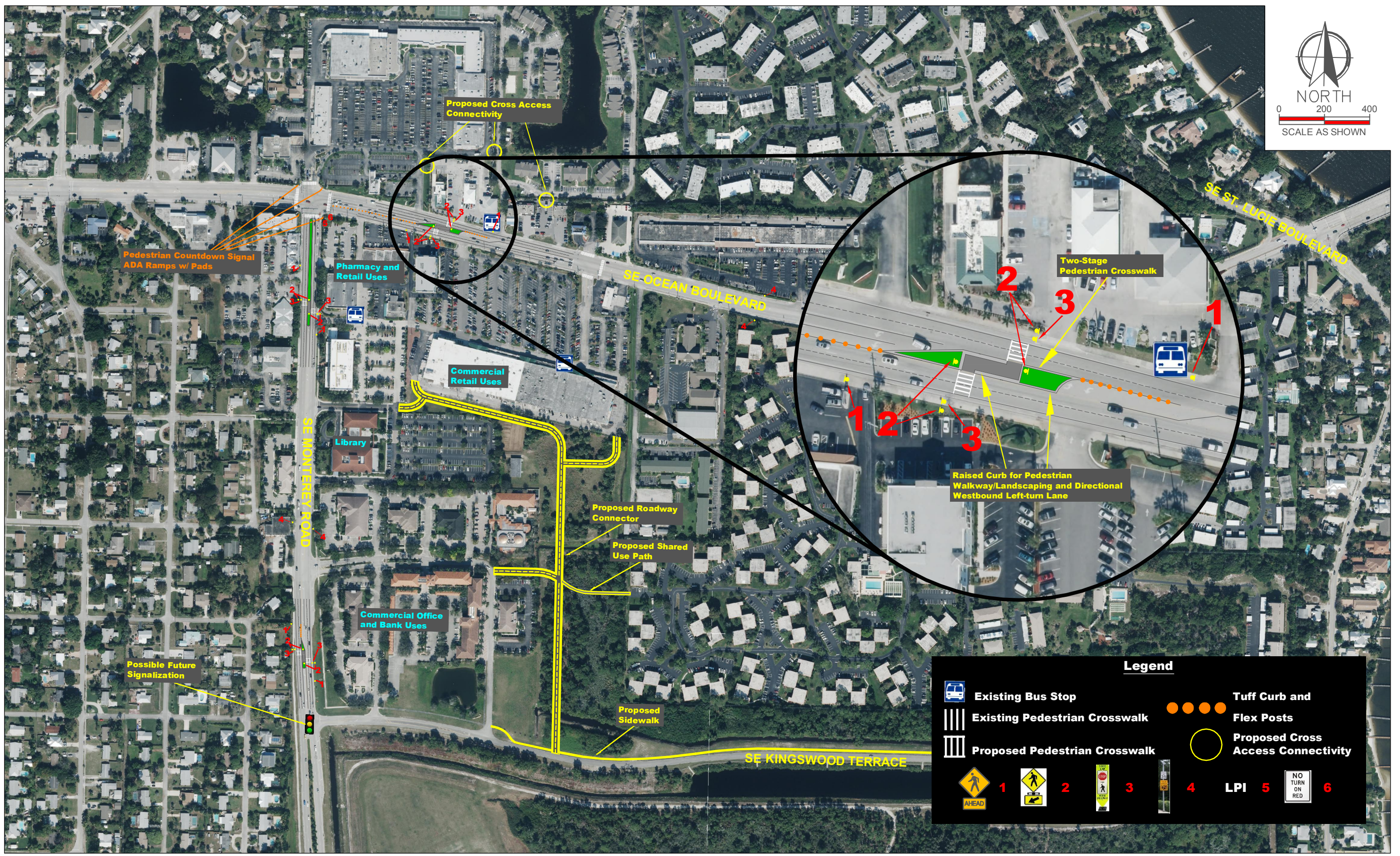
MARTIN COUNTY
 FLORIDA

DATE 03/2014
 PROJECT NO. XXXXXX

FIGURE 1 - LOCATION MAP
SE OCEAN BLVD & SE MONTEREY RD

SHEET NUMBER
1
 1 of 4

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Legend

- Existing Bus Stop
- Existing Pedestrian Crosswalk
- Proposed Pedestrian Crosswalk
- Tuff Curb and Flex Posts
- Proposed Cross Access Connectivity
- 1
- 2
- 3
- 4
- 5
- 6

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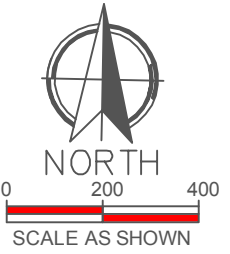
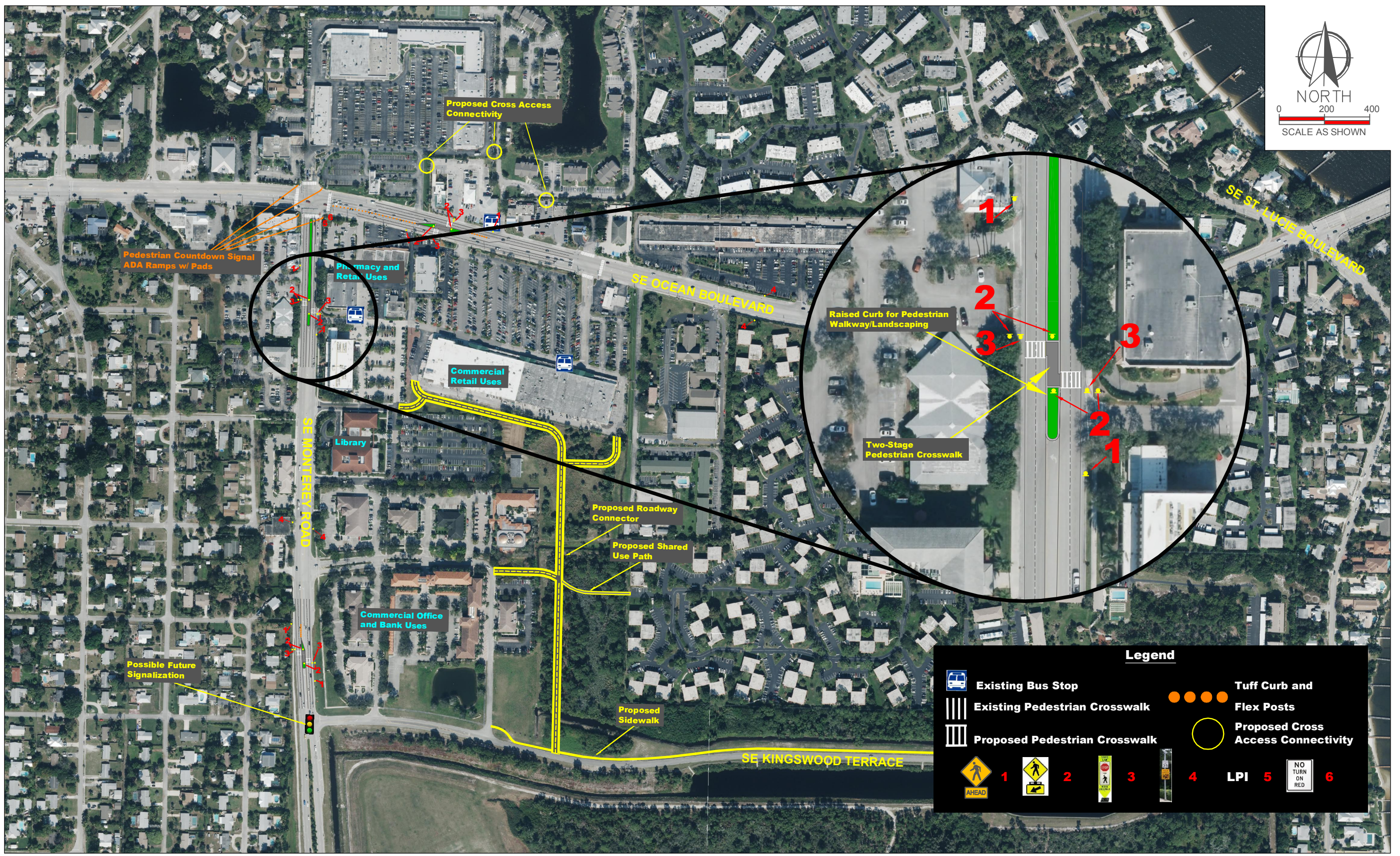
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FLORIDA

DATE 03/2014
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**FIGURE 2 - RECOMMENDATIONS
MIDBLOCK CROSSING LOCATION A**

SHEET NUMBER
2
2 of 4

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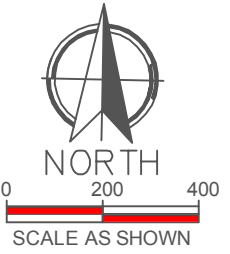
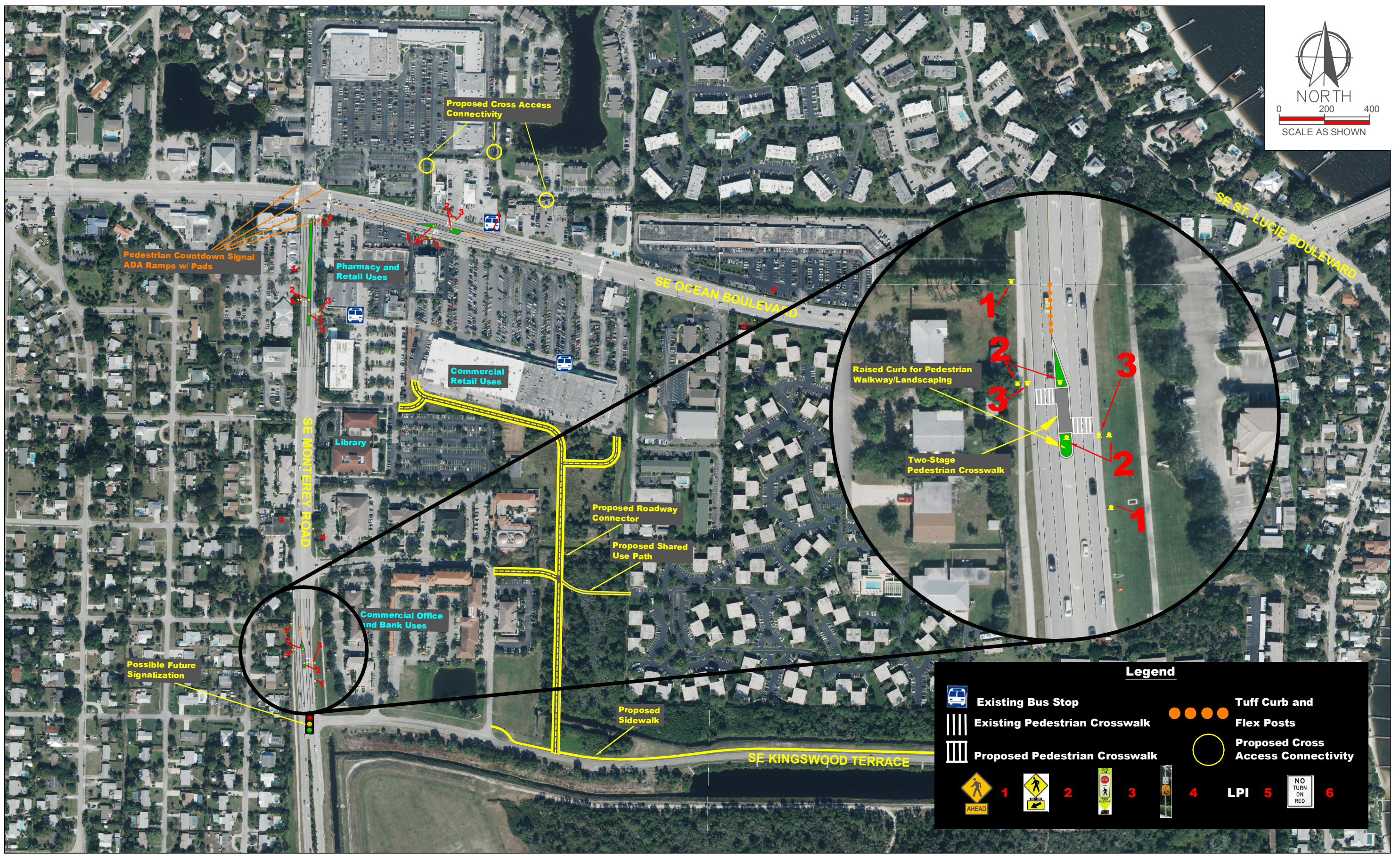
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**FIGURE 3 - RECOMMENDATIONS
 MIDBLOCK CROSSING LOCATION B**

SHEET NUMBER
3
 3 of 4

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Legend

- Existing Bus Stop
- Existing Pedestrian Crosswalk
- Proposed Pedestrian Crosswalk
- 1
- 2
- 3
- 4
- LPI 5
- NO TURN ON RED 6
- Tuff Curb and Flex Posts
- Proposed Cross Access Connectivity

No.	REVISIONS	DATE	BY

DESIGN ENGINEER:
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 FLORIDA

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**FIGURE 4 - RECOMMENDATIONS
 MIDBLOCK LOCATION C**

SHEET NUMBER
 4
 4 of 4